



# City of El Cajon

## Planning Commission Agenda

Tuesday, November 1, 2022 Meeting

7:00 PM

DARRIN MROZ, Chair  
REBECCA POLLACK-RUDE, Vice Chair  
PAUL CIRCO  
ANTHONY SOTTILE  
ELIZABETH VALLES

Meeting Location: City Council Chambers, 200 Civic Center Way, El Cajon, CA, 92020

Please note that, pursuant to State and County Health Orders, in-person meetings have resumed. The public is welcome to attend and participate.

The meeting will be live-streamed through the City website at: <https://www.elcajon.gov/your-government/city-meetings-with-agendas-and-minutes-all>.

To submit written comments on an item on this agenda, or a Public Comment, please e-mail the comments with Planning Commission in the subject line to [planning@elcajon.gov](mailto:planning@elcajon.gov) before 5 p.m. on Tuesday, October 18, 2022. Comments will be limited to 300 words and will be entered into the official Commission Meeting Record.

The City of El Cajon is endeavoring to be in total compliance with the Americans with Disabilities Act. If you require assistance or auxiliary aids in order to participate at the Commission meeting, please contact our office at 619-441-1742, option 3, as soon as possible.

### CALL TO ORDER

### PLEDGE OF ALLEGIANCE

### ROLL CALL

### CHAIRPERSON'S WELCOME

### PUBLIC COMMENT

This is the opportunity for the public to address the Commission on any item of business within the jurisdiction of the Commission that is not on the agenda. Under state law no action can be taken on items brought forward under Public Comment except to refer the item to staff for administrative action or to place it on a future agenda. Non-agenda public comments must be submitted before the end of public comment during the meeting.

### CONSENT

Agenda Item:	1
	Planning Commission minutes of October 18, 2022

*Decisions and Appeals* - A decision of the Planning Commission is final unless appealed within 10 days of the date of the Commission's action. The appeal period for the items on this Agenda will end on Monday, November 14, 2022, at 5:00 p.m. Agenda items which are forwarded to City Council for final action need not be appealed.

## PUBLIC HEARINGS

<b>Agenda Item:</b>	<b>2</b>
<b>Project Name:</b>	<b>Hyunday Auto Dealership</b>
<b>Request:</b>	<b>Auto Dealership</b>
<b>CEQA Recommendation:</b>	<b>Exempt</b>
<b>STAFF RECOMMENDATION:</b>	<b>RECOMMEND CITY COUNCIL APPROVAL</b>
<b>Project Number(s):</b>	Specific Plan (SP) No. 2022-0001, an Amendment to Specific Plan No. 452)
<b>Location:</b>	1155 Graves Avenue
<b>Applicant:</b>	John P. Kiefer; JKC Graves, LLC; 541-915-6091; j.kiefer@gokiefer.com
<b>Project Planner:</b>	Mike Viglione; 619-441-1773; <a href="mailto:mviglione@elcajon.gov">mviglione@elcajon.gov</a>
<b>City Council Hearing Required?</b>	Yes   December 13, 2022
<b>Recommended Actions:</b>	<ol style="list-style-type: none"><li>1. Conduct the public hearing; and</li><li>2. MOVE to adopt the next resolutions in order, recommending City Council approval of the CEQA determination, and SP-2022-0001, an Amendment to Specific Plan No. 452, subject to conditions.</li></ol>

### 4. OTHER ITEMS FOR CONSIDERATION

### 5. STAFF COMMUNICATIONS

### 6. COMMISSIONER REPORTS/COMMENTS

### 7. ADJOURNMENT

This Planning Commission meeting is adjourned to November 15, 2022 at 7 p.m.





## **MINUTES PLANNING COMMISSION MEETING October 18, 2022**

*The meeting of the El Cajon Planning Commission was called to order at 7:00 p.m.*

### **PLEDGE OF ALLEGIANCE & MOMENT OF SILENCE.**

**COMMISSIONERS PRESENT:** Rebecca POLLACK-RUDE (Vice Chair)  
Paul CIRCO  
Anthony SOTTILE  
Elizabeth VALLES

**COMMISSIONERS ABSENT:** Darrin MROZ (Chair)

**STAFF PRESENT:** Noah ALVEY, Deputy Director of Community Development  
Barbara LUCK, Staff Attorney  
Mike VIGLIONE, Senior Planner  
Roxana GUZMAN, Administrative Secretary

Vice Chair POLLACK-RUDE opened the Planning Commission meeting explaining the rules of conduct.

### **PUBLIC COMMENT:**

There was no public comment.

### **CONSENT CALENDAR:**

<b>Agenda Item:</b>	<b>1</b>
	<b>Planning Commission minutes of October 4, 2022</b>

Motion was made by CIRCO, seconded by SOTTILE, to approve the October 4, 2022 minutes; motion carried 4-0, with MROZ absent.

**PUBLIC HEARING ITEM:**

<b>Agenda Item:</b>	<b>2</b>
<b>Project Name:</b>	<b>7-Eleven Off-Sale Alcohol Sales</b>
<b>Request:</b>	<b>Add off-sale alcohol (Type 20 ABC License) to an existing convenience store</b>
<b>CEQA Recommendation:</b>	<b>Exempt</b>
<b>STAFF RECOMMENDATION:</b>	<b>DENY</b>
<b>Project Number</b>	Conditional Use Permit (CUP) No. 2022-0013
<b>Location:</b>	500 N. Second St.
<b>Applicant:</b>	R. Bruce Evans; <a href="mailto:bevans@ssjlaw.com">bevans@ssjlaw.com</a>
<b>Project Planner:</b>	Noah Alvey; 619-441-1795; <a href="mailto:nalvey@elcajon.gov">nalvey@elcajon.gov</a>
<b>City Council Hearing Required?</b>	No
<b>Recommended Actions:</b>	<ol style="list-style-type: none"> <li>1. Conduct the public hearing; and</li> <li>2. MOVE to adopt the next resolution in order DENYING the request to add off-sale alcohol to an existing convenience store</li> </ol>

ALVEY summarized the staff report through a PowerPoint presentation.

COMMISSIONERS asked questions with ALVEY providing answers.

POLLACK-RUDE opened the public hearing.

Applicant, Bruce EVANS, and business owner, Kashmira BHARUCHA, spoke in opposition of staff recommendations.

Motion was made by CIRCO, seconded by VALLES, to close the public hearing; motion carried 4-0, with MROZ absent.

COMMISSIONERS discussed the item.

Motion was made by SOTTILE, seconded by CIRCO, to deny the request to add off-sale alcohol to an existing convenience store; motion carried 4-0, with MROZ absent.

<b>Agenda Item:</b>	<b>3</b>
<b>Project Name:</b>	<b>Melody Lane Townhomes</b>
<b>Request:</b>	<b>29-Unit Townhomes</b>
<b>CEQA Recommendation:</b>	<b>Exempt</b>
<b>STAFF RECOMMENDATION:</b>	<b>RECOMMEND CITY COUNCIL APPROVAL</b>
<b>Project Number:</b>	Specific Plan (SP) No. 2022-0002, and Tentative Subdivision Map (TSM) No. 2021-0007

<b>Location:</b>	Melody Lane between East Main Street & Comet Lane
<b>Applicant:</b>	Karen Alves; City Ventures Homebuilding, LLC; 949-258-7515; kalves@cityventures.com
<b>Project Planner:</b>	Mike Viglione; 619-441-1773; <a href="mailto:mviglione@elcajon.gov">mviglione@elcajon.gov</a>
<b>City Council Hearing Required?</b>	Yes   November 8, 2022
<b>Recommended Actions:</b>	<ul style="list-style-type: none"> <li>3. Conduct the public hearing; and</li> <li>4. MOVE to adopt the next resolutions in order, recommending City Council approval of the CEQA determination, SP-2022-0002 and TSM-2021-0007, subject to conditions.</li> </ul>

VIGLIONE summarized the staff report through a PowerPoint presentation and announced that a public comment was received prior to Planning Commission Meeting, which was presented to the commissioners at the dais.

COMMISSIONERS asked questions with VIGLIONE providing answers.

POLLACK-RUDE opened the public hearing.

Karen KENRICK spoke in opposition of the project.

COMMISSIONERS asked questions with VIGLIONE and SANCHEZ providing answers.

Rachel MCCLELLAN spoke in opposition of the project.

Applicant, Karen ALVES, spoke in support of the project.

COMMISSIONERS asked questions with VIGLIONE, ALVEY, and SANCHEZ providing answers.

COMMISSIONERS asked questions with ALVES providing answers.

Motion was made by CIRCO, seconded by POLLACK-RUDE, to close the public hearing; motion carried 4-0, with MROZ absent.

COMMISSIONERS discussed the item.

Motion was made by SOTTILE, seconded by VALLES, to adopt next resolutions in order, recommending City Council approval of the CEQA determination, SP-2022-0002 and TSM-2021-0007, and requesting that the applicant investigate the feasibility of adding a second emergency vehicle access point for the project, subject to conditions; motion carried 4-0, with MROZ absent.

#### **OTHER ITEMS FOR CONSIDERATION:**

**STAFF COMMUNICATIONS:**

**COMMISSIONER REPORTS/COMMENTS:**

**ADJOURNMENT:**

Motion was made by CIRCO, seconded by POLLACK-RUDE, to adjourn the meeting of the El Cajon Planning Commission at 8:20 p.m. this 18<sup>th</sup> day of October, 2022, until 7:00 p.m., Tuesday, November 1, 2022; motion carried 4-0, with MROZ absent.

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Rebecca POLLACK-RUDE, Vice Chair

ATTEST:

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Noah ALVEY, Secretary



Community Development Department  
**PLANNING COMMISSION AGENDA REPORT**

<b>Agenda Item:</b>	<b>2</b>
<b>Project Name:</b>	<b>Hyundai Auto Dealership</b>
<b>Request:</b>	<b>Auto Dealership</b>
<b>CEQA Recommendation:</b>	<b>Exempt</b>
<b>STAFF RECOMMENDATION:</b>	<b>RECOMMEND CITY COUNCIL APPROVAL</b>
<b>Project Number:</b>	Specific Plan (SP) No. 2022-0001, an Amendment to Specific Plan No. 452
<b>Location:</b>	1155 Graves Avenue
<b>Applicant:</b>	John P. Kiefer; JKC Graves, LLC; 541-915-6091; j.kiefer@gokiefer.com
<b>Project Planner:</b>	Mike Viglione; 619-441-1773; <a href="mailto:mviglione@elcajon.gov">mviglione@elcajon.gov</a>
<b>City Council Hearing Required?</b>	Yes   December 13, 2022
<b>Recommended Actions:</b>	<ol style="list-style-type: none"> <li>1. Conduct the public hearing; and</li> <li>2. MOVE to adopt the next resolutions in order, recommending City Council approval of the CEQA determination, and SP-2022-0001, an Amendment to Specific Plan No. 452, subject to conditions.</li> </ol>

### PROJECT DESCRIPTION

This project proposes an amendment to Specific Plan No. 452 to authorize a 36,989 square foot automobile dealership, inclusive of all typical uses such as service, at a site previously developed with a recreational facility (Boomers Amusement Center). The project includes reuse of access and parking improvements and proposes to redevelop the portions of the site occupied by recreational facility structures.

### BACKGROUND

<b>General Plan:</b>	Regional Commercial (RC)
<b>Specific Plan:</b>	No. 452
<b>Conditional Use Permit:</b>	No. 1538, No. 1557
<b>Zone:</b>	C-R (Regional Commercial)
<b>Other City Plan(s):</b>	None
<b>Regional and State Plan(s):</b>	None
<b>Notable State Law(s):</b>	None

### Project Site & Constraints

The approximately 4.6 acre project site consists of seven (7) Assessor Parcel Numbers located at the southeast corner of Hart Drive and Graves Avenue. The site is just east of State Route 67 and is situated along the boundary of the City of El Cajon and County of San Diego at Hart Drive. The site is approximately three quarters of a mile to the southeast of Gillespie Field and is within Safety Zone 6 of the Airport Land Use Compatibility Plan. The site is also identified as being within the 100 year flood plain in the Flood Insurance Rate Map produced by the Federal Emergency Management Agency.

The site was previously developed with a recreational facility pursuant to the approved Specific Plan No. 452 and Conditional Use Permit No. 1538 and the recreational facility improvements have been demolished. The project scope involves redevelopment of the portions of the site previously occupied by the former recreational facility buildings with new access improvements and car dealership facilities.

### Surrounding Context

Properties surrounding the site are developed and zoned as follows:

Direction	Zones	Land Uses
North	Residential – Urban (County)	Multi-family Residential
South	C-R	Regional Commercial
East	PRD-Low-Med	Single Family Residential
West	Not Applicable	Transportation (Graves, SR 67, N Magnolia)

### General Plan

The project site is designated Regional Commercial (RC) on the General Plan Land Use Map. The RC land use designation is intended for large shopping centers but may also include other major uses. The RC designation recognizes that such uses are very important for sales tax generation and indicates that they should be closely linked to transportation and transit facilities. The RC designation is consistent with the C-R zone as shown in the Zoning Consistency Chart.

### Zoning Code

The subject site is zoned C-R which provides for community and regional scale commercial centers that typically serve large areas of the city and surrounding community. An automobile dealership may be established in the C-R zone with the approval of a Conditional Use Permit.

The Zoning Code also includes regulations for the preparation of a specific plan in particular portions of the City where circumstances require a more detailed framework of development than the General Plan, and more detailed standards than the general provisions of the Zoning Code. A specific plan effectively establishes a link between implementing policies of the General Plan and the individual development proposals in a defined area. Circumstances which may warrant a specific plan include size and shape

of the property, relation to surroundings, and unusual conditions pertaining to the property requiring special consideration for access, utilities or fire protection. Zoning Code section 17.125.060 further prohibits the construction of any buildings or structures across property lines unless approved as a part of a specific plan.

#### Specific Plan No. 452

Specific Plan No. 452 was approved by City Council Ordinance No. 4387 on January 19, 1993. This Specific Plan primarily consolidates the separate parcels for purposes of the zoning code to provide a single unit for development purposes and increases the height limit of the subject property to 41 feet. The Specific Plan however also includes language limiting permissible land use to a recreational facility as shown in the architectural drawing unless further environmental analysis is conducted.

### **DISCUSSION**

#### *Land Use*

Amendment of existing Specific Plan No. 452 is an appropriate process for the proposed redevelopment of the recreational facility with an automobile dealership. As previously noted, the site remains composed of separate parcels and therefore use of the Specific Plan is mandated by the Zoning Code to treat them as a single unit for development. Moreover the Specific Plan's directive to require additional environmental analysis with another land use is honored through the standard assessment of the project pursuant to the California Environmental Quality Act (CEQA).

The proposed automobile dealership is further consistent with the C-R zone land use permissions and would otherwise be requested through a Conditional Use Permit, as previously stated. An automobile dealership also aligns with the intent of the regional commercial General Plan Land Use and Zoning designations as it establishes a locally important, community scale commercial use in close proximity to State Route 67. General Plan Goal 9, along with its objectives and policies, also encourage the cultivation and retention of a strong, competitive region-wide commercial base. In fact, Policy 9-3.4 states that the "City shall assist in the relocation or expansion of successful local businesses so they may be retained locally" while Policy 9-4.11 indicates that "removal of outdated, nuisance, or incompatible buildings shall be encouraged to...make room for new uses compatible with the General Plan."

#### *Project*

The proposed automobile dealership is comprised of two structures, off-street parking, vehicle display and inventory storage areas, landscaping and other required improvements. The redevelopment proposes reuse of approximately one third of the previous site improvements including the southerly project access off Graves Avenue, as well as the drive aisles, parking stalls, and landscape that bordered the former recreational facility building to its south and east along property lines.

The primary dealership building situated near the center of the site is 36,989 square feet in area and includes facilities for sales, service, and all back office functions. On the north side of the building are reception and express lube bays that align with a new 30 foot wide commercial driveway which also serves as customer vehicle drop off for next day service appointments. A detached 1,232 square foot carwash building is similarly aligned with the service bays approximately half way between the building and the easterly property line. A fire lane, beginning at the existing 40 foot wide driveway opening to the south, circumnavigates the proposed structures and provides access to 136 off-street parking stalls and the trash enclosure.

### *Design and Structure*

Development projects are typically evaluated for conformance with the Architectural Guidelines in ECMC Chapter 17.180. These guidelines outline basic design principles to improve the appearance of buildings in the community, using quality and compatibility with surroundings as primary considerations. These guidelines also provide specific guidance related to: height, bulk, and mass; design creativity; visual interest; continuation of design; rooftop equipment screening; variation of wall plans; entry features; and proportionality. While a specific plan may propose project specific design requirements, the proposed project is consistent with ECMC Chapter 17.180.

The commercial building is contemporary in design and includes extensive glazing facing Graves Avenue at the showroom and includes Hyundai brand patterned bronze metal paneling along the parapet. The building exterior is otherwise finished with an exterior cladding system similar in appearance to stucco, and features a coordinated bronze accent band around the base of the building. Though largely rectangular, attached service reception and express lube bays break up the building mass while repeated horizontal aluminum “reveals” are intentionally rhythmic.

The proposed structure, as stated in the preceding constraints section, is also within the 100 year flood plain and Safety Zone 6 of the Airport Land Use Compatibility Plan. Conditions of approval are incorporated into the Specific Plan that require compliance with chapter 15.14 Flood Damage Prevention provisions and the Airport Land Use Commission (ALUC) Consistency Determination to ensure safety for occupants and compatibility with adjacent uses. Chapter 15.14 will require that structures are appropriately flood proofed or elevated at least one foot above flood elevations while the ALUC Consistency Determination requires confirmation from the Federal Aviation Administration, or an appropriately licensed professional, that the project is not a hazard to air navigation.

### *Development Standards*

Typically, new projects would adhere to the development standards in the underlying zone. However, this project proposes an automobile dealership by specific plan and may therefore propose different development standards than would normally be



required by the Zoning Code. Consequently existing permitted conditions would also be considered to be consistent with the existing provisions of Specific Plan No. 452.

Development Standard	C-R Regulations	Amended Specific Plan
Building Setbacks	10 ft. exterior, 10 ft. from residential	Min. 60 ft. exterior, 168 ft. side, 174 ft. rear
Building Height	35 feet	28 feet
Lot Coverage	No Requirement	15%
Parking	Determined through discretionary review	136 Stalls
Required Landscape	Exterior yards areas; 10 sf per required stall	Exterior yard along Graves Ave.; 31 sf per required stall
Trash Enclosure	Min. 16 ft. by 5 ft. required	19.25 ft. by 5.75 ft. proposed
Fences/Walls/Gates	6 feet in height outside exterior setbacks; Gates permitted	8.5 feet max within required setbacks

### *Lighting*

ECMC section 17.130.150 requires that adequate lighting be provided to ensure pedestrian and vehicular safety but prohibits the creation of nuisance conditions on adjacent properties. Lights must be of an appropriate size and intensity and must be directed downward and hooded to prevent casting glare upon adjacent properties. While lighting is shown in the Specific Plan exhibits, conditions included therein require the submittal of a lighting plan prior to building permit issuance that clearly indicates final location of all onsite lighting and details that demonstrate how the lights are shielded to ensure nuisance conditions do not arise on adjacent properties.

### *Fencing*

The existing concrete masonry wall bordering the site along Hart Drive, the easterly property line, and the southerly property line is proposed to be preserved with the project. The wall was permitted with the recreational facility and measures up to 8.5 feet from lower adjacent grades along Hart Drive at the tallest portions. There is also a chain link fence atop the Hart Drive portions, approximately 5 feet in height. Lastly, it should also be noted that the Specific Plan authorized this wall to encroach into C-R zone exterior yards at heights exceeding 42" consistent with its existing condition.

Despite these heights, the wall ranges between four (4) and six (6) feet as measured on the property and consequently may fail to provide effective screening of the commercial land use from adjacent residences. The applicant proposes a five (5) foot high chain link fence with slats, similar to the existing condition, to ensure that privacy is maintained. Staff have included a condition of approval in the Specific Plan limiting this chain link

fence extension to the portions along Hart Drive and instead requiring that the landscape areas along the easterly and southerly property lines to be refurbished consistent with Landscape Ordinance requirements to include screening landscaping where appropriate.

### *Signage*

The applicant's proposal includes wall signs, a "brand" sign, and a "future sign, under separate permit" which is understood to be a pole sign. Proposed signage in the City is generally regulated by the Sign Ordinance in chapter 17.190 of the El Cajon Municipal Code. In accordance with the Sign Ordinance, the subject property would be eligible for wall signs up with a cumulative area not to exceed four (4) square feet of building face and up to two (2) freestanding signs.

The subject property is within 660 feet of State Route 67 and is larger than 2 acres would thus be eligible for a freeway oriented sign pursuant to sections 17.190.210(E) and 17.190.190. Signs in such instances may be permitted administratively up to 65 feet in height with 2 square feet per foot of frontage.

The proposed "brand sign" is a monument sign, which is limited to 48 square feet with a maximum height of eight (8) feet. The proposed brand sign does not comply with these size limitations but, if constructed as a pole sign, would be subject to the more permissive standards described above.

Staff have included a recommended condition in the Specific Plan generally requiring appropriate permits and compliance pursuant to the Sign Ordinance. Staff have, however, further qualified this condition so as to require a proposed pole sign in excess of 15 feet to demonstrate that it will not cast shadows on adjacent residential properties. Freestanding signs will also be prohibited along Hart Drive.

### *Noise*

The proposed project includes accessory uses, such as the carwash, which could create noise related nuisances on adjacent properties. Consequently, the application includes a noise analysis prepared by a Roma Environmental, an acoustical consultant, to assess potential noise impacts. This report finds that construction impacts would be less than significant without mitigation during the day and that the existing performance standards in section 17.115.130(C) would preclude the operation of construction equipment during the noise sensitive hours of 7 pm to 7 am. The report similarly finds that automobile dealership operations would be within the 60 decibel limit at property lines and that no impacts would occur. However, to ensure compliance with the Zoning Code, staff have included a condition in the Specific Plan limiting car wash use to the hours between 7 am and 7 pm.

### *Transportation/Parking*

Engineering and Storm Water staff reviewed the proposed project, as well as the traffic analysis prepared by Darnell and Associates, and concluded that the adjacent circulation system, which includes Graves Avenue, Hart Drive, Broadway, and State Route 67, would operate safely with required improvements. Among the conditions incorporated into the Specific Plan are requirements to:

- Reconstruct the curb and pedestrian ramp at the southeast corner of Graves Avenue and Hart Drive to provide for ADA compliant access.
- Place a bus bench at the MTS Route 833 Northbound stop at the southeast corner
- Provide minimum 24-foot-wide City Standard commercial driveways.
- Extend the two way left-turn lane to Hart Drive.
- Extend the northbound bicycle lane along the project frontage to Hart Drive.

The proposed amendment would add 867 average daily trips to adjacent roadways including, 68 am and 80 pm peak hour trips. Pursuant to the Institute of Transportation Engineer Guidelines for Transportation Impact Studies in the San Diego Region, projects which are consistent with the General Plan and generate fewer than 1,000 trips are presumed to have less than a significant impact. Similarly the Governor's Office of Planning and Research *Technical Advisory on Evaluating Transportation Impacts in CEQA*, states that retail stores less than 50,000 square feet in area may be considered locally serving.

Despite these exemptions, staff recognize that Hart Drive is a local residential street. Consequently a condition prohibiting the proposed dealership from conducting commercial activities on Hart Drive is included in the Specific Plan.

The subject project will be required to provide sufficient parking onsite for all employees, customers, vehicles awaiting service, vehicle display and inventory. The Site Plan currently includes 136 off-street parking spaces based on application of the general retail commercial use rate and the outdoor sales display rate identified in section 17.185.190 to the structures and identified display areas respectively. That said, the dealership operator would be obliged to adjust their operations as necessary to accommodate additional parking.

### **FINDINGS**

The following findings must be made to approve a specific plan.

#### *A. The proposed specific plan serves the public interest.*

The proposed project will redevelop an existing site located adjacent to the City's regional commercial district whereby expanding opportunities for local job creation and synergistic compatibility with surrounding community scale commercial uses. Furthermore, it will construct a modern facility that will add economic and visual

quality to the City's tax base and built environment. Moreover, the specific plan includes development standards and ongoing conditions attached as Exhibit A to ensure a compatible neighborhood operation with the existing and planned land uses in the vicinity.

*B. The proposed specific plan will systematically implement the City's General Plan.*

The project focuses on a particular portion of the City where special circumstances require a more detailed framework of development than the General Plan, and more detailed standards than the general provisions of the Zoning Code. It effectively establishes a link between implementing policies of the General Plan and the individual development proposals in a defined area. A specific plan remains an appropriate entitlement for the subject properties given that the Zoning Code, which implements the General Plan, explicitly requires a Specific Plan to construct across property lines. Moreover, the proposed amendment is consistent with General Plan Goal 9, which encourages the creation and retention of a strong, competitive region-wide commercial base, as well as specific implementing Policies 9-3.4 and 9-4.11.

#### **CALIFORNIA ENVIRONMENTAL QUALITY ACT**

The proposed project is exempt from the California Environmental Quality Act ("CEQA") pursuant to section 15332 (In-fill Development Projects). The following measuring criteria for a Class 32 exemption apply: the project is consistent with the General Plan designation; the proposal is within the city limits on a site less than five acres, surrounded by substantially urban uses; the project site has no value as natural habitat; approval would not result in significant effects related to traffic, noise, air, or water quality; and, the site can be adequately served by required utilities. Therefore, section 15332 is an appropriate exemption for this project.

#### **PUBLIC NOTICE & INPUT**

Notice of this public hearing was mailed on October 21, 2022, to all property owners within 300 feet of the project site and to anyone who requested such notice in writing, and was similarly published in The Daily Transcript the same day in compliance with Government Code sections 65090, 65091, and 65092, as applicable. Additionally, as a public service, the notice was posted in the kiosk at City Hall and was also mailed to the two public libraries in the City of El Cajon, located at 201 East Douglas Avenue and 576 Garfield Avenue.

City staff did not receive any comments in response to the Notice of Public Hearing prior to preparation of this report. Comments received after publication will be presented to the Planning Commission at the hearing.

## RECOMMENDATION

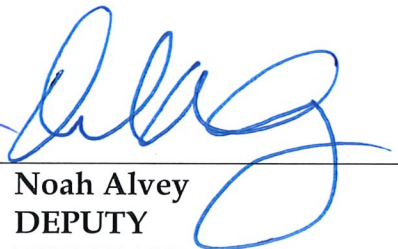
Staff recommends Planning Commission adopt resolutions recommending the City Council conditionally approve SP-2022-0001, an Amendment to Specific Plan No. 452, subject to conditions and the accompanying CEQA determination for an automobile dealership. The project will redevelop an existing commercial site consistent with the General Plan regional commercial purpose and intent of expanding opportunities for local job creation and synergistic compatibility with surrounding dealerships while adding economic and visual quality to the City's tax base and built environment. Furthermore, good neighbor policies have been incorporated in the specific plan as conditions of approval and ongoing conditions to ensure the dealership is compatible with the adjacent land uses.

### PREPARED BY:



**Mike Viglione**  
**SENIOR**  
**PLANNER**

### REVIEWED BY:



**Noah Alvey**  
**DEPUTY**  
**DIRECTOR OF**  
**COMMUNITY**  
**DEVELOPMENT**

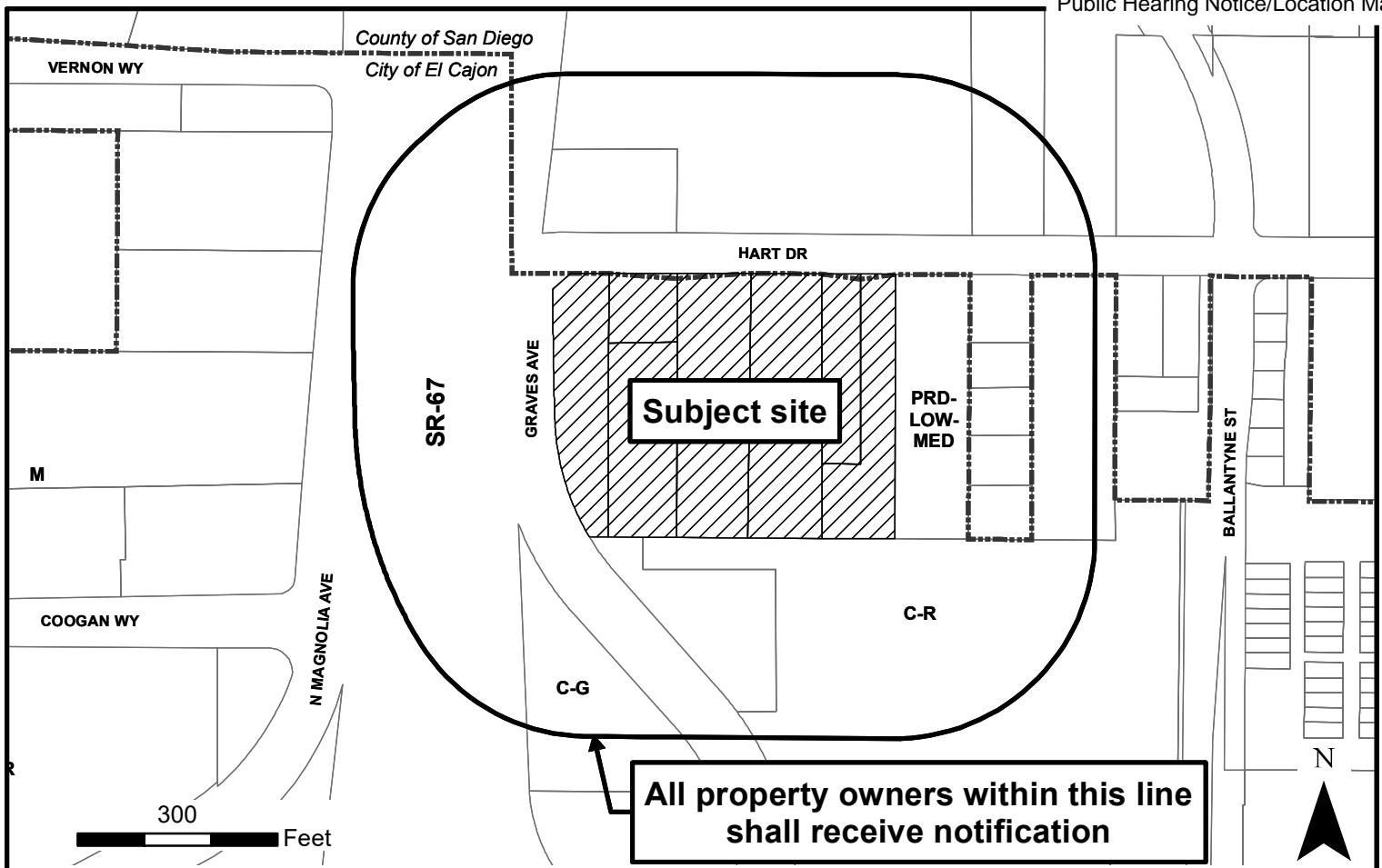
### APPROVED BY:



**Anthony Shute**  
**DIRECTOR OF**  
**COMMUNITY**  
**DEVELOPMENT**

## ATTACHMENTS

1. Public Hearing Notice/Location Map
2. Proposed Resolution RECOMMENDING APPROVAL of the CEQA determination
3. Proposed Resolution RECOMMENDING APPROVAL of SP No. 2022-0001
4. Aerial Image of Subject Site
5. Application & Disclosure Statement
6. Traffic Study
7. Noise Study
8. Specific Plan No. 2022-0001
9. Zoning Consistency Chart



**NOTICE OF PROPOSED  
AMENDMENT TO SPECIFIC PLAN NO. 452  
FOR AN AUTO DEALERSHIP**

NOTICE IS HEREBY GIVEN that the El Cajon Planning Commission will hold a public hearing at **7:00 p.m., Tuesday, November 1, 2022**, and the City Council will hold a public hearing at **7:00 p.m., Tuesday, December 13, 2022**, to consider:

**SP-2022-0001, AN AMENDMENT TO SPECIFIC PLAN NO. 452**, as submitted by JKC GRAVES, LLC, requesting redevelopment of the former recreational facility with a new automobile dealership. The subject properties are addressed as 1155 Graves Avenue. This project is exempt from the California Environmental Quality Act (CEQA).

The public is invited to attend and participate in this public hearing. The agenda report for this project will be available 72 hours prior to the Planning Commission meeting at <https://www.elcajon.gov/your-government/city-meetings-with-agendas-and-minutes-all>. In an effort to reduce the City's carbon footprint, paper copies will not be provided at the public hearing, but will be available at City Hall in the Project Assistance Center upon request.

If you challenge the matter in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice or in written correspondence delivered to the Commission, or prior to, the public hearing. The City of El Cajon encourages the participation of disabled individuals in the services, activities, and programs provided by the City. Individuals with disabilities who require reasonable accommodation in order to participate in the public hearing should contact Planning at 619-441-1742. More information about planning and zoning in El Cajon is available at <http://www.elcajon.gov/your-government/departments/community-development/planning-division>.

If you have any questions, or wish any additional information, please contact **MICHAEL VIGLIONE** at 619-441-1773 or via email at [mviglione@elcajon.gov](mailto:mviglione@elcajon.gov) and reference "1155 Graves" in the subject line.

PROPOSED PLANNING COMMISSION RESOLUTION NO.

A RESOLUTION RECOMMENDING CITY COUNCIL APPROVAL OF CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) CATEGORICAL EXEMPTION 15332 (IN-FILL DEVELOPMENT) FOR SPECIFIC PLAN NO. 2022-0001, AN AMENDMENT TO SPECIFIC PLAN NO. 452

WHEREAS, the El Cajon Planning Commission held a duly advertised public hearing on November 1, 2022, to consider Specific Plan No. 2022-0001, an amendment to Specific Plan No. 452, for the future development of an automobile dealership at the southeast corner of Graves Avenue and Hart Drive at Assessor Parcel Number (APNs) 483-090-15-00; 483-090-16-00; 483-090-24-00; 483-090-25-00; 483-090-26-00; 483-090-42-00; and 483-090-41-00; and

WHEREAS, the proposed project would involve redevelopment of disturbed land historically used as a recreational facility with a 36,989 square foot automobile dealership, 1,232 square foot carwash, and appurtenant access, landscape and street improvements; and

WHEREAS, in accordance with CEQA Guidelines section 15061(b)(2), and prior to making a recommendation to the City Council, the Planning Commission reviewed and considered the information contained in the project staff report; and

WHEREAS, it is proposed that the project is categorically exempt from the environmental review requirements of CEQA pursuant to section 15332 (*In-fill Development*) of the CEQA Guidelines, which allows for in-fill development in urbanized areas, as the record of proceedings contains evidence to support the determination that the Class 32 Categorical Exemption applies;

WHEREAS, no evidence was presented in proceedings that any of the conditions exist to provide exceptions to categorical exemptions as described in CEQA Guidelines section 15300.2, exist; and

WHEREAS, after considering evidence and facts, the Planning Commission considered Categorical Exemption, section 15332 as presented at its meeting; and

NOW, THEREFORE, BE IT RESOLVED by the El Cajon Planning Commission as follows:

- Section 1. That the foregoing recitals are true and correct, and are findings of fact of the El Cajon Planning Commission in regard to the proposed exemptions for Specific Plan No. 2022-0001, an Amendment to

Specific Plan No. 452.

Section 2. The El Cajon Planning Commission hereby further finds that the record in this proceeding includes evidence to support the following:

- A. The project site is designated Regional Commercial on the General Plan Land Use Map which is intended for large shopping centers but may also include other major uses important for sales tax generation. The proposed amendment is further consistent with General Plan Goal 9, along with its objectives and policies, which encourage the creation and retention of a strong, competitive region-wide commercial base as well as specific General Plan Policies 9-3.4 and Policy 9-4.11. The Zoning Code further requires a Specific Plan for construction of any buildings or structures across property lines and therefore the Specific Plan remains appropriate for the site.
- B. The project site is located within city limits, has a usable site area of less than five acres, and is surrounded by urban uses, including multiple-family residences, single-family residences, shopping centers, and transportation land uses.
- C. The subject site was previously developed with a recreational facility and remains in a disturbed condition from this historical use. There are no extant habitats on site for use by endangered, rare, or threatened species.
- D. The proposed amendment would result in an additional 867 average daily trips on adjacent roadways. Pursuant to the Institute of Transportation Engineer Guidelines for Transportation Impact Studies in the San Diego Region, used by the City of El Cajon to assess traffic related impacts, projects which are consistent with the General Plan and generate fewer than 1,000 trips are presumed to have less than a significant impact. Similarly the Governor's Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts in CEQA, states that retail stores less than 50,000 square feet in area may be considered locally serving. All land uses are subject to El Cajon Municipal Code (ECMC) Chapter 17.115 performance standards for noise and air quality and therefore related impacts are avoided through their application to project design and land use operations. Similarly, the proposed project is a Priority Development Project under ECMC Chapter 16.60 and will thus be required to comply with Standard Urban Storm Water Mitigation Plan requirements and all applicable storm water regulations of the aforementioned chapter.



E. All required utilities and public services are already extended to the subject site by virtue of its recent, previous use as a recreational facility and are expected to adequately serve the project. Furthermore, the proposed project will not result in any specific or general exceptions to the use of the categorical exemption as detailed under State CEQA Guidelines section 15300.2 which might otherwise preclude use of the exemption. Cumulative effects from successive projects are unlikely occur given that the project is proposes a use anticipated under the General Plan and its accompanying environmental analysis. The project does not involve any other unusual circumstances that could potentially have a significant effect on the environment. No impacts to scenic highways will occur as Interstate 8 is not designated as a CalTrans scenic highway. The project site is not a hazardous waste site nor is it identified in any list compiled pursuant to Government Code section 65962.5, such as the Department of Toxic Substances Control EnviroStor database or the State Water Resources Control Board GeoTracker tool. Historic resources will not be impacted as the project site is not included in the City of El Cajon Historic Preservation Inventory and occurs on disturbed property.

Section 3. That based upon said findings of fact, the El Cajon Planning Commission hereby RECOMMENDS City Council APPROVAL of the proposed CEQA exemption for Specific Plan No. 2022-0001, an amendment to Specific Plan No. 452.

Proposed Planning Commission Resolution

PASSED AND ADOPTED by the El Cajon Planning Commission at a regular meeting held November 1, 2022 by the following vote:

AYES:  
NOES:  
ABSENT:

---

Darrin MROZ, Chair

ATTEST:

---

Noah ALVEY, Secretary

PLANNING COMMISSION RESOLUTION NO.

A RESOLUTION RECOMMENDING CITY COUNCIL APPROVAL OF SPECIFIC PLAN NO. 2022-0001, AN AMENDMENT TO SPECIFIC PLAN NO. 452, AT 1155 GRAVES AVENUE IN THE REGIONAL COMMERCIAL (RC) GENERAL PLAN DESIGNATION AND THE C-R (REGIONAL COMMERCIAL) ZONE; ASSESSOR PARCEL NUMBERS (APNS) 483-090-15-00; 483-090-16-00; 483-090-24-00; 483-090-25-00; 483-090-26-00; 483-090-42-00; and 483-090-41-00.

WHEREAS, the El Cajon Planning Commission held a duly advertised public hearing on November 1, 2022, to consider Specific Plan No. 2022-0001, an amendment to Specific Plan No. 452, for the future development of an automobile dealership at the southeast corner of Graves Avenue and Hart Drive; and

WHEREAS, the Planning Commission adopted the next resolution in order recommending City Council approval of the California Environmental Quality Act (CEQA) determination that the project is categorically exempt from the environmental review requirements of CEQA pursuant to section 15332 (*In-fill Development*) of the CEQA Guidelines; and

WHEREAS, at the public hearing the Planning Commission received evidence through public testimony and comment in the form of verbal and written communications, and reports prepared and presented to the Planning Commission, including (but not limited to) evidence such as the following:

- A. The proposed project will redevelop an existing underutilized site located adjacent to the City's regional commercial district whereby expanding opportunities for local job creation and synergistic compatibility with surrounding community scale commercial uses. Furthermore, it will construct a modern facility that will add economic and visual quality to the City's tax base and built environment. Moreover, the specific plan includes development standards and ongoing conditions attached as Exhibit A to ensure a compatible neighborhood operation with the existing and planned land uses in the vicinity.
- B. The project focuses on a particular portion of the City where special circumstances require a more detailed framework of development than the General Plan, and more detailed standards than the general provisions of the Zoning Code. It effectively establishes a link between implementing policies of the General Plan and the individual development proposals in a defined area. A specific plan remains an appropriate entitlement for the subject properties given that the Zoning Code, which implements the General Plan, explicitly requires a Specific Plan to construct across property lines. Moreover, the proposed amendment is

Planning Commission Resolution No.

consistent with General Plan Goal 9, which encourages the creation and retention of a strong, competitive region-wide commercial base, as well as specific implementing Policies 9-3.4 and 9-4.11.

NOW, THEREFORE, BE IT RESOLVED by the El Cajon Planning Commission as follows:

Section 1. That the foregoing recitals are true and correct, and are findings of fact of the El Cajon Planning Commission in regard to Specific Plan No. 2022-0001.

Section 2. That based upon said findings of fact, the El Cajon Planning Commission hereby RECOMMENDS City Council APPROVAL of Specific Plan No. 2022-0001, in accordance with the attached Exhibit "A".

{The remainder of this page intentionally left blank}

Planning Commission Resolution No.

PASSED AND ADOPTED by the El Cajon City Planning Commission at a regular meeting held November 1, 2022, by the following vote:

AYES:

NOES:

ABSENT:

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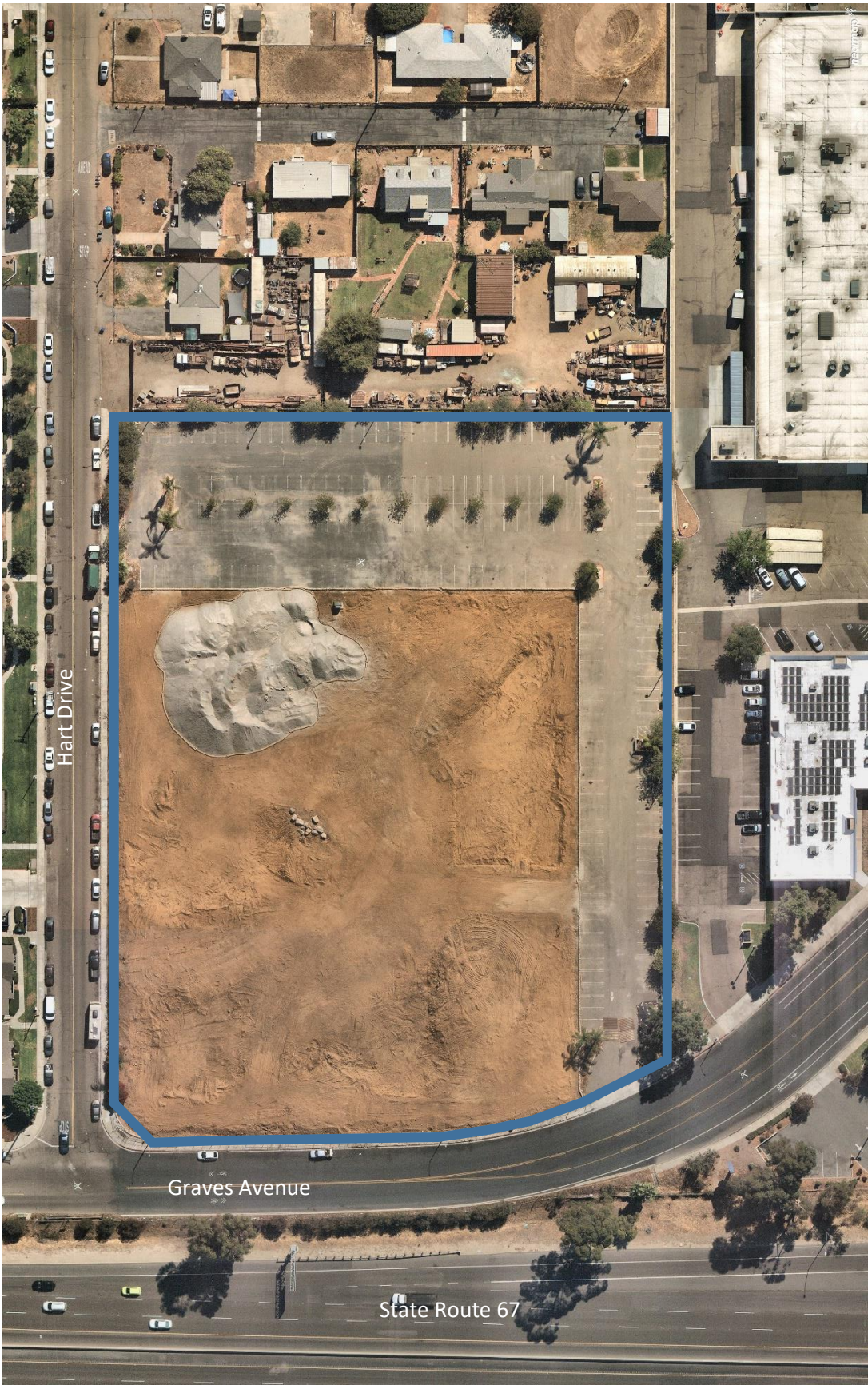
Darrin MROZ, Chair

ATTEST:

---

Noah ALVEY, Secretary

# Site Aerial







Project Assistance Center  
**PLANNING PERMIT APPLICATION**

**Type of Planning Permit(s) Requested:**

<input type="checkbox"/> <b>AZP</b> Administrative Zoning Permit	<input type="checkbox"/> <b>CUP</b> Conditional Use Permit	<input type="checkbox"/> <b>LLA</b> Lot Line Adjustment	<input type="checkbox"/> <b>MA</b> Minor Amendment
<input type="checkbox"/> <b>MUP</b> Minor Use Permit	<input type="checkbox"/> <b>PRD</b> Planned Residential Development	<input type="checkbox"/> <b>PUD</b> Planned Unit Development	<input type="checkbox"/> <b>SDP</b> Site Development Plan Permit
<input type="checkbox"/> <b>SP</b> Specific Plan	<input type="checkbox"/> <b>SCR</b> Substantial Conformance Review	<input type="checkbox"/> <b>TPM</b> Tentative Parcel Map	<input type="checkbox"/> <b>TSM</b> Tentative Subdivision Map
<input type="checkbox"/> <b>VAR</b> Variance	<input type="checkbox"/> <b>ZR</b> Zone Reclassification	<input checked="" type="checkbox"/> Other: <u>Amendment to Specific Plan No. 528</u>	

**Project Location**

Parcel Number (APN): 483-090-15, 16, 24, ,25, 26, 41 - 42

Address: 1155 GRAVES AVE., EL CAJON, CA 92021

Nearest Intersection: GRAVES AVE & HART DRIVE

**Project Description** (or attach separate narrative)

NEW 36,989 SQFT, TWO STORY, FULL SERVICE AUTO DEALERSHIP (SHOWROOM,

SERVICE WORKSHOP, DETAIL BAYS, PARTS/TIRE STORAGE AND OFFICES) WITH SEPARTE

1,232 SQFT, SINGLE STORY CAR WASH. SITE WORK TO INCLUDE TWO DRIVEWAYS FORM

GRAVES AVE.

**Project Screening Questions**

Existing use?	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<b>If yes, please describe:</b> <u>COMMERCIAL</u>
Modification of use?	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<u>NEW AUTO SALES AND SERVICE USE</u>
New development or addition?	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<u>NEW BUILDING ON SITE</u>
Existing Structures?	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	Age of the structures: <u>DEMOLD UNDER SEP PERMIT</u>

Demolition or substantial modification proposed to site improvements or structures? ☐ No ☐ Yes \_\_\_\_\_

Tenant improvements proposed? ☐ No ☐ Yes \_\_\_\_\_

Existing vegetation or trees on site proposed for removal? ☒ No ☐ Yes \_\_\_\_\_

Proposed grading? ☐ No ☒ Yes \_\_\_\_\_ Proposed quantities of cut and/or fill. \_\_\_\_\_

**Applicant Information** (the individual or entity proposing to carry out the project; not for consultants)

Company Name: **JKC GRAVES LLC**

Contact Name: **JOHN KIEFER**

Mailing Address: **1600 VALLEY RIVER DRIVE, SUITE 209**

Phone: **541-915-6091** Email: **j.kiefer@gokiefer.com**

Interest in Property: ☒ Own ☐ Lease ☐ Option

**Project Representative Information** (if different than applicant; consultant information here)

Company Name: **see above**

Contact Name: \_\_\_\_\_ License: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

**Property Owner Information** (if different than applicant)

Company Name: **see above**

Contact Name: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

**Hazardous Waste and Substances Statement**

Section 65962.5(f) of the State of California Government Code requires that before the City of El Cajon accepts as complete an application for any discretionary project, the applicant submit a signed statement indicating whether or not the project site is identified on the State of California Hazardous Waste and Substances Sites List. This list identifies known sites that have been subject to releases of hazardous



chemicals, and is available at <http://www.calepa.ca.gov/sitecleanup/corteselist/>. Check the appropriate box and if applicable, provide the necessary information:

The development project and any alternatives proposed in this application:

☐ is/are NOT contained on the lists compiled pursuant to Government Code Section 65962.5.

☐ is/are contained on the lists compiled pursuant to Government Code Section 65962.5.

If yes, provide Regulatory Identification Number: \_\_\_\_\_ Date of List: \_\_\_\_\_

### **Authorization**

Applicant Signature<sup>1</sup>:

Date: 06-01-2022

Property Owner  
Signature<sup>2</sup>:

Date: 06-01-2022

1. **Applicant's Signature:** I certify that I have read this application and state that the above information is correct, and that I am the property owner, authorized agent of the property owner, or other person having a legal right, interest, or entitlement to the use of the property that is the subject of this application. I understand that the applicant is responsible for knowing and complying with the governing policies and regulations applicable to the proposed development or permit. The City is not liable for any damages or loss resulting from the actual or alleged failure to inform the applicant of any applicable laws or regulations, including before or during final inspections. City approval of a permit application, including all related plans and documents, is not a grant of approval to violate any applicable policy or regulation, nor does it constitute a waiver by the City to pursue any remedy, which may be available to enforce and correct violations of the applicable policies and regulations. I authorize representatives of the City to enter the subject property for inspection purposes.
2. **Property Owner's Signature:** If not the same as the applicant, property owner must also sign. A signed, expressed letter of consent to this application may be provided separately instead of signing this application form. By signing, property owner acknowledges and consents to all authorizations, requirements, conditions and notices described in this application. Notice of Restriction: property owner further acknowledges and consents to a Notice of Restriction being recorded on the title to their property related to approval of the requested permit. A Notice of Restriction runs with the land and binds any successors in interest.

### **Pre-application Conference**

The purpose of a pre-application conference is to provide you an opportunity to review your project with City staff in a preliminary form to finalize submittal requirements and receive a cursory identification of potential issues. **A pre-application is required unless waived by staff.**

Conference date: \_\_\_\_\_

### **Application Submittal**

To submit your application, **it must be done by appointment** scheduled in advance for all Level 3, 4, & 5 project reviews, unless waived by staff. It is recommended for projects that will subsequently meet the criteria for a Level 1-C review through Level 2.

Appointment date: \_\_\_\_\_



## Disclosure Statement

This statement is intended to identify and avoid potential conflicts of interest that may exist between the project proponents and the decision makers; including City staff, Planning Commissioners, and City Council members.

The following information must be disclosed:

1. List the names and addresses of all persons having a financial interest in the application.

JOHN P. KIETER  
CORINNE KIETER

1100 VALLEY RIVER DRIVE, #290  
EUGENE, OR 97401  
1100 VALLEY RIVER DRIVE, #290  
EUGENE, OR 97401

List the names and address of all persons having any ownership interest in the property involved.

JOHN P. KIETER  
CORINNE KIETER

1100 VALLEY RIVER DRIVE, #290  
EUGENE, OR 97401  
1100 VALLEY RIVER DRIVE, #290  
EUGENE, OR 97401

2. If any person identified pursuant to (1) above is a corporation or partnership, list the names and addresses of all individuals owning more than 10% of the shares in the corporation or owning any partnership interest in the partnership.

JOHN P. KIETER  
CORINNE KIETER

1100 VALLEY RIVER DRIVE, #290  
EUGENE, OR 97401  
1100 VALLEY RIVER DRIVE, #290  
EUGENE, OR 97401

3. If any person identified pursuant to (1) above is a trust, list the name and address of any person serving as trustee or beneficiary or trustor of the trust.

\_\_\_\_\_  
\_\_\_\_\_

4. Have you or your agents transacted more than \$500.00 worth of business with any member of City staff, Boards, Commissions, Committees and Council within the past 12 months or \$1,000.00 with the spouse of any such person? Yes \_\_\_\_\_ No ☒

If yes, please indicate person(s), dates, and amounts of such transactions or gifts.

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"Person" is defined as "Any individual, proprietorship, firm, partnership, joint venture, syndicate, business trust, company, corporation, association, committee, and any other organization or group of persons acting in concert." Gov't Code §82047.

  
Signature of applicant / date 03-04-2022

JOHN P. KIEFER

Print or type name of applicant

NOTE: Attach appropriate names on additional pages as necessary.

# **Darnell & ASSOCIATES**

TRANSPORTATION PLANNING & TRAFFIC ENGINEERING

August 25, 2022

Bryan Mac Dermott,  
Wagner Architecture Group  
2124 El Camino Real, Suite 200  
Oceanside, CA. 9205421

D&A Ref. No: 220503

Subject: Vehicle Miles Traveled (VMT) and Local Mobility Assessment (LMA) for the proposed Hyundai of El Cajon Auto Dealership at 1155 Graves Avenue, El Cajon.

Dear Mr. Mac Dermott,

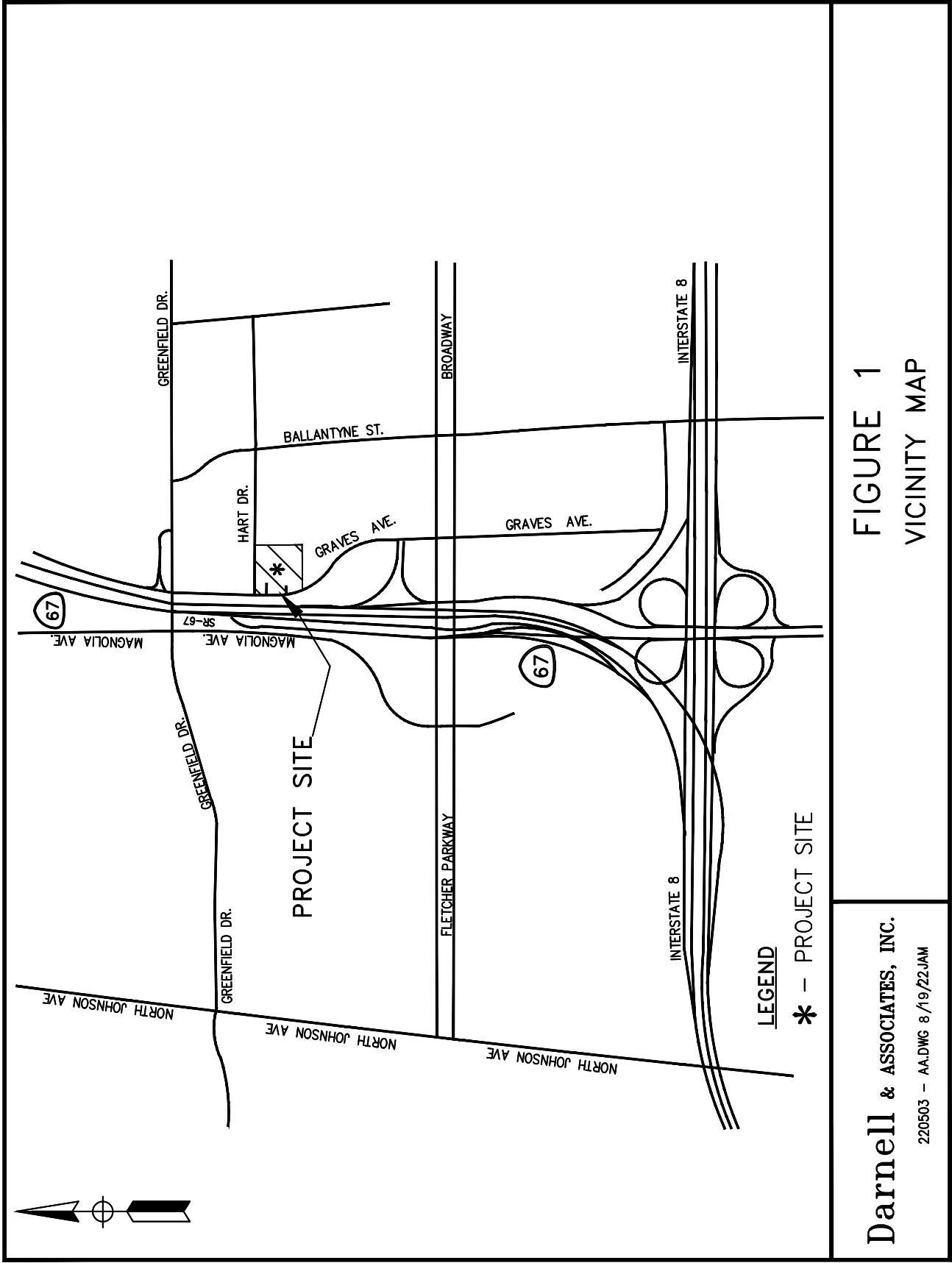
Darnell & Associates, (D&A) has prepared this report to identify if additional Vehicle Miles Traveled (VMT) and Local Mobility Assessment (LMA) analysis is required. **Figure 1** is a vicinity map showing the Project location and the Project site plan is presented on **Figure 2**. The following outlines key assumptions for the Vehicle Miles Traveled (VMT) and Local Mobility Assessment (LMA) analysis requirement identified in the Institute of Traffic Engineers (ITE) Guidelines dated May 2019 used by the City of El Cajon.

## **PROJECT DESCRIPTION**

The Project proposes to develop the Hyundai of El Cajon Facility at 1155 Graves Avenue in the City of El Cajon. The site plan for the Project proposes construction of the 38,221 square foot Auto Sales and Repair Services Facility, Car Wash and the required parking, display parking and inventory parking shown on **Figure 2**. The Project site has two (2) driveways on Graves Avenue south of Hart Drive. Based on my professional experience, there will be a credit for trip generation for the existing 1.87 Acre Recreation Amusement Park presented on **Figure 3**. The Recreation Amusement Park is to be removed from the site and is to be credited to the proposed project trip generation.

## **PROJECT TRIP GENERATION**

The trip generation rate for the Project is based on the *"Not so Brief Guide" of Vehicular Traffic Generation Rates for the San Diego Region* Land Use code 840 for Automotive Sale (New). A copy of the Land Use Code 840 trip generate rates are presented in Appendix A. **Table 1** summarizes the proposed trip generation for the proposed Project and existing Recreation Amusement Park.



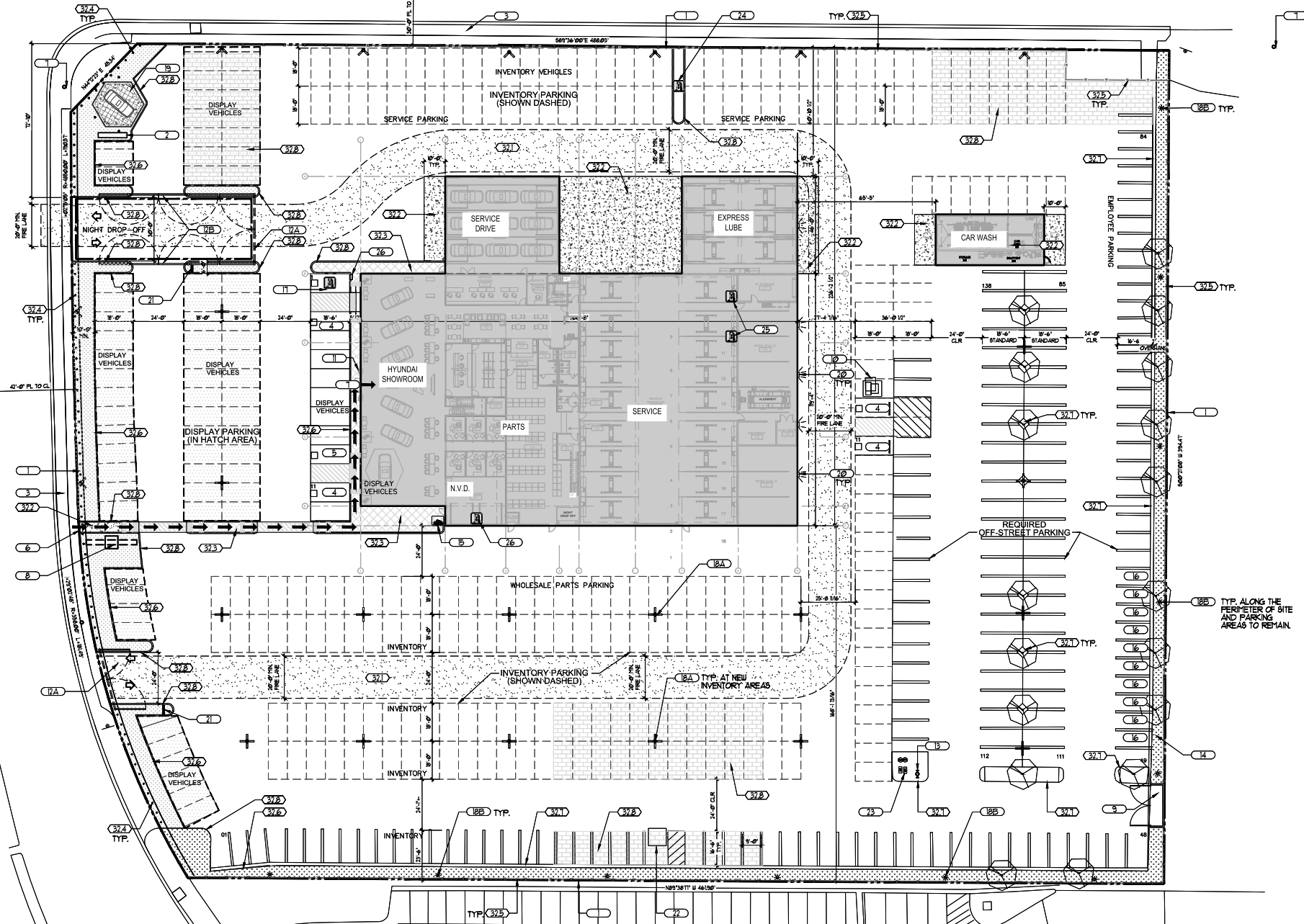
## HART DRIVE

GRAVES AVE.



