



City of El Cajon

Planning Commission Agenda

Tuesday, November 7, 2023 Meeting

7:00 PM

DARRIN MROZ, Chair
REBECCA POLLACK-RUDE, Vice Chair
PAUL CIRCO
SHANNON EDISON
ANTHONY SOTTILE

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 before 5 p.m. on Tuesday, November 7, 2023. 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 September 19, 2023

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 Friday, November 17, 2023, at 5:00 p.m. Agenda items which are forwarded to City Council for final action need not be appealed.

PUBLIC HEARINGS

Agenda Item:	2	
Project Name:	Literacy First Charter School Expansion	
Request:	Increase student enrollment	
CEQA Recommendation:	Exempt	
STAFF RECOMMENDATION:	APPROVE	
Project Number(s):	Conditional Use Permit (CUP) No. 2023-0007	
Location:	1012 E. Bradley Ave.	
Applicant:	Literacy First Charter Schools; Steve Robinson; steve.robinson@LFCSINC.org	
Project Planner:	Spencer Hayes; 619-441-1656; shayes@elcajon.gov	
City Council Hearing Required?	No	
Recommended Actions:	1. Conduct the public hearing; and 2. MOVE to adopt the next resolutions in order approving the CEQA determination and CUP No. 2023-0007, subject to conditions.	

Agenda Item:	3	
Project Name:	G&M Automotive Fueling Station	
Request:	Rebuild an existing gas station.	
CEQA Recommendation:	Exempt	
STAFF RECOMMENDATION:	APPROVE	
Project Number(s):	Conditional Use Permit (CUP) No. 2023-0002	
Location:	398 El Cajon Boulevard	
Applicant:	Karl Huy; khuy@tci-eng.com ; 714-693-9388	
Project Planner:	Sable Beltran, sbeltran@elcajon.gov , 619-441-1782	
City Council Hearing Required?	No	
Recommended Actions:	1. Conduct the public hearing; and 2. MOVE to adopt the next resolutions in order approving the CEQA determination and CUP No. 2023-0002, subject to conditions.	

OTHER ITEMS FOR CONSIDERATION

4. STAFF COMMUNICATIONS
5. COMMISSIONER REPORTS/COMMENTS
6. ADJOURNMENT

This Planning Commission meeting is adjourned to November 21, 2023 at 7 p.m.

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 Friday, November 17, 2023, at 5:00 p.m. Agenda items which are forwarded to City Council for final action need not be appealed.



MINUTES PLANNING COMMISSION MEETING September 19, 2023

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
Shannon EDISON

COMMISSIONERS ABSENT: Darrin MROZ (Chair)

STAFF PRESENT: Noah ALVEY, Deputy Director of Community Development
Barbara LUCK, Staff Attorney
Sable BELTRAN, Junior 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:

Agenda Item:	1
	Planning Commission minutes of August 15, 2023

Motion was made by CIRCO, seconded by EDISON, to approve the August 15, 2023 minutes; motion carried 4-0, with MROZ absent.

PUBLIC HEARING ITEM:

Agenda Item:	2	
Project Name:	DISH Wireless Communication Facility	
Request:	Establish a wireless communications facility	
CEQA Recommendation:	Exempt	
STAFF RECOMMENDATION:	APPROVE	
Project Number(s):	Conditional Use Permit (CUP) No. 2023-0006	
Location:	180 Ballantyne Street	
Applicant:	Kerrigan Diehl; kerrigan.diehl@plancominc.com ; 760-587-3003	
Project Planner:	Sable Beltran, sbeltran@elcajon.gov , 619-441-1782	
City Council Hearing Required?	No	
Recommended Actions:	1. Conduct the public hearing; and 2. MOVE to adopt the next resolutions in order approving CUP No. 2023-0006, subject to conditions.	

BELTRAN summarized the staff report through a PowerPoint presentation.

COMMISSIONERS asked questions with ALVEY and BELTRAN providing answers.

POLLACK-RUDE opened the public hearing.

Project applicant Kerrigan DIEHL spoke in support of the project.

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

COMMISSIONERS discussed the item.

Motion was made by CIRCO, seconded by POLLACK-RUDE, to adopt the next resolutions in order approving the CEQA and CUP No. 2023-0006 (CUP-2023-0006); subject to conditions; motion carried 4-0, with MROZ absent.

OTHER ITEMS FOR CONSIDERATION:

Agenda Item:	3	
Project Name:	El Cajon Inn & Suites	
Request:	Review of CUP-2023-0003 for a Lodging Establishment	
CEQA Recommendation:	Not Subject to CEQA	
STAFF RECOMMENDATION:	No Action	
Location:	1368 East Main St.	
Applicant:	Nilesh Patel; 858-442-2495; nilesh@stoneviewproperties.com	
Project Planner:	Noah Alvey; 619-441-1795; nalvey@elcajon.gov	
City Council Hearing Required?	No	
Recommended Actions:	Information item. No action requested.	

ALVEY summarized the staff report through a PowerPoint presentation.

Commissioners had no questions of ALVEY.

Project applicant Sally SCHIFMAN spoke in support of the project.

STAFF COMMUNICATIONS:

There were no staff communications.

COMMISSIONER REPORTS/COMMENTS:

COMMISSIONERS asked questions regarding active projects with ALVEY providing answers.

ADJOURNMENT:

Motion was made by EDISON, seconded by CIRCO, to adjourn the meeting of the El Cajon Planning Commission at 7:23 p.m. this 19th Day of September, 2023, until 7:00 p.m., Tuesday, October 3, 2023; motion carried 4-0, with MROZ absent.

Rebecca POLLACK-RUDE, Vice Chair

ATTEST:

Noah ALVEY, Secretary



City of El Cajon

Community Development Department
PLANNING COMMISSION AGENDA REPORT

Agenda Item:	2
Project Name:	Literacy First Charter School Expansion
Request:	Increased student enrollment
CEQA Recommendation:	Exempt
STAFF RECOMMENDATION:	APPROVE
Project Number(s):	Conditional Use Permit (CUP) No. 2023-0007
Location:	1012 East Bradley Avenue
Applicant:	Literacy First Charter Schools; Steve Robinson; steve.robinson@LFCSINC.org
Project Planner:	Spencer Hayes; 619-441-1656; shayes@elcajon.gov
City Council Hearing Required?	No
Recommended Actions:	1. Conduct the public hearing; and 2. MOVE to adopt the next resolutions in order approving the CEQA determination and CUP No. 2023-0007, subject to conditions.

PROJECT DESCRIPTION

The project proposes to acknowledge an increase in enrollment from 350 to 620 students, grades four through eight, at the Literacy First Charter School ("LFCS") campus located at 1012 East Bradley Avenue. The San Diego County Board of Education has authorized LFCS to have an enrollment of 620 students and since 2019 the campus has had an enrollment of approximately 575 to just over 600 students. With the increase in enrollment the project proposes to implement traffic control measures, namely a 150-foot long left turn pocket on eastbound East Bradley Avenue. This project is an amendment to legacy CUP No. 732 for a religious facility and charter school.

BACKGROUND

General Plan:	Low Density Residential (LR)
Specific Plan(s):	N/A
Zone:	Residential, Single-family, 6,000 sq. ft. (RS-6)
Other City Plan(s):	Conditional Use Permit No. 732
Regional and State Plan(s):	N/A

Project Site & Constraints

The subject site approximately 269,200 square feet (6.18 acres) and includes four parcels—APNs 388-201-63, 388-203-21, 388-203-22, & 388-203-10. The campus is located on the

north side of East Bradley Avenue between North Mollison Avenue and North First Street. Primary access to the site is from East Bradley Avenue, however some pick-up and drop-off traffic enters the site from Pepper Drive. Structures on the site total approximately 35,900 square feet, and the campus includes 23 classrooms. The site also includes roughly 260 parking spaces, a play field, and roughly 50,000 square feet of landscaped area. LFCS now occupies the entirety of the project site, having purchased the property from the religious facility in November 2019.

Surrounding Context

Parcels in the surrounding area are primarily within single-family residential zones. Further, the property is situated at the jurisdictional boundary with the County of San Diego to the north, south, and the east. Surrounding properties are developed as follows:

Direction	Zones	Land Uses
North	RS (County)	Single-family residences
South	RU & RV (County)	Single & Multi-family residences
West	RS-6	Single-family residences
East	RV (County)	Single-family residences

General Plan

The project site is designated Low Density Residential ("LR") on the General Plan Land Use Map. The LR designation is intended for residential density between 3 and 10 dwelling units per acre.

Municipal Code

El Cajon Municipal Code ("ECMC") section 17.140.210 for the Residential Land Use Table indicates that an educational institution is permitted via a conditional use permit ("CUP") in the RS-6 zone. The CUP is intended to ensure compliance with applicable development standards, use restrictions, and compatibility with surrounding properties. The site was originally developed as a religious facility via CUP No. 732. Over time, the CUP was amended to include the charter school use. Please note that charter and private schools require local land use approval whereas public schools do not and instead are governed by the state.

CUP No. 732

On January 24, 1977, after a portion of the subject project site was annexed into the City, the El Cajon Planning Commission approved CUP No. 732 for the expansion of a religious facility. In 1989, the religious facility annexed an additional 2.02 acres to facilitate further expansion. This expansion coincided with an amendment to the CUP for a 24,763 square foot sanctuary and classroom structure.

On January 5, 2004, LFCS began operating from the East Bradley Avenue location in conjunction with the existing religious facility. At that time, a traffic analysis was

conducted and determined that there would be no significant traffic impacts; the analysis recommended an optimized on-site traffic flow and pick-up area. The traffic analysis recommendations are still adhered to by LFCS today. Project conditions of approval capped maximum enrollment at 350 students at that time.

In January 2006, the Planning Commission approved a second amendment to CUP No. 732 for an additional 2,160 square foot building containing three classrooms. The enrollment cap of 350 students was not modified by the amendment.

In 2006, 2011, 2016, and 2021 the school charter was renewed by the San Diego County Board of Education which authorized enrollment growth. In November of 2019, LFCS purchased the campus at 1012 East Bradley Avenue from the owner, the International Church of the Four Square Gospel, and the religious facility use on the site was discontinued.

DISCUSSION

The applicant is requesting to increase enrollment at the LFCS campus on East Bradley Avenue from 350 to 620 in order to be consistent with their approved enrollment by the San Diego County Board of Education. As discussed in the LFCS project description, the campus is currently operating above the CUP enrollment cap and has been for multiple years. LFCS was unaware that the governing entitlement needed to be amended in addition to seeking approval for increased enrollment figures from the San Diego County Board of Education as part of the renewal of their charter. This request seeks to make the City's enrollment limits consistent with authorization from the San Diego County Board of Education.

In anticipation of bringing the item before the Planning Commission, LFCS elected to host a community meeting at the subject campus. The public meeting was held September 26, 2023, and LFCS shared their mission as a charter school, their accolades, their current good neighbor efforts, and this request to acknowledge the increase in enrollment. LFCS heard feedback from the community—specifically they heard and discussed concerns regarding traffic, fences, and school zone signage. Many community concerns were already analyzed, or solutions were already actively being pursued, as discussed below.

Traffic

LFCS commissioned a traffic study to analyze impacts associated with the enrollment increase that was prepared by Linscott, Law, and Greenspan and dated October 12, 2023. The traffic study shows that existing roadways in the vicinity of the school will continue to operate at acceptable levels of service with the increase in enrollment. A queueing analysis was also conducted to ensure that pick-up and drop-off procedures were adequate. The queueing analysis recommends the addition of a 150-foot long turn pocket to serve the vehicles waiting to make an eastbound left-turn into the school's west driveway and that LFCS should continue to monitor the queue during the peak periods

and direct traffic when the queue is close to exceeding the left-turn pocket. The location of the recommended left turn pocket is within the County of San Diego. The traffic study was shared with the County Traffic Engineer, who indicated support for increased safety measures adjacent to LFCS. The proposed conditions of approval will require that LFCS work with the County Traffic Engineer to implement the left turn pocket and for LFCS staff to monitor queueing as recommended in the traffic study.

Good Neighbor Fencing

LFCS is in discussion with a neighboring residential property owner to the east to improve the existing boundary fence. The Zoning Ordinance allows fencing greater than six feet in height in instances where there is a legitimate need for a higher fence and after considering safety and sight distance requirements, in addition to aesthetics and input from affected adjoining property owners. In this instance, staff is recommending that the CUP authorize fencing up to eight feet in height outside of the exterior setbacks from E. Bradley Ave. and Pepper Dr. This will allow LFCS or adjacent property owners to install higher fencing without subsequent additional approval processes or application fees.

School Zone Signs

During the public meeting hosted by LFCS, individuals were concerned with the lack of school zone signs for eastbound traffic on East Bradley Avenue. The City Engineer has indicated that such sign(s) can be installed, and that the City can likely facilitate their installation.

FINDINGS

The Commission shall approve issuance of the permit upon meeting the CUP findings listed in section 17.50.060 of the ECMC. If the Commission can make all findings, it must approve the issuance of the CUP. The findings for CUP approval are as follows:

- A. *The proposed project is consistent with applicable goals, policies, and programs of the General Plan and with any applicable specific plan.*

The proposed project is consistent with the General Plan, which encourages the interaction between residential development, major streets and boundaries, and schools and parks in order to create activity centers and neighborhood focal points to foster social interaction. The site is not located within a specific plan.

- B. *The proposed site plan and building design are consistent with all applicable use and development standards.*

The proposed site plan is consistent with applicable use and development standards of the RS-6 zone, including: structure setbacks, landscaping areas, and structure height. The project does not propose new development or modifications to existing structures.

- C. *The proposed project will be operated in a manner that is compatible with existing and planned land uses in the vicinity of the proposed use.*

Generally, schools are considered compatible with residential neighborhoods. The project proposal addressed the issue of traffic. It was concluded that traffic would not be negatively impacted with striping of a left turn pocket on East Bradley Avenue and on-site traffic management. Recommendations in the traffic report are proposed conditions of approval for the project, and modifications to operations requires prior Planning assessment and approval. The conditions of approval also propose a good neighbor fencing policy which will allow the construction of fencing up to eight feet in height along interior property lines, but outside of the exterior setback, without requiring subsequent additional approvals.

- D. *The proposed project will not be detrimental to the public health, safety, and general welfare, including but not limited to matters of noise, smoke, dust, fumes, vibration, odors, and hazards or excessive concentrations of traffic.*

Impacts are not anticipated with the normal conduct of a charter school. If the institution does become a nuisance, the City has performance standards for those impacts that are addressed through code enforcement actions when complaints are received. Furthermore, the matter of traffic was specifically assessed and determined to not be detrimentally impacted.

- E. *The proposed use is in the best interest of the public convenience and necessity.*

The project would provide increased capacity for a successful educational institution in the community and further increase educational options within the City. The subject property can accommodate the proposed increase in enrollment, and is in the best interest of the public convenience and necessity to facilitate more school choices within the City.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

The proposed project is categorically exempt from the provisions of the California Environmental Quality Act ("CEQA") according to section 15301 ("Existing Facilities") of the CEQA Guidelines. Section 15301 provides an exemption for projects which include negligible or no expansion of an existing use. The project proposes to increase enrollment at an existing charter school, consistent with authorizations from the San Diego County Board of Education. Traffic impacts are negligible with the implementation of on-site traffic circulation controls and a 150-foot long left turn pocket in the adjacent public street. Therefore, the project meets criteria for Class 1 Existing Facilities exemption. None of the exemptions listed under CEQA Guidelines section 15300.2 exist.

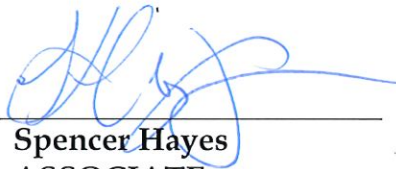
PUBLIC NOTICE & INPUT

A notice of application was mailed to property owners and tenants within 300 feet of the subject property on August 31, 2023. Multiple concerns regarding traffic and fencing were received. Notice of this public hearing was mailed on October 26, 2023, to all property owners within 300 feet of the project site and to anyone who requested such notice in writing, in compliance with California 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 on the City's website. One response was received requesting additional information about the request and not expressing an opinion about the project.

RECOMMENDATION

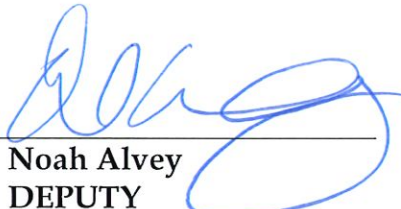
The proposed increase in enrollment from 350 to 620 students helps LFCS continue to offer quality educational opportunities to families in El Cajon. The proposed CUP amendment also rectifies a discrepancy between the enrollment cap authorized by the City and the San Diego County Board of Education. By implementing the recommendations of the traffic report, impacts to traffic would be negligible. Staff recommends that the Planning Commission approve the CUP, subject to conditions.

PREPARED BY:



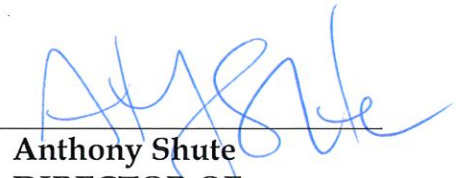
Spencer Hayes
ASSOCIATE
PLANNER

REVIEWED BY:



Noah Alvey
DEPUTY
DIRECTOR OF
COMMUNITY
DEVELOPMENT

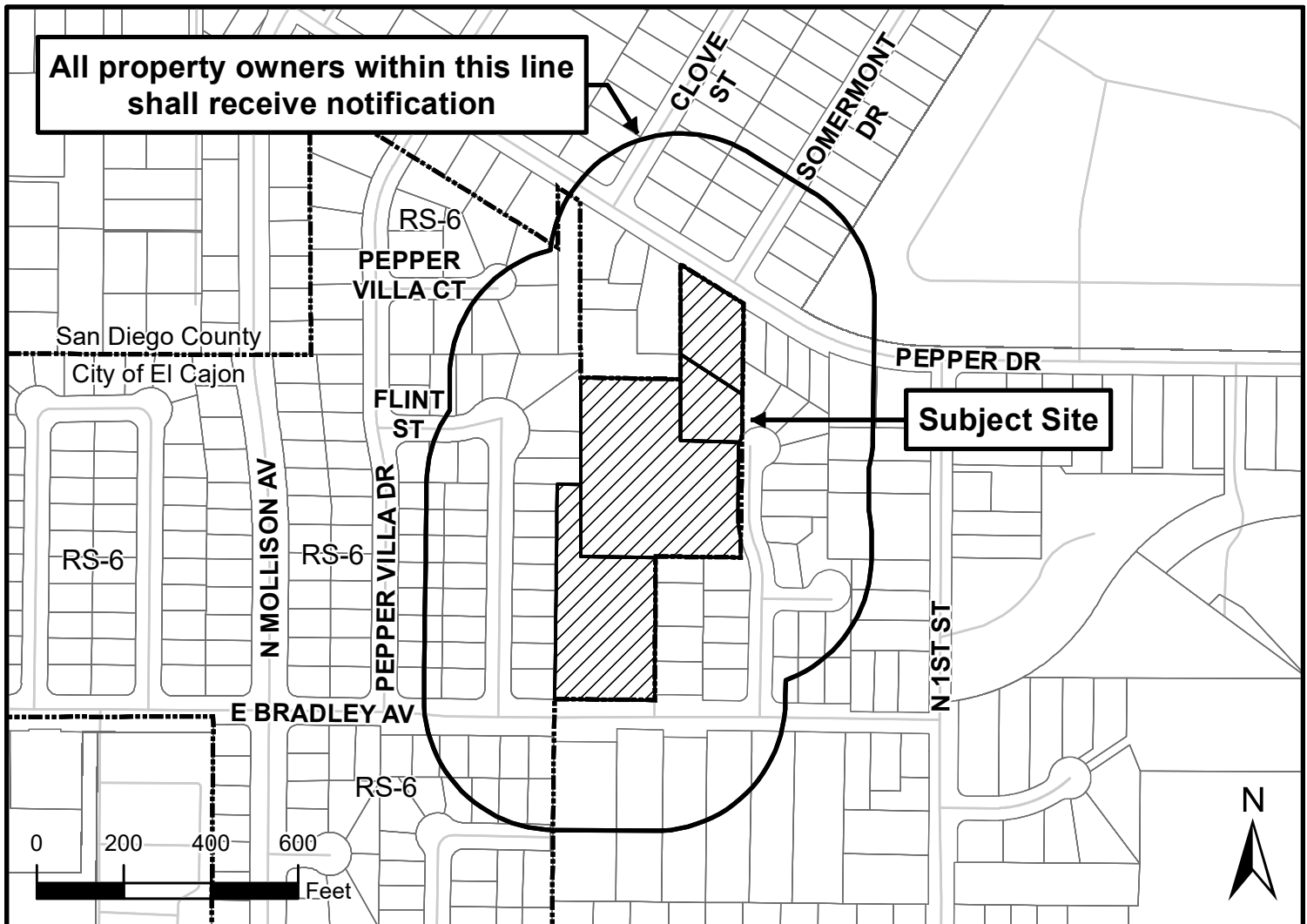
APPROVED BY:



Anthony Shute
DIRECTOR OF
COMMUNITY
DEVELOPMENT

ATTACHMENTS

1. Public Hearing Notice/Location Map
2. Proposed Resolution APPROVING CEQA Exemption
3. Proposed Resolution APPROVING CUP No. 2023-0007
4. Aerial Photograph of Subject Site
5. Application and Disclosure Statement
6. Project Description & Supporting Documents
7. Traffic Study dated October 12, 2023



**NOTICE OF PROPOSED
CONDITIONAL USE PERMIT NO. 2023-0007
FOR INCREASED CHARTER SCHOOL ENROLLMENT**

NOTICE IS HEREBY GIVEN that the El Cajon Planning Commission will hold a public hearing at **7:00 p.m., Tuesday, November 7, 2023** in the City Council Chambers, 200 Civic Center Way, El Cajon, CA, to consider:

CONDITIONAL USE PERMIT (CUP) NO. 2023-0007, legacy CUP No. 732, as submitted by Literacy First Charter Schools, requesting to increase enrollment from 350 to 620 students. The subject property is located on the north side of East Bradley Avenue between North Mollison Avenue and North First Street, and is addressed as 1012 East Bradley Avenue, APNs 388-201-63, 388-203-21, 388-203-22, and 388-203-10.

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 **NOAH ALVEY** at 619-441-1742 or via email at nalvey@elcajon.gov and reference "CUP-2023-0007" in the subject line.



CITY OF EL CAJON
COMMUNITY
DEVELOPMENT
PLANNING DIVISION

NOTICE OF PUBLIC HEARING

Conditional Use Permit No.
2023-0007
1012 East Bradley Avenue

USEFUL INFORMATION ABOUT PUBLIC HEARINGS

BACKGROUND:

A public hearing is an opportunity for you to make information known to the City of El Cajon prior to a decision being made on a project in which you have an interest. Public hearings may be heard by either the Planning Commission or the City Council. The procedures used by both of these bodies are very similar. Both the Council and the Commission work from a prepared agenda. Items are considered in the sequence shown on the agenda unless by specific motion the order is changed. Agendas and reports will be available at the meeting. *Additionally, Planning Commission and City Council agenda reports can be found under the link <http://www.elcajon.gov/your-government/city-meetings-with-agendas-and-minutes-all>.*

PUBLIC PARTICIPATION:

The City is required by law to hear anyone desiring to speak, though the time allocated may be limited by the Chair or Mayor unless you represent a group. It is asked that your remarks be relevant to the subject and as brief as possible. If you are not able to be present at the hearing, you are welcome to submit a letter expressing your views. If you have questions prior to the hearing, you are invited to contact the staff member listed on the official notice on the opposite side of this page. The City has provided alternative means to observe the meeting through the city's website. Please visit <http://www.elcajon.gov/videostreaming> for more details. Those wishing to attend the meeting may do so.

VOTING PROCEDURE:

After everyone has spoken, the public hearing will be closed, a motion made, and a vote taken. An electronic voting system is used. After all votes have been cast, they will be displayed simultaneously. Green indicates a YES vote; red a NO vote; and white an ABSTENTION. Three yes votes are necessary to approve a motion.

DISABLED ACCESS:

The City of El Cajon is endeavoring to be in total compliance with the American with Disabilities Act. If you require assistance or auxiliary aids in order to participate at Planning Commission meetings, please contact the Project Assistance Center at 619-441-1742 as far in advance of the meeting as possible. *48 hours preferred*

CITY HALL BUSINESS HOURS

City Hall at 200 Civic Center Way: Monday-Thursday: 7:30 a.m. – 5:00 p.m.
Friday: 8:00 a.m. - 5:00 p.m. Closed alternate Fridays.

A full calendar of business hours and dates can be found on the City's website at www.elcajon.gov, or you may call the Project Assistance Center at 619-441-1742.

PROPOSED PLANNING COMMISSION RESOLUTION

A RESOLUTION APPROVING CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) EXEMPTION 15301 (EXISTING FACILITIES) FOR CONDITIONAL USE PERMIT NO. 2023-0007 FOR AN INCREASE IN ENROLLMENT AT LITERACY FIRST CHARTER SCHOOL ON THE NORTH SIDE OF EAST BRADLEY AVENUE BETWEEN NORTH MOLLISON AVENUE AND NORTH FIRST STREET, IN THE RS-6 ZONE, APNS: 388-201-63, 388-203-21, -22, & -10, GENERAL PLAN DESIGNATION: LOW DENSITY RESIDENTIAL

WHEREAS, the El Cajon Planning Commission ("Planning Commission") duly advertised and held a public hearing on November 7, 2023, to consider Conditional Use Permit ("CUP") No. 2022-0007, amendment to legacy CUP No. 732, as submitted by Steve Robinson of Literacy First Charter School ("LFCS"), requesting to increase enrollment from 350 to 620 students, grades four through eight, at the campus located at 1012 East Bradley Avenue, in the RS-6 zone, on the north side of East Bradley Avenue between North Mollison Avenue and North First Street, APNs: 388-201-63, 388-203-21, -22, & -10; and

WHEREAS, in accordance with California Environmental Quality Act ("CEQA") Guidelines section 150061(b)(2), the Planning Commission reviewed and considered the information contained in the project staff report; and

WHEREAS, the project proposes to increase enrollment from 350 to 620 students, grades four through eight, to be consistent with LFCS's current operations and authorizations by the San Diego County Board of Education. Included in the proposal is a 150-foot long left turn pocket to be striped for eastbound traffic queuing to enter the site from East Bradley Avenue an on-site traffic flow controls. The project does not propose new construction or modification of existing structures; and

WHEREAS, it is proposed that the project is exempt from CEQA under section 15301, Class 1 (Existing Facilities) of CEQA Guidelines. Section 15301 provides an exemption for projects which include negligible or no expansion of an existing use. Traffic impacts are negligible with the implementation of on-site traffic controls and a left turn pocket on East Bradley Avenue. Further, no new development is proposed; and

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

Proposed Planning Commission Resolution

WHEREAS, section 15301 is an appropriate exemption for the proposed project and the record of proceedings contains evidence to support the determination that the Class 1 Categorical Exemption applies; and

WHEREAS, after considering evidence and facts, the Planning Commission did consider the proposed CEQA exemption 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 exemption for conversion of an existing religious facility for use as a charter school – Kidinnu Academy.

Section 2. That based upon said findings of fact, the El Cajon Planning Commission hereby APPROVES the proposed CEQA exemption for increased enrollment at the Literacy First Charter School campus on East Bradley Avenue.

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Proposed Planning Commission Resolution

PASSED AND ADOPTED by the El Cajon City Planning Commission at a regular meeting held November 7, 2023, by the following vote:

AYES:
NOES:
ABSENT:

Darrin MROZ, Chair

ATTEST:

Noah ALVEY, Secretary

PROPOSED PLANNING COMMISSION RESOLUTION

A RESOLUTION APPROVING CONDITIONAL USE PERMIT NO. 2023-0007 FOR AN INCREASE IN ENROLLMENT AT LITERACY FIRST CHARTER SCHOOL ON THE NORTH SIDE OF EAST BRADLEY AVENUE BETWEEN NORTH MOLLISON AVENUE AND NORTH FIRST STREET, IN THE RS-6 ZONE, APNS: 388-201-63, 388-203-21, -22, & -10, GENERAL PLAN DESIGNATION: LOW DENSITY RESIDENTIAL

WHEREAS, the El Cajon Planning Commission ("Planning Commission") duly advertised and held a public hearing on November 7, 2023, to consider Conditional Use Permit ("CUP") No. 2023-0007, amendment to legacy CUP No. 732, as submitted by Steve Robinson of Literacy First Charter School ("LFCS"), requesting to increase enrollment from 350 to 620 students, grades four through eight, at the campus located at 1012 East Bradley Avenue, in the RS-6 zone, on the north side of East Bradley Avenue between North Mollison Avenue and North First Street, APNs: 388-201-63, 388-203-21, -22, & -10; and

WHEREAS, the El Cajon Planning Commission adopted the next resolution in order determining that the proposed project is exempt from the provisions of the California Environmental Quality Act ("CEQA") according to Section 15301 (Existing Facilities) 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 is consistent with the General Plan, which encourages the interaction between residential development, major streets and boundaries, and schools and parks in order to create activity centers and neighborhood focal points to foster social interaction. The site is not located within a specific plan.
- B. The proposed site plan is consistent with applicable use and development standards of the RS-6 zone, including: structure setbacks, landscaping areas, and structure height. The project does not propose new development or modifications to existing structures.
- C. Generally, schools are considered compatible with residential neighborhoods. The project proposal has addressed the issue of traffic. It was concluded that traffic would not be negatively impacted with striping of a left turn pocket on East Bradley Avenue and on-site traffic management. Recommendations in the traffic report are proposed conditions of approval for the project, and modifications to

operations requires prior Planning assessment and approval. The conditions of approval also propose a good neighbor fencing policy which will allow the construction of fencing up to eight feet in height along interior property lines, but outside of the exterior setback, without requiring additional subsequent approvals.

- D. Impacts are not anticipated with the normal conduct of a charter school. If the institution does become a nuisance, the City has performance standards for those impacts that are addressed through code enforcement actions when complaints are received. Furthermore, the matter of traffic was specifically assessed and determined to not be detrimentally impacted.
- E. The project would provide increased capacity for a successful educational institution in the community and further increase educational options within the City. The subject property can accommodate the proposed increase in enrollment, and is in the best interest of the public convenience and necessity to facilitate more school choices within the City.

NOW, THEREFORE, BE IT RESOLVED that based upon said findings, the El Cajon Planning Commission hereby APPROVES CUP-2023-0007 to allow for increased enrollment at the Literacy First Charter School campus on East Bradley Avenue, subject to the following conditions:

Planning

1. Enrollment at the Literacy First Charter School campus at 1012 East Bradley Avenue shall not exceed 620 students, grades four (4) through eight (8).
2. Consistent with the traffic study by Linscott, Law, & Greenspan Engineers, dated October 12, 2023 and on file with the Community Development Department, LFCS shall complete the following:
 - A. Installation of a 150-foot long left turn pocket for eastbound traffic entering the site from East Bradley Avenue after receiving approval of the appropriate public improvement drawings and an encroachment permit; and,
 - B. On-site traffic control measures detailed in Exhibits 8 & 9 of the traffic study.
3. This approval authorizes fencing up to eight (8) feet in height outside of the exterior yard setbacks from East Bradley Avenue and Pepper Drive. Fencing shall otherwise comply with Zoning Code section 17.130.170 and Chapter 17.40, as applicable. A building permit is required for fences and/or walls exceeding height thresholds in the California Building Code.
4. All landscaping at the site 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.

5. A public address (PA) system shall not be used outside of the school structure. Use of a school bell system shall comply with performance standards for noise contained in ECMC section 17.115.130.
6. A schedule of school events shall be made available to surrounding property owners upon request and shall be available via LFCS's online presence.
7. This use shall be operated in a manner that is compatible at all times with surrounding properties and uses.
8. Adherence to the City's Noise Ordinance is required during the operation of classes and outdoor activities.
9. No expansion of facilities is permitted without formal amendment to this CUP.
10. Except as modified by this Resolution, the site shall continue to operate consistent with ongoing conditions of approval for CUP No. 732 and its amendments.

General Conditions

11. The existence of this conditional use permit shall be recorded with the County Recorder.
12. The site shall be developed and operated in substantial conformance with conditions as presented in the Planning Commission staff report dated November 7, 2023, except as modified by this resolution. Operation of the use in violation of the conditions of approval is grounds for revocation.
13. If this permit is not legally exercised within one year of project approval, and a written request for an extension of time has not been received and subsequently approved by the Planning Secretary within the same time period, this conditional use permit shall be considered null and void pursuant to ECMC section 17.35.010.
14. The Planning Commission may at any time during the life of this use permit, after holding a properly noticed public hearing, and after considering testimony as to the operation of the approved use, revoke the permit, or modify the permit with any additional conditions as it deems necessary, to ensure that the approved use continues to be compatible with surrounding properties and continues 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. At such hearing the applicant may appear and object under applicable law to any potential revocation or modification of

Proposed Planning Commission Resolution

the conditions of approval.

PASSED AND ADOPTED by the El Cajon City Planning Commission at a regular meeting held November 7, 2023, by the following vote:

AYES:
NOES:
ABSENT:

Darrin MROZ, Chair

ATTEST:

Noah ALVEY, Secretary

Aerial Image

1012 East Bradley Avenue

CUP-2023-0007





Project Assistance Center
PLANNING PERMIT APPLICATION

Type of Planning Permit(s) Requested:

<input type="checkbox"/> AZP Administrative Zoning Permit	<input checked="" type="checkbox"/> CUP Conditional Use Permit	<input type="checkbox"/> LLA Lot Line Adjustment	<input checked="" type="checkbox"/> MA Minor Amendment
<input type="checkbox"/> MUP Minor Use Permit	<input type="checkbox"/> PRD Planned Residential Development	<input type="checkbox"/> PUD Planned Unit Development	<input type="checkbox"/> SDP Site Development Plan Permit
<input type="checkbox"/> SP Specific Plan	<input type="checkbox"/> SCR Substantial Conformance Review	<input type="checkbox"/> TPM Tentative Parcel Map	<input type="checkbox"/> TSM Tentative Subdivision Map
<input type="checkbox"/> VAR Variance	<input type="checkbox"/> ZR Zone Reclassification	<input type="checkbox"/> Other: _____	

Project Location

Parcel Number (APN): 388-203-2100, 388-203-1000, 388-203-2200

Address: 1012 E Bradley Ave El Cajon, CA 92020

Nearest Intersection: Woodburn and E Bradley

Project Description (or attach separate narrative)

Amending the existing CUP 732 to increase the allowable enrollment from 350 students to 575. This includes striping a 100 foot left turn pocket on east bound E Bradley Ave at the western entrance to the property at 1012.

Project Screening Questions

Existing use? ☐ No ☒ Yes
 Modification of use? ☒ No ☐ Yes
 New development or addition? ☒ No ☐ Yes
 Existing Structures? ☐ No ☒ Yes

If yes, please describe:

School in operation here since 2003.

 Age of the structures: 13-40 years

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: Literacy First Charter Schools
Contact Name: Steve Robinson
Mailing Address: 698 W Main Street El Cajon, CA 92020
Phone: 619.316.5839 Email: steve.robinson@LFCSINC.ORG
Interest in Property: ☐ Own ☒ Lease ☐ Option

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

Company Name: _____
Contact Name: _____ License: _____
Mailing Address: _____
Phone: _____ Email: _____

Property Owner Information (if different than applicant)

Company Name: Literacy First Charter Schools Issuer, LLC
Contact Name: Steve Robinson
Mailing Address: 698 W Main Street El Cajon, CA 92020
Phone: 619-316-5839 Email: steve.robinson@lfcsinc.org

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 Signature¹:



Date:

8.2.2023

Property Owner

Signature²:

Date:

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-submittal Review

The purpose of a pre-submittal review is to provide you an opportunity to review your project with the City's development team 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.**



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.

<u>Literacy First Charter Schools</u>	<u>1012 E Bradley Ave El Cajon, CA 92021</u>
---------------------------------------	--

<u>Literacy First Charter Schools Issuer, LLC</u>	<u>1012 E Bradley Ave El Cajon, CA 92021</u>
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List the names and address of all persons having any ownership interest in the property involved.

<u>Literacy First Charter Schools Issuer, LLC</u>	<u>1012 E Bradley Ave El Cajon, CA 92021</u>
---	--

<u> </u>	<u> </u>
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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.

<u> </u>	<u> </u>
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<u> </u>	<u> </u>
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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.

<u> </u>	<u> </u>
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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 X

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

"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.

SR 8.2.2023
Signature of applicant / date

Steve Robinson
Print or type name of applicant

NOTE: Attach appropriate names on additional pages as necessary.

Literacy First Charter Schools



"The tree of knowledge begins with literacy."

Project Description

Literacy First Charter School (LFCS) proposes to increase enrollment from 350 to 620 students, grades four through eight, at its campus located at 1012 East Bradley Avenue. The San Diego County Board of Education has authorized LFCS to have an enrollment of 620 students at 1012 E. Bradley Ave. and since 2019 the campus has had an enrollment of approximately 575 to just over 600 students. In order to address traffic concerns associated with the increase in enrollment, LFCS hired a Traffic Engineer to analyze drop-off and pick-up procedures. The Traffic Engineer has recommended the installation of a left turn pocket adjacent to the westerly driveway that serves as the entrance to the school. LFCS is requesting that the City approve the proposed increase in enrollment to 620 students and the addition of the left turn pocket on E. Bradley Ave.

LFCS Overview

LFCS opened its doors in the fall of 2001 serving Kindergarten – 3rd grade students in leased facilities at 799 E Washington Ave. Over the past 22 years, LFCS has expanded to include Kindergarten through 12th grade over four campuses plus a home school program for Transition Kindergarten through 8th grade. We offer a comprehensive and researched based educational program plus the extra support English Language Learners, students with disabilities, and general education students who are performing below grade level in reading, writing, and mathematics need to succeed. Our mission is to nurture the whole child from kindergarten through high school graduation by igniting a passion for comprehensive literacy and equipping our students to wholeheartedly participate in their community.

1012 E. Bradley Ave.

In the spring of 2004, LFCS added a campus for 4th – 8th grade students in leased facilities at 1012 E Bradley Ave. In November of 2019, LFCS purchased the campus at 1012 E Bradley Ave from the owner, The International Church of the Four Square Gospel. Since the spring of 2004, this campus' enrollment has safely grown while always seeking to maintain good relations with our neighbors. In 2006, 2011, 2016, and 2021 our charter was renewed by the San Diego County Board of Education which authorized our recent enrollment growth. We have 23 classrooms which can hold an average of 28 students each for a maximum of 644 students on a campus of approximately 6.76 acres. Our current 2023-24 enrollment is 608. On any given day, our attendance rate averages 93-95% which would put our average daily student count for 2023-24 at approximately 566-597 students.

Many students car pool and many parents pick up multiple siblings which reduces the number of cars during pick up. We offer sports, clubs, and drama as afterschool activities which also reduces the number of students who need to be picked up from school by 50-100 students depending on the day. Over the years, we have safely served our growing enrollment while being good neighbors. The city and our neighbors have our commitment that we will continue to operate this campus safely and as good neighbors. While on paper we are asking for an increase of 270 students, since our enrollment is already above 350 and has been for multiple years, the practical impact of our request is a 12 student increase over our current enrollment.

Good Neighbor Efforts

On September 26, 2023 we held an open house at 1012 E Bradley Ave and invited all the neighbors within 300 feet of the campus. We shared the plans for the increase in enrollment and the addition of a left turn lane to be painted on eastbound Bradley Ave. Attendees of the open house provided input on ways that we can improve the campus. We expressed agreement that improving the existing School Zone signs would be a good idea, discussed extending an existing wall vertically on the east side of campus to help buffer the noise, and agreed to share a school calendar with a neighbor so she would be aware of school events.

Conclusion

Over the years, we have safely served our growing enrollment while always seeking to be good neighbors. The city and our neighbors have our commitment that we will continue to operate this campus safely and as good neighbors. LFCS requests that the City approve the proposed increase in enrollment to 620 students and the addition of the left turn pocket on E. Bradley Ave.

2022 CAASPP Data							
Test Data Comparison - Percentage of Students Scoring Standards Met or Exceeded							
ELA	LFCS	CA - Statewide	Cajon Valley / GUHSD	LMSV	Santee	Lakeside	LFCS over District
3rd	62%	42%	30%	46%	59%	44%	32%
4th	60%	45%	34%	46%	54%	41%	26%
5th	67%	47%	36%	47%	54%	49%	31%
6th	64%	45%	35%	50%	56%	41%	29%
7th	69%	49%	42%	51%	57%	47%	27%
8th	78%	47%	36%	51%	51%	43%	42%
11th	81%	55%	59%	N/A	N/A	N/A	22%
Math	LFCS	CA - Statewide	Cajon Valley / GUHSD	LMSV	Santee	Lakeside	LFCS over District
3rd	65%	43%	32%	43%	59%	46%	33%
4th	59%	39%	29%	37%	48%	38%	30%
5th	51%	32%	21%	29%	41%	31%	30%
6th	59%	32%	23%	35%	41%	23%	36%
7th	45%	32%	23%	31%	45%	28%	22%
8th	48%	29%	18%	36%	45%	23%	30%
11th	48%	27%	29%	N/A	N/A	N/A	19%



October 12, 2023

Mr. Steve Robinson
 Literacy First Charter School
 1012 E. Bradley Avenue
 El Cajon, CA 92021

LLG Reference: 3-23-3741

Subject: Literacy First Charter School Project, Transportation Study
 City of El Cajon

Dear Mr. Robinson:

Linscott, Law and Greenspan, Engineers (LLG) has prepared this transportation assessment letter report for the existing Literacy First Charter School project (hereafter referred to as the school) located at 1012 E. Bradley Avenue.

Figure 1 shows the Project Area Map. **Figure 2** shows the Site Plan.

The school site is General Plan designated Low Density Residential (LR) and Zoned RS-6 Residential. The Conditional Use Permit (CUP) maximum enrollment for this zone is 350 students, and the current enrollment is 608 students, comprised of 4th to 8th graders.

PROJECT HISTORY

The first submittal of this letter report, dated June 2023, conducted traffic volume counts as mentioned in the "Existing Traffic Volumes" section, during an enrollment of 575 students. Since then, the enrollment has increased to 608 students. The applicant proposes a CUP Amendment which would allow for a maximum enrollment of 620 students. Therefore, revisions in this letter report include a transportation assessment of the proposed CUP amendment with a maximum enrollment of 620 students to determine any transportation deficiencies within the study area due to the increase in allowed enrollment of 270 students (350 students to 620 students).

For the purposes of this report, the current CUP maximum enrollment (350 students) is referred to as Existing without Student Delta, the first submittal's enrollment of 575 students (existing traffic volumes) is referred to as Existing with Student Delta, and the proposed CUP Amendment with a maximum enrollment of 620 students is referred to as Existing with CUP Amendment.

Engineers & Planners

Traffic
 Transportation
 Parking

Linscott, Law & Greenspan, Engineers

4542 Ruffner Street
 Suite 100
 San Diego, CA 92111
858.300.8800 T

www.llgengineers.com

Pasadena
 Irvine
 San Diego

Philip M. Linscott, PE (1924-2000)
 William A. Law, PE (1921-2018)
 Jack M. Greenspan, PE (Ret.)
 Paul W. Wilkinson, PE (Ret.)
 John P. Keating, PE (Ret.)
 David S. Shender, PE
 John A. Boarman, PE
 Clare M. Look-Jaeger, PE (Ret.)
 Richard E. Barretto, PE
 Keil D. Maberry, PE
 Kalyan C. Yellapu, PE
 Dave Roseman, PE
 Shankar Ramakrishnan, PE
 An LG2WB Company Founded 1966

Included in this letter report are the following:

- Existing Conditions
- Existing Traffic Volumes
- Trip Generation / Trip Distribution
- Analysis Results
- Queuing Analysis
- Vehicle Miles Traveled (VMT) Assessment

EXISTING CONDITIONS

The following is a description of the existing street network in the study area.

E. Bradley Avenue is classified as a Primary Arterial in the *El Cajon Road Register, 2007*. Within the study area, E. Bradley Avenue is currently constructed as a two-lane undivided roadway. On-street parking is permitted. The posted speed limit is 40 mph.

Pepper Drive is classified as a 2.2C Light Collector in the *County of San Diego General Plan Mobility Element*. Within the study area, Pepper Drive is currently constructed as a two-lane undivided roadway. On-street parking is not permitted. The posted speed limit is 35 mph.

N. Mollison Avenue is classified as a Secondary Arterial south of E. Bradley Avenue and a Standard Collector north of E. Bradley Avenue in the *El Cajon Road Register, 2007*. Within the study area, N. Mollison Avenue is currently constructed as a four-lane undivided roadway. On-street parking is permitted. The posted speed limit is 40 mph.

Pepper Villa Drive is an unclassified roadway in the *El Cajon Road Register, 2007*. Within the study area, Pepper Villa Drive is currently constructed as a two-lane undivided roadway. On-street parking is permitted. There is no posted speed limit.

Woodburn Street is an unclassified roadway in the *El Cajon Road Register, 2007*. Within the study area, Woodburn Street is currently constructed as a two-lane undivided roadway. On-street parking is permitted. There is no posted speed limit.

N. 1st Street is an unclassified roadway in the *County of San Diego General Plan Mobility Element*. Within the study area, N. 1st Street is currently constructed as a two-lane undivided roadway. On-street parking is permitted on the right side of the roadway. The posted speed limit is 35 mph.

Figure 3 shows the Existing Conditions Diagram.

EXISTING TRAFFIC VOLUMES

Peak hour intersection turning movement volume counts were conducted at the study area intersections on Thursday, March 23, 2023. These intersection counts were conducted during the school's AM and PM peak periods of 7:00 AM to 9:00 AM and 2:00 PM to 4:00 PM, respectively. Street segment average daily traffic (ADT) volume counts were conducted at the study area street segment on Wednesday, February 1, 2023. All counts were conducted while schools were in session.

Figure 4 shows the Existing traffic volumes. **Attachment A** contains the manual count sheets.

TRIP GENERATION / TRIP DISTRIBUTION

As mentioned in the "Project History" section, the first submittal of this letter report had an enrollment of 575 students. Based on coordination with school staff, the average daily attendance was 546 students, which is 95% of the maximum enrolled. As shown in **Figure 4**, the number of vehicles entering the school site was 382 vehicles during the AM and 248 vehicles during the PM peak hour. **Table A** summarizes the trip generation of the school based on the existing traffic counts. The ADT volume was calculated by summing the peak hour volumes then applying a 10% increase to account for school staff. As shown in **Table A**, the school is calculated to generate 1,390 ADT, with 764 trips during the AM peak hour (382 inbound and 382 outbound), and 496 trips during the PM peak hour (248 inbound and 248 outbound) under the enrollment of 575 students. In order to calculate the school's trip generation under the proposed CUP Amendment, an 8% increase was applied which is the calculated growth between the previous enrollment of 575 students and the proposed maximum enrollment for 620 students.

The school's traffic distribution was based on the existing traffic counts. Based on these counts, 40% of trips are on E. Bradley Avenue oriented to/from the west and 35% on E. Bradley Avenue to/from the east. Pepper Drive carries about 25%.

Figure 5 shows the school's traffic distribution. **Figure 6** shows the school's traffic volumes under the enrollment of 575 students. **Figure 7** shows the Existing without Student Delta traffic volumes.