## SITE PLAN

SCALE: 1" = 30'-0"



## PROJECT DATA

PROJECT DESCRIPTION		
PLANNING PERMIT FOR NEW 36,393 SQFT, TWO STORY, FULL SERVICE AUTO DEALERSHIP (SHOWROOM, SERVICE WORKSHOP, DETAIL BAYS, PARTS/TIRE STORAGE AND OFFICES) WITH SEPARATE 1232 SQFT SINGLE STORY CAR WASH AND TRASH ENCLOSURE. SITE WORK TO INCLUDE TWO DRIVEWAYS FROM GRAVES AVE. SCOPE INCLUDES MODIFICATIONS TO EXISTING LANDSCAPE AREAS.		
PROJECT INFORMATION		
PROJECT ADDRESS:	155 GRAVES AVENUE, EL CAJON, CA 92021	
PROPERTY OWNER:	KC GRAVES, LLC 6000 VALLEY RIVER DRIVE, SUITE 203 EUGENE, OR 97401 CONTACT: JOHN KIEFER	
ZONING:		
APN:	483-090-15, 16, 24, 25, 26, 41-42	
ZONING:	REGIONAL COMMERCIAL (C-R)	
GENERAL PLAN:	REGIONAL COMMERCIAL	
SPECIFIC PLAN:	SPECIFIC PLAN NO. 452	
EXISTING CULP:	NO. 1538, 1551	
PROPOSED USE:	AUTO SALES AND REPAIR	
LOT AREA (GROSS):	68,352 SQFT	1.51 ACRES
SETBACKS:	DEVELOPMENT STANDARDS (BASED ON C-R ZONE)	
	REG'D FRONT + NONE	
	REG'D SIDE, INTERIOR + NONE	
	REG'D SIDE, EXTERIOR + 10'-0"	
	REG'D REAR, INTERIOR + NONE	
HEIGHT:	35'-0" MAX. (C-M ZONE)	
LOT COVERAGE:	N/A (44% 30,566 SQFT + BLDG FOOTPRINT)	
PARKING:	SEE REQUIRED AND PROVIDED PARKING CALCULATIONS BELOW	
FLOOR AREA:	SEE BUILDING AREA CALCULATIONS BELOW	
LANDSCAPING:	SEE SITE PLAN FOR 4,600 SQFT OF LANDSCAPING PER ECHC 118,100 MIN. LANDSCAPING REQ. ALL REQ. EXTERIOR YARDS (EXCLUDING DRIVEWAYS) 3240 SF 2. REG'D PARKING x 10 SQFT: 1360 SF	
BUILDING INFORMATION		
SPRINKLERS:	YES	
TYPE OF CONSTRUCTION:	V-B	
OCCUPANCY TYPE:	B, S-1	
BUILDING SEPARATION:	NON SEPARATED MIXED USE PER 5003	
NUMBER OF STORIES:	TWO	
BUILDING AREA CALCULATIONS		
NEW BUILDING:		
FIRST FLOOR BUILDING	26,840 SF	
FIRST FLOOR SERVICE DRIVE	2,494 SF	
TOTAL FIRST FLOOR	29,334 SF	
TOTAL SECOND FLOOR	7,655 SF	
TOTAL NEW BUILDING AREA (GROSS)		36,989 SF
CARWASH		1232 SF
REQUIRED PARKING		
PARKING BASED ON TABLE 118B.150, COMMERCIAL USES - GENERAL AND GENERAL RETAILS, FOR ALL DIFFERENT USES AT PROPOSED DEALERSHIP (VEHICLE SALES, OFFICES, PARTS STORAGE, SERVICE)		
PER ECHC TABLE 118B.150, COMMERCIAL ZONE PARKING, 1 SPACE/750 SQFT OF GROSS FLOOR AREA UP TO 10,000 SQFT	10,000 / 750	40
PER ECHC TABLE 118B.150, COMMERCIAL ZONE PARKING, 1 SPACE/300 SQFT OF GROSS FLOOR FOR NEXT 15,000 SQFT	15,000 / 300	50
PER ECHC TABLE 118B.150, COMMERCIAL ZONE PARKING, 1 SPACE/400 SQFT OF GROSS FLOOR AREA ABOVE 25,000 SQFT	3221 / 400	34
PER ECHC TABLE 118B.150, COMMERCIAL ZONE PARKING, 1 SPACE/1000 SQFT OF OUTDOOR VEHICLE DISPLAY	10,618 / 1000	11
TOTAL REQUIRED OFF-STREET PARKING STALLS		136
PROVIDED PARKING		
ACCESSIBLE SPACES: PER 2016 CBC TABLE 11B-206.2, (3 SPACES REQUIRED) PER 11B-206.2.4, 1/6 SPACE TO VAN ACCESSIBLE: (1) VAN ACCESSIBLE, (2) STANDARD		5
STANDARD STALLS: 612 PER ECHC 118B.030: 8'-6" X 10'-6" MIN. @ 90 DEGS. WITH 24'-0" BACKUP AISLE. NOTE: 24" MAX OVERHANG AT LANDSCAPING / SIDEWALKS (NOT TO OVERHANG REQ'D SIDEWALK WIDTH)		131
COMPACT STALLS:		0

FIGURE 2  
PROJECT SITE PLAN

CITY OF EL CAJON

PERMIT NO. \_\_\_\_\_

APPLICANT:

ASSESSOR PARCEL NUMBER:

REQUEST:

PC RESOLUTION No. \_\_\_\_\_ APPROVED BY:

CC RESOLUTION No. \_\_\_\_\_

ORDINANCE No. \_\_\_\_\_ DATE:

**WAGNER**  
ARCHITECTURE GROUP  
ARCHITECTS  
1155 GRAVES AVE., SUITE 203  
EL CAJON, CA 92021  
(619) 441-1111  
www.wagnerarch.com

THIS DOCUMENT AND THE IDEAS AND THE DESIGN INCORPORATED HEREIN, AS AN INSTRUMENT OF PROFESSIONAL SERVICE, IS THE PROPERTY OF WAGNER ARCHITECTURE GROUP AND IS NOT TO BE USED IN WHOLE OR PART FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF WAGNER ARCHITECTURE GROUP.



HYUNDAI of El Cajon

1155 GRAVES AVE., EL CAJON, CA 92021

SHEET TITLE

SITE PLAN

DATE

REVISION DESCRIPTION

SHEET NO.

A1.1





SOURCE: Google Earth

**FIGURE 3 - 1.84 ACRE RECREATION AMUSEMENT PARK LOCATION**



Table 1 –Trip Generation Summary								
Trip Generation rates (a)								
ITE Land Use (Code)	Daily (Trips/KSF)	AM Peak			PM Peak			
		ADT%	In/Out Ratio		ADT%	In/Out Ratio		
Existing: Recreation Amusement Park	90(Trips/KSF)	2%	50% - 50%		6%	50% - 50%		
Proposed: Automotive Sales(NEW) 840	28.65(KSF)- 29.45	1.87%	73% - 27%		1.80%	40% - 60%		
Hyundai of El Cajon Trip Generation								
Land Use	Density	Trip Generation						
		Daily	AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
Proposed: Automotive Sales(NEW) 840	38,221 S.F.	1,035	53	19	72	36	54	90
Existing: Recreation Amusement Park	1.87 Acre	168	2	2	4	5	5	10
New Net Increase Total		867	51	17	68	31	49	80
Source: The "Not so Brief Guide" of Vehicular Traffic Generation Rates for the San Diego Region.								
KSF = Thousand Square Feet								
Daily Trips = 28.65 x Thousand Square Feet (KSF) of project -29.45								

## VEHICLE MILES TRAVELED (VMT) ASSESSMENT

Senate Bill 743 (SB 743) was approved in 2013 and changed the way transportation impacts are measured under the California Environmental Quality Act (CEQA). The Office of Planning and Research (OPR) has recommended the use of Vehicle Miles Travelled (VMT) as the required metric to replace the automobile delay-based LOS. According to the *ITE Guidelines*, a Project is required to evaluate transportation impacts under CEQA using the VMT metric.



## **VMT SCREENING**

Based on the screening criteria for performing a detailed VMT analysis, the Project may be presumed to have a less than significant VMT impact, based on the Project is a “Locally Serving Retail Project”, defined as having 100,000 square feet gross floor area or less as stipulated in Senate Bill 743.

Since the Project is a “Locally Serving Retail Project” with less than 100,000 square feet, the Project is presumed to have a less than significant VMT impact per SB 743, therefore additional VMT analysis is not required.

## **LOCAL MOBILITY ASSESSMENT ANALYSIS (LMA) SCREENING**

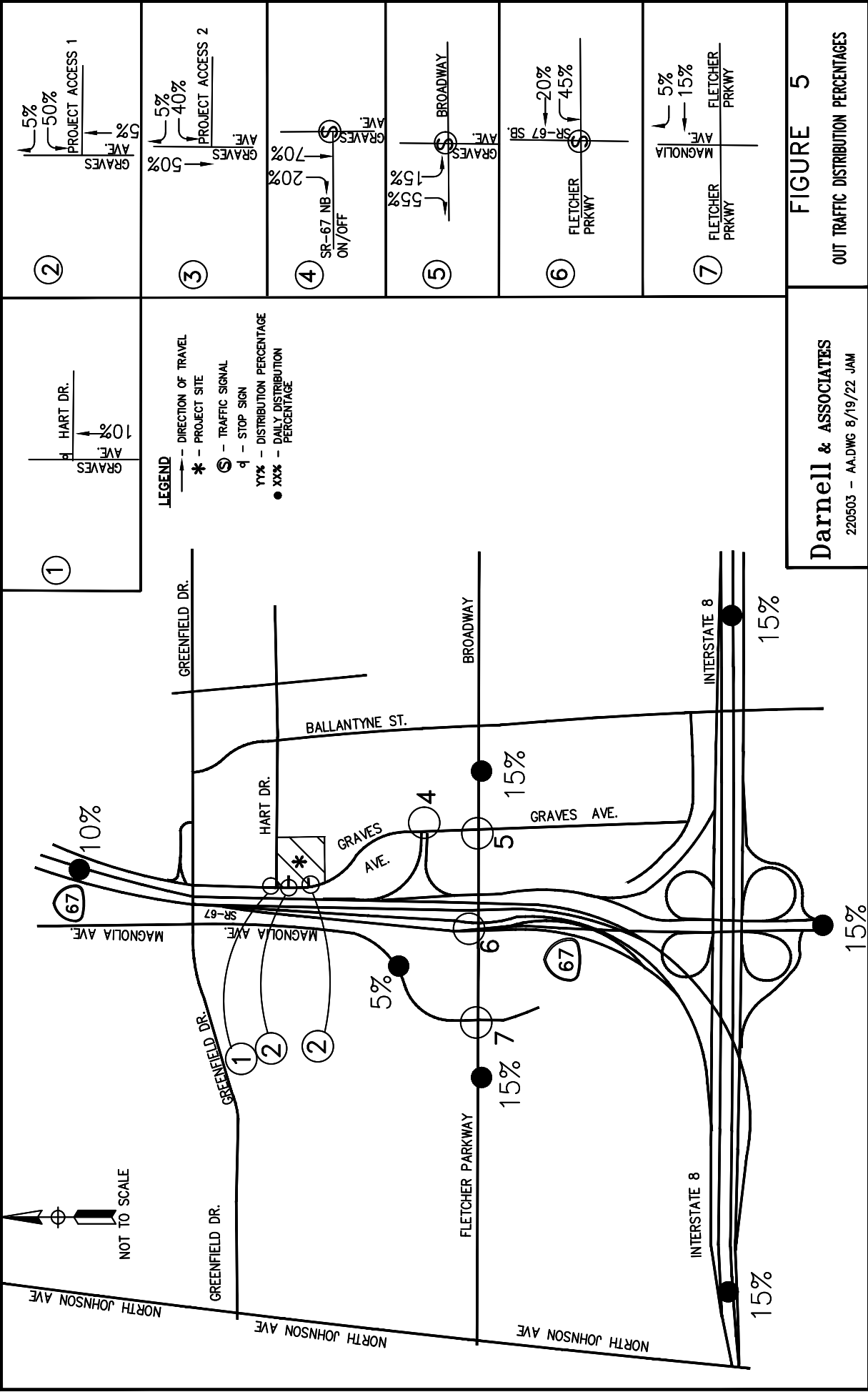
Based on the screening criteria for Local Mobility Analysis (LMA), contained in the *ITE Guidelines*, the Project would be screened out from completing a LMA if the Project's land use is consistent with the Community Plan/Zoning designation and the Project is expected to generate less than 1,000 daily driveway trips with the credit for the existing Recreational Amusement Park Use and/or less than 100 peak hour trips. Review of **Table 1** shows the project will generate less than 100 peak hour in the AM and PM peak hour periods.

The next step in the LMA was review of project traffic presented on **Table 1** was assigned to the surrounding roadways, **Figures 4** and **5** present the trip distribution percentages and **Figure 6** presents the Project traffic volumes.

Removal of the 1.87 Acre Recreational Amusement Park generates 187 daily, 68 AM peak hour trips and 80 PM peak hour trips, resulting in the proposed Project traffic being reduced to 848 daily trips which is less than the average 1,000 daily trips.

The Project trip generation of 867 daily trips identifies a focused traffic assessment is not required. However the Graves Avenue/SR-67 intersection will be analyzed for existing conditions plus project traffic.

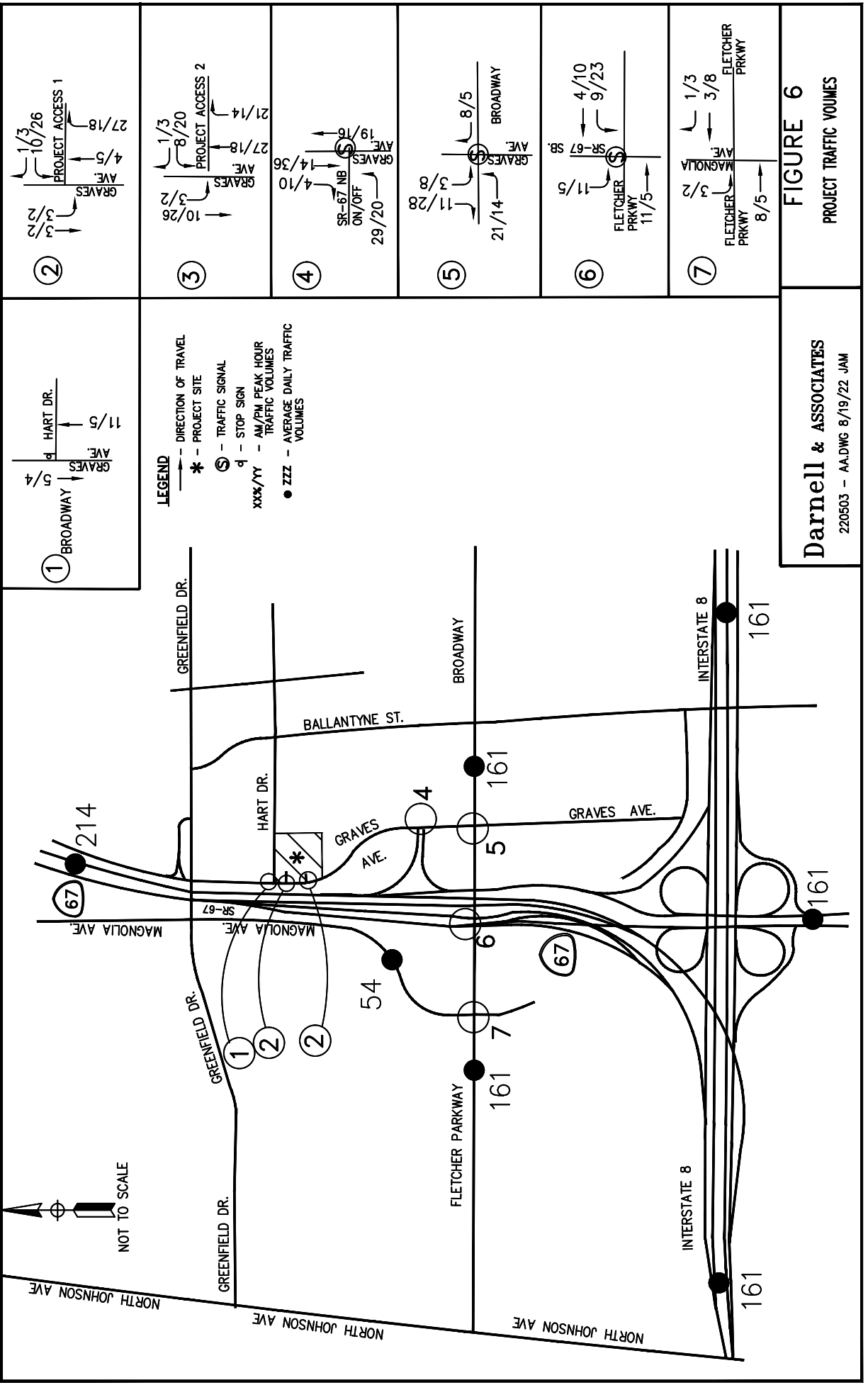




**Darnell & ASSOCIATES**  
 220503 - AA.DWG 8/19/22 JAM

**FIGURE 5**

**OUT TRAFFIC DISTRIBUTION PERCENTAGES**



**FIGURE 6**

PROJECT TRAFFIC VOLUMES

**Darnell & ASSOCIATES**

220503 - AA.DWG 8/19/22 JAM

## EXISTING PLUS PROJECT CONDITIONS

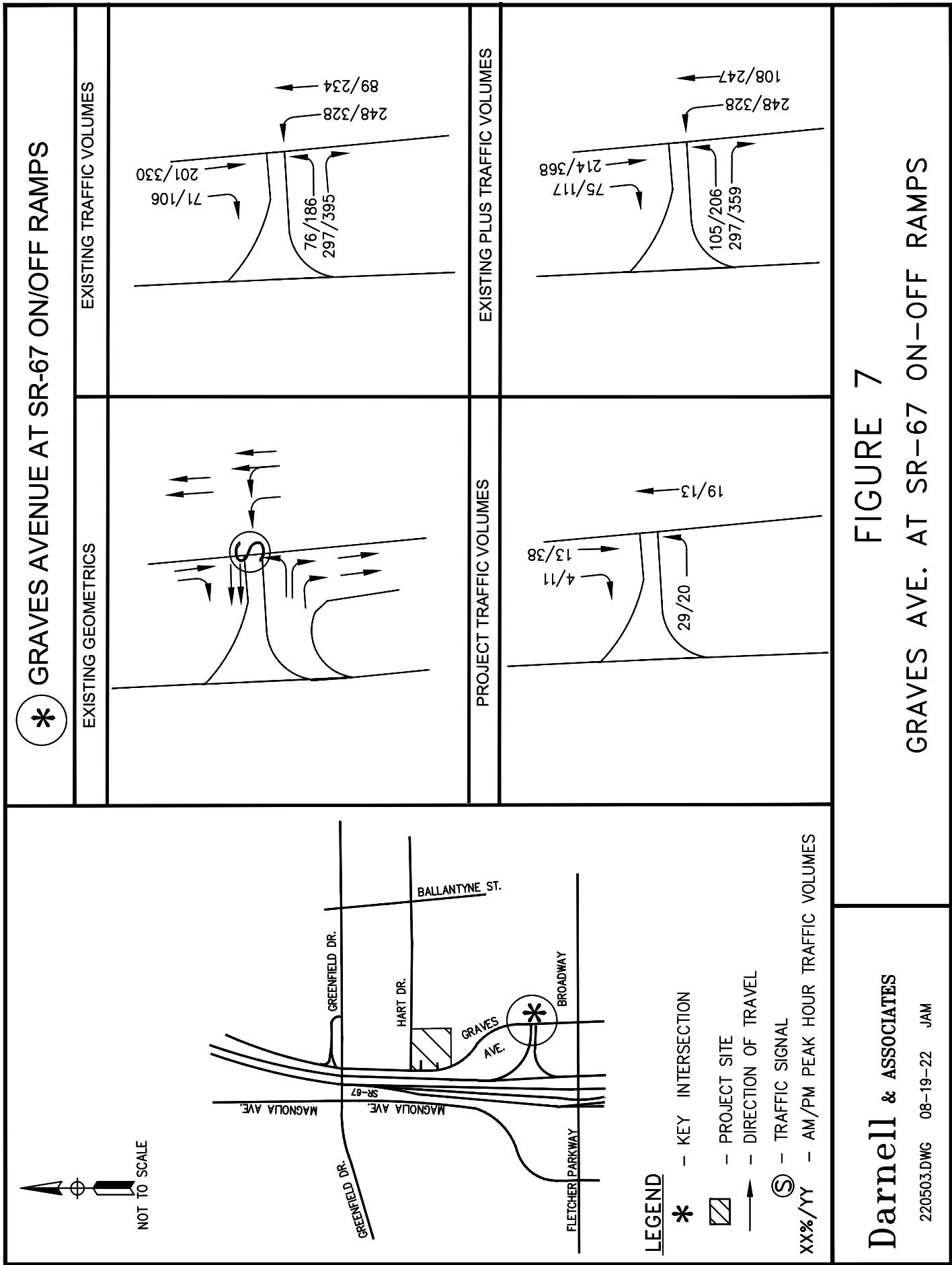
The next step in the project assessment analysis, we reviewed existing traffic volumes at the Graves Avenue/SR-67 On/Off Ramps. The AM/PM peak hour volumes were analyzed for existing conditions and existing plus project traffic conditions. **Figure 7** presents the following conditions at the Graves Avenue/SR-67 on/off ramps.

- Existing Roadway Geometrics
- Existing AM/PM Peak Hour Traffic Volumes
- Project AM/PM Traffic Volumes
- Existing Plus Project AM/PM Peak Hour Traffic Volumes

The traffic volumes for existing conditions and existing plus project traffic volumes at the Graves Avenue / SR-67 on/off ramp were analyzed. Table 2 summarizes the analysis.

Table 2 – Existing Plus Project Intersection Analysis												
Intersection	Critical Move.	Existing Conditions				Existing plus Project Conditions						SIG.
		AM Peak		PM Peak		AM Peak			PM Peak			
		Delay veh/sec	LOS	Delay veh/sec	LOS	Delay veh/sec	LOS	Δ Delay veh/sec	Delay veh/sec	LOS	Δ Delay veh/sec	
Graves Avenue at SR-67	Inter.	9.0	A	10.0	A	9.2	A	0.2	11.5	B	0.6	no
Notes: (a)Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections. (b) LOS calculations are based on the methodology outlined in the 2010 Highway Capacity Manual (HCM6). LOS = Level of Service, Critical Move. = Critical Movement, SIG. = Significant Impact, Inter. = Intersection												

Review of **Table 2** shows existing Graves Avenue / SR-67 intersection is currently operating at LOS A in the AM and PM peak hour. The addition of project traffic go the Graves Avenue / SR-67 intersection will continue to operate at LOS A in the AM peak hour with the addition of project traffic and will operate at LOS B in the PM peak hour. Therefore no additional intersection analysis is required. Copies of the Existing and Existing plus Project Synchro worksheets are presented in Appendix B.



The final step in our analysis, we reviewed Graves Avenue adjacent to the project pedestrian, transit access and striping to identify the following recommended improvements on Graves Avenue south of Hart :

- Place bus bench at the MTS Route 833 Northbound stop at the southeast corner of the intersection of Graves Avenue at Hart Drive.
- To enhance access to/from the project driveways revise the Graves Avenue existing channelization from Hart Drive to south of the project to provide the channelization improvements shown on Figure 8.

The proposed improvements will provide:

- Two-way left turn access on Graves Avenue at the project driveways.
- Revisions to the existing channelization on Graves Avenue will be revised to extend the northbound bike lane on Graves Avenue to Hart Drive.
- The implementation of the recommended Graves Avenue channelization including the extension of the northbound bike lane adjacent to the project site will enhance site access and;
- The existing parking restrictions adjacent to project site and the proposed northbound bike lane will also enhance corner sight distance at the projects two driveways.



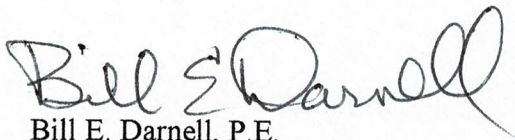


## SUMMARY

- The proposed Project would generate 1,035 daily trips, 72 AM peak hour trips and 90 PM peak hour trips to be added to the surrounding roadways. However, removal of the existing 1.87 Acre Recreational Amusement Park that generates 187 daily, 68 AM peak hour trips and 80 PM peak hour trips, will result in the proposed Project traffic being reduced to 848 daily trips, which is less than the average 1,000 daily trips. This amount of traffic can be considered to comply with the City of El Cajon requirements and not require additional traffic analysis.
- The Project is considered a "Locally Serving Retail Project" and therefore satisfy's screening criteria to not require additional VMT analysis.
- Analysis of Graves Avenue/ SR-67 on/off ramp found the intersection to operate at LOS A in the AM peak hour and LOS B in the PM peak. Therefore no additional Local Mobility Analysis (LMA) is required.
- Implementation of the Graves Avenue channelization improvements shown on Figure 6 will provide the following:
  - Revise the channelization on Graves Avenue to extend the existing center two way left-turn lane to Hart Drive.
  - Extend the northbound bike lane on Graves Avenue immediately south of along the project site to Hart Drive.
  - The proposed channelization will accommodate the future addition of a southbound bike lane from Hart Drive to the existing bike lane south of the project site, when the County of San Diego adds bike lanes on Graves Avenue north of Hart Drive. The proposed improvements are designed to add the southbound bike lane in the future.
  - The existing parking restrictions on Graves Avenue and the addition of the northbound bike lane enhances sight distance exiting the projects two driveways.

Sincerely,

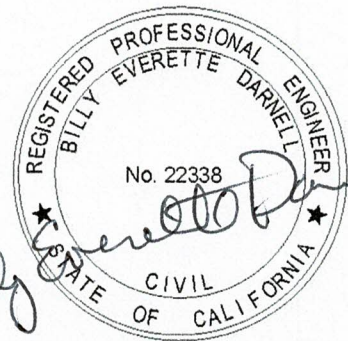
DARNELL & ASSOCIATES,



Bill E. Darnell, P.E.  
RCE: 22338

BED/jam

220502 - Revised Hyundai of El Cajon Traffic Analysis\_ 8.25.22



Date: 8/25/2022

## **Attachment A**

*Institute of Transportation Engineers (ITE) Trip Generation Manual, 10<sup>th</sup>  
Edition* Land Use code 840 for Automotive Sale (New)

# **Land Use: 840**

## **Automobile Sales (New)**

### **Description**

A new automobile sales dealership is typically located along a major arterial street characterized by abundant commercial development. The sale or leasing of new cars is the primary business at these facilities; however, automobile services, parts sales, and used car sales may also be available. Some dealerships also include leasing options, truck sales, and servicing. Automobile sales (used) (Land Use 841) and recreational vehicle sales (Land Use 842) are related uses.

### **Additional Data**

Time-of-day distribution data for this land use are presented in Appendix A. For the six general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:15 a.m. and 12:15 p.m. and 1:45 and 2:45 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Delaware, Florida, Georgia, Indiana, New York, North Carolina, Oregon, Texas, Vermont, and Virginia.

### **Source Numbers**

260, 271, 280, 328, 414, 424, 427, 438, 440, 507, 571, 583, 612, 715, 728, 880, 881, 936, 974, 975

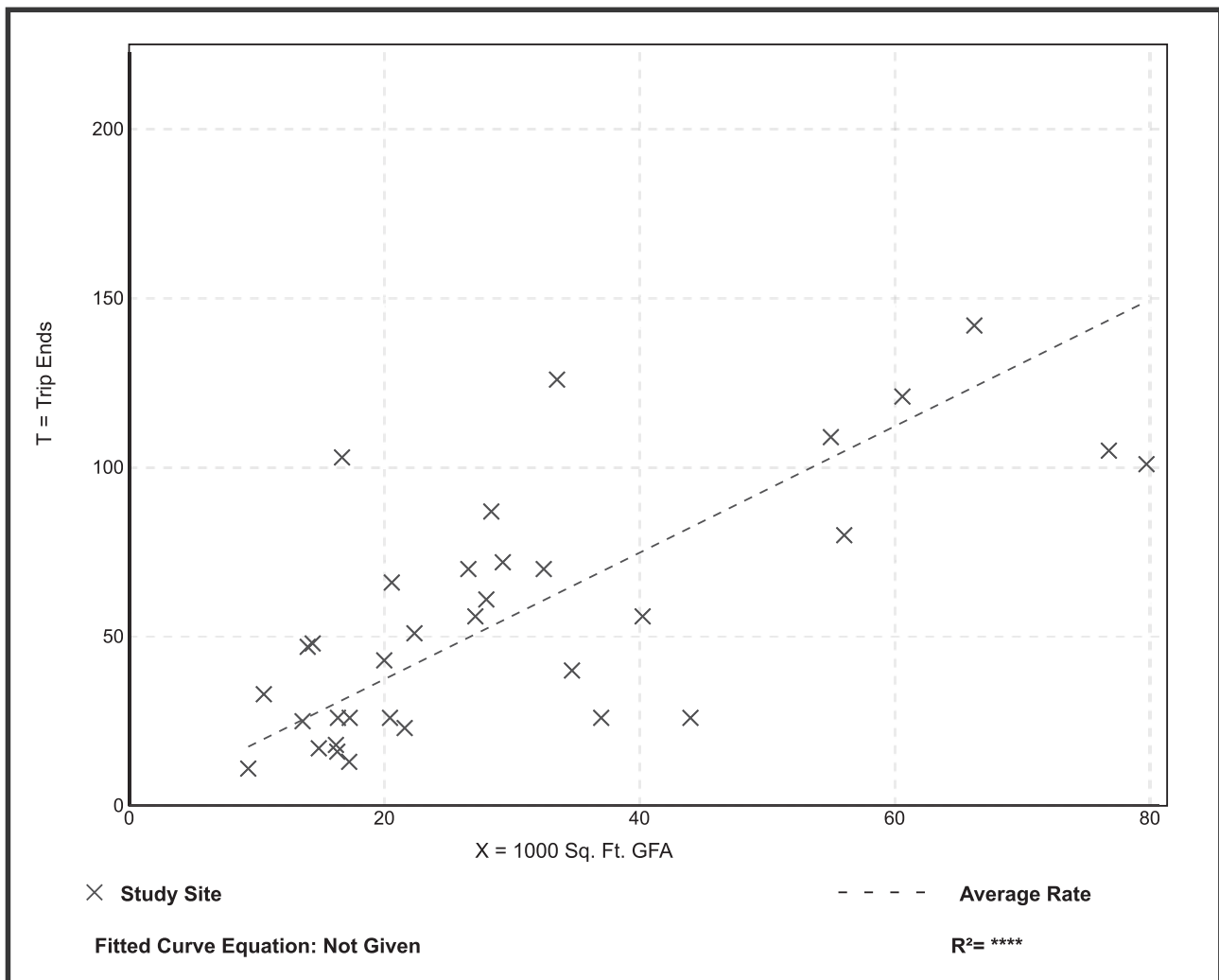
# Automobile Sales (New) (840)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
 On a: Weekday,  
 Peak Hour of Adjacent Street Traffic,  
 One Hour Between 7 and 9 a.m.  
 Setting/Location: General Urban/Suburban  
 Number of Studies: 34  
 1000 Sq. Ft. GFA: 31  
 Directional Distribution: 73% entering, 27% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.87	0.59 - 6.17	0.95

## Data Plot and Equation



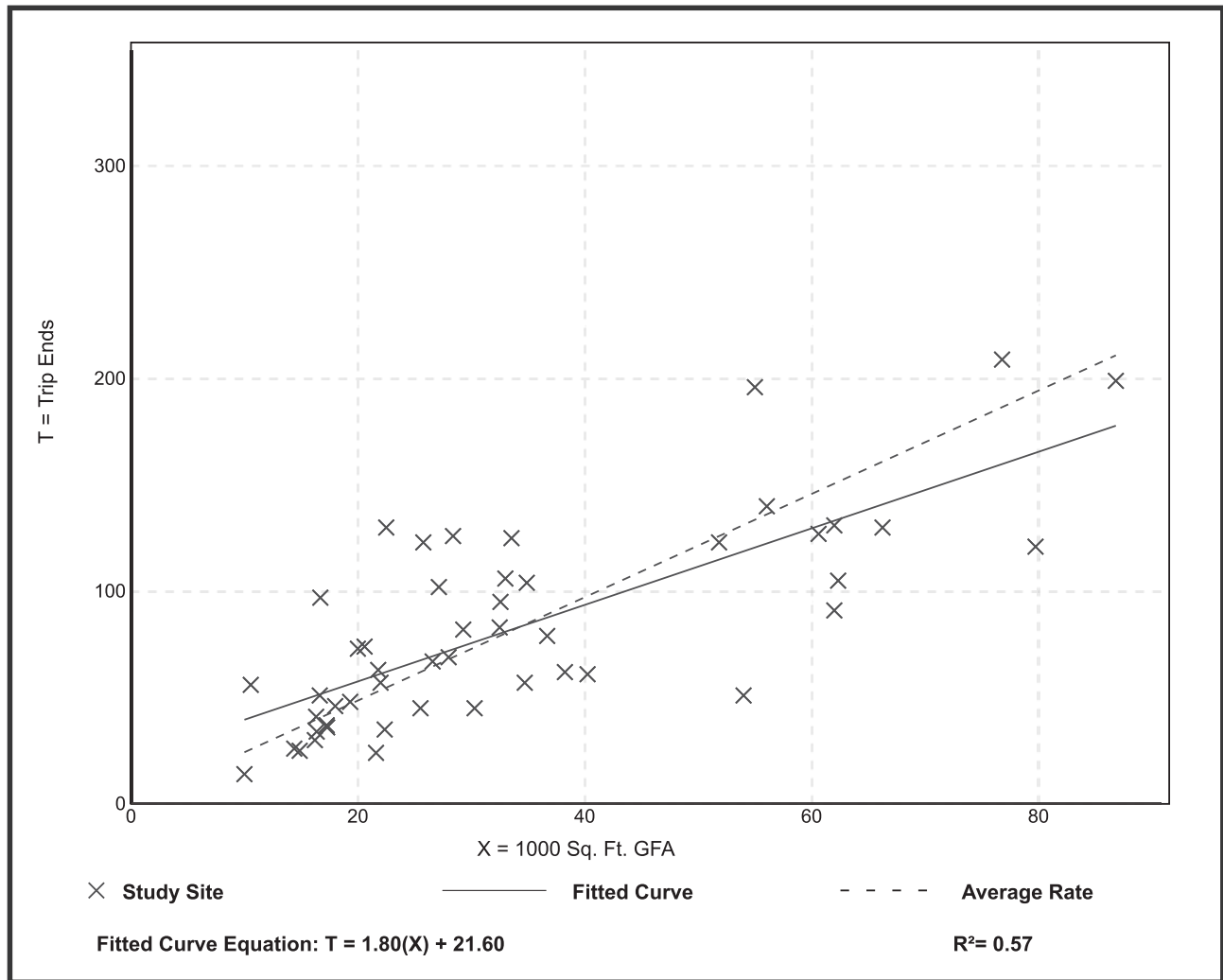
# Automobile Sales (New) (840)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
 On a: Weekday,  
 Peak Hour of Adjacent Street Traffic,  
 One Hour Between 4 and 6 p.m.  
 Setting/Location: General Urban/Suburban  
 Number of Studies: 49  
 1000 Sq. Ft. GFA: 34  
 Directional Distribution: 40% entering, 60% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.43	0.94 - 5.81	0.99

## Data Plot and Equation



# Automobile Sales (New) (840)

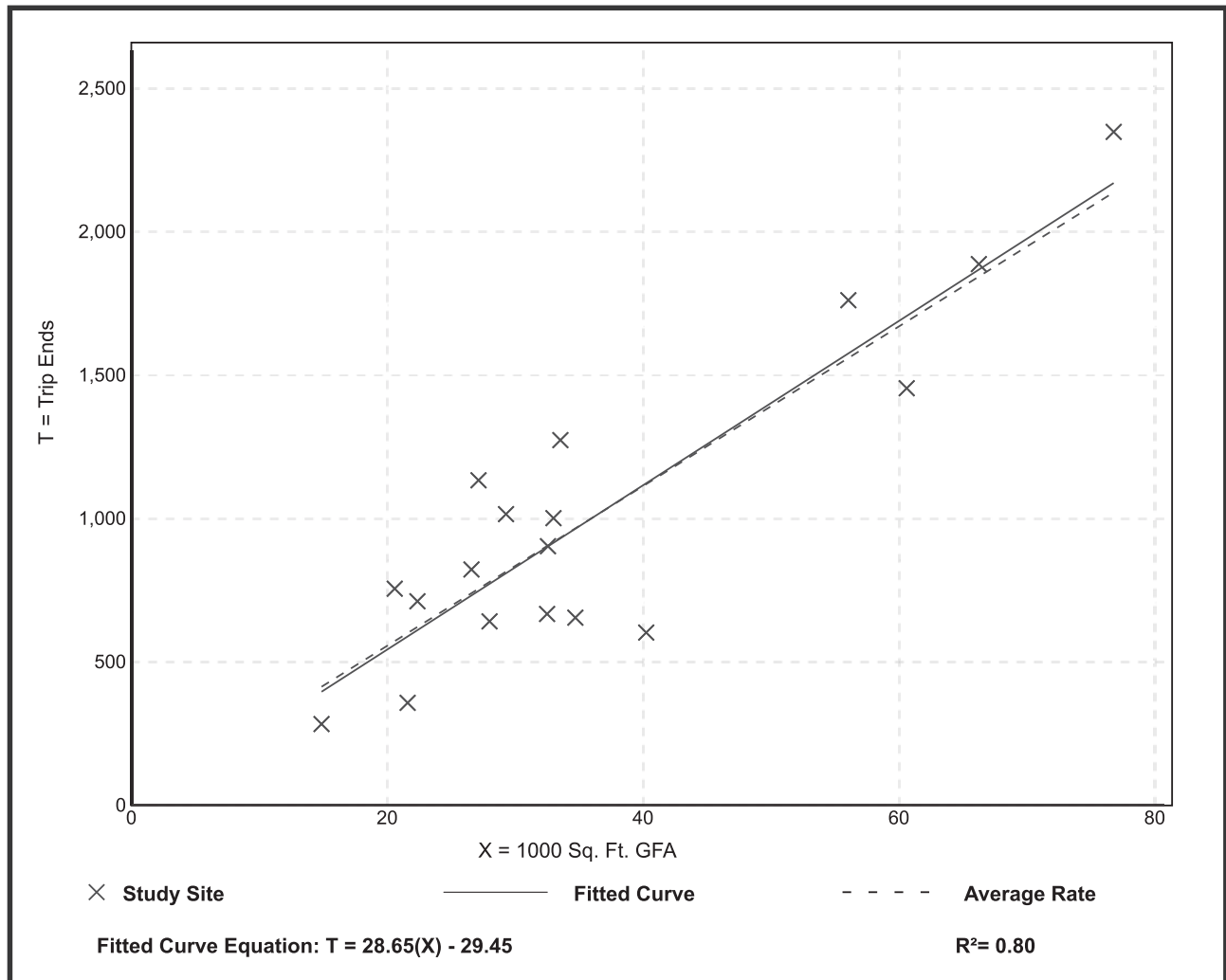
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 18  
1000 Sq. Ft. GFA: 36  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
27.84	14.98 - 41.78	7.01

## Data Plot and Equation



## **Attachment B**

- ***TRAFFIC COUNTS***
- ***GRAVES AVENUE AT SR-67 SYNCHRO WORKSHEETS:***
  - Existing Traffic Conditions
  - Existing plus Project Traffic Conditions

- ***TRAFFIC COUNTS***



City of El Cajon  
N/S: Graves Avenue  
E/W: SR-67 Northbound Ramps  
Weather: Clear

File Name : 01\_ECJ\_Graves\_67N AM  
Site Code : 23522559  
Start Date : 6/9/2022  
Page No : 1

Groups Printed- Total Volume

Start Time	Graves Avenue Southbound			Graves Avenue Northbound			SR-67 Northbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	40	13	53	59	10	69	10	59	69	191
07:15 AM	53	25	78	76	23	99	19	66	85	262
07:30 AM	50	14	64	58	25	83	16	68	84	231
07:45 AM	63	17	80	65	19	84	21	94	115	279
Total	206	69	275	258	77	335	66	287	353	963
08:00 AM	35	15	50	49	22	71	20	69	89	210
08:15 AM	61	15	76	49	28	77	18	67	85	238
08:30 AM	58	18	76	49	30	79	26	69	95	250
08:45 AM	55	11	66	48	38	86	23	84	107	259
Total	209	59	268	195	118	313	87	289	376	957
Grand Total	415	128	543	453	195	648	153	576	729	1920
Apprch %	76.4	23.6		69.9	30.1		21	79		
Total %	21.6	6.7	28.3	23.6	10.2	33.8	8	30	38	

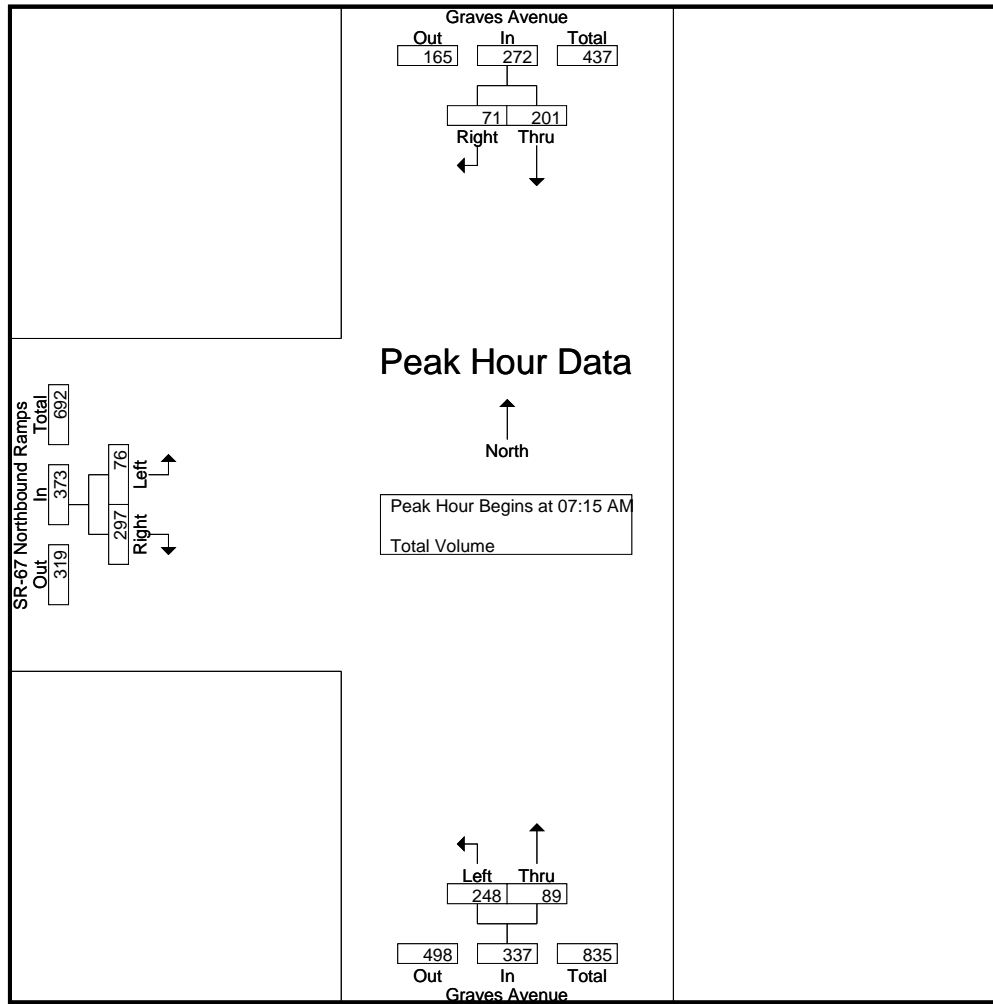
Start Time	Graves Avenue Southbound			Graves Avenue Northbound			SR-67 Northbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:15 AM	53	25	78	76	23	99	19	66	85	262
07:30 AM	50	14	64	58	25	83	16	68	84	231
07:45 AM	63	17	80	65	19	84	21	94	115	279
08:00 AM	35	15	50	49	22	71	20	69	89	210
Total Volume	201	71	272	248	89	337	76	297	373	982
% App. Total	73.9	26.1		73.6	26.4		20.4	79.6		
PHF	.798	.710	.850	.816	.890	.851	.905	.790	.811	.880

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of El Cajon  
N/S: Graves Avenue  
E/W: SR-67 Northbound Ramps  
Weather: Clear

File Name : 01\_ECJ\_Graves\_67N AM  
Site Code : 23522559  
Start Date : 6/9/2022  
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	07:45 AM			07:15 AM			07:45 AM		
+0 mins.	63	17	80	76	23	99	21	94	115
+15 mins.	35	15	50	58	25	83	20	69	89
+30 mins.	61	15	76	65	19	84	18	67	85
+45 mins.	58	18	76	49	22	71	26	69	95
Total Volume	217	65	282	248	89	337	85	299	384
% App. Total	77	23		73.6	26.4		22.1	77.9	
PHF	.861	.903	.881	.816	.890	.851	.817	.795	.835

City of El Cajon  
N/S: Graves Avenue  
E/W: SR-67 Northbound Ramps  
Weather: Clear

File Name : 01\_ECJ\_Graves\_67N PM  
Site Code : 23522559  
Start Date : 6/9/2022  
Page No : 1

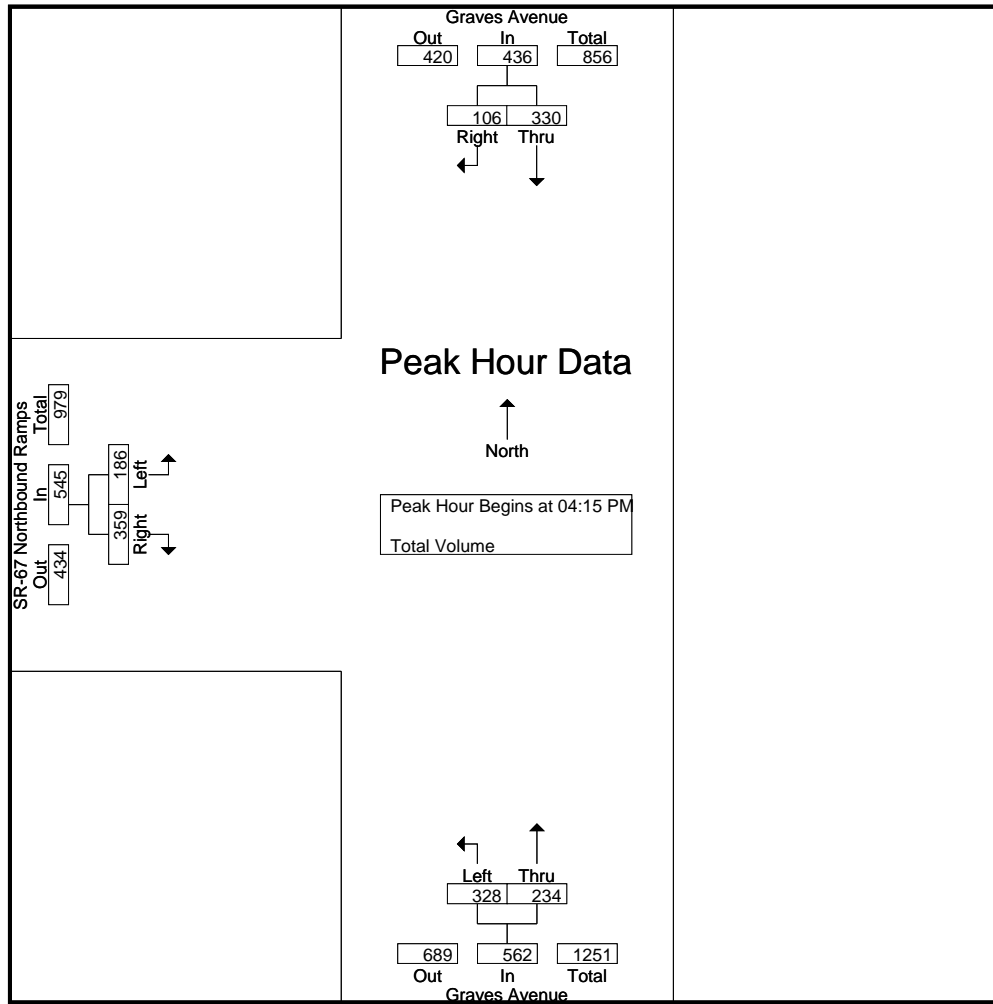
Groups Printed- Total Volume

Start Time	Graves Avenue Southbound			Graves Avenue Northbound			SR-67 Northbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	60	23	83	90	53	143	38	95	133	359
04:15 PM	87	36	123	65	54	119	57	102	159	401
04:30 PM	73	18	91	93	62	155	37	84	121	367
04:45 PM	79	24	103	74	62	136	55	92	147	386
Total	299	101	400	322	231	553	187	373	560	1513
05:00 PM	91	28	119	96	56	152	37	81	118	389
05:15 PM	80	22	102	100	72	172	37	87	124	398
05:30 PM	80	16	96	81	57	138	36	82	118	352
05:45 PM	54	15	69	68	50	118	24	98	122	309
Total	305	81	386	345	235	580	134	348	482	1448
Grand Total	604	182	786	667	466	1133	321	721	1042	2961
Apprch %	76.8	23.2		58.9	41.1		30.8	69.2		
Total %	20.4	6.1	26.5	22.5	15.7	38.3	10.8	24.3	35.2	

	Graves Avenue Southbound			Graves Avenue Northbound			SR-67 Northbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	87	36	123	65	54	119	57	102	159	401
04:30 PM	73	18	91	93	62	155	37	84	121	367
04:45 PM	79	24	103	74	62	136	55	92	147	386
05:00 PM	91	28	119	96	56	152	37	81	118	389
Total Volume	330	106	436	328	234	562	186	359	545	1543
% App. Total	75.7	24.3		58.4	41.6		34.1	65.9		
PHF	.907	.736	.886	.854	.944	.906	.816	.880	.857	.962

City of El Cajon  
N/S: Graves Avenue  
E/W: SR-67 Northbound Ramps  
Weather: Clear

File Name : 01\_ECJ\_Graves\_67N PM  
Site Code : 23522559  
Start Date : 6/9/2022  
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	04:15 PM			04:30 PM			04:00 PM		
+0 mins.	87	36	123	93	62	155	38	95	133
+15 mins.	73	18	91	74	62	136	57	102	159
+30 mins.	79	24	103	96	56	152	37	84	121
+45 mins.	91	28	119	100	72	172	55	92	147
Total Volume	330	106	436	363	252	615	187	373	560
% App. Total	75.7	24.3		59	41		33.4	66.6	
PHF	.907	.736	.886	.908	.875	.894	.820	.914	.881

# Counts Unlimited, Inc.

Page 1

City of El Cajon  
Graves Avenue  
B/ State Route 67 Northbound Ramps - Broadway  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: (951) 268-6268  
email: counts@countsunlimited.com

ECJ001  
Site Code: 999-22559

Start Time	07-Jun-22 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		17	140			10	150				
12:15		9	123			15	197				
12:30		8	157			9	164				
12:45		8	137	42	557	4	151	38	662	80	1219
01:00		6	127			9	153				
01:15		2	132			5	165				
01:30		6	123			4	166				
01:45		7	105	21	487	5	160	23	644	44	1131
02:00		3	131			6	160				
02:15		5	138			3	149				
02:30		5	144			3	127				
02:45		9	135	22	548	4	169	16	605	38	1153
03:00		2	148			4	169				
03:15		5	129			7	162				
03:30		9	147			9	166				
03:45		9	137	25	561	17	155	37	652	62	1213
04:00		4	138			14	181				
04:15		13	141			13	149				
04:30		23	151			15	156				
04:45		17	125	57	555	23	160	65	646	122	1201
05:00		17	143			23	129				
05:15		40	133			39	132				
05:30		37	124			47	128				
05:45		48	119	142	519	79	144	188	533	330	1052
06:00		39	111			63	103				
06:15		67	124			76	118				
06:30		69	113			81	107				
06:45		67	91	242	439	93	106	313	434	555	873
07:00		97	98			94	103				
07:15		98	90			117	86				
07:30		110	98			124	102				
07:45		118	83	423	369	130	88	465	379	888	748
08:00		85	91			121	86				
08:15		89	87			104	75				
08:30		97	88			126	74				
08:45		90	74	361	340	146	58	497	293	858	633
09:00		81	59			134	49				
09:15		113	54			125	51				
09:30		99	57			141	39				
09:45		110	37	403	207	158	43	558	182	961	389
10:00		111	31			151	46				
10:15		116	26			150	36				
10:30		123	32			162	33				
10:45		119	27	469	116	185	20	648	135	1117	251
11:00		130	23			179	17				
11:15		133	18			187	24				
11:30		114	17			181	13				
11:45		115	23	492	81	168	10	715	64	1207	145
Total		2699	4779	2699	4779	3563	5229	3563	5229	6262	10008
Combined Total		7478		7478		8792		8792		16270	
AM Peak	-	10:30	-	-	-	10:45	-	-	-	-	-
Vol.	-	505	-	-	-	732	-	-	-	-	-
P.H.F.		0.949				0.979					
PM Peak	-	-	03:45	-	-	-	02:45	-	-	-	-
Vol.	-	-	567	-	-	-	666	-	-	-	-
P.H.F.			0.939				0.985				
Percentage		36.1%	63.9%			40.5%	59.5%				
ADT/AADT		ADT 16,270	AADT 16,270								

# Counts Unlimited, Inc.

Page 1

City of El Cajon  
Hart Drive  
E/ Graves Avenue  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: (951) 268-6268  
email: counts@countsunlimited.com

ECJ004  
Site Code: 999-22559

Start Time	07-Jun-22 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		6	9			3	17				
12:15		3	13			1	8				
12:30		4	15			1	10				
12:45		0	8	13	45	0	8	5	43	18	88
01:00		2	13			0	10				
01:15		0	14			1	6				
01:30		2	11			0	7				
01:45		2	15	6	53	1	15	2	38	8	91
02:00		0	17			0	14				
02:15		3	15			1	15				
02:30		2	19			2	11				
02:45		1	21	6	72	0	16	3	56	9	128
03:00		0	28			2	12				
03:15		1	16			2	10				
03:30		0	19			2	16				
03:45		0	17	1	80	3	13	9	51	10	131
04:00		0	19			1	16				
04:15		1	19			0	18				
04:30		1	25			4	15				
04:45		1	17	3	80	10	11	15	60	18	140
05:00		0	26			5	15				
05:15		1	25			11	9				
05:30		4	23			16	14				
05:45		1	20	6	94	5	8	37	46	43	140
06:00		5	25			13	11				
06:15		6	17			10	9				
06:30		2	16			9	11				
06:45		8	16	21	74	16	15	48	46	69	120
07:00		4	5			11	1				
07:15		13	9			19	5				
07:30		10	12			14	8				
07:45		16	12	43	38	18	5	62	19	105	57
08:00		9	15			21	8				
08:15		7	14			14	10				
08:30		8	8			14	6				
08:45		5	18	29	55	18	8	67	32	96	87
09:00		10	8			15	3				
09:15		8	16			8	10				
09:30		9	11			11	2				
09:45		14	8	41	43	15	7	49	22	90	65
10:00		12	9			7	4				
10:15		15	6			4	3				
10:30		6	5			13	1				
10:45		9	9	42	29	18	4	42	12	84	41
11:00		16	3			11	3				
11:15		17	2			2	2				
11:30		9	6			16	1				
11:45		15	6	57	17	16	1	45	7	102	24
Total		268	680	268	680	384	432	384	432	652	1112
Combined Total		948		948		816		816		1764	
AM Peak	-	11:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	57	-	-	-	72	-	-	-	-	-
P.H.F.		0.838				0.857					
PM Peak	-	-	05:00	-	-	-	03:30	-	-	-	-
Vol.	-	-	94	-	-	-	63	-	-	-	-
P.H.F.			0.904				0.875				
Percentage		28.3%	71.7%			47.1%	52.9%				
ADT/AADT		ADT 1,764		AADT 1,764							

# Counts Unlimited, Inc.

City of El Cajon  
Graves Avenue  
N/ State Route 67 Northbound Ramps  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: (951) 268-6268  
email: counts@countsunlimited.com

ECJ002  
Site Code: 999-22559

Start Time	07-Jun-22 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		10	51			2	47				
12:15		6	37			5	51				
12:30		6	51			3	53				
12:45		0	43	22	182	2	72	12	223	34	405
01:00		4	47			3	46				
01:15		5	55			2	63				
01:30		3	57			2	48				
01:45		3	60	15	219	3	49	10	206	25	425
02:00		1	52			0	47				
02:15		3	55			0	57				
02:30		4	70			4	53				
02:45		2	58	10	235	3	64	7	221	17	456
03:00		0	67			3	69				
03:15		1	52			2	68				
03:30		1	71			6	68				
03:45		1	79	3	269	6	64	17	269	20	538
04:00		1	67			4	70				
04:15		1	54			5	62				
04:30		4	55			11	79				
04:45		4	46	10	222	10	66	30	277	40	499
05:00		2	67			12	66				
05:15		5	69			24	55				
05:30		6	56			24	50				
05:45		15	45	28	237	16	44	76	215	104	452
06:00		9	50			23	42				
06:15		12	50			22	30				
06:30		14	30			34	34				
06:45		29	34	64	164	38	43	117	149	181	313
07:00		14	32			46	31				
07:15		23	36			57	30				
07:30		31	35			65	21				
07:45		38	31	106	134	69	22	237	104	343	238
08:00		26	40			67	29				
08:15		28	36			47	20				
08:30		29	26			53	26				
08:45		23	27	106	129	36	17	203	92	309	221
09:00		23	23			41	23				
09:15		33	28			30	14				
09:30		29	32			38	18				
09:45		51	28	136	111	56	12	165	67	301	178
10:00		39	19			45	17				
10:15		44	12			37	13				
10:30		41	17			52	7				
10:45		47	18	171	66	56	10	190	47	361	113
11:00		52	6			57	7				
11:15		62	4			45	7				
11:30		32	10			53	2				
11:45		42	14	188	34	58	3	213	19	401	53
Total		859	2002	859	2002	1277	1889	1277	1889	2136	3891
Combined Total		2861		2861		3166		3166		6027	
AM Peak	-	10:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	202	-	-	-	258	-	-	-	-	-
P.H.F.		0.815				0.935					
PM Peak	-	-	03:30	-	-	-	04:00	-	-	-	-
Vol.	-	-	271	-	-	-	277	-	-	-	-
P.H.F.			0.858				0.877				
Percentage		30.0%	70.0%			40.3%	59.7%				
ADT/AADT		ADT 6,027	AADT 6,027								

# Counts Unlimited, Inc.

Page 1

City of El Cajon  
Graves Avenue  
N/ Hart Drive  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: (951) 268-6268  
email: counts@countsunlimited.com

ECJ003  
Site Code: 999-22559













Start Time	07-Jun-22 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		7	41			3	45				
12:15		5	34			5	57				
12:30		4	44			4	65				
12:45		0	33	16	152	3	56	15	223	31	375
01:00		3	22			1	49				
01:15		5	36			2	58				
01:30		1	40			4	46				
01:45		4	39	13	137	5	49	12	202	25	339
02:00		2	44			0	43				
02:15		0	37			0	58				
02:30		4	47			4	56				
02:45		0	48	6	176	3	72	7	229	13	405
03:00		0	45			1	61				
03:15		0	35			2	68				
03:30		0	55			2	79				
03:45		2	56	2	191	3	71	8	279	10	470
04:00		1	50			6	74				
04:15		1	51			4	64				
04:30		4	39			6	80				
04:45		3	38	9	178	5	65	21	283	30	461
05:00		1	46			7	68				
05:15		6	44			17	59				
05:30		6	35			13	46				
05:45		16	29	29	154	11	34	48	207	77	361
06:00		9	42			15	48				
06:15		5	23			19	26				
06:30		13	25			25	28				
06:45		21	29	48	119	30	38	89	140	137	259
07:00		21	24			40	31				
07:15		20	24			47	31				
07:30		27	22			61	16				
07:45		26	28	94	98	62	32	210	110	304	208
08:00		24	26			49	28				
08:15		25	32			40	25				
08:30		18	24			51	21				
08:45		25	21	92	103	32	20	172	94	264	197
09:00		17	16			36	21				
09:15		23	19			35	17				
09:30		28	25			38	21				
09:45		36	20	104	80	59	15	168	74	272	154
10:00		31	10			35	14				
10:15		27	9			40	8				
10:30		33	13			42	6				
10:45		34	13	125	45	49	12	166	40	291	85
11:00		44	2			64	7				
11:15		43	2			54	6				
11:30		32	6			58	3				
11:45		36	6	155	16	47	3	223	19	378	35
Total		693	1449	693	1449	1139	1900	1139	1900	1832	3349
Combined Total		2142		2142		3039		3039		5181	
AM Peak	-	11:00	-	-	-	10:45	-	-	-	-	-
Vol.	-	155	-	-	-	225	-	-	-	-	-
P.H.F.		0.881				0.879					
PM Peak	-	-	03:30	-	-	-	03:15	-	-	-	-
Vol.	-	-	212	-	-	-	292	-	-	-	-
P.H.F.			0.946				0.924				
Percentage		32.4%	67.6%			37.5%	62.5%				
ADT/AADT		ADT 5,181	AADT 5,181								



- ***GRAVES AVENUE AT SR-67 SYNCHRO WORKSHEETS:***
  - Existing Traffic Conditions
  - Existing plus Project Traffic Conditions

Hyundai of El Cajon  
1: Graves Ave & SR-67 Ramps

Existing Conditions  
Timing Plan: AM PEAK

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	76	297	248	89	201	71
Future Volume (veh/h)	76	297	248	89	201	71
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	338	282	101	228	81
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	354	1087	681	357	640	285
Arrive On Green	0.20	0.20	0.19	0.19	0.18	0.18
Sat Flow, veh/h	1781	2790	3563	1870	3647	1585
Grp Volume(v), veh/h	86	338	282	101	228	81
Grp Sat Flow(s),veh/h/ln	1781	1395	1781	1870	1777	1585
Q Serve(g_s), s	1.1	2.3	1.9	1.3	1.6	1.2
Cycle Q Clear(g_c), s	1.1	2.3	1.9	1.3	1.6	1.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	354	1087	681	357	640	285
V/C Ratio(X)	0.24	0.31	0.41	0.28	0.36	0.28
Avail Cap(c_a), veh/h	1214	2434	2555	1341	2421	1080
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.4	5.9	9.9	9.6	10.0	9.9
Incr Delay (d2), s/veh	0.4	0.2	0.4	0.4	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.7	0.6	0.4	0.5	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.8	6.1	10.3	10.1	10.4	10.4
LnGrp LOS	A	A	B	B	B	B
Approach Vol, veh/h	424			383	309	
Approach Delay, s/veh	6.8			10.2	10.4	
Approach LOS	A			B	B	
Timer - Assigned Phs	2		4		6	
Phs Duration (G+Y+Rc), s	9.3		9.5		9.0	
Change Period (Y+Rc), s	4.0		4.0		4.0	
Max Green Setting (Gmax), s	20.0		19.0		19.0	
Max Q Clear Time (g_c+I1), s	3.9		4.3		3.6	
Green Ext Time (p_c), s	1.4		1.4		1.5	
Intersection Summary						
HCM 6th Ctrl Delay			9.0			
HCM 6th LOS			A			







Notes

User approved volume balancing among the lanes for turning movement.