TABLE A
SCHOOL TRIP GENERATION

Land Use	Number of Students	ADT Volume	AM Peak Hour Volume			PM Peak Hour Volume		
			In	Out	Total	In	Out	Total
School Enrollment during Traffic Counts	575	1,390 ^a	382	382 ^b	764	248	248 ^b	496
School Maximum Enrollment under CUP Amendment ^c	620	1,500	413	413	826	268	268	536
Net Increase	45	110	31	31	62	20	20	40

Footnotes:

- [Inbound AM (382) + Inbound PM (248)] x 2 (in + out) x 1.1 (to account for staff trips).
- Egress volumes were assumed to be the same as the counted ingress volume.
- School trips under CUP Amendment (620 students) were calculated by applying an 8% growth to the school trips under the enrollment of 575 students.

ANALYSIS RESULTS

As mentioned, the current CUP maximum enrollment (350 students) is referred to as Existing without Student Delta, the first submittal's enrollment of 575 students (existing traffic volumes) is referred to as Existing with Student Delta, and the proposed CUP Amendment with a maximum enrollment of 620 students is referred to as Existing with CUP Amendment. In order to obtain the "Existing without Student Delta" traffic volumes, the proportion formula was used on the existing school traffic volumes (i.e. [350 students / 546 students] x 205 eastbound left-turn AM peak hour volume = 131). Based on this calculation, the existing traffic counts were reduced accordingly.

The "Existing with CUP Amendment" was obtained by increasing the Project traffic volumes under the enrollment of 575 students (*Figure 6*) by 8% and applied these traffic volumes accordingly. *Figure 10* shows the school's traffic volumes under the CUP Amendment maximum enrollment of 575 students. *Figure 11* shows the Existing with CUP Amendment traffic volumes.

Existing without Student Delta

Intersection Analysis

Intersection analysis was conducted for the study area intersections under Existing without Student Delta conditions. *Table B* summarizes the peak hour intersection operations for the Existing without Student Delta conditions. As shown in *Table B*, the study area intersections are calculated to operate at LOS D or better.

Attachment B contains the Existing without Student Delta intersection analysis worksheets.

Street Segment Analysis

Street Segment analysis was conducted for the study area roadway under Existing without Student Delta conditions. **Table C** summarizes the daily street segment operations for the Existing without Student Delta conditions. As shown in **Table C**, the study area roadway is calculated to operate at LOS C or better.

Existing with Student Delta

Intersection Analysis

Intersection analysis was conducted for the study area intersection under Existing with Student Delta conditions. **Table B** summarizes the peak hour intersection operations for the Existing with Student Delta conditions. As shown in **Table B**, the study area intersections are calculated to continue to operate at LOS D or better.

Attachment C contains the Existing with Student Delta intersection analysis worksheets.

Street Segment Analysis

Street Segment analysis was conducted for the study area roadway under Existing with Student Delta conditions. **Table C** summarizes the daily street segment operations for the Existing with Student Delta conditions. As shown in **Table C**, the study area roadway is calculated to continue to operate at LOS C or better.

Existing with CUP Amendment

Intersection Analysis

Intersection analysis was conducted for the study area intersection under Existing with CUP Amendment conditions. **Table B** summarizes the peak hour intersection operations for the Existing with CUP Amendment conditions. As shown in **Table B**, the study area intersections are calculated to continue to operate at LOS D or better.

Attachment D contains the Existing with CUP Amendment intersection analysis worksheets.

Street Segment Analysis

Street Segment analysis was conducted for the study area roadway under Existing with CUP Amendment conditions. **Table C** summarizes the daily street segment operations for the Existing with CUP Amendment conditions. As shown in **Table C**, the study area roadway is calculated to continue to operate at LOS C or better.

TABLE B
EXISTING INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing without Student Delta (350 Students)		Existing with Student Delta (575 Students)		Existing with CUP Amendment (620 Students)	
			Delay ^a	LOS ^b	Delay	LOS	Delay	LOS
1. E. Bradley Ave / N. Mollison Ave	AWSC ^c	AM	17.2	C	22.4	C	23.8	C
		PM	32.5	D	33.2	D	34.5	D
2. E. Bradley Ave / Project Dwy #1	TWSC ^d	AM	15.5	C	24.3	C	27.5	D
		PM	14.6	B	21.7	C	24.3	C
3. E. Bradley Ave / Project Dwy #2	TWSC	AM	12.7	B	13.9	B	14.2	B
		PM	15.3	C	30.0	D	33.7	D
4. E. Bradley Ave / N. 1st St	AWSC	AM	13.4	B	15.9	C	16.6	C
		PM	13.1	B	15.9	C	16.8	C

Footnotes:

- Average delay expressed in seconds per vehicle.
- Level of Service.
- AWSC – All-Way Stop Controlled intersection.
- TWSC – Two-Way Stop Controlled intersection. Minor street left-turn delay is reported.

UNSIGNALIZED

DELAY/LOS THRESHOLDS

Delay	LOS
0.0 ≤ 10.0	A
10.1 to 15.0	B
15.1 to 25.0	C
25.1 to 35.0	D
35.1 to 50.0	E
≥ 50.1	F

TABLE C
EXISTING STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) ^a	Existing without Student Delta (350 Students)			Existing with Student Delta (575 Students)			Existing with CUP Amendment (620 Students)		
		ADT ^b	LOS ^d	V/C ^c	ADT	LOS	V/C	ADT	LOS	V/C
E. Bradley Ave										
N. Mollison Ave to Pepper Villa Dr	8,000	5,469	C	0.684	5,620	C	0.703	5,650	C	0.706
Woodburn St to Kyle Pl	8,000	3,749	B	0.469	3,950	B	0.494	3,990	B	0.499
Pepper Villa Dr										
Flint St to Bradley Ave	1,500	335	C or better	0.223	360	C or better	0.240	370	C or better	0.247
Woodburn St										
Flint St to Bradley Ave	1,500	135	C or better	0.090	160	C or better	0.107	170	C or better	0.113

Footnotes:

- Capacities based on the *County of San Diego's Roadway Classification, Level of Service and ADT Table* since the City of El Cajon does not have a similar table.
- Average Daily Traffic
- Level of Service
- Volume to Capacity ratio

QUEUING ANALYSIS

Queuing is a potential issue regarding traffic generated by the school on E. Bradley Avenue during the drop-off time from 7:30 AM to 8:10 AM Monday to Friday (school starts at 8:10 AM); and pick-up time from 3:10 PM to 3:40 PM Monday to Thursday (school lets out at 3:20 PM), and 11:35 AM to 12:05 PM on Friday (school lets out at 11:45 AM). A queue observation was conducted on Thursday, March 23, 2023, during the school's pick-up time as it requires the most management. The site was revisited on Wednesday, September 20, 2023 to observe the queue under the current enrollment of 608 students. The school's traffic mitigation process includes several school personnel who direct, manage and coordinate traffic flow with a specific eye toward keeping E. Bradley Avenue clear. Below is a description of the school's drop-off and pick-up procedures.

Drop-Off

The following steps are executed during drop-off time:

1. A flagger by the entrance assists students crossing the main driveway. This flagger is also responsible for monitoring the queue and alerting the other flaggers via a walkie talkie if the queue is close to spilling onto E. Bradley

Avenue. Queues in the eastbound direction of E. Bradley Avenue are asked to wait to avoid blocking the westbound through traffic.

2. A flagger by the office directs vehicles to the designated drop-off area at the northern parking lot and makes sure vehicles don't stop before the designated area.
3. Guided by on site cones, vehicles proceed to a flagger at the northern parking lot which would direct them to the preferred exit (either Pepper Drive or E. Bradley Avenue) after drop-off.

The longest observed queue had 5 – 7 vehicles in the eastbound direction of E. Bradley Avenue. This length of queue occurred about 5 times within the drop-off peak period which lasted for approximately 30 minutes. The flagger by the entrance would then direct traffic to allow for the eastbound queue to clear. This process would take about 1-2 minutes. The eastbound E. Bradley Avenue lane is 30 feet wide fronting the school, which allows for the eastbound through traffic to drive around vehicles waiting to enter the school even with on-street parking. The study area intersections and street segments are calculated to operate at acceptable LOS.

Figure 8 shows the internal circulation plan during the drop-off time.

Pick-Up

The following steps are executed during pick-up time:

1. Vehicles at the entrance are directed by a flagger to one of two lanes depending on student grade. This flagger is also responsible for monitoring the queue and alerting the other flaggers via a walkie talkie if the queue is close to spilling onto E. Bradley Avenue. Queues in the eastbound direction of E. Bradley Avenue are asked to wait to avoid blocking the westbound through traffic.
2. Guided by on site cones, vehicles proceed to a group of flaggers at the northern parking lot which would direct them to the preferred exit (either Pepper Drive or E. Bradley Avenue).
3. Vehicles proceeding to the E. Bradley Avenue exit are directed by a flagger to one of six lanes based on student grade. Certain areas, as shown in **Figure 9**, are kept clear to allow vehicles with students to go around the queue and exit without having to wait.

The longest observed queue had 2 – 3 vehicles in the eastbound direction of E. Bradley Avenue and only for 1-2 minutes max. As mentioned in the drop-off description, the eastbound E. Bradley Avenue lane is 30 feet wide fronting the school, which allows for the eastbound through traffic to drive around vehicles waiting to enter the school even with on-street parking. The pick-up “rush” lasted for approximately 20 minutes. Given

that the pick-up time occurs outside of the typical commuter peak period of 4:00 PM to 6:00 PM and the study area intersections and street segments operating at acceptable LOS, no queue issues are identified.

Figure 9 shows the internal circulation plan during the pick-up time.

In order to facilitate the eastbound school traffic, striping E. Bradley Avenue to provide a 150-foot long turn pocket is recommended to serve the vehicles waiting to make an eastbound left-turn into the school's west driveway (Project driveway #1). In addition, the school should continue to monitor the queue during the peak periods and direct traffic when the queue is close to exceeding the recommended left-turn storage.

VEHICLE MILES TRAVELED (VMT) ASSESSMENT

The City of El Cajon currently does not have City-specific standards for conducting VMT analysis. Therefore, the *County of San Diego Transportation Study Guidelines, dated September 2022*, was used since the school adds traffic to County roads. According to the County of San Diego guidelines, local serving public facilities are screened out from needing a VMT analysis. Therefore, based on the school's characteristics of a public facility that serves the local community, it is screened out from needing a VMT analysis.

Please let us know if you have any questions. Thank you.

Sincerely,

Linscott, Law & Greenspan, Engineers



John Boarman, P.E.
Principal



Renald Espiritu
Transportation Engineer III

cc: File

FIGURES

Figure 1: Project Area Map

Figure 2: Project Site Plan

Figure 3: Existing Conditions Diagram

Figure 4: Existing Traffic Volumes

Figure 5: Project Traffic Distribution

Figure 6: Project Traffic Volumes (Enrollment = 575 Students)

Figure 7: Existing without Student Delta Traffic Volumes

Figure 8: Internal Circulation Plan – Student Drop-Off

Figure 9: Internal Circulation Plan – Student Pick-Up

Figure 10: Project Traffic Volumes (CUP Amendment Maximum Enrollment = 620 Students)

Figure 11: Existing with CUP Amendment Traffic Volumes

TABLES

Table A: Existing School Trip Generation

Table B: Existing Intersection Operations

Table C: Existing Street Segment Operations

ATTACHMENT

Attachment A: Intersection and Street Segment Manual Count Sheets

Attachment B: Existing without Student Delta Peak Hour Intersection Analysis Worksheets

Attachment C: Existing with Student Delta Peak Hour Intersection Analysis Worksheets

Attachment D: Existing with CUP Amendment Peak Hour Intersection Analysis Worksheets



Figure 1

Project Area Map

LITERACY FIRST CHARTER SCHOOL

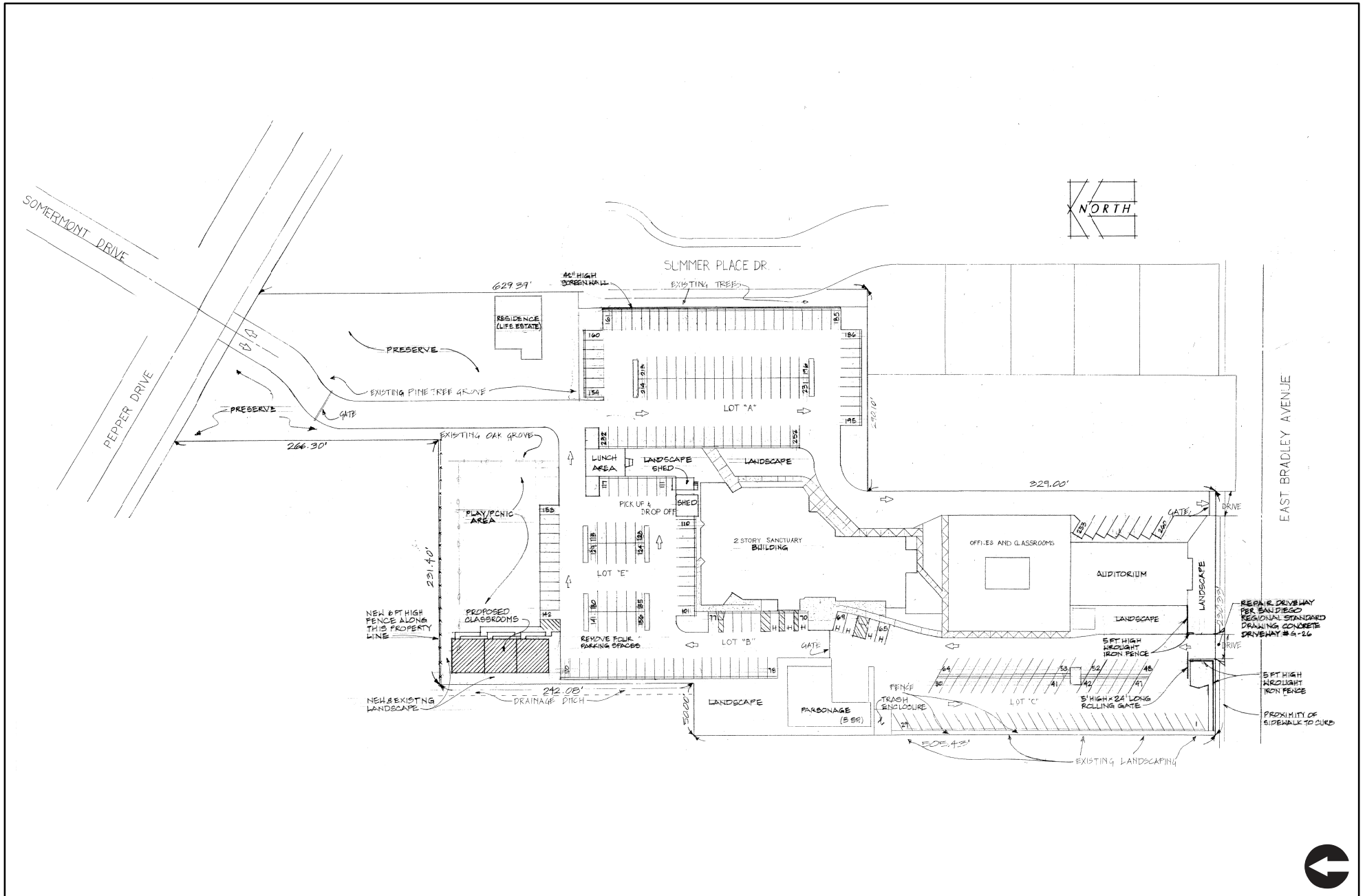
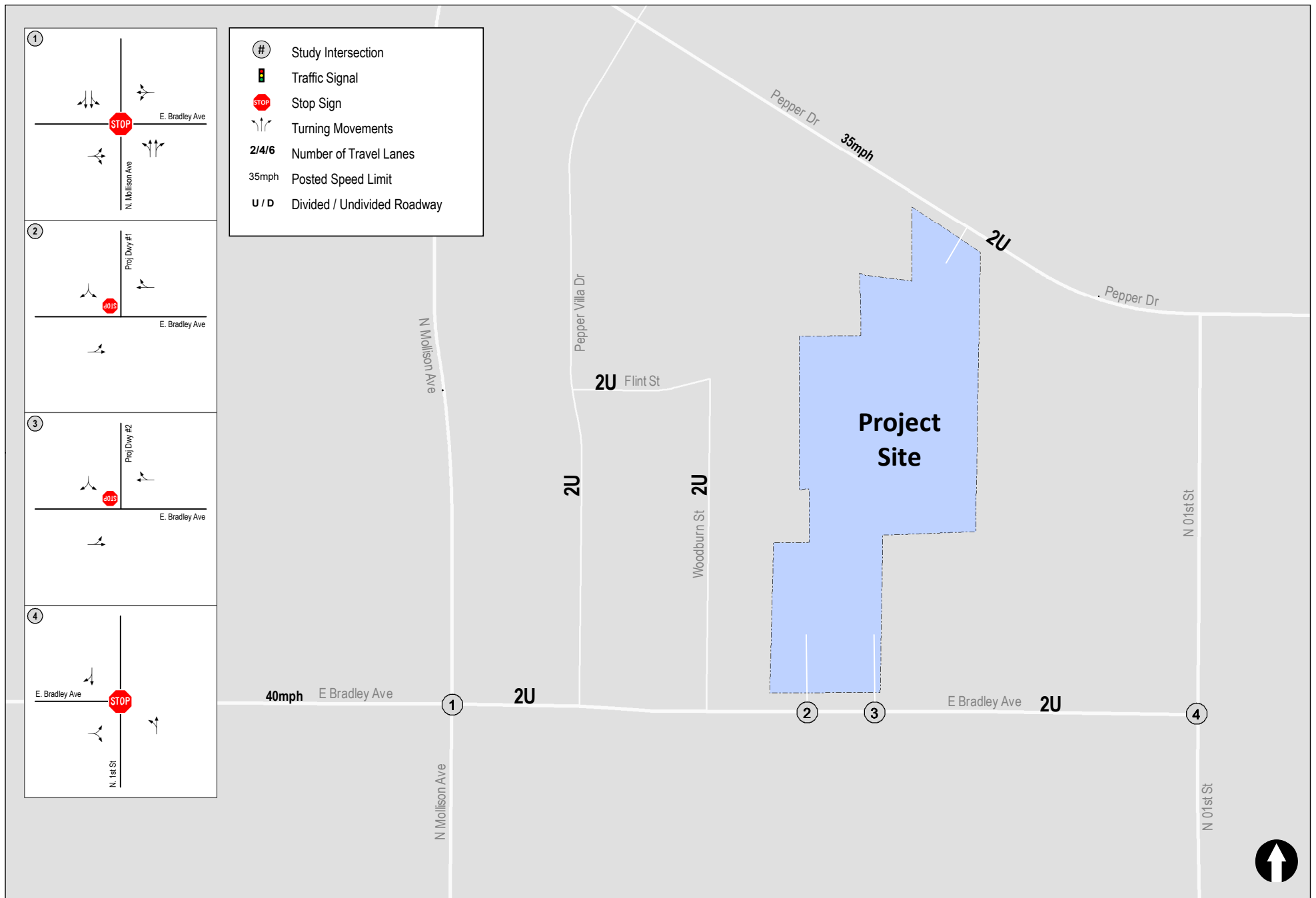


Figure 2
Project Site Plan



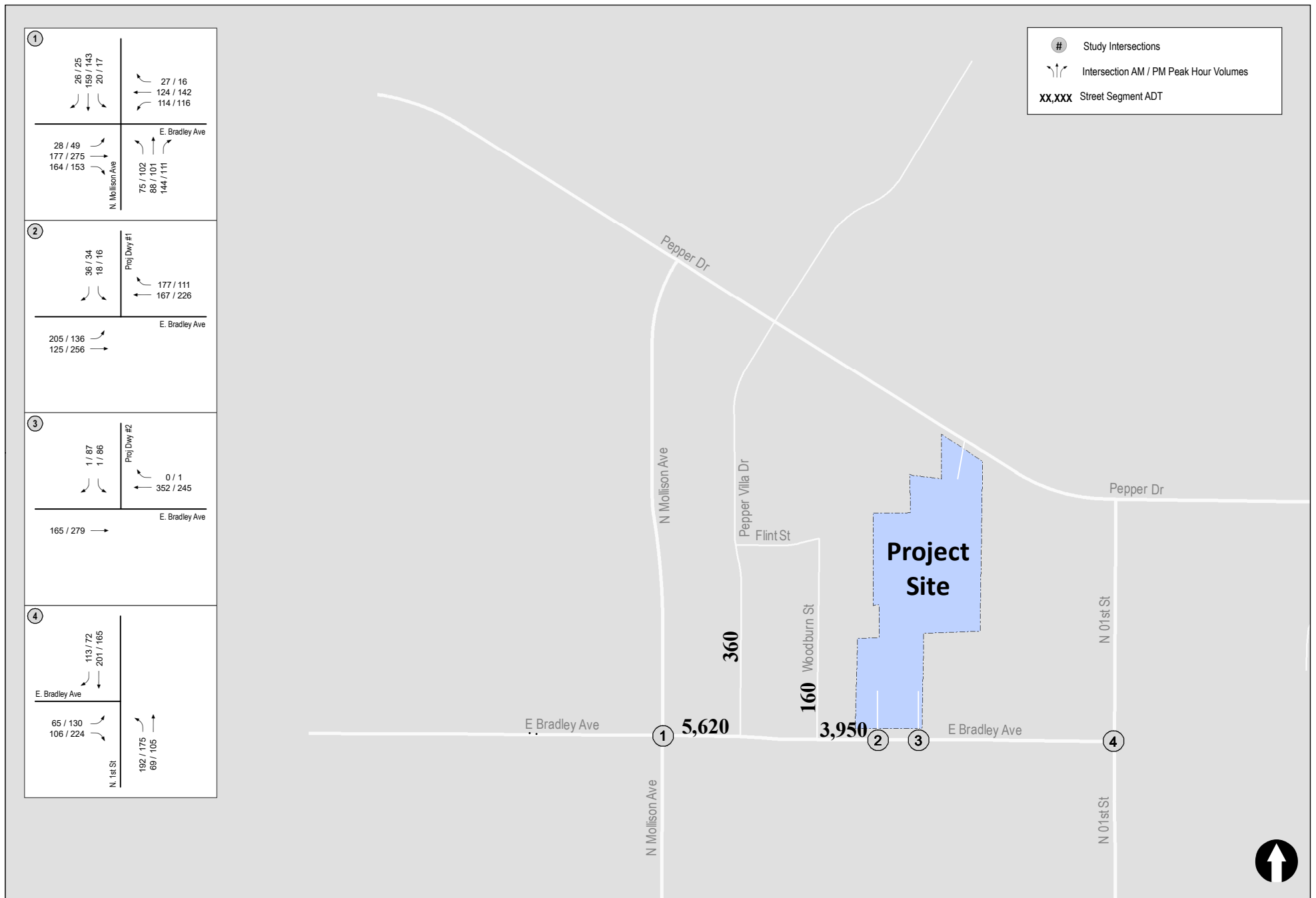
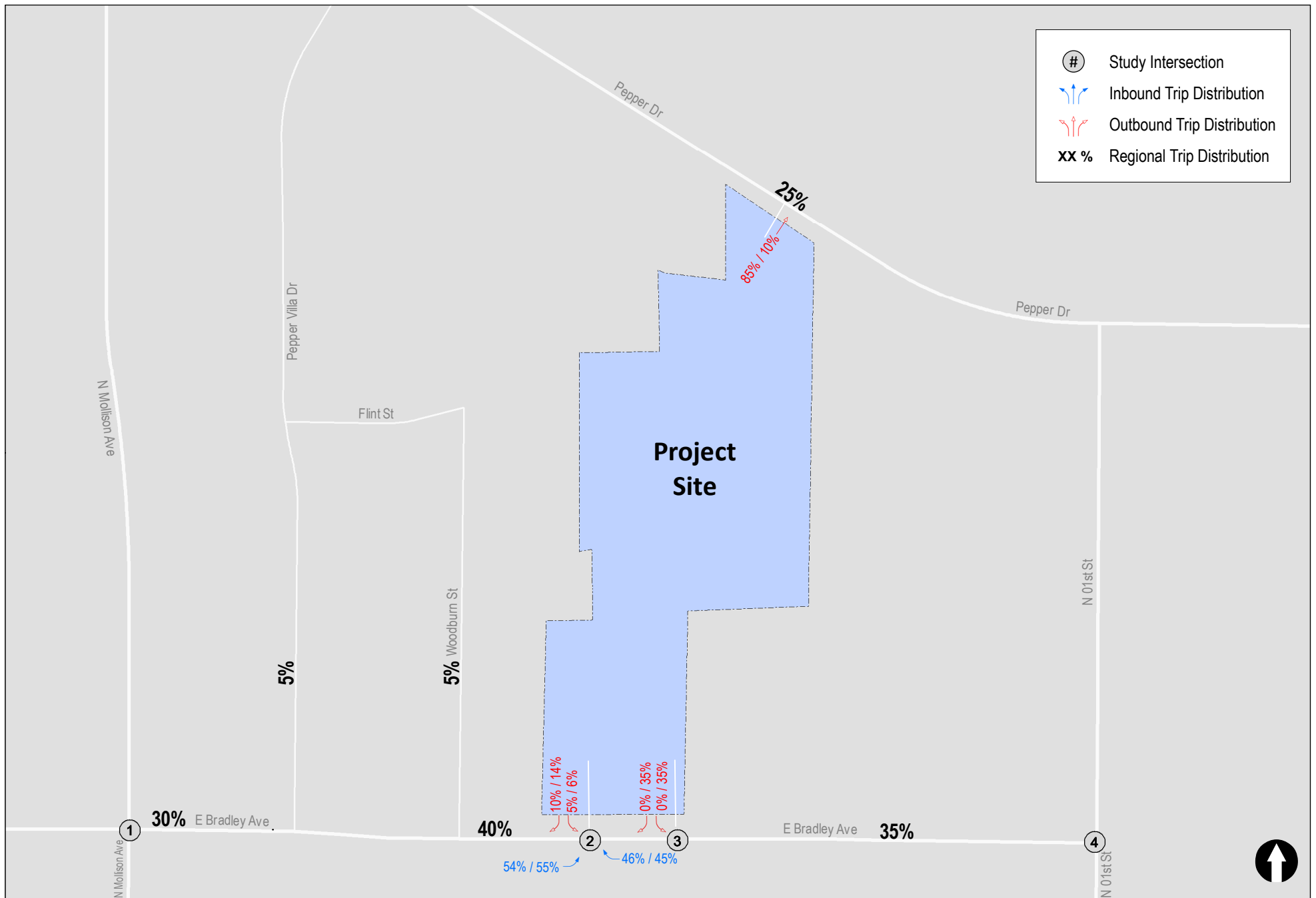
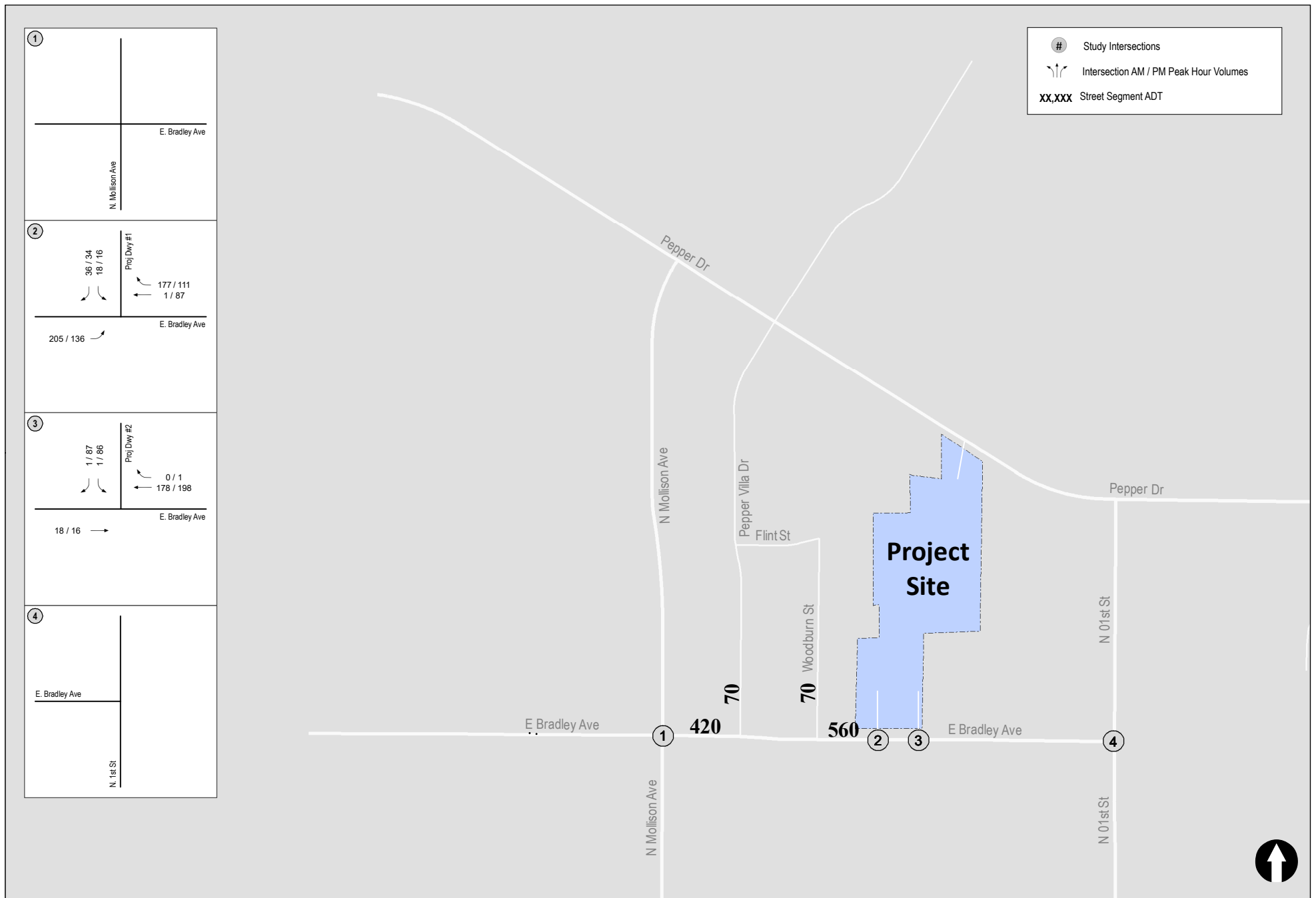


Figure 4
Existing Traffic Volumes
(Enrollment = 575 Students)





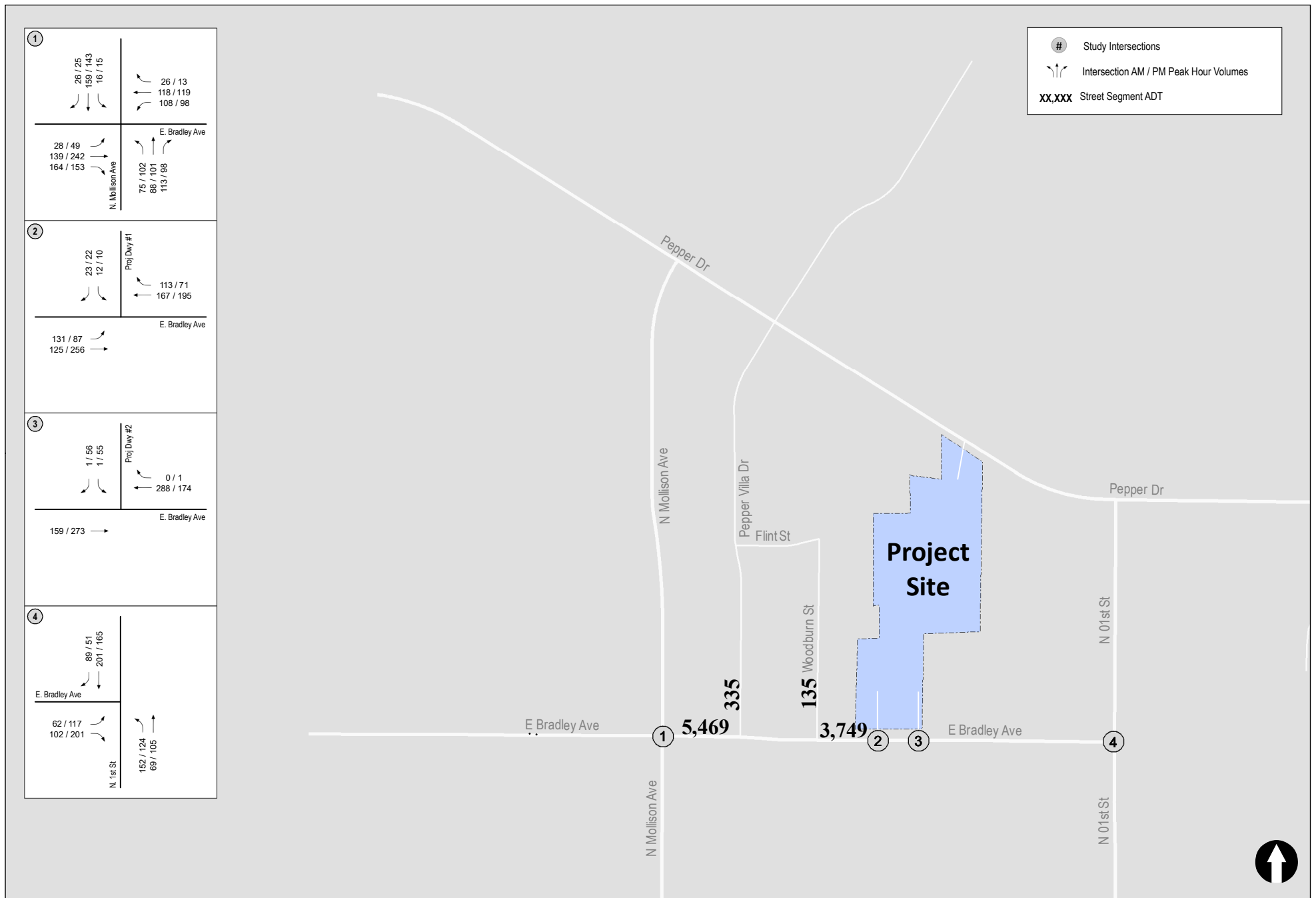
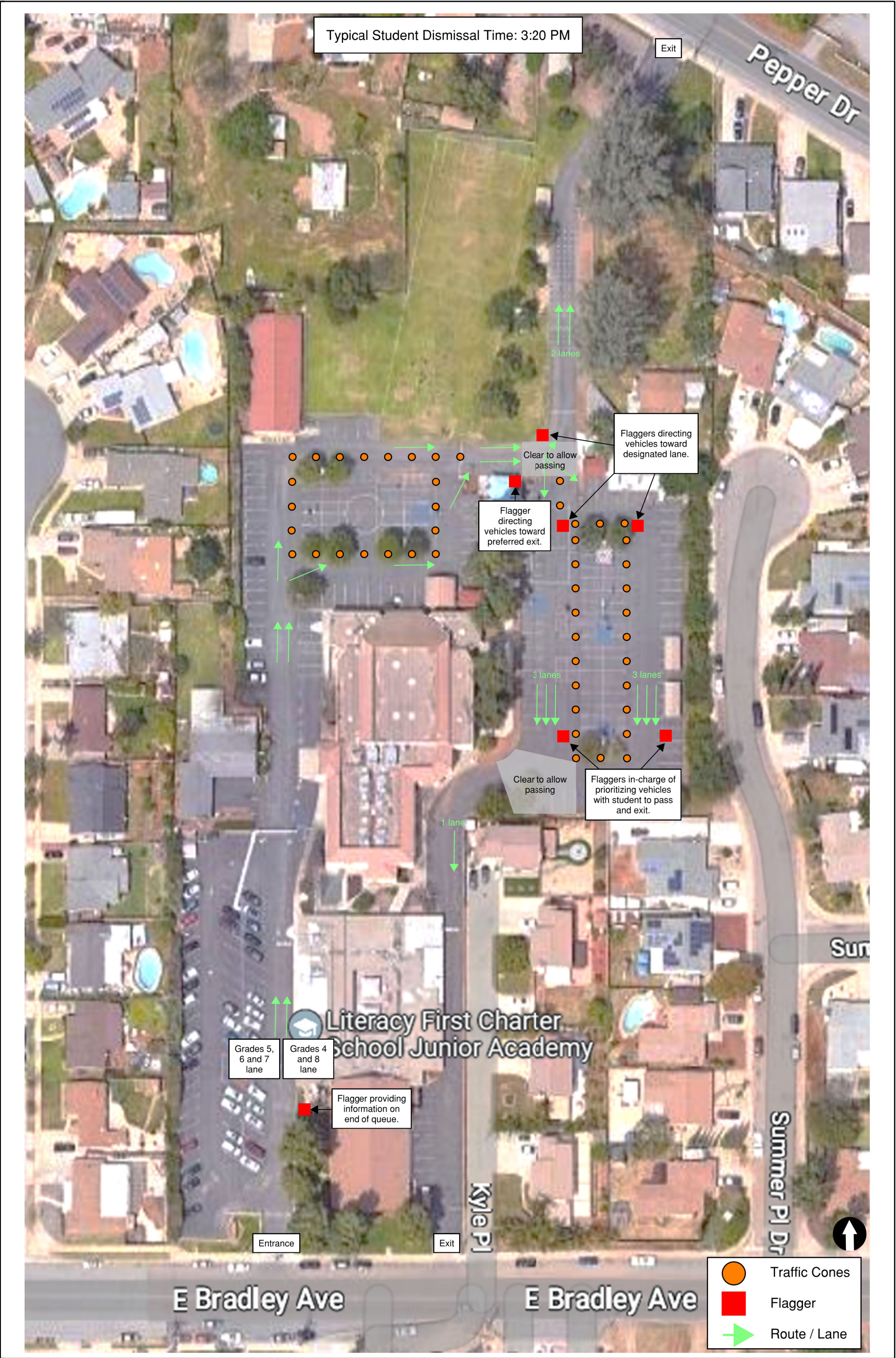


Figure 7
Existing without Student Delta Traffic Volumes





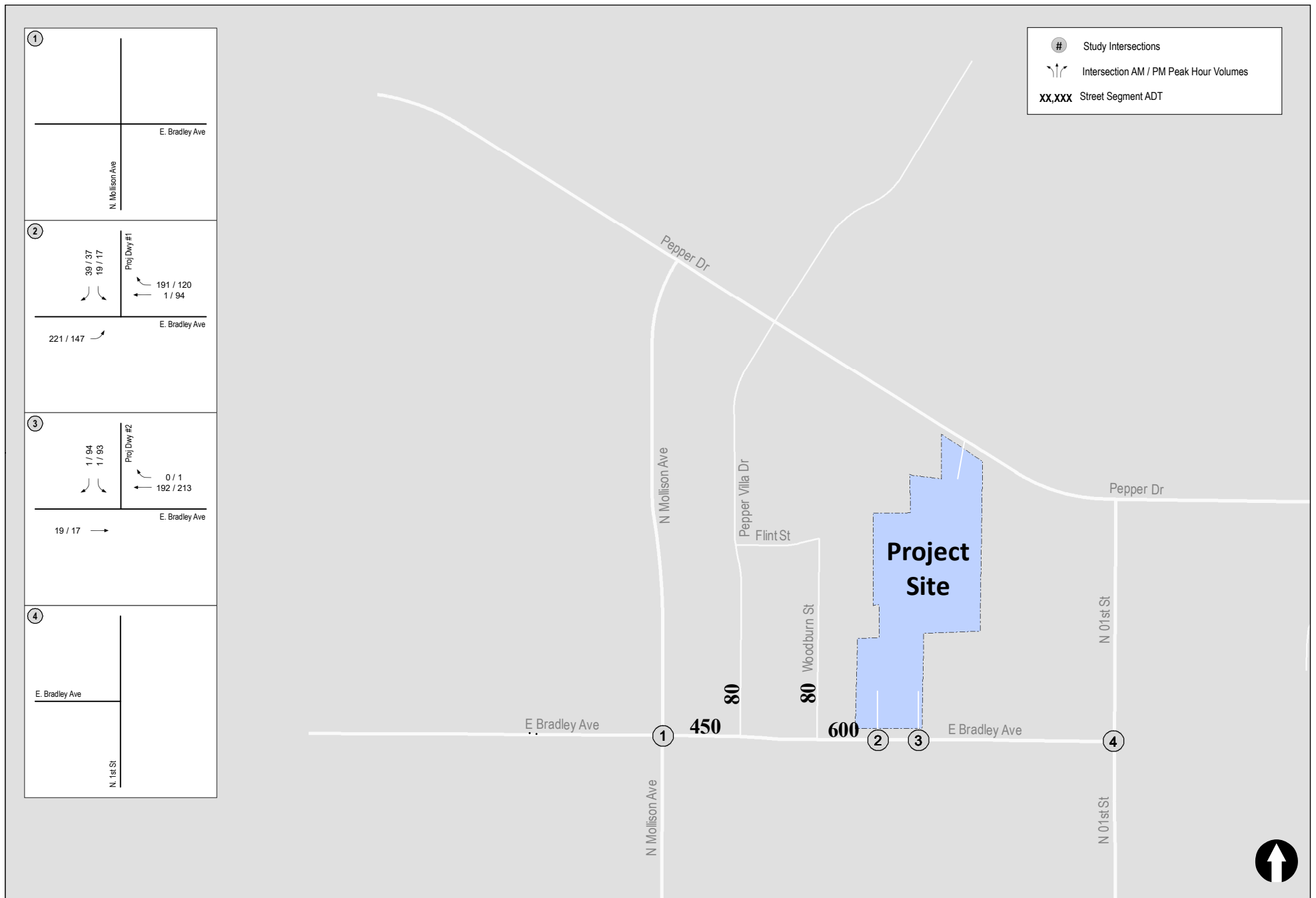
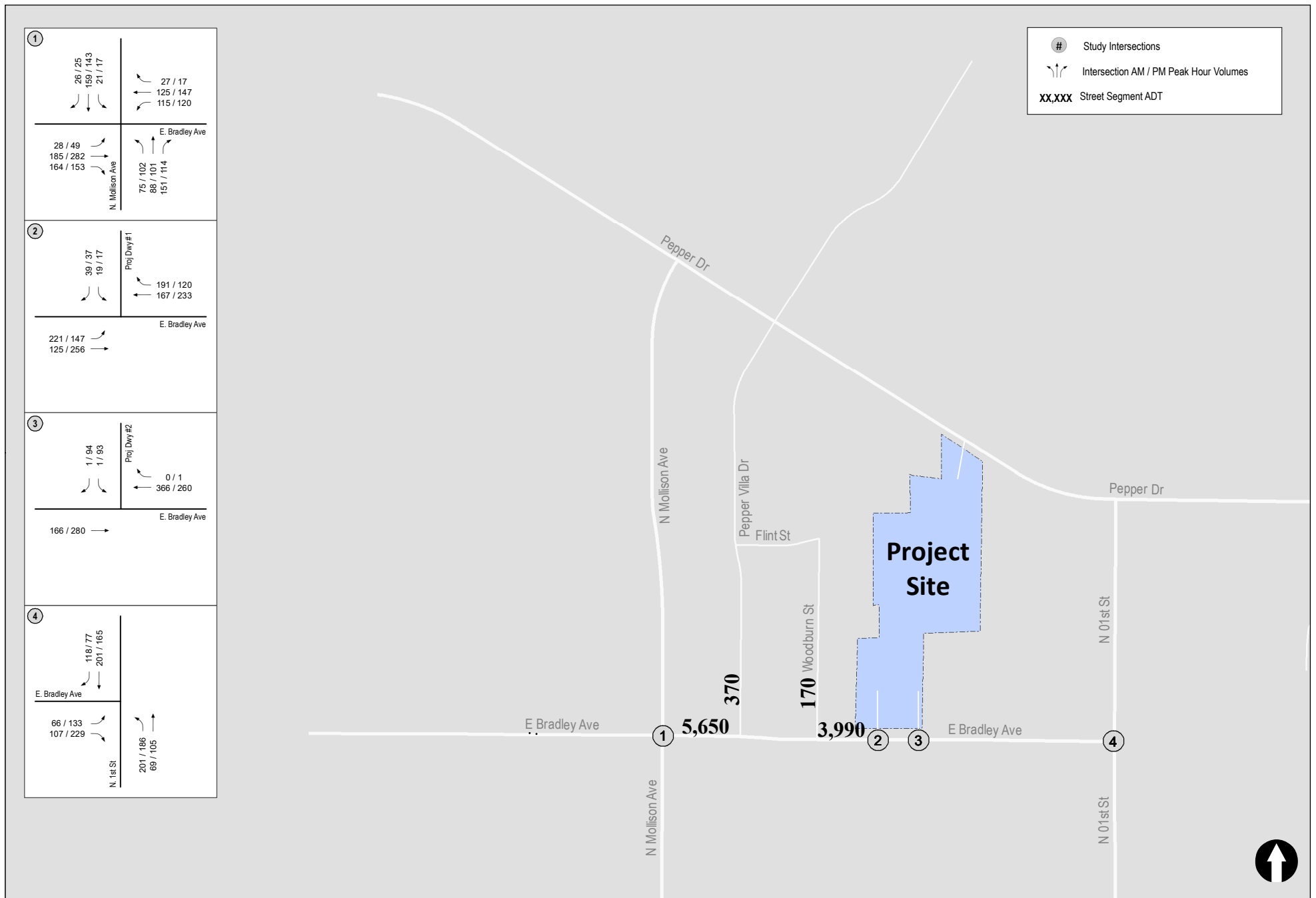


Figure 10

Project Traffic Volumes (CUP Amendment Max Enrollment = 620 Students)

LITERACY FIRST CHARTER SCHOOL



ATTACHMENT A

City of El Cajon
N/S: Mollison Avenue
E/W: E Bradley Avenue
Weather: Clear

File Name : 01_ECJ_Moll_Brad AM
Site Code : 05723277
Start Date : 3/24/2023
Page No : 1