Hyundai of El Cajon  
1: Graves Ave & SR-67 Ramps

Existing Conditions  
Timing Plan: PM PEAK



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	186	359	328	234	330	106
Future Volume (veh/h)	186	359	328	234	330	106
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	194	374	342	244	344	110
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	369	1245	852	447	734	327
Arrive On Green	0.21	0.21	0.24	0.24	0.21	0.21
Sat Flow, veh/h	1781	2790	3563	1870	3647	1585
Grp Volume(v), veh/h	194	374	342	244	344	110
Grp Sat Flow(s),veh/h/ln	1781	1395	1781	1870	1777	1585
Q Serve(g_s), s	3.3	3.0	2.8	3.9	2.9	2.0
Cycle Q Clear(g_c), s	3.3	3.0	2.8	3.9	2.9	2.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	369	1245	852	447	734	327
V/C Ratio(X)	0.53	0.30	0.40	0.55	0.47	0.34
Avail Cap(c_a), veh/h	980	2201	2062	1083	1954	872
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.2	6.1	11.1	11.5	12.0	11.7
Incr Delay (d2), s/veh	1.2	0.1	0.3	1.0	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.0	0.9	1.4	1.0	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.4	6.3	11.4	12.5	12.5	12.3
LnGrp LOS	B	A	B	B	B	B
Approach Vol, veh/h	568			586	454	
Approach Delay, s/veh	8.7			11.9	12.5	
Approach LOS	A			B	B	
Timer - Assigned Phs	2		4		6	
Phs Duration (G+Y+Rc), s	12.3		11.2		11.1	
Change Period (Y+Rc), s	4.0		4.0		4.0	
Max Green Setting (Gmax), s	20.0		19.0		19.0	
Max Q Clear Time (g_c+11), s	5.9		5.3		4.9	
Green Ext Time (p_c), s	2.3		1.8		2.2	
Intersection Summary						
HCM 6th Ctrl Delay			10.9			
HCM 6th LOS			B			

Notes

User approved volume balancing among the lanes for turning movement.

Hyundai of El Cajon  
1: Graves Ave & SR-67 Ramps

Existing Plus Proj  
Timing Plan: AM PEAK



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	105	297	248	108	214	75
Future Volume (veh/h)	105	297	248	108	214	75
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	119	338	282	123	243	85
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	358	1098	686	360	656	293
Arrive On Green	0.20	0.20	0.19	0.19	0.18	0.18
Sat Flow, veh/h	1781	2790	3563	1870	3647	1585
Grp Volume(v), veh/h	119	338	282	123	243	85
Grp Sat Flow(s),veh/h/ln	1781	1395	1781	1870	1777	1585
Q Serve(g_s), s	1.6	2.4	2.0	1.6	1.7	1.3
Cycle Q Clear(g_c), s	1.6	2.4	2.0	1.6	1.7	1.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	358	1098	686	360	656	293
V/C Ratio(X)	0.33	0.31	0.41	0.34	0.37	0.29
Avail Cap(c_a), veh/h	1189	2400	2503	1314	2372	1058
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.7	6.0	10.1	9.9	10.2	10.0
Incr Delay (d2), s/veh	0.5	0.2	0.4	0.6	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.7	0.6	0.5	0.5	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.3	6.1	10.5	10.5	10.5	10.5
LnGrp LOS	B	A	B	B	B	B
Approach Vol, veh/h	457			405	328	
Approach Delay, s/veh	7.2			10.5	10.5	
Approach LOS	A			B	B	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		9.5		9.7		9.3
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		20.0		19.0		19.0
Max Q Clear Time (g_c+I1), s		4.0		4.4		3.7
Green Ext Time (p_c), s		1.5		1.5		1.6
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			9.2			
HCM 6th LOS			A			







Notes

User approved volume balancing among the lanes for turning movement.

Hyundai of El Cajon  
1: Graves Ave & SR-67 Ramps

Existing Plus Proj  
Timing Plan: PM PEAK



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	206	359	328	247	368	117
Future Volume (veh/h)	206	359	328	247	368	117
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	215	374	342	257	383	122
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	380	1267	858	450	769	343
Arrive On Green	0.21	0.21	0.24	0.24	0.22	0.22
Sat Flow, veh/h	1781	2790	3563	1870	3647	1585
Grp Volume(v), veh/h	215	374	342	257	383	122
Grp Sat Flow(s),veh/h/ln	1781	1395	1781	1870	1777	1585
Q Serve(g_s), s	3.9	3.1	2.9	4.4	3.4	2.4
Cycle Q Clear(g_c), s	3.9	3.1	2.9	4.4	3.4	2.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	380	1267	858	450	769	343
V/C Ratio(X)	0.57	0.30	0.40	0.57	0.50	0.36
Avail Cap(c_a), veh/h	929	2126	1955	1027	1853	826
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.8	6.3	11.6	12.2	12.5	12.1
Incr Delay (d2), s/veh	1.3	0.1	0.3	1.1	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.1	0.9	1.6	1.1	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.1	6.4	11.9	13.3	13.0	12.7
LnGrp LOS	B	A	B	B	B	B
Approach Vol, veh/h	589			599	505	
Approach Delay, s/veh	9.2			12.5	13.0	
Approach LOS	A			B	B	
Timer - Assigned Phs	2		4		6	
Phs Duration (G+Y+Rc), s	12.8		11.8		11.9	
Change Period (Y+Rc), s	4.0		4.0		4.0	
Max Green Setting (Gmax), s	20.0		19.0		19.0	
Max Q Clear Time (g_c+I1), s	6.4		5.9		5.4	
Green Ext Time (p_c), s	2.4		1.9		2.4	
Intersection Summary						
HCM 6th Ctrl Delay			11.5			
HCM 6th LOS			B			

Notes

User approved volume balancing among the lanes for turning movement.

# **Noise Impact Analysis for Hyundai of El Cajon**

**Located in the  
City of El Cajon, California**

## **Prepared for:**

El Cajon Hyundai  
Mr. John Keifer  
1385 East Main Street  
El Cajon, CA 92021

## **Prepared by:**

Roma Stromberg, M.S.

### **Roma Environmental**

CEQA, NEPA, Noise and Air Quality  
roma@romaenvironmental.com  
951-544-3170

August 17, 2022

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**Appendix A** – Larson Davis LxT Output Data

**Appendix B** – SoundPLAN Input/Output

**Appendix C** – Construction Noise Calculations

**Appendix D** – Groundborne Vibration Calculations

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## **I. Introduction and Setting**

### **A. Purpose and Objectives**

The purpose of this report is to provide an assessment of the noise and vibration impacts that may occur with the development of the proposed car dealership and to identify mitigation measures that may be necessary to reduce those impacts. The objectives of the study include:

- documentation of existing noise conditions
- discussion of noise modeling methodology and procedures
- analysis of noise and vibration generated by the construction of the project
- analysis and discussion of potential traffic noise impacts to the proposed project
- analysis of noise affecting nearby sensitive receptors due to increased traffic produced by the project
- recommendations for mitigation measures

### **B. Project Location**

The project site is located at 1155 Graves Avenue in the City of El Cajon. The vicinity map showing the project location is provided on Figure 1.

### **C. Proposed Project**

The 1.6-acre project site is proposed to be developed with a Hyundai dealership. The proposed 36,989 square foot building will include a showroom, offices, a parts department, a service department, a service drive, and an express lube. Express lube doors will be used for vehicle access but will be kept closed. No impact equipment or air compressors will be utilized in the express lube area. A car wash is proposed in a separate building. Figure 2 illustrates the project site plan. The proposed site plan is shown in Figure 2.

### **D. Sensitive Noise Receptors**

The State of California defines sensitive receptors as those land uses that require serenity or are otherwise adversely affected by noise events or conditions. Schools, libraries, churches, hospitals, single and multiple-family residential, including transient lodging, motels and hotel uses make up the majority of these areas. The nearest sensitive receptors to the project site are single-family residential properties located to the north and east of the project site.

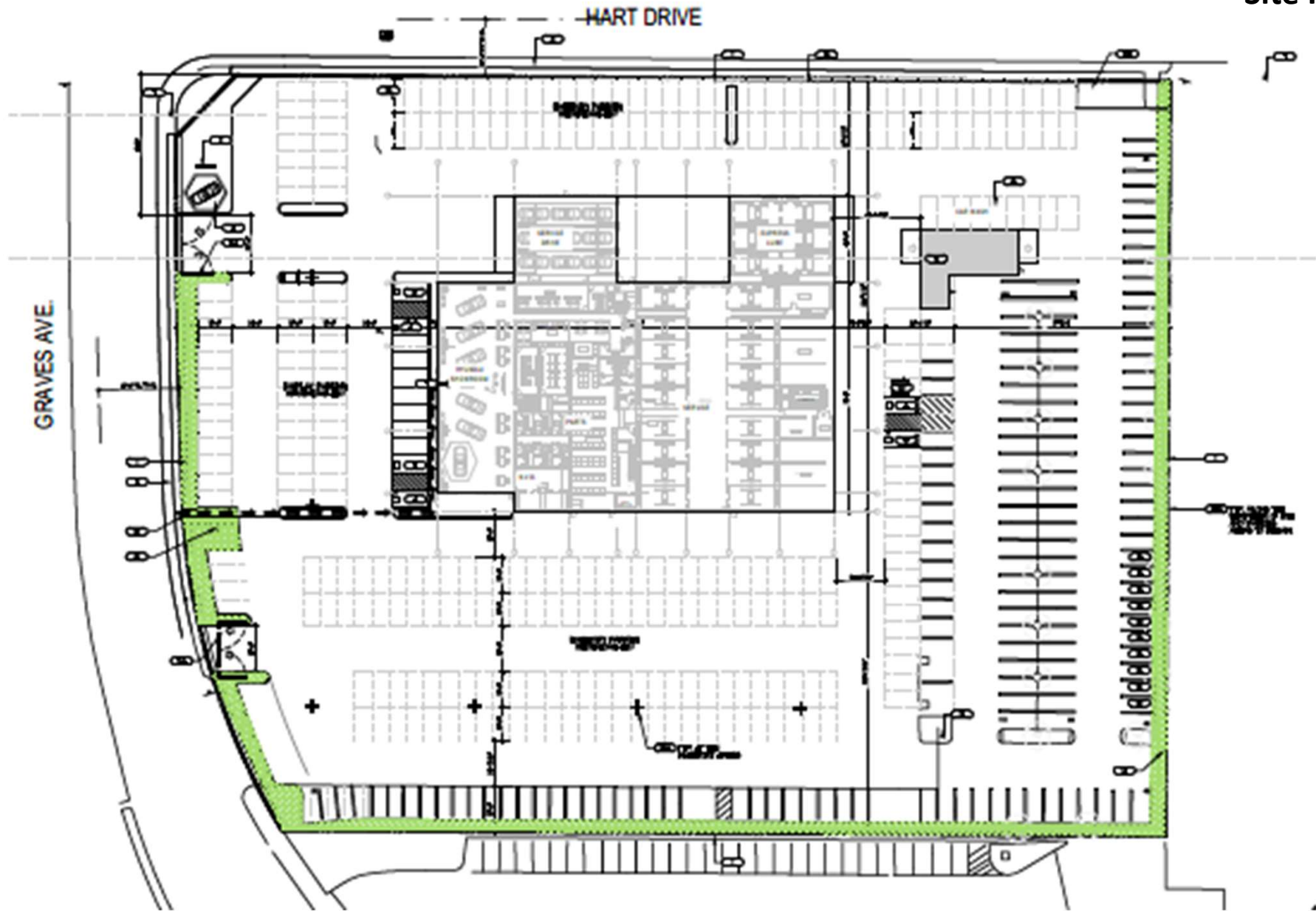


Figure 1  
Project Location





Figure 2  
Site Plan



## II. Noise and Vibration Fundamentals

### A. Sound and Noise

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air) to a hearing organ, such as a human ear. Noise is defined as loud, unexpected, or annoying sound. Common noise sources and their associated noise levels are shown in Figure 3.

In the science of acoustics, the fundamental model consists of a sound (or noise) source, a receiver, and the propagation path between the two. The loudness of the noise source and the obstructions or atmospheric factors affecting the propagation path to the receiver determines the sound level and characteristics of the noise perceived by the receiver. The field of acoustics deals primarily with the propagation and control of sound, with associated factors summarized below.

#### Frequency

Continuous sound can be described by frequency (pitch) and amplitude (loudness), with a low-frequency sound perceived as low in pitch. Frequency is expressed in terms of cycles per second, or Hertz (Hz). A frequency of 250 cycles per second, for example, is referred to as 250 Hz), with higher frequencies sometimes more conveniently expressed in kilohertz (kHz), or thousands of Hz. The audible frequency range for humans is generally between 20 and 20,000 Hz (or 20 kHz).

#### Sound Pressure Levels and Decibels

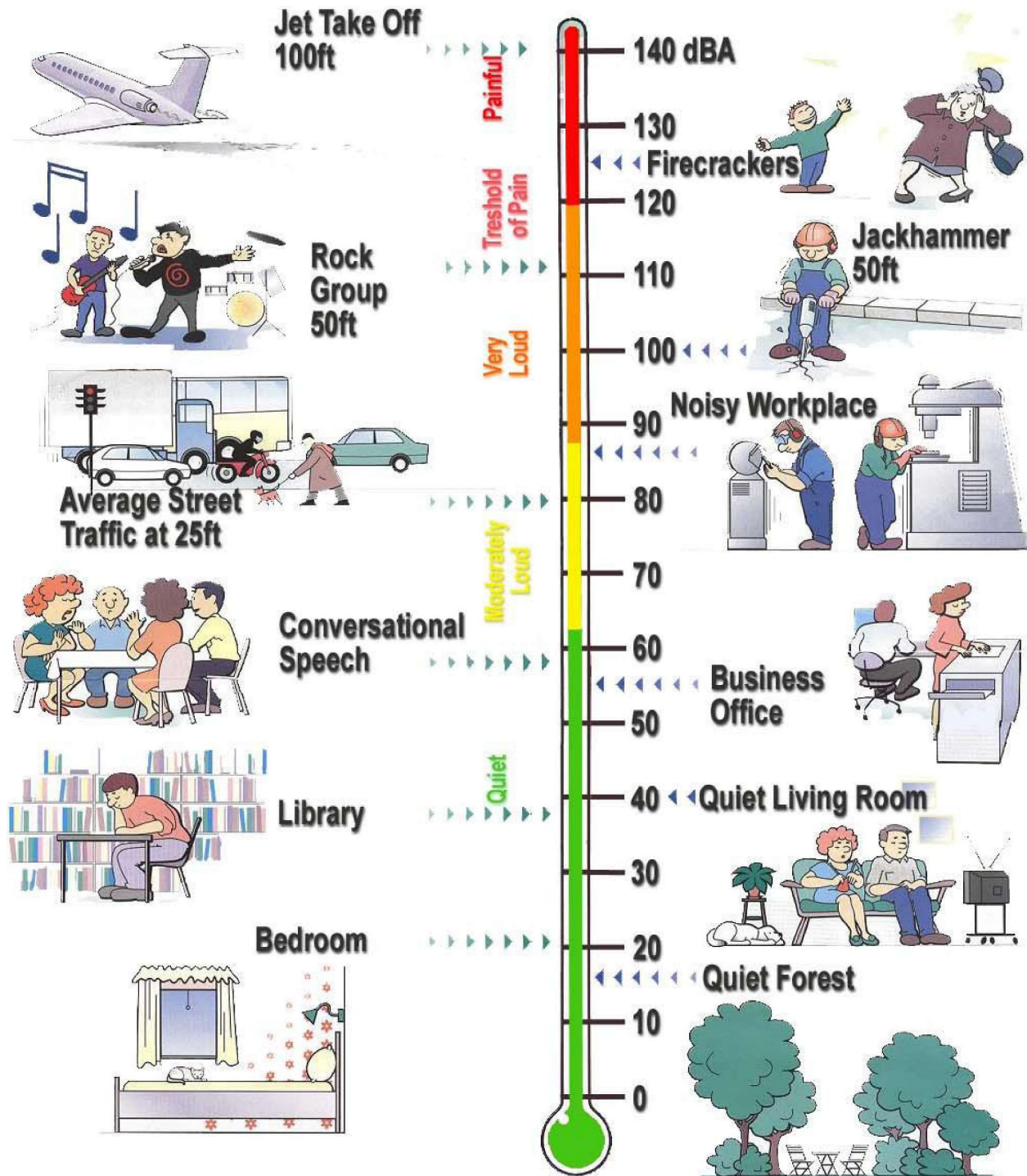
The amplitude of pressure waves generated by a sound source determines the loudness of that source. Sound pressure amplitude is measured in micro-Pascals (mPa), with one mPa representing approximately one hundred billionth of normal atmospheric pressure. Sound pressure amplitudes for different kinds of noise environments can range from less than 100 to 100,000,000 mPa. Because of this huge range of values, sound is rarely expressed in terms of mPa. Instead, a logarithmic scale is used to describe sound pressure level (SPL) in terms of decibels (dB). The threshold of audible sound is about 0 dB for a healthy human ear, which corresponds to 20 mPa.

#### Sound Propagation

When sound propagates over a distance, it changes in level and frequency content. Sound from a localized source (i.e., a point source) propagates uniformly outward in a spherical pattern. The sound level attenuates (or decreases) at a rate of six dB for each doubling of distance from a point source. Sound levels from a line source attenuate at a rate of three dB for each doubling of distance.

A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Natural terrain features (e.g., hills and dense/deep woods) and human-made features (e.g., buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a receiver specifically to reduce noise. A barrier that breaks the line of sight between a source and a receiver

Figure 3  
Common Noise Levels



will typically result in at least five dB of noise reduction, with taller barriers providing increased noise reduction. Vegetation, such as highway landscaping, between the source and receiver is rarely effective in reducing noise, as it does not create a solid barrier.

#### Human Perception of Noise

The decibel scale alone does not adequately characterize how humans perceive noise, as the dominant frequencies of a sound have a substantial effect on the human response to that sound. Although the intensity (energy per unit area) of the sound is a purely physical quantity, the loudness or human response is determined by the characteristics of the human ear. Human hearing is limited in the range of audible frequencies, as well as in the way it perceives the SPL within that range. In general, people are most sensitive to the frequency range of 1,000 to 8,000 Hz and perceive sounds within that range better than sounds of the same amplitude in higher or lower frequencies. To approximate the response of the human ear, sound levels of individual frequency bands are weighted, depending on the human sensitivity to those frequencies. An “A-weighted” sound level (expressed in units of dBA) can then be calculated from this information. Noise levels are typically reported in terms of A-weighted decibels or dBA. Table 1, Typical A-weighted Noise Levels, describes levels for various noise sources.

#### **B. Noise Descriptors**

Noise in the daily human environment fluctuates over time; these changes can be minor or substantial, depending on individual factors. Specifically, noise fluctuations can be influenced by conditions such as: (1) whether noise levels occur in regular or random patterns; (2) if noise level fluctuations are rapid or slow; and (3) if noise levels vary widely or are relatively constant. Various noise descriptors have been developed to describe time-varying noise levels, with the following noise descriptors most commonly used in transportation noise analysis.

##### Equivalent Sound Level (Leq)

Leq represents an average of the sound energy occurring over a specified period. In effect, Leq is the steady-state sound level containing the same acoustical energy as the time-varying sound that actually occurs during the same period. The one-hour A-weighted equivalent sound level (Leq[h]), for example, is the energy average of A-weighted sound levels occurring during a one-hour period. One hour is the normal (default) assumed time period for Leq unless stated otherwise.

##### Percentile-Exceeded Sound Level (L<sub>xx</sub>)

L<sub>xx</sub> represents the sound level exceeded for a given percentage of a specified period. For example, L<sub>10</sub> is the sound level exceeded 10 percent of the time, and L<sub>90</sub> is the sound level exceeded 90 percent of the time.

##### Maximum Sound Level (L<sub>max</sub>)

L<sub>max</sub> is the maximum sound level measured during a specified time period with “slow/1-second” time-averaging.

### Day-Night Level (Ldn)

Ldn is the energy average of A-weighted sound levels occurring over a 24-hour period, with a 10-dB penalty applied to A-weighted sound levels occurring during nighttime hours between 10 PM and 7 AM

### Community Noise Equivalent Level (CNEL)

Similar to Ldn, CNEL is the energy average of the A-weighted sound levels occurring over a 24-hour period, with a 10-dB penalty applied to A-weighted sound levels occurring during the nighttime hours between 10 PM and 7 AM, and a 5-dB penalty applied to the A-weighted sound levels occurring during evening hours between 7 PM and 10 PM.

**Table 1. Typical Noise Levels**

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock Band
Jet fly-over at 1,000 feet		
	100	
Gas lawn mower at 3 feet		
	90	
Diesel truck at 50 feet at 50 mph*		Food blender at 3 feet
	80	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawn mower at 100 feet	70	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	60	
		Large business office
Quiet urban daytime	50	Dishwasher in next room
Quiet urban nighttime	40	Theater, large conference room (background)
Quiet suburban nighttime		
	30	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	20	
		Broadcast/recording studio
	10	
	0	

Source: California Department of Transportation, 2013.



### **C. Vibration Fundamentals**

The way in which vibration is transmitted through the earth is called propagation. Propagation of earthborn vibrations is complicated and difficult to predict because of the endless variations in the soil through which waves travel. There are three main types of vibration propagation: surface, compression, and shear waves. Surface waves, or Raleigh waves, travel along the ground's surface. These waves carry most of their energy along an expanding circular wave front, similar to ripples produced by throwing a rock into a pool of water. Compression waves, or P-waves, are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal (i.e., in a "push-pull" fashion). P-waves are analogous to airborne sound waves. Shear waves, or S-waves, are also body waves that carry energy along an expanding spherical wave front. However, unlike P-waves, the particle motion is transverse or "side-to-side and perpendicular to the direction of propagation".

As vibration waves propagate from a source, the energy is spread over an ever-increasing area such that the energy level striking a given point is reduced with the distance from the energy source. This geometric spreading loss is inversely proportional to the square of the distance. Wave energy is also reduced with distance as a result of material damping in the form of internal friction, soil layering, and void spaces. The amount of attenuation provided by material damping varies with soil type and condition as well as the frequency of the wave.

Vibration amplitudes are usually expressed as either peak particle velocity (PPV) or the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous peak of the vibration signal in inches per second. The RMS of a signal is the average of the squared amplitude of the signal in vibration decibels (VdB), ref one micro-inch per second. The Federal Railroad Administration uses the abbreviation "VdB" for vibration decibels to reduce the potential for confusion with sound decibel.

PPV is appropriate for evaluating the potential of building damage and VdB is commonly used to evaluate human response. Decibel notation acts to compress the range of numbers required in measuring vibration. Similar to the noise descriptors,  $L_{eq}$  and  $L_{max}$  can be used to describe the average vibration and the maximum vibration level observed during a single vibration measurement interval.



### III. Existing Noise Environment

#### A. Existing Land Uses and Sensitive Receptors

The State of California defines sensitive receptors as those land uses that require serenity or are otherwise adversely affected by noise events or conditions. Schools, libraries, churches, hospitals, single and multiple family residential, including transient lodging, motels and hotel uses make up the majority of these areas. Sensitive receptors that may be affected by project generated noise include the single-family residential dwelling units located east of the project site and multiple family residential units located north of the project site.

#### B. Ambient Noise Measurements

An American National Standards Institute (ANSI Section S14 1979, Type 1) Larson Davis model LxT sound level meter was used to document existing ambient noise levels at six locations in the project vicinity (see Figure 4).

As shown in Table 2, existing noise levels in the project vicinity range between 58.5 and 65.6 dBA  $L_{eq}$ . Noise measurement field sheets and data are provided in Appendix A.

**Table 2. Noise Measurement Results**

Name	Time Period	Existing Ambient Noise Levels (dBA)					
		$L_{eq}$	$L_{max}$	$L_2$	$L_8$	$L_{25}$	$L_{50}$
NM1	2:41 -2:46 PM	65.6	80.9	74.2	67.5	64.7	63.2
NM2	3:02-3:17 PM	61.4	80.1	68.8	64.4	59.7	57.7
NM3	3:23-3:38 PM	58.5	73.0	66.8	62.4	57.2	55.6
NM4	3:45-4:00 PM	59.5	74.0	68.0	63.7	57.6	55.0
NM5	4:16-4:33 PM	61.6	77.1	71.2	66.8	58.4	55.1
NM6	4:57-5:12 PM	62.7	83.0	68.0	63.5	61.3	59.9

Figure 4  
Noise Measurement Locations



NM = Short Term Noise Measurement  
(##.#) = Noise level in dBA, Leq

## **IV. Regulatory Setting**

The proposed project may impact sensitive receptors located within the jurisdiction of the City of El Cajon (single family residences located east of the project site) as well as sensitive receptors located within the County of San Diego (multiple family residences located north of the project site).

### **A. City of El Cajon General Plan**

General Plan Policy 8-3.8 states that the City may require site design considerations such as increased setbacks, sound attenuating walls and landscaping, and may also require building design considerations such as type of construction, insulation, and orientation of building openings in order to minimize noise impacts from noise sources.

### **B. City of El Cajon Municipal Code**

#### **1. Construction Noise**

Per section 17.115130(C)(3) of the City of El Cajon Municipal Ordinance it is unlawful for any person within any residential zone, or within a radius of five hundred (500) feet from any residential zone, to operate equipment or perform any outside construction, maintenance or repair work on buildings, structures, landscapes or related facilities, or to operate any pile driver, power shovel, pneumatic hammer, power hoist, leaf blower, mower, or any other mechanical device, between the hours of 7 p.m. of one (1) day and 7 a.m. of the next day in such a manner that a reasonable person of normal sensitivities residing in the area is caused discomfort or annoyance.

The ordinance above does not specify a noise level limit at which a reasonable person of normal sensitivities would experience discomfort or annoyance. For purposes of this analysis, the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment (2006) criteria will be used to establish significance thresholds. The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction. For residential uses, the daytime noise threshold is 80 dBA  $L_{eq}$  averaged over an 8-hour period ( $L_{eq}$  (8-hr)); and the nighttime noise threshold is 70 dBA  $L_{eq}$  (8-hr). For commercial uses, the daytime and nighttime noise threshold is 85 dBA  $L_{eq}$  (8-hr). In compliance with the City's Code discussed in the previous paragraph, it is assumed that construction would not occur during the noise-sensitive nighttime hours.

#### **2. Operational Noise**

The City's Municipal Code section 9.44.010, Noise, prohibits loud and disturbing noises. It specifies that no person shall make, continue or cause to be made or continued, within the limits of the City, any loud, disturbing, or unusual noise which injures or endangers the health, peace, or safety of persons of reasonable sensibilities: provided, that this section shall not in any way affect, restrict or prohibit any activities incidental to scientific or industrial research or manufacturing, construction or repairing conducted in areas zoned for such purposes.



Per Table 3, the project is prohibited from causing noise levels to exceed 50 dBA Leq between 7:00 AM and 7:00 PM, 55 dBA Leq between the hours of 7:00 PM and 10:00 PM and 50 dBA Leq between the hours of 10:00 PM and 7:00 AM at the property line of the existing single-family residences located east of the project site.

**Table 3. City of El Cajon Noise Standards**

Zone	Time of Day	On-Hour Average Sound Level Decibel (Leq)
All residentially zoned properties	7:00 AM to 7:00 PM	60
	7:00 PM to 10:00 PM	55
	10:00 PM to 7:00 AM	50
All M-U and commercially zoned properties, except the C-M zoned properties	7:00 AM to 7:00 PM	65
	7:00 PM to 10:00 PM	60
	10:00 PM to 7:00 AM	55
All C-M and industrially zoned properties	Anytime	75
	Conditionally <sup>1</sup>	80

Source: City of El Cajon Municipal Ordinance 17.115.130(C) Performance Standards.

Notes:

<sup>1</sup> Where outdoor noise levels are higher, additional noise attenuation measures, i.e., earphones for workers, increased insulation, double-pane glass, may make noise levels acceptable.

### 3. Groundborne Vibration

City of El Cajon Municipal Ordinance Section 17.115.130(D), Performance Standards prohibits operations that could generate groundborne vibration that is harmful or injurious to the use or development of surrounding properties. Specifically, No vibration shall be permitted which is perceptible without instruments at any use along the property line on which such use is located. For the purpose of this determination, the boundary is the property line. This standard is prohibitive for use several commonly used pieces of construction equipment which may be perceptible if used within 75 feet of a property line. It is our professional opinion that this ordinance applies to operational vibration sources, i.e., generators, Heating and Ventilation (HVAC) equipment and pumps.

Caltrans has prepared one of the most comprehensive manuals (Caltrans 2020) regarding the analysis of groundborne vibration. It contains reasonable standards for both the potential to be annoying and the potential to result in structural damage. As shown in Table 4, vibration is considered to be distinctly perceptible at a PPV of 0.04 in/second and strongly perceptible at 0.10 peak particle velocity (PPV). Table 5 shows that the threshold at which there is a risk to “architectural” damage to historic and some older buildings is a peak particle velocity (PPV) of 0.25 in/sec, at older residential structures a PPV of 0.3 in/sec, and at new residential structures and modern commercial/industrial buildings a PPV of 0.5 in/sec.

Therefore, impacts would be significant if construction activities result in groundborne vibration of 0.3 PPV or higher at residential structures and/or a PPV of 0.5 or higher at commercial structures. Annoyance is temporary in nature and is not considered significant unless it is strongly perceptible and disturbs sleep or the use of sensitive equipment (approximately 0.1 PPV).

**Table 4. Guideline Vibration Annoyance Potential Criteria**

Human Response	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.9	0.10
Severe	2.0	0.4

Source: California Department of Transportation. Transportation and Construction Vibration Guidance Manual, Chapter 7 Table 20, April 2020.

**Notes:**

(1) Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

**Table 5. Guideline Vibration Damage Potential Criteria**

Structure Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Source: California Department of Transportation. Transportation and Construction Vibration Guidance Manual, Chapter 7 Table 19, April 2020.

**Notes:**

(1) Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

### C. County of San Diego

The properties located north of the project site are currently developed with multiple family residential dwelling units. The property has a zoning of Urban Residential (RU). The County of San Diego has adopted a guidance document<sup>1</sup> for the preparation of noise studies which establishes exterior noise level limits that apply to the transmission of noise from one property to another. The daytime noise standard (7:00 AM to 10:00 PM) to avoid impacts to properties zoned RU is 50 dBA Leq and the nighttime noise standard (10:00 PM to 7:00 AM) is 45 dBA Leq.

<sup>1</sup> Noise Guidelines and Report Formats. January 27, 2009

## V. Analytical Methodology and Impact Analysis

### A. Methodology

#### 1. FTA Construction Noise Calculations

Noise levels at nearby sensitive receptors due to project construction noise were calculated utilizing methodology presented in the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (2018) together with key construction parameters including: distance to each sensitive receiver, equipment usage, percent usage factor, and baseline parameters for the project site. Distances to receptors were based on the acoustical center of the proposed construction activity. Construction noise levels were calculated for each phase.

#### 2. SoundPLAN

The SoundPLAN acoustical modeling software was utilized to model project operational worst-case stationary noise impacts from the proposed project to adjacent sensitive uses (e.g., residences). SoundPLAN is capable of evaluating stationary noise sources (e.g., parking lots, drive-thru menus, carwash equipment, vacuums, etc.) and much more. The SoundPLAN software utilizes algorithms (based on the inverse square law) to calculate noise level projections. The software allows the user to input specific noise sources, spectral content, sound barriers, building placement, topography, and sensitive receptor locations. In addition to the information provided below, noise modeling input and outputs assumptions are provided in Appendix B.

Peak hour operational noise levels were modeled utilizing representative sound levels in the SoundPLAN model. Modeled noise sources include the parking lot noise, heating, and ventilation (HVAC) equipment and car wash noise. All noise sources were modeled to be in full operation for an entire hour. This is a conservative modeling effort, given that in actuality, several noise sources are not in operation continuously for an entire hour.

For the purposes of the modeling, it was assumed that the proposed dealership will not have outdoor amplification of music or voice, and all car maintenance and repair related stalls will be enclosed inside the proposed building. Express lube doors will be used for vehicle access but will be kept closed. No impact equipment or air compressors will be utilized in the express lube area. Other modeling assumptions are discussed below.

#### Car Wash Equipment Noise

The car wash drying system is by far the loudest noise source associated with the car wash tunnel. A sound power level representative sound pressure level of 103 dBA Leq at a distance of 10 (provided by the car wash manufacturer) was used to model car wash dryer noise. A point noise source was placed five feet from the opening of the end of the car wash tunnel at a height of eight feet to represent dryer noise. The dryer system was assumed to be operational for the entire period.

### Parking Lots

Parking lot noise was calculated using SoundPLAN methodology. Specifically, the traffic volume of the parking lot is entered with the number of moves per parking bay, the hour, and the number of parking bays. The user defines whether the parking lots are for automobiles, motorcycles, or trucks, and the emission level of a parking lot is automatically adjusted accordingly. The values for the number of parking moves for each time slice is the number of parking moves per reference unit (most often per parking bay), averaged for the hour<sup>2</sup>.

SoundPLAN utilizes parking lot noise emission levels from the 6th revised edition of the parking lot study "Recommendations for the Calculation of Sound Emissions of Parking Areas, Motorcar Centers and Bus Stations as well as of Multi-Story Car Parks and Underground Car Parks" published by the Bavarian Landesamt für Umwelt provides calculation methods to determine the emissions of parking lots.

The parking lot emission table documents the reference level ( $L_{w,ref}$ ) from the parking lot study.

$$L_{w, ref} = L_{w0} + KPA + KI + KD + KStrO + 10 \log(B) \text{ [dB(A)]}$$

With the following parameters:

$L_{w0}$  = Basic sound power, sound power level of one motion/per hour on P+R areas = 63 dB(A)

KPA = Surcharge parking lot type

KI = Surcharge for impulse character

KD = Surcharge for the traffic passing and searching for parking bays in the driving lanes  
 $2,5 * \lg(f * B - 9)$

f = Parking bays per unit of the reference value

B = Reference value

KStrO = Surcharge for the road surface

### HVAC

A rooftop HVAC plan is not available at the time of this analysis so the exact location and number of units per building were estimated. A noise reference level for a 5-Ton Carrier Heating and Cooling (HVAC) unit was utilized to represent rooftop 5 Ton Carrier HVAC units. HVAC units were assumed to be evenly spaced across the rooftop. The noise source height for each HVAC unit was assumed at 0.1 meter above the roof top. An average roof top height of thirty-five feet was utilized for modeling purposes.

### 3. Caltrans Transportation and Construction Vibration Guidance Manual

Groundborne vibration associated with project construction, at nearby sensitive receptors was modeled using methodologies and source amplitudes provided in the Caltrans Transportation and Construction Vibration Guidance Manual (2020).

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<sup>2</sup> SoundPLAN Essential 4.0 Manual. SoundPLAN International, LLC. May 2016.



## VI. Impact Analysis and Findings

### 1. Construction Noise

The existing residential uses located north and east of the project site may be affected by short-term noise impacts associated with construction noise. Construction noise will vary depending on the construction process, type of equipment involved, location of the construction site with respect to sensitive receptors, the schedule proposed to carry out each task (e.g., hours and days of the week) and the duration of the construction work. Construction phases will include demolition, site preparation, building construction, paving and architectural coating. Noise levels at nearby sensitive receptors due to project construction noise were calculated utilizing methodology presented in the FTA Transit Noise and Vibration Impact Assessment Manual (2018) together with several key construction parameters (see Appendix C). Typical noise levels and usage factors associated with a variety of construction is presented in Table 6. Tables 7 and 8 present cumulative noise levels associated with each phase of construction at receptors located north and east of the proposed project.

As discussed previously, the City of El Cajon has not established a specific noise level limit at which a reasonable person of normal sensitivities would experience discomfort or annoyance. Therefore, for purposes of this analysis, the FTA criteria was used. For impacts to residential land uses, the daytime noise threshold is eighty dBA  $L_{eq}$  averaged over an 8-hour period ( $L_{eq}$  (8-hr)); and the nighttime noise threshold is 70 dBA  $L_{eq}$  (8-hr). As shown in Tables 7 and 8, construction noise is expected to range between 62.6 and 74.5 dBA  $L_{eq}$  at the southern property line of the multiple family residences located north of the project site and between 59.6 to 71.5 dBA  $L_{eq}$  at the western property line of the existing single family residential uses east of the project site and will not exceed the FTA daytime 80 dBA (8-hour) noise criteria. Impacts related to construction would be less than significant. In compliance with the City's Code discussed in the previous paragraph, it is assumed that construction would not occur during the noise-sensitive nighttime hours. Impacts would be less than significant. No mitigation is required.

**Table 6. Equipment Noise Emissions and Acoustical Usage Factor**

Equipment Description	Impact Device?	Acoustical Use Factor (%)	Spec. Lmax @ 50ft (dBA, slow)	Actual Measured Lmax @ 50ft (dBA, slow)	No. of Actual Data Samples (Count)
All Other Equipment > 5 HP	No	50	85	-N/A-	0
Auger Drill Rig	No	20	85	84	36
Backhoe	No	40	80	78	372
Bar Bender	No	20	80	-N/A-	0
Blasting	Yes	-N/A-	94	-N/A-	0
Boring Jack Power Unit	No	50	80	83	1
Chain Saw	No	20	85	84	46
Clam Shovel (dropping)	Yes	20	93	87	4
Compactor (ground)	No	20	80	83	57
Compressor (air)	No	40	80	78	18
Concrete Batch Plant	No	15	83	-N/A-	0
Concrete Mixer Truck	No	40	85	79	40
Concrete Pump Truck	No	20	82	81	30
Concrete Saw	No	20	90	90	55
Crane	No	16	85	81	405
Dozer	No	40	85	82	55
Drill Rig Truck	No	20	84	79	22
Drum Mixer	No	50	80	80	1
Dump Truck	No	40	84	76	31
Excavator	No	40	85	81	170
Flat Bed Truck	No	40	84	74	4
Forklift <sup>2,3</sup>	No	50	n/a	61	n/a
Front End Loader	No	40	80	79	96
Generator	No	50	82	81	19
Generator (<25KVA, VMS signs)	No	50	70	73	74
Gradall	No	40	85	83	70
Grader	No	40	85	-N/A-	0
Grapple (on backhoe)	No	40	85	87	1
Horizontal Boring Hydr. Jack	No	25	80	82	6
Hydra Break Ram	Yes	10	90	-N/A-	0
Impact Pile Driver	Yes	20	95	101	11
Jackhammer	Yes	20	85	89	133
Man Lift	No	20	85	75	23
Mounted Impact hammer (hoe ram)	Yes	20	90	90	212

**Table 6. Equipment Noise Emissions and Acoustical Usage Factor**

Equipment Description	Impact Device?	Acoustical Use Factor (%)	Spec. Lmax @ 50ft (dBA, slow)	Actual Measured Lmax @ 50ft (dBA, slow)	No. of Actual Data Samples (Count)
Pavement Scarafier	No	20	85	90	2
Paver	No	50	85	77	9
Pickup Truck	No	50	85	77	9
Paving Equipment	No	50	85	77	9
Pneumatic Tools	No	50	85	85	90
Pumps	No	50	77	81	17
Refrigerator Unit	No	100	82	73	3
Rivit Buster/chipping gun	Yes	20	85	79	19
Rock Drill	No	20	85	81	3
Roller	No	20	85	80	16
Sand Blasting (Single Nozzle)	No	20	85	96	9
Scraper	No	40	85	84	12
Shears (on backhoe)	No	40	85	96	5
Slurry Plant	No	100	78	78	1
Slurry Trenching Machine	No	50	82	80	75
Soil Mix Drill Rig	No	50	80	-N/A-	0
Tractor	No	40	84	-N/A-	0
Vacuum Excavator (Vac-truck)	No	40	85	85	149
Vacuum Street Sweeper	No	10	80	82	19
Ventilation Fan	No	100	85	79	13
Vibrating Hopper	No	50	85	87	1
Vibratory Concrete Mixer	No	20	80	80	1
Vibratory Pile Driver	No	20	95	101	44
Warning Horn	No	5	85	83	12
Welder/Torch	No	40	73	74	5

Notes:

- (1) Source: FHWA Roadway Construction Noise Model User's Guide January 2006.
- (2) Warehouse & Forklift Noise Exposure - NoiseTesting.info Carl Stautins, November 4, 2014  
<http://www.noisetesting.info/blog/carl-stautins/page-3/>
- (3) Data provided Leq as measured at the operator. Sound Level at 50 feet is calculated using Inverse Square Law.

**Table 7. Construction Noise at Sensitive Receptors North of the Project Site**

<b>Equipment Item</b>	<b>Noise Level at Property Line (Leq, dBA)</b>
<b>Demolition</b>	
Sawzall	72.2
Excavators	71.3
Dozers	70.6
	<b>74.5</b>
<b>Site Preparation</b>	
Dozers	72.3
Tractors/Loaders/Backhoes	72.6
	<b>72.6</b>
<b>Building Construction</b>	
Cranes	61.6
Forklifts	49.3
Generator Sets	64.5
Welders	56.6
Tractors/Loaders/Backhoes	71.3
	<b>72.7</b>
<b>Paving</b>	
Cement and Mortar Mixers	64.6
Pavers	63.6
Rollers	62.6
	<b>68.4</b>
<b>Architectural Coating</b>	
Air Compressors	<b>62.6</b>

**Table 8. Construction Noise at Receptors East of the Project Site**

<b>Equipment Item</b>	<b>Noise Level at Property Line (Leq, dBA)</b>
<b>Demolition</b>	
Sawzall	69.2
Excavators	68.4
Dozers	67.6
	<b>71.5</b>
<b>Site Preparation</b>	
Dozers	69.4
Tractors/Loaders/Backhoes	69.7
	<b>69.7</b>
<b>Building Construction</b>	
Cranes	58.7
Forklifts	46.4
Generator Sets	61.6
Welders	53.6
Tractors/Loaders/Backhoes	68.4
	<b>69.7</b>
<b>Paving</b>	
Cement and Mortar Mixers	61.6
Pavers	60.6
Rollers	59.6
	<b>65.5</b>
<b>Architectural Coating</b>	
Air Compressors	<b>59.6</b>

## 2. Operational Noise

Operational noise was modeled using the SoundPLAN noise model. The results shown in Figures 5 and 6, show that operational noise is expected to range between 38.6 to 58.0 at nearby sensitive receptor property lines and will not exceed the City of El Cajon Noise Ordinance standard of 60 dBA Leq. These findings are based on a specific car wash drying system (one fixed nozzle with a noise level of 88.5 dBA Leq at a distance of ten feet) (See Appendix B), or if an equivalent or a quieter system is utilized. This impact would be less than significant. No mitigation is required.

## 3. Groundborne Vibration

The most vibratory pieces of equipment expected to be utilized on the project site include a vibratory roller and a larger bulldozer. It is anticipated that the existing parking lot will be re-purposed and tools necessary for asphalt removal will not be used. The use of a vibratory roller and/or a large bulldozer however may be used as close as 105 feet to the multiple family residential land use property line to the north and as close as line 120 to the single-family property line to the east.

Groundborne vibration levels associated with the use of a vibratory roller could reach up to 0.02 PPV at the property line associated with the multiple family residential land uses to the north and up to 0.10 PPV at the property line of the single-family residential land uses to the east. Groundborne associated with the large bulldozer would be less (see Appendix D).

As stated previously, vibration is considered to be distinctly perceptible at a PPV of 0.04 in/second and strongly perceptible at 0.10 peak particle velocity (PPV); and the threshold at which there is a risk to “architectural” damage to historic and some older buildings is a peak particle velocity (PPV) of 0.25 in/sec, at older residential structures a PPV of 0.3 in/sec, and at new residential structures and modern commercial/industrial buildings a PPV of 0.5 in/sec.

Groundborne vibration associated with project construction will not be perceptible at nearby sensitive receptors and will not occur during nighttime hours or affect sensitive equipment. Furthermore, project construction will not result in groundborne vibration levels that come close to the threshold for potential damage to structures. This impact would be less than significant. No mitigation is required.

## 4. Airport/Aircraft Noise

The project site is located approximately 3,580 feet southwest of the Gillespie Field. As shown in Figure 7 the project site is not located within a 60 dBA CNEL or any louder noise contour associated with this airfield. However, the site is located within the airfield’s avigation easement and overflight notification areas. Visitors and employees at the project site will occasionally be subject to aircraft overflight. However, review of data provided in

the Flight Aware online application<sup>3</sup> indicates that aircraft in the vicinity of the project site would be at least 1,000 ft above mean sea level (AMSL). Impacts would be less than significant.

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<sup>3</sup> <https://flightaware.com>



Figure 5  
Operational Noise Levels  
dBA, Leq

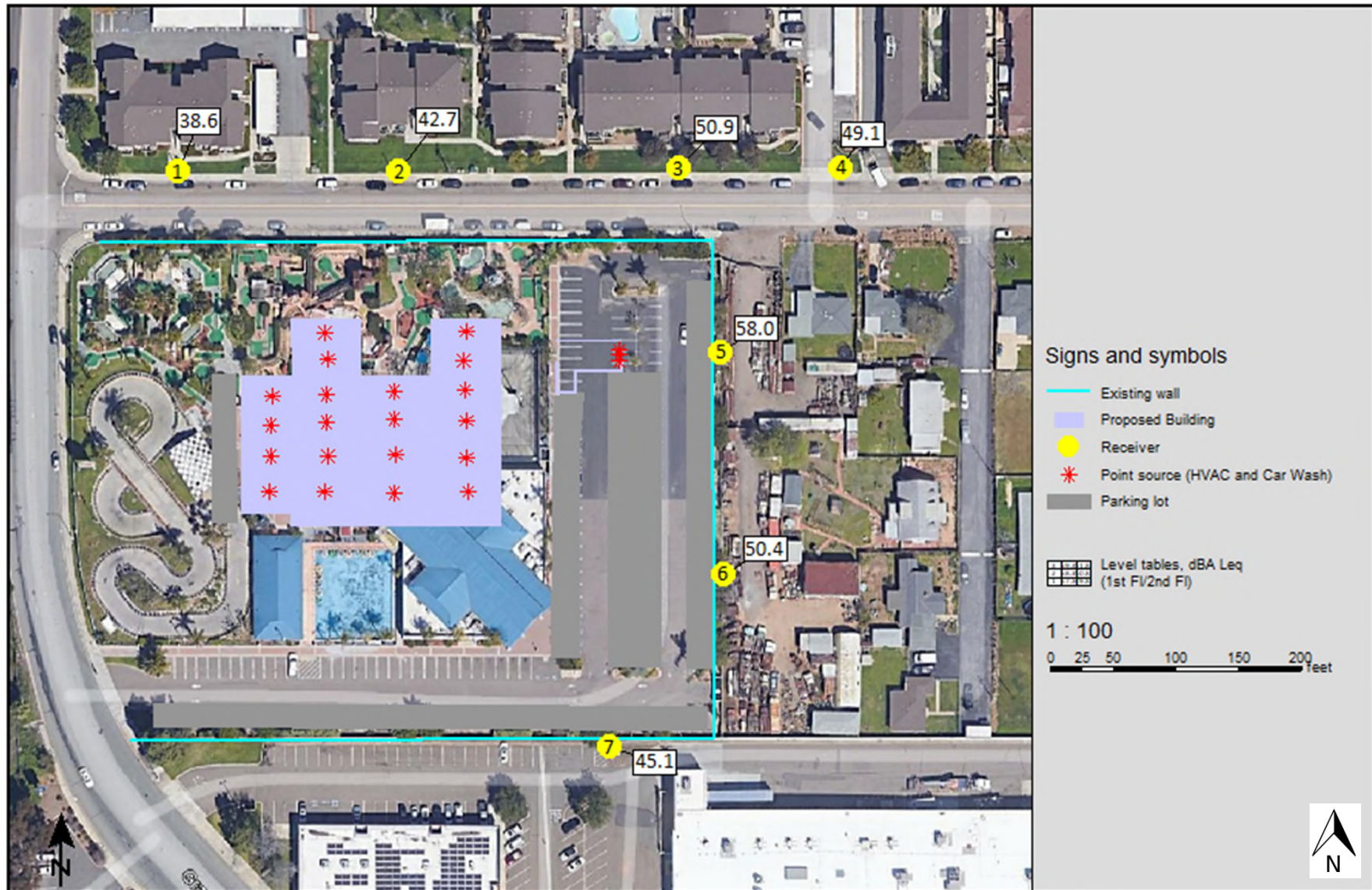




Figure 6  
Operational Noise Contours  
dBA, Leq

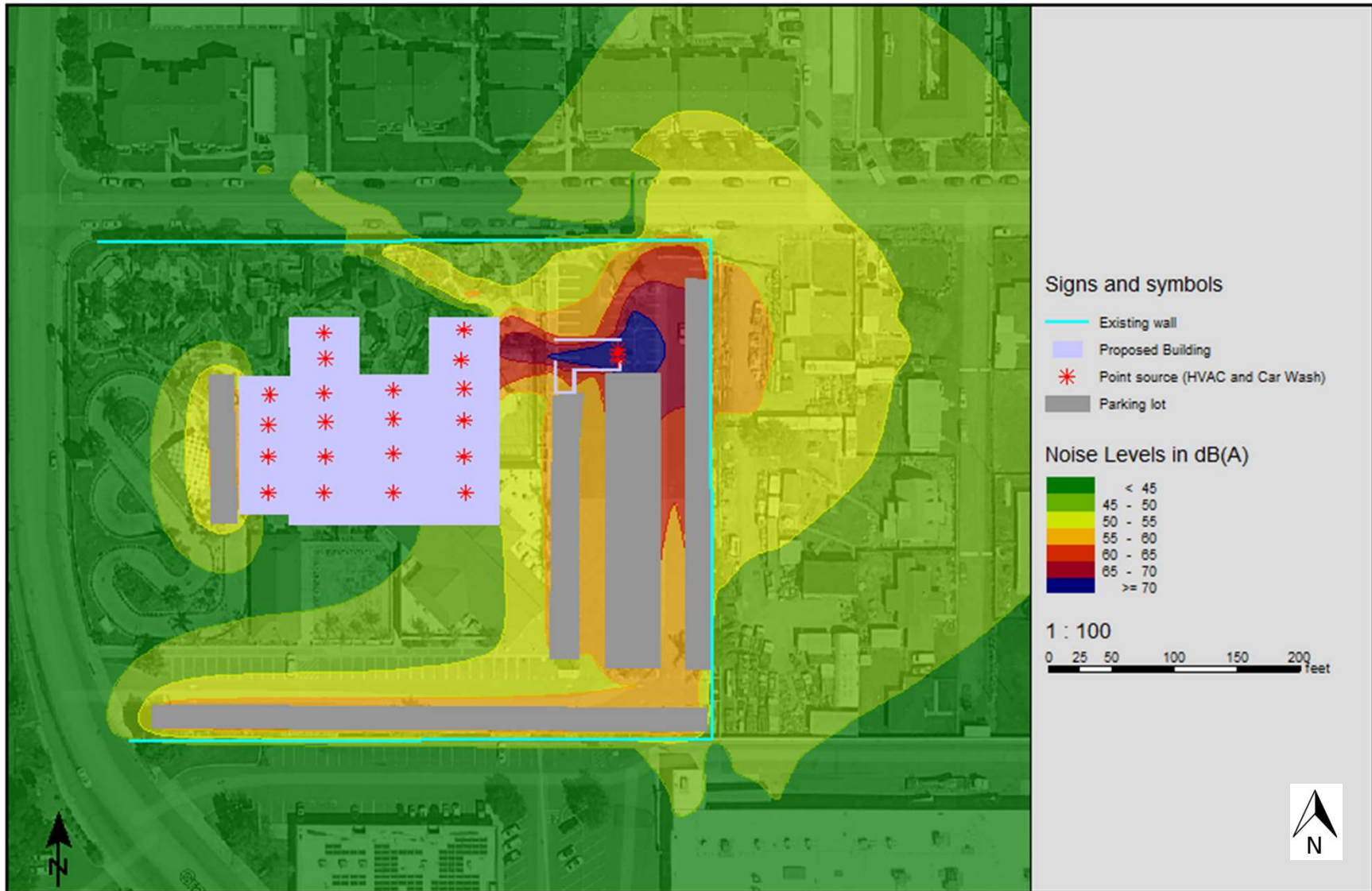
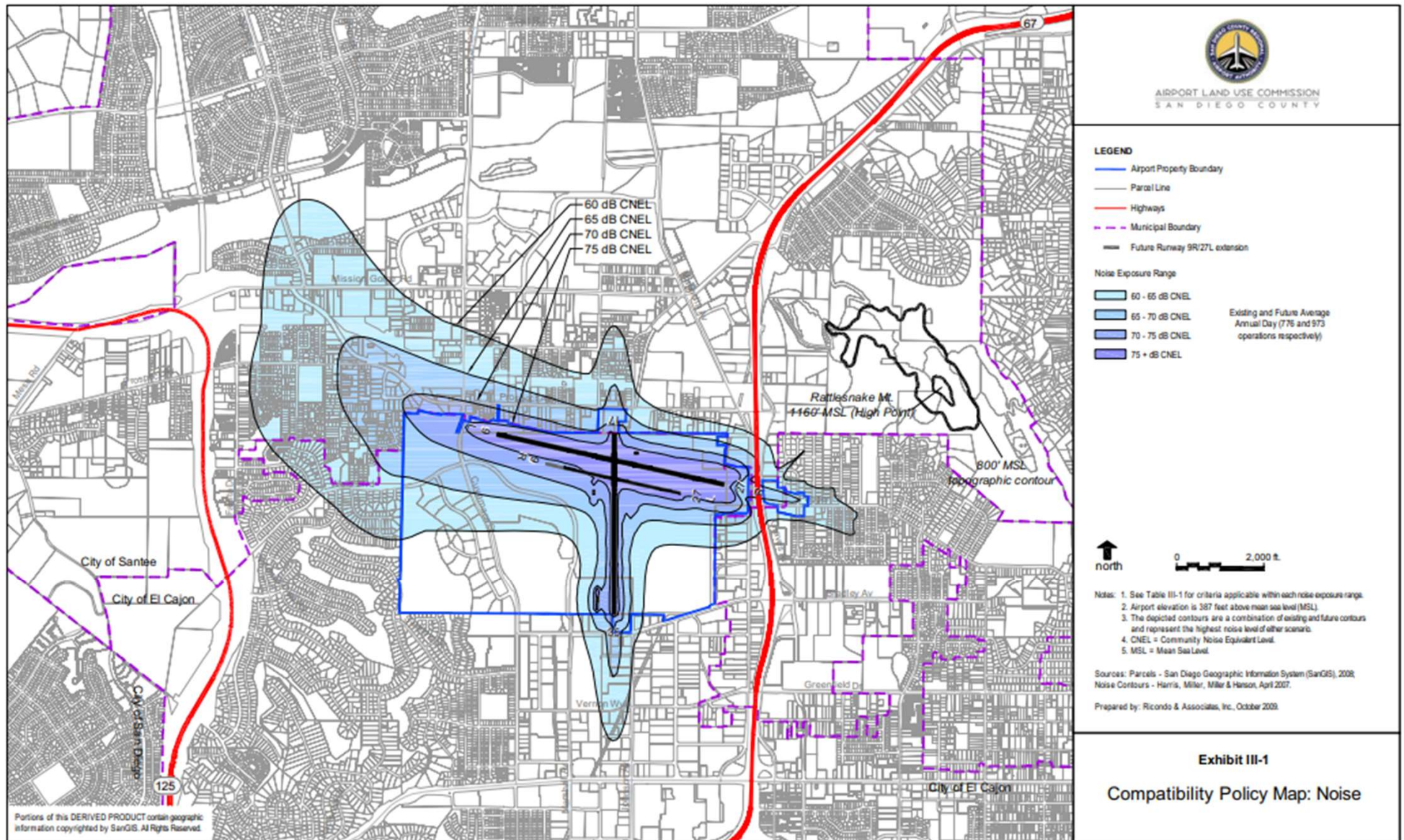


Figure 7  
Gillespie Field Noise Contour Map



## **V. References**

### **Airport Land Use Commission San Diego County**

2010 Gillespie Field Airport Land Use Compatibility Plan

### **California Department of Transportation**

2013 Technical Noise Supplement to the Traffic Noise Analysis Protocol

2020 Transportation and Construction Vibration Guidance Manual

### **Cyril M. Harris**

1991 Handbook of Acoustical Measurement and Noise Control.

### **El Cajon, City of**

2000 General Plan

Zoning Ordinance

### **San Diego, County of**

2011 San Diego County General Plan

## **APPENDIX A**

### **Larson Davis 820 Noise Measurement Data**

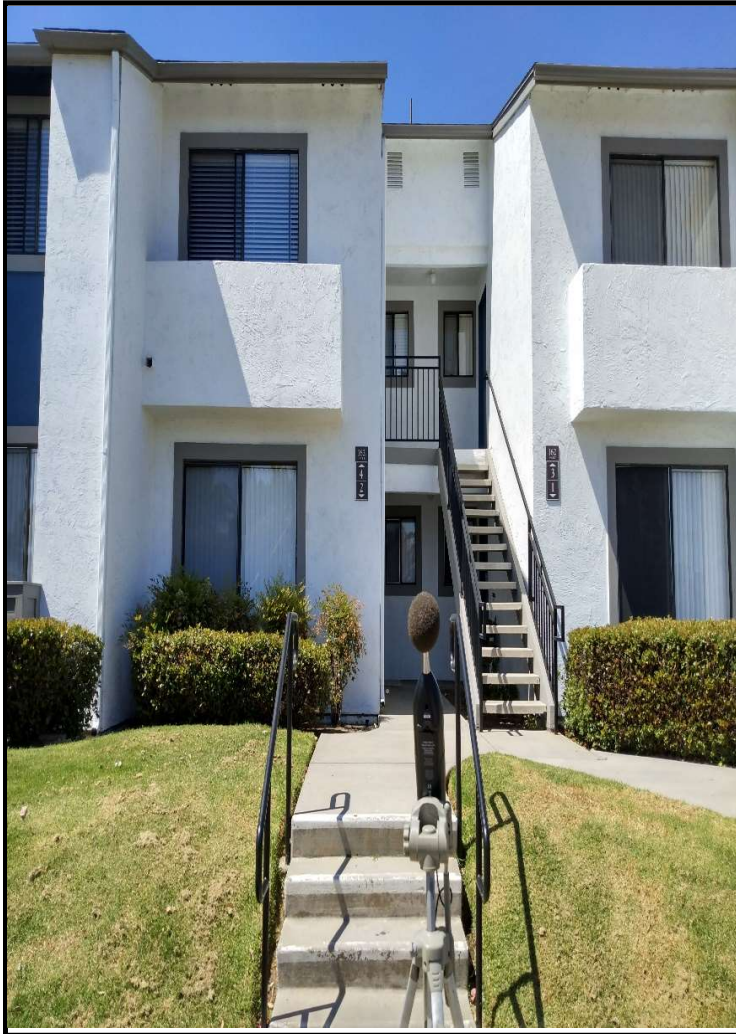
## Noise Measurement Field Data

<b>Project Name:</b>	<u>Hyundai, City of El Cajon. RE 224</u>			<b>Date:</b>	<u>May 13, 2022</u>
<b>Project #:</b>	<u>224</u>				
<b>Noise Measurement #:</b>	<u>NM1</u>			<b>Technician:</b>	<u>Ian Gallagher</u>
<b>Nearest Address or Cross Street:</b>	<u>162 Hart Drive, El Cajon, California 92021</u>				
<b>Site Description (Type of Existing Land Use and any other notable features):</b>	<u>On-site: Demolished amusement park, soil, broken concrete. Asphalt parking lot</u>				
<u>Adjacent: Residential N &amp; E, 67 Freeway running N,S immediately W of site. Commercial S &amp; W of site.</u>					
<b>Weather:</b>	<u>Clear blue skies, sunshine.</u>			<b>Settings:</b>	<div><div>SLOW</div><div>FAST</div></div>
<b>Temperature:</b>	<u>83 deg F</u>	<b>Wind:</b>	<u>8 mph</u>	<b>Humidity:</b>	<u>16%</u>
		<b>Terrain:</b>	<u>Flat</u>		
<b>Start Time:</b>	<u>2:41 PM</u>	<b>End Time:</b>	<u>2:56 PM</u>	<b>Run Time:</b>	<u>1 x 15 minutes</u>
<b>Leq:</b>	<u>65.6</u>	<b>dB</b>	<b>Primary Noise Source:</b> <u>Traffic noise from 20 vehicles passing microphone travelling along Hart Drive</u>		
<b>Lmax</b>	<u>80.9</u>	<b>dB</b>	<u>during 15 minute measuremnt.</u>		
<b>L2</b>	<u>74.2</u>	<b>dB</b>	<b>Secondary Noise Sources:</b> <u>Bird song, breeze rustling vegetation &amp; leaves, residential ambiance, 67 Freeway</u>		
<b>L8</b>	<u>67.5</u>	<b>dB</b>	<u>traffic ambiance Pedestrians.</u>		
<b>L25</b>	<u>64.7</u>	<b>dB</b>			
<b>L50</b>	<u>63.2</u>	<b>dB</b>			
<b>NOISE METER:</b>	<u>SoundTrack LXT Class 1</u>		<b>CALIBRATOR:</b>	<u>Larson Davis CAL250</u>	
<b>MAKE:</b>	<u>Larson Davis</u>		<b>MAKE:</b>	<u>Larson Davis</u>	
<b>MODEL:</b>	<u>LXT1</u>		<b>MODEL:</b>	<u>Cal 250</u>	
<b>SERIAL NUMBER:</b>	<u>3099</u>		<b>SERIAL NUMBER:</b>	<u>2723</u>	
<b>FACTORY CALIBRATION DATE:</b>	<u>11/17/2021</u>		<b>FACTORY CALIBRATION DATE:</b>	<u>11/18/2021</u>	
<b>FIELD CALIBRATION DATE:</b>	<u>5/13/2022</u>				



## Noise Measurement Field Data

PHOTOS:



NM1 looking N at multifamily residence 162 Hart Dr, El Cajon



NM1 looking W along Hart Dr towards Graves Ave intersection  
& 67 Freeway beyond that ( 40 yards ).