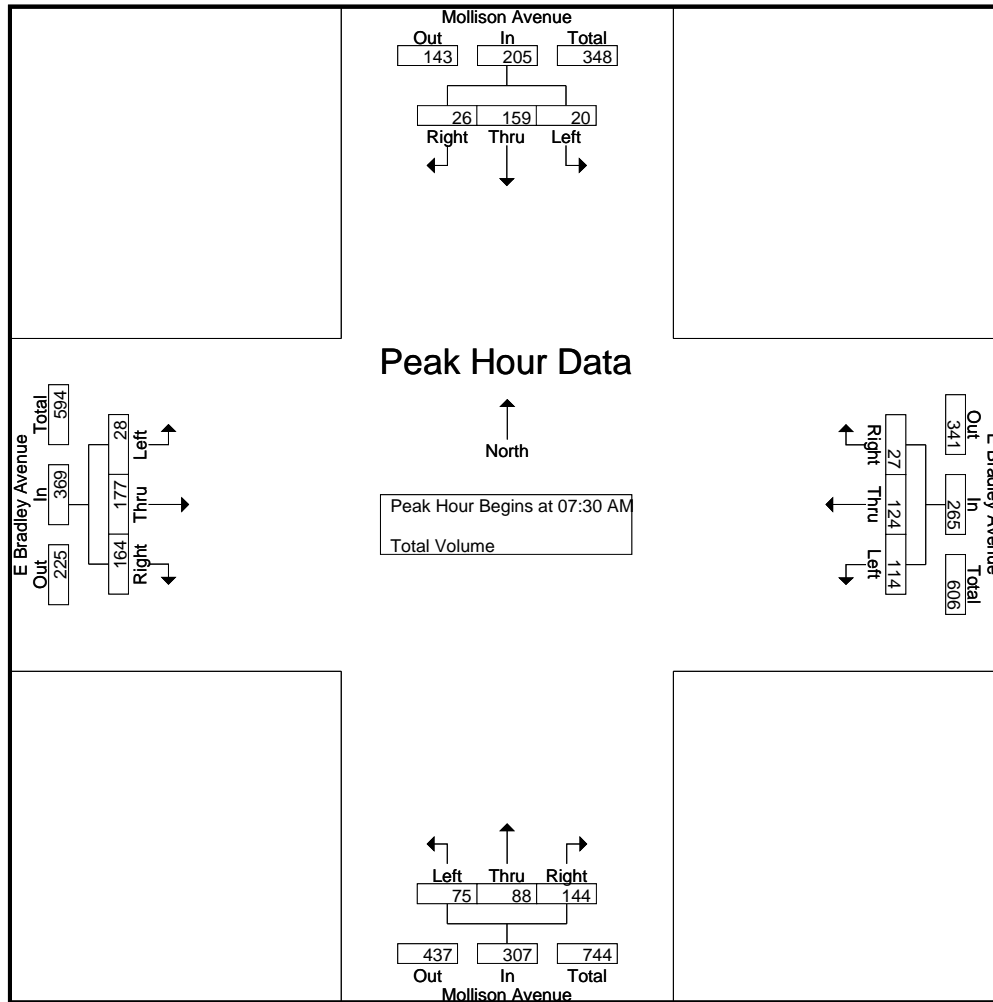
Groups Printed- Total Volume

	Mollison Avenue Southbound				E Bradley Avenue Westbound				Mollison Avenue Northbound				E Bradley Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	28	4	34	2	21	1	24	19	4	5	28	3	17	13	33	119
07:15 AM	8	32	8	48	21	31	2	54	12	21	10	43	5	31	23	59	204
07:30 AM	3	39	8	50	27	25	1	53	12	13	23	48	3	43	41	87	238
07:45 AM	8	42	5	55	26	29	6	61	18	23	60	101	4	50	52	106	323
Total	21	141	25	187	76	106	10	192	61	61	98	220	15	141	129	285	884
08:00 AM	7	48	5	60	29	42	6	77	26	32	54	112	8	47	32	87	336
08:15 AM	2	30	8	40	32	28	14	74	19	20	7	46	13	37	39	89	249
08:30 AM	2	34	5	41	7	32	3	42	18	12	4	34	6	46	33	85	202
08:45 AM	0	26	3	29	3	30	2	35	19	14	4	37	4	53	30	87	188
Total	11	138	21	170	71	132	25	228	82	78	69	229	31	183	134	348	975
Grand Total	32	279	46	357	147	238	35	420	143	139	167	449	46	324	263	633	1859
Apprch %	9	78.2	12.9		35	56.7	8.3		31.8	31	37.2		7.3	51.2	41.5		
Total %	1.7	15	2.5	19.2	7.9	12.8	1.9	22.6	7.7	7.5	9	24.2	2.5	17.4	14.1	34.1	

	Mollison Avenue Southbound				E Bradley Avenue Westbound				Mollison Avenue Northbound				E Bradley Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	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 07:30 AM																	
07:30 AM	3	39	8	50	27	25	1	53	12	13	23	48	3	43	41	87	238
07:45 AM	8	42	5	55	26	29	6	61	18	23	60	101	4	50	52	106	323
08:00 AM	7	48	5	60	29	42	6	77	26	32	54	112	8	47	32	87	336
08:15 AM	2	30	8	40	32	28	14	74	19	20	7	46	13	37	39	89	249
Total Volume	20	159	26	205	114	124	27	265	75	88	144	307	28	177	164	369	1146
% App. Total	9.8	77.6	12.7		43	46.8	10.2		24.4	28.7	46.9		7.6	48	44.4		
PHF	.625	.828	.813	.854	.891	.738	.482	.860	.721	.688	.600	.685	.538	.885	.788	.870	.853

City of El Cajon
N/S: Mollison Avenue
E/W: E Bradley Avenue
Weather: Clear

File Name : 01_ECJ_Moll_Brad AM
Site Code : 05723277
Start Date : 3/24/2023
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:

	07:15 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	8	32	8	48	27	25	1	53	12	13	23	48	3	43	41	87
+15 mins.	3	39	8	50	26	29	6	61	18	23	60	101	4	50	52	106
+30 mins.	8	42	5	55	29	42	6	77	26	32	54	112	8	47	32	87
+45 mins.	7	48	5	60	32	28	14	74	19	20	7	46	13	37	39	89
Total Volume	26	161	26	213	114	124	27	265	75	88	144	307	28	177	164	369
% App. Total	12.2	75.6	12.2		43	46.8	10.2		24.4	28.7	46.9		7.6	48	44.4	
PHF	.813	.839	.813	.888	.891	.738	.482	.860	.721	.688	.600	.685	.538	.885	.788	.870

City of El Cajon
N/S: Mollison Avenue
E/W: E Bradley Avenue
Weather: Clear

File Name : 01_ECJ_Moll_Brad PM
Site Code : 05723277
Start Date : 3/24/2023
Page No : 1

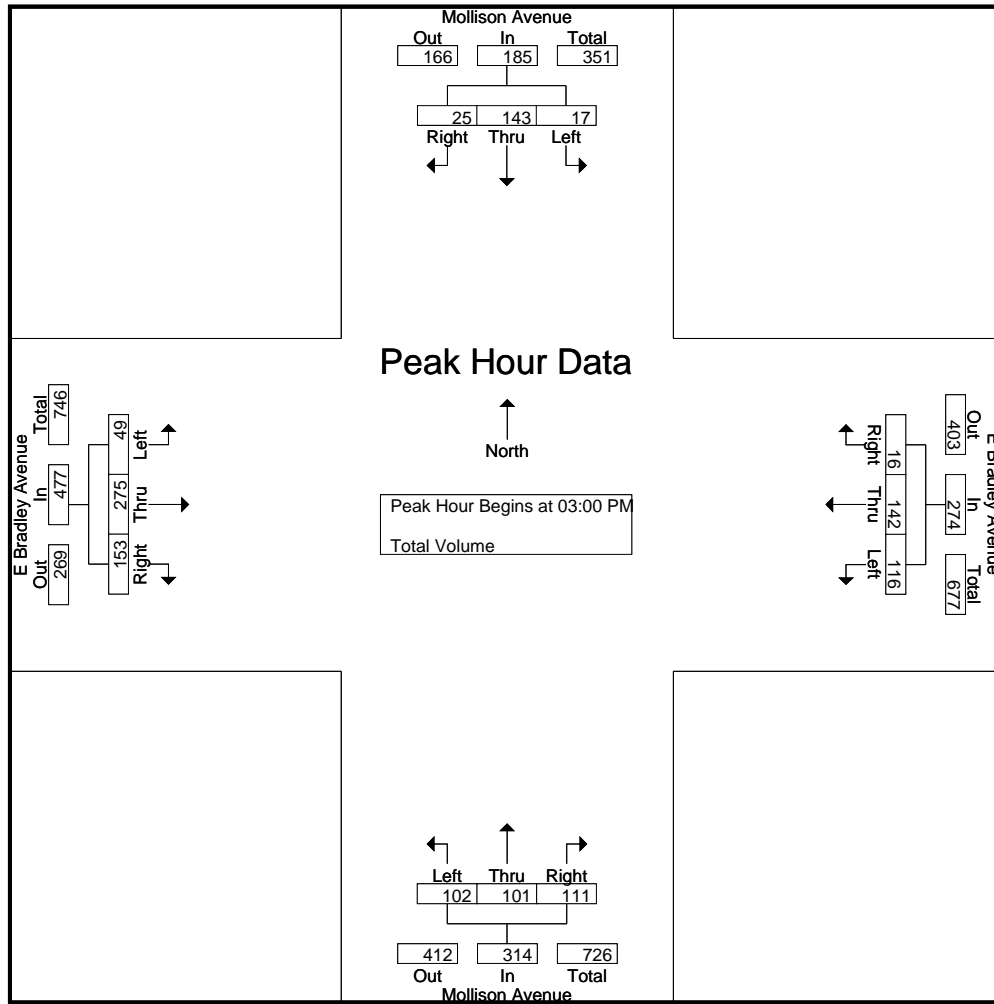
Groups Printed- Total Volume

	Mollison Avenue Southbound				E Bradley Avenue Westbound				Mollison Avenue Northbound				E Bradley Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
02:00 PM	2	27	6	35	6	17	0	23	30	22	13	65	6	40	24	70	193
02:15 PM	0	28	2	30	8	42	3	53	19	23	10	52	4	36	37	77	212
02:30 PM	1	28	7	36	7	24	1	32	16	30	21	67	9	63	41	113	248
02:45 PM	0	60	7	67	5	17	2	24	20	25	15	60	16	54	38	108	259
Total	3	143	22	168	26	100	6	132	85	100	59	244	35	193	140	368	912
03:00 PM	4	35	9	48	11	26	0	37	24	18	17	59	7	63	36	106	250
03:15 PM	6	45	1	52	30	20	3	53	24	31	34	89	17	78	27	122	316
03:30 PM	4	36	9	49	44	53	6	103	29	32	44	105	14	75	47	136	393
03:45 PM	3	27	6	36	31	43	7	81	25	20	16	61	11	59	43	113	291
Total	17	143	25	185	116	142	16	274	102	101	111	314	49	275	153	477	1250
Grand Total	20	286	47	353	142	242	22	406	187	201	170	558	84	468	293	845	2162
Apprch %	5.7	81	13.3		35	59.6	5.4		33.5	36	30.5		9.9	55.4	34.7		
Total %	0.9	13.2	2.2	16.3	6.6	11.2	1	18.8	8.6	9.3	7.9	25.8	3.9	21.6	13.6	39.1	

	Mollison Avenue Southbound				E Bradley Avenue Westbound				Mollison Avenue Northbound				E Bradley Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	4	35	9	48	11	26	0	37	24	18	17	59	7	63	36	106	250
03:15 PM	6	45	1	52	30	20	3	53	24	31	34	89	17	78	27	122	316
03:30 PM	4	36	9	49	44	53	6	103	29	32	44	105	14	75	47	136	393
03:45 PM	3	27	6	36	31	43	7	81	25	20	16	61	11	59	43	113	291
Total Volume	17	143	25	185	116	142	16	274	102	101	111	314	49	275	153	477	1250
% App. Total	9.2	77.3	13.5		42.3	51.8	5.8		32.5	32.2	35.4		10.3	57.7	32.1		
PHF	.708	.794	.694	.889	.659	.670	.571	.665	.879	.789	.631	.748	.721	.881	.814	.877	.795

City of El Cajon
N/S: Mollison Avenue
E/W: E Bradley Avenue
Weather: Clear

File Name : 01_ECJ_Moll_Brad PM
Site Code : 05723277
Start Date : 3/24/2023
Page No : 2



Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	02:45 PM				03:00 PM				03:00 PM				03:00 PM			
+0 mins.	0	60	7	67	11	26	0	37	24	18	17	59	7	63	36	106
+15 mins.	4	35	9	48	30	20	3	53	24	31	34	89	17	78	27	122
+30 mins.	6	45	1	52	44	53	6	103	29	32	44	105	14	75	47	136
+45 mins.	4	36	9	49	31	43	7	81	25	20	16	61	11	59	43	113
Total Volume	14	176	26	216	116	142	16	274	102	101	111	314	49	275	153	477
% App. Total	6.5	81.5	12		42.3	51.8	5.8		32.5	32.2	35.4		10.3	57.7	32.1	
PHF	.583	.733	.722	.806	.659	.670	.571	.665	.879	.789	.631	.748	.721	.881	.814	.877

Location: El Cajon
 N/S: Mollison Avenue
 E/W: E Bradley Avenue



Date: 3/24/2023
 Day: Friday

PEDESTRIANS

	North Leg Mollison Avenue Pedestrians	East Leg E Bradley Avenue Pedestrians	South Leg Mollison Avenue Pedestrians	West Leg E Bradley Avenue Pedestrians	
7:00 AM	1	0	1	0	2
7:15 AM	0	0	0	2	2
7:30 AM	3	0	0	0	3
7:45 AM	2	0	2	0	4
8:00 AM	0	0	0	0	0
8:15 AM	0	0	2	1	3
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	6	0	5	3	14

	North Leg Mollison Avenue Pedestrians	East Leg E Bradley Avenue Pedestrians	South Leg Mollison Avenue Pedestrians	West Leg E Bradley Avenue Pedestrians	
2:00 PM	2	0	0	0	2
2:15 PM	0	0	0	0	0
2:30 PM	1	0	1	0	2
2:45 PM	0	1	1	0	2
3:00 PM	0	3	0	0	3
3:15 PM	1	1	0	1	3
3:30 PM	1	2	0	0	3
3:45 PM	0	0	2	0	2
TOTAL VOLUMES:	5	7	4	1	17

Location: El Cajon
 N/S: Mollison Avenue
 E/W: E Bradley Avenue



Date: 3/24/2023
 Day: Friday

BICYCLES

	Southbound Mollison Avenue			Westbound E Bradley Avenue			Northbound Mollison Avenue			Eastbound E Bradley Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	0	0	0	0	0	0	1	0	0	0	1	0	2

	Southbound Mollison Avenue			Westbound E Bradley Avenue			Northbound Mollison Avenue			Eastbound E Bradley Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	3	0	0	0	3
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	3	0	0	0	3

City of El Cajon
N/S: Project Driveway 1
E/W: E Bradley Avenue
Weather: Clear

File Name : 02_ECJ_DW1_Brad AM
Site Code : 05723277
Start Date : 3/24/2023
Page No : 1

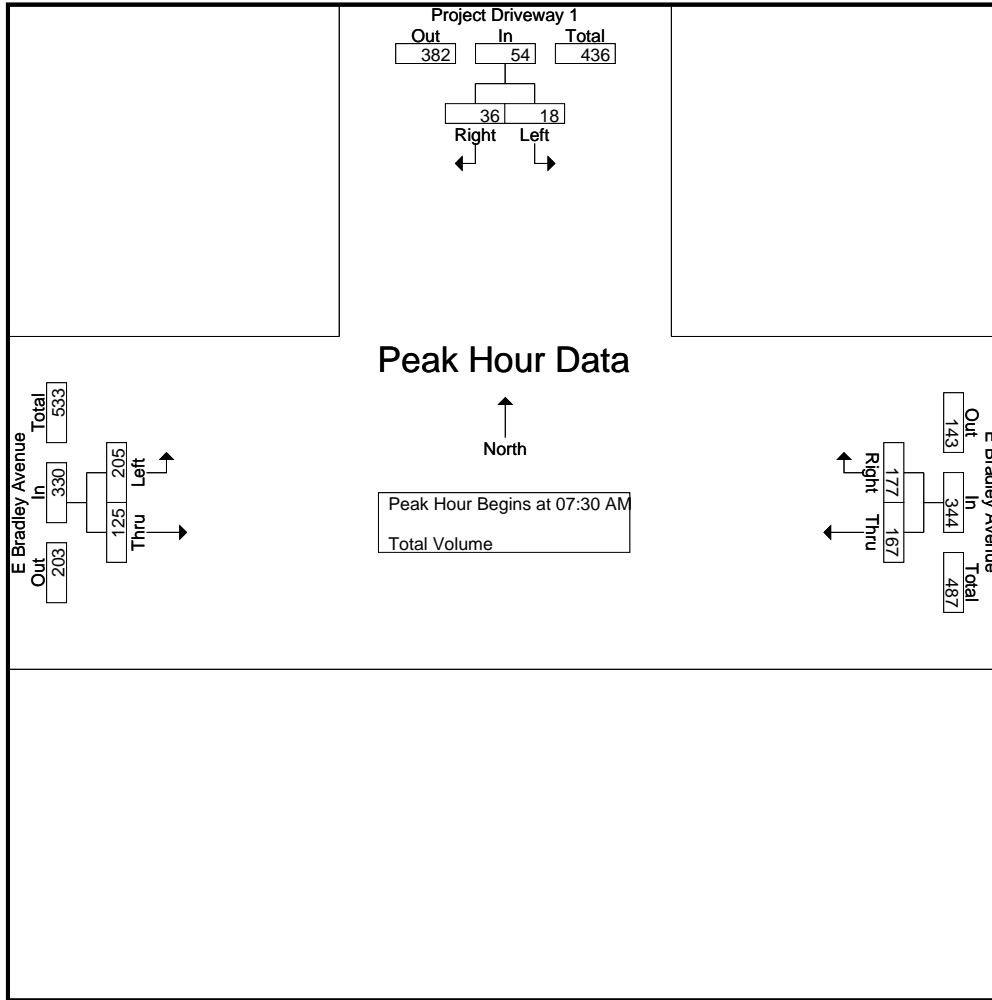
Groups Printed- Total Volume

Start Time	Project Driveway 1 Southbound			E Bradley Avenue Westbound			E Bradley Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	17	1	18	6	14	20	38
07:15 AM	2	7	9	33	5	38	21	17	38	85
07:30 AM	0	5	5	38	26	64	46	28	74	143
07:45 AM	0	0	0	40	63	103	87	30	117	220
Total	2	12	14	128	95	223	160	89	249	486
08:00 AM	11	13	24	54	85	139	65	36	101	264
08:15 AM	7	18	25	35	3	38	7	31	38	101
08:30 AM	2	4	6	30	2	32	7	45	52	90
08:45 AM	2	2	4	29	5	34	4	48	52	90
Total	22	37	59	148	95	243	83	160	243	545
Grand Total	24	49	73	276	190	466	243	249	492	1031
Apprch %	32.9	67.1		59.2	40.8		49.4	50.6		
Total %	2.3	4.8	7.1	26.8	18.4	45.2	23.6	24.2	47.7	

	Project Driveway 1 Southbound			E Bradley Avenue Westbound			E Bradley Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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 07:30 AM										
07:30 AM	0	5	5	38	26	64	46	28	74	143
07:45 AM	0	0	0	40	63	103	87	30	117	220
08:00 AM	11	13	24	54	85	139	65	36	101	264
08:15 AM	7	18	25	35	3	38	7	31	38	101
Total Volume	18	36	54	167	177	344	205	125	330	728
% App. Total	33.3	66.7		48.5	51.5		62.1	37.9		
PHF	.409	.500	.540	.773	.521	.619	.589	.868	.705	.689

City of El Cajon
N/S: Project Driveway 1
E/W: E Bradley Avenue
Weather: Clear

File Name : 02_ECJ_DW1_Brad AM
Site Code : 05723277
Start Date : 3/24/2023
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:

	08:00 AM			07:15 AM			07:15 AM		
+0 mins.	11	13	24	33	5	38	21	17	38
+15 mins.	7	18	25	38	26	64	46	28	74
+30 mins.	2	4	6	40	63	103	87	30	117
+45 mins.	2	2	4	54	85	139	65	36	101
Total Volume	22	37	59	165	179	344	219	111	330
% App. Total	37.3	62.7		48	52		66.4	33.6	
PHF	.500	.514	.590	.764	.526	.619	.629	.771	.705

City of El Cajon
N/S: Project Driveway 1
E/W: E Bradley Avenue
Weather: Clear

File Name : 02_ECJ_DW1_Brad PM
Site Code : 05723277
Start Date : 3/24/2023
Page No : 1

Groups Printed- Total Volume

Start Time	Project Driveway 1 Southbound			E Bradley Avenue Westbound			E Bradley Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
02:00 PM	1	5	6	16	1	17	7	43	50	73
02:15 PM	2	4	6	43	7	50	6	39	45	101
02:30 PM	0	9	9	24	5	29	7	66	73	111
02:45 PM	2	1	3	22	21	43	21	41	62	108
Total	5	19	24	105	34	139	41	189	230	393
03:00 PM	1	4	5	38	24	62	27	62	89	156
03:15 PM	0	2	2	67	44	111	48	77	125	238
03:30 PM	1	3	4	77	31	108	47	54	101	213
03:45 PM	14	25	39	44	12	56	14	63	77	172
Total	16	34	50	226	111	337	136	256	392	779
Grand Total	21	53	74	331	145	476	177	445	622	1172
Apprch %	28.4	71.6		69.5	30.5		28.5	71.5		
Total %	1.8	4.5	6.3	28.2	12.4	40.6	15.1	38	53.1	

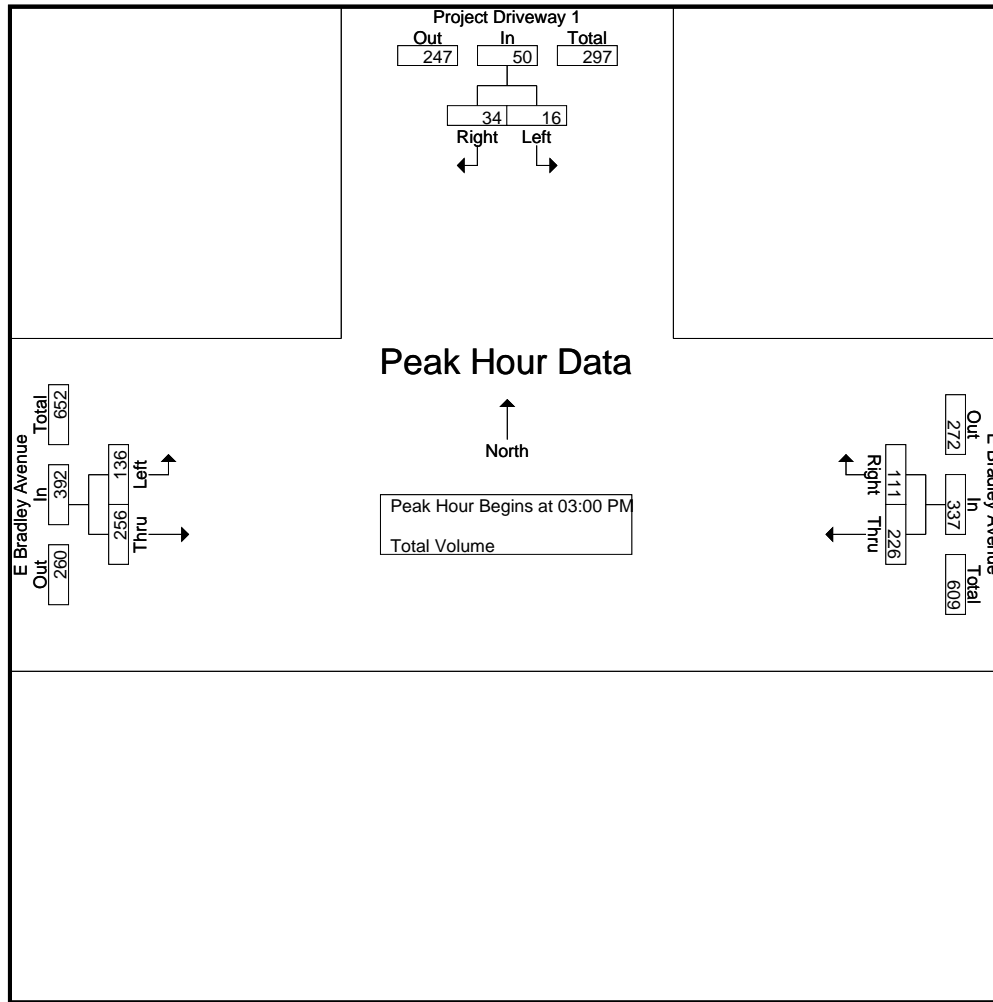
Start Time	Project Driveway 1 Southbound			E Bradley Avenue Westbound			E Bradley Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
03:00 PM	1	4	5	38	24	62	27	62	89	156
03:15 PM	0	2	2	67	44	111	48	77	125	238
03:30 PM	1	3	4	77	31	108	47	54	101	213
03:45 PM	14	25	39	44	12	56	14	63	77	172
Total Volume	16	34	50	226	111	337	136	256	392	779
% App. Total	32	68		67.1	32.9		34.7	65.3		
PHF	.286	.340	.321	.734	.631	.759	.708	.831	.784	.818

Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM

City of El Cajon
N/S: Project Driveway 1
E/W: E Bradley Avenue
Weather: Clear

File Name : 02_ECJ_DW1_Brad PM
Site Code : 05723277
Start Date : 3/24/2023
Page No : 2



Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM			03:00 PM			03:00 PM		
+0 mins.	1	4	5	38	24	62	27	62	89
+15 mins.	0	2	2	67	44	111	48	77	125
+30 mins.	1	3	4	77	31	108	47	54	101
+45 mins.	14	25	39	44	12	56	14	63	77
Total Volume	16	34	50	226	111	337	136	256	392
% App. Total	32	68		67.1	32.9		34.7	65.3	
PHF	.286	.340	.321	.734	.631	.759	.708	.831	.784

Location: El Cajon
 N/S: Project Driveway 1
 E/W: E Bradley Avenue



Date: 3/24/2023
 Day: Friday

PEDESTRIANS

	North Leg Project Driveway 1	East Leg E Bradley Avenue	South Leg Dead End	West Leg E Bradley Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	1	0	0	2
7:15 AM	0	0	0	1	1
7:30 AM	4	0	0	0	4
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	1	0	1
8:45 AM	0	1	1	0	2
TOTAL VOLUMES:	5	2	2	1	10

	North Leg Project Driveway 1	East Leg E Bradley Avenue	South Leg Dead End	West Leg E Bradley Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
2:00 PM	0	0	0	0	0
2:15 PM	0	0	0	0	0
2:30 PM	3	0	0	0	3
2:45 PM	1	0	0	0	1
3:00 PM	1	1	0	0	2
3:15 PM	11	0	0	1	12
3:30 PM	0	0	0	3	3
3:45 PM	0	0	0	0	0
TOTAL VOLUMES:	16	1	0	4	21

Location: El Cajon
 N/S: Project Driveway 1
 E/W: E Bradley Avenue



Date: 3/24/2023
 Day: Friday

BICYCLES

	Southbound Project Driveway 1			Westbound E Bradley Avenue			Northbound Dead End			Eastbound E Bradley Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

	Southbound Project Driveway 1			Westbound E Bradley Avenue			Northbound Dead End			Eastbound E Bradley Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	1	0	1	0	0	0	0	1	0	0	3
TOTAL VOLUMES:	0	0	1	0	1	0	0	0	0	1	0	0	3

City of El Cajon
N/S: Project Driveway 2
E/W: E Bradley Avenue
Weather: Clear

File Name : 03_ECJ_DW2_Brad AM
Site Code : 05723277
Start Date : 3/24/2023
Page No : 1

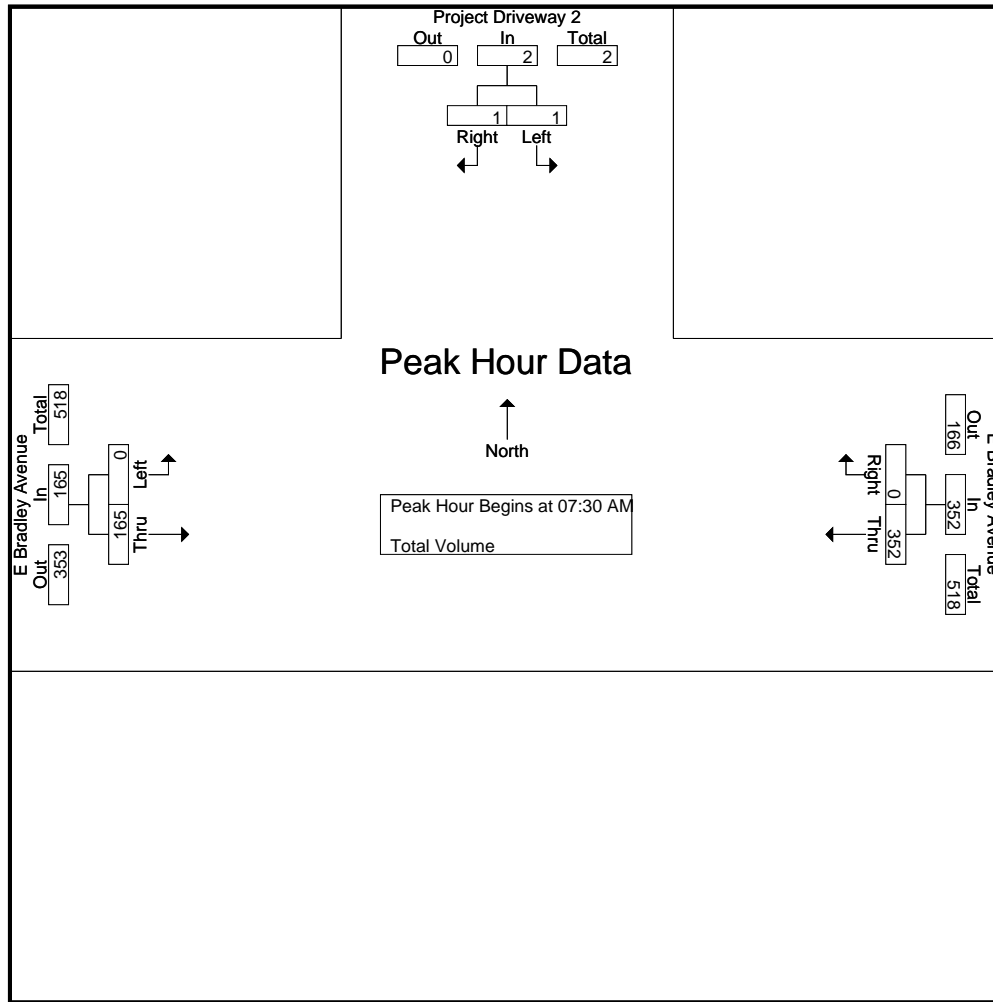
Groups Printed- Total Volume

Start Time	Project Driveway 2 Southbound			E Bradley Avenue Westbound			E Bradley Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	1	1	16	0	16	0	14	14	31
07:15 AM	0	0	0	38	0	38	0	21	21	59
07:30 AM	1	1	2	62	0	62	0	32	32	96
07:45 AM	0	0	0	108	0	108	0	32	32	140
Total	1	2	3	224	0	224	0	99	99	326
08:00 AM	0	0	0	140	0	140	0	55	55	195
08:15 AM	0	0	0	42	0	42	0	46	46	88
08:30 AM	0	0	0	27	0	27	0	39	39	66
08:45 AM	0	0	0	38	0	38	0	53	53	91
Total	0	0	0	247	0	247	0	193	193	440
Grand Total	1	2	3	471	0	471	0	292	292	766
Apprch %	33.3	66.7		100	0		0	100		
Total %	0.1	0.3	0.4	61.5	0	61.5	0	38.1	38.1	

	Project Driveway 2 Southbound			E Bradley Avenue Westbound			E Bradley Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	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 07:30 AM										
07:30 AM	1	1	2	62	0	62	0	32	32	96
07:45 AM	0	0	0	108	0	108	0	32	32	140
08:00 AM	0	0	0	140	0	140	0	55	55	195
08:15 AM	0	0	0	42	0	42	0	46	46	88
Total Volume	1	1	2	352	0	352	0	165	165	519
% App. Total	50	50		100	0		0	100		
PHF	.250	.250	.250	.629	.000	.629	.000	.750	.750	.665

City of El Cajon
N/S: Project Driveway 2
E/W: E Bradley Avenue
Weather: Clear

File Name : 03_ECJ_DW2_Brad AM
Site Code : 05723277
Start Date : 3/24/2023
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:

	07:00 AM			07:30 AM			08:00 AM		
+0 mins.	0	1	1	62	0	62	0	55	55
+15 mins.	0	0	0	108	0	108	0	46	46
+30 mins.	1	1	2	140	0	140	0	39	39
+45 mins.	0	0	0	42	0	42	0	53	53
Total Volume	1	2	3	352	0	352	0	193	193
% App. Total	33.3	66.7		100	0		0	100	
PHF	.250	.500	.375	.629	.000	.629	.000	.877	.877

City of El Cajon
N/S: Project Driveway 2
E/W: E Bradley Avenue
Weather: Clear

File Name : 03_ECJ_DW2_Brad PM
Site Code : 05723277
Start Date : 3/24/2023
Page No : 1

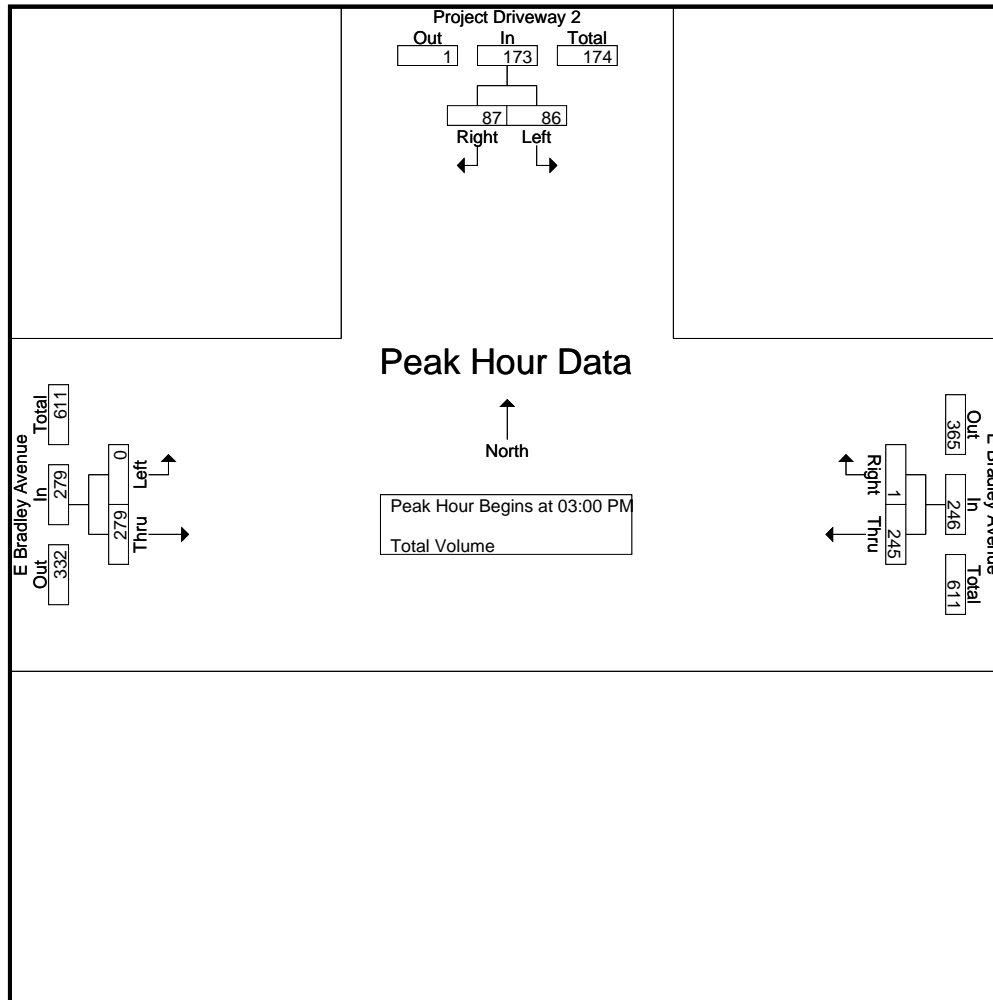
Groups Printed- Total Volume

Start Time	Project Driveway 2 Southbound			E Bradley Avenue Westbound			E Bradley Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
02:00 PM	0	0	0	17	0	17	0	38	38	55
02:15 PM	0	0	0	50	0	50	0	42	42	92
02:30 PM	0	1	1	35	0	35	0	71	71	107
02:45 PM	0	0	0	44	1	45	0	43	43	88
Total	0	1	1	146	1	147	0	194	194	342
03:00 PM	0	0	0	55	0	55	0	67	67	122
03:15 PM	26	37	63	65	0	65	0	75	75	203
03:30 PM	57	44	101	79	1	80	0	63	63	244
03:45 PM	3	6	9	46	0	46	0	74	74	129
Total	86	87	173	245	1	246	0	279	279	698
Grand Total	86	88	174	391	2	393	0	473	473	1040
Apprch %	49.4	50.6		99.5	0.5		0	100		
Total %	8.3	8.5	16.7	37.6	0.2	37.8	0	45.5	45.5	

	Project Driveway 2 Southbound			E Bradley Avenue Westbound			E Bradley Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:00 PM										
03:00 PM	0	0	0	55	0	55	0	67	67	122
03:15 PM	26	37	63	65	0	65	0	75	75	203
03:30 PM	57	44	101	79	1	80	0	63	63	244
03:45 PM	3	6	9	46	0	46	0	74	74	129
Total Volume	86	87	173	245	1	246	0	279	279	698
% App. Total	49.7	50.3		99.6	0.4		0	100		
PHF	.377	.494	.428	.775	.250	.769	.000	.930	.930	.715

City of El Cajon
N/S: Project Driveway 2
E/W: E Bradley Avenue
Weather: Clear

File Name : 03_ECJ_DW2_Brad PM
Site Code : 05723277
Start Date : 3/24/2023
Page No : 2



Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM			03:00 PM			03:00 PM		
+0 mins.	0	0	0	55	0	55	0	67	67
+15 mins.	26	37	63	65	0	65	0	75	75
+30 mins.	57	44	101	79	1	80	0	63	63
+45 mins.	3	6	9	46	0	46	0	74	74
Total Volume	86	87	173	245	1	246	0	279	279
% App. Total	49.7	50.3		99.6	0.4		0	100	
PHF	.377	.494	.428	.775	.250	.769	.000	.930	.930

Location: El Cajon
 N/S: Project Driveway 2
 E/W: E Bradley Avenue



Date: 3/24/2023
 Day: Friday

PEDESTRIANS

	North Leg Project Driveway 2	East Leg E Bradley Avenue	South Leg Dead End	West Leg E Bradley Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	3	1	0	0	4
7:45 AM	3	0	0	0	3
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	6	1	0	0	7

	North Leg Project Driveway 2	East Leg E Bradley Avenue	South Leg Dead End	West Leg E Bradley Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
2:00 PM	0	0	0	0	0
2:15 PM	0	0	0	0	0
2:30 PM	3	0	0	0	3
2:45 PM	1	0	0	0	1
3:00 PM	1	1	0	0	2
3:15 PM	11	0	0	1	12
3:30 PM	0	0	0	3	3
3:45 PM	0	0	0	0	0
TOTAL VOLUMES:	16	1	0	4	21

Location: El Cajon
 N/S: Project Driveway 2
 E/W: E Bradley Avenue



Date: 3/24/2023
 Day: Friday

BICYCLES

	Southbound Project Driveway 2			Westbound E Bradley Avenue			Northbound Dead End			Eastbound E Bradley Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

	Southbound Project Driveway 2			Westbound E Bradley Avenue			Northbound Dead End			Eastbound E Bradley Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	1	0	1	0	0	0	0	1	0	0	3
TOTAL VOLUMES:	0	0	1	0	1	0	0	0	0	1	0	0	3

City of El Cajon
N/S: N 1st Street
E/W: E Bradley Avenue
Weather: Clear

File Name : 04_ECJ_DW2_1st AM
Site Code : 05723277
Start Date : 3/24/2023
Page No : 1

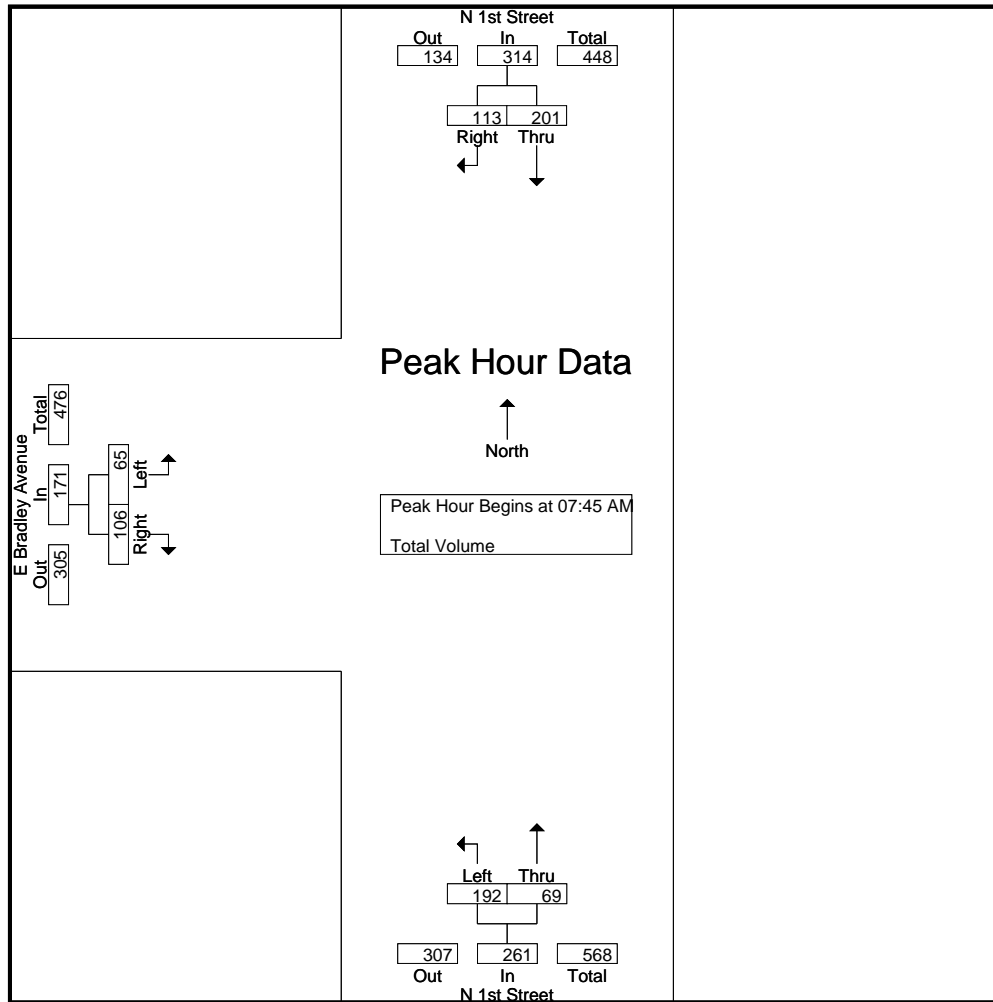
Groups Printed- Total Volume

	N 1st Street Southbound			N 1st Street Northbound			E Bradley Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	5	4	9	15	12	27	7	8	15	51
07:15 AM	10	11	21	25	24	49	7	14	21	91
07:30 AM	26	16	42	32	17	49	7	20	27	118
07:45 AM	70	48	118	55	18	73	13	22	35	226
Total	111	79	190	127	71	198	34	64	98	486
08:00 AM	81	39	120	89	18	107	16	28	44	271
08:15 AM	21	10	31	27	17	44	19	26	45	120
08:30 AM	29	16	45	21	16	37	17	30	47	129
08:45 AM	23	7	30	29	17	46	14	34	48	124
Total	154	72	226	166	68	234	66	118	184	644
Grand Total	265	151	416	293	139	432	100	182	282	1130
Apprch %	63.7	36.3		67.8	32.2		35.5	64.5		
Total %	23.5	13.4	36.8	25.9	12.3	38.2	8.8	16.1	25	

	N 1st Street Southbound			N 1st Street Northbound			E Bradley Avenue 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 07:45 AM										
07:45 AM	70	48	118	55	18	73	13	22	35	226
08:00 AM	81	39	120	89	18	107	16	28	44	271
08:15 AM	21	10	31	27	17	44	19	26	45	120
08:30 AM	29	16	45	21	16	37	17	30	47	129
Total Volume	201	113	314	192	69	261	65	106	171	746
% App. Total	64	36		73.6	26.4		38	62		
PHF	.620	.589	.654	.539	.958	.610	.855	.883	.910	.688

City of El Cajon
N/S: N 1st Street
E/W: E Bradley Avenue
Weather: Clear

File Name : 04_ECJ_DW2_1st AM
Site Code : 05723277
Start Date : 3/24/2023
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			08:00 AM		
+0 mins.	70	48	118	25	24	49	16	28	44
+15 mins.	81	39	120	32	17	49	19	26	45
+30 mins.	21	10	31	55	18	73	17	30	47
+45 mins.	29	16	45	89	18	107	14	34	48
Total Volume	201	113	314	201	77	278	66	118	184
% App. Total	64	36		72.3	27.7		35.9	64.1	
PHF	.620	.589	.654	.565	.802	.650	.868	.868	.958

City of El Cajon
N/S: N 1st Street
E/W: E Bradley Avenue
Weather: Clear

File Name : 04_ECJ_DW2_1st PM
Site Code : 05723277
Start Date : 3/24/2023
Page No : 1

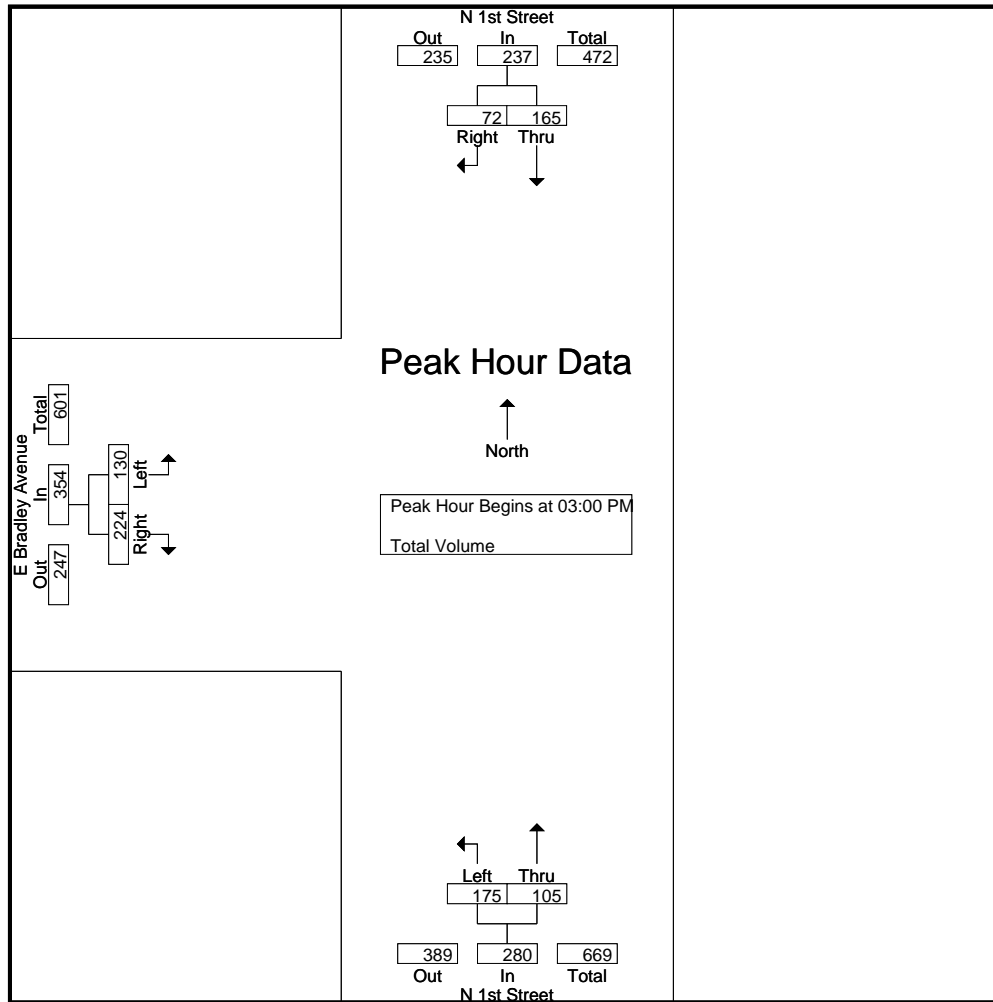
Groups Printed- Total Volume

Start Time	N 1st Street Southbound			N 1st Street Northbound			E Bradley Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
02:00 PM	19	8	27	13	25	38	19	30	49	114
02:15 PM	25	12	37	41	29	70	15	26	41	148
02:30 PM	19	8	27	19	16	35	25	32	57	119
02:45 PM	26	15	41	35	21	56	20	33	53	150
Total	89	43	132	108	91	199	79	121	200	531
03:00 PM	36	21	57	34	28	62	25	33	58	177
03:15 PM	52	17	69	53	23	76	38	67	105	250
03:30 PM	43	24	67	56	30	86	39	72	111	264
03:45 PM	34	10	44	32	24	56	28	52	80	180
Total	165	72	237	175	105	280	130	224	354	871
Grand Total	254	115	369	283	196	479	209	345	554	1402
Apprch %	68.8	31.2		59.1	40.9		37.7	62.3		
Total %	18.1	8.2	26.3	20.2	14	34.2	14.9	24.6	39.5	