# Measurement Report

## Report Summary

Meter's File Name	LxT_Data.039.s	Computer's File Name	LxT_0003099-20220513 144138-LxT_Data.039.ldbin
Meter	LxT1 0003099		
Firmware	2.404		
User	Ian Edward Gallagher	Location	NM1 32°48'41.76"N 116°57'40.20"W
Job Description	15 minute noise measurement ( 1 x 15 minutes )		
Note	Roma Env, Hyundai El Cajon RE224		
Start Time	2022-05-13 14:41:38	Duration	0:15:00.0
End Time	2022-05-13 14:56:38	Run Time	0:15:00.0
		Pause Time	0:00:00.0

## Results

### Overall Metrics

LA <sub>eq</sub>	65.6 dB		
LAE	95.1 dB	SEA	--- dB
EA	363.3 µPa²h	LAFTM5	70.0 dB
EA8	11.6 mPa²h		
EA40	58.1 mPa²h		
LZ <sub>peak</sub>	105.6 dB	2022-05-13 14:48:53	
LAS <sub>max</sub>	80.9 dB	2022-05-13 14:54:01	
LAS <sub>min</sub>	57.8 dB	2022-05-13 14:56:07	
LA <sub>eq</sub>	65.6 dB		
LC <sub>eq</sub>	77.7 dB	LC <sub>eq</sub> - LA <sub>eq</sub>	12.1 dB
LAI <sub>eq</sub>	67.3 dB	LAI <sub>eq</sub> - LA <sub>eq</sub>	1.7 dB

### Exceedances

#### Count Duration

LAS > 65.0 dB	26	0:05:26.7
LAS > 85.0 dB	0	0:00:00.0
LZ <sub>peak</sub> > 135.0 dB	0	0:00:00.0
LZ <sub>peak</sub> > 137.0 dB	0	0:00:00.0
LZ <sub>peak</sub> > 140.0 dB	0	0:00:00.0

### Community Noise

LDN	LDay	LNight	
--- dB	--- dB	0.0 dB	
LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

### Any Data

y Data	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L <sub>eq</sub>	65.6 dB		77.7 dB		--- dB	
LS <sub>(max)</sub>	80.9 dB	2022-05-13 14:54:01	--- dB		--- dB	
LS <sub>(min)</sub>	57.8 dB	2022-05-13 14:56:07	--- dB		--- dB	
L <sub>Peak(max)</sub>	--- dB		--- dB		105.6 dB	2022-05-13 14:48:53

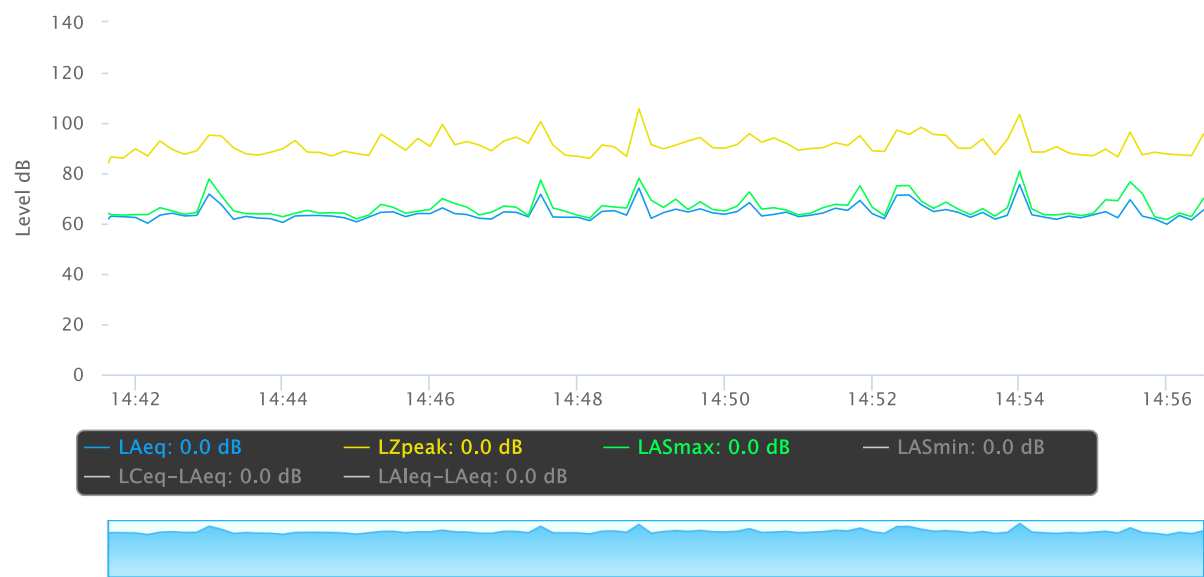
### Overloads

Count	Duration	OBA Count	OBA Duration
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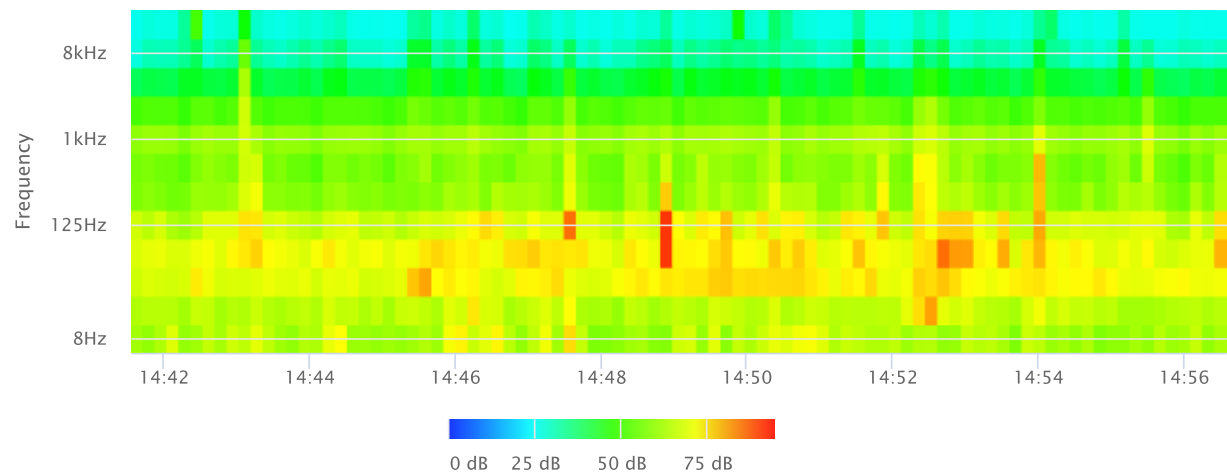
### Statistics

LAS 2.0	74.2 dB
LAS 8.0	67.5 dB
LAS 25.0	64.7 dB
LAS 50.0	63.2 dB
LAS 66.6	62.5 dB
LAS 90.0	61.2 dB

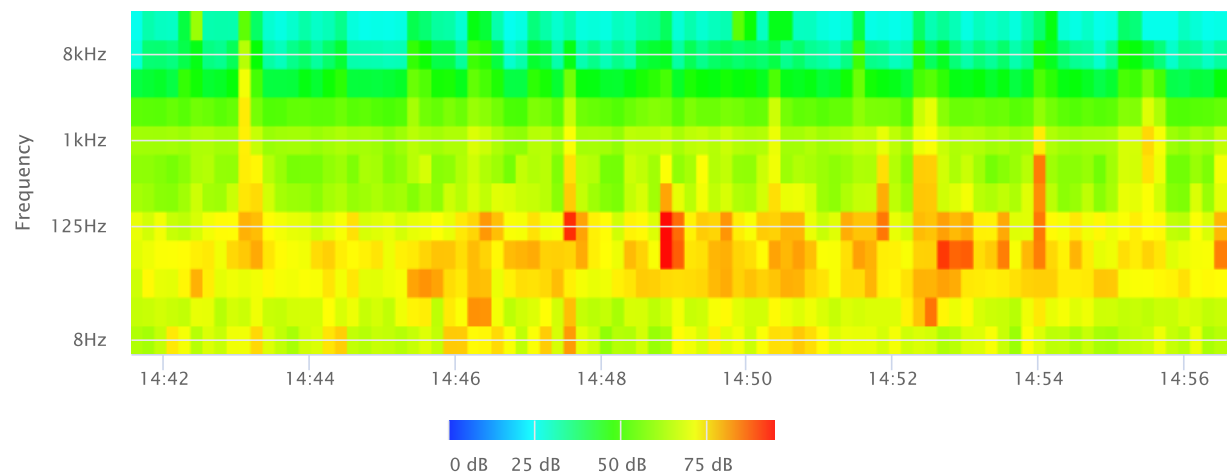
Time History



OBA 1/1 Leq

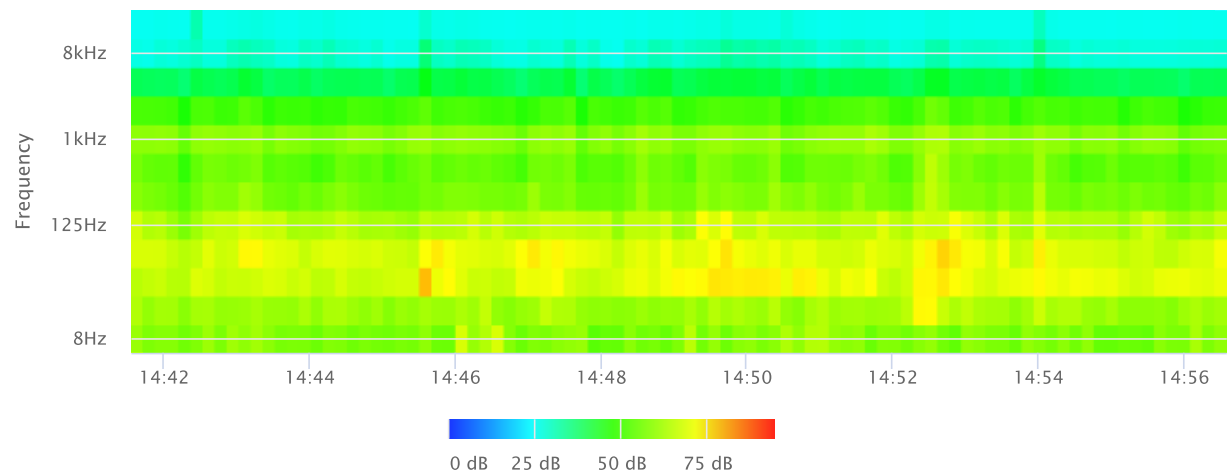


OBA 1/1 Lmax

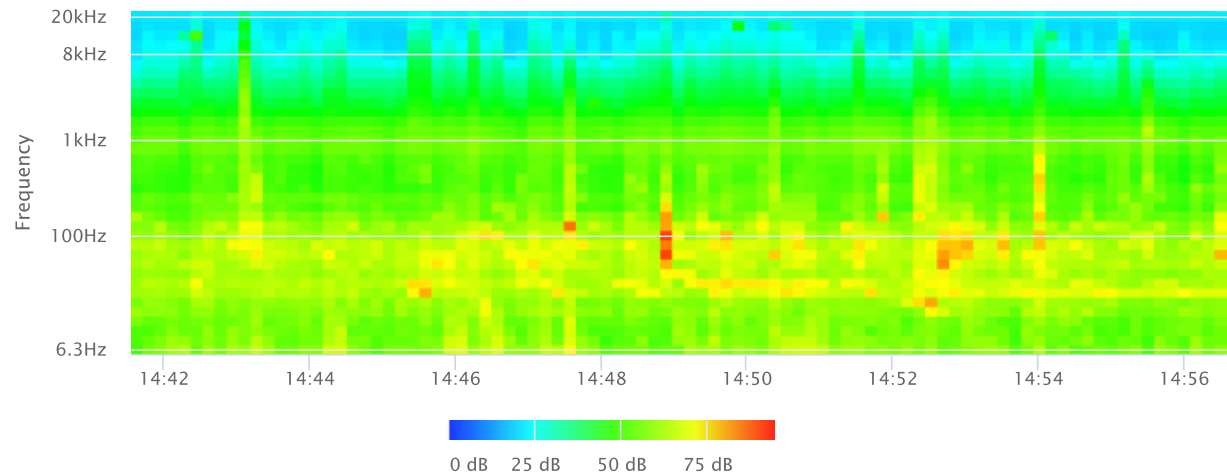




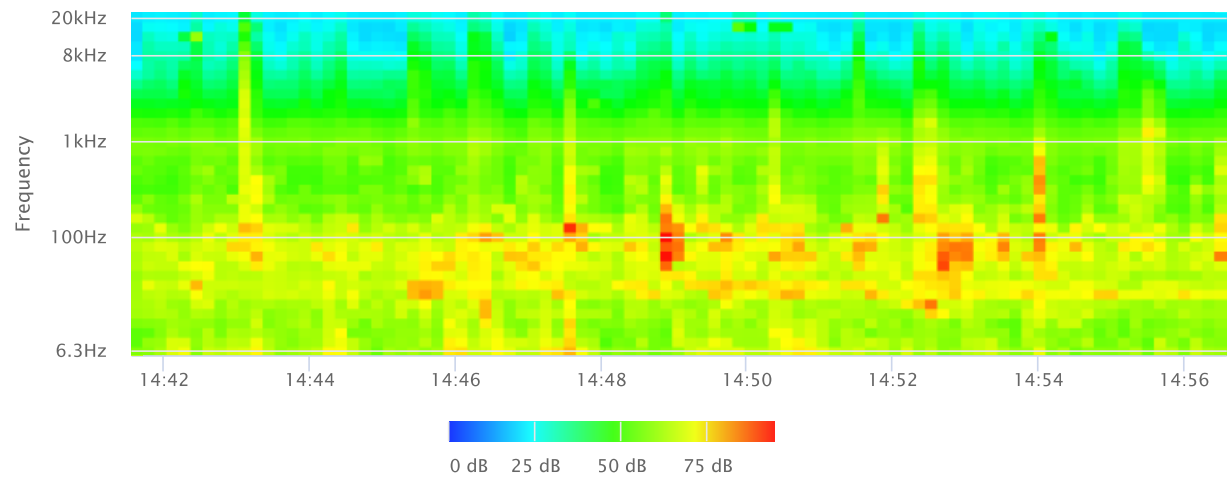
OBA 1/1 Lmin



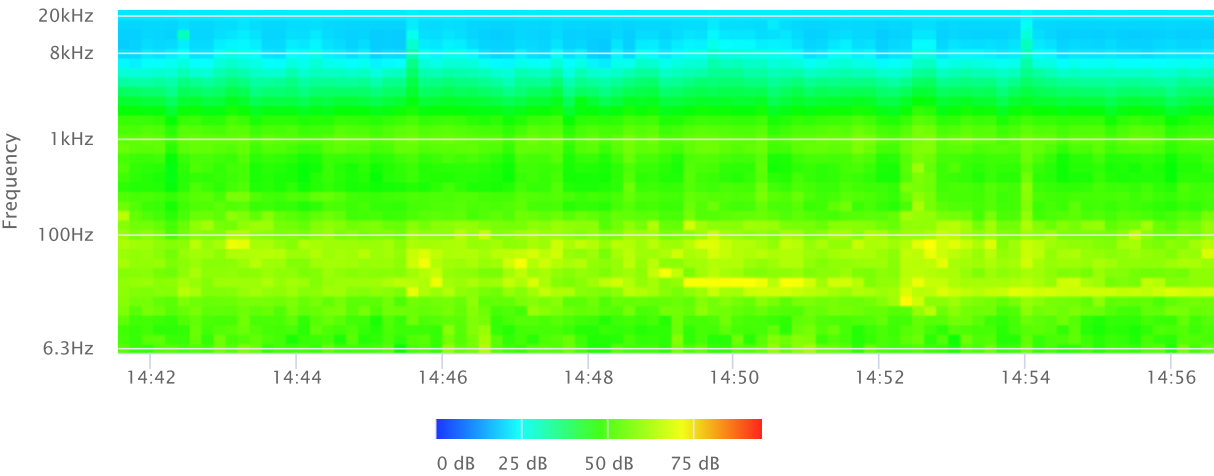
OBA 1/3 Leq



OBA 1/3 Lmax



OBA 1/3 Lmin

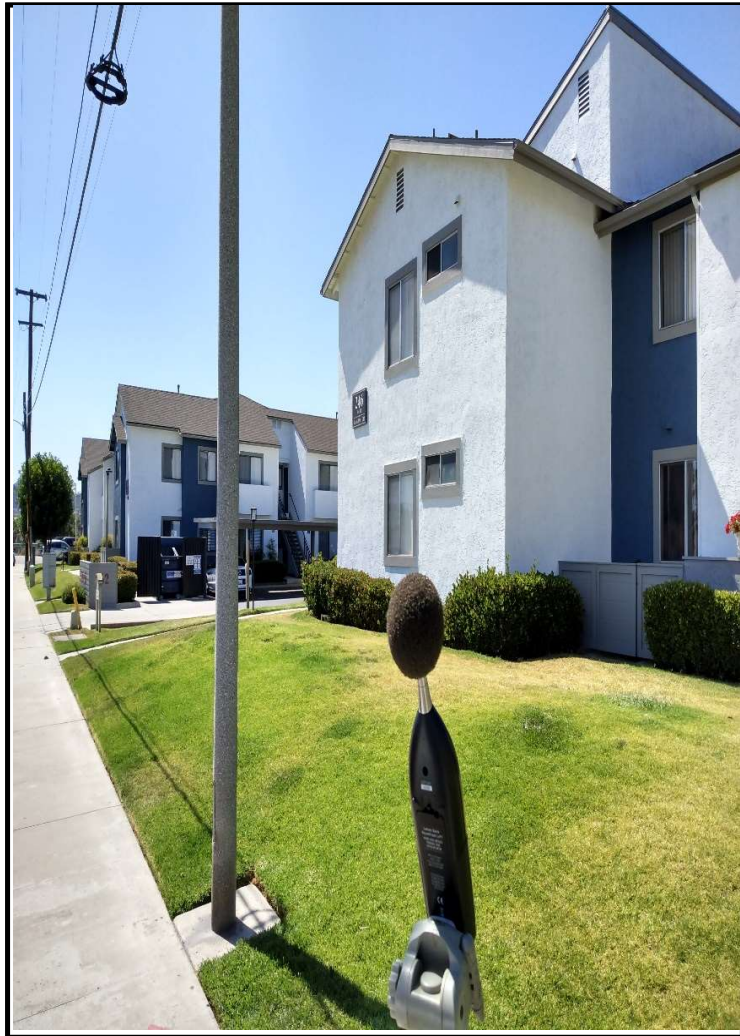


## Noise Measurement Field Data

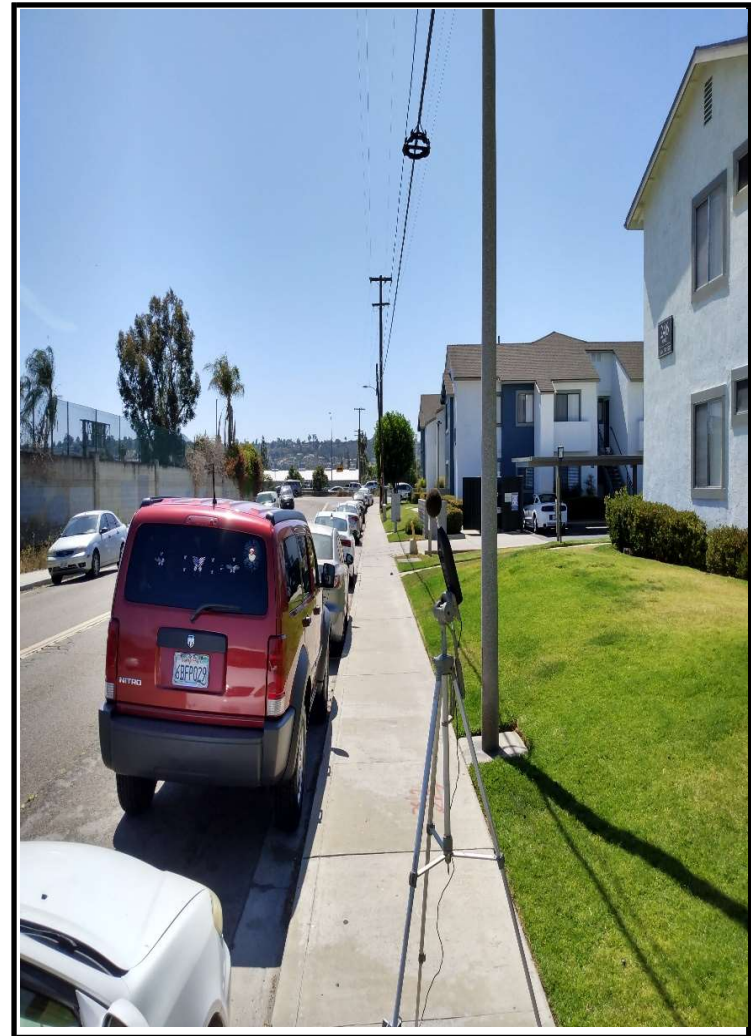
<b>Project Name:</b>	<u>Hyundai, City of El Cajon. RE 224</u>			<b>Date:</b>	<u>May 13, 2022</u>
<b>Project #:</b>	<u>224</u>				
<b>Noise Measurement #:</b>	<u>NM2</u>			<b>Technician:</b>	<u>Ian Gallagher</u>
<b>Nearest Address or Cross Street:</b>	<u>446 Hart Drive, El Cajon, California 92021</u>				
<b>Site Description (Type of Existing Land Use and any other notable features):</b>	<u>On-site: Demolished amusement park, soil, broken concrete. Asphalt parking lot</u>				
<u>Adjacent: Residential N &amp; E, 67 Freeway running N,S immediately W of site. Commercial S &amp; W of site.</u>					
<b>Weather:</b>	<u>Clear blue skies, sunshine.</u>			<b>Settings:</b>	<div><div>SLOW</div><div>FAST</div></div>
<b>Temperature:</b>	<u>83 deg F</u>	<b>Wind:</b>	<u>8 mph</u>	<b>Humidity:</b>	<u>16%</u>
		<b>Terrain:</b>	<u>Flat</u>		
<b>Start Time:</b>	<u>3:02 PM</u>	<b>End Time:</b>	<u>3:17 PM</u>	<b>Run Time:</b>	<u>1 x 15 minutes</u>
<b>Leq:</b>	<u>61.4</u>	<b>dB</b>	<b>Primary Noise Source:</b> <u>Traffic noise from 36 vehicles passing microphone travelling along Hart Drive</u>		
<b>Lmax</b>	<u>80.1</u>	<b>dB</b>	<u>during 15 minute measuremnt.</u>		
<b>L2</b>	<u>68.8</u>	<b>dB</b>	<b>Secondary Noise Sources:</b> <u>Bird song, breeze rustling vegetation &amp; leaves, residential ambiance, 67 Freeway</u>		
<b>L8</b>	<u>64.4</u>	<b>dB</b>	<u>traffic ambiance Pedestrians.</u>		
<b>L25</b>	<u>59.7</u>	<b>dB</b>			
<b>L50</b>	<u>57.7</u>	<b>dB</b>			
<b>NOISE METER:</b>	<u>SoundTrack LXT Class 1</u>		<b>CALIBRATOR:</b>	<u>Larson Davis CAL250</u>	
<b>MAKE:</b>	<u>Larson Davis</u>		<b>MAKE:</b>	<u>Larson Davis</u>	
<b>MODEL:</b>	<u>LXT1</u>		<b>MODEL:</b>	<u>Cal 250</u>	
<b>SERIAL NUMBER:</b>	<u>3099</u>		<b>SERIAL NUMBER:</b>	<u>2723</u>	
<b>FACTORY CALIBRATION DATE:</b>	<u>11/17/2021</u>		<b>FACTORY CALIBRATION DATE:</b>	<u>11/18/2021</u>	
<b>FIELD CALIBRATION DATE:</b>	<u>5/13/2022</u>				

## Noise Measurement Field Data

PHOTOS:



NM2 looking NW at multifamily residence 446 Hart Dr, El Cajon



NM2 looking W along Hart Dr towards Graves Ave intersection  
& 67 Freeway beyond that ( 100 yards ).

# Measurement Report

## Report Summary

Meter's File Name	LxT_Data.040.s	Computer's File Name	LxT_0003099-20220513 150246-LxT_Data.040.ldbin
Meter	LxT1 0003099		
Firmware	2.404		
User	Ian Edward Gallagher	Location	NM2 32°48'41.76"N 116°57'38.16"W
Job Description	15 minute noise measurement ( 1 x 15 minutes )		
Note	Roma Env, Hyundai El Cajon RE224		
Start Time	2022-05-13 15:02:46	Duration	0:15:00.0
End Time	2022-05-13 15:17:46	Run Time	0:15:00.0
		Pause Time	0:00:00.0

## Results

### Overall Metrics

LA <sub>eq</sub>	61.4 dB		
LAE	90.9 dB	SEA	--- dB
EA	136.8 µPa²h	LAFTM5	67.2 dB
EA8	4.4 mPa²h		
EA40	21.9 mPa²h		
LZ <sub>peak</sub>	105.3 dB	2022-05-13 15:12:54	
LAS <sub>max</sub>	80.1 dB	2022-05-13 15:05:25	
LAS <sub>min</sub>	53.7 dB	2022-05-13 15:03:52	
LA <sub>eq</sub>	61.4 dB		
LC <sub>eq</sub>	72.3 dB	LC <sub>eq</sub> - LA <sub>eq</sub>	11.0 dB
LAI <sub>eq</sub>	63.9 dB	LAI <sub>eq</sub> - LA <sub>eq</sub>	2.5 dB

### Exceedances

#### Count Duration

LAS > 65.0 dB	25	0:01:23.7
LAS > 85.0 dB	0	0:00:00.0
LZ <sub>peak</sub> > 135.0 dB	0	0:00:00.0
LZ <sub>peak</sub> > 137.0 dB	0	0:00:00.0
LZ <sub>peak</sub> > 140.0 dB	0	0:00:00.0

### Community Noise

LDN	LDay	LNight	
--- dB	--- dB	0.0 dB	
LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

### Any Data

y Data	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L <sub>eq</sub>	61.4 dB		72.3 dB		--- dB	
LS <sub>(max)</sub>	80.1 dB	2022-05-13 15:05:25	--- dB		--- dB	
LS <sub>(min)</sub>	53.7 dB	2022-05-13 15:03:52	--- dB		--- dB	
L <sub>Peak(max)</sub>	--- dB		--- dB		105.3 dB	2022-05-13 15:12:54

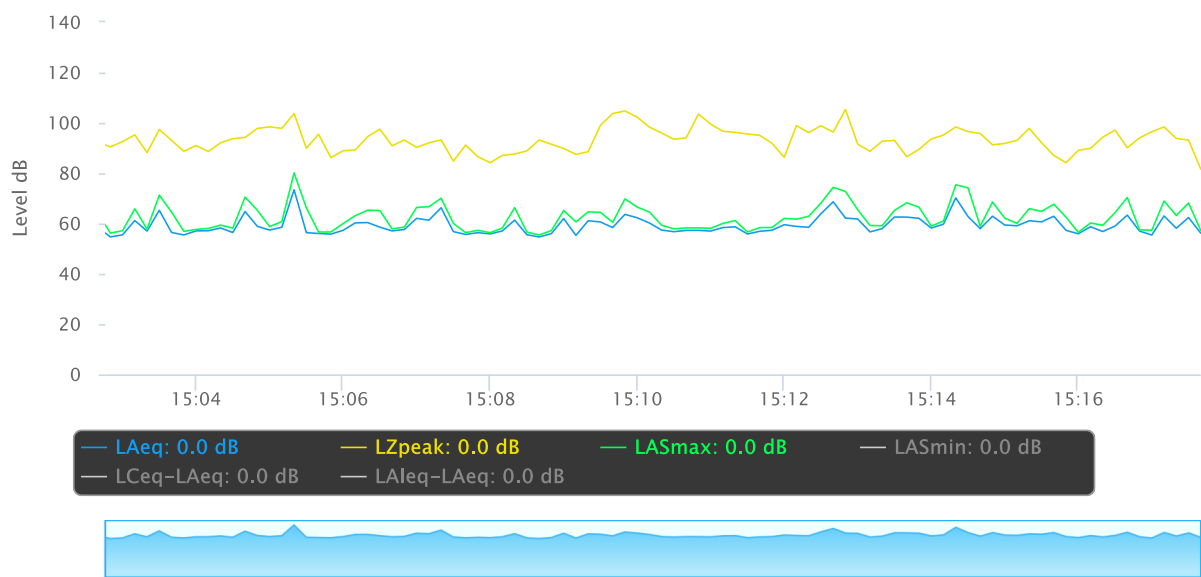
### Overloads

Count	Duration	OBA Count	OBA Duration
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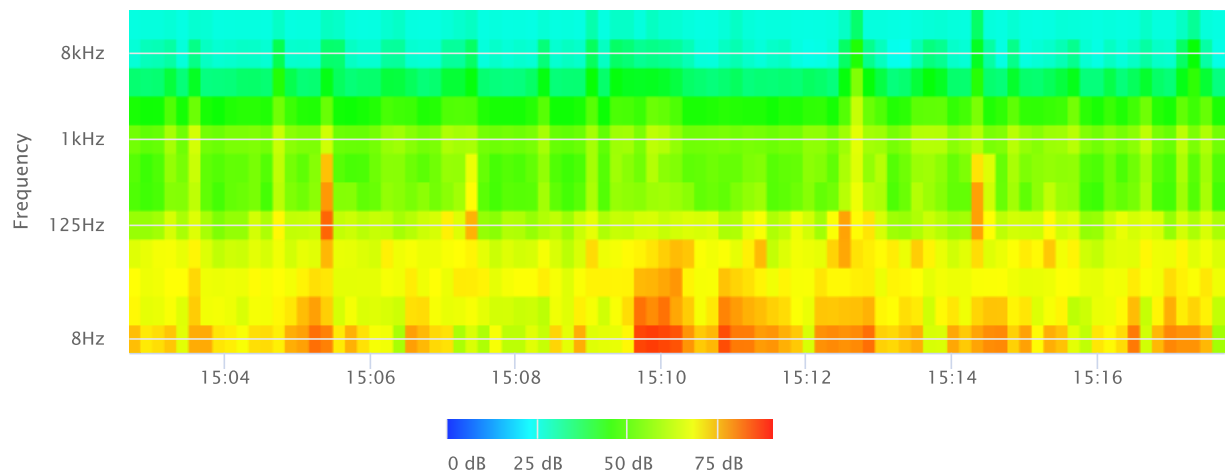
### Statistics

LAS 2.0	68.8 dB
LAS 8.0	64.4 dB
LAS 25.0	59.7 dB
LAS 50.0	57.7 dB
LAS 66.6	56.9 dB
LAS 90.0	55.6 dB

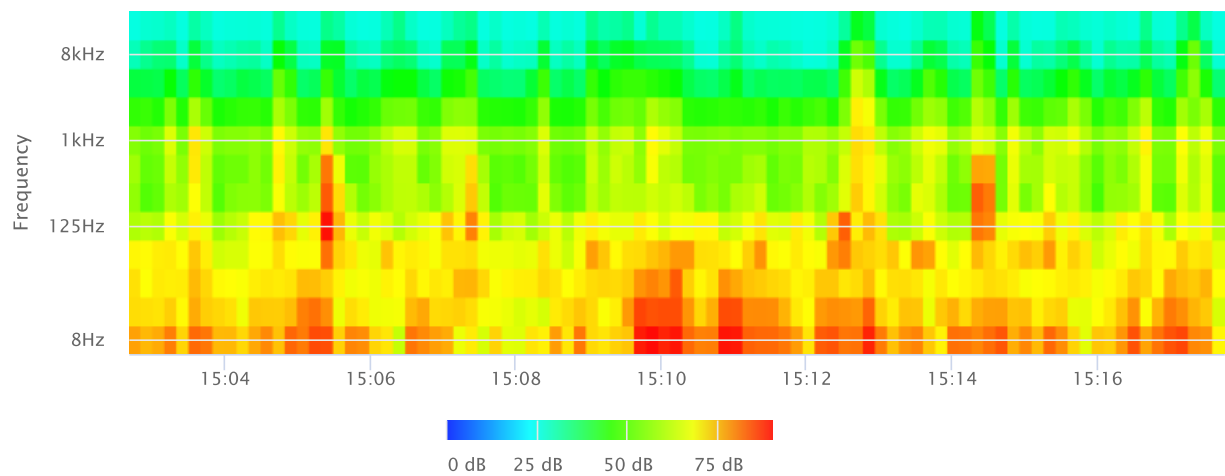
Time History



OBA 1/1 Leq

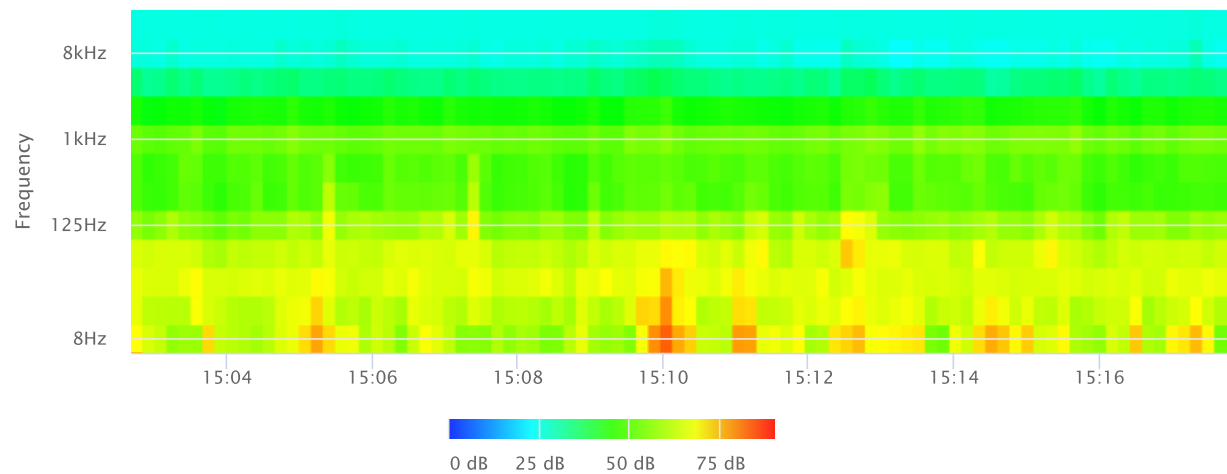


OBA 1/1 Lmax

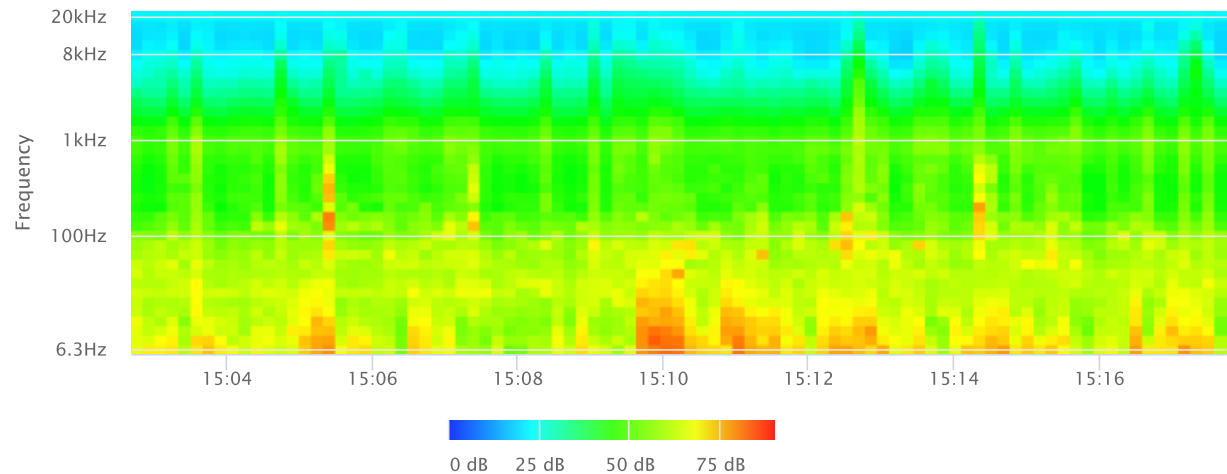




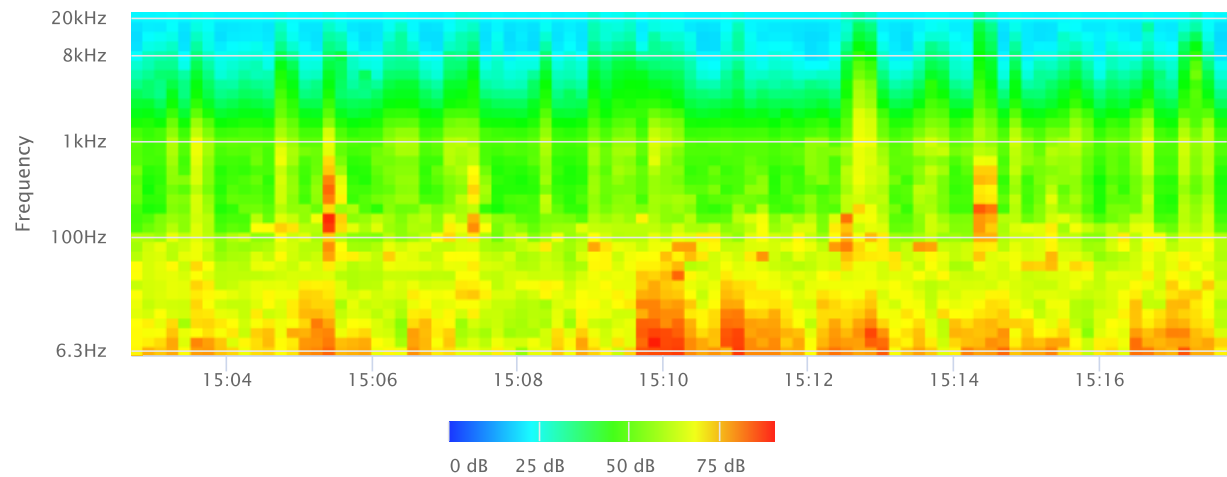
OBA 1/1 Lmin



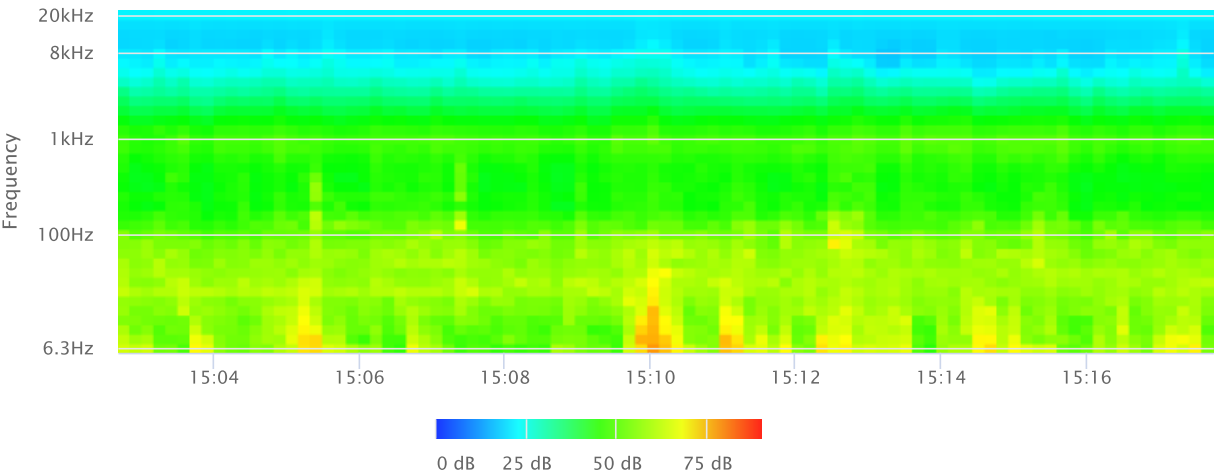
OBA 1/3 Leq



OBA 1/3 Lmax



OBA 1 /3 Lmin

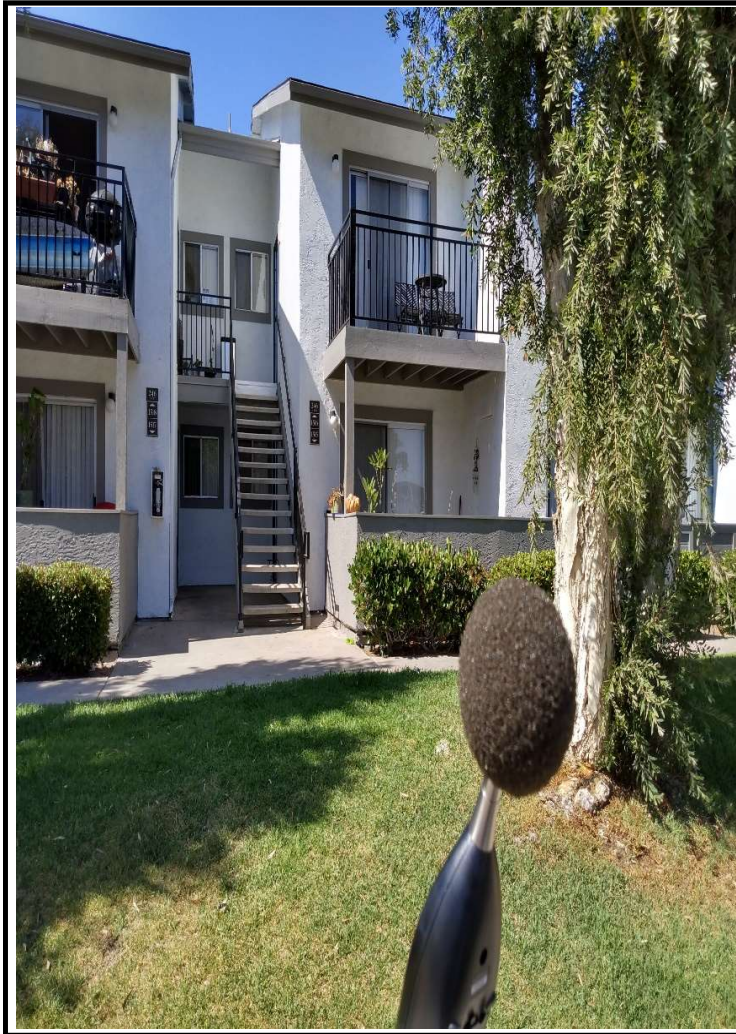


## Noise Measurement Field Data

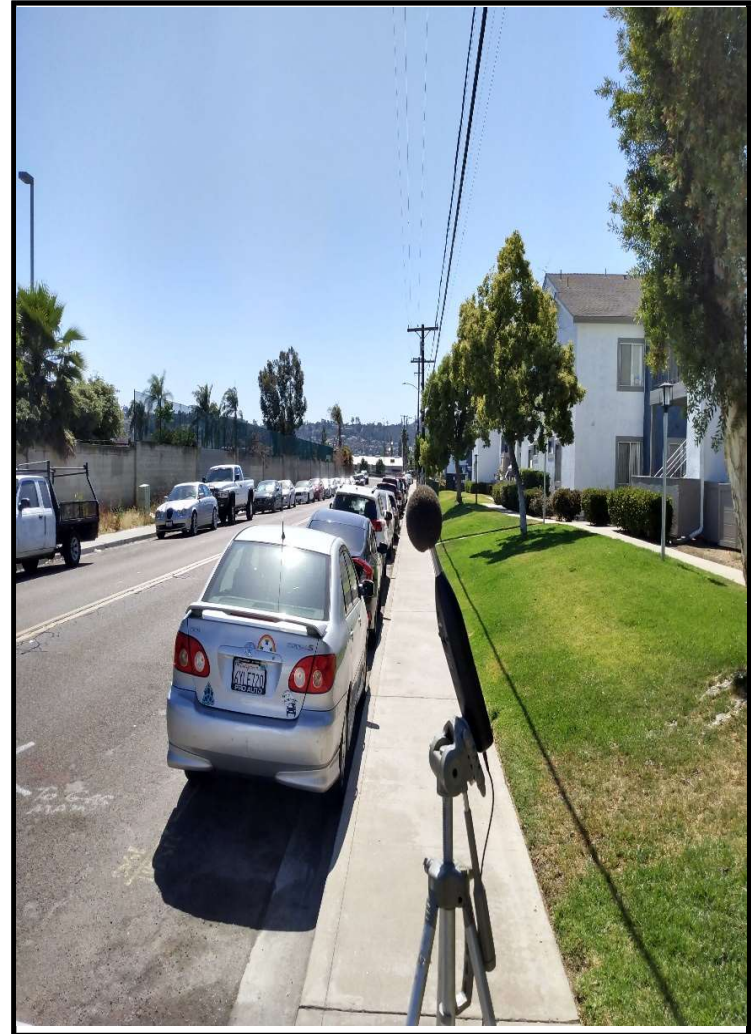
<b>Project Name:</b>	<u>Hyundai, City of El Cajon. RE 224</u>			<b>Date:</b>	<u>May 13, 2022</u>
<b>Project #:</b>	<u>224</u>				
<b>Noise Measurement #:</b>	<u>NM3</u>			<b>Technician:</b>	<u>Ian Gallagher</u>
<b>Nearest Address or Cross Street:</b>	<u>246 Hart Drive, El Cajon, California 92021</u>				
<b>Site Description (Type of Existing Land Use and any other notable features):</b>	<u>On-site: Demolished amusement park, soil, broken concrete. Asphalt parking lot</u>				
<u>Adjacent: Residential N &amp; E, 67 Freeway running N,S immediately W of site. Commercial S &amp; W of site.</u>					
<b>Weather:</b>	<u>Clear blue skies, sunshine.</u>			<b>Settings:</b>	<div><div>SLOW</div><div>FAST</div></div>
<b>Temperature:</b>	<u>83 deg F</u>	<b>Wind:</b>	<u>8 mph</u>	<b>Humidity:</b>	<u>16%</u>
		<b>Terrain:</b>	<u>Flat</u>		
<b>Start Time:</b>	<u>3:23 PM</u>	<b>End Time:</b>	<u>3:38 PM</u>	<b>Run Time:</b>	<u>1 x 15 minutes</u>
<b>Leq:</b>	<u>58.5</u>	<b>dB</b>	<b>Primary Noise Source:</b> <u>Traffic noise from 28 vehicles passing microphone travelling along Hart Drive</u>		
<b>Lmax</b>	<u>73</u>	<b>dB</b>	<u>during 15 minute measuremnt.</u>		
<b>L2</b>	<u>66.8</u>	<b>dB</b>	<b>Secondary Noise Sources:</b> <u>Bird song, breeze rustling vegetation &amp; leaves, residential ambiance, 67 Freeway</u>		
<b>L8</b>	<u>62.4</u>	<b>dB</b>	<u>traffic ambiance Pedestrians.</u>		
<b>L25</b>	<u>57.2</u>	<b>dB</b>			
<b>L50</b>	<u>55.6</u>	<b>dB</b>			
<b>NOISE METER:</b>	<u>SoundTrack LXT Class 1</u>		<b>CALIBRATOR:</b>	<u>Larson Davis CAL250</u>	
<b>MAKE:</b>	<u>Larson Davis</u>		<b>MAKE:</b>	<u>Larson Davis</u>	
<b>MODEL:</b>	<u>LXT1</u>		<b>MODEL:</b>	<u>Cal 250</u>	
<b>SERIAL NUMBER:</b>	<u>3099</u>		<b>SERIAL NUMBER:</b>	<u>2723</u>	
<b>FACTORY CALIBRATION DATE:</b>	<u>11/17/2021</u>		<b>FACTORY CALIBRATION DATE:</b>	<u>11/18/2021</u>	
<b>FIELD CALIBRATION DATE:</b>	<u>5/13/2022</u>				

## Noise Measurement Field Data

PHOTOS:



NM3 looking N towards multifamily residence 246 Hart Drive, El Cajon.



NM3 looking down Hart Dr towards Graves Ave intersection ( 175 yards ).

# Measurement Report

## Report Summary

Meter's File Name	LxT_Data.041.s	Computer's File Name	LxT_0003099-20220513 152342-LxT_Data.041.ldbin
Meter	LxT1 0003099		
Firmware	2.404		
User	Ian Edward Gallagher	Location	NM3 32°48'41.78"N 116°57'35.43"W
Job Description	15 minute noise measurement ( 1 x 15 minutes )		
Note	Roma Env, Hyundai El Cajon RE224		
Start Time	2022-05-13 15:23:42	Duration	0:15:00.0
End Time	2022-05-13 15:38:42	Run Time	0:15:00.0
		Pause Time	0:00:00.0

## Results

### Overall Metrics

LA <sub>eq</sub>	58.5 dB		
LAE	88.1 dB	SEA	--- dB
EA	71.2 µPa²h	LAFTM5	63.6 dB
EA8	2.3 mPa²h		
EA40	11.4 mPa²h		
LZ <sub>peak</sub>	103.6 dB	2022-05-13 15:24:44	
LAS <sub>max</sub>	73.0 dB	2022-05-13 15:38:06	
LAS <sub>min</sub>	50.8 dB	2022-05-13 15:32:10	
LA <sub>eq</sub>	58.5 dB		
LC <sub>eq</sub>	70.2 dB	LC <sub>eq</sub> - LA <sub>eq</sub>	11.7 dB
LAI <sub>eq</sub>	60.6 dB	LAI <sub>eq</sub> - LA <sub>eq</sub>	2.0 dB

### Exceedances

	Count	Duration
LAS > 65.0 dB	14	0:00:54.7
LAS > 85.0 dB	0	0:00:00.0
LZ <sub>peak</sub> > 135.0 dB	0	0:00:00.0
LZ <sub>peak</sub> > 137.0 dB	0	0:00:00.0
LZ <sub>peak</sub> > 140.0 dB	0	0:00:00.0

### Community Noise

LDN	LDay	LNight	
--- dB	--- dB	0.0 dB	
LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

### Any Data

y Data	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L <sub>eq</sub>	58.5 dB		70.2 dB		--- dB	
LS <sub>(max)</sub>	73.0 dB	2022-05-13 15:38:06	--- dB		--- dB	
LS <sub>(min)</sub>	50.8 dB	2022-05-13 15:32:10	--- dB		--- dB	
L <sub>Peak(max)</sub>	--- dB		--- dB		103.6 dB	2022-05-13 15:24:44

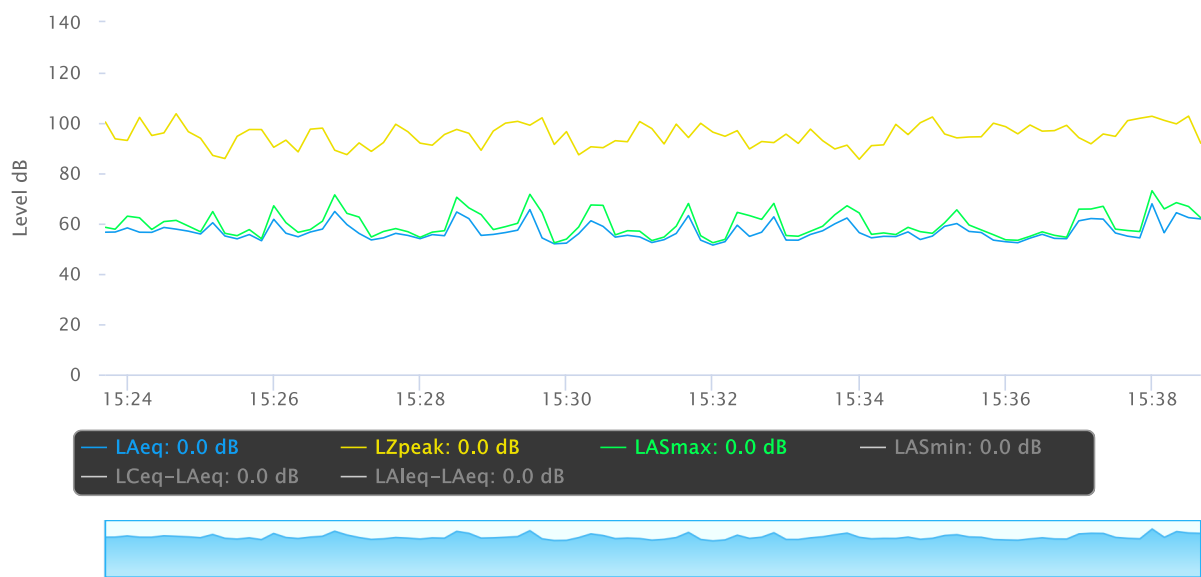
### Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

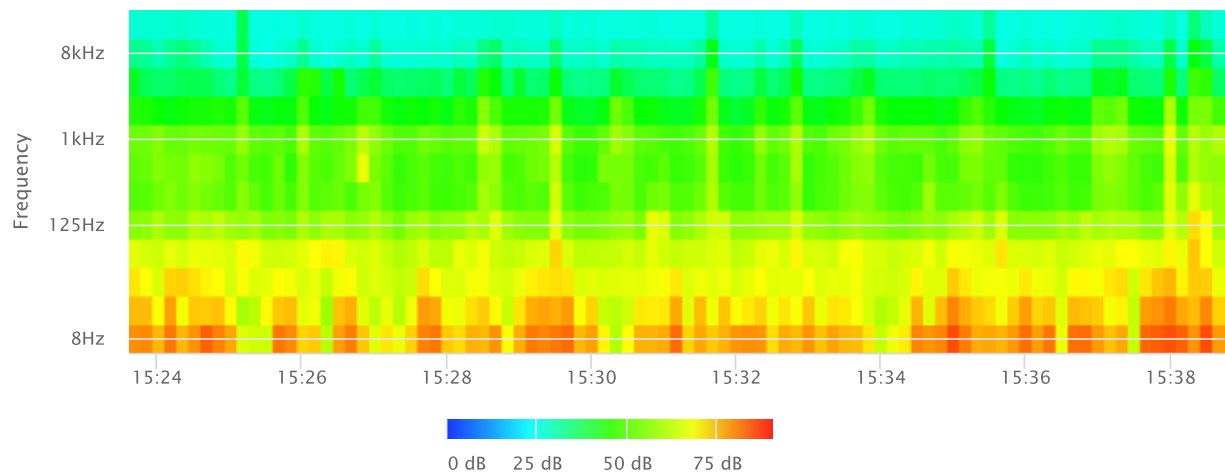
### Statistics

LAS 2.0	66.8 dB
LAS 8.0	62.4 dB
LAS 25.0	57.2 dB
LAS 50.0	55.6 dB
LAS 66.6	54.5 dB
LAS 90.0	53.0 dB

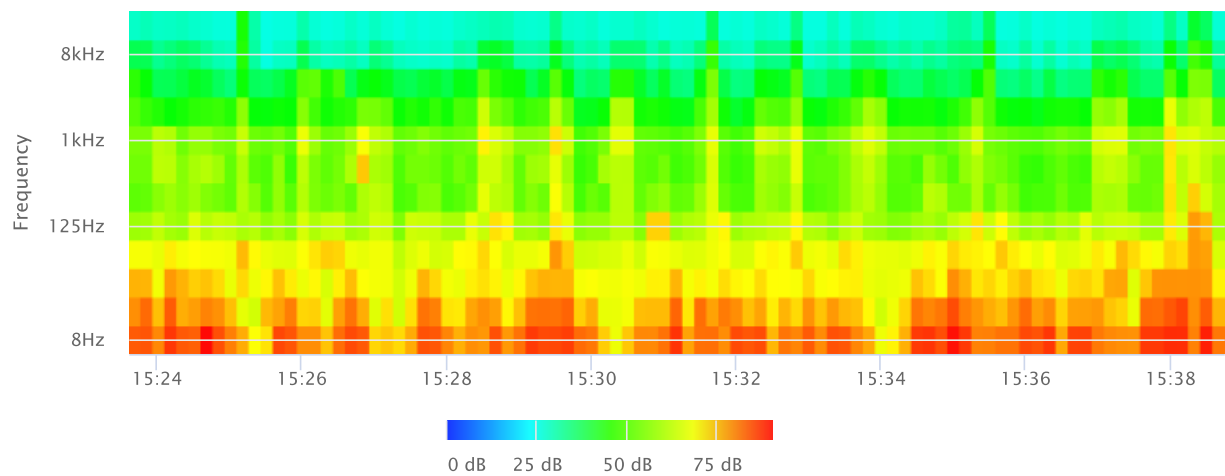
Time History



OBA 1/1 Leq

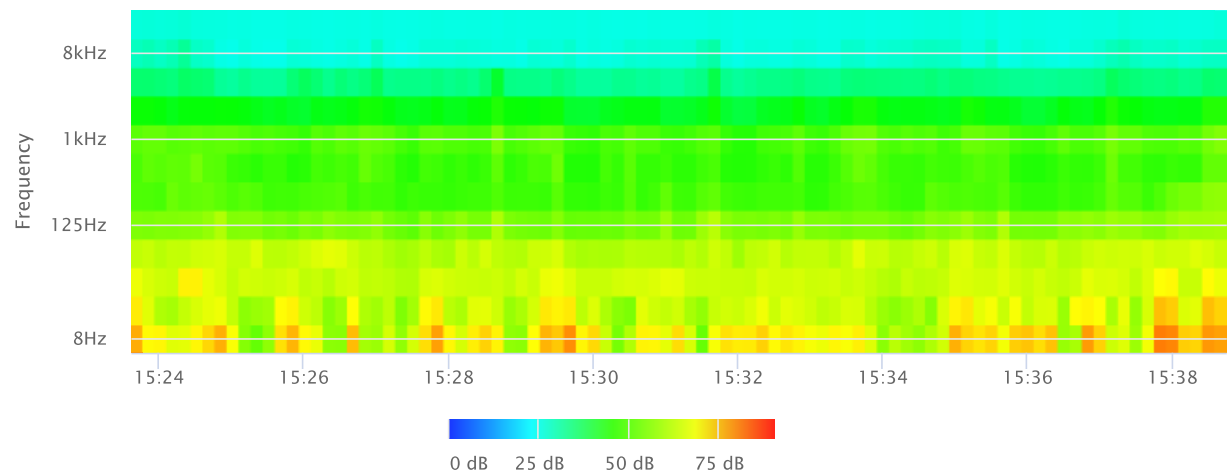


OBA 1/1 Lmax

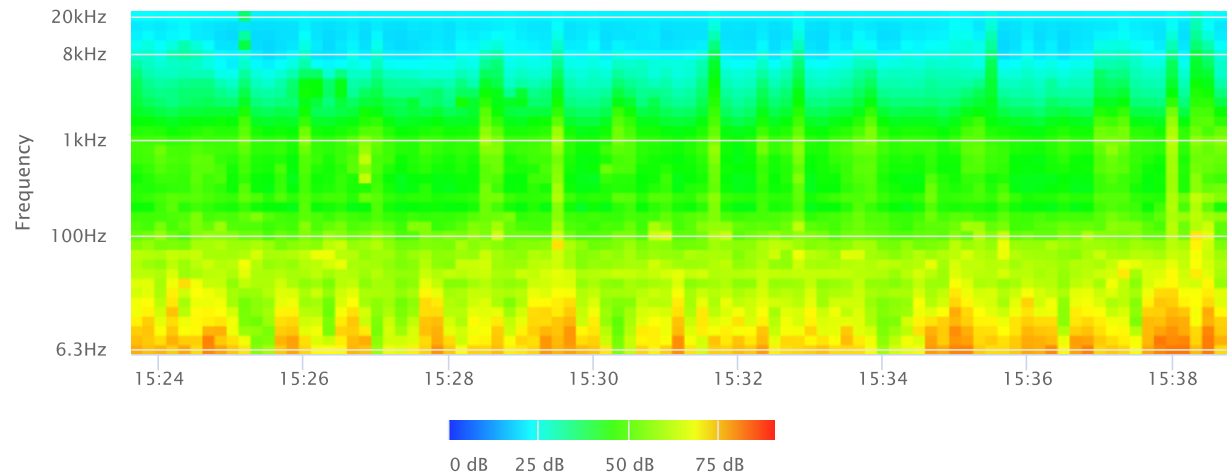




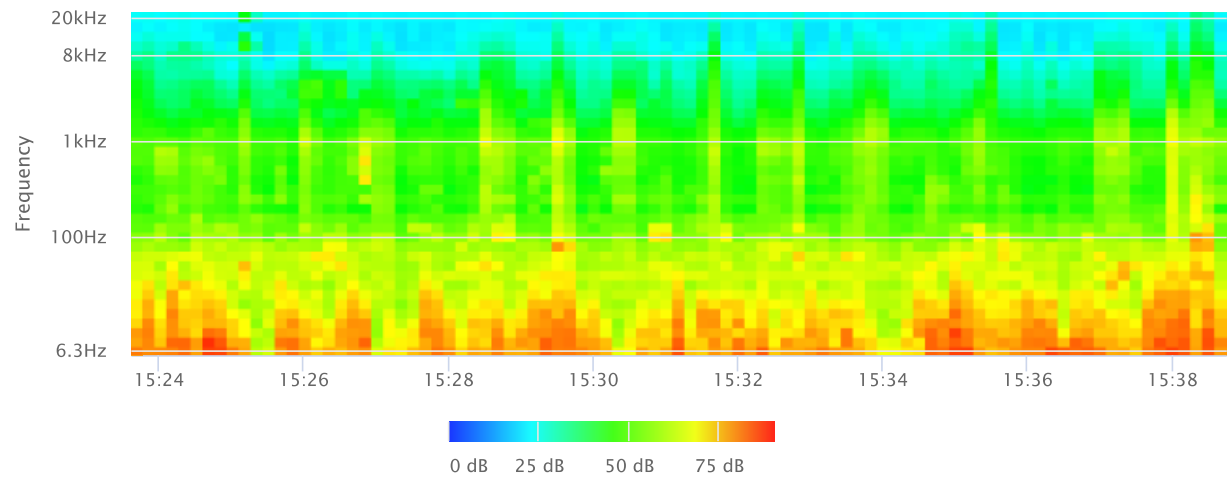
OBA 1/1 Lmin



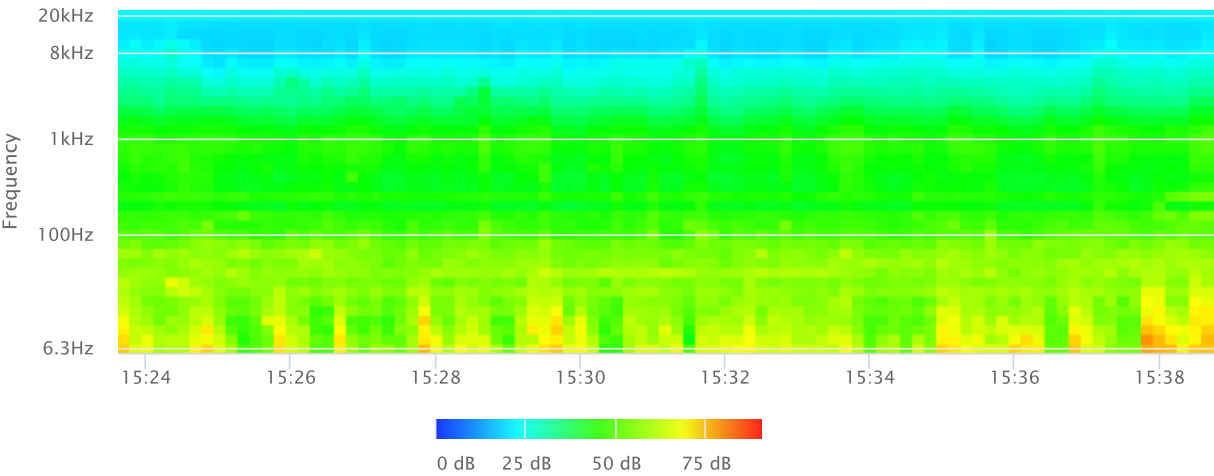
OBA 1/3 Leq



OBA 1/3 Lmax



OBA 1/3 Lmin

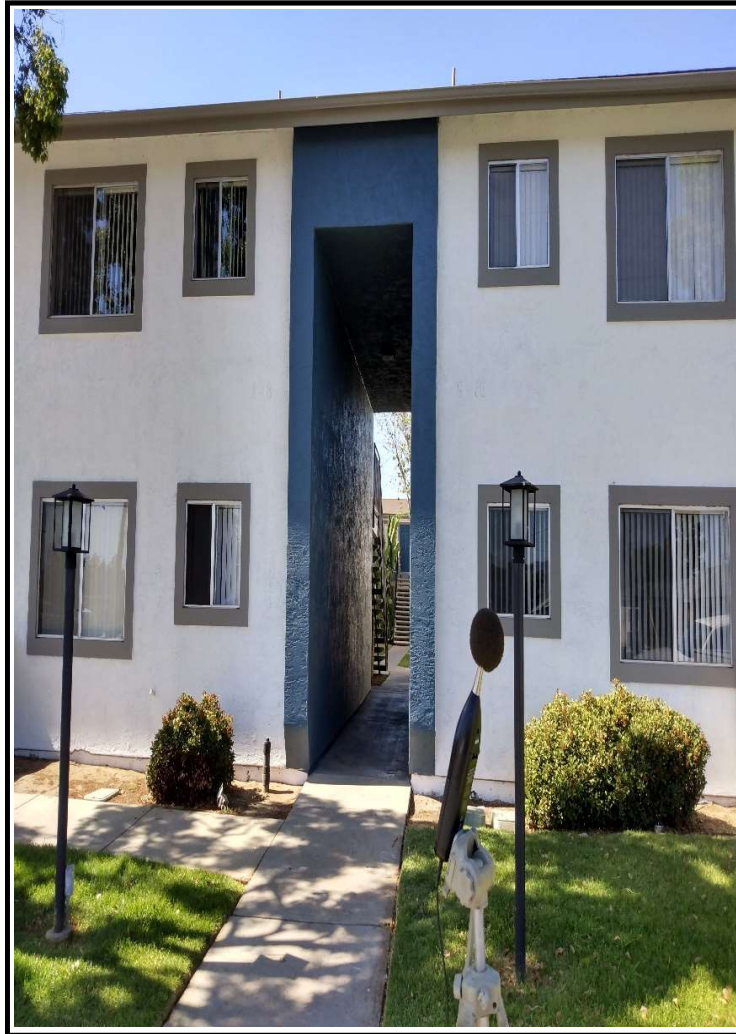


## Noise Measurement Field Data

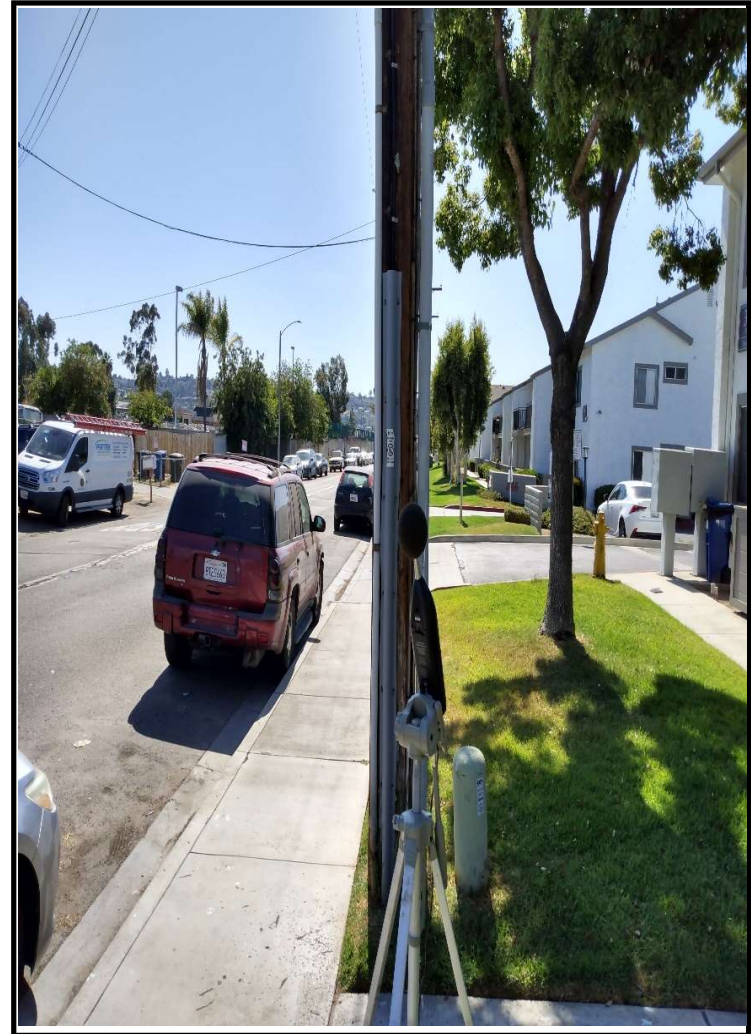
<b>Project Name:</b>	<u>Hyundai, City of El Cajon. RE 224</u>			<b>Date:</b>	<u>May 13, 2022</u>
<b>Project #:</b>	<u>224</u>				
<b>Noise Measurement #:</b>	<u>NM4</u>			<b>Technician:</b>	<u>Ian Gallagher</u>
<b>Nearest Address or Cross Street:</b>	<u>316 Hart Drive, El Cajon, California 92021</u>				
<b>Site Description (Type of Existing Land Use and any other notable features):</b>	<u>On-site: Demolished amusement park, soil, broken concrete. Asphalt parking lot</u>				
<u>Adjacent: Residential N &amp; E, 67 Freeway running N,S immediately W of site. Commercial S &amp; W of site.</u>					
<b>Weather:</b>	<u>Clear blue skies, sunshine.</u>			<b>Settings:</b>	<div><div>SLOW</div><div>FAST</div></div>
<b>Temperature:</b>	<u>83 deg F</u>	<b>Wind:</b>	<u>8 mph</u>	<b>Humidity:</b>	<u>16%</u>
		<b>Terrain:</b>	<u>Flat</u>		
<b>Start Time:</b>	<u>3:45 PM</u>	<b>End Time:</b>	<u>4:00 PM</u>	<b>Run Time:</b>	<u>1 x 15 minutes</u>
<b>Leq:</b>	<u>59.5</u>	<b>dB</b>	<b>Primary Noise Source:</b> <u>Traffic noise from 27 vehicles passing microphone travelling along Hart Drive</u>		
<b>Lmax</b>	<u>74</u>	<b>dB</b>	<u>during 15 minute measuremnt.</u>		
<b>L2</b>	<u>68.0</u>	<b>dB</b>	<b>Secondary Noise Sources:</b> <u>Bird song, breeze rustling vegetation &amp; leaves, residential ambiance, 67 Freeway</u>		
<b>L8</b>	<u>63.7</u>	<b>dB</b>	<u>traffic ambiance Pedestrians.</u>		
<b>L25</b>	<u>57.6</u>	<b>dB</b>			
<b>L50</b>	<u>55.0</u>	<b>dB</b>			
<b>NOISE METER:</b>	<u>SoundTrack LXT Class 1</u>		<b>CALIBRATOR:</b>	<u>Larson Davis CAL250</u>	
<b>MAKE:</b>	<u>Larson Davis</u>		<b>MAKE:</b>	<u>Larson Davis</u>	
<b>MODEL:</b>	<u>LXT1</u>		<b>MODEL:</b>	<u>Cal 250</u>	
<b>SERIAL NUMBER:</b>	<u>3099</u>		<b>SERIAL NUMBER:</b>	<u>2723</u>	
<b>FACTORY CALIBRATION DATE:</b>	<u>11/17/2021</u>		<b>FACTORY CALIBRATION DATE:</b>	<u>11/18/2021</u>	
<b>FIELD CALIBRATION DATE:</b>	<u>5/13/2022</u>				

## Noise Measurement Field Data

PHOTOS:



NM4 looking N towards multifamily residence 316 Hart Drive, El Cajon.



NM4 looking down Hart Dr towards Graves Ave intersection ( 240 yards ).

# Measurement Report

## Report Summary

Meter's File Name	LxT_Data.042.s	Computer's File Name	LxT_0003099-20220513 154525-LxT_Data.042.ldbin
Meter	LxT1 0003099		
Firmware	2.404		
User	Ian Edward Gallagher	Location	NM4 32°48'41.75"N 116°57'33.06"W
Job Description	15 minute noise measurement ( 1 x 15 minutes )		
Note	Roma Env, Hyundai El Cajon RE224		
Start Time	2022-05-13 15:45:25	Duration	0:15:00.0
End Time	2022-05-13 16:00:25	Run Time	0:15:00.0
		Pause Time	0:00:00.0

## Results

### Overall Metrics

LA <sub>eq</sub>	59.5 dB		
LAE	89.1 dB	SEA	--- dB
EA	89.8 µPa²h	LAFTM5	64.5 dB
EA8	2.9 mPa²h		
EA40	14.4 mPa²h		
LZ <sub>peak</sub>	105.1 dB	2022-05-13 15:50:35	
LAS <sub>max</sub>	74.0 dB	2022-05-13 15:54:41	
LAS <sub>min</sub>	51.1 dB	2022-05-13 15:58:17	
LA <sub>eq</sub>	59.5 dB		
LC <sub>eq</sub>	70.8 dB	LC <sub>eq</sub> - LA <sub>eq</sub>	11.3 dB
LAI <sub>eq</sub>	61.9 dB	LAI <sub>eq</sub> - LA <sub>eq</sub>	2.4 dB

### Exceedances

	Count	Duration
LAS > 65.0 dB	18	0:01:09.2
LAS > 85.0 dB	0	0:00:00.0
LZ <sub>peak</sub> > 135.0 dB	0	0:00:00.0
LZ <sub>peak</sub> > 137.0 dB	0	0:00:00.0
LZ <sub>peak</sub> > 140.0 dB	0	0:00:00.0

### Community Noise

LDN	LDay	LNight	
--- dB	--- dB	0.0 dB	
LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

### Any Data

y Data	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L <sub>eq</sub>	59.5 dB		70.8 dB		--- dB	
LS <sub>(max)</sub>	74.0 dB	2022-05-13 15:54:41	--- dB		--- dB	
LS <sub>(min)</sub>	51.1 dB	2022-05-13 15:58:17	--- dB		--- dB	
L <sub>Peak(max)</sub>	--- dB		--- dB		105.1 dB	2022-05-13 15:50:35

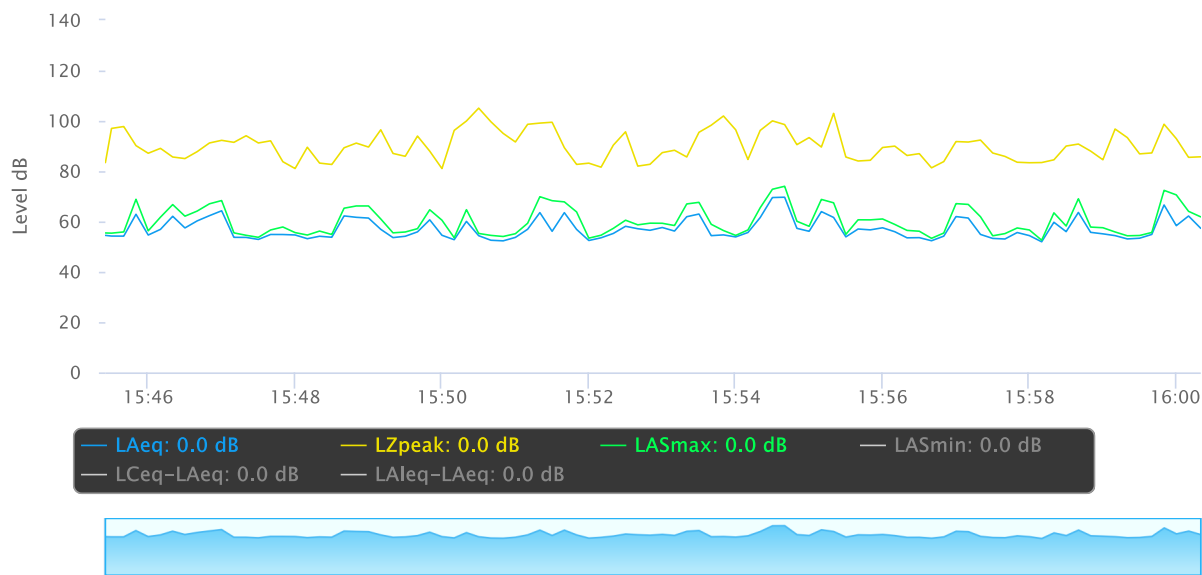
### Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

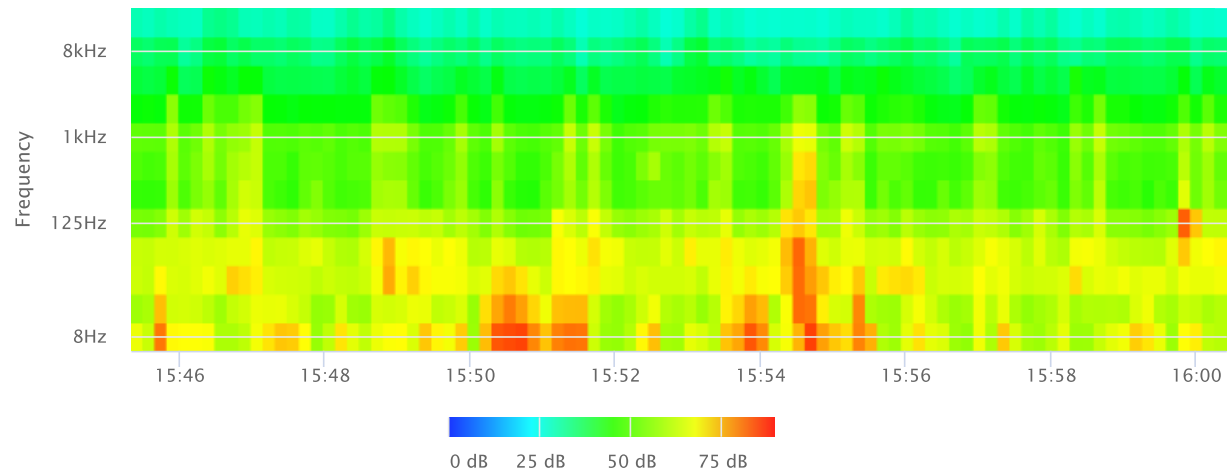
### Statistics

LAS 2.0	68.0 dB
LAS 8.0	63.7 dB
LAS 25.0	57.6 dB
LAS 50.0	55.0 dB
LAS 66.6	54.2 dB
LAS 90.0	52.8 dB

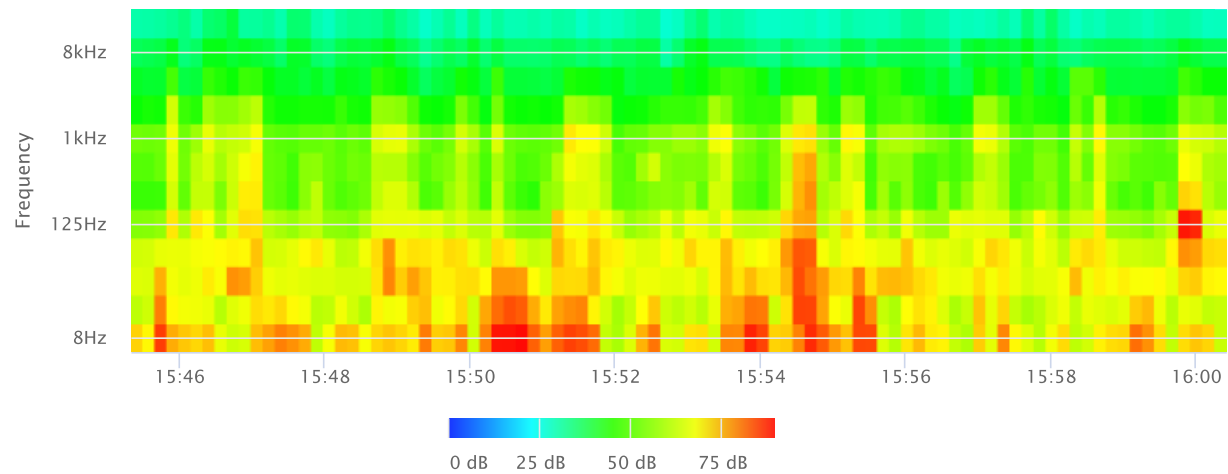
Time History



OBA 1/1 Leq

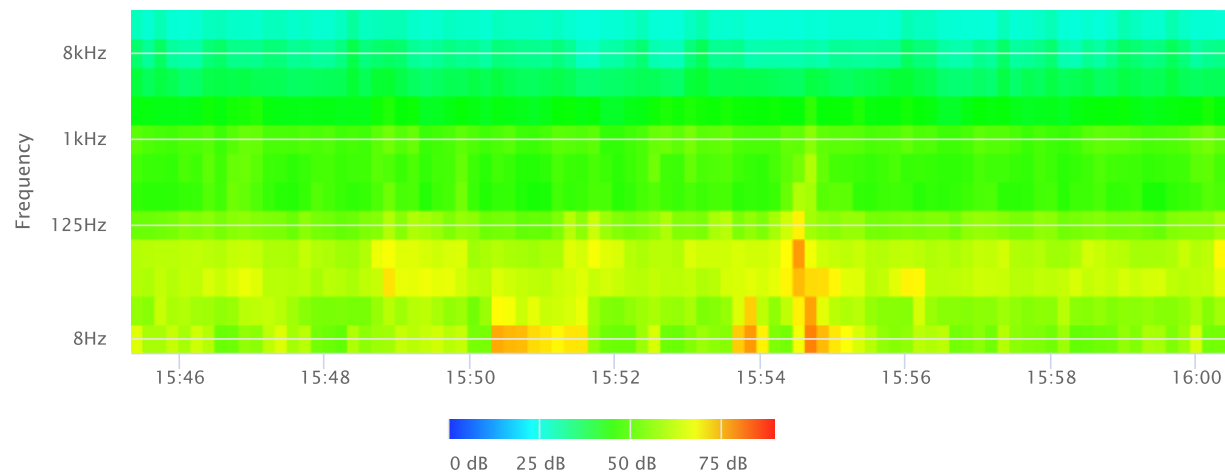


OBA 1/1 Lmax

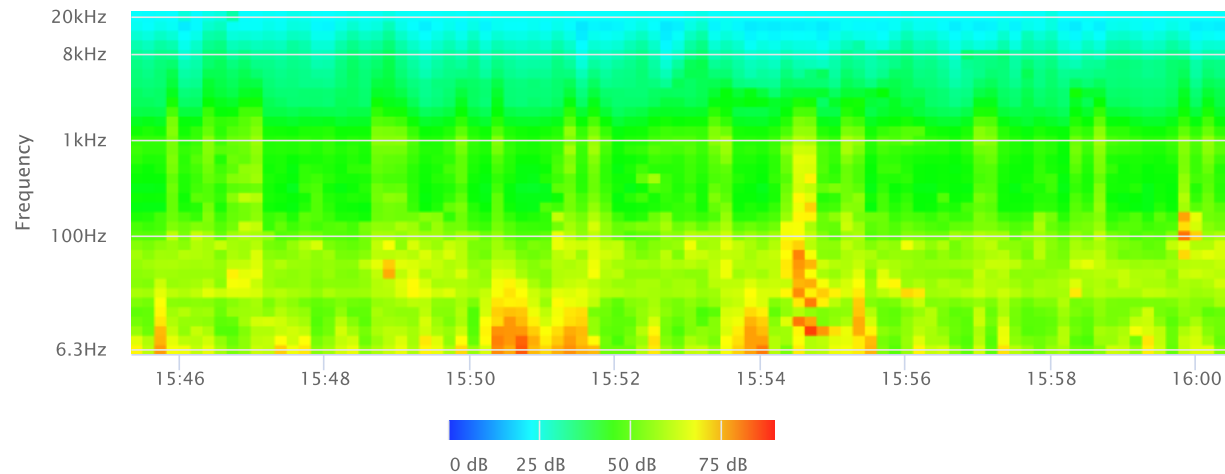




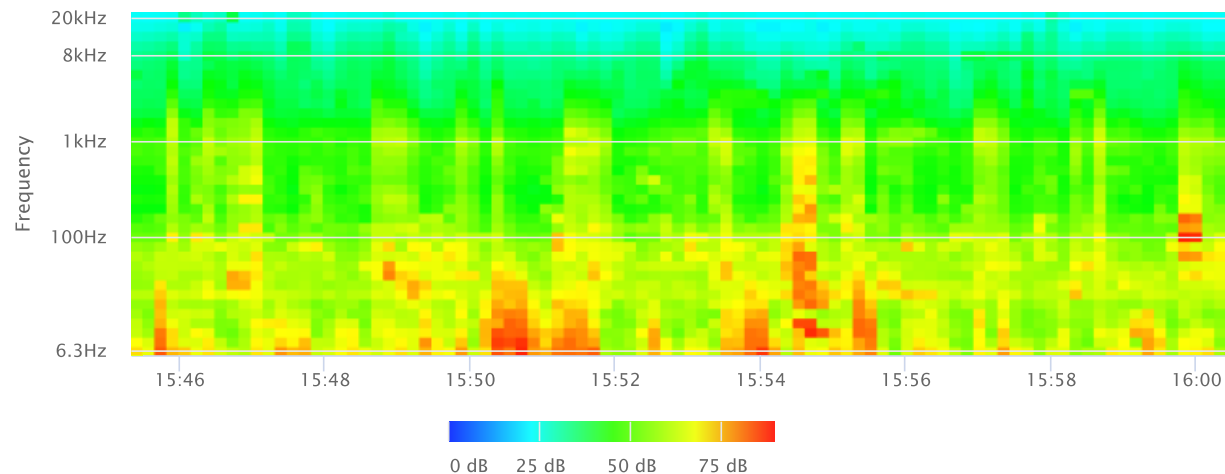
OBA 1/1 Lmin



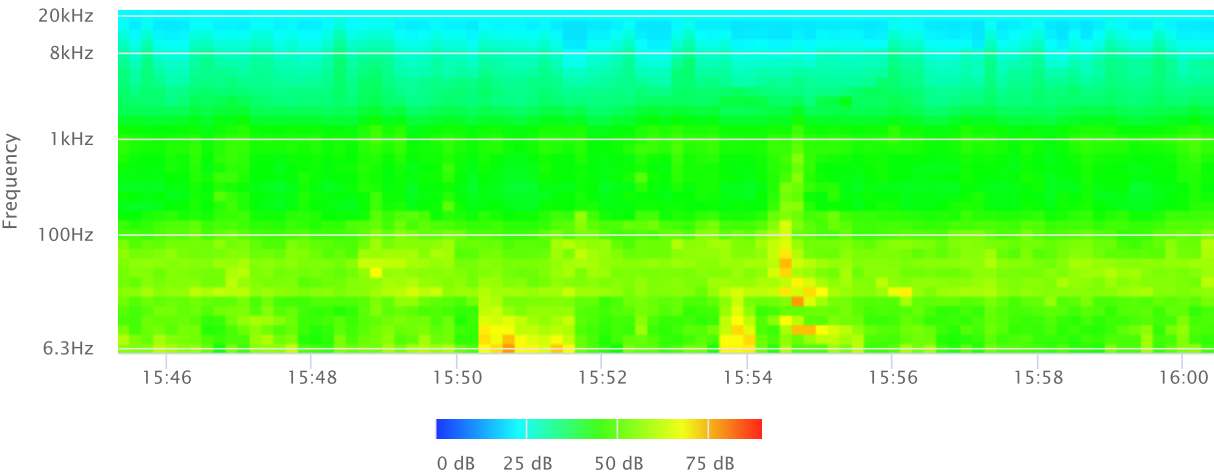
OBA 1/3 Leq



OBA 1/3 Lmax



OBA 1/3 Lmin

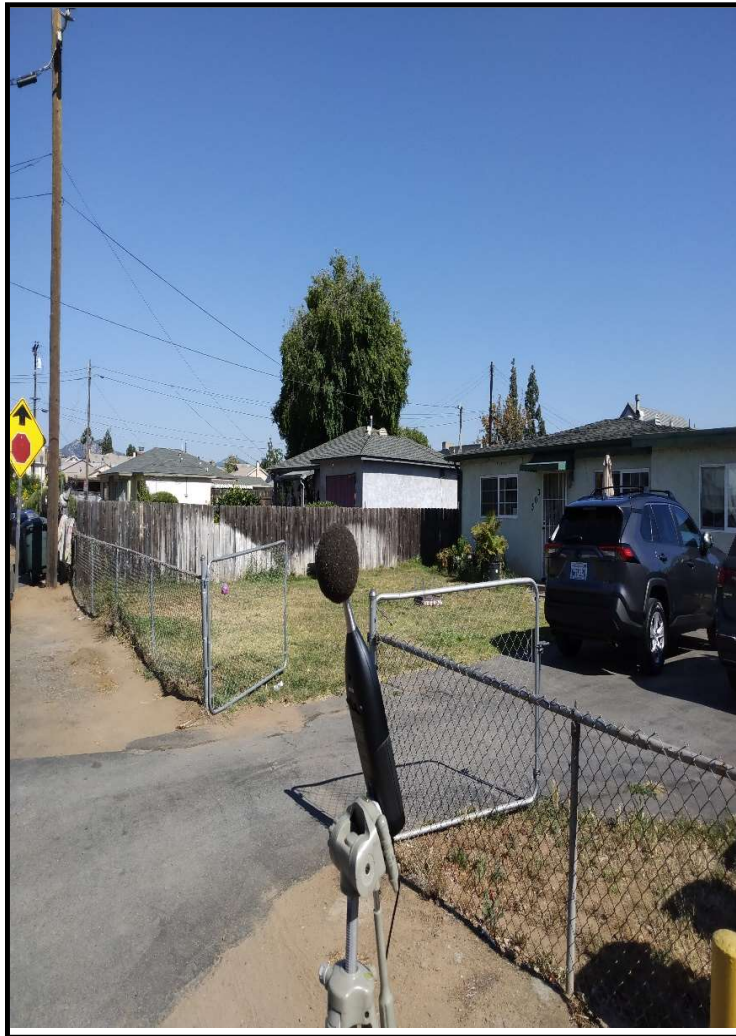


## Noise Measurement Field Data

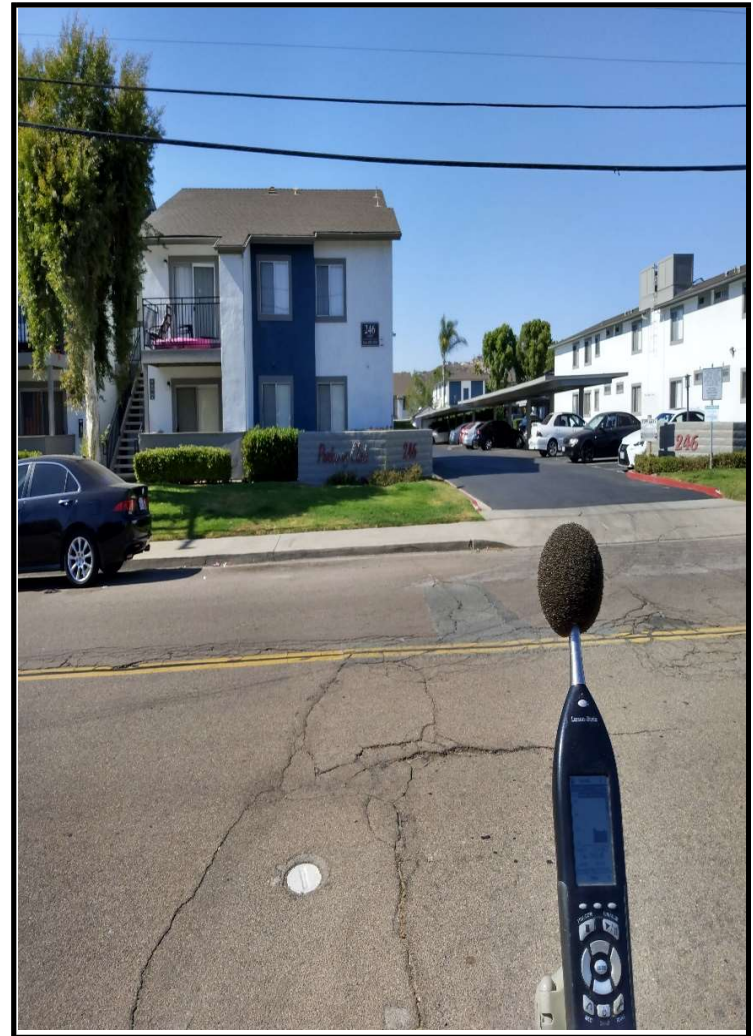
<b>Project Name:</b>	<u>Hyundai, City of El Cajon. RE 224</u>			<b>Date:</b>	<u>May 13, 2022</u>
<b>Project #:</b>	<u>224</u>				
<b>Noise Measurement #:</b>	<u>NM5</u>			<b>Technician:</b>	<u>Ian Gallagher</u>
<b>Nearest Address or Cross Street:</b>	<u>303 Hart Drive, El Cajon, California 92021</u>				
<b>Site Description (Type of Existing Land Use and any other notable features):</b>	<u>On-site: Demolished amusement park, soil, broken concrete. Asphalt parking lot</u>				
<u>Adjacent: Residential N &amp; E, 67 Freeway running N,S immediately W of site. Commercial S &amp; W of site.</u>					
<b>Weather:</b>	<u>Clear blue skies, sunshine.</u>			<b>Settings:</b>	<div><div>SLOW</div><div>FAST</div></div>
<b>Temperature:</b>	<u>83 deg F</u>	<b>Wind:</b>	<u>8 mph</u>	<b>Humidity:</b>	<u>16%</u>
		<b>Terrain:</b>	<u>Flat</u>		
<b>Start Time:</b>	<u>4:16 PM</u>	<b>End Time:</b>	<u>4:33 PM</u>	<b>Run Time:</b>	<u>1 x 15 minutes</u>
<b>Leq:</b>	<u>61.6</u>	<b>dB</b>	<b>Primary Noise Source:</b> <u>Traffic noise from 25 vehicles passing microphone travelling along Hart Drive</u>		
<b>Lmax</b>	<u>77.1</u>	<b>dB</b>	<u>during 15 minute measuremnt.</u>		
<b>L2</b>	<u>71.2</u>	<b>dB</b>	<b>Secondary Noise Sources:</b> <u>Bird song, breeze rustling vegetation &amp; leaves, residential ambiance, 67 Freeway</u>		
<b>L8</b>	<u>66.8</u>	<b>dB</b>	<u>traffic ambiance Pedestrians.</u>		
<b>L25</b>	<u>58.4</u>	<b>dB</b>			
<b>L50</b>	<u>55.1</u>	<b>dB</b>			
<b>NOISE METER:</b>	<u>SoundTrack LXT Class 1</u>		<b>CALIBRATOR:</b>	<u>Larson Davis CAL250</u>	
<b>MAKE:</b>	<u>Larson Davis</u>		<b>MAKE:</b>	<u>Larson Davis</u>	
<b>MODEL:</b>	<u>LXT1</u>		<b>MODEL:</b>	<u>Cal 250</u>	
<b>SERIAL NUMBER:</b>	<u>3099</u>		<b>SERIAL NUMBER:</b>	<u>2723</u>	
<b>FACTORY CALIBRATION DATE:</b>	<u>11/17/2021</u>		<b>FACTORY CALIBRATION DATE:</b>	<u>11/18/2021</u>	
<b>FIELD CALIBRATION DATE:</b>	<u>5/13/2022</u>				

## Noise Measurement Field Data

PHOTOS:



NM5 looking SE towards frontyard of residence 303 Hart Drive, El Cajon.



NM5 looking N across Hart Drive towards multifamily residence 246 Hart Drive, El Cajon.

# Measurement Report

## Report Summary

Meter's File Name	LxT_Data.043.s	Computer's File Name	LxT_0003099-20220513 161802-LxT_Data.043.ldbin
Meter	LxT1 0003099		
Firmware	2.404		
User	Ian Edward Gallagher	Location	NM5 32°48'41.20"N 116°57'34.46"W
Job Description	15 minute noise measurement ( 1 x 15 minutes )		
Note	Roma Env, Hyundai El Cajon RE224		
Start Time	2022-05-13 16:18:02	Duration	0:15:00.0
End Time	2022-05-13 16:33:02	Run Time	0:15:00.0
		Pause Time	0:00:00.0

## Results

### Overall Metrics

LA <sub>eq</sub>	61.6 dB		
LAE	91.1 dB	SEA	--- dB
EA	143.0 µPa²h	LAFTM5	67.6 dB
EA8	4.6 mPa²h		
EA40	22.9 mPa²h		
LZ <sub>peak</sub>	104.0 dB	2022-05-13 16:30:47	
LAS <sub>max</sub>	77.0 dB	2022-05-13 16:26:42	
LAS <sub>min</sub>	50.5 dB	2022-05-13 16:28:46	
LA <sub>eq</sub>	61.6 dB		
LC <sub>eq</sub>	73.1 dB	LC <sub>eq</sub> - LA <sub>eq</sub>	11.5 dB
LAI <sub>eq</sub>	64.2 dB	LAI <sub>eq</sub> - LA <sub>eq</sub>	2.7 dB

### Exceedances

	Count	Duration
LAS > 65.0 dB	22	0:01:52.5
LAS > 85.0 dB	0	0:00:00.0
LZ <sub>peak</sub> > 135.0 dB	0	0:00:00.0
LZ <sub>peak</sub> > 137.0 dB	0	0:00:00.0
LZ <sub>peak</sub> > 140.0 dB	0	0:00:00.0

### Community Noise

LDN	LDay	LNight	
--- dB	--- dB	0.0 dB	
LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

### Any Data

y Data	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L <sub>eq</sub>	61.6 dB		73.1 dB		--- dB	
LS <sub>(max)</sub>	77.0 dB	2022-05-13 16:26:42	--- dB		--- dB	
LS <sub>(min)</sub>	50.5 dB	2022-05-13 16:28:46	--- dB		--- dB	
L <sub>Peak(max)</sub>	--- dB		--- dB		104.0 dB	2022-05-13 16:30:47

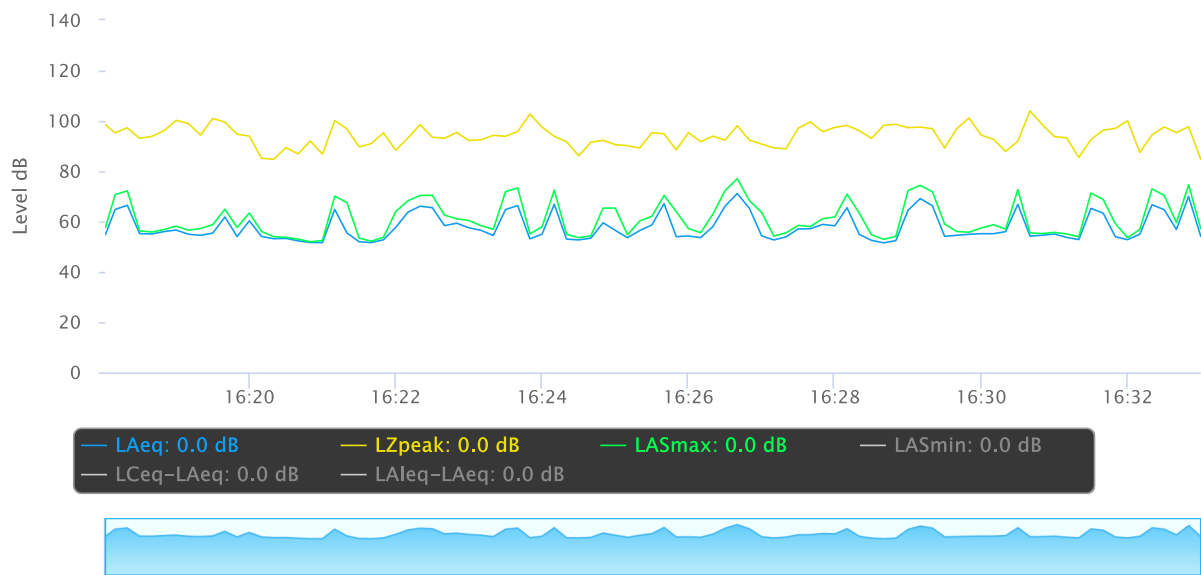
### Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

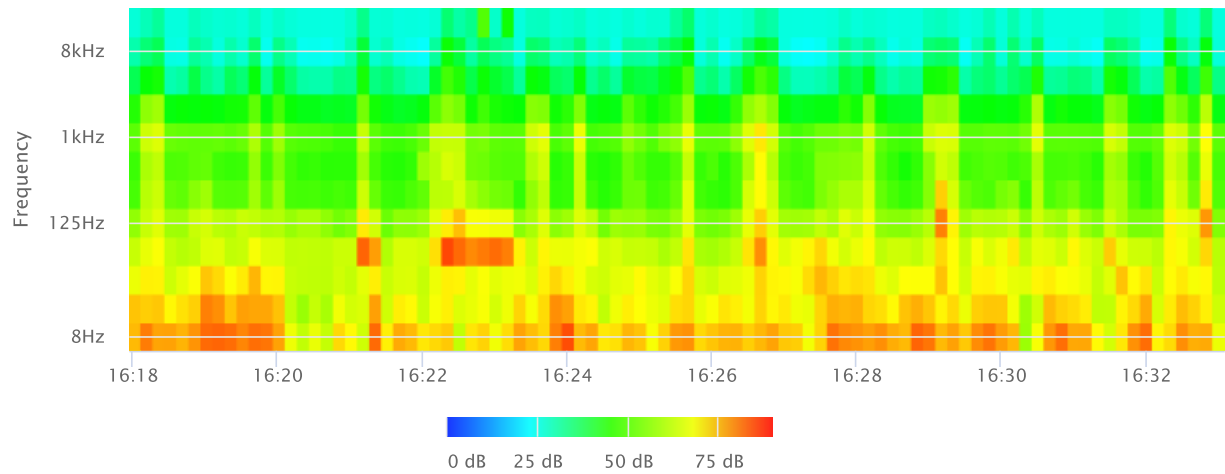
### Statistics

LAS 2.0	71.2 dB
LAS 8.0	66.8 dB
LAS 25.0	58.4 dB
LAS 50.0	55.1 dB
LAS 66.6	53.9 dB
LAS 90.0	52.4 dB

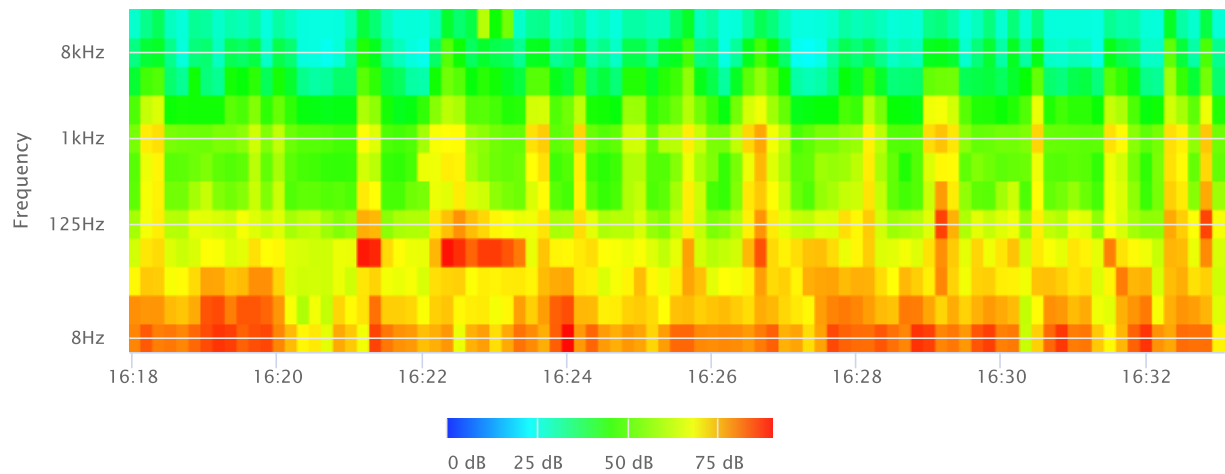
Time History



OBA 1/1 Leq

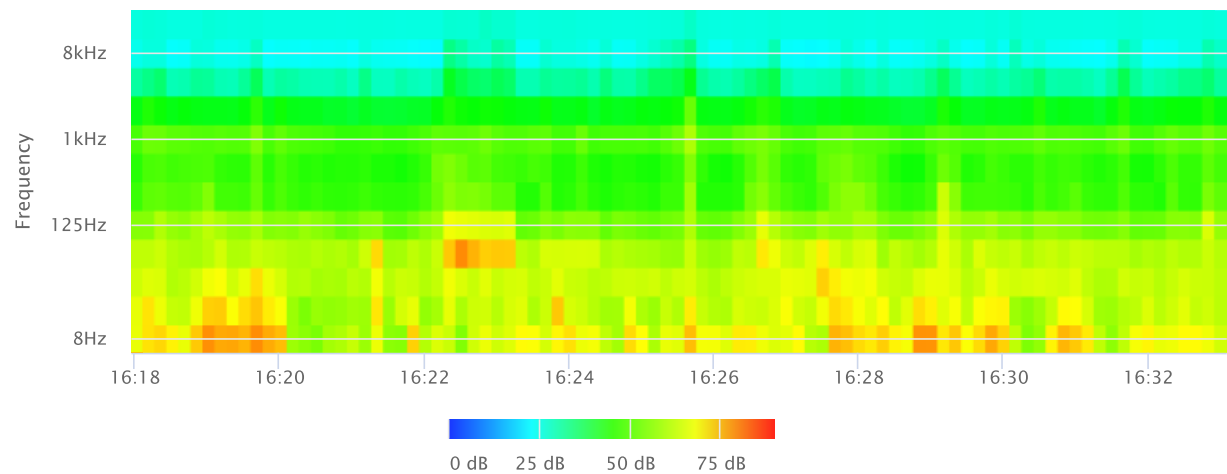


OBA 1/1 Lmax

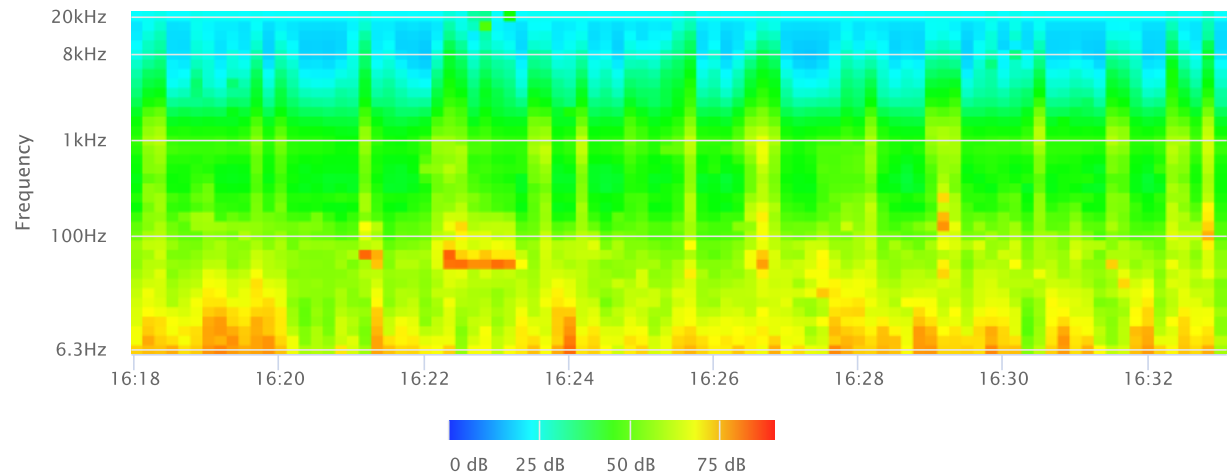




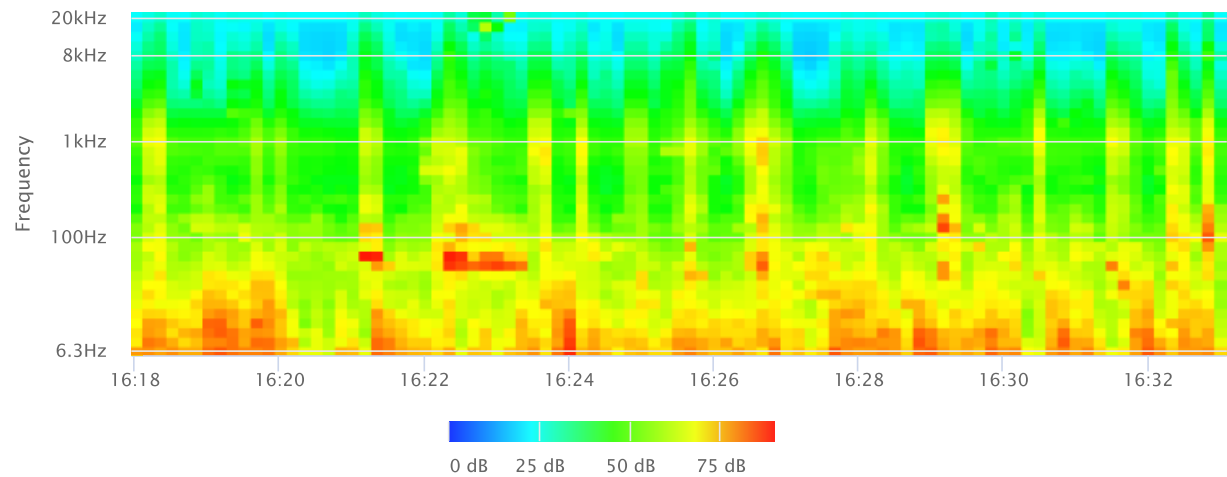
OBA 1/1 Lmin



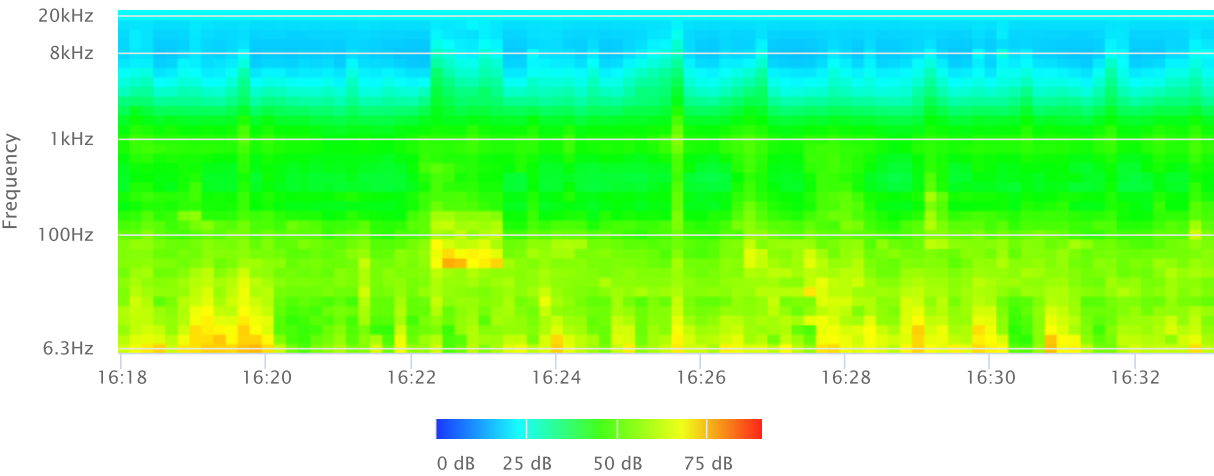
OBA 1/3 Leq



OBA 1/3 Lmax



OBA 1/3 Lmin



## Noise Measurement Field Data

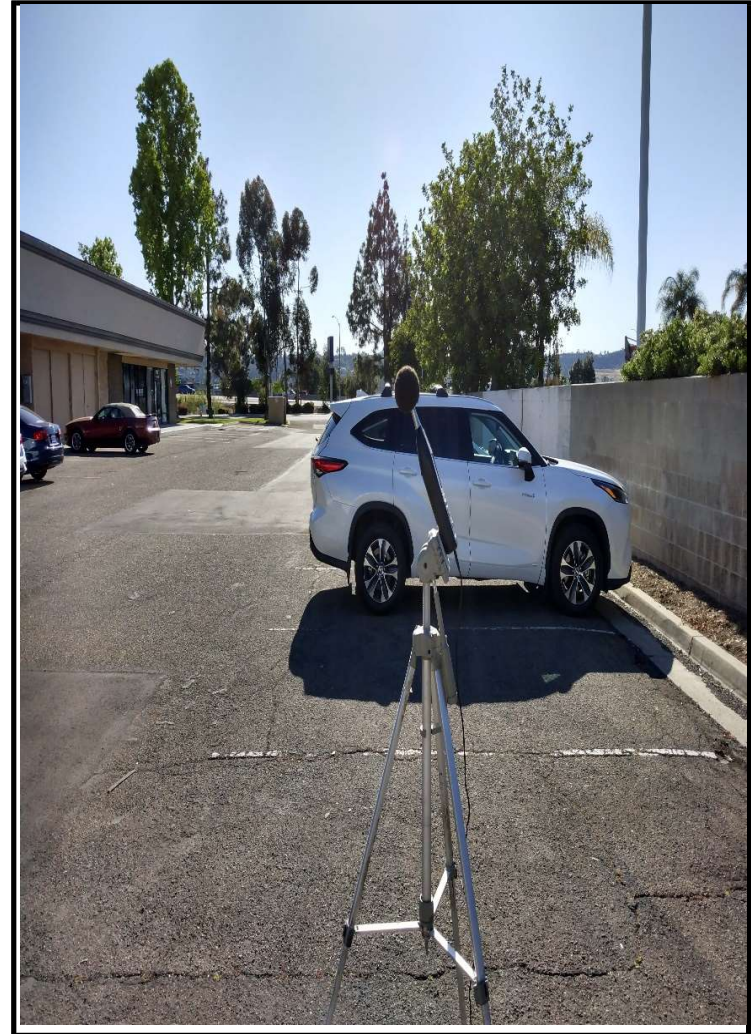
<b>Project Name:</b>	<u>Hyundai, City of El Cajon. RE 224</u>			<b>Date:</b>	<u>May 13, 2022</u>
<b>Project #:</b>	<u>224</u>				
<b>Noise Measurement #:</b>	<u>NM6</u>			<b>Technician:</b>	<u>Ian Gallagher</u>
<b>Nearest Address or Cross Street:</b>	<u>1069 Graves Ave #100, El Cajon, California 92021</u>				
<b>Site Description (Type of Existing Land Use and any other notable features):</b>	<u>On-site: Demolished amusement park, soil, broken concrete. Asphalt parking lot</u>				
<u>Adjacent: Residential N &amp; E, 67 Freeway running N,S immediately W of site. Commercial S &amp; W of site.</u>					
<b>Weather:</b>	<u>Clear blue skies, sunshine.</u>			<b>Settings:</b>	<div><div>SLOW</div><div>FAST</div></div>
<b>Temperature:</b>	<u>83 deg F</u>	<b>Wind:</b>	<u>8 mph</u>	<b>Humidity:</b>	<u>16%</u>
		<b>Terrain:</b>	<u>Flat</u>		
<b>Start Time:</b>	<u>4:57 PM</u>	<b>End Time:</b>	<u>5:12 PM</u>	<b>Run Time:</b>	<u>1 x 15 minutes</u>
<b>Leq:</b>	<u>62.7</u>	<b>dB</b>	<b>Primary Noise Source:</b> <u>Traffic noise from Graves Avenue, Broadway, Balantyne St &amp; 67 Freeway</u>		
<b>Lmax</b>	<u>83</u>	<b>dB</b>			
<b>L2</b>	<u>68.0</u>	<b>dB</b>	<b>Secondary Noise Sources:</b> <u>Bird song, breeze rustling vegetation &amp; leaves, pedestrians.</u>		
<b>L8</b>	<u>63.5</u>	<b>dB</b>			
<b>L25</b>	<u>61.3</u>	<b>dB</b>			
<b>L50</b>	<u>59.9</u>	<b>dB</b>			
<b>NOISE METER:</b>	<u>SoundTrack LXT Class 1</u>		<b>CALIBRATOR:</b>	<u>Larson Davis CAL250</u>	
<b>MAKE:</b>	<u>Larson Davis</u>		<b>MAKE:</b>	<u>Larson Davis</u>	
<b>MODEL:</b>	<u>LXT1</u>		<b>MODEL:</b>	<u>Cal 250</u>	
<b>SERIAL NUMBER:</b>	<u>3099</u>		<b>SERIAL NUMBER:</b>	<u>2723</u>	
<b>FACTORY CALIBRATION DATE:</b>	<u>11/17/2021</u>		<b>FACTORY CALIBRATION DATE:</b>	<u>11/18/2021</u>	
<b>FIELD CALIBRATION DATE:</b>	<u>5/13/2022</u>				

## Noise Measurement Field Data

PHOTOS:



NM6 looking S towards Broadway (300 yards), 1069 Graves Ave #100, El Cajon on the right.



NM6 looking W towards Graves Avenue & 67 Freeway ( 120 yards ).

# Measurement Report

## Report Summary

Meter's File Name	LxT_Data.044.s	Computer's File Name	LxT_0003099-20220513 165731-LxT_Data.044.ldbin
Meter	LxT1 0003099		
Firmware	2.404		
User	Ian Edward Gallagher	Location	NM7 32°48'37.10"N 116°57'36.87"W
Job Description	15 minute noise measurement ( 1 x 15 minutes )		
Note	Roma Env, Hyundai El Cajon RE224		
Start Time	2022-05-13 16:57:31	Duration	0:15:00.0
End Time	2022-05-13 17:12:31	Run Time	0:15:00.0
		Pause Time	0:00:00.0

## Results

### Overall Metrics

LA <sub>eq</sub>	62.7 dB		
LAE	92.2 dB	SEA	--- dB
EA	185.8 µPa²h	LAFTM5	67.1 dB
EA8	5.9 mPa²h		
EA40	29.7 mPa²h		
LZ <sub>peak</sub>	104.4 dB	2022-05-13 17:02:20	
LAS <sub>max</sub>	83.0 dB	2022-05-13 17:02:21	
LAS <sub>min</sub>	56.0 dB	2022-05-13 17:06:09	
LA <sub>eq</sub>	62.7 dB		
LC <sub>eq</sub>	74.2 dB	LC <sub>eq</sub> - LA <sub>eq</sub>	11.5 dB
LAI <sub>eq</sub>	64.5 dB	LAI <sub>eq</sub> - LA <sub>eq</sub>	1.8 dB

### Exceedances

#### Count Duration

LAS > 65.0 dB	11	0:01:01.9
LAS > 85.0 dB	0	0:00:00.0
LZ <sub>peak</sub> > 135.0 dB	0	0:00:00.0
LZ <sub>peak</sub> > 137.0 dB	0	0:00:00.0
LZ <sub>peak</sub> > 140.0 dB	0	0:00:00.0

### Community Noise

LDN	LDay	LNight	
--- dB	--- dB	0.0 dB	
LDEN	LDay	LEve	LNight
--- dB	--- dB	--- dB	--- dB

### Any Data

	A	C	Z
	Level	Level	Level
L <sub>eq</sub>	62.7 dB	74.2 dB	--- dB
LS <sub>(max)</sub>	83.0 dB	--- dB	--- dB
LS <sub>(min)</sub>	56.0 dB	--- dB	--- dB
L <sub>Peak(max)</sub>	--- dB	--- dB	104.4 dB
			2022-05-13 17:02:20

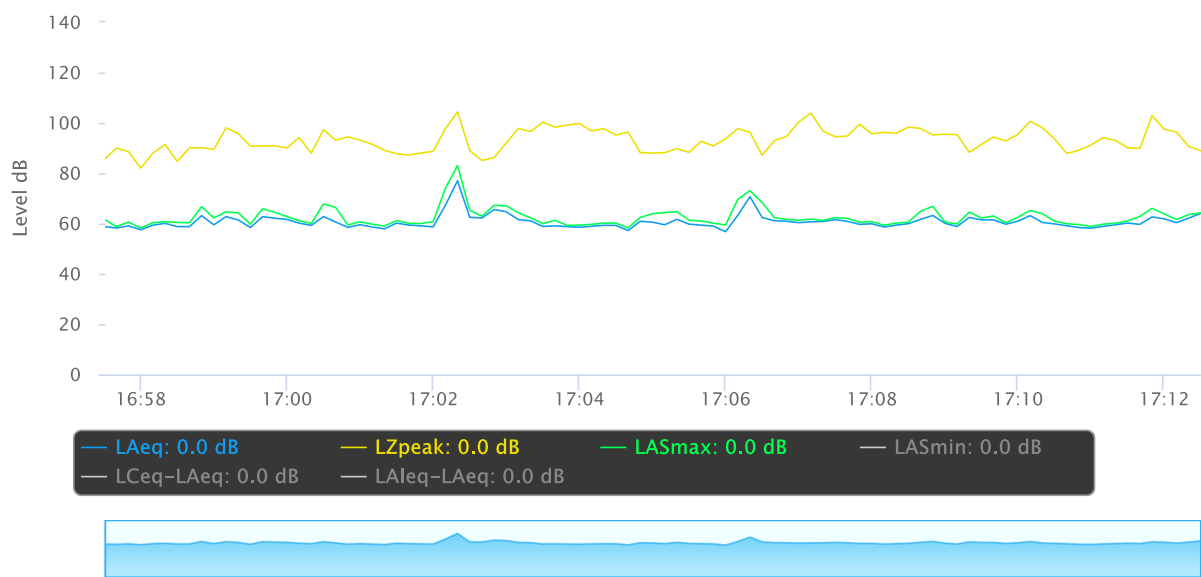
### Overloads

Count	Duration	OBA Count	OBA Duration
0	0:00:00.0	0	0:00:00.0

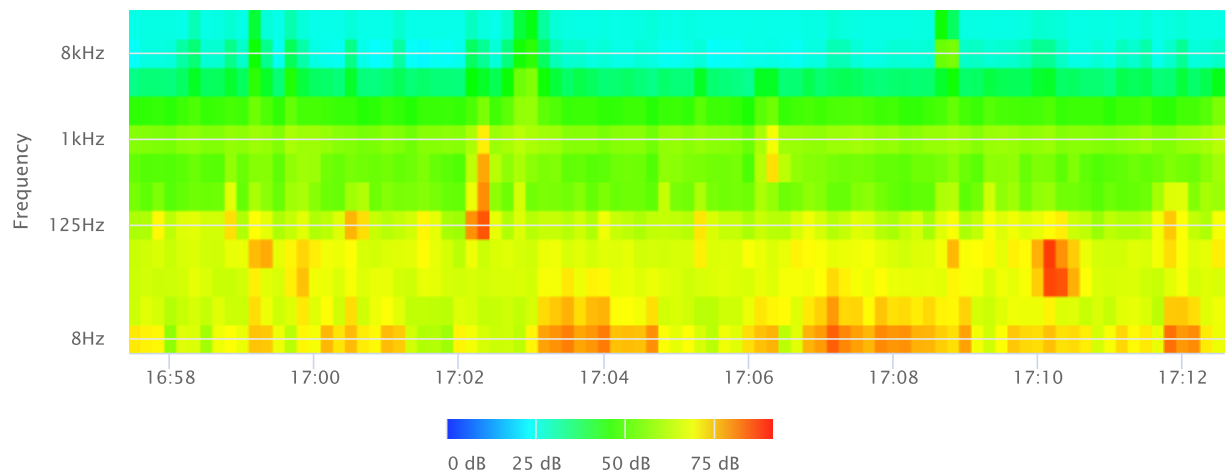
### Statistics

LAS 2.0	68.0 dB
LAS 8.0	63.5 dB
LAS 25.0	61.3 dB
LAS 50.0	59.9 dB
LAS 66.6	59.2 dB
LAS 90.0	58.1 dB

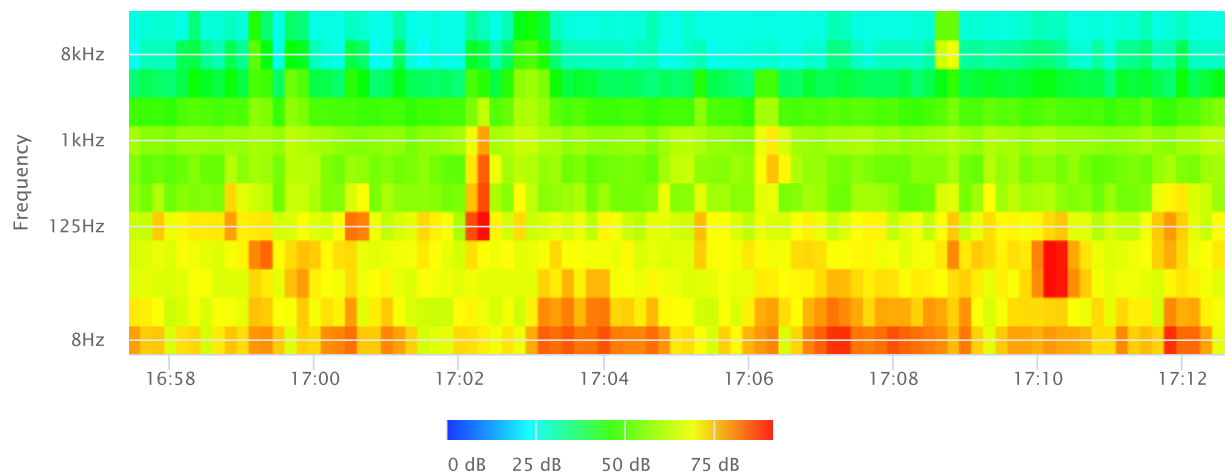
Time History



OBA 1/1 Leq

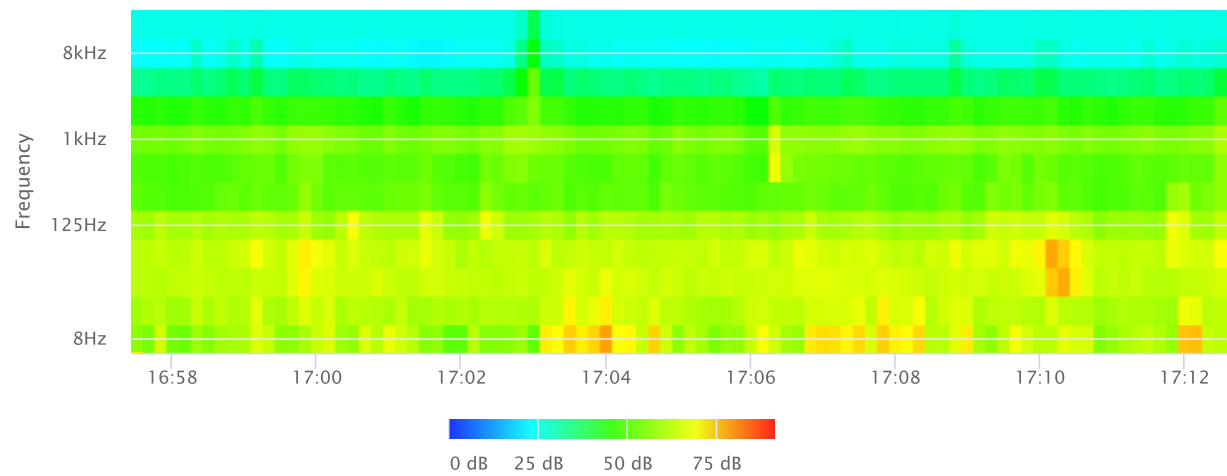


OBA 1/1 Lmax

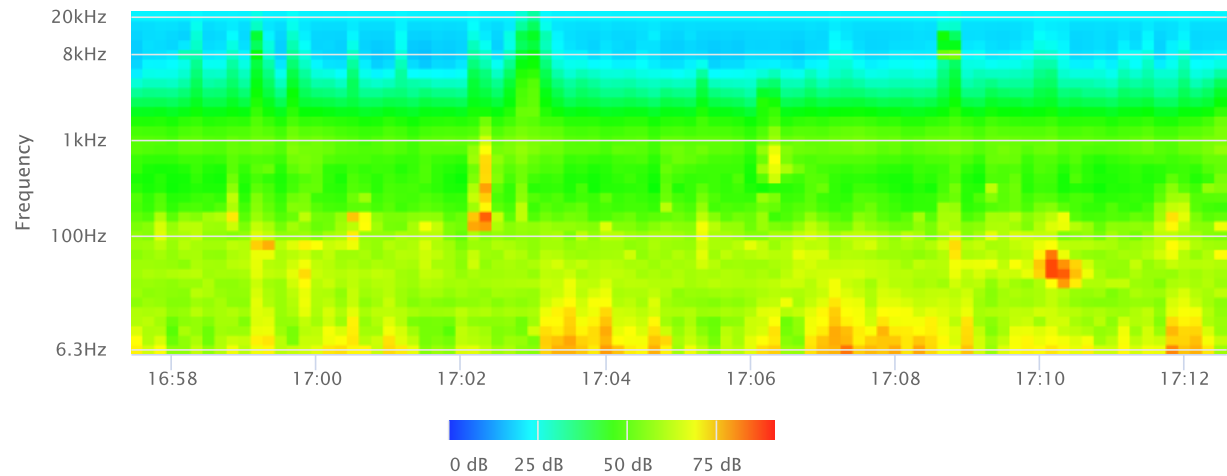




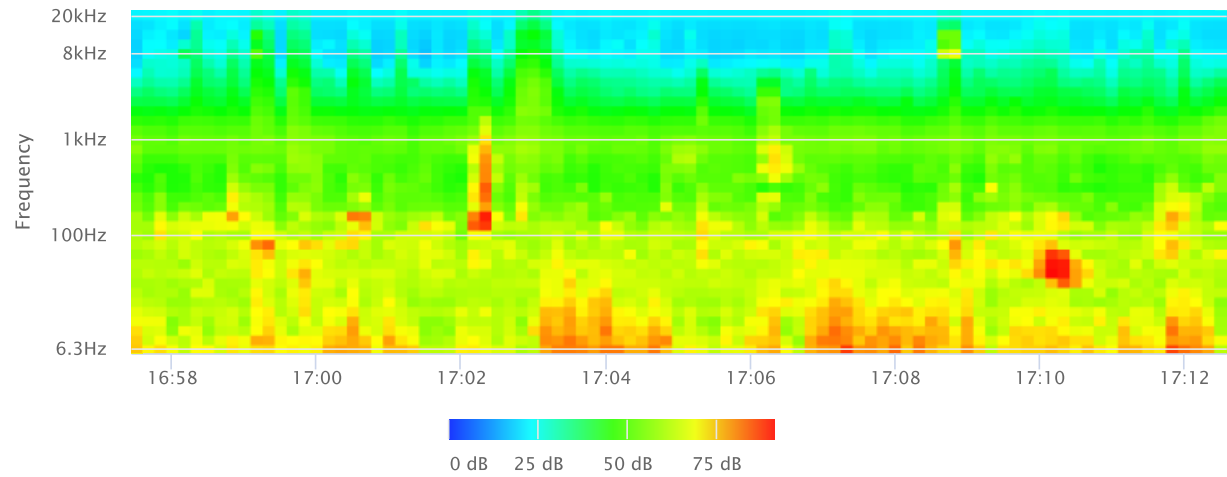
OBA 1/1 Lmin



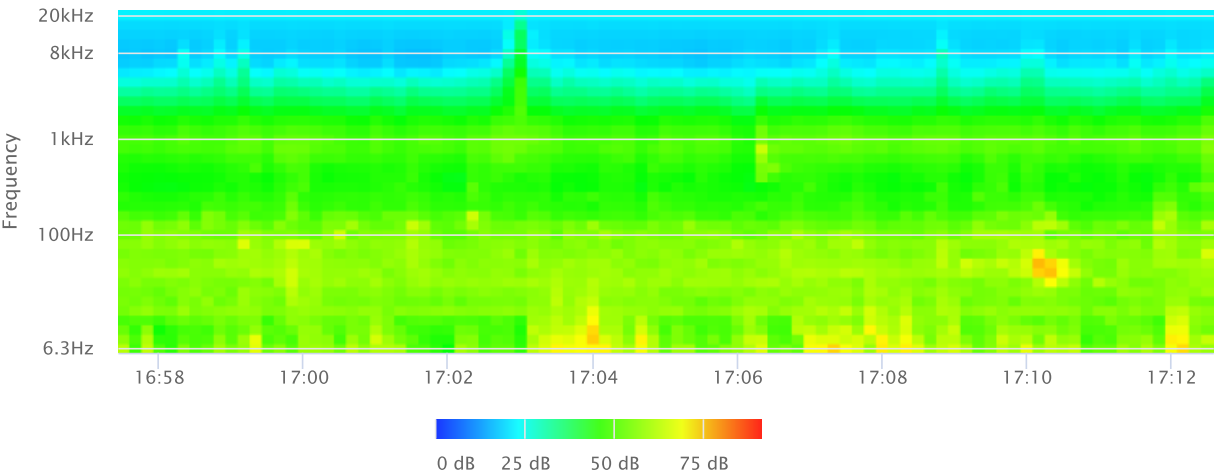
OBA 1/3 Leq



OBA 1/3 Lmax



OBA 1/3 Lmin



## **APPENDIX B**

### **SoundPLAN Input/Output**

## Noise emissions of industry sources

Source name	Reference	Level	Frequency spectrum [dB(A)]											Corrections		
			dB(A)	31 Hz	63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz	8 kHz	16 kHz	Cwall dB	CI dB	CT dB
Dryer 1	Lw/unit	Day	96.5	-	67.2	77.0	89.9	92.3	89.7	88.2	82.0	72.8	-	-	-	-
Dryer 2	Lw/unit	Day	96.5	-	67.2	77.0	89.9	92.3	89.7	88.2	82.0	72.8	-	-	-	-
Dryer 3	Lw/unit	Day	96.5	-	67.2	77.0	89.9	92.3	89.7	88.2	82.0	72.8	-	-	-	-
HVAC1	Lw/unit	Day	78.7	42.5	46.5	59.5	64.5	58.5	69.5	71.5	70.5	72.5	72.5	-	-	-
HVAC2	Lw/unit	Day	78.7	42.5	46.5	59.5	64.5	58.5	69.5	71.5	70.5	72.5	72.5	-	-	-
HVAC3	Lw/unit	Day	78.7	42.5	46.5	59.5	64.5	58.5	69.5	71.5	70.5	72.5	72.5	-	-	-
HVAC4	Lw/unit	Day	78.7	42.5	46.5	59.5	64.5	58.5	69.5	71.5	70.5	72.5	72.5	-	-	-
HVAC5	Lw/unit	Day	78.7	42.5	46.5	59.5	64.5	58.5	69.5	71.5	70.5	72.5	72.5	-	-	-
HVAC6	Lw/unit	Day	78.7	42.5	46.5	59.5	64.5	58.5	69.5	71.5	70.5	72.5	72.5	-	-	-
HVAC7	Lw/unit	Day	78.7	42.5	46.5	59.5	64.5	58.5	69.5	71.5	70.5	72.5	72.5	-	-	-
HVAC8	Lw/unit	Day	78.7	42.5	46.5	59.5	64.5	58.5	69.5	71.5	70.5	72.5	72.5	-	-	-
HVAC9	Lw/unit	Day	78.7	42.5	46.5	59.5	64.5	58.5	69.5	71.5	70.5	72.5	72.5	-	-	-
HVAC10	Lw/unit	Day	78.7	42.5	46.5	59.5	64.5	58.5	69.5	71.5	70.5	72.5	72.5	-	-	-
HVAC11	Lw/unit	Day	78.7	42.5	46.5	59.5	64.5	58.5	69.5	71.5	70.5	72.5	72.5	-	-	-
HVAC12	Lw/unit	Day	78.7	42.5	46.5	59.5	64.5	58.5	69.5	71.5	70.5	72.5	72.5	-	-	-
HVAC13	Lw/unit	Day	78.7	42.5	46.5	59.5	64.5	58.5	69.5	71.5	70.5	72.5	72.5	-	-	-
HVAC14	Lw/unit	Day	78.7	42.5	46.5	59.5	64.5	58.5	69.5	71.5	70.5	72.5	72.5	-	-	-
HVAC15	Lw/unit	Day	78.7	42.5	46.5	59.5	64.5	58.5	69.5	71.5	70.5	72.5	72.5	-	-	-
HVAC16	Lw/unit	Day	78.7	42.5	46.5	59.5	64.5	58.5	69.5	71.5	70.5	72.5	72.5	-	-	-
HVAC17	Lw/unit	Day	78.7	42.5	46.5	59.5	64.5	58.5	69.5	71.5	70.5	72.5	72.5	-	-	-
HVAC18	Lw/unit	Day	78.7	42.5	46.5	59.5	64.5	58.5	69.5	71.5	70.5	72.5	72.5	-	-	-
HVAC19	Lw/unit	Day	78.7	42.5	46.5	59.5	64.5	58.5	69.5	71.5	70.5	72.5	72.5	-	-	-
HVAC20	Lw/unit	Day	78.7	42.5	46.5	59.5	64.5	58.5	69.5	71.5	70.5	72.5	72.5	-	-	-

Noise emissions of parking lot traffic

Name	Parking bays	Movements		Corrections		Level	
		Day	Lmax	Parking lot type	dB(A)	Day dB(A)	Night dB(A)
1	37.0	0.300	0.000	Car parking lots	0.0	47.5	0.0
2	52.0	0.300	0.000	Car parking lots	0.0	48.9	0.0
3	17.0	0.300	0.000	Car parking lots	0.0	44.1	0.0
4	45.0	0.300	0.000	Car parking lots	0.0	48.3	0.0
5	11.0	0.300	0.000	Car parking lots	0.0	42.2	0.0

## Receiver list

No.	Receiver name	Building side	Floor	Limit Day dB(A)	Level Day dB(A)	Conflict Day dB
1	1	-	EG	-	38.6	-
2	2	-	EG	-	42.7	-
3	3	-	EG	-	50.9	-
4	4	-	EG	-	49.1	-
5	5	-	EG	-	58.0	-
6	6	-	EG	-	50.4	-
7	8	-	EG	-	45.1	-



### Configuration: -- 30hp, Three (3) Fixed Nozzles

Readings without Silencers

Distance	Noise Level (DbA)
0 ft.	100.0
10 ft.	96.5
20 ft.	95.0
30 ft.	94.0
40 ft.	88.0
50 ft.	84.0
60 ft.	81.0
70 ft.	78.0
80 ft.	77.0
90 ft.	75.5
100 ft.	75.5

End of Building

Readings with Silencers

Distance	Noise Level (DbA)
0 ft.	97.0
10 ft.	94.5
20 ft.	92.5
30 ft.	91.0
40 ft.	85.0
50 ft.	81.0
60 ft.	78.0
70 ft.	76.0
80 ft.	74.0
90 ft.	73.0
100 ft.	72.0

### Configuration: -- 50hp, Five (5) Fixed Nozzles

Readings without Silencers

Distance	Noise Level (DbA)
0 ft.	102.0
10 ft.	100.0
20 ft.	98.5
30 ft.	96.5
40 ft.	91.5
50 ft.	87.5
60 ft.	84.5
70 ft.	82.5
80 ft.	80.5
90 ft.	79.0
100 ft.	78.5

End of Building

Readings with Silencers

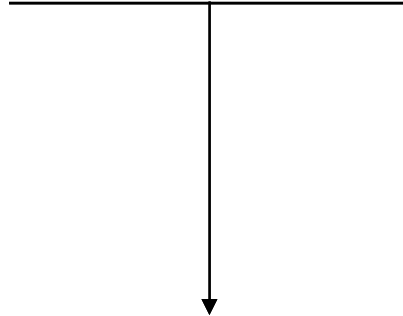
Distance	Noise Level (DbA)
0 ft.	100.5
10 ft.	97.0
20 ft.	96.0
30 ft.	93.5
40 ft.	88.5
50 ft.	84.5
60 ft.	81.5
70 ft.	79.0
80 ft.	77.0
90 ft.	76.0
100 ft.	75.0

### Configuration: -- 70hp, Seven (7) Fixed Nozzles

Readings without Silencers

Distance	Noise Level (DbA)
0 ft.	103.0
10 ft.	102.0
20 ft.	100.5
30 ft.	98.5
40 ft.	93.0
50 ft.	89.0
60 ft.	86.5
70 ft.	85.0
80 ft.	83.0
90 ft.	82.0
100 ft.	81.5

End of Building



Readings with Silencers

Distance	Noise Level (DbA)
0 ft.	101.0
10 ft.	100.0
20 ft.	97.0
30 ft.	95.5
40 ft.	90.0
50 ft.	86.0
60 ft.	83.5
70 ft.	81.0
80 ft.	79.0
90 ft.	78.0
100 ft.	76.5

### Configuration: -- One (1) Fixed Nozzle, Top Center of 1st Arch

Readings without Silencers

Distance	Noise Level (DbA)
0 ft.	92.5
10 ft.	89.5
20 ft.	88.5
30 ft.	86.0
40 ft.	81.0
50 ft.	77.0
60 ft.	74.5
70 ft.	72.0
80 ft.	70.0
90 ft.	69.0
100 ft.	67.0

End of Building



Readings with Silencers

Distance	Noise Level (DbA)
0 ft.	92.0
10 ft.	88.5
20 ft.	87.5
30 ft.	86.0
40 ft.	80.5
50 ft.	76.0
60 ft.	73.0
70 ft.	71.0
80 ft.	69.0
90 ft.	68.0
100 ft.	68.0

### Configuration: - Two (2) Fixed Nozzles, Top of 1st Arch

Readings without Silencers

Distance	Noise Level (DbA)
0 ft.	97.5
10 ft.	94.5
20 ft.	93.0
30 ft.	91.0
40 ft.	85.5
50 ft.	81.5
60 ft.	78.5
70 ft.	76.5
80 ft.	75.0
90 ft.	73.5
100 ft.	72.5

End of Building

Readings with Silencers

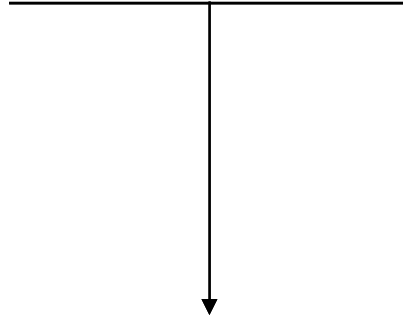
Distance	Noise Level (DbA)
0 ft.	95.0
10 ft.	92.0
20 ft.	91.0
30 ft.	89.0
40 ft.	83.0
50 ft.	79.0
60 ft.	76.5
70 ft.	74.0
80 ft.	73.0
90 ft.	72.0
100 ft.	71.0

### Configuration: -- Four (4) Fixed Nozzles, 1st & 2nd Arch

Readings without Silencers

Distance	Noise Level (DbA)
0 ft.	101.0
10 ft.	99.0
20 ft.	98.0
30 ft.	96.0
40 ft.	91.0
50 ft.	86.5
60 ft.	83.5
70 ft.	81.5
80 ft.	79.0
90 ft.	78.5
100 ft.	77.5

End of Building



Readings with Silencers

Distance	Noise Level (DbA)
0 ft.	99.0
10 ft.	96.0
20 ft.	95.0
30 ft.	93.0
40 ft.	87.0
50 ft.	83.0
60 ft.	80.0
70 ft.	77.5
80 ft.	76.0
90 ft.	75.5
100 ft.	75.0

**Configuration: -- Six (6) Fixed Nozzles, 1st, 2nd & 3rd Arch**

Readings without Silencers

Distance	Noise Level (DbA)
0 ft.	102.0
10 ft.	101.0
20 ft.	100.0
30 ft.	98.0
40 ft.	93.0
50 ft.	88.5
60 ft.	86.5
70 ft.	84.5
80 ft.	82.5
90 ft.	82.0
100 ft.	81.0

End of Building



Readings with Silencers

Distance	Noise Level (DbA)
0 ft.	101.0
10 ft.	98.5
20 ft.	96.5
30 ft.	94.5
40 ft.	89.5
50 ft.	85.5
60 ft.	82.5
70 ft.	81.0
80 ft.	78.5
90 ft.	77.5
100 ft.	76.0



### Configuration: -- Eight (8) Fixed Nozzles, 1st, 2nd & 3rd Arch

Readings without Silencers

Distance	Noise Level (DbA)
0 ft.	103.0
10 ft.	102.5
20 ft.	101.0
30 ft.	98.5
40 ft.	94.0
50 ft.	89.5
60 ft.	87.0
70 ft.	84.5
80 ft.	83.0
90 ft.	82.0
100 ft.	81.5

End of Building



Readings with Silencers

Distance	Noise Level (DbA)
0 ft.	101.0
10 ft.	100.5
20 ft.	98.0
30 ft.	96.0
40 ft.	90.0
50 ft.	86.5
60 ft.	84.0
70 ft.	82.0
80 ft.	80.0
90 ft.	78.5
100 ft.	77.5

### Configuration: -- Nine (9) Fixed Nozzles, 1st, 2nd & 3rd Arch

Readings without Silencers

Distance	Noise Level (DbA)
0 ft.	103.5
10 ft.	103.0
20 ft.	102.0
30 ft.	99.5
40 ft.	94.0
50 ft.	90.0
60 ft.	87.5
70 ft.	86.0
80 ft.	84.0
90 ft.	83.0
100 ft.	82.0

End of Building



Readings with Silencers

Distance	Noise Level (DbA)
0 ft.	101.5
10 ft.	102.0
20 ft.	98.5
30 ft.	96.5
40 ft.	91.0
50 ft.	87.0
60 ft.	84.0
70 ft.	82.0
80 ft.	80.0
90 ft.	78.5
100 ft.	78.0

## **APPENDIX C**

### **Construction Noise Calculations**

### Receptor - Residential Property Line to the North

Construction Phase Equipment Item	# of Items	Item Lmax at 50 feet, dBA <sup>1</sup>	Distance to Receptor <sup>2</sup>	Item Usage Percent	Receptor Item Leq, dBA
<b>Demolition</b>					
Sawzall	1	90	235	40	72.2
Excavators	3	84	235	40	71.3
Dozers	2	85	235	40	70.6
					<b>74.5</b>
<b>Site Preparation</b>					
Dozers	3	85	235	40	72.3
Tractors/Loaders/Backhoes	4	84	235	40	72.6
					<b>72.6</b>
<b>Building Construction</b>					
Cranes	1	83	235	16	61.6
Forklifts	3	61	235	50	49.3
Generator Sets	1	81	235	50	64.5
Welders	1	74	235	40	56.6
Tractors/Loaders/Backhoes	3	84	235	40	71.3
					<b>72.7</b>
<b>Paving</b>					
Cement and Mortar Mixers	2	79	235	40	64.6
Pavers	2	77	235	50	63.6
Rollers	2	80	235	20	62.6
					<b>68.4</b>
<b>Architectural Coating</b>					
Air Compressors	1	80	235	40	62.6
					<b>62.6</b>

Notes:

- (1) Source: Referenced noise levels from the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (September 2018) and the FHWA Roadway Construction Noise Model User's Guide (January 2008).
- (2) Distance to receptor calculated from center of site. Construction noise projected from the center of the project site to nearest sensitive use (property line).

### Receptor - Residential Property Line to the East

Construction Phase Equipment Item	# of Items	Item Lmax at 50 feet, dBA <sup>1</sup>	Distance to Receptor <sup>2</sup>	Item Usage Percent	Receptor Item Leq, dBA
<b>Demolition</b>					
Sawzall	1	90	330	40	69.2
Excavators	3	84	330	40	68.4
Dozers	2	85	330	40	67.6
					<b>71.5</b>
<b>Site Preparation</b>					
Dozers	3	85	330	40	69.4
Tractors/Loaders/Backhoes	4	84	330	40	69.7
					<b>69.7</b>
<b>Building Construction</b>					
Cranes	1	83	330	16	58.7
Forklifts	3	61	330	50	46.4
Generator Sets	1	81	330	50	61.6
Welders	1	74	330	40	53.6
Tractors/Loaders/Backhoes	3	84	330	40	68.4
					<b>69.7</b>
<b>Paving</b>					
Cement and Mortar Mixers	2	79	330	40	61.6
Pavers	2	77	330	50	60.6
Rollers	2	80	330	20	59.6
					<b>65.5</b>
<b>Architectural Coating</b>					
Air Compressors	1	80	330	40	59.6
					<b>59.6</b>

Notes:

- (1) Source: Referenced noise levels from the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (September 2018) and the FHWA Roadway Construction Noise Model User's Guide (January 2008).
- (2) Distance to receptor calculated from center of site. Construction noise projected from the center of the project site to nearest sensitive use (property line).

## **APPENDIX D**

### **Groundborne Vibration Calculations/**

**VIBRATION LEVEL IMPACT**

Project: Hyundai Date: 1/28/16  
Source: Vibratory Roller  
Scenario: Unmitigated  
Location: Project Site  
Address: Project Site  
PPV =  $PPV_{ref}(5/D)^n$  (in/sec)

**DATA INPUT**

Equipment = 1 Vibratory Roller INPUT SECTION IN BLUE  
Type  
PPVref = 0.21 Reference PPV (in/sec) at 25 ft.  
D = 105.00 Distance from Equipment to Receiver (ft)  
n = 1.50 Vibration attenuation rate through the ground

Note: Based on reference equations from Vibration Guidance Manual, California Department of Transportation, 2006, pgs 38-43.

**DATA OUT RESULTS**

PPV = 0.024 IN/SEC OUTPUT IN RED



**VIBRATION LEVEL IMPACT**

Project: Hyundai  
Source: Vibratory Roller  
Scenario: Unmitigated  
Location: Project Site  
Address: Project Site  
PPV =  $PPV_{ref}(5/D)^n$  (in/sec)

Date: 1/28/16

**DATA INPUT**

Equipment = 1 Vibratory Roller INPUT SECTION IN BLUE  
Type  
PPVref = 0.21 Reference PPV (in/sec) at 25 ft.  
D = 120.00 Distance from Equipment to Receiver (ft)  
n = 1.50 Vibration attenuation rate through the ground

Note: Based on reference equations from Vibration Guidance Manual, California Department of Transportation, 2006, pgs 38-43.

**DATA OUT RESULTS**

PPV = 0.020 IN/SEC OUTPUT IN RED

**VIBRATION LEVEL IMPACT**

Project: Hyundai  
Source: Large Bulldozer  
Scenario: Unmitigated  
Location: Project Site  
Address: Project Site  
PPV =  $PPV_{ref}(5/D)^n$  (in/sec)

Date: 1/28/16

**DATA INPUT**

Equipment = 2 Large Bulldozer INPUT SECTION IN BLUE  
Type  
PPVref = 0.089 Reference PPV (in/sec) at 25 ft.  
D = 105.00 Distance from Equipment to Receiver (ft)  
n = 1.50 Vibration attenuation rate through the ground

Note: Based on reference equations from Vibration Guidance Manual, California Department of Transportation, 2006, pgs 38-43.

**DATA OUT RESULTS**

PPV = 0.010 IN/SEC OUTPUT IN RED

**VIBRATION LEVEL IMPACT**

Project: Hyundai  
Source: Large Bulldozer  
Scenario: Unmitigated  
Location: Project Site  
Address: Project Site  
PPV =  $PPV_{ref}(5/D)^n$  (in/sec)

Date: 1/28/16

**DATA INPUT**

Equipment = 2 Large Bulldozer INPUT SECTION IN BLUE  
Type

PPVref = 0.089 Reference PPV (in/sec) at 25 ft.

D = 120.00 Distance from Equipment to Receiver (ft)

n = 1.50 Vibration attenuation rate through the ground

Note: Based on reference equations from Vibration Guidance Manual, California Department of Transportation, 2006, pgs 38-43.

**DATA OUT RESULTS**

PPV = 0.008 IN/SEC OUTPUT IN RED

## **AMENDED SPECIFIC PLAN NO. 452**

### **Section 1. Purpose and Intent**

The goal of Specific Plan No. 452, as amended herein, is to program land uses, development standards, amendment procedures, and compatibility performance measures. This Specific Plan implements General Plan policies that require sound design standards while encouraging the creation and retention of a strong, competitive region wide commercial base consistent with General Plan Goal 9.

### **Section 2. Specific Plan Area**

The Specific Plan governs the project site located at the southeast corner of Graves Avenue and Hart Drive addressed as 1155 Graves and includes Assessor Parcel Numbers 483-090-15-00; 483-090-16-00; 483-090-24-00; 483-090-25-00; 483-090-26-00; 483-090-42-00; and 483-090-41-00. It consists of approximately 4.6 acres according to the Specific Plan Architectural Drawings attached hereto and marked Exhibit A.1.

### **Section 3. Authority and Scope**

This Specific Plan is established by the El Cajon City Council in accordance with Chapter 17.70 of the El Cajon Municipal Code ("ECMC"), which establishes Specific Plans as an authorized mechanism for regulating land use and development in the City; and as enabled by the State of California Government Code Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457.

This Specific Plan implements the broad policies established in *The City of El Cajon General Plan* to guide growth and change in El Cajon, and is consistent with the General Plan. The planning permit process, development and design standards, and permitted uses contained within this Specific Plan replaces all previous land uses and development regulations contained within the ECMC for an automobile dealership on the subject site.

### **Section 4. California Environmental Quality Act (CEQA)**

The proposed project is exempt from the California Environmental Quality Act ("CEQA") pursuant to section 15332 (In-fill Development Projects). The following measuring criteria for a Class 32 exemption apply: the project is consistent with the General Plan designation; the proposal is within the city limits on a site less than five acres, surrounded by substantially urban uses; the project site has no value as natural habitat; approval would not result in significant effects related to traffic, noise, air, or water quality; and, the site can be adequately served by required utilities. Therefore, section 15332 is an appropriate exemption for this project.

## **Section 5. Amendments to this Specific Plan**

Specific plan amendments shall be made through the provisions found in the ECMC; specifically, Chapters 17.57, 17.63 and 17.70. The City Council may at any time, after holding a properly noticed public hearing, at which time the applicant may appear and object under applicable law to any potential repeal or modification of the conditions of approval, and after considering testimony as to the operation of the approved uses, repeal this specific plan, or modify the plan with additional conditions as it deems necessary to ensure that the approved uses continue to be compatible with surrounding properties and continue to be operated in a manner that is in the best interest of public convenience and necessity and will not be contrary to the public health, safety or welfare.

## **Section 6. Appeal**

Any decision by the Director of Community Development, or designee, may be appealed to the Planning Commission, upon receipt of a written request for a hearing, in accordance with the provisions of ECMC Chapter 17.30. The Director of Community Development, or designee shall schedule any appeal for the next available Planning Commission meeting based on notice times and agenda availability.

## **Section 7. Severability**

If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be invalid, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have adopted the Specific Plan and each section, subsection, sentence, clause or phrase thereof, irrespective of the fact that any one or more of the sections, subsections, sentences, clauses, or phrases may be declared invalid.

## **Section 8. Permitted Uses**

### **8.1 Auto Dealership**

- a) Vehicle sales
- b) Outdoor vehicle display
- c) Vehicle repair and servicing (including overnight drop-off for next day appointments but exclusive of auto body and paint)
- d) Vehicle testing
- e) Part sales
- f) Auto detailing and preparation
- g) Identification (signage)
- h) Special events (e.g. community gatherings, employee appreciation, other promotional activities)

## **Section 9. Development Standards**

### **9.1 Site Plan**

- a) The site plan design authorized by this specific plan allows for a multi-story auto dealership, vehicle display and service areas, customer and employee parking, product and supply delivery/pick up areas, landscaping, fencing, walls, and entry gates as generally indicated on the site plan shown in attached Exhibit A.1.
- b) Landscape areas along the easterly property line shall include screening landscaping so as to adequately screen the automobile dealership from the residential property to the adjacent east. Additional screening shall not be permitted atop the masonry wall along the easterly and southerly property lines.
- c) Bicycle Parking and/or storage with capacity equivalent to 10% of the required off-street parking stalls shall be maintained on site.
- d) Vehicle Display pads shall not be permitted within 10 feet of the Graves Avenue Right-of-Way unless otherwise permitted in the Zoning Code.
- e) Improvements, refinements, or modifications to the approved site plan may be approved by minor amendment or substantial conformance review in accordance with ECMC Chapters 17.57 and 17.63 respectively.
- f) Modifications to the site plan that are not eligible for review and approval under ECMC Chapters 17.57 and 17.63 may be approved by a Site Development Plan Permit in accordance with ECMC Chapter 17.65.

### **9.2 Elevations, Architecture and Identification**

- a) The attached building elevations as shown on attached Exhibit A.1 set the basic design framework for a future automobile dealership. As with all projects, the City Council expects building design to be high quality. Any modifications to the elevations in this specific plan must be in concert with the City Council vision for the City of El Cajon.
- b) Rooftop equipment shall be screened from public view by a parapet wall or decorative screen that shall complement the theme of the building.
- c) Signs authorized in the Regional Commercial zone may be permitted in accordance with ECMC Chapter 17.190 without a formal amendment of this specific plan provided that any pole sign in excess of 15 feet demonstrate that it will not cast shadows on adjacent residential properties. Freestanding signs shall not be permitted along Hart Drive.
- d) The design of accessory structures shall be consistent with the primary structure.

- g) Improvements, refinements, or modifications to the approved elevations and identification may be approved by minor amendment or substantial conformance review in accordance with ECMC Chapters 17.57 and 17.63 respectively.
- h) Modifications to the elevations that are not eligible for review and approval under ECMC Chapters 17.57 and 17.63 may be approved by a Site Development Plan Permit in accordance with ECMC Chapter 17.65.

### **9.3 *Post Dealership Construction, Additions and Exterior Renovations***

Alterations to completed structures approved pursuant to this Specific Plan shall be eligible for Substantial Conformance Review, Minor Amendment, or formal Amendment in accordance with Planning Division Policies A-17 and A-18, as amended, on file in the Community Development Department. Proposed exterior improvements shall be subject to architectural guidelines governing regional commercial structures in effect at the time of application

### **9.4 *Circulation and Parking***

- a) Parking areas, circulation and driveway locations shall be generally developed as shown on the specific plan site plan (Exhibit A.1) and be designed to accommodate all dealership functions. Changes to the circulation design, off-street parking and driveway locations may be approved by Substantial Conformance Review, Minor Amendment, or formal Amendment in accordance with Planning Division Policies A-17 and A-18, as amended, on file in the Community Development Department.
- b) The number of parking spaces for the dealership shall be sufficient to accommodate all employees, customers, visitors, deliveries, vehicle display and inventory, and service queuing.
- c) Circulation and driveways shall be designed to accommodate vehicle inventory deliveries.

### **9.5 *Lighting***

All lighting fixtures shall be shielded from neighboring properties. Moreover, the submittal of lighting plans shall be required for all improvements with light standard heights, intensities, locations, and include light reduction strategies to eliminate light spilling onto adjacent properties. Additionally, all lighting elements must be designed in concert with the overall project theme.

### **9.6 *Building Height***

- a) The maximum approved building height is 35 feet.



- b) Rooftop equipment screens and architectural projections may exceed the maximum building height as provided in ECMC section 17.130.115.
- c) Development standards not specifically mentioned in Section 9, are as identified in Exhibit A.1 attached to this specific plan.

#### **Section 10. Conditions of Approval**

- a) All other land use entitlements benefitting the property subject to his Specific Plan as shown in Exhibit A.1 shall be null and void upon adoption of said Specific Plan.
- b) Prior to the second reading of this specific plan the applicant shall submit and obtain approval of a revised, digital copy of the site plan and elevations that reflects the following specific notes and changes:
  - i. The revised site plan shall reflect applicable comments and include required notes from Engineering and Storm Water listed in section 10(h).
  - ii. The revised site plan shall remove inapplicable Key Site Note “7” from Hart Drive near the northeast corner of the plan view.
  - iii. The revised site plan shall remove inapplicable Key Site Note “12A” from the landscape area to the north of the southerly driveway in the plan view.
- c) Construction permit applications and plans shall be required pursuant to all governing codes, statutes, and ordinances in effect at such time prior to commencement of any use authorized by this Specific Plan.
- d) Comply with the Standard Conditions of Development from Planning Commission Resolution No. 10649, as applicable, which are attached as Exhibit A.2.
- e) Prior to the issuance of building permits, or as otherwise determined by the Director of Community Development, the following shall be completed:
  - i. The applicant shall provide a determination of no hazard to air navigation from the Federal Aviation Administration (FAA) or certification that no notice of construction to the FAA is required pursuant to ECMC chapter 17.260.
  - ii. The applicant shall comply with Flood Damage Prevention regulations in ECMC chapter 15.14.
  - iii. Submit a lighting plan in accordance with ECMC section 17.130.150. The plan shall include the location of all external lighting elements and their respective design. Planning approval is required before building permit issuance.

- iv. The building material types and colors of all exterior elevations shall be shown on the construction drawings submitted for building permits and shall be in substantial conformance with the governing entitlements.
  - v. Construction within proposed easements, property rights reservation areas, or other encumbrances is prohibited unless authorized by an encroachment agreement or similar instrument to be reviewed by the Director of Community Development, or designee.
  - vi. Comply with all of the development comments included in this specific plan to the satisfaction of the City Engineer and the Director of Community Development.
  - vii. Obtain approval of a Landscape Documentation Package (LDP) in conformance with the requirements of Chapter 17.195 of the Zoning Code and consistent with the guidelines provided in the City of El Cajon Landscape Design Manual. The LDP shall include refurbishment of the landscape areas along the easterly and southerly property lines consistent with Specific Plan and Zoning Code requirements.
  - viii. Specifications related to the carwash shall be provided and confirmed to be compliant with the assumptions of the noise study prepared by Roma Environmental. Proposed changes shall require additional noise analysis via Substantial Conformance Review, Minor Amendment, or formal Amendment in accordance with Planning Division Policies A-17 and A-18, as amended.
- f) Prior to the granting of occupancy or as otherwise determined by the Director of Community Development, all on-site improvements shall be completed or guaranteed in accordance with the approved specific plan site plan. In addition, the following items shall be completed and/or inspected:
- i. Complete the installation of the approved landscaping and irrigation system and obtain approval of a Certificate of Completion.
  - ii. Color coat the northerly wall exterior face with graffiti resistant paint and consistent with the project theme.
  - iii. Satisfy all requirements of the City of El Cajon.
- g) Engineering
- a. The driveway(s) on Graves Avenue shall be in accordance with San Diego Regional Standard Drawings G-26, including 2:1 sidewalk transitions for ADA compliance. Repair all damaged concrete curb and gutter and sidewalk in accordance with El Cajon Standards. Prior to issuance of Building Permit and Encroachment Permit, the applicant or contractor shall prepare a detailed scaled drawing with dimensions of the proposed

driveway and sidewalk installation showing the location of the public street right-of-way, property lines, face of curb, all physical obstructions, including but not limited to, utility poles, telephone and cable TV equipment, fencing, etc. along with any required offsets in accordance with San Diego Regional Standard Drawings (SDRSD) G-15 and G-16.

- b. Public improvements shall be required pursuant to the Traffic Analysis by Darnell & Associates Transportation Planning & Traffic Engineering, D&A Ref. No: 220503, dated August 25, 2022; sheets 12 and 13 (Fig 8 - Channelization Plan for Graves Avenue). The Traffic Analysis is attached hereto as Exhibit A.3.
- c. Close all unused existing driveways and replace with full height curb and gutter and PCC sidewalk pursuant to City Standards.
- d. Stub any new underground utility services out at the property line.
- e. A cut-off wall will be required at every location where pervious pavers are adjacent to the public right-of-way.
- f. Submit a preliminary soils report prepared by a Civil or Geotechnical Engineer registered in the state of California, along with adequate test borings.
- g. Submit a Drainage Study and a Grading and Drainage Plan, along with an Erosion Control Plan, prepared by a Civil Engineer, registered in the State of California. These plans shall be based on the preliminary soils report and in conformance with the City of El Cajon Jurisdictional Runoff Management Program (JRMP) and Standard Urban Storm Water Mitigation Plan Ordinance (SUSMP). The Drainage Study shall include all related tributary areas and adequately address the impacts to the surrounding properties and to the City drainage system. The developer shall provide any needed public and private drainage facilities, including off site drainage facilities (as determined by the study). If public drainage facilities are required, the required improvements need to be included in improvement plans prepared by a Civil Engineer, registered in the State of California, and submitted to the City for approval. If the Drainage Study indicates the existing downstream drainage system is inadequate for the proposed project, a reduction in project size and/or hard surface coverage of the project may be required.
- h. Sanitary sewer and private lateral requirements:
  - a. Conduct a video inspection of the existing sewer lateral in accordance with ECMC section 13.37.040, and submit the inspection report to the City for review. The sewer lateral video must clearly show the entire length of the private sewer lateral from at least the

building to the connection with the City sewer main. The plumbing contractor must submit a copy of the video inspection (on USB flash drive) and the completed 3-page inspection report that the City will retain permanently. The report form is available on the City website.

- b. The project shall use the existing sewer laterals. If a repair or new sewer lateral is required, the Building Permit plans must include the location, length, and description of the proposed repairs. Additionally, the installation of a double clean out will be required at the property line in accordance with ECMC section 13.20.060. Questions about these requirements may be directed to the Public Works Department, Sewer Lateral Coordinator at [publicworks@elcajon.gov](mailto:publicworks@elcajon.gov) or 619-441-1653.

h) Storm Water

- ii. Storm Water Intake Forms I-1 & I-2 were received and reviewed by staff, and in accordance with the ECMC Chapter 16.60, this project is a Priority Development Project and is subject to the requirements listed below.
  - a. Submit a Storm Water Mitigation Plan (SWMitP) prepared by a Registered Civil Engineer in the State of California.
  - b. Trash enclosures are to be constructed in accordance with El Cajon Trash Enclosure Attachment No. 2 guidelines (the guidelines are available to the public through the City's website).
  - c. Add the following note to the Amendment to Specific Plan (SP) 452 site plan:

*"All operations shall comply with the City's Jurisdictional Runoff Management Program (JRMP) and the City's Storm Water Ordinance (ECMC Chapters 13.10 and 16.60) to minimize or eliminate discharges of pollutants to the storm drain system. Operations shall include implementation of industrial Best Management Practices (BMPs) in accordance with Appendix C (Minimum BMPs)."*

**Section 11. Performance Standards**

- a) All lighting elements shall be directed downward and shielded from adjacent properties.
- b) The testing of vehicles, either for service or test drives, shall be conducted on commercial streets and freeways. Vehicle testing on residential streets, including but not limited to Hart Drive, shall be prohibited at all times.
- c) A sufficient number of parking spaces shall be provided onsite to accommodate employees, customers, visitors, deliveries, vehicle display and inventory, and service queuing. Employees shall not park on adjacent residential streets.

- d) All vehicle delivery operations, either to or from the site, shall be conducted entirely on the dealership property. At no time shall such activity be conducted within the public right-of-way.
- e) Customer vehicles stored for next day service appointments in the area identified as “Night Drop-Off” in the Exhibit A.1 site plan shall not be permitted to encroach into the public right-of-way. Complaints and nuisance violations related to encroachment shall be cause for Code Enforcement action.
- f) There shall be no use of a public announcement (PA) system or other amplified notification system.
- g) All landscaped areas shall be sufficiently watered and periodically fertilized to establish and maintain healthy growth, and shall be maintained in a neat, litter and weed free condition. All plants shall be pruned and trimmed as necessary, and upon notification by Planning, all plant materials that have died or have failed to show healthy growth shall be replaced by plants of the same or similar species. Replacement by more drought resistant plants may also be approved. Landscape maintenance shall include regular inspection, adjustment, and repair of the irrigation system, including making seasonal changes to the irrigation controller.
- h) The carwash shall not be operated before 7 am or past 7 pm.
- i) All uses under this specific plan shall be operated in a manner that complies at all times with the performance standards listed in ECMC section 17.115.130.
- j) The northerly wall parallel to Hart Drive shall be routinely inspected for graffiti. Any graffiti shall be removed within 72 hours.
- k) All service uses, other than customer drop-off and queuing, shall occur indoors.

## **Section 12. Applicability**

Where this specific plan is silent in terms of the use and development standards for the project site, the underlying zoning district and applicable general zoning regulations shall govern. Furthermore, where a conflict exists between this specific plan and the ECMC, this Specific Plan shall prevail.

## **Section 13. Attachments**

EXHIBIT A.1 - Specific Plan Architectural Drawings  
EXHIBIT A.2 - Standard Conditions of Development  
EXHIBIT A.3 - Traffic Analysis by Darnell & Associates Transportation Planning & Traffic Engineering, D&A Ref. No: 220503, dated August 25, 2022



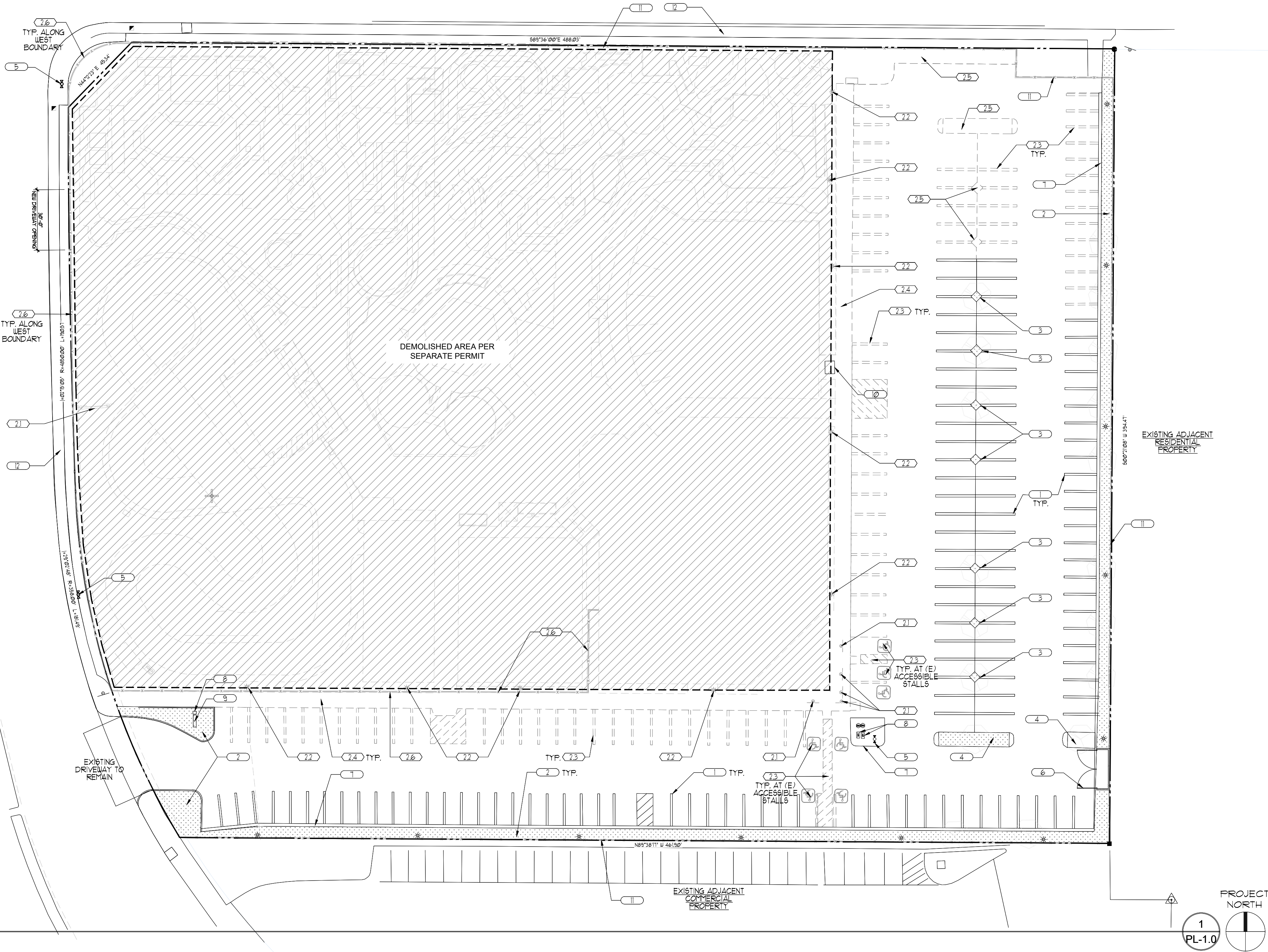




HART DRIVE

GRAVES AVE.

SITE DEMOLITION PLAN  
SCALE: 1" = 30'-0"



GENERAL DEMOLITION NOTES

1. DEMO NOTES ARE GENERAL-CONTRACTOR TO REVIEW WITH OWNER FOR FINAL DEMOLITION EVALUATION. ADDITIONAL DEMOLITION MAY BE REQUIRED TO FINALIZE WORK. CONTACT ARCHITECT TO REVIEW PRIOR TO START. RE: HFE, CIVIL AND STRUCTURAL FOR COORDINATION.
2. NEITHER OWNER OR DESIGN TEAM HAVE HAD TESTING OF HAZARDOUS MATERIALS ON SITE OR WITHIN STRUCTURES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR(S) TO PERFORM SUCH TESTING AND TO PERFORM ALL DEMOLITION ACTIVITIES IN ACCORDANCE WITH LOCAL REQUIREMENTS ESPECIALLY WHEN HAZARDOUS MATERIALS ARE KNOWN TO EXIST.
3. REMOVE ADDITIONAL AREAS AS REQUIRED BY ARCHITECTURAL, STRUCTURAL AND MPE CONSTRUCTION DRAWINGS TO COORDINATE EXISTING & NEW COMPLETE, CLEAN AND COORDINATED FINISH MATERIAL.
4. PATCH AND REPAIR DAMAGED SURFACES TO NEW CONDITION.

DEMO SITE KEY PLAN NOTES

NOTES ARE GENERAL - NOT ALL ITEMS ARE REFERENCED ON THIS SHEET  
01.00.00 - EXISTING CONDITIONS

- 01.41.03 - DEMOLITION AND REMOVAL OF EXISTING FREESTANDING SITE SIGNAGE
- 02.41.03 - DEMOLITION AND REMOVAL OF EXISTING LIGHT POLES
- 03.41.03 - REMOVE EXISTING PARKING STRIPING RE: NEW LAYOUT.
- 04.41.03 - DEMOLITION AND REMOVAL OF EXISTING CONCRETE SIDEWALK
- 05.41.03 - DEMO AND REMOVE EXISTING TREE WELL/LANDSCAPED AREAS FOR NEW PARKING LAYOUT.
- 06.41.03 - DEMO AND REMOVE EXISTING LOW WALL, WROUGHT IRON FENCE AND GATE.

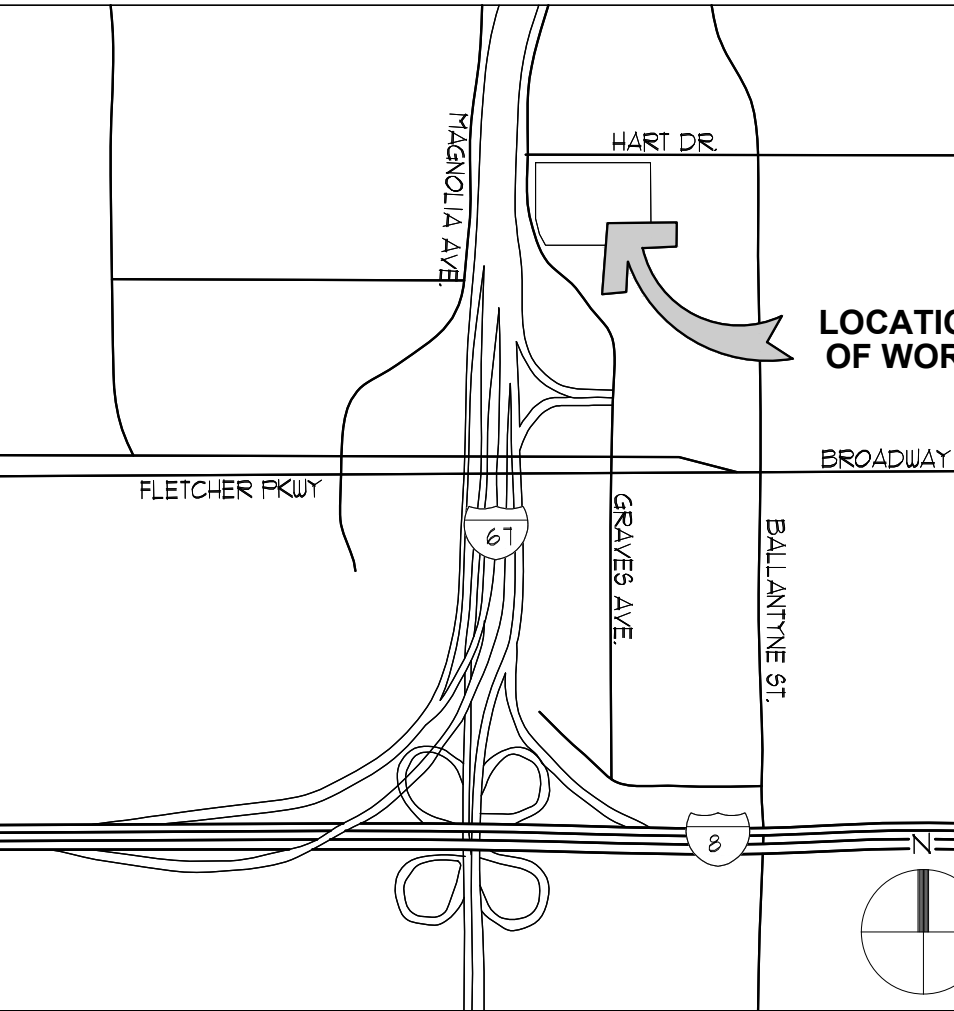
SITE NOTES

- NOTES ARE GENERAL - NOT ALL ITEMS REFERENCED ON SHEET
- EXISTING PARKING STRIPING.
  - EXISTING LANDSCAPE AREA TO REMAIN
  - EXISTING PARKING LOT PLANTER/TREE WELL TO REMAIN
  - EXISTING PARKING LOT ISLAND TO REMAIN
  - EXISTING FIRE HYDRANT TO REMAIN
  - EXISTING TRASH ENCLOSURE TO REMAIN
  - EXISTING CURB TO REMAIN
  - EXISTING WATER METER TO REMAIN
  - EXISTING FIRE DEPARTMENT BACKFLOW PREVENTER TO REMAIN
  - EXISTING ELEC TRANSFORMER TO REMAIN
  - EXISTING CMU WALL (HEIGHT VARIES 4'-0" TO 6'-0" ABOVE FINISHED GRADE INSIDE OF PROPERTY LINE) TO REMAIN
  - EXISTING PUBLIC SIDEWALK
  - EXISTING SITE LIGHT POLES TO REMAIN, NEW LED FIXTURES PER SITE PLAN AND NEW FINISH TO EXISTING POLES

DEMO SITE PLAN LEGEND

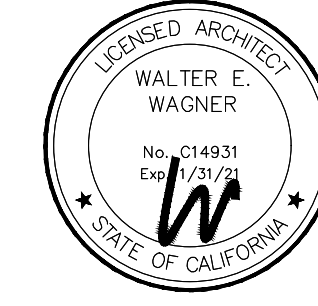
- PROPERTY LINE RE: CIVIL
- EXISTING LANDSCAPING AREA
- FIRE HYDRANTS

VICINITY MAP



**WAGNER**  
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WagnerArchitecture.com

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**HYUNDAI of El Cajon**  
1155 GRAVES AVE, EL CAJON, CA 92021

SHEET TITLE

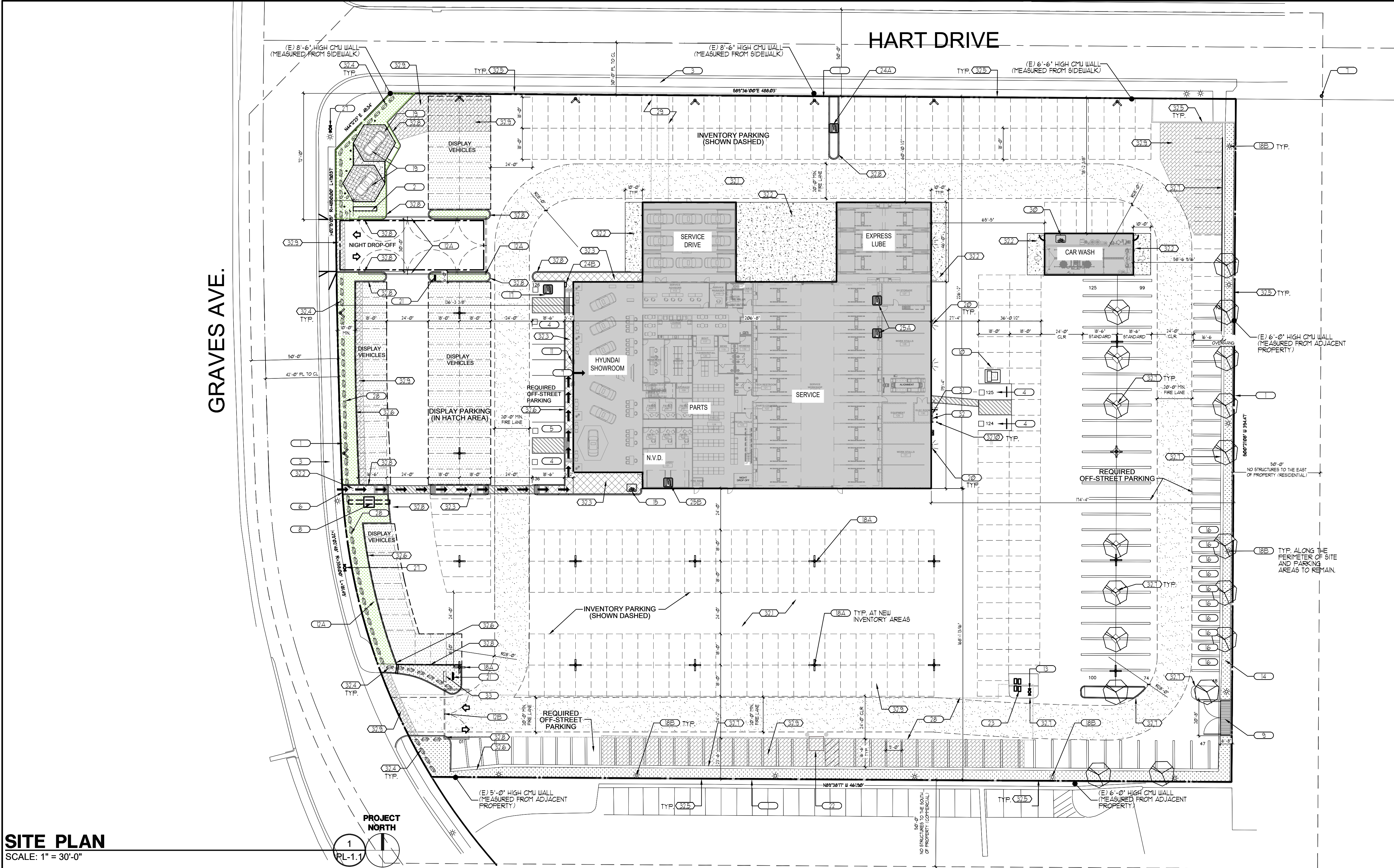
DEMO SITE PLAN

PLANNING REVIEW 06/01/2022  
REVISION/ DESCRIPTION

SHEET NO.

**PL-1.0**





## SITE PLAN

SCALE: 1" = 30'-0"

### GENERAL SITE NOTES

#### GENERAL NOTES

1. ARCHITECTURAL SITE PLAN FOR REFERENCE ONLY.
2. THIS DRAWING HAS BEEN DEVELOPED FROM ARCHIVE DRAWINGS PROVIDED BY THE OWNER AND MAY NOT REFLECT EXISTING FIELD CONDITIONS. LAND SURVEY OR TOPOGRAPHICAL INFORMATION. THE CONTRACTOR SHALL NOTIFY THE ARCHITECT IN WRITING OF ANY DISCREPANCIES BETWEEN THE DRAWINGS AND ACTUAL CONDITIONS.
3. IF DISCREPANCIES WITH DIMENSIONS OF SITE PLAN TO FLOOR PLAN AND LOCAL ZONING ORDINANCES CANNOT BE MET, NOTIFY WAGNER ARCHITECTURE GROUP 2 PRIOR TO COMMENCING ANY WORK.
4. CONTRACTOR TO INSPECT, LIGHTING AND REMOVE AND REPLACE DAMAGED NON-FUNCTIONAL LIGHTING POLE FIXTURES W/ NEW LED FIXTURES THAT MATCH AS CLOSELY TO EXISTING. CONTRACTOR TO WORK WITH ARCHITECT AND OWNER TO FIELD VERIFY PRIOR TO BID.
5. FINISHES AND MATERIALS SHOULD BE IN ACCORDANCE WITH THE GD91 2.0 DESIGN MANUAL. AS NOTED IN CONSTRUCTION DRAWINGS. CONTRACTOR TO REVIEW HYUNDAI DESIGN DOCUMENT PRIOR TO BID.
6. VEHICLE DISPLAY PAD. REFER TO SECTION 4.4 OF THE DESIGN MANUAL FOR MORE INFORMATION.
7. ELECTRIC VEHICLE CHARGERS: LOCATE AT LEAST ONE PEDESTAL OR WALL MOUNTED EV CHARGING STATION IN A LOCATION AT THE FRONT OF THE STORE, VISIBLE FROM THE PUBLIC RIGHT-OF-WAY AND EASILY ACCESSIBLE FOR CUSTOMER USE. INSTALL WITH HYUNDAI CUSTOM WRAP TO CLEARLY IDENTIFY THE CHARGERS.
8. A LIGHTING PLAN/PHOTOMETRIC STUDY WILL BE REQUIRED PRIOR TO THE ISSUANCE OF BUILDING PERMITS. THE PLAN SHOULD SHOW THAT THE SITE PROVIDES ADEQUATE LIGHTING FOR PEDESTRIAN AND VEHICULAR TRAFFIC.

### KEY SITE NOTES

- NOTES ARE GENERAL - NOT ALL ITEMS REFERENCED ON SHEET
- (1) DASHED LINE IS AN APPROXIMATE LOCATION OF THE PROPERTY LINE. SHOWN FOR REFERENCE ONLY.
  - (2) NEW HYUNDAI PYLON SIGN. RE: 44/PL-1.1
  - (3) EXISTING PUBLIC SIDEWALK
  - (4) STANDARD ACCESSIBLE PARKING STALL

### KEY SITE NOTES

- (5) VAN ACCESSIBLE PARKING STALL
- (6) ACCESSIBLE SITE ENTRY FROM PUBLIC SIDEWALK
- (7) ACCESSIBLE BUILDING ENTRY
- (8) FUTURE SIGN UNDER SEPARATE PERMIT
- (9) TRASH ENCLOSURE WITH EXISTING 6' HIGH CMU WALL, NEW METAL SWING GATES AND METAL ROOF TO BE ADDED.
- (10) ELEC TRANSFORMER
- (11) KNOX BOX # BUILDING
- (12) LOW (36" HIGH) SECURITY SWING GATES WITH KNOX BOX # GATES
- (13) LOW (36" HIGH) SECURITY DOUBLE SWING GATES
- (14) EXISTING PRIVATE FIRE HYDRANT
- (15) EXISTING LANDSCAPE AREAS
- (16) SHORT-TERM 3 LOOP BIKE RACK
- (17) CLEAN AIR VEHICLE PARKING STALL
- (18) ACCESSIBLE EV CHARGING STALL
- (19) NEW SITE LIGHT POLE, 24'-0" HIGH, MULTI-HEAD LED SHIELDED FIXTURE RE: ELECTRICAL
- (20) LOCATION OF EXISTING 2" HIGH SINGLE LIGHT POLE - REMOVE AND REPLACE FIXTURE TO NEW LED FIXTURE. RE: ELEC. REFINISH EXISTING LIGHT POLE TO MATCH NEW
- (21) NEW CONCRETE DISPLAY PAD RE: CIVIL. SEE ARCH FOR FINISHES. PROVIDE PERIMETER LIGHTING RE: ELEC. CONFIRM FINAL LOCATION W/ OWNER.
- (22) WALL MOUNTED LIGHT FIXTURE RE: ELECTRICAL
- (23) NEW HYUNDAI DIRECTIONAL SIGN
- (24) EXISTING WATER RISER
- (25) EXISTING WATER METER
- (26) NEW LEVEL-3 DC, PEDESTAL, TWO PORT EV CHARGER RE: ELEC. FOR INVENTORY. (CONFIRM FINAL LOCATION WITH OWNER)
- (27) NEW LEVEL-3 DC, PEDESTAL, TWO PORT EV CHARGER RE: ELEC. FOR CUSTOMER USE

### KEY SITE NOTES

- (28A) NEW EV CHARGER FOR EV SERVICE STALLS
- (28B) NEW LEVEL - 2 EV CHARGER FOR NEW CAR DELIVERY
- (29) SECURITY SLIDING GATE
- (30) EXISTING FIRE HYDRANT
- (31) EASEMENT RE: CIVIL
- (32) EXISTING PADRE DAM EASEMENT TO BE VACATED AS PART OF THIS PROJECT. SEE CIVIL FOR ADDITIONAL INFORMATION.
- (33) LONG-TERM BIKE PARKING, 10% OF TOTAL PARKING LESS SHORT-TERM BIKE PARKING. BICYCLE PARKING WILL BE ACCESSIBLE AND USABLE FOR ADDITIONAL REQ'D BICYCLE PARKING ON THIS AND SUBSEQUENT PLAN VIEWS
- (34) ELECTRICAL METER
- (35) GAS METER
- (36) FIRE DEPARTMENT CONNECTION

### SITE KEY CONSTRUCTION NOTES

NOTES ARE GENERAL - NOT ALL ITEMS REFERENCED ON SHEET

~~27.00.00~~ EXTERIOR IMPROVEMENTS RE: CIVIL DRAWINGS

- (37.1) 3212.16 - ASPHALT PAVING
- (37.2) 3213.13 - CONCRETE PAVING
- (37.3) 3213.16 - DECORATIVE CONCRETE PAVING
- (37.4) 3239.13 - CONCRETE BOLLARDS LOCATED IN LOW LANDSCAPE AT 6'-0" O.C.
- (37.5) 3231.13 - EXISTING CMU WALL (HEIGHT VARIES 4'-0" TO 6'-0" ON PROPERTY SIDE). NEW PAINT FINISH WITH NEW 5'-0" HIGH CHAIN-LINK FENCE WITH VISION SLATES ON TOP (ALL BLACK FINISH)
- (37.6) 3216.13.13 - 6" HIGH CONCRETE CURB
- (37.7) 3216.13.13 - EXISTING CURB TO REMAIN
- (37.8) 3216.13.13 - ROLLED CONCRETE CURB/MOUNTABLE CURB
- (37.9) 3213.16 - PRECAST CONCRETE PAVERS, PER LANDSCAPE
- (37.10) 3239.13 - 36" HIGH CONCRETE FIED METAL BOLLARDS
- (37.11) 3239.13 - 6" HIGH CMU SITE WALL

### SITE PLAN LEGEND

- PROPERTY LINE RE: CIVIL
- PRECAST CONCRETE PAVERS
- ASPHALT PAVING
- PROPOSED BUILDING
- DISPLAY PARKING
- LANDSCAPE AREA
- DECORATIVE PAVING
- CONCRETE PAVING, PER CIVIL
- SITE LIGHTING RE: ELECTRICAL
- ACCESSIBLE PATH OF TRAVEL

#### CHPT 5 HEIGHT & AREA LIM.

AREA DETERMINATION PER 506.2.4 MIXED-OCCUPANCY, MULTISTORY BUILDING, PER 508.3, NON SEPARATED MIXED OCCUPANCY (USE MOST RESTRICTIVE 5'-1" ALLOWANCE), SPRINKLERS, TYPE V-B

TABULAR AREA  $A_t$  = 21,000

FRONTAGE INCREASE  $(N_8 \times 11)$  6,750

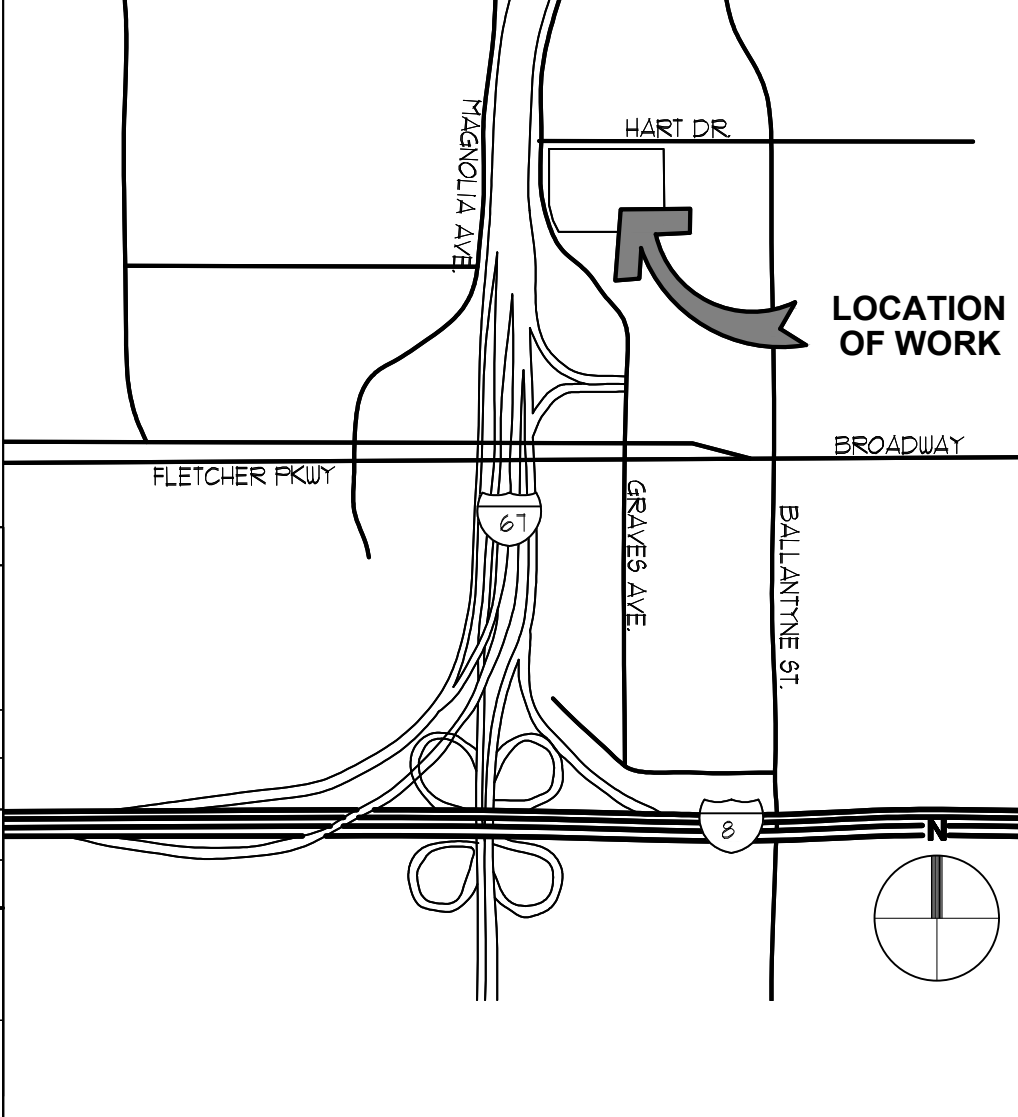
CALCULATED ALLOWABLE BUILDING AREA PER STORY 33,750

ACTUAL AREA PER STORY 29,300 SF

HEIGHT: PER 504.3, BUILDING HEIGHT FOR 'B' AND 'S' OCCUPANCY, SPRINKLERS, TYPE V-B = 60'-0" MAX. ZONING MAX. HEIGHT GOVERNS

STORY: PER 504.4, NO. OF STORIES FOR 'B' AND 'S-1' OCCUPANCY, SPRINKLERS, TYPE V-B: 8-1 MORE RESTRICTIVE ALLOWED = THREE STORY ACTUAL STORY = TWO STORY.

### VICINITY MAP



### PROJECT DATA

#### PROJECT DESCRIPTION

PLANNING PERMIT FOR NEW 36,989 SQFT, TWO STORY, FULL SERVICE AUTO DEALERSHIP (SHOWROOM, SERVICE WORKSHOP, DETAIL BAYS, PARTS/TIRE STORAGE AND OFFICES) WITH SEPARATE 1232 SQFT SINGLE STORY CAR WASH. SITE WORK TO INCLUDE NEW DRIVEWAY FROM GRAVES AVE. SCOPE INCLUDES MODIFICATIONS TO EXISTING LANDSCAPE AREAS AND NEW ROOF 4 GATES TO EXISTING TRASH ENCLOSURE.

#### PROJECT INFORMATION

PROJECT ADDRESS:	155 GRAVES AVENUE, EL CAJON, CA 92021
PROPERTY OWNER:	KC GRAVES, LLC 16000 VALLEY RIVER DRIVE, SUITE 209, EUGENE, OR 97401 CONTACT: JOHN KIEFER
APN:	483-090-15, 16, 24, 25, 26, 41-42
ZONING:	REGIONAL COMMERCIAL (C-R)
GENERAL PLAN:	REGIONAL COMMERCIAL
SPECIFIC PLAN:	SPECIFIC PLAN NO. 452
EXISTING C.U.P.:	NO. 1938, 1951
PROPOSED USE:	AUTO SALES AND REPAIR
LOT AREA (GROSS):	204,132 SQFT 4.7 ACRES
LOT AREA (NET):	114,666 SQFT 2.6 ACRES
DEVELOPMENT STANDARDS (BASED ON C-R ZONE)	

SETBACKS:	REQ'D FRONT = NONE REQ'D SIDE, INTERIOR = NONE REQ'D SIDE, EXTERIOR = 10'-0" REQ'D REAR, INTERIOR = NONE REQ'D FROM RESIDENTIALLY ZONED PROPERTY = 10'-0"
HEIGHT:	35'-0" MAX. (C-M ZONE)
LOT COVERAGE:	N/A. (12% 30,566 SQFT + BLDG FOOTPRINT)
PARKING:	SEE REQUIRED AND PROVIDED PARKING CALCULATIONS BELOW
FLOOR AREA:	SEE BUILDING AREA CALCULATIONS BELOW
LANDSCAPING:	SEE SITE PLAN FOR 4.16 SQFT OF LANDSCAPING PER ECMC 1195, 1200 MIN. LANDSCAPING REQ. 1. ALL REQ. EXTERIOR YARDS (EXCLUDING DRIVEWAYS) 3,356 SF 2. REQ'D PARKING X 10 SQFT: 1,360 SF

#### BUILDING INFORMATION

SPRINKLERS:	YES
TYPE OF CONSTRUCTION:	V-B
OCCUPANCY TYPE:	B, S-1
BUILDING SEPARATION:	NON SEPARATED MIXED USE PER 508.3
NUMBER OF STORIES:	TWO

#### BUILDING AREA CALCULATIONS

NEW BUILDING:		
TOTAL FIRST FLOOR	79,334 SF	
TOTAL SECOND FLOOR	1,655 SF	
TOTAL NEW BUILDING AREA (GROSS)		36,989 SF
CARWASH - DETACHED		1,232 SF

#### REQUIRED PARKING

PARKING BASED ON TABLE 1105.190, COMMERCIAL USES - GENERAL AND GENERAL RETAIL, FOR ALL DIFFERENT USES AT PROPOSED DEALERSHIP (VEHICLE SALES, OFFICES, PARTS STORAGE, SERVICE)		
PER ECMT TABLE 1105.190, COMMERCIAL ZONE PARKING, 1 SPACE/150 SQFT OF GROSS FLOOR AREA UP TO 10,000 SQFT	10,000 / 150	40
PER ECMT TABLE 1105.190, COMMERCIAL ZONE PARKING, 1 SPACE/100 SQFT OF GROSS FLOOR AREA FOR NEXT 15,000 SQFT	15,000 / 100	50
PER ECMT TABLE 1105.190, COMMERCIAL ZONE PARKING, 1 SPACE/400 SQFT OF GROSS FLOOR AREA ABOVE 25,000 SQFT	13,211 / 400	34
PER ECMT TABLE 1105.190, COMMERCIAL ZONE PARKING, 1 SPACE/1000 SQFT OF OUTDOOR VEHICLE DISPLAY	10,628 / 1000	11
TOTAL REQUIRED OFF-STREET PARKING STALLS		136

#### PROVIDED PARKING

ACCESSIBLE SPACES: PER 10% CBC TABLE 11B-308.2, (5 SPACES REQUIRED) PER 11B-1082.4, 1/6 SPACE TO VAN ACCESSIBLE, (1) VAN ACCESSIBLE, (4) STANDARD		5
STANDARD STALLS: SIZE PER ECMT 1105.030, 8'-6" X 10'-6" MIN. @ 90 DEG. WITH 24'-0" BACKUP AISLE. NOTE: 24" MAX OVERHANG AT LANDSCAPING 4 SIDEWALKS (NOT TO OVERHANG REQ'D SIDEWALK WIDTH)		131
COMPACT STALLS:		0
TOTAL PROVIDED OFF-STREET PARKING STALLS		136
REQUIRED PARKING STALLS NUMBERED IN SEQUENTIAL ORDER - SHOWN ON PLANS FOR REFERENCE ONLY		

**WAGNER**  
ARCHITECTURE GROUP  
815 Civic Center Drive, Suite 101  
Oceanside, CA 92054  
760.967.0511  
WagnerArchitecture.com

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**HYUNDAI of El Cajon**

1155 GRAVES AVE., EL CAJON, CA 92021

SHEET TITLE

SITE PLAN

PLANNING REVIEW 09/06/2022  
REVISION/ DESCRIPTION

CITY OF EL CAJON

SPECIFIC PLAN NO. 2022-0001

APPLICANT:

ASSESSOR PARCEL NUMBER:

REQUEST:

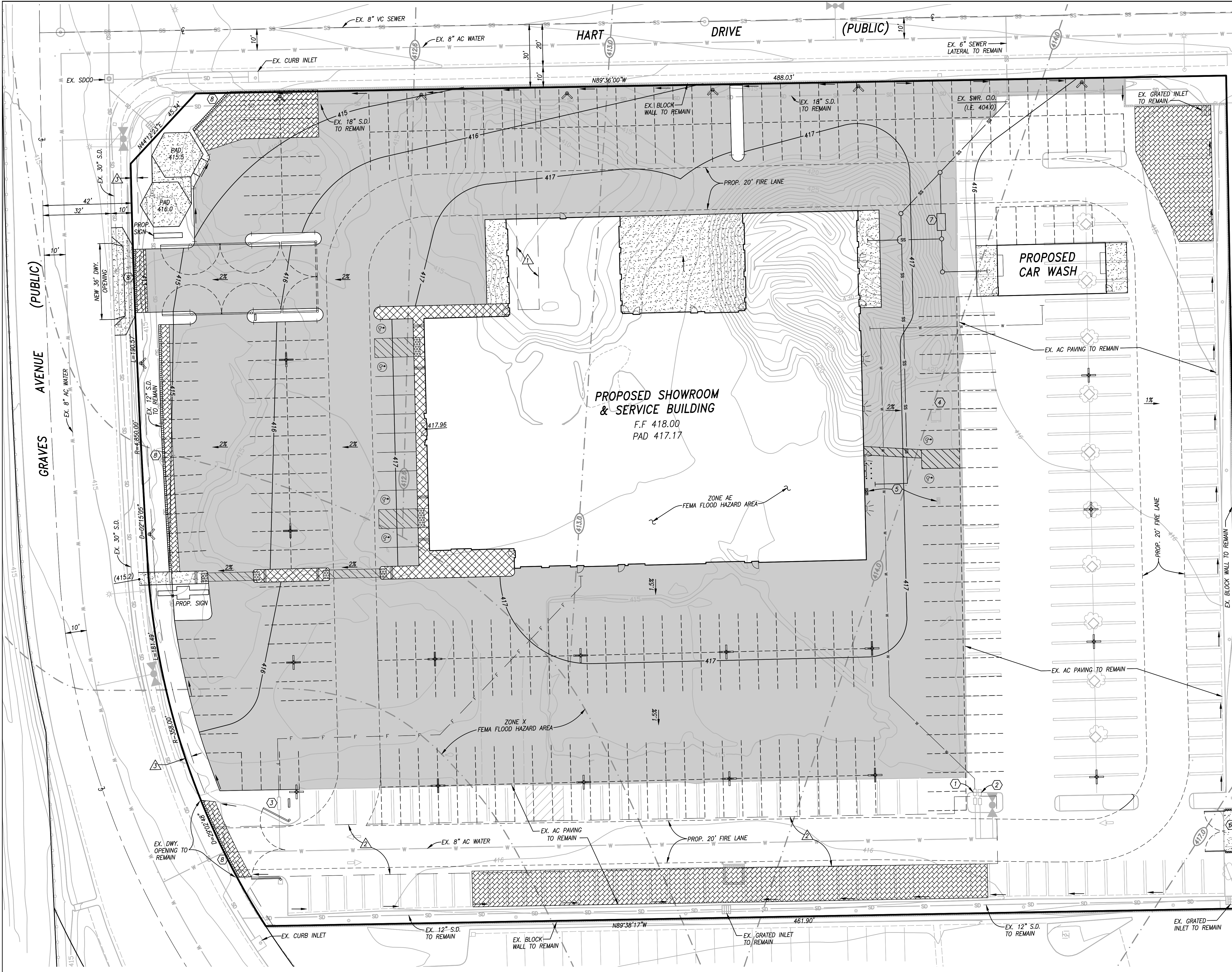
PC RESOLUTION No. \_\_\_\_\_ APPROVED BY:

CC RESOLUTION No. \_\_\_\_\_

ORDINANCE No. \_\_\_\_\_ DATE:

**PL-1.1**





LEGEND

- PROJECT BOUNDARY
- EXISTING EASEMENT
- EXISTING WATER LINE
- EXISTING SEWER LINE
- EXISTING STORM DRAIN
- EXISTING BLOCK WALL
- EXISTING CONTOUR
- EX. FEMA FLOOD LINE
- EX. FEMA FLOOD CONTOUR
- EXISTING FIRE HYDRANT
- EXISTING LIGHT TO REMAIN
- PROPOSED WATER LINE
- PROPOSED SEWER LINE
- PROPOSED STORM DRAIN
- PROPOSED CONTOUR
- PROPOSED FIRE LANE
- PROPOSED AC PAVING
- PROPOSED PCC PAVING
- PROP. ENHANCED CONCRETE
- PROP. PAVEMENT PAVERS\*
- PROP. LIGHT

\*PROJECT PROPOSES TO UTILIZE PERVIOUS PAVERS FOR STORM WATER POLLUTION CONTROL AND FLOW CONTROL. SEE CSWMP FOR MORE DETAILS.

EASEMENTS

- EX. 10' WIDE SEWER EASEMENT TO THE SANTEE COUNTY WATER DISTRICT (PADRE DAM M.W.D.) PER DOC. REC. 11/26/1989 AS FILE NO. 216207 & 2162087, O.R. EASEMENT TO BE QUIT-CLAIMED DURING FINAL ENGINEERING PHASE.
- EX. 24' WIDE WATER EASEMENT TO THE HELIX WATER DISTRICT PER DOC. REC. 2/8/93 AS FILE NO. 1993-0080321, O.R.
- EX. 3' WIDE WATER EASEMENT RESERVATION TO THE HELIX WATER DISTRICT PER DOC. REC. 3/18/93 AS FILE NO. 1993-167246, O.R.

CONSTRUCTION NOTES

- EX. 1.5" WATER METER & BACKFLOW TO REMAIN FOR POTABLE WATER
- EX. 2" WATER METER & BACKFLOW TO REMAIN FOR IRRIGATION
- EX. 4" FIRE SERVICE & BACKFLOW TO REMAIN FOR BUILDING FIRE WATER
- EX. TRANSFORMER TO REMAIN FOR SITE ELECTRIC SERVICE
- RELOCATE EX. GAS METER AS SHOWN
- EX. TRASH ENCLOSURE TO REMAIN. SEE ARCH PLANS FOR PROPOSED IMPROVEMENTS
- PROPOSED SAND/OIL INTERCEPTOR
- INSTALL INLET OR FRENCH DRAIN & CONNECT INTO EX. STORM DRAIN

BENCHMARK

THE BENCHMARK FOR THIS PROJECT IS CITY OF EL CAJON BM #476, LOCATED AT THE SOUTHEAST CORNER OF GRAVES AVENUE AND HART DRIVE; ELEVATION 414.074 (NAVD88).

TOPOGRAPHY

THE EXISTING TOPOGRAPHY SHOWN HEREON IS BASED ON AN AERIAL TOPOGRAPHIC SURVEY FLOWN ON 8/19/2022.

FEMA NOTE

THE MAJORITY OF THE SITE FALLS IN ZONE AE, EXCEPT FOR THE PORTION IN ZONE X IN THE SOUTHWEST CORNER. THE BUILDING FINISH FLOOR IS ABOUT 2' ABOVE THE FEMA BASE FLOOD ELEVATION OF 413.5.

CONCEPTUAL GRADING PLAN

Planning + Engineering + Mapping  
**POLARIS**  
Development Consultants, Inc.  
2514 Jamacha Road, Suite 502-31 • El Cajon, CA 92019 • 619-248-2932

**WAGNER**  
ARCHITECTURE GROUP  
255 Elsie Avenue Drive, Suite 101  
Escondido, CA 92025  
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REGISTERED PROFESSIONAL ENGINEER  
JOEL ANDREW WAGNER  
NO. 56258  
EXP. 12/31/2022  
STATE OF CALIFORNIA

**HYUNDAI of El Cajon**  
1155 GRAVES AVE, EL CAJON, CA 92021

SHEET TITLE  
**CONCEPTUAL GRADING PLAN**

DATE	REVISION DESCRIPTION
06/03/2022	
07/27/2022	ADDED FEMA FLOOD LINES
08/29/2022	REVISED DISPLAY AREAS
09/05/2022	REVISED DISPLAY AREAS

SHEET NO.

**C1.1**



CITY STORM WATER NOTES

ALL OPERATIONS SHALL COMPLY WITH THE CITY'S JURISDICTIONAL RUNOFF MANAGEMENT PROGRAM (JRMP) AND THE CITY'S STORM WATER ORDINANCE (MUNICIPAL CODE 13.10 AND 16.60) TO MINIMIZE OR ELIMINATE DISCHARGES OF POLLUTANTS TO THE STORM DRAIN SYSTEM. OPERATIONS SHALL INCLUDE IMPLEMENTATION OF VEHICLE SERVICES BEST MANAGEMENT PRACTICES (BMPs) AS FOLLOWS:

- a) ONLY RAIN IS PERMITTED TO ENTER THE STORM DRAIN SYSTEM. DISCHARGES (DIRECT OR BY CONVEYANCE) OF TRASH, DEBRIS, VEHICLE FLUIDS, OR WASTEWATER (INCLUDING WASHING FLUIDS) TO THE STORM DRAIN SYSTEM ARE STRICTLY PROHIBITED.
- b) SWEEP OR VACUUM TO CLEAN OUTDOOR AREAS (TRASH ENCLOSURES, SIDEWALKS AND PARKING LOTS). POWER WASHING IN OUTDOOR AREAS IS STRICTLY PROHIBITED.
- c) MAINTAIN PARKING AREA TO BE FREE FROM TRASH AND PETROLEUM LEAKS.
- d) PROVIDE SUFFICIENT TRASH RECEPTACLES.
- e) DISPOSE OF WASTES PROPERLY.
- f) ALL DUMPSTERS USED BY THIS PROJECT SHALL HAVE LOCKABLE LIDS. ALL LIDS ON ALL DUMPSTERS SHALL REMAIN CLOSED WHILE DUMPSTER IS NOT DIRECTLY IN USE AND LOCKED AFTER BUSINESS HOURS. ALL DUMPSTERS SHALL BE PROPERLY STORED INSIDE OF A BUILDING OR IN A COVERED TRASH ENCLOSURE.
- g) ALL TRASH ENCLOSURES MUST BE SECURED, COVERED WITH AN IMPERVIOUS ROOF, AND CONSTRUCTED WITH A GRADE-BREAK ACROSS THE ENTIRE ENTRANCE IN ACCORDANCE WITH THE REQUIREMENTS OF PUBLIC WORKS STORM WATER ATTACHMENT NO. 2 (AVAILABLE TO THE PUBLIC THROUGH THE CITY WEBSITE). THE DESIGN OF THE ENCLOSURE SHOULD ACCOMMODATE A RECYCLING GREASE BIN IF ONE WILL BE USED AND STORED OUTDOORS.
- h) VEHICLE WASHING LIQUIDS MUST BE CONTAINED AND DISPOSED OF IN THE SANITARY SEWER. VEHICLES MUST BE WASHED ONLY IN A COVERED AND CONTAINED WASH AREA (CAR WASH) THAT DRAINS THROUGH AN APPROVED PRETREATMENT SYSTEM, SUCH AS A SAND AND OIL SEPARATOR SYSTEM THAT IS CONNECTED TO THE SANITARY SEWER. NO WATER OR LIQUIDS SHALL BE DISCHARGED TO SURROUNDING AREAS OTHER THAN THE MINOR AMOUNT OF CLEAN RINSE WATER THAT IS INCIDENTAL TO VEHICLES EXITING FROM THE CAR WASH. ANY SEWER CONNECTION SHALL BE PROTECTED FROM RAINWATER, EITHER DIRECT OR INDIRECT.
- i) ALL MAINTENANCE ACTIVITIES MUST BE CONDUCTED IN A COVERED AND CONTAINED BUILDING THAT IS PROTECTED FROM RAINWATER, EITHER DIRECT OR INDIRECT. MAINTENANCE AREAS SHALL DRAIN TO A SELF-CONTAINED SUMP OR THROUGH AN APPROVED PRE-TREATMENT SYSTEM, SUCH AS A SAND AND OIL SEPARATOR SYSTEM, THAT IS CONNECTED TO THE SANITARY SEWER.
- j) PROVIDE SPILL RESPONSE KITS FOR VEHICLE FLUID LEAKS AND OIL SPILLS. THE SPILL RESPONSE KIT MUST BE AVAILABLE AND QUICKLY ACCESSIBLE TO EMPLOYEES. SIGNAGE MUST BE POSTED TO CLEARLY DENOTE THE LOCATION OF THE KIT.
- k) ALL MATERIALS, INCLUDING VEHICLE FLUIDS, MUST BE STORED IN A PROPERLY COVERED AND CONTAINED AREA THAT WILL NOT BE EXPOSED TO RAINWATER, EITHER DIRECTLY OR INDIRECTLY.
- l) ALL STORM WATER RUNOFF TREATMENT CONTROL MECHANISMS (CATCH BASINS, INLET HYDROCARBON FILTERS, LOW IMPACT DEVELOPMENT (LID) BMPs) EMPLOYED IN THE PARKING LOTS USED BY THE BUSINESS SHALL BE MAINTAINED TO BE IN GOOD WORKING ORDER AND REPLACED AS NECESSARY. SEE MANUFACTURER'S RECOMMENDATIONS FOR MAINTENANCE AND REPLACEMENT.
- m) ALL "NO DUMPING" SIGNAGE SHALL BE MAINTAINED TO BE LEGIBLE AND REPLACED AS NECESSARY. A TEMPLATE FOR PAINTING THE CONCRETE OR ASPHALT AROUND INLETS AND CATCH BASINS CAN BE PROVIDED BY THE CITY UPON REQUEST.

FOR PUBLIC WORKS REQUIREMENTS ON THIS PLANNING ACTION, PLEASE REFER TO THE CONDITIONS OF APPROVAL. THIS SITE PLAN MAY NOT CLEARLY SHOW EXISTING OR PROPOSED IMPROVEMENTS IN THE PUBLIC RIGHT-OF-WAY AND SHOULD NOT BE USED FOR PUBLIC IMPROVEMENT CONSTRUCTION PURPOSES.

WAGNER

ARCHITECTURE GROUP

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HYUNDAI of El Cajon

1155 GRAVES AVE, EL CAJON, CA 92021

SHEET TITLE

CONCEPTUAL  
GRADING PLAN

DATE	06/03/2022
REVISION/ DESCRIPTION	
ADDED FEMA FLOOD LINES	07/27/2022
ADDED SHEET 2 & NOTES	08/29/2022

SHEET NO.

Planning + Engineering + Mapping

POLARIS

Development Consultants, Inc.

2514 Jaramacha Road, Suite 502-31 • El Cajon, CA 92019 • 619-248-2932

C1.2



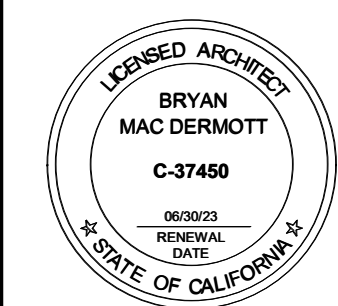












## HYUNDAI OF EL CAJON

1155 GRAVES AVE., EL CAJON, CA 92021



SHEET TITLE:

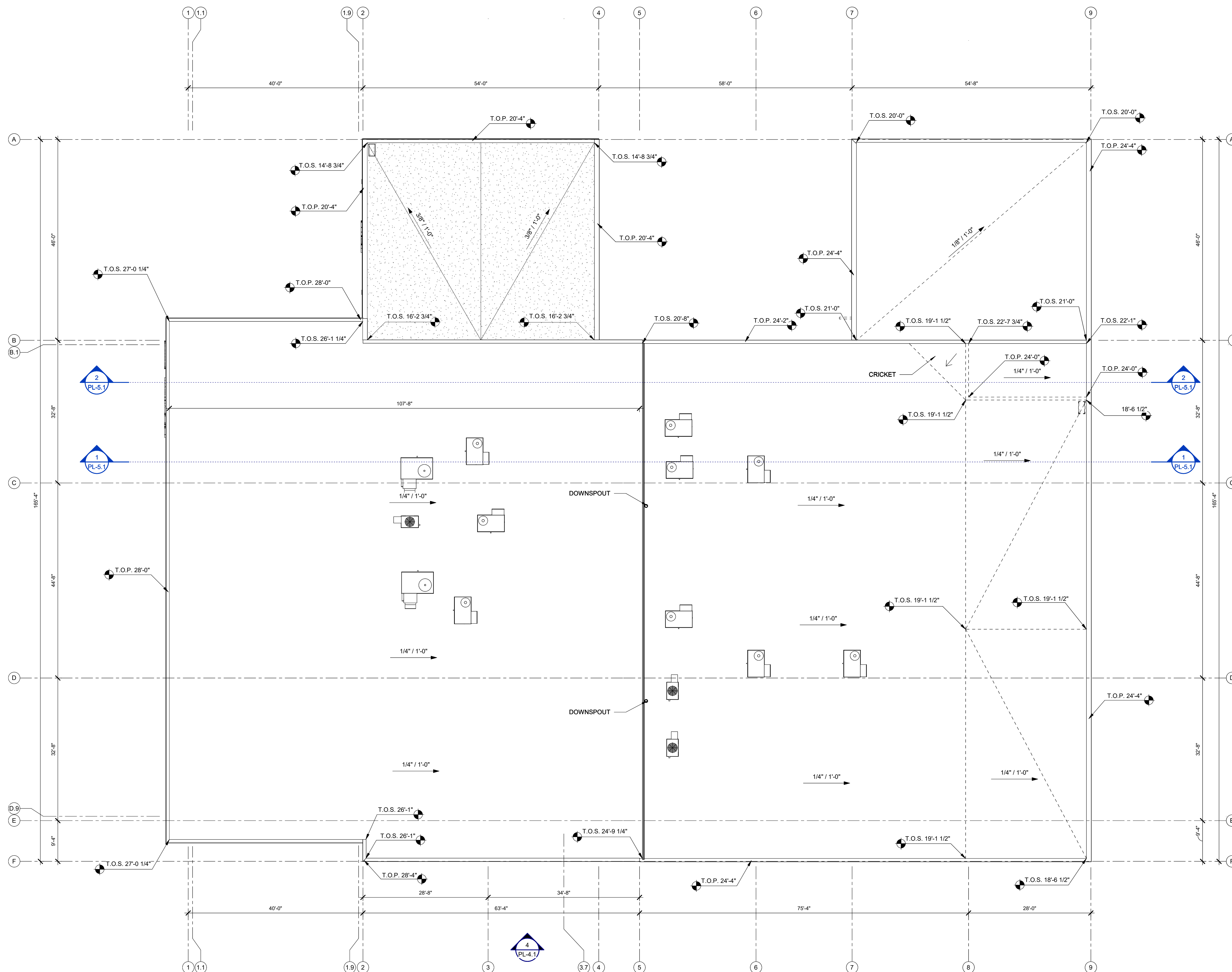
(MAIN BLDG.) ROOF  
PLAN

[illegible]

PERMIT NO: Project Number

SHEET NO:

### PL-3.1



## ROOF PLAN (MAIN BLDG.)

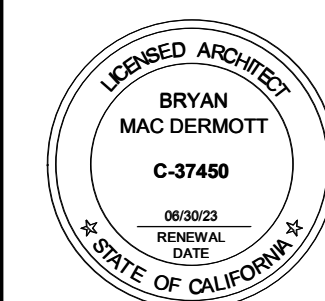
SCALE: 3/32" = 1'-0"

1  
PL-3.1









## HYUNDAI OF EL CAJON

1155 GRAVES AVE., EL CAJON, CA 92021



SHEET TITLE

(MAIN BLDG.)  
BUILDING  
SECTIONS

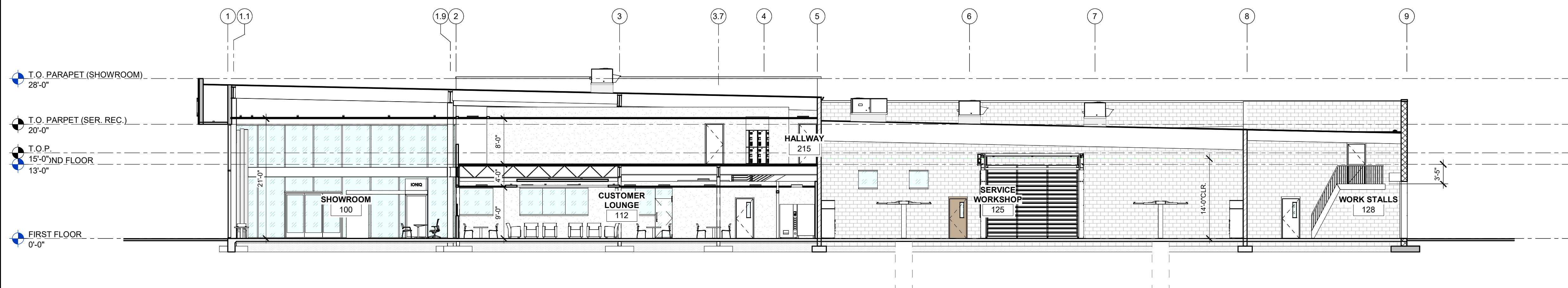
PLANNING SUBMITTAL	09/05
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[illegible]

PERMIT NO: Project Number

SHEET NO.

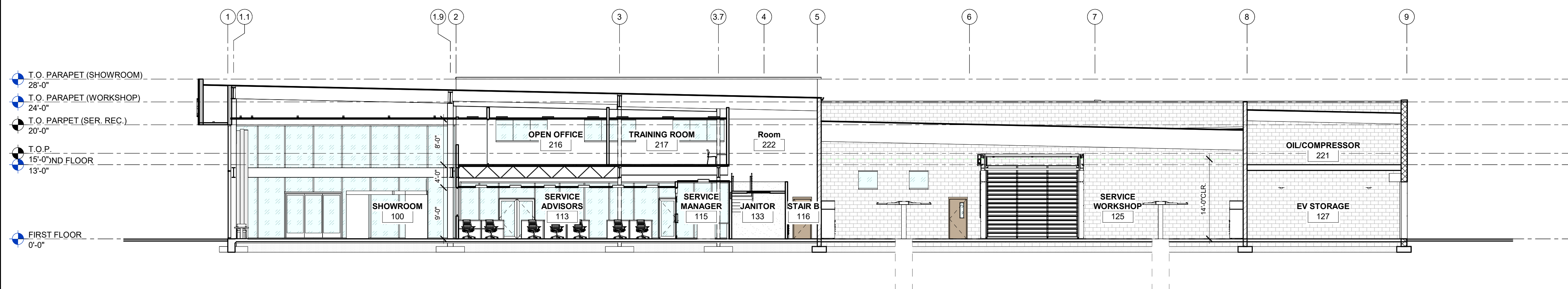
## PL-5.1



**BUILDING SECTION - THRU GRIDS B & C (MAIN BLDG.)**

SCALE: 3/32" = 1'-0"

1  
PL-5.



**BUILDING SECTION - THRU GRIDS B & C ALONG GRID B (MAIN BLDG.)**

SCALE: 3/32" = 1'-0"

2  
PL-5.



## **STANDARD CONDITIONS OF DEVELOPMENT**

(Planning Commission Resolution No. 10649)

All projects approved by the Planning Commission shall comply with the following standard conditions, unless specifically exempted by the Commission or Council.

### **A. GENERAL**

1. The applicant shall comply with the school impact fee requirements of the Grossmont Union High School Districts, Cajon Valley, and La Mesa-Spring Valley School Districts when applicable.
2. For projects that require a grading permit and excavate more than three feet into native soils, and prior to the issuance of a Building Permit, the applicant shall submit a letter to the Planning Manager agreeing to suspend construction in the vicinity of a cultural resource encountered during development of the site, and leave the resource in place until a qualified archaeologist can examine them and determine appropriate mitigation measures. All fees and expenses for the retaining of a qualified archaeologist shall be paid by the applicant and shall not be at City expense. The applicant shall agree to comply with mitigation measures recommended by the archaeologist and approved by the Planning Manager.

### **B. PROJECT SITE**

1. The applicant shall comply with all regulations and code requirements of the Building and Fire Safety Division, Public Works Department, the Police Department and any other agencies requiring review of the project. If required, these agencies shall be supplied copies of the final building and site plans.
2. All landscape areas that adjoin parking spaces, driveways, vehicular circulation areas, or the public right-of-way shall be protected from encroachment by vehicles in a manner that also complies with state storm water regulations, which require storm water to be discharged to landscaped areas in order to reduce or eliminate the discharge of pollutants. The method of protection shall be determined by the Deputy Director of Public Works. The approved method may include six-inch high curb segments, wheel stops, decorative rock bands, or other methods determined to be acceptable by the Deputy Director of Public Works.
3. Environmental and engineering studies, as directed by the Planning Manager, must be complete and on file prior to commencement to plan checking. Developer shall install off-street improvements determined necessary by the City Engineer to provide safe traffic conditions.
4. Developer shall underground existing and required on and off-site utilities as specified in Chapter 15 of the Municipal Code, or as deemed necessary by the City Engineer.

5. All development projects shall comply with Title 12 (Streets and Sidewalks), and Title 13 (Water, Sewers, Grading, Erosion and Storm Water) of the El Cajon Municipal Code as determined by the City Engineer.
6. All retaining walls visible from public right-of-ways shall include decorative elements, subject to approval by the Planning Division.
7. The design of any masonry sound wall shall be approved by the Planning Division. Such walls shall match or be architecturally compatible with existing sound walls of neighboring projects along that street. All masonry walls shall have a trim cap.

**C. ARCHITECTURE**

1. All exterior materials and colors used in this project shall be in conformance with the materials and color samples approved as a part of this application.
2. All mechanical, and/or roof mounted equipment shall be architecturally screened from public view.
3. All trash/recycling enclosures shall be constructed of masonry material with view-obscuring doors. The enclosure shall include materials and colors consistent with the primary building and meet appropriate Storm Water Division requirements. Required roofs shall match elements of the primary building and shall include a fascia trim.
4. All vents, gutters, downspouts, flashing, electrical conduits, etc., shall be painted or finished to match the color of the adjacent surface, unless otherwise directed by the Planning Commission.
5. Soffits and other architectural elements visible from view but not detailed on the plans shall be finished in a manner that is architecturally compatible with the exterior of the building.
6. Finish quality of approved exterior design elements shall be subject to approval of the Planning Division prior to issuance of Certificate of Occupancy.
7. Any decorative elements around the base of a building (stone veneer or tile, etc.) shall be finished with a decorative cap or trim piece.

**D. LANDSCAPING**

1. Specific landscaping for screening shall have an appearance of mature growth subject to a field check and approval by the Planning Division prior to the issuance of a Certificate of Occupancy.
2. All existing trees to remain shall be shown on the grading plan.

3. The area under the drip line of all existing trees that are to remain shall be protected during construction by a fence or other acceptable means. Grading shall be restricted under the trees to prevent soil compaction and to prevent root damage.
4. All sloped banks greater than three (3) feet in vertical height and 2:1 or greater slope shall be landscaped and irrigated for erosion control and to soften their appearance as follows: deep-rooting grasses, ground cover and shrubs. Shrubbery shall be a minimum one-gallon size and shall have a minimum separation of one (1) times the mature width and on slopes of 10 feet or more in vertical height shall include, a minimum of one (1) tree for every 600 square feet of the total slope area. Trees shall be a minimum five-gallon size and shall be spaced a minimum of 30 feet apart. Trees and shrubs shall be planted in staggered clusters to soften and vary the slope plane. Slope planting required by this condition shall include a permanent irrigation system to be installed by the developer prior to occupancy.
5. All landscaping shall be maintained in good growing condition. Such maintenance shall include, where appropriate, pruning, mowing, weeding, cleaning of debris and trash, fertilizing and regular watering. Whenever necessary, dead or dying plants shall be replaced with other plant materials to ensure continued compliance with applicable landscaping requirements. Required irrigation systems shall be fully maintained in sound operating condition with heads periodically cleaned and replaced when missing to ensure continued regular watering of landscape areas, and health and vitality of landscape materials.

**E. MISCELLANEOUS**

1. Final occupancy shall not be granted until all construction and landscaping is complete in accordance with all approved plans. Under certain circumstances, a temporary occupancy may be granted prior to final inspection.
2. It is the responsibility of the applicant or developer to check with each agency for requirements that may pertain to their project.
3. All signs shall be submitted to the Planning Division for review and approval per Section 17.190.060 of the El Cajon Municipal Code.
4. The site shall be maintained in a neat and clean manner free of trash and debris.
5. Certain outdoor equipment, such as satellite dishes and back-flow prevention devices shall be visually screened or painted to match surroundings upon installation subject to the approval of the Planning Division. Screening devices shall be shown on construction and/or landscape plans.
6. Water backflow protection for new residential and modified residential projects shall include a protection device at the fire service point of connection, or an internal passive purge system. Annual testing is required for protection devices. Contact Helix Water District at 619.466.0585 for additional information.

7. All exterior light fixtures shall be shown on a lighting plan and made part of construction drawings subject to staff review and approval. All lights attached to buildings shall provide a soft “wash” of light against the wall. All building, parking, and yard lights shall conform to the City General Development Standards 17.130.150 and Performance Standards 17.115.130 (G) and shall complement the site and building architecture.
8. The removal of trees shall not take place during the bird-nesting (breeding) season (February 1 through August 15), unless written authorization from a qualified biologist to proceed with tree removal is submitted to the Planning Division. If clearing is proposed to take place during the breeding season, a survey shall be conducted by the qualified biologist to determine if nests are present, or nest building or other breeding/nesting behavior is occurring. If nesting is not occurring (which includes nest building or other breeding/nesting behavior) within this area, clearing shall be allowed to proceed. If nesting is occurring (or breeding/nesting behavior is occurring), tree removal shall be postponed until a qualified biologist determines that all nesting (or breeding/nesting behavior) has ceased or until after August 15.
9. The placement of bollards within parking areas and driveways shall only be permitted when no other alternative design (curbs or landscaping) is feasible and accepted by the Building Official.

# **Darnell & ASSOCIATES**

TRANSPORTATION PLANNING & TRAFFIC ENGINEERING

August 25, 2022

Bryan Mac Dermott,  
Wagner Architecture Group  
2124 El Camino Real, Suite 200  
Oceanside, CA. 9205421

D&A Ref. No: 220503

Subject: Vehicle Miles Traveled (VMT) and Local Mobility Assessment (LMA) for the proposed Hyundai of El Cajon Auto Dealership at 1155 Graves Avenue, El Cajon.

Dear Mr. Mac Dermott,

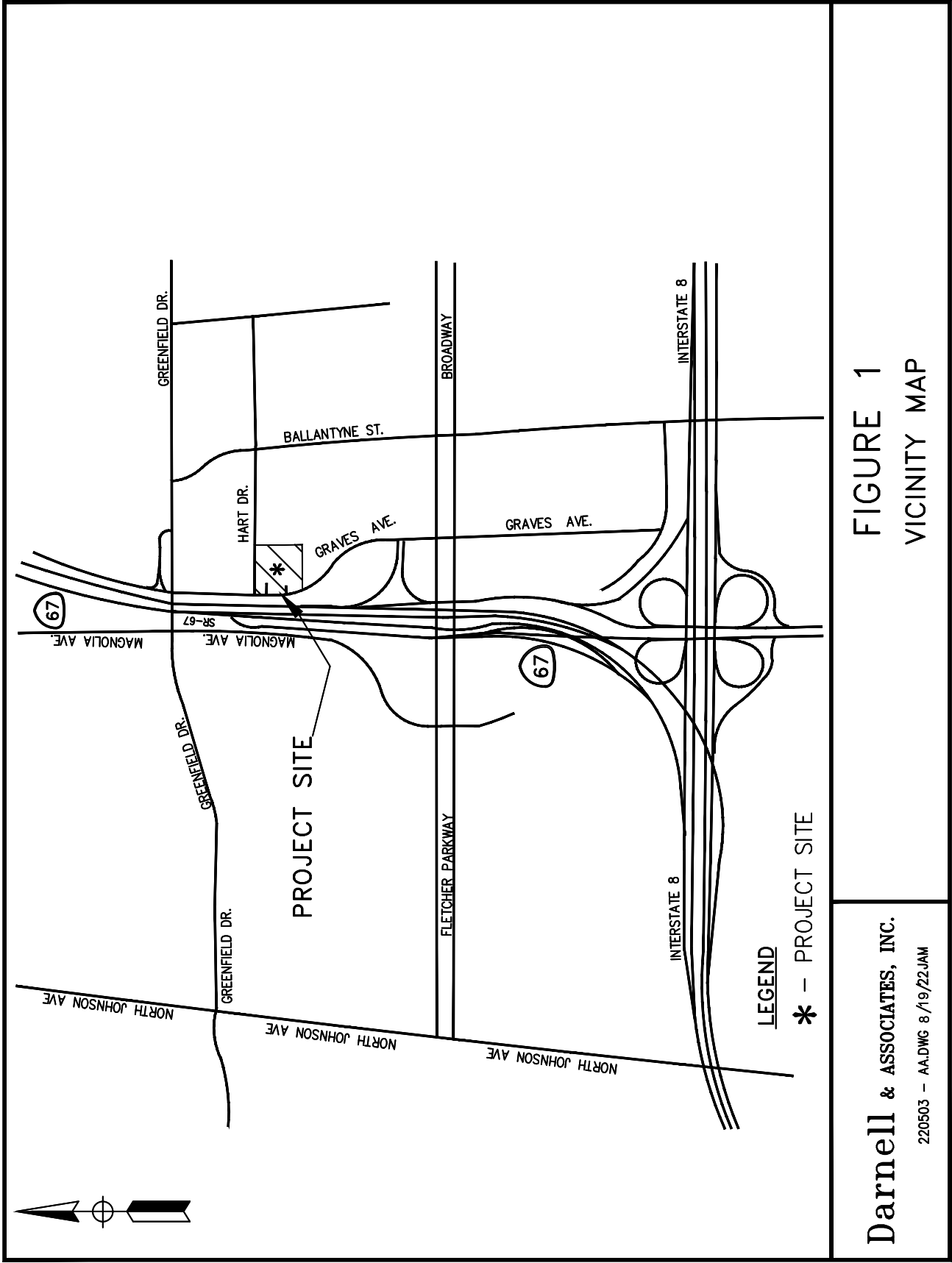
Darnell & Associates, (D&A) has prepared this report to identify if additional Vehicle Miles Traveled (VMT) and Local Mobility Assessment (LMA) analysis is required. **Figure 1** is a vicinity map showing the Project location and the Project site plan is presented on **Figure 2**. The following outlines key assumptions for the Vehicle Miles Traveled (VMT) and Local Mobility Assessment (LMA) analysis requirement identified in the Institute of Traffic Engineers (ITE) Guidelines dated May 2019 used by the City of El Cajon.

## **PROJECT DESCRIPTION**

The Project proposes to develop the Hyundai of El Cajon Facility at 1155 Graves Avenue in the City of El Cajon. The site plan for the Project proposes construction of the 38,221 square foot Auto Sales and Repair Services Facility, Car Wash and the required parking, display parking and inventory parking shown on **Figure 2**. The Project site has two (2) driveways on Graves Avenue south of Hart Drive. Based on my professional experience, there will be a credit for trip generation for the existing 1.87 Acre Recreation Amusement Park presented on **Figure 3**. The Recreation Amusement Park is to be removed from the site and is to be credited to the proposed project trip generation.

## **PROJECT TRIP GENERATION**

The trip generation rate for the Project is based on the *"Not so Brief Guide" of Vehicular Traffic Generation Rates for the San Diego Region* Land Use code 840 for Automotive Sale (New). A copy of the Land Use Code 840 trip generate rates are presented in Appendix A. **Table 1** summarizes the proposed trip generation for the proposed Project and existing Recreation Amusement Park.



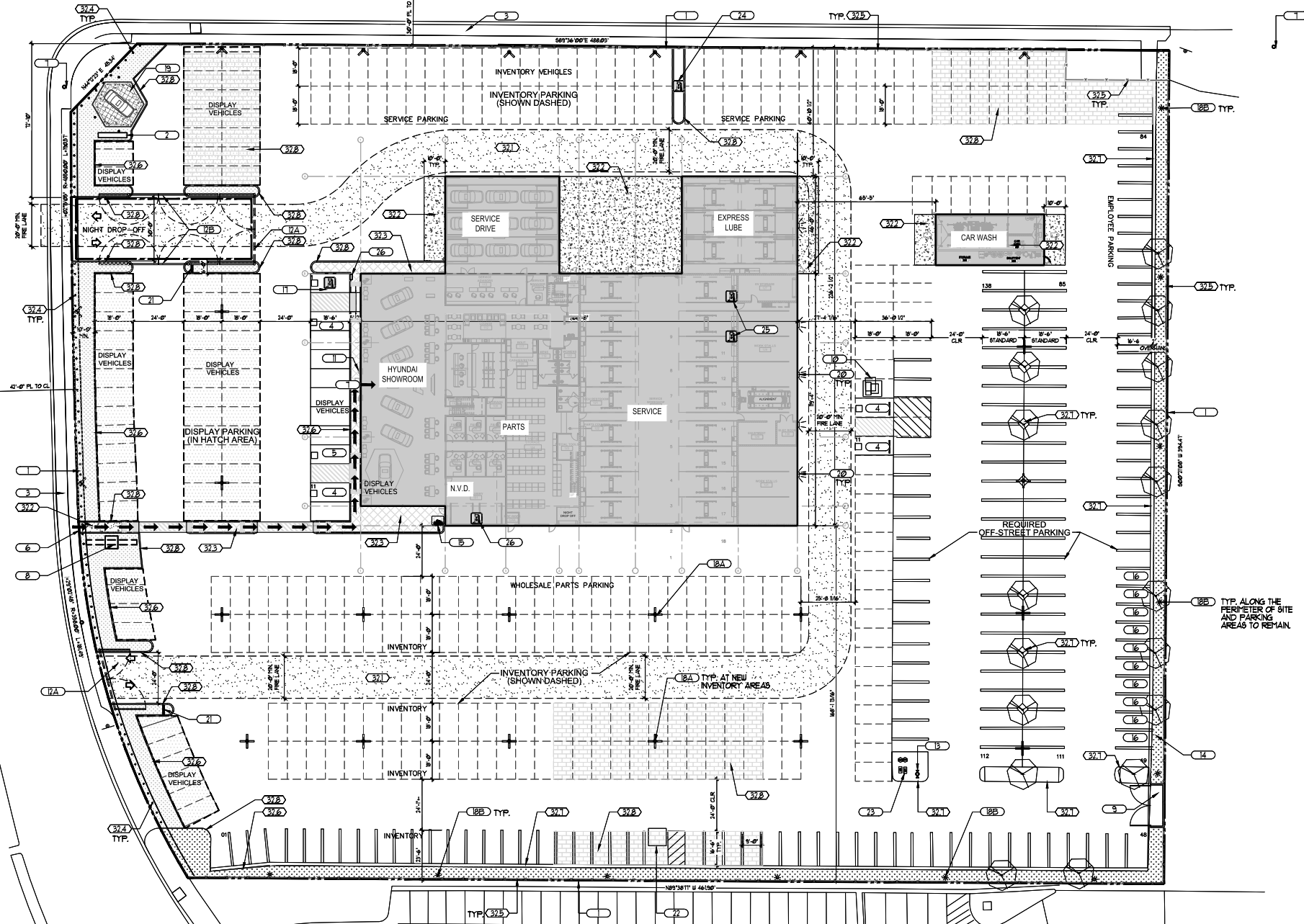
## HART DRIVE

GRAVES AVE.



## SITE PLAN

SCALE: 1" = 30'-0"



## PROJECT DATA

PROJECT DESCRIPTION		
PLANNING PERMIT FOR NEW 36,393 SQFT, TWO STORY, FULL SERVICE AUTO DEALERSHIP (SHOWROOM, SERVICE WORKSHOP, DETAIL BAYS, PARTS/TIRE STORAGE AND OFFICES) WITH SEPARATE 1232 SQFT SINGLE STORY CAR WASH AND TRASH ENCLOSURE. SITE WORK TO INCLUDE TWO DRIVEWAYS FROM GRAVES AVE. SCOPE INCLUDES MODIFICATIONS TO EXISTING LANDSCAPE AREAS.		
PROJECT INFORMATION		
PROJECT ADDRESS:	155 GRAVES AVENUE, EL CAJON, CA 92021	
PROPERTY OWNER:	KC GRAVES, LLC 6000 VALLEY RIVER DRIVE, SUITE 203 EUGENE, OR 97401 CONTACT: JOHN KIEFER	
ZONING:		
APN:	483-090-15, 16, 24, 25, 26, 41-42	
ZONING:	REGIONAL COMMERCIAL (C-R)	
GENERAL PLAN:	REGIONAL COMMERCIAL	
SPECIFIC PLAN:	SPECIFIC PLAN NO. 452	
EXISTING CULP:	NO. 1538, 1551	
PROPOSED USE:	AUTO SALES AND REPAIR	
LOT AREA (GROSS):	68,352 SQFT	1.51 ACRES
SETBACKS:	DEVELOPMENT STANDARDS (BASED ON C-R ZONE)	
	REG'D FRONT + NONE	
	REG'D SIDE, INTERIOR + NONE	
	REG'D SIDE, EXTERIOR + 10'-0"	
	REG'D REAR, INTERIOR + NONE	
HEIGHT:	35'-0" MAX. (C-M ZONE)	
LOT COVERAGE:	N/A (44% 30,566 SQFT + BLDG FOOTPRINT)	
PARKING:	SEE REQUIRED AND PROVIDED PARKING CALCULATIONS BELOW	
FLOOR AREA:	SEE BUILDING AREA CALCULATIONS BELOW	
LANDSCAPING:	SEE SITE PLAN FOR 4,600 SQFT OF LANDSCAPING PER ECHC 118,100 MIN. LANDSCAPING REQ. ALL REQ. EXTERIOR YARDS (EXCLUDING DRIVEWAYS) 3240 SF 2. REG'D PARKING x 10 SQFT: 1360 SF	
BUILDING INFORMATION		
SPRINKLERS:	YES	
TYPE OF CONSTRUCTION:	V-B	
OCCUPANCY TYPE:	B, S-1	
BUILDING SEPARATION:	NON SEPARATED MIXED USE PER 5003	
NUMBER OF STORIES:	TWO	
BUILDING AREA CALCULATIONS		
NEW BUILDING:		
FIRST FLOOR BUILDING	26,840 SF	
FIRST FLOOR SERVICE DRIVE	2,494 SF	
TOTAL FIRST FLOOR	29,334 SF	
TOTAL SECOND FLOOR	7,655 SF	
TOTAL NEW BUILDING AREA (GROSS)		36,989 SF
CARWASH		1232 SF
REQUIRED PARKING		
PARKING BASED ON TABLE 118B.150, COMMERCIAL USES - GENERAL AND GENERAL RETAILS, FOR ALL DIFFERENT USES AT PROPOSED DEALERSHIP (VEHICLE SALES, OFFICES, PARTS STORAGE, SERVICE)		
PER ECHC TABLE 118B.150, COMMERCIAL ZONE PARKING, 1 SPACE/750 SQFT OF GROSS FLOOR AREA UP TO 10,000 SQFT	10,000 / 750	40
PER ECHC TABLE 118B.150, COMMERCIAL ZONE PARKING, 1 SPACE/300 SQFT OF GROSS FLOOR FOR NEXT 15,000 SQFT	15,000 / 300	50
PER ECHC TABLE 118B.150, COMMERCIAL ZONE PARKING, 1 SPACE/400 SQFT OF GROSS FLOOR AREA ABOVE 25,000 SQFT	3221 / 400	34
PER ECHC TABLE 118B.150, COMMERCIAL ZONE PARKING, 1 SPACE/1000 SQFT OF OUTDOOR VEHICLE DISPLAY	10,618 / 1000	11
TOTAL REQUIRED OFF-STREET PARKING STALLS		136
PROVIDED PARKING		
ACCESSIBLE SPACES: PER 2016 CBC TABLE 11B-206.2, (3 SPACES REQUIRED) PER 11B-206.2.4, 1/6 SPACE TO VAN ACCESSIBLE: (1) VAN ACCESSIBLE, (2) STANDARD		5
STANDARD STALLS: 612 PER ECHC 118B.030: 8'-6" X 10'-6" MIN. @ 90 DEGS. WITH 24'-0" BACKUP AISLE. NOTE: 24" MAX OVERHANG AT LANDSCAPING / SIDEWALKS (NOT TO OVERHANG REQ'D SIDEWALK WIDTH)		131
COMPACT STALLS:		0

FIGURE 2  
PROJECT SITE PLAN

CITY OF EL CAJON

PERMIT NO. \_\_\_\_\_

APPLICANT:

ASSESSOR PARCEL NUMBER:

REQUEST:

PC RESOLUTION No. \_\_\_\_\_ APPROVED BY:

CC RESOLUTION No. \_\_\_\_\_

ORDINANCE No. \_\_\_\_\_ DATE:



THIS DOCUMENT AND THE IDEAS AND THE DESIGN INCORPORATED HEREIN, AS AN INSTRUMENT OF PROFESSIONAL SERVICE, IS THE PROPERTY OF WAGNER ARCHITECTURE GROUP AND IS NOT TO BE USED IN WHOLE OR PART FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF WAGNER ARCHITECTURE GROUP.



HYUNDAI of El Cajon

1155 GRAVES AVE, EL CAJON, CA 92021

SHEET TITLE

SITE PLAN

DATE

REVISION DESCRIPTION

SHEET NO.

A1.1





SOURCE: Google Earth

**FIGURE 3 - 1.84 ACRE RECREATION AMUSEMENT PARK LOCATION**



Table 1 –Trip Generation Summary								
Trip Generation rates (a)								
ITE Land Use (Code)	Daily (Trips/KSF)	AM Peak			PM Peak			
		ADT%	In/Out Ratio		ADT%	In/Out Ratio		
Existing: Recreation Amusement Park	90(Trips/KSF)	2%	50% - 50%		6%	50% - 50%		
Proposed: Automotive Sales(NEW) 840	28.65(KSF)- 29.45	1.87%	73% - 27%		1.80%	40% - 60%		
Hyundai of El Cajon Trip Generation								
Land Use	Density	Trip Generation						
		Daily	AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
Proposed: Automotive Sales(NEW) 840	38,221 S.F.	1,035	53	19	72	36	54	90
Existing: Recreation Amusement Park	1.87 Acre	168	2	2	4	5	5	10
New Net Increase Total		867	51	17	68	31	49	80
Source: The "Not so Brief Guide" of Vehicular Traffic Generation Rates for the San Diego Region.								
KSF = Thousand Square Feet								
Daily Trips = 28.65 x Thousand Square Feet (KSF) of project -29.45								

## VEHICLE MILES TRAVELED (VMT) ASSESSMENT

Senate Bill 743 (SB 743) was approved in 2013 and changed the way transportation impacts are measured under the California Environmental Quality Act (CEQA). The Office of Planning and Research (OPR) has recommended the use of Vehicle Miles Travelled (VMT) as the required metric to replace the automobile delay-based LOS. According to the *ITE Guidelines*, a Project is required to evaluate transportation impacts under CEQA using the VMT metric.

## **VMT SCREENING**

Based on the screening criteria for performing a detailed VMT analysis, the Project may be presumed to have a less than significant VMT impact, based on the Project is a “Locally Serving Retail Project”, defined as having 100,000 square feet gross floor area or less as stipulated in Senate Bill 743.

Since the Project is a “Locally Serving Retail Project” with less than 100,000 square feet, the Project is presumed to have a less than significant VMT impact per SB 743, therefore additional VMT analysis is not required.

## **LOCAL MOBILITY ASSESSMENT ANALYSIS (LMA) SCREENING**

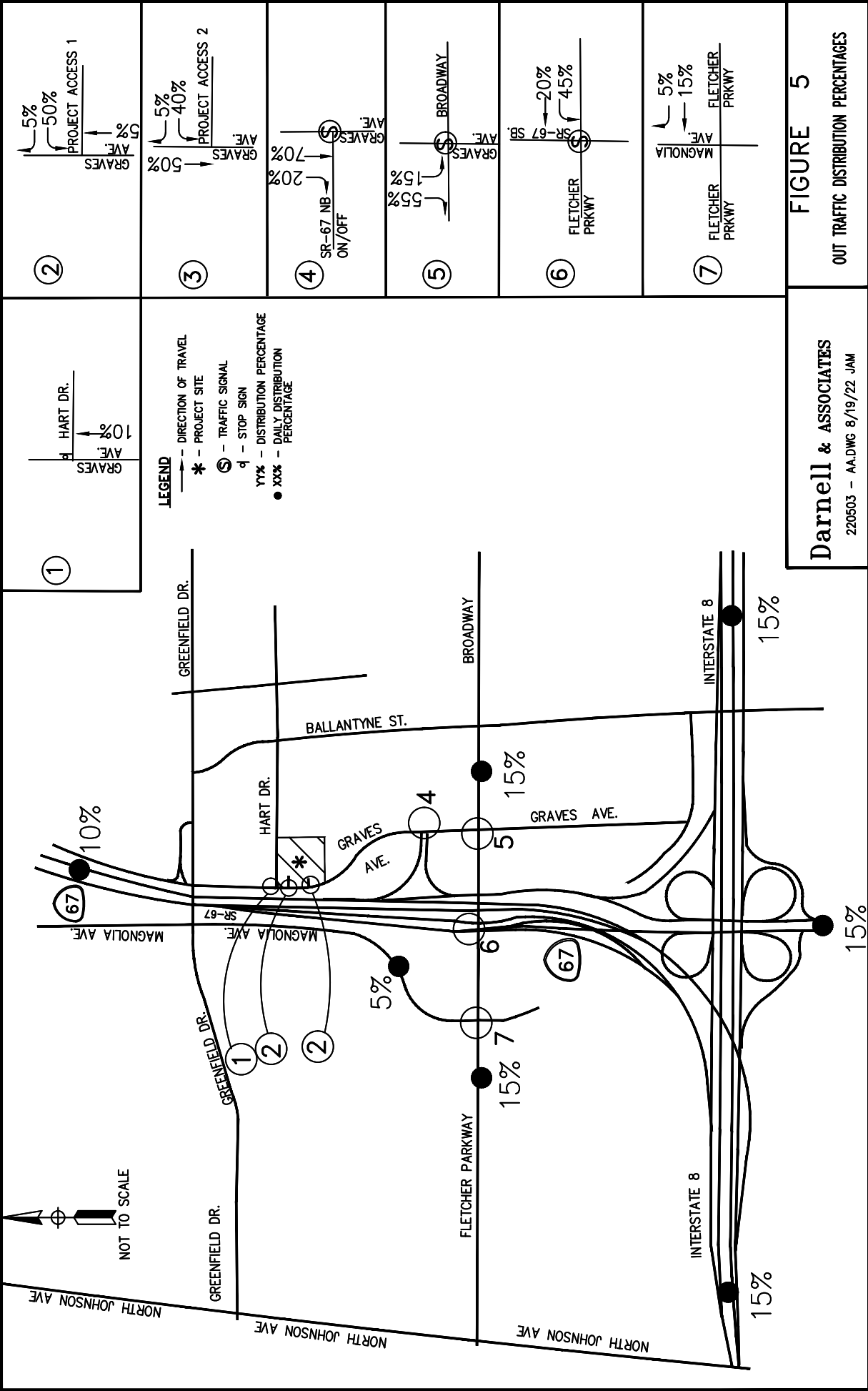
Based on the screening criteria for Local Mobility Analysis (LMA), contained in the *ITE Guidelines*, the Project would be screened out from completing a LMA if the Project's land use is consistent with the Community Plan/Zoning designation and the Project is expected to generate less than 1,000 daily driveway trips with the credit for the existing Recreational Amusement Park Use and/or less than 100 peak hour trips. Review of **Table 1** shows the project will generate less than 100 peak hour in the AM and PM peak hour periods.

The next step in the LMA was review of project traffic presented on **Table 1** was assigned to the surrounding roadways, **Figures 4** and **5** present the trip distribution percentages and **Figure 6** presents the Project traffic volumes.

Removal of the 1.87 Acre Recreational Amusement Park generates 187 daily, 68 AM peak hour trips and 80 PM peak hour trips, resulting in the proposed Project traffic being reduced to 848 daily trips which is less than the average 1,000 daily trips.

The Project trip generation of 867 daily trips identifies a focused traffic assessment is not required. However the Graves Avenue/SR-67 intersection will be analyzed for existing conditions plus project traffic.



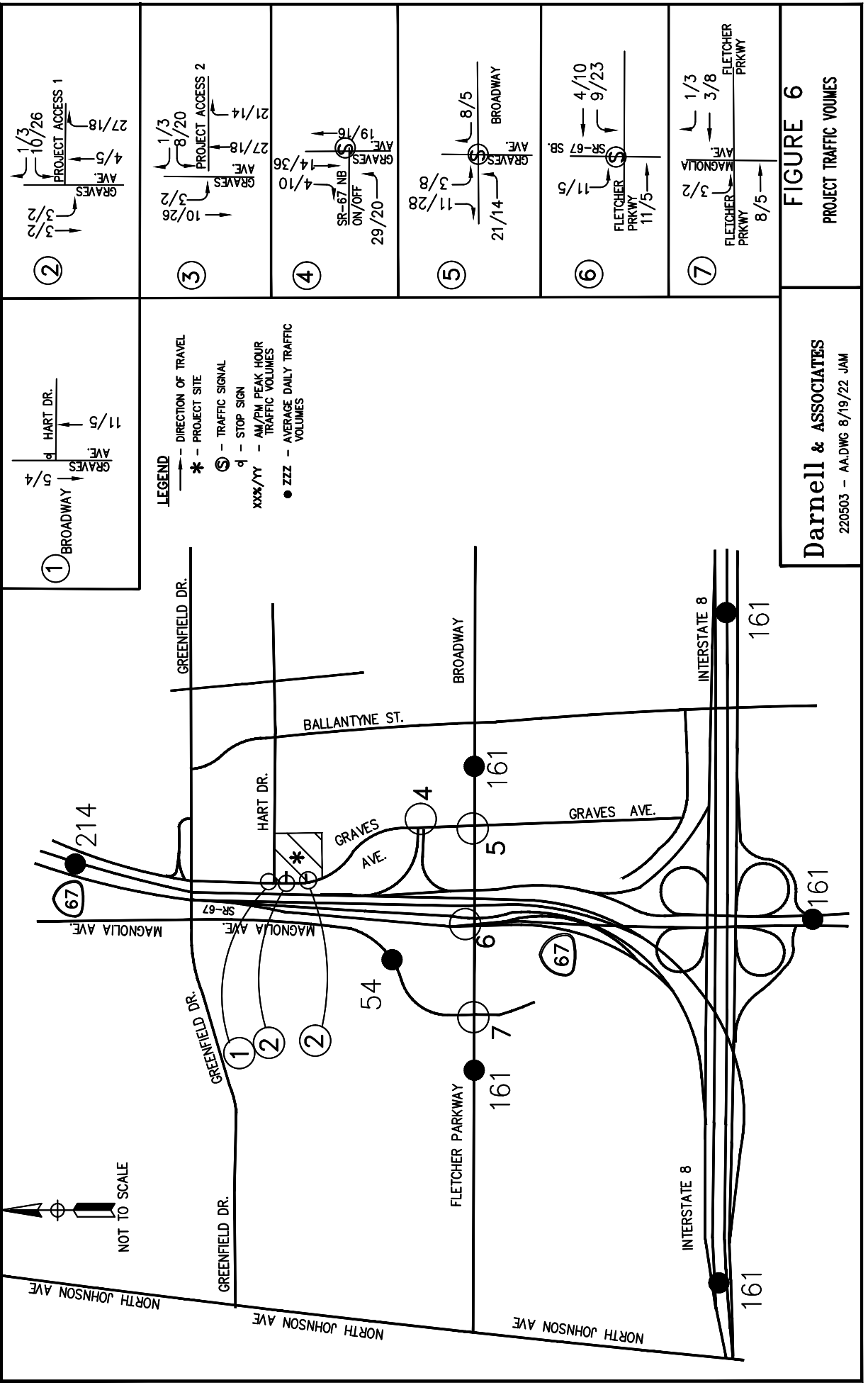


Darnell & ASSOCIATES

220503 - AA.DWG 8/19/22 JAM

FIGURE 5

OUT TRAFFIC DISTRIBUTION PERCENTAGES



**Darnell & ASSOCIATES**  
220503 - AA.DWG 8/19/22 JAM

**FIGURE 6**  
PROJECT TRAFFIC VOLUMES

## EXISTING PLUS PROJECT CONDITIONS

The next step in the project assessment analysis, we reviewed existing traffic volumes at the Graves Avenue/SR-67 On/Off Ramps. The AM/PM peak hour volumes were analyzed for existing conditions and existing plus project traffic conditions. **Figure 7** presents the following conditions at the Graves Avenue/SR-67 on/off ramps.

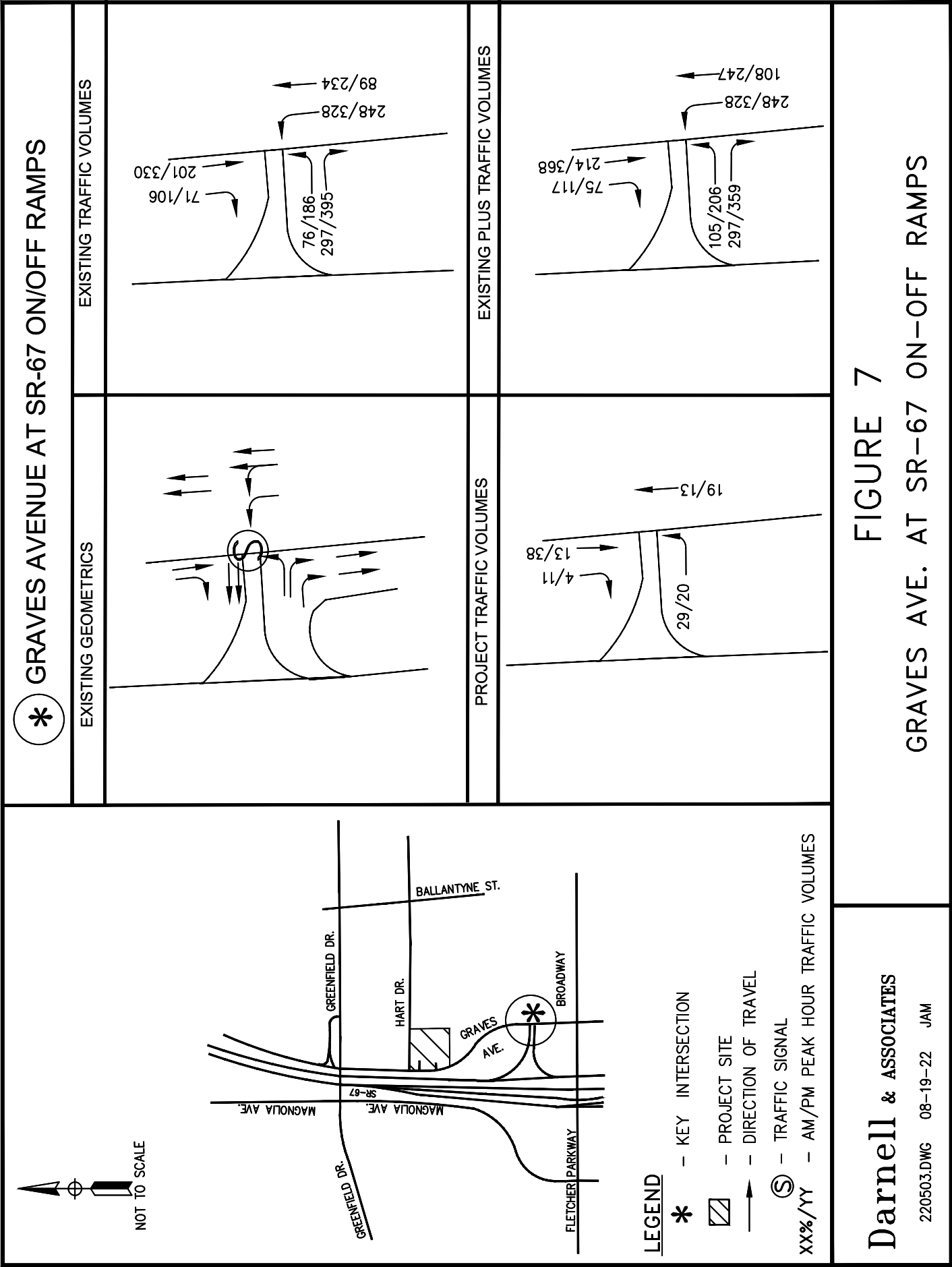
- Existing Roadway Geometrics
- Existing AM/PM Peak Hour Traffic Volumes
- Project AM/PM Traffic Volumes
- Existing Plus Project AM/PM Peak Hour Traffic Volumes

The traffic volumes for existing conditions and existing plus project traffic volumes at the Graves Avenue / SR-67 on/off ramp were analyzed. Table 2 summarizes the analysis.

Table 2 – Existing Plus Project Intersection Analysis												
Intersection	Critical Move.	Existing Conditions				Existing plus Project Conditions						SIG.
		AM Peak		PM Peak		AM Peak			PM Peak			
		Delay veh/sec	LOS	Delay veh/sec	LOS	Delay veh/sec	LOS	Δ Delay veh/sec	Delay veh/sec	LOS	Δ Delay veh/sec	
Graves Avenue at SR-67	Inter.	9.0	A	10.0	A	9.2	A	0.2	11.5	B	0.6	no
Notes: (a)Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections. (b) LOS calculations are based on the methodology outlined in the 2010 Highway Capacity Manual (HCM6). LOS = Level of Service, Critical Move. = Critical Movement, SIG. = Significant Impact, Inter. = Intersection												

Review of **Table 2** shows existing Graves Avenue / SR-67 intersection is currently operating at LOS A in the AM and PM peak hour. The addition of project traffic go the Graves Avenue / SR-67 intersection will continue to operate at LOS A in the AM peak hour with the addition of project traffic and will operate at LOS B in the PM peak hour. Therefore no additional intersection analysis is required. Copies of the Existing and Existing plus Project Synchro worksheets are presented in Appendix B.



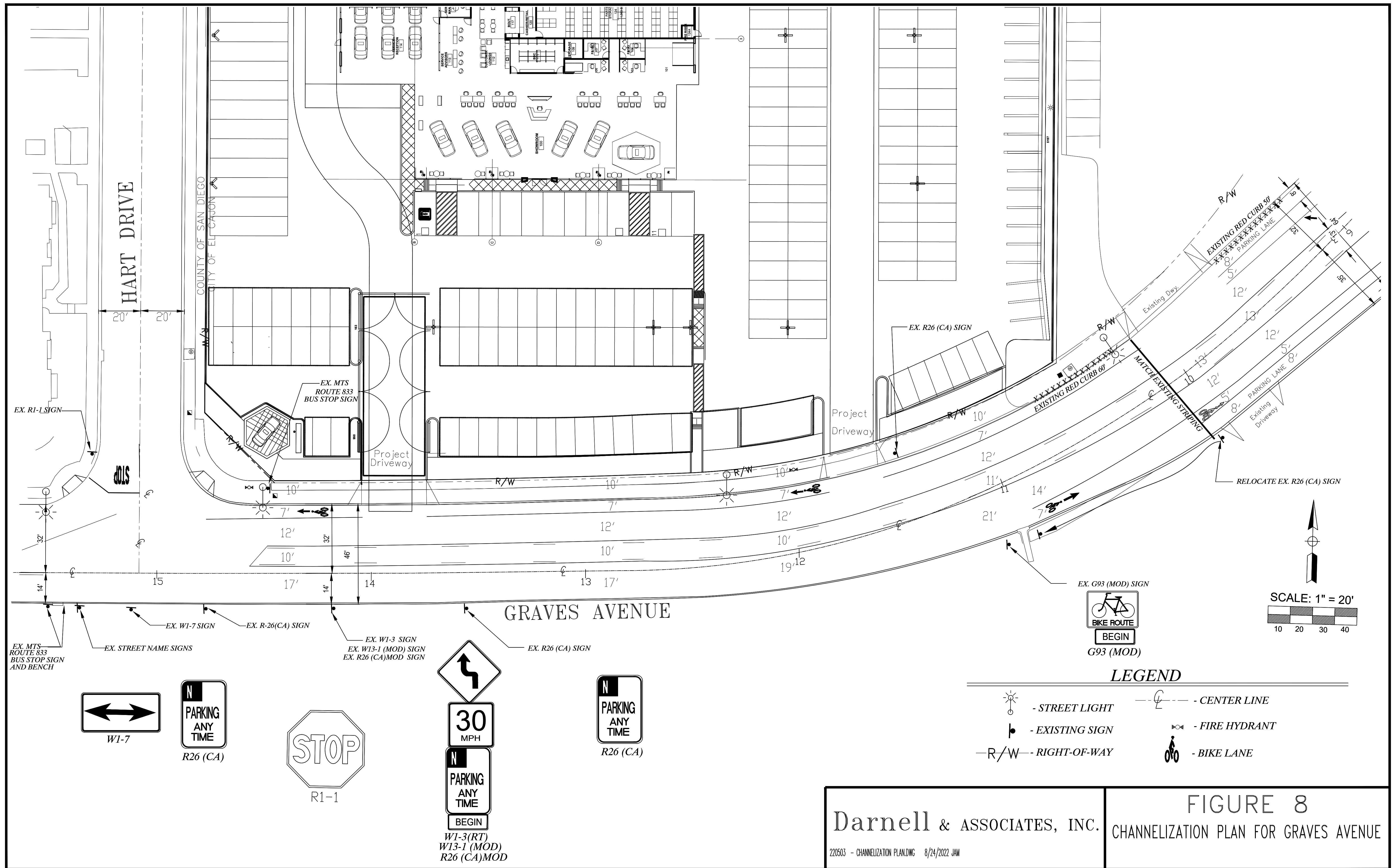


The final step in our analysis, we reviewed Graves Avenue adjacent to the project pedestrian, transit access and striping to identify the following recommended improvements on Graves Avenue south of Hart :

- Place bus bench at the MTS Route 833 Northbound stop at the southeast corner of the intersection of Graves Avenue at Hart Drive.
- To enhance access to/from the project driveways revise the Graves Avenue existing channelization from Hart Drive to south of the project to provide the channelization improvements shown on Figure 8.

The proposed improvements will provide:

- Two-way left turn access on Graves Avenue at the project driveways.
- Revisions to the existing channelization on Graves Avenue will be revised to extend the northbound bike lane on Graves Avenue to Hart Drive.
- The implementation of the recommended Graves Avenue channelization including the extension of the northbound bike lane adjacent to the project site will enhance site access and;
- The existing parking restrictions adjacent to project site and the proposed northbound bike lane will also enhance corner sight distance at the projects two driveways.



Darnell & ASSOCIATES, INC.

220503 - CHANNELIZATION PLANDWG 8/24/2022 JAW

FIGURE 8  
CHANNELIZATION PLAN FOR GRAVES AVENUE

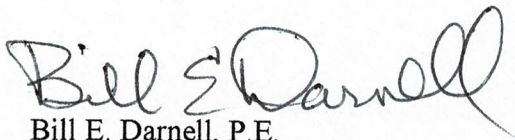


## SUMMARY

- The proposed Project would generate 1,035 daily trips, 72 AM peak hour trips and 90 PM peak hour trips to be added to the surrounding roadways. However, removal of the existing 1.87 Acre Recreational Amusement Park that generates 187 daily, 68 AM peak hour trips and 80 PM peak hour trips, will result in the proposed Project traffic being reduced to 848 daily trips, which is less than the average 1,000 daily trips. This amount of traffic can be considered to comply with the City of El Cajon requirements and not require additional traffic analysis.
- The Project is considered a "Locally Serving Retail Project" and therefore satisfy's screening criteria to not require additional VMT analysis.
- Analysis of Graves Avenue/ SR-67 on/off ramp found the intersection to operate at LOS A in the AM peak hour and LOS B in the PM peak. Therefore no additional Local Mobility Analysis (LMA) is required.
- Implementation of the Graves Avenue channelization improvements shown on Figure 6 will provide the following:
  - Revise the channelization on Graves Avenue to extend the existing center two way left-turn lane to Hart Drive.
  - Extend the northbound bike lane on Graves Avenue immediately south of along the project site to Hart Drive.
  - The proposed channelization will accommodate the future addition of a southbound bike lane from Hart Drive to the existing bike lane south of the project site, when the County of San Diego adds bike lanes on Graves Avenue north of Hart Drive. The proposed improvements are designed to add the southbound bike lane in the future.
  - The existing parking restrictions on Graves Avenue and the addition of the northbound bike lane enhances sight distance exiting the projects two driveways.

Sincerely,

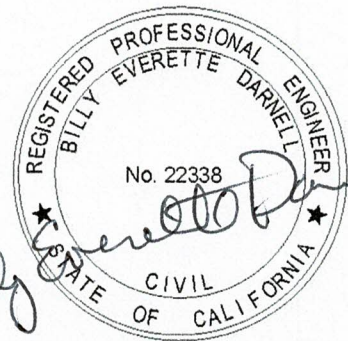
DARNELL & ASSOCIATES,



Bill E. Darnell, P.E.  
RCE: 22338

BED/jam

220502 - Revised Hyundai of El Cajon Traffic Analysis\_ 8.25.22



Date: 8/25/2022

## **Attachment A**

*Institute of Transportation Engineers (ITE) Trip Generation Manual, 10<sup>th</sup>  
Edition* Land Use code 840 for Automotive Sale (New)

# **Land Use: 840**

## **Automobile Sales (New)**

### **Description**

A new automobile sales dealership is typically located along a major arterial street characterized by abundant commercial development. The sale or leasing of new cars is the primary business at these facilities; however, automobile services, parts sales, and used car sales may also be available. Some dealerships also include leasing options, truck sales, and servicing. Automobile sales (used) (Land Use 841) and recreational vehicle sales (Land Use 842) are related uses.

### **Additional Data**

Time-of-day distribution data for this land use are presented in Appendix A. For the six general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:15 a.m. and 12:15 p.m. and 1:45 and 2:45 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Delaware, Florida, Georgia, Indiana, New York, North Carolina, Oregon, Texas, Vermont, and Virginia.

### **Source Numbers**

260, 271, 280, 328, 414, 424, 427, 438, 440, 507, 571, 583, 612, 715, 728, 880, 881, 936, 974, 975



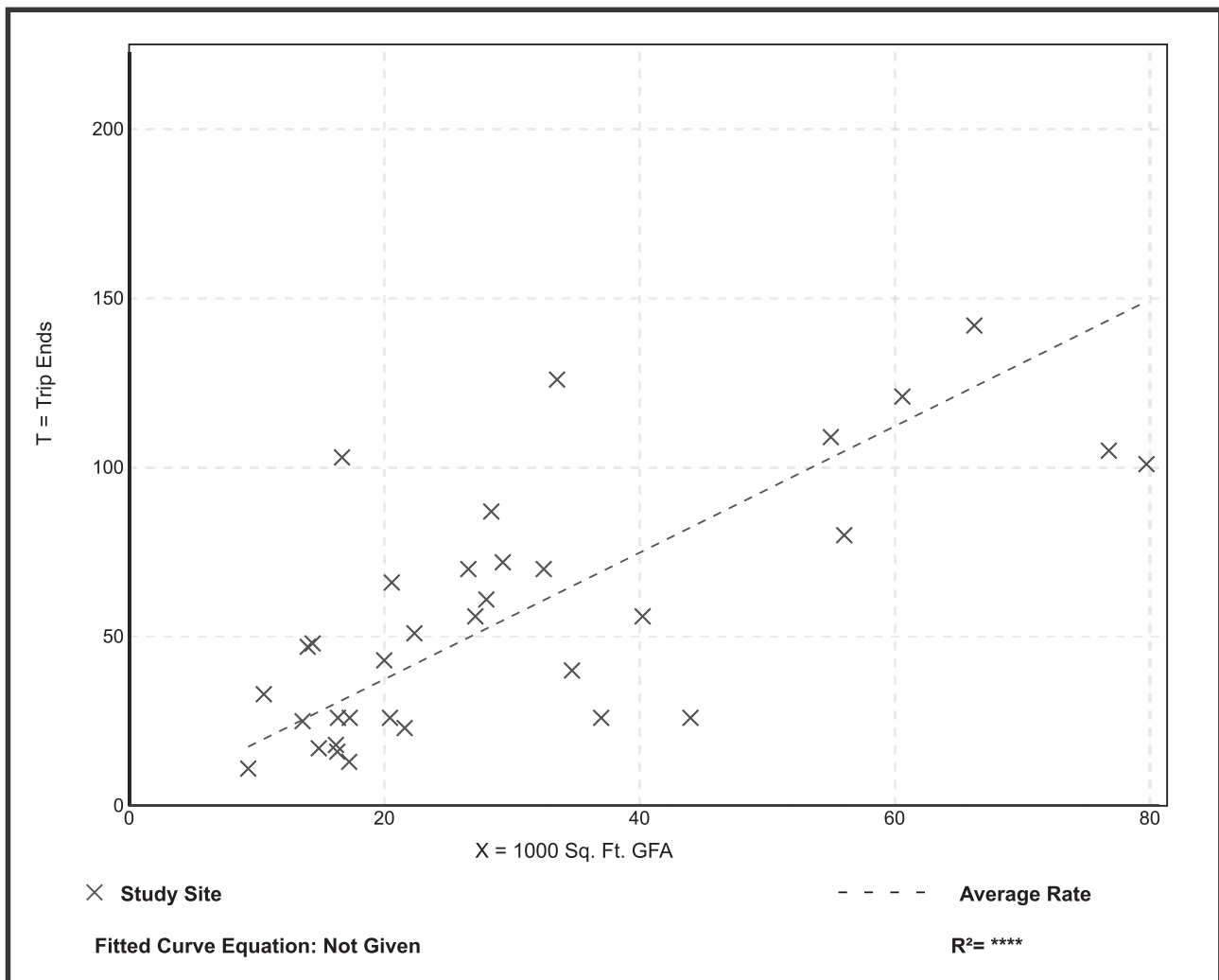
# Automobile Sales (New) (840)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
 On a: Weekday,  
 Peak Hour of Adjacent Street Traffic,  
 One Hour Between 7 and 9 a.m.  
 Setting/Location: General Urban/Suburban  
 Number of Studies: 34  
 1000 Sq. Ft. GFA: 31  
 Directional Distribution: 73% entering, 27% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.87	0.59 - 6.17	0.95

## Data Plot and Equation



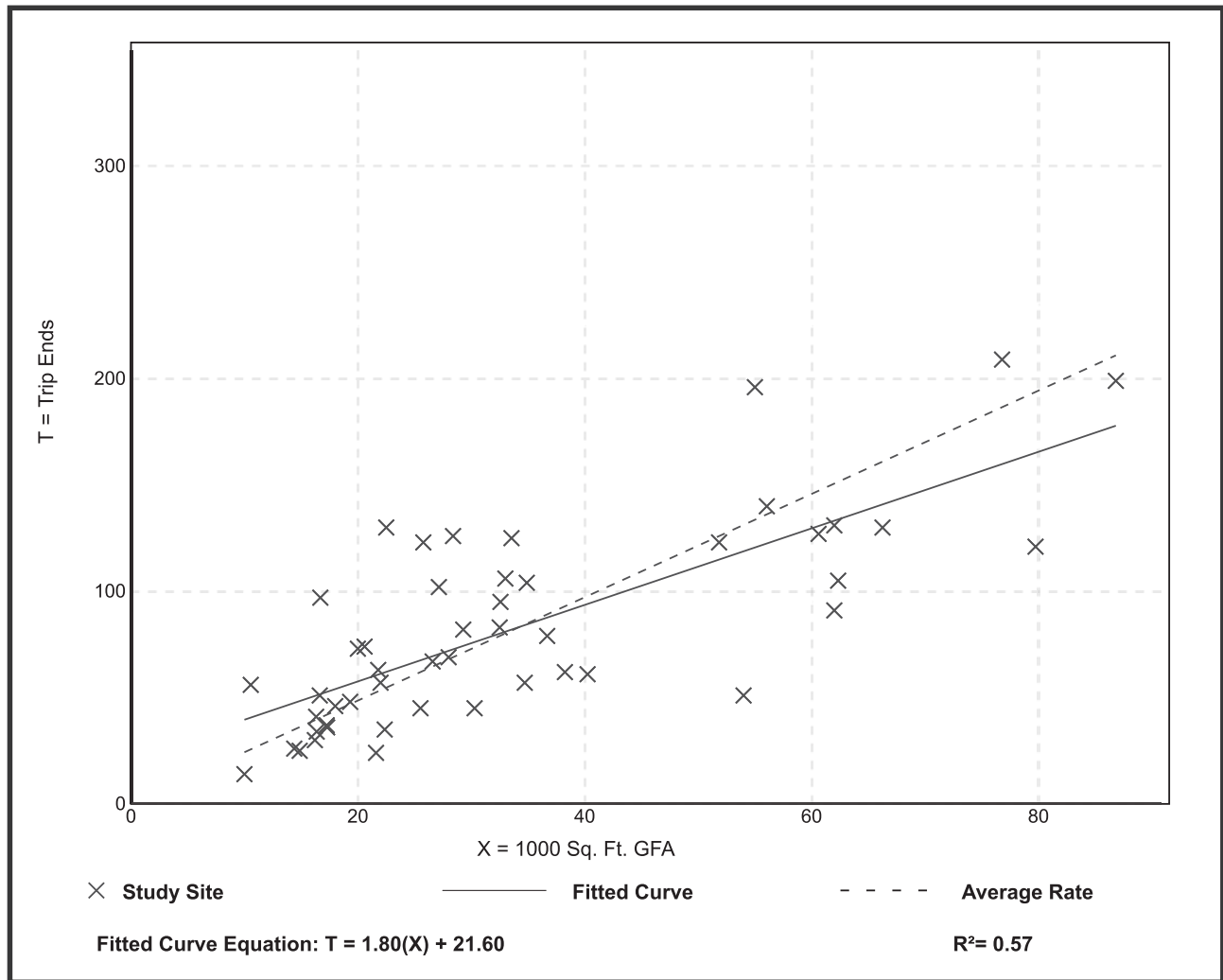
# Automobile Sales (New) (840)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
 On a: Weekday,  
 Peak Hour of Adjacent Street Traffic,  
 One Hour Between 4 and 6 p.m.  
 Setting/Location: General Urban/Suburban  
 Number of Studies: 49  
 1000 Sq. Ft. GFA: 34  
 Directional Distribution: 40% entering, 60% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.43	0.94 - 5.81	0.99

## Data Plot and Equation



# Automobile Sales (New) (840)

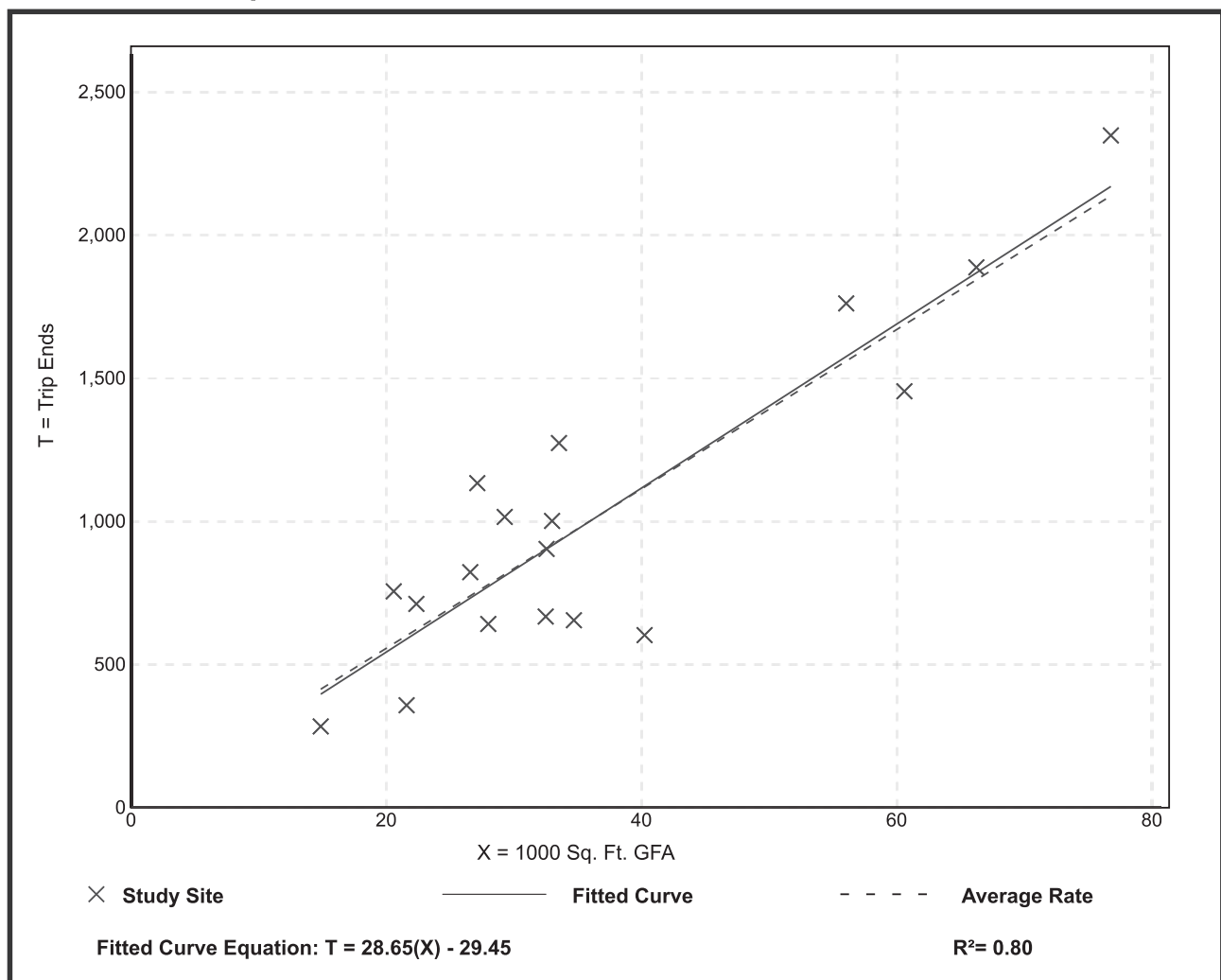
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 18  
1000 Sq. Ft. GFA: 36  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
27.84	14.98 - 41.78	7.01

## Data Plot and Equation



## **Attachment B**

- ***TRAFFIC COUNTS***
- ***GRAVES AVENUE AT SR-67 SYNCHRO WORKSHEETS:***
  - Existing Traffic Conditions
  - Existing plus Project Traffic Conditions

- ***TRAFFIC COUNTS***

City of El Cajon  
N/S: Graves Avenue  
E/W: SR-67 Northbound Ramps  
Weather: Clear

File Name : 01\_ECJ\_Graves\_67N AM  
Site Code : 23522559  
Start Date : 6/9/2022  
Page No : 1

Groups Printed- Total Volume

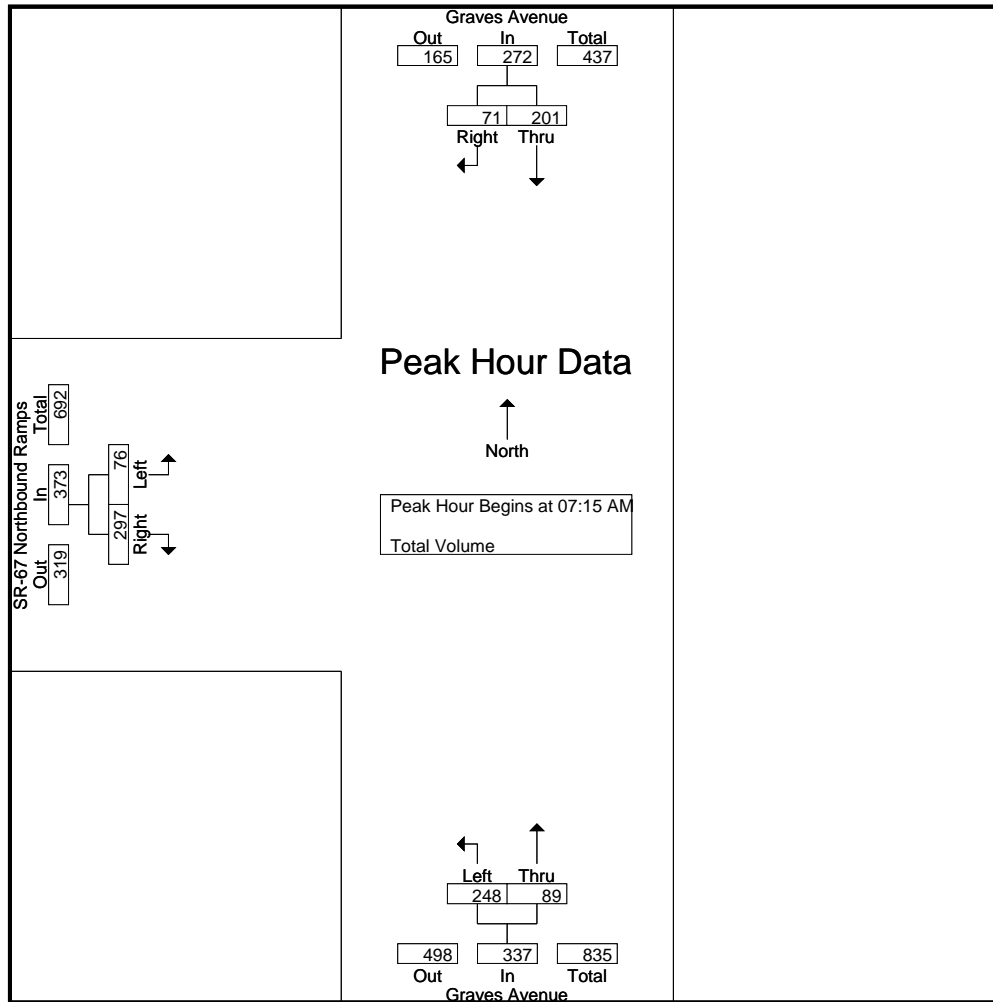
Start Time	Graves Avenue Southbound			Graves Avenue Northbound			SR-67 Northbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	40	13	53	59	10	69	10	59	69	191
07:15 AM	53	25	78	76	23	99	19	66	85	262
07:30 AM	50	14	64	58	25	83	16	68	84	231
07:45 AM	63	17	80	65	19	84	21	94	115	279
Total	206	69	275	258	77	335	66	287	353	963
08:00 AM	35	15	50	49	22	71	20	69	89	210
08:15 AM	61	15	76	49	28	77	18	67	85	238
08:30 AM	58	18	76	49	30	79	26	69	95	250
08:45 AM	55	11	66	48	38	86	23	84	107	259
Total	209	59	268	195	118	313	87	289	376	957
Grand Total	415	128	543	453	195	648	153	576	729	1920
Apprch %	76.4	23.6		69.9	30.1		21	79		
Total %	21.6	6.7	28.3	23.6	10.2	33.8	8	30	38	

	Graves Avenue Southbound			Graves Avenue Northbound			SR-67 Northbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	53	25	78	76	23	99	19	66	85	262
07:30 AM	50	14	64	58	25	83	16	68	84	231
07:45 AM	63	17	80	65	19	84	21	94	115	279
08:00 AM	35	15	50	49	22	71	20	69	89	210
Total Volume	201	71	272	248	89	337	76	297	373	982
% App. Total	73.9	26.1		73.6	26.4		20.4	79.6		
PHF	.798	.710	.850	.816	.890	.851	.905	.790	.811	.880



City of El Cajon  
N/S: Graves Avenue  
E/W: SR-67 Northbound Ramps  
Weather: Clear

File Name : 01\_ECJ\_Graves\_67N AM  
Site Code : 23522559  
Start Date : 6/9/2022  
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	07:45 AM			07:15 AM			07:45 AM		
+0 mins.	63	17	80	76	23	99	21	94	115
+15 mins.	35	15	50	58	25	83	20	69	89
+30 mins.	61	15	76	65	19	84	18	67	85
+45 mins.	58	18	76	49	22	71	26	69	95
Total Volume	217	65	282	248	89	337	85	299	384
% App. Total	77	23		73.6	26.4		22.1	77.9	
PHF	.861	.903	.881	.816	.890	.851	.817	.795	.835

City of El Cajon  
N/S: Graves Avenue  
E/W: SR-67 Northbound Ramps  
Weather: Clear

File Name : 01\_ECJ\_Graves\_67N PM  
Site Code : 23522559  
Start Date : 6/9/2022  
Page No : 1

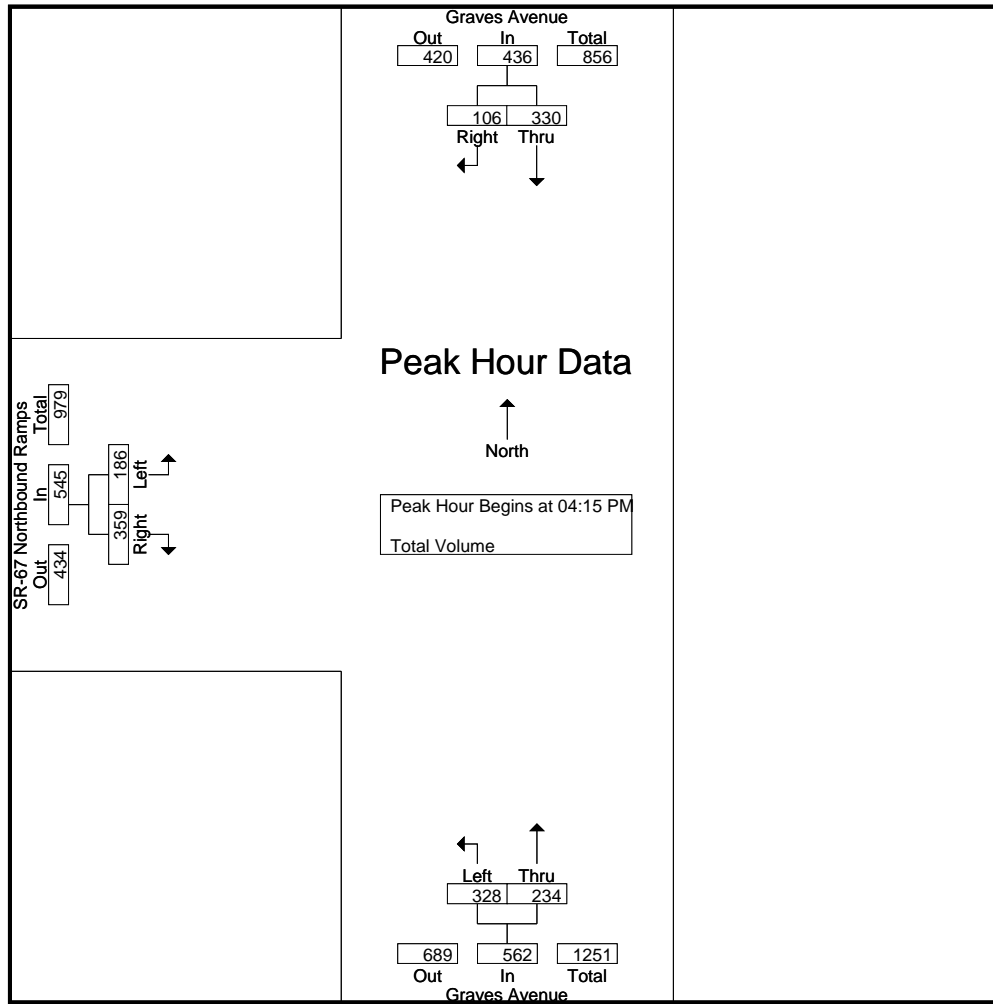
Groups Printed- Total Volume

Start Time	Graves Avenue Southbound			Graves Avenue Northbound			SR-67 Northbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	60	23	83	90	53	143	38	95	133	359
04:15 PM	87	36	123	65	54	119	57	102	159	401
04:30 PM	73	18	91	93	62	155	37	84	121	367
04:45 PM	79	24	103	74	62	136	55	92	147	386
Total	299	101	400	322	231	553	187	373	560	1513
05:00 PM	91	28	119	96	56	152	37	81	118	389
05:15 PM	80	22	102	100	72	172	37	87	124	398
05:30 PM	80	16	96	81	57	138	36	82	118	352
05:45 PM	54	15	69	68	50	118	24	98	122	309
Total	305	81	386	345	235	580	134	348	482	1448
Grand Total	604	182	786	667	466	1133	321	721	1042	2961
Apprch %	76.8	23.2		58.9	41.1		30.8	69.2		
Total %	20.4	6.1	26.5	22.5	15.7	38.3	10.8	24.3	35.2	

	Graves Avenue Southbound			Graves Avenue Northbound			SR-67 Northbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	87	36	123	65	54	119	57	102	159	401
04:30 PM	73	18	91	93	62	155	37	84	121	367
04:45 PM	79	24	103	74	62	136	55	92	147	386
05:00 PM	91	28	119	96	56	152	37	81	118	389
Total Volume	330	106	436	328	234	562	186	359	545	1543
% App. Total	75.7	24.3		58.4	41.6		34.1	65.9		
PHF	.907	.736	.886	.854	.944	.906	.816	.880	.857	.962

City of El Cajon  
N/S: Graves Avenue  
E/W: SR-67 Northbound Ramps  
Weather: Clear

File Name : 01\_ECJ\_Graves\_67N PM  
Site Code : 23522559  
Start Date : 6/9/2022  
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

	04:15 PM			04:30 PM			04:00 PM		
+0 mins.	87	36	123	93	62	155	38	95	133
+15 mins.	73	18	91	74	62	136	57	102	159
+30 mins.	79	24	103	96	56	152	37	84	121
+45 mins.	91	28	119	100	72	172	55	92	147
Total Volume	330	106	436	363	252	615	187	373	560
% App. Total	75.7	24.3		59	41		33.4	66.6	
PHF	.907	.736	.886	.908	.875	.894	.820	.914	.881

# Counts Unlimited, Inc.

Page 1

City of El Cajon  
Graves Avenue  
B/ State Route 67 Northbound Ramps - Broadway  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: (951) 268-6268  
email: counts@countsunlimited.com

ECJ001  
Site Code: 999-22559

Start Time	07-Jun-22 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		17	140			10	150				
12:15		9	123			15	197				
12:30		8	157			9	164				
12:45		8	137	42	557	4	151	38	662	80	1219
01:00		6	127			9	153				
01:15		2	132			5	165				
01:30		6	123			4	166				
01:45		7	105	21	487	5	160	23	644	44	1131
02:00		3	131			6	160				
02:15		5	138			3	149				
02:30		5	144			3	127				
02:45		9	135	22	548	4	169	16	605	38	1153
03:00		2	148			4	169				
03:15		5	129			7	162				
03:30		9	147			9	166				
03:45		9	137	25	561	17	155	37	652	62	1213
04:00		4	138			14	181				
04:15		13	141			13	149				
04:30		23	151			15	156				
04:45		17	125	57	555	23	160	65	646	122	1201
05:00		17	143			23	129				
05:15		40	133			39	132				
05:30		37	124			47	128				
05:45		48	119	142	519	79	144	188	533	330	1052
06:00		39	111			63	103				
06:15		67	124			76	118				
06:30		69	113			81	107				
06:45		67	91	242	439	93	106	313	434	555	873
07:00		97	98			94	103				
07:15		98	90			117	86				
07:30		110	98			124	102				
07:45		118	83	423	369	130	88	465	379	888	748
08:00		85	91			121	86				
08:15		89	87			104	75				
08:30		97	88			126	74				
08:45		90	74	361	340	146	58	497	293	858	633
09:00		81	59			134	49				
09:15		113	54			125	51				
09:30		99	57			141	39				
09:45		110	37	403	207	158	43	558	182	961	389
10:00		111	31			151	46				
10:15		116	26			150	36				
10:30		123	32			162	33				
10:45		119	27	469	116	185	20	648	135	1117	251
11:00		130	23			179	17				
11:15		133	18			187	24				
11:30		114	17			181	13				
11:45		115	23	492	81	168	10	715	64	1207	145
Total		2699	4779	2699	4779	3563	5229	3563	5229	6262	10008
Combined Total		7478		7478		8792		8792		16270	
AM Peak	-	10:30	-	-	-	10:45	-	-	-	-	-
Vol.	-	505	-	-	-	732	-	-	-	-	-
P.H.F.		0.949				0.979					
PM Peak	-	-	03:45	-	-	-	02:45	-	-	-	-
Vol.	-	-	567	-	-	-	666	-	-	-	-
P.H.F.			0.939				0.985				
Percentage		36.1%	63.9%			40.5%	59.5%				
ADT/AADT		ADT 16,270	AADT 16,270								

# Counts Unlimited, Inc.

City of El Cajon  
Hart Drive  
E/ Graves Avenue  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: (951) 268-6268  
email: counts@countsunlimited.com

ECJ004  
Site Code: 999-22559

Start Time	07-Jun-22 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		6	9			3	17				
12:15		3	13			1	8				
12:30		4	15			1	10				
12:45		0	8	13	45	0	8	5	43	18	88
01:00		2	13			0	10				
01:15		0	14			1	6				
01:30		2	11			0	7				
01:45		2	15	6	53	1	15	2	38	8	91
02:00		0	17			0	14				
02:15		3	15			1	15				
02:30		2	19			2	11				
02:45		1	21	6	72	0	16	3	56	9	128
03:00		0	28			2	12				
03:15		1	16			2	10				
03:30		0	19			2	16				
03:45		0	17	1	80	3	13	9	51	10	131
04:00		0	19			1	16				
04:15		1	19			0	18				
04:30		1	25			4	15				
04:45		1	17	3	80	10	11	15	60	18	140
05:00		0	26			5	15				
05:15		1	25			11	9				
05:30		4	23			16	14				
05:45		1	20	6	94	5	8	37	46	43	140
06:00		5	25			13	11				
06:15		6	17			10	9				
06:30		2	16			9	11				
06:45		8	16	21	74	16	15	48	46	69	120
07:00		4	5			11	1				
07:15		13	9			19	5				
07:30		10	12			14	8				
07:45		16	12	43	38	18	5	62	19	105	57
08:00		9	15			21	8				
08:15		7	14			14	10				
08:30		8	8			14	6				
08:45		5	18	29	55	18	8	67	32	96	87
09:00		10	8			15	3				
09:15		8	16			8	10				
09:30		9	11			11	2				
09:45		14	8	41	43	15	7	49	22	90	65
10:00		12	9			7	4				
10:15		15	6			4	3				
10:30		6	5			13	1				
10:45		9	9	42	29	18	4	42	12	84	41
11:00		16	3			11	3				
11:15		17	2			2	2				
11:30		9	6			16	1				
11:45		15	6	57	17	16	1	45	7	102	24
Total		268	680	268	680	384	432	384	432	652	1112
Combined Total		948		948		816		816		1764	
AM Peak	-	11:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	57	-	-	-	72	-	-	-	-	-
P.H.F.		0.838				0.857					
PM Peak	-	-	05:00	-	-	-	03:30	-	-	-	-
Vol.	-	-	94	-	-	-	63	-	-	-	-
P.H.F.			0.904				0.875				
Percentage		28.3%	71.7%			47.1%	52.9%				
ADT/AADT		ADT 1,764		AADT 1,764							

# Counts Unlimited, Inc.

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City of El Cajon  
Graves Avenue  
N/ State Route 67 Northbound Ramps  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: (951) 268-6268  
email: counts@countsunlimited.com

ECJ002  
Site Code: 999-22559

Start Time	07-Jun-22 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		10	51			2	47				
12:15		6	37			5	51				
12:30		6	51			3	53				
12:45		0	43	22	182	2	72	12	223	34	405
01:00		4	47			3	46				
01:15		5	55			2	63				
01:30		3	57			2	48				
01:45		3	60	15	219	3	49	10	206	25	425
02:00		1	52			0	47				
02:15		3	55			0	57				
02:30		4	70			4	53				
02:45		2	58	10	235	3	64	7	221	17	456
03:00		0	67			3	69				
03:15		1	52			2	68				
03:30		1	71			6	68				
03:45		1	79	3	269	6	64	17	269	20	538
04:00		1	67			4	70				
04:15		1	54			5	62				
04:30		4	55			11	79				
04:45		4	46	10	222	10	66	30	277	40	499
05:00		2	67			12	66				
05:15		5	69			24	55				
05:30		6	56			24	50				
05:45		15	45	28	237	16	44	76	215	104	452
06:00		9	50			23	42				
06:15		12	50			22	30				
06:30		14	30			34	34				
06:45		29	34	64	164	38	43	117	149	181	313
07:00		14	32			46	31				
07:15		23	36			57	30				
07:30		31	35			65	21				
07:45		38	31	106	134	69	22	237	104	343	238
08:00		26	40			67	29				
08:15		28	36			47	20				
08:30		29	26			53	26				
08:45		23	27	106	129	36	17	203	92	309	221
09:00		23	23			41	23				
09:15		33	28			30	14				
09:30		29	32			38	18				
09:45		51	28	136	111	56	12	165	67	301	178
10:00		39	19			45	17				
10:15		44	12			37	13				
10:30		41	17			52	7				
10:45		47	18	171	66	56	10	190	47	361	113
11:00		52	6			57	7				
11:15		62	4			45	7				
11:30		32	10			53	2				
11:45		42	14	188	34	58	3	213	19	401	53
Total		859	2002	859	2002	1277	1889	1277	1889	2136	3891
Combined Total		2861		2861		3166		3166		6027	
AM Peak	-	10:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	202	-	-	-	258	-	-	-	-	-
P.H.F.		0.815				0.935					
PM Peak	-	-	03:30	-	-	-	04:00	-	-	-	-
Vol.	-	-	271	-	-	-	277	-	-	-	-
P.H.F.			0.858				0.877				
Percentage		30.0%	70.0%			40.3%	59.7%				
ADT/AADT		ADT 6,027		AADT 6,027							



# Counts Unlimited, Inc.

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City of El Cajon  
Graves Avenue  
N/ Hart Drive  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: (951) 268-6268  
email: counts@countsunlimited.com

ECJ003  
Site Code: 999-22559

Start Time	07-Jun-22 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		7	41			3	45				
12:15		5	34			5	57				
12:30		4	44			4	65				
12:45		0	33	16	152	3	56	15	223	31	375
01:00		3	22			1	49				
01:15		5	36			2	58				
01:30		1	40			4	46				
01:45		4	39	13	137	5	49	12	202	25	339
02:00		2	44			0	43				
02:15		0	37			0	58				
02:30		4	47			4	56				
02:45		0	48	6	176	3	72	7	229	13	405
03:00		0	45			1	61				
03:15		0	35			2	68				
03:30		0	55			2	79				
03:45		2	56	2	191	3	71	8	279	10	470
04:00		1	50			6	74				
04:15		1	51			4	64				
04:30		4	39			6	80				
04:45		3	38	9	178	5	65	21	283	30	461
05:00		1	46			7	68				
05:15		6	44			17	59				
05:30		6	35			13	46				
05:45		16	29	29	154	11	34	48	207	77	361
06:00		9	42			15	48				
06:15		5	23			19	26				
06:30		13	25			25	28				
06:45		21	29	48	119	30	38	89	140	137	259
07:00		21	24			40	31				
07:15		20	24			47	31				
07:30		27	22			61	16				
07:45		26	28	94	98	62	32	210	110	304	208
08:00		24	26			49	28				
08:15		25	32			40	25				
08:30		18	24			51	21				
08:45		25	21	92	103	32	20	172	94	264	197
09:00		17	16			36	21				
09:15		23	19			35	17				
09:30		28	25			38	21				
09:45		36	20	104	80	59	15	168	74	272	154
10:00		31	10			35	14				
10:15		27	9			40	8				
10:30		33	13			42	6				
10:45		34	13	125	45	49	12	166	40	291	85
11:00		44	2			64	7				
11:15		43	2			54	6				
11:30		32	6			58	3				
11:45		36	6	155	16	47	3	223	19	378	35
Total		693	1449	693	1449	1139	1900	1139	1900	1832	3349
Combined Total		2142		2142		3039		3039		5181	
AM Peak	-	11:00	-	-	-	10:45	-	-	-	-	-
Vol.	-	155	-	-	-	225	-	-	-	-	-
P.H.F.		0.881				0.879					
PM Peak	-	-	03:30	-	-	-	03:15	-	-	-	-
Vol.	-	-	212	-	-	-	292	-	-	-	-
P.H.F.			0.946				0.924				
Percentage		32.4%	67.6%			37.5%	62.5%				
ADT/AADT		ADT 5,181	AADT 5,181								

- ***GRAVES AVENUE AT SR-67 SYNCHRO WORKSHEETS:***
  - Existing Traffic Conditions
  - Existing plus Project Traffic Conditions

Hyundai of El Cajon  
1: Graves Ave & SR-67 Ramps

Existing Conditions  
Timing Plan: AM PEAK



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	76	297	248	89	201	71
Future Volume (veh/h)	76	297	248	89	201	71
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	338	282	101	228	81
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	354	1087	681	357	640	285
Arrive On Green	0.20	0.20	0.19	0.19	0.18	0.18
Sat Flow, veh/h	1781	2790	3563	1870	3647	1585
Grp Volume(v), veh/h	86	338	282	101	228	81
Grp Sat Flow(s), veh/h/ln	1781	1395	1781	1870	1777	1585
Q Serve(g_s), s	1.1	2.3	1.9	1.3	1.6	1.2
Cycle Q Clear(g_c), s	1.1	2.3	1.9	1.3	1.6	1.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	354	1087	681	357	640	285
V/C Ratio(X)	0.24	0.31	0.41	0.28	0.36	0.28
Avail Cap(c_a), veh/h	1214	2434	2555	1341	2421	1080
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.4	5.9	9.9	9.6	10.0	9.9
Incr Delay (d2), s/veh	0.4	0.2	0.4	0.4	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.7	0.6	0.4	0.5	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.8	6.1	10.3	10.1	10.4	10.4
LnGrp LOS	A	A	B	B	B	B
Approach Vol, veh/h	424			383	309	
Approach Delay, s/veh	6.8			10.2	10.4	
Approach LOS	A			B	B	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		9.3		9.5		9.0
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		20.0		19.0		19.0
Max Q Clear Time (g_c+I1), s		3.9		4.3		3.6
Green Ext Time (p_c), s		1.4		1.4		1.5
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			9.0			
HCM 6th LOS			A			







Notes

User approved volume balancing among the lanes for turning movement.

Hyundai of El Cajon  
1: Graves Ave & SR-67 Ramps

Existing Conditions  
Timing Plan: PM PEAK



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	186	359	328	234	330	106
Future Volume (veh/h)	186	359	328	234	330	106
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	194	374	342	244	344	110
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	369	1245	852	447	734	327
Arrive On Green	0.21	0.21	0.24	0.24	0.21	0.21
Sat Flow, veh/h	1781	2790	3563	1870	3647	1585
Grp Volume(v), veh/h	194	374	342	244	344	110
Grp Sat Flow(s),veh/h/ln	1781	1395	1781	1870	1777	1585
Q Serve(g_s), s	3.3	3.0	2.8	3.9	2.9	2.0
Cycle Q Clear(g_c), s	3.3	3.0	2.8	3.9	2.9	2.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	369	1245	852	447	734	327
V/C Ratio(X)	0.53	0.30	0.40	0.55	0.47	0.34
Avail Cap(c_a), veh/h	980	2201	2062	1083	1954	872
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.2	6.1	11.1	11.5	12.0	11.7
Incr Delay (d2), s/veh	1.2	0.1	0.3	1.0	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.0	0.9	1.4	1.0	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.4	6.3	11.4	12.5	12.5	12.3
LnGrp LOS	B	A	B	B	B	B
Approach Vol, veh/h	568			586	454	
Approach Delay, s/veh	8.7			11.9	12.5	
Approach LOS	A			B	B	
Timer - Assigned Phs	2		4		6	
Phs Duration (G+Y+Rc), s	12.3		11.2		11.1	
Change Period (Y+Rc), s	4.0		4.0		4.0	
Max Green Setting (Gmax), s	20.0		19.0		19.0	
Max Q Clear Time (g_c+11), s	5.9		5.3		4.9	
Green Ext Time (p_c), s	2.3		1.8		2.2	
Intersection Summary						
HCM 6th Ctrl Delay			10.9			
HCM 6th LOS			B			

Notes

User approved volume balancing among the lanes for turning movement.

Hyundai of El Cajon  
1: Graves Ave & SR-67 Ramps

Existing Plus Proj  
Timing Plan: AM PEAK



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	105	297	248	108	214	75
Future Volume (veh/h)	105	297	248	108	214	75
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	119	338	282	123	243	85
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	358	1098	686	360	656	293
Arrive On Green	0.20	0.20	0.19	0.19	0.18	0.18
Sat Flow, veh/h	1781	2790	3563	1870	3647	1585
Grp Volume(v), veh/h	119	338	282	123	243	85
Grp Sat Flow(s),veh/h/ln	1781	1395	1781	1870	1777	1585
Q Serve(g_s), s	1.6	2.4	2.0	1.6	1.7	1.3
Cycle Q Clear(g_c), s	1.6	2.4	2.0	1.6	1.7	1.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	358	1098	686	360	656	293
V/C Ratio(X)	0.33	0.31	0.41	0.34	0.37	0.29
Avail Cap(c_a), veh/h	1189	2400	2503	1314	2372	1058
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.7	6.0	10.1	9.9	10.2	10.0
Incr Delay (d2), s/veh	0.5	0.2	0.4	0.6	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.7	0.6	0.5	0.5	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.3	6.1	10.5	10.5	10.5	10.5
LnGrp LOS	B	A	B	B	B	B
Approach Vol, veh/h	457			405	328	
Approach Delay, s/veh	7.2			10.5	10.5	
Approach LOS	A			B	B	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		9.5		9.7		9.3
Change Period (Y+Rc), s		4.0		4.0		4.0
Max Green Setting (Gmax), s		20.0		19.0		19.0
Max Q Clear Time (g_c+I1), s		4.0		4.4		3.7
Green Ext Time (p_c), s		1.5		1.5		1.6
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			9.2			
HCM 6th LOS			A			







Notes

User approved volume balancing among the lanes for turning movement.

Hyundai of El Cajon  
1: Graves Ave & SR-67 Ramps

Existing Plus Proj  
Timing Plan: PM PEAK



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	206	359	328	247	368	117
Future Volume (veh/h)	206	359	328	247	368	117
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	215	374	342	257	383	122
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	380	1267	858	450	769	343
Arrive On Green	0.21	0.21	0.24	0.24	0.22	0.22
Sat Flow, veh/h	1781	2790	3563	1870	3647	1585
Grp Volume(v), veh/h	215	374	342	257	383	122
Grp Sat Flow(s),veh/h/ln	1781	1395	1781	1870	1777	1585
Q Serve(g_s), s	3.9	3.1	2.9	4.4	3.4	2.4
Cycle Q Clear(g_c), s	3.9	3.1	2.9	4.4	3.4	2.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	380	1267	858	450	769	343
V/C Ratio(X)	0.57	0.30	0.40	0.57	0.50	0.36
Avail Cap(c_a), veh/h	929	2126	1955	1027	1853	826
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.8	6.3	11.6	12.2	12.5	12.1
Incr Delay (d2), s/veh	1.3	0.1	0.3	1.1	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.1	0.9	1.6	1.1	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.1	6.4	11.9	13.3	13.0	12.7
LnGrp LOS	B	A	B	B	B	B
Approach Vol, veh/h	589			599	505	
Approach Delay, s/veh	9.2			12.5	13.0	
Approach LOS	A			B	B	
Timer - Assigned Phs	2		4		6	
Phs Duration (G+Y+Rc), s	12.8		11.8		11.9	
Change Period (Y+Rc), s	4.0		4.0		4.0	
Max Green Setting (Gmax), s	20.0		19.0		19.0	
Max Q Clear Time (g_c+I1), s	6.4		5.9		5.4	
Green Ext Time (p_c), s	2.4		1.9		2.4	
Intersection Summary						
HCM 6th Ctrl Delay			11.5			
HCM 6th LOS			B			

Notes

User approved volume balancing among the lanes for turning movement.



**City of El Cajon**  
**Zoning Consistency Chart – Adopted by City Council on July 13, 2010 – Resolution No. 94-10**

	O-S	PRD	RS-40	RS-20	RS-14	RS-9	RS-6	RM - 6000	RM-4300	RM-2500	RM-2200	RM-1500	M-HR	M-U	O-P	P	C-N	C-G	C-R	C-M	M	H <sup>A</sup>
Industrial Park																X				■	X	■
Light Industrial																X				X	■ <sup>C</sup>	■
Regional Commercial														X		X	■		X			■
General Commercial														X		X	■	X				■
Neighborhood Commercial														X	X	X	X	■				■
Office/ Non-Retail														■	X	X						■
Low Low Residential	■ <sup>B</sup>	X	X	X	■																	■
Low Residential		X		■ <sup>B</sup>	X	X	X	■	■													■
Low Medium Residential		X					■ <sup>B</sup>	■	X	X												■
Medium Residential		■							■ <sup>B</sup>	■ <sup>B</sup>	X			■								■
High Residential		■								■ <sup>B</sup>	■ <sup>B</sup>	X	■	X								■
Open Space	X	■	■																			■

**LEGEND:** X – Consistent with General Plan  
 ■ – May be found consistent with applicable general plan land use designation

**Footnotes:**

- A. Rezoning to add hillside overlay may be found consistent, if at least 50% of the lot has an average natural slope of 10% or more.
- B. May be found consistent with applicable General Plan land use designation, if property owner makes such a request and there is no public purpose in requiring a more intense use.
- C. May be found consistent with Light Industrial land use designation under unique and unusual circumstances – such finding enables the property to be used for all purposes and uses authorized by the M zoning district.

**General Notes:**

- 1. All zones may be found consistent with General Plan public institution, school, and park land use designations.
- 2. All zones may be found consistent with special development areas, if found to further the provisions of the particular special development area.

## **HISTORICAL NOTES**

Originally adopted 12/26/79, pursuant to Resolution No. 640-79.

Amended on 12/20/80, pursuant to Resolution No. 509-83 to show “M” zone consistent with “Light Industrial” under unique and unusual circumstances.

Amended on 12/18/84, pursuant to Resolution No. 519-84 to show “R-P” zone consistent with “Medium Density Residential” under unique and unusual circumstances; also added language to the symbol for consistency under unique and unusual circumstances as follows:

“The finding of ‘unique and unusual circumstances’ which enables a property to conform to the General Plan and to retain the property’s existing zoning, enables the property to be used for all purposes and uses authorized by the existing zoning and does not in any way limit the uses of the property to the specific uses engaged in at the time of the finding of unique and unusual circumstances.”

Amended on 1/8/91, pursuant to Resolution No. 10-91 to add the “Low Medium Residential” designation and to revise zoning consistency for residential zones to reflect lower density ranges resulting from Ordinance No. 4212 (12/89) and GPA 1990-01. Also amended to show PRD Low Low zone consistent with the “Open Space” designation under unique and unusual circumstances, and to remove the “General Industrial” classification and the G-M zone from the matrix.

Amended on 3/17/92, pursuant to Resolution No. 96-92 to show R-2 consistent with the “Low Residential” designation under unique and unusual circumstances.

Amended on 8/10/93, pursuant to Resolution No. 300-93 to add the “General Industrial” classification, and show that it is consistent with the P, M, and G-M zones, and consistent under unique and unusual circumstances with the H zone.

Amended on 2/28/95, pursuant to Resolution No. 75-95 to delete the “General Industrial” classification and the L-M and G-M zones.