	N 1st Street Southbound			N 1st Street Northbound			E Bradley Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:00 PM										
03:00 PM	36	21	57	34	28	62	25	33	58	177
03:15 PM	52	17	69	53	23	76	38	67	105	250
03:30 PM	43	24	67	56	30	86	39	72	111	264
03:45 PM	34	10	44	32	24	56	28	52	80	180
Total Volume	165	72	237	175	105	280	130	224	354	871
% App. Total	69.6	30.4		62.5	37.5		36.7	63.3		
PHF	.793	.750	.859	.781	.875	.814	.833	.778	.797	.825

City of El Cajon
N/S: N 1st Street
E/W: E Bradley Avenue
Weather: Clear

File Name : 04_ECJ_DW2_1st PM
Site Code : 05723277
Start Date : 3/24/2023
Page No : 2



Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM			02:45 PM			03:00 PM		
+0 mins.	36	21	57	35	21	56	25	33	58
+15 mins.	52	17	69	34	28	62	38	67	105
+30 mins.	43	24	67	53	23	76	39	72	111
+45 mins.	34	10	44	56	30	86	28	52	80
Total Volume	165	72	237	178	102	280	130	224	354
% App. Total	69.6	30.4		63.6	36.4		36.7	63.3	
PHF	.793	.750	.859	.795	.850	.814	.833	.778	.797

Location: El Cajon
 N/S: N 1st Street
 E/W: E Bradley Avenue



Date: 3/24/2023
 Day: Friday

PEDESTRIANS

	North Leg N 1st Street	East Leg Dead End	South Leg N 1st Street	West Leg E Bradley Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	1	0	1
7:45 AM	0	0	0	2	2
8:00 AM	0	0	0	2	2
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	4	5

	North Leg N 1st Street	East Leg Dead End	South Leg N 1st Street	West Leg E Bradley Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
2:00 PM	0	0	0	0	0
2:15 PM	0	0	0	0	0
2:30 PM	0	0	1	0	1
2:45 PM	0	0	0	0	0
3:00 PM	1	0	0	0	1
3:15 PM	3	0	0	1	4
3:30 PM	0	0	0	0	0
3:45 PM	0	0	1	0	1
TOTAL VOLUMES:	4	0	2	1	7

Location: El Cajon
 N/S: N 1st Street
 E/W: E Bradley Avenue



Date: 3/24/2023
 Day: Friday

BICYCLES

	Southbound N 1st Street			Westbound Dead End			Northbound N 1st Street			Eastbound E Bradley Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

	Southbound N 1st Street			Westbound Dead End			Northbound N 1st Street			Eastbound E Bradley Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
TOTAL VOLUMES:	0	1	0	0	0	0	1	0	0	0	0	0	2




ATTACHMENT B




Intersection	
Intersection Delay, s/veh	17.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	28	139	164	108	118	26	75	88	113	16	159	26
Future Vol, veh/h	28	139	164	108	118	26	75	88	113	16	159	26
Peak Hour Factor	0.87	0.87	0.87	0.86	0.86	0.86	0.69	0.69	0.69	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	160	189	126	137	30	109	128	164	19	187	31
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	21.6	18.3	14.7	12.9
HCM LOS	C	C	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	63%	0%	8%	43%	17%	0%
Vol Thru, %	37%	28%	42%	47%	83%	75%
Vol Right, %	0%	72%	50%	10%	0%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	119	157	331	252	96	106
LT Vol	75	0	28	108	16	0
Through Vol	44	44	139	118	80	80
RT Vol	0	113	164	26	0	26
Lane Flow Rate	172	228	380	293	112	124
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.366	0.43	0.672	0.557	0.241	0.257
Departure Headway (Hd)	7.64	6.797	6.354	6.841	7.726	7.461
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	469	528	567	525	463	479
Service Time	5.414	4.57	4.419	4.914	5.508	5.243
HCM Lane V/C Ratio	0.367	0.432	0.67	0.558	0.242	0.259
HCM Control Delay	14.8	14.7	21.6	18.3	13	12.8
HCM Lane LOS	B	B	C	C	B	B
HCM 95th-tile Q	1.7	2.1	5	3.4	0.9	1

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	131	125	167	113	12	23
Future Vol, veh/h	131	125	167	113	12	23
Conflicting Peds, #/hr	10	0	0	10	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	71	71	62	62	54	54
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	185	176	269	182	22	43
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	461	0	-	0	926	380
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	556	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1100	-	-	-	298	667
Stage 1	-	-	-	-	699	-
Stage 2	-	-	-	-	574	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1090	-	-	-	237	654
Mov Cap-2 Maneuver	-	-	-	-	237	-
Stage 1	-	-	-	-	562	-
Stage 2	-	-	-	-	568	-
Approach	EB	WB		SB		
HCM Control Delay, s	4.6	0		15.5		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1090	-	-	-	408	
HCM Lane V/C Ratio	0.169	-	-	-	0.159	
HCM Control Delay (s)	9	0	-	-	15.5	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.6	-	-	-	0.6	




Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	159	288	0	1	1
Future Vol, veh/h	0	159	288	0	1	1
Conflicting Peds, #/hr	10	0	0	10	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	63	63	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	212	457	0	4	4

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	467	0	689
Stage 1	-	-	467
Stage 2	-	-	222
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1094	-	412
Stage 1	-	-	631
Stage 2	-	-	815
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1084	-	404
Mov Cap-2 Maneuver	-	-	404
Stage 1	-	-	625
Stage 2	-	-	807

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.7
HCM LOS	B		

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1084	-	-	-	475
HCM Lane V/C Ratio	-	-	-	-	0.017
HCM Control Delay (s)	0	-	-	-	12.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1





Intersection	
Intersection Delay, s/veh	13.4
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	62	102	152	69	201	89
Future Vol, veh/h	62	102	152	69	201	89
Peak Hour Factor	0.91	0.91	0.61	0.61	0.65	0.65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	68	112	249	113	309	137
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	10.7	13.7	14.2
HCM LOS	B	B	B




Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	69%	38%	0%
Vol Thru, %	31%	0%	69%
Vol Right, %	0%	62%	31%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	221	164	290
LT Vol	152	62	0
Through Vol	69	0	201
RT Vol	0	102	89
Lane Flow Rate	362	180	446
Geometry Grp	1	1	1
Degree of Util (X)	0.521	0.278	0.581
Departure Headway (Hd)	5.174	5.56	4.792
Convergence, Y/N	Yes	Yes	Yes
Cap	703	649	758
Service Time	3.174	3.577	2.792
HCM Lane V/C Ratio	0.515	0.277	0.588
HCM Control Delay	13.7	10.7	14.2
HCM Lane LOS	B	B	B
HCM 95th-tile Q	3	1.1	3.8

Intersection	
Intersection Delay, s/veh	32.5
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	49	242	153	98	119	13	102	101	98	15	143	25
Future Vol, veh/h	49	242	153	98	119	13	102	101	98	15	143	25
Peak Hour Factor	0.88	0.88	0.88	0.67	0.67	0.67	0.75	0.75	0.75	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	56	275	174	146	178	19	136	135	131	17	161	28
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	55.7	27.1	17.4	14.1
HCM LOS	F	D	C	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	67%	0%	11%	43%	17%	0%
Vol Thru, %	33%	34%	55%	52%	83%	74%
Vol Right, %	0%	66%	34%	6%	0%	26%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	153	149	444	230	87	97
LT Vol	102	0	49	98	15	0
Through Vol	51	51	242	119	72	72
RT Vol	0	98	153	13	0	25
Lane Flow Rate	203	198	505	343	97	108
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.479	0.421	0.958	0.713	0.236	0.255
Departure Headway (Hd)	8.485	7.658	6.838	7.476	8.737	8.458
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	425	469	530	484	410	424
Service Time	6.242	5.415	4.889	5.534	6.503	6.224
HCM Lane V/C Ratio	0.478	0.422	0.953	0.709	0.237	0.255
HCM Control Delay	18.8	15.9	55.7	27.1	14.2	14.1
HCM Lane LOS	C	C	F	D	B	B
HCM 95th-tile Q	2.5	2.1	12.4	5.6	0.9	1

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	87	256	195	71	10	22
Future Vol, veh/h	87	256	195	71	10	22
Conflicting Peds, #/hr	10	0	0	10	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	76	76	32	32
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	112	328	257	93	31	69
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	360	0	-	0	876	324
Stage 1	-	-	-	-	314	-
Stage 2	-	-	-	-	562	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1199	-	-	-	319	717
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	571	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1188	-	-	-	277	703
Mov Cap-2 Maneuver	-	-	-	-	277	-
Stage 1	-	-	-	-	649	-
Stage 2	-	-	-	-	565	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.1	0		14.6		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1188	-	-	-	475	
HCM Lane V/C Ratio	0.094	-	-	-	0.211	
HCM Control Delay (s)	8.3	0	-	-	14.6	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.3	-	-	-	0.8	

Intersection

Int Delay, s/veh 5.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
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Lane Configurations 

Traffic Vol, veh/h	0	273	174	1	55	56
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Future Vol, veh/h	0	273	174	1	55	56
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Conflicting Peds, #/hr	10	0	0	10	10	10
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Sign Control	Free	Free	Free	Free	Stop	Stop
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RT Channelized	-	None	-	None	-	None
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Storage Length	-	-	-	-	0	-
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Veh in Median Storage, #	-	0	0	-	0	-
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Grade, %	-	0	0	-	0	-
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Peak Hour Factor	93	93	77	77	43	43
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Heavy Vehicles, %	2	2	2	2	2	2
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Mvmt Flow	0	294	226	1	128	130
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Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	237	0	0	541	247
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Stage 1	-	-	-	237	-
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Stage 2	-	-	-	304	-
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Critical Hdwy	4.12	-	-	6.42	6.22
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Critical Hdwy Stg 1	-	-	-	5.42	-
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Critical Hdwy Stg 2	-	-	-	5.42	-
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Follow-up Hdwy	2.218	-	-	3.518	3.318
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Pot Cap-1 Maneuver	1330	-	-	502	792
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Stage 1	-	-	-	802	-
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Stage 2	-	-	-	748	-
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Platoon blocked, %	-	-	-	-	-
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Mov Cap-1 Maneuver	1317	-	-	492	777
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Mov Cap-2 Maneuver	-	-	-	492	-
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Stage 1	-	-	-	794	-
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Stage 2	-	-	-	741	-
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Approach	EB	WB	SB
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HCM Control Delay, s	0	0	15.3
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HCM LOS			C
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Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
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Capacity (veh/h)	1317	-	-	-	604
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HCM Lane V/C Ratio	-	-	-	-	0.427
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HCM Control Delay (s)	0	-	-	-	15.3
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HCM Lane LOS	A	-	-	-	C
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HCM 95th %tile Q(veh)	0	-	-	-	2.1
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Intersection	
Intersection Delay, s/veh	13.1
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	117	201	124	105	165	51
Future Vol, veh/h	117	201	124	105	165	51
Peak Hour Factor	0.80	0.80	0.81	0.81	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	146	251	153	130	192	59
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	14.3	12.7	11.5
HCM LOS	B	B	B

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	54%	37%	0%
Vol Thru, %	46%	0%	76%
Vol Right, %	0%	63%	24%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	229	318	216
LT Vol	124	117	0
Through Vol	105	0	165
RT Vol	0	201	51
Lane Flow Rate	283	398	251
Geometry Grp	1	1	1
Degree of Util (X)	0.432	0.558	0.371
Departure Headway (Hd)	5.506	5.05	5.317
Convergence, Y/N	Yes	Yes	Yes
Cap	653	716	676
Service Time	3.542	3.084	3.354
HCM Lane V/C Ratio	0.433	0.556	0.371
HCM Control Delay	12.7	14.3	11.5
HCM Lane LOS	B	B	B
HCM 95th-tile Q	2.2	3.5	1.7




ATTACHMENT C




Intersection	
Intersection Delay, s/veh	22.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	28	177	164	114	124	27	75	88	144	20	159	26
Future Vol, veh/h	28	177	164	114	124	27	75	88	144	20	159	26
Peak Hour Factor	0.87	0.87	0.87	0.86	0.86	0.86	0.69	0.69	0.69	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	203	189	133	144	31	109	128	209	24	187	31
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	32.3	22.2	17.5	14
HCM LOS	D	C	C	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	63%	0%	8%	43%	20%	0%
Vol Thru, %	37%	23%	48%	47%	80%	75%
Vol Right, %	0%	77%	44%	10%	0%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	119	188	369	265	100	106
LT Vol	75	0	28	114	20	0
Through Vol	44	44	177	124	80	80
RT Vol	0	144	164	27	0	26
Lane Flow Rate	172	272	424	308	117	124
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.388	0.547	0.805	0.63	0.271	0.277
Departure Headway (Hd)	8.109	7.229	6.83	7.355	8.327	8.043
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	443	499	534	490	431	446
Service Time	5.867	4.985	4.83	5.413	6.091	5.807
HCM Lane V/C Ratio	0.388	0.545	0.794	0.629	0.271	0.278
HCM Control Delay	16	18.4	32.3	22.2	14.2	13.9
HCM Lane LOS	C	C	D	C	B	B
HCM 95th-tile Q	1.8	3.2	7.7	4.3	1.1	1.1

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	205	125	167	177	18	36
Future Vol, veh/h	205	125	167	177	18	36
Conflicting Peds, #/hr	10	0	0	10	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	71	71	62	62	54	54
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	289	176	269	285	33	67
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	564	0	-	0	1186	432
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	764	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1008	-	-	-	208	624
Stage 1	-	-	-	-	662	-
Stage 2	-	-	-	-	460	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	998	-	-	-	138	612
Mov Cap-2 Maneuver	-	-	-	-	138	-
Stage 1	-	-	-	-	445	-
Stage 2	-	-	-	-	455	-
Approach	EB	WB		SB		
HCM Control Delay, s	6.3	0		24.3		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	998	-	-	-	285	
HCM Lane V/C Ratio	0.289	-	-	-	0.351	
HCM Control Delay (s)	10.1	0	-	-	24.3	
HCM Lane LOS	B	A	-	-	C	
HCM 95th %tile Q(veh)	1.2	-	-	-	1.5	

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	165	352	0	1	1
Future Vol, veh/h	0	165	352	0	1	1
Conflicting Peds, #/hr	10	0	0	10	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	63	63	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	220	559	0	4	4




Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	569	0	0 799 579
Stage 1	-	-	- 569 -
Stage 2	-	-	- 230 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1003	-	- 355 515
Stage 1	-	-	- 566 -
Stage 2	-	-	- 808 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	993	-	- 348 505
Mov Cap-2 Maneuver	-	-	- 348 -
Stage 1	-	-	- 560 -
Stage 2	-	-	- 800 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.9
HCM LOS	B		

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	993	-	-	-	412
HCM Lane V/C Ratio	-	-	-	-	0.019
HCM Control Delay (s)	0	-	-	-	13.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection





Intersection Delay, s/veh 15.9
Intersection LOS C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	65	106	192	69	201	113
Future Vol, veh/h	65	106	192	69	201	113
Peak Hour Factor	0.91	0.91	0.61	0.61	0.65	0.65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	71	116	315	113	309	174
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	11.4	16.8	16.8
HCM LOS	B	C	C




Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	74%	38%	0%
Vol Thru, %	26%	0%	64%
Vol Right, %	0%	62%	36%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	261	171	314
LT Vol	192	65	0
Through Vol	69	0	201
RT Vol	0	106	113
Lane Flow Rate	428	188	483
Geometry Grp	1	1	1
Degree of Util (X)	0.628	0.304	0.656
Departure Headway (Hd)	5.282	5.815	4.888
Convergence, Y/N	Yes	Yes	Yes
Cap	685	616	739
Service Time	3.314	3.859	2.92
HCM Lane V/C Ratio	0.625	0.305	0.654
HCM Control Delay	16.8	11.4	16.8
HCM Lane LOS	C	B	C
HCM 95th-tile Q	4.4	1.3	4.9




Intersection	
Intersection Delay, s/veh	33.2
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	49	275	153	116	142	16	102	101	111	17	143	25
Future Vol, veh/h	49	275	153	116	142	16	102	101	111	17	143	25
Peak Hour Factor	0.88	0.88	0.88	0.67	0.67	0.67	0.75	0.75	0.75	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	281	156	156	191	21	136	135	148	19	161	28
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0




Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	55.2	31.9	18.1	14.5
HCM LOS	F	D	C	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	67%	0%	10%	42%	19%	0%
Vol Thru, %	33%	31%	58%	52%	81%	74%
Vol Right, %	0%	69%	32%	6%	0%	26%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	153	162	477	274	89	97
LT Vol	102	0	49	116	17	0
Through Vol	51	51	275	142	72	72
RT Vol	0	111	153	16	0	25
Lane Flow Rate	203	215	488	368	99	108
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.485	0.463	0.951	0.771	0.246	0.259
Departure Headway (Hd)	8.585	7.737	7.021	7.544	8.888	8.598
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	419	465	517	478	404	416
Service Time	6.349	5.5	5.08	5.61	6.66	6.37
HCM Lane V/C Ratio	0.484	0.462	0.944	0.77	0.245	0.26
HCM Control Delay	19.2	17	55.2	31.9	14.6	14.4
HCM Lane LOS	C	C	F	D	B	B
HCM 95th-tile Q	2.6	2.4	12	6.7	1	1

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	136	256	226	111	16	34
Future Vol, veh/h	136	256	226	111	16	34
Conflicting Peds, #/hr	10	0	0	10	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	76	76	32	32
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	174	328	297	146	50	106
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	453	0	-	0	1066	390
Stage 1	-	-	-	-	380	-
Stage 2	-	-	-	-	686	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1108	-	-	-	246	658
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	500	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1097	-	-	-	194	646
Mov Cap-2 Maneuver	-	-	-	-	194	-
Stage 1	-	-	-	-	551	-
Stage 2	-	-	-	-	495	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.1	0		21.7		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1097	-	-	-	370	
HCM Lane V/C Ratio	0.159	-	-	-	0.422	
HCM Control Delay (s)	8.9	0	-	-	21.7	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.6	-	-	-	2	

Intersection						
Int Delay, s/veh	11.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	279	245	1	86	87
Future Vol, veh/h	0	279	245	1	86	87
Conflicting Peds, #/hr	10	0	0	10	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	77	77	43	43
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	300	318	1	200	202
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	329	0	-	0	639	339
Stage 1	-	-	-	-	329	-
Stage 2	-	-	-	-	310	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1231	-	-	-	440	703
Stage 1	-	-	-	-	729	-
Stage 2	-	-	-	-	744	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1219	-	-	-	431	690
Mov Cap-2 Maneuver	-	-	-	-	431	-
Stage 1	-	-	-	-	722	-
Stage 2	-	-	-	-	737	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		30		
HCM LOS				D		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1219	-	-	-	531	
HCM Lane V/C Ratio	-	-	-	-	0.758	
HCM Control Delay (s)	0	-	-	-	30	
HCM Lane LOS	A	-	-	-	D	
HCM 95th %tile Q(veh)	0	-	-	-	6.6	

Intersection	
Intersection Delay, s/veh	15.9
Intersection LOS	C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	130	224	175	105	165	72
Future Vol, veh/h	130	224	175	105	165	72
Peak Hour Factor	0.80	0.80	0.81	0.81	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	163	280	216	130	192	84
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	18	15.8	12.8
HCM LOS	C	C	B

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	62%	37%	0%
Vol Thru, %	38%	0%	70%
Vol Right, %	0%	63%	30%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	280	354	237
LT Vol	175	130	0
Through Vol	105	0	165
RT Vol	0	224	72
Lane Flow Rate	346	442	276
Geometry Grp	1	1	1
Degree of Util (X)	0.554	0.655	0.428
Departure Headway (Hd)	5.773	5.329	5.596
Convergence, Y/N	Yes	Yes	Yes
Cap	622	677	639
Service Time	3.83	3.379	3.657
HCM Lane V/C Ratio	0.556	0.653	0.432
HCM Control Delay	15.8	18	12.8
HCM Lane LOS	C	C	B
HCM 95th-tile Q	3.4	4.9	2.1




ATTACHMENT D




Intersection	
Intersection Delay, s/veh	23.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	28	185	164	115	125	27	75	88	151	21	159	26
Future Vol, veh/h	28	185	164	115	125	27	75	88	151	21	159	26
Peak Hour Factor	0.87	0.87	0.87	0.86	0.86	0.86	0.69	0.69	0.69	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	213	189	134	145	31	109	128	219	25	187	31
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0




Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	35.5	23.1	18.2	14.2
HCM LOS	E	C	C	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	63%	0%	7%	43%	21%	0%
Vol Thru, %	37%	23%	49%	47%	79%	75%
Vol Right, %	0%	77%	44%	10%	0%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	119	195	377	267	101	106
LT Vol	75	0	28	115	21	0
Through Vol	44	44	185	125	80	80
RT Vol	0	151	164	27	0	26
Lane Flow Rate	172	283	433	310	118	124
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.393	0.574	0.832	0.643	0.277	0.281
Departure Headway (Hd)	8.194	7.306	6.915	7.459	8.44	8.152
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	438	492	529	484	424	439
Service Time	5.955	5.067	4.915	5.522	6.21	5.922
HCM Lane V/C Ratio	0.393	0.575	0.819	0.64	0.278	0.282
HCM Control Delay	16.2	19.5	35.5	23.1	14.4	14.1
HCM Lane LOS	C	C	E	C	B	B
HCM 95th-tile Q	1.8	3.6	8.4	4.5	1.1	1.1

Intersection						
Int Delay, s/veh	5.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	221	125	167	191	19	39
Future Vol, veh/h	221	125	167	191	19	39
Conflicting Peds, #/hr	10	0	0	10	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	71	71	62	62	54	54
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	311	176	269	308	35	72
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	587	0	-	0	1241	443
Stage 1	-	-	-	-	433	-
Stage 2	-	-	-	-	808	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	988	-	-	-	193	615
Stage 1	-	-	-	-	654	-
Stage 2	-	-	-	-	438	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	979	-	-	-	123	603
Mov Cap-2 Maneuver	-	-	-	-	123	-
Stage 1	-	-	-	-	420	-
Stage 2	-	-	-	-	434	-
Approach	EB	WB		SB		
HCM Control Delay, s	6.6	0		27.5		
HCM LOS				D		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	979	-	-	-	265	
HCM Lane V/C Ratio	0.318	-	-	-	0.405	
HCM Control Delay (s)	10.4	0	-	-	27.5	
HCM Lane LOS	B	A	-	-	D	
HCM 95th %tile Q(veh)	1.4	-	-	-	1.9	

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	166	366	0	1	1
Future Vol, veh/h	0	166	366	0	1	1
Conflicting Peds, #/hr	10	0	0	10	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	63	63	25	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	221	581	0	4	4
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	591	0	-	0	822	601
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	231	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	985	-	-	-	344	500
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	807	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	976	-	-	-	337	491
Mov Cap-2 Maneuver	-	-	-	-	337	-
Stage 1	-	-	-	-	547	-
Stage 2	-	-	-	-	799	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		14.2		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	976	-	-	-	400	
HCM Lane V/C Ratio	-	-	-	-	0.02	
HCM Control Delay (s)	0	-	-	-	14.2	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Intersection	
Intersection Delay, s/veh	16.6
Intersection LOS	C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	66	107	201	69	201	118
Future Vol, veh/h	66	107	201	69	201	118
Peak Hour Factor	0.91	0.91	0.61	0.61	0.65	0.65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	118	330	113	309	182
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	11.6	17.8	17.4
HCM LOS	B	C	C




Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	74%	38%	0%
Vol Thru, %	26%	0%	63%
Vol Right, %	0%	62%	37%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	270	173	319
LT Vol	201	66	0
Through Vol	69	0	201
RT Vol	0	107	118
Lane Flow Rate	443	190	491
Geometry Grp	1	1	1
Degree of Util (X)	0.653	0.31	0.671
Departure Headway (Hd)	5.31	5.874	4.919
Convergence, Y/N	Yes	Yes	Yes
Cap	682	610	736
Service Time	3.344	3.92	2.951
HCM Lane V/C Ratio	0.65	0.311	0.667
HCM Control Delay	17.8	11.6	17.4
HCM Lane LOS	C	B	C
HCM 95th-tile Q	4.8	1.3	5.2

Intersection	
Intersection Delay, s/veh	34.5
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	49	282	153	120	147	17	102	101	114	17	143	25
Future Vol, veh/h	49	282	153	120	147	17	102	101	114	17	143	25
Peak Hour Factor	0.88	0.88	0.88	0.67	0.67	0.67	0.75	0.75	0.75	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	282	153	161	197	23	136	135	152	19	161	28
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	56.4	35.1	18.5	14.6
HCM LOS	F	E	C	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	67%	0%	10%	42%	19%	0%
Vol Thru, %	33%	31%	58%	52%	81%	74%
Vol Right, %	0%	69%	32%	6%	0%	26%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	153	165	484	284	89	97
LT Vol	102	0	49	120	17	0
Through Vol	51	51	282	147	72	72
RT Vol	0	114	153	17	0	25
Lane Flow Rate	203	219	484	381	99	108
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.489	0.475	0.955	0.803	0.248	0.261
Departure Headway (Hd)	8.649	7.796	7.102	7.576	8.967	8.677
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	417	461	508	477	400	413
Service Time	6.416	5.563	5.162	5.643	6.746	6.456
HCM Lane V/C Ratio	0.487	0.475	0.953	0.799	0.247	0.262
HCM Control Delay	19.5	17.5	56.4	35.1	14.7	14.5
HCM Lane LOS	C	C	F	E	B	B
HCM 95th-tile Q	2.6	2.5	12.1	7.4	1	1

Intersection						
Int Delay, s/veh	5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	147	256	233	120	17	37
Future Vol, veh/h	147	256	233	120	17	37
Conflicting Peds, #/hr	10	0	0	10	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	76	76	32	32
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	188	328	307	158	53	116
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	475	0	-	0	1110	406
Stage 1	-	-	-	-	396	-
Stage 2	-	-	-	-	714	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1087	-	-	-	232	645
Stage 1	-	-	-	-	680	-
Stage 2	-	-	-	-	485	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1077	-	-	-	179	633
Mov Cap-2 Maneuver	-	-	-	-	179	-
Stage 1	-	-	-	-	530	-
Stage 2	-	-	-	-	480	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.3	0		24.3		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1077	-	-	-	352	
HCM Lane V/C Ratio	0.175	-	-	-	0.479	
HCM Control Delay (s)	9.1	0	-	-	24.3	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.6	-	-	-	2.5	

Intersection

Int Delay, s/veh 14.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
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Lane Configurations

Traffic Vol, veh/h	0	280	260	1	93	94
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Future Vol, veh/h	0	280	260	1	93	94
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Conflicting Peds, #/hr	10	0	0	10	10	10
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Sign Control	Free	Free	Free	Free	Stop	Stop
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RT Channelized	-	None	-	None	-	None
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Storage Length	-	-	-	-	0	-
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Veh in Median Storage, #	-	0	0	-	0	-
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Grade, %	-	0	0	-	0	-
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Peak Hour Factor	93	93	77	77	43	43
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Heavy Vehicles, %	2	2	2	2	2	2
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Mvmt Flow	0	283	317	1	216	219
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Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	328	0	0	621	338
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Stage 1	-	-	-	328	-
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Stage 2	-	-	-	293	-
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Critical Hdwy	4.12	-	-	6.42	6.22
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Critical Hdwy Stg 1	-	-	-	5.42	-
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Critical Hdwy Stg 2	-	-	-	5.42	-
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Follow-up Hdwy	2.218	-	-	3.518	3.318
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Pot Cap-1 Maneuver	1232	-	-	451	704
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Stage 1	-	-	-	730	-
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Stage 2	-	-	-	757	-
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Platoon blocked, %	-	-	-	-	-
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Mov Cap-1 Maneuver	1220	-	-	442	691
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Mov Cap-2 Maneuver	-	-	-	442	-
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Stage 1	-	-	-	723	-
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Stage 2	-	-	-	749	-
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Approach	EB	WB	SB
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HCM Control Delay, s	0	0	33.7
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HCM LOS			D
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Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
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Capacity (veh/h)	1220	-	-	-	540
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HCM Lane V/C Ratio	-	-	-	-	0.805
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HCM Control Delay (s)	0	-	-	-	33.7
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HCM Lane LOS	A	-	-	-	D
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HCM 95th %tile Q(veh)	0	-	-	-	7.8
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Intersection	
Intersection Delay, s/veh	16.8
Intersection LOS	C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	133	229	186	105	165	77
Future Vol, veh/h	133	229	186	105	165	77
Peak Hour Factor	0.80	0.80	0.81	0.81	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	166	286	230	130	192	90
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	19.1	16.8	13.2
HCM LOS	C	C	B

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	64%	37%	0%
Vol Thru, %	36%	0%	68%
Vol Right, %	0%	63%	32%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	291	362	242
LT Vol	186	133	0
Through Vol	105	0	165
RT Vol	0	229	77
Lane Flow Rate	359	452	281
Geometry Grp	1	1	1
Degree of Util (X)	0.582	0.678	0.443
Departure Headway (Hd)	5.835	5.391	5.662
Convergence, Y/N	Yes	Yes	Yes
Cap	614	670	633
Service Time	3.899	3.449	3.73
HCM Lane V/C Ratio	0.585	0.675	0.444
HCM Control Delay	16.8	19.1	13.2
HCM Lane LOS	C	C	B
HCM 95th-tile Q	3.7	5.3	2.3



City of El Cajon

Community Development Department
PLANNING COMMISSION AGENDA REPORT

Agenda Item:	3
Project Name:	G&M Automotive Fueling Station
Request:	Rebuild existing gas station
CEQA Recommendation:	Exempt
STAFF RECOMMENDATION:	APPROVE
Project Number(s):	Conditional Use Permit (CUP) No. 2023-0002
Location:	398 El Cajon Boulevard
Applicant:	Karl Huy; khuy@tci-eng.com ; 714-693-9388
Project Planner:	Sable Beltran, sbeltran@elcajon.gov , 619-441-1782
City Council Hearing Required?	No
Recommended Actions:	1. Conduct the public hearing; and 2. MOVE to adopt the next resolutions in order approving the CEQA determination and CUP No. 2023-0002, subject to conditions.

PROJECT DESCRIPTION

The proposed project includes the renovation and expansion of an existing automotive fueling station located at 398 El Cajon Boulevard on the west side of El Cajon Boulevard between Palm and South Johnson Avenues. The renovation and expansion includes the demolition of the existing convenience market and the construction of a new enlarged convenience market with three fuel islands and a new canopy covering the fueling islands. The site is located within the Transit District Specific Plan and the fueling station is a previously conforming use. A conditional use permit approved by the Planning Commission is required to modify a previously conforming use.

BACKGROUND

General Plan:	High Density Residential (HR)
Specific Plan:	531, Transit District Specific Plan
Zone:	Residential, multi-family, high-rise (RM-HR)
Other City Permit(s):	CUP No. 587
Notable State Law(s):	Assembly Bill (AB) 2097

Project Site & Constraints

The project site is 20,479 square feet (.47 acres), and currently includes a 1,073 square foot convenience market and 1,481 square foot canopy. The site is accessed via four driveways: one off of South Johnson Avenue, two off of El Cajon Boulevard, and one off of Palm Avenue.

Surrounding Context

Properties surrounding the subject site are developed and zoned as follows:

Direction	Zones	Land Uses
North	RM-HR	Contract construction services
South	C-G	Vacant used car dealership
East	C-G	Used car dealership
West	RM-HR	Religious facility

General Plan

The land use designation of the subject property is High Density Residential ("HR") according to the General Plan Land Use Map. The HR designation is the highest density residential category and identifies those areas in the core of the city which are suited to the most intense level of urban development.

Transit District Specific Plan

The subject site is located within the Transit District Specific Plan (TDSP). The TDSP was adopted in 2018 to establish a mix of transit-supported land uses, increase housing opportunities, improve safety and mobility, enhance the public realm, and promote smart growth development. The adoption of the TDSP resulted in a zoning change at the subject site from commercial zoning to a high-density residential zoning.

Chapter three of the TDSP allows existing non-residential uses in areas that will transition to residential uses to continue and expand, however, future expansions are required to provide a 10-foot landscaped buffer from any property line where future residential uses may occur. As a non-residential use in a residential zone, the existing fueling station is a previously conforming use. A conditional use permit approved by the Planning Commission is required to modify a previously conforming use.

Chapter four of the TDSP sets out goals to improve access to the transit station and create a balanced pedestrian realm experience through green streets, an enhanced public realm, and roundabout projects. As a result, the El Cajon Boulevard Streetscape Street Improvement project is currently underway along portions of El Cajon Boulevard, South Johnson Avenue, and Palm Avenue. This project includes installing a single-lane traffic roundabout adjacent to the site, along with new decorative concrete sidewalks, crosswalks, trees, and landscaping.

Chapter five of the TDSP includes design guidelines and states, "substantially modified projects will be evaluated based on conformance with overall design principles." The TDSP includes eight design principles; "enhance pathways to transit, highlight activity nodes and gateways, develop a village with unique identity and character, encourage gathering spaces, courtyards and plazas, make parking unobtrusive to pedestrians, provide buffers and transitions, and support positive street frontages and land use interfaces."

Zoning Code

The Zoning Map identifies the subject property as Residential, Multi-family, High-Rise (RM-HR) zone which is consistent with the HR designation in the General Plan Land Use Map. The existing fueling station use is not consistent with the RM-HR zone, however, the TDSP permits the expansion of the fueling station subject to previously conforming regulations contained in El Cajon Municipal Code (ECMC) Chapter 17.120.

Previously conforming uses are also described as nonconforming in the Zoning Code and these terms can be used interchangeably. ECMC, section 17.219.050.C states, “nonconforming uses... may be expanded on the same parcel, subject to the approval of a conditional use permit by the planning commission.” The conditional use permit request is subject to the required findings for nonconforming uses and structures in ECMC section 17.120.060, that replace the findings typically required for a conditional use permit.

Assembly Bill (AB) 2097

AB 2097 amended California Government Code section 65585 and added section 65863.2 to prohibit a public agency from imposing any minimum automobile parking requirement on any project located within ½ mile of public transit. The subject site is located approximately ¼ mile away from the El Cajon Transit Center and therefore is exempt from providing parking.

DISCUSSION

Development Standards

The project proposes demolishing and rebuilding an existing automotive fueling station with a new 2,182 sq. ft. convenience market, a 1,964 sq. ft. canopy with three fuel dispensers, and new landscaping. The proposed project complies with TDSP development standards as summarized below. The new convenience market provides a 10-foot landscaped setback between the convenience market and the adjacent residentially zoned properties. New landscaping areas are also proposed to buffer the fueling station from adjacent sidewalks and exceed minimum standards. Based on the site proximity to the El Cajon Transit Station no parking is required, however, five parking spaces are provided. Existing project boundary walls along interior property lines will remain.

Development Standard	TDSP/Zoning	Proposed Project
Building Setbacks	10 ft. from residential	10 ft. from residential
Building Height	60 ft.	24 ft.
Parking	No parking required	5 parking Stalls
Landscaping	4 ft. along exterior property lines	Varies 4 ft. to 8 ft. along exterior property lines
Fences/Walls/Gates	6 ft. wall along interior property lines	4-6 ft. wall along interior property lines

Design Guidelines

The proposed convenience market includes stucco and brown stone veneer finishes, an aluminum storefront system, and dark bronze colored aluminum awnings. The rear of the building is concrete masonry painted to match the tan colors along the street-facing facades. All roof-mounted equipment is screened by a parapet. The canopy, which covers three fuel dispensers, will be finished with a stone veneer and stucco consistent with the convenience market.

The overall design complies with the TDSP guidelines by including a variety of materials, transparent windows oriented towards the street, and complementary metal awnings. Even though the building is not located adjacent to the sidewalk, new landscaping is proposed where none currently exists to buffer the pedestrian realm from automobile maneuvering areas. The proposed driveways also align with the El Cajon Boulevard Streetscape Street Improvement project.

Previously Conforming Regulations

The TDSP and Zoning Code provide discretion to the Planning Commission to determine appropriate development standards and design for a previously conforming use. In this instance, the project includes a significant increase in the size of the convenience market, which will almost double in size. The expanded convenience store will benefit the surrounding neighborhood by providing new retail offerings while complying with the development standards and design guidelines previously discussed.

FINDINGS

Pursuant to ECMC section 17.120.060, the Planning Commission shall consider the following findings before approving a conditional use permit for the expansion, reconstruction, or replacement of a nonconforming use or structure:

- A. *The strict or literal interpretation and enforcement of the specified regulations within this section would result in practical difficulty or unnecessary hardship;*

Updated Zoning Code regulations for automotive fueling stations and the rezoning of the site with the adoption of Specific Plan No. 531 prohibit the use of the subject site as an automotive fueling station. However, Zoning Code Chapter 17.120 acknowledges that previously conforming or nonconforming uses will continue to exist and operate successfully, and therefore, establishes the CUP process for renovations or expansions. The existing automotive fueling station is outdated and is not able to offer amenities commonly found at automotive fueling stations and a prohibition on modernization would result in an unnecessary hardship.

- B. *The approval of the conditional use permit will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity.*

The property will continue to operate as a fueling station as it has historically and will therefore not cause detriment to the public health, safety or welfare nor be

materially injurious to adjacent properties. Further, proposed conditions of approval ensure that the project will not be detrimental to public health or safety, or be materially injurious to surrounding uses. Additionally, the project is in conformance with the El Cajon Boulevard Streetscape Street Improvement project, and contributes to an enhanced public realm along El Cajon Boulevard, South Johnson Avenue, and Palm Avenue.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

The proposed project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) according to section 15303, Class 3 (New Construction or Conversion of Small Structures) of the CEQA Guidelines. Section 15303 provides an exemption for up to four commercial buildings not exceeding 10,000 square feet in floor area on sites zoned for such use if not involving the use of significant amounts of hazardous substances where all necessary public services and facilities are available and the surrounding area is not environmentally sensitive. None of the exemption exceptions listed under CEQA Guidelines section 15300.2 exist.

PUBLIC NOTICE & INPUT

A notice of public hearing was mailed on October 25, 2023, to all property owners within 300 feet of the project site and to anyone who requested such notice in writing, 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 on the City's website under "Public Hearings/Public Notices." The notice was also mailed to the two public libraries in the City of El Cajon, located at 201 East Douglas Avenue and 576 Garfield Avenue. No public comments have been received for this request.

RECOMMENDATION


With the proposed conditions of approval, the site will comply with TDSP development standards for automotive fueling stations. Further, the project design and conformance with adjacent public improvement projects will enhance the public realm. Staff's recommendation is that the Planning Commission approve CUP No. 2023-0002, subject to conditions.

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**PREPARED
BY:**


Sable Beltran
ASSISTANT
PLANNER

REVIEWED BY:


Noah Alvey
DEPUTY
DIRECTOR OF
COMMUNITY
DEVELOPMENT

APPROVED BY:


Anthony Shute
DIRECTOR OF
COMMUNITY
DEVELOPMENT

ATTACHMENTS

1. Proposed Resolution APPROVING CEQA exemption
2. Proposed Resolution APPROVING CUP No. 2023-0002
3. Public Hearing Notice/Location Map
4. Aerial Photograph of Subject Site
5. Application and Disclosure Statement
6. Reduced Site Plan
7. Elevations and Renderings

PROPOSED PLANNING COMMISSION RESOLUTION

A RESOLUTION APPROVING CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) EXEMPTION 15303 (NEW CONSTRUCTION OR CONVERSION OF SMALL STRUCTURES) FOR AN AUTOMOTIVE FUELING STATION RENOVATION IN THE RM-HR (RESIDENTIAL, MULTI-FAMILY, HIGH-RISE) ZONE; APN NO. 487-312-10; GENERAL PLAN DESIGNATION: HIGH DENSITY RESIDENTIAL (HR)

WHEREAS, the El Cajon Planning Commission held a duly advertised public hearing on November 7, 2023, to consider Conditional Use Permit ("CUP") No. 2023-0002 as submitted by Travis Companies, Inc. on behalf of G&M Oil Company, for renovations to an existing automotive fueling station that include a new convenience market, canopy, and associated site improvements at the property in the Residential, Multi-family, High-Rise (RM-HR) zone, on the west side of El Cajon Boulevard, between Palm Avenue and South Johnson Avenue, and addressed 398 El Cajon Boulevard, APN: 487-312-10; and

WHEREAS, in accordance with the California Environmental Quality Act ("CEQA") Guidelines section 15061(b)(2), the Planning Commission reviewed and considered the information contained in the project staff report; and

WHEREAS, the CEQA Section 15303 provides an exemption for new construction for up to 10,000 square feet in floor area on sites zoned for such use where all necessary public services and facilities are available and the surrounding area is not environmentally sensitive. CUP No. 2023-0002 proposes a new 2,182 square foot convenience market, a 1,964 square foot canopy with three fuel dispensers, modified driveways, and a new trash enclosure. No changes are proposed to the use of the site and there are no environmentally sensitive areas surrounding; and

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, section 15303 is an appropriate exemption for the proposed project and the record of proceedings contains evidence to support the determination that the Class 3 Categorical Exemption applies; and

WHEREAS, after considering evidence and facts, the Planning Commission did consider the proposed CEQA exemption 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 exemption for the new convenience market, canopy, and site improvements at an existing automotive fueling station.

Section 2. That based upon said findings of fact, the El Cajon Planning Commission hereby APPROVES the proposed CEQA exemption for the automotive fueling station renovations.

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Proposed Planning Commission Resolution

PASSED AND ADOPTED by the El Cajon Planning Commission at a regular meeting held November 7, 2023, by the following vote:

AYES:
NOES:
ABSTAIN:

Darrin Mroz, Chair

ATTEST:

Noah ALVEY, Secretary

PROPOSED PLANNING COMMISSION RESOLUTION

A RESOLUTION APPROVING CONDITIONAL USE PERMIT NO. 2023-0002 FOR AN AUTOMOTIVE FUELING STATION RENOVATION LOCATED AT 398 EL CAJON BLVD IN THE RM-HR (RESIDENTIAL, MULTI-FAMILY, HIGH-RISE) ZONE; APN NO. 487-312-10; GENERAL PLAN DESIGNATION: HIGH DENSITY RESIDENTIAL (HR)

WHEREAS, the El Cajon Planning Commission duly advertised and held a public hearing on November 7, 2023, to consider Conditional Use Permit ("CUP") No. 2023-0002, as submitted by Travis Companies, Inc. on behalf of G&M Oil Company, requesting renovations to an existing automotive fueling station including a new convenience market, canopy, and associated site improvements at the property in the Residential, Multi-family, High-Rise (RM-HR) zone, on the west side of El Cajon Boulevard, between Palm Avenue and South Johnson Avenue, and addressed 398 El Cajon Boulevard, APN: 487-312-10; and

WHEREAS, the evidence presented to the Planning Commission at the public hearing includes the following:

- A. The proposed project is exempt from CEQA under sections 15303, Class 3 (Existing Facilities) (New Construction or Conversion of Small Structures) of the CEQA Guidelines, which provides an exemption for up to four commercial buildings not exceeding 10,000 square feet in floor area on sites zoned for such use if not involving the use of significant amounts of hazardous substances where all necessary public services and facilities are available and the surrounding area is not environmentally sensitive;
- B. Updated Zoning Code regulations for automotive fueling stations and the rezoning of the site with the adoption of Specific Plan No. 531 prohibit the use of the subject site as an automotive fueling station. However, Zoning Code Chapter 17.120 acknowledges that previously conforming or nonconforming uses will continue to exist and operate successfully, and therefore, establishes the CUP process for renovations or expansions. The existing automotive fueling station is outdated and is not able to offer amenities commonly found at automotive fueling stations and a prohibition on modernization would result in an unnecessary hardship;
- C. The property will continue to operate as a fueling station as it has historically and will therefore not cause detriment to the public health, safety or welfare nor be materially injurious to adjacent properties. Further, proposed conditions of approval ensure that the project will not be detrimental to public health or safety, or be materially injurious to surrounding uses. Additionally, the project is in conformance with the El Cajon Boulevard Streetscape Street Improvement project, and contributes to an enhanced public realm along El Cajon Boulevard, South Johnson Avenue, and Palm Avenue.

NOW, THEREFORE, BE IT RESOLVED that based upon said findings of fact, the El Cajon Planning Commission hereby APPROVES Conditional Use Permit No. 2023-0002 for renovations to an existing automotive fueling station in the RM-HR zone, on the above described property subject to the following conditions:

Planning Conditions

1. Prior to building permit issuance, the applicant shall submit and obtain approval of a one-page, 24" by 36" digital site plan for Conditional Use Permit No. 2023-0002 that includes the following specific notes and changes:
 - a. Adjust right of way boundary and easterly property line to align with northwestern edge of the street dedication.
 - b. Add the following note to the CUP Site Plan: "The trash enclosure shall adhere to City of El Cajon Trash Enclosure Attachment No. 2 guidelines."
2. Prior to building permit issuance, the applicant shall submit and receive approval of a Landscape Documentation Package (LDP) pursuant to the requirements of El Cajon Municipal Code, Chapter 17.195. The LDP plans shall be consistent with the approved site plan and concept landscape plan.
3. Prior to building permit final, the applicant shall complete the following:
 - a. Satisfy all requirements of the Engineering conditions contained in this resolution of approval.
 - b. All landscaping and irrigation will be installed and a Certificate of Completion shall be provided to Planning.
 - c. All site improvements will be completed prior to building permit final.
4. Obtain approval from public utilities easement holder to locate equipment within a five foot easement area along westerly property line.

Engineering Conditions

5. Prior to building permit issuance, the applicant shall:
 - a. Obtain a grading and drainage plan (GDP). In accordance with City of El Cajon Municipal Code 16.60, this GDP will be categorized as a Priority Development Project (PDP).
 - b. Conduct video inspections of existing sewer laterals pursuant to El Cajon Municipal Code section 13.37.040 and submit inspection reports to the City for review;
 - c. Prepare an Erosion Control Plan in compliance with the City's Jurisdictional Runoff Management Plan.
 - d. Submit Stormwater Intake Forms I-4 and I-5 and implement BMPs.

6. If the proposed installation of a storm drain pipe disturbs the work conducted in the El Cajon Boulevard Streetscape Street Improvement project, the applicant shall repair all existing public improvements in kind.
7. To proceed with usage of a proprietary device, demonstrate infeasibility of a Biofiltration basin per Municipal Stormwater Program requirements.

General Conditions

8. The existence of this conditional use permit shall be recorded with the County Recorder.
9. If this permit is not legally exercised within one year of project approval, and a written request for an extension of time has not been received and subsequently approved by the Planning Secretary within the same time period, this conditional use permit shall be considered null and void pursuant to ECMC section 17.35.010.
10. The Planning Commission may at any time during the life of this use permit, after holding a properly noticed public hearing, and after considering testimony as to the operation of the approved use, revoke the permit, or modify the permit with any additional conditions as it deems necessary, to ensure that the approved use continues to be compatible with surrounding properties and continues 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. At such hearing the applicant may appear and object under applicable law to any potential revocation or modification of the conditions of approval.

[The remainder of this page intentionally left blank.]

Proposed Planning Commission Resolution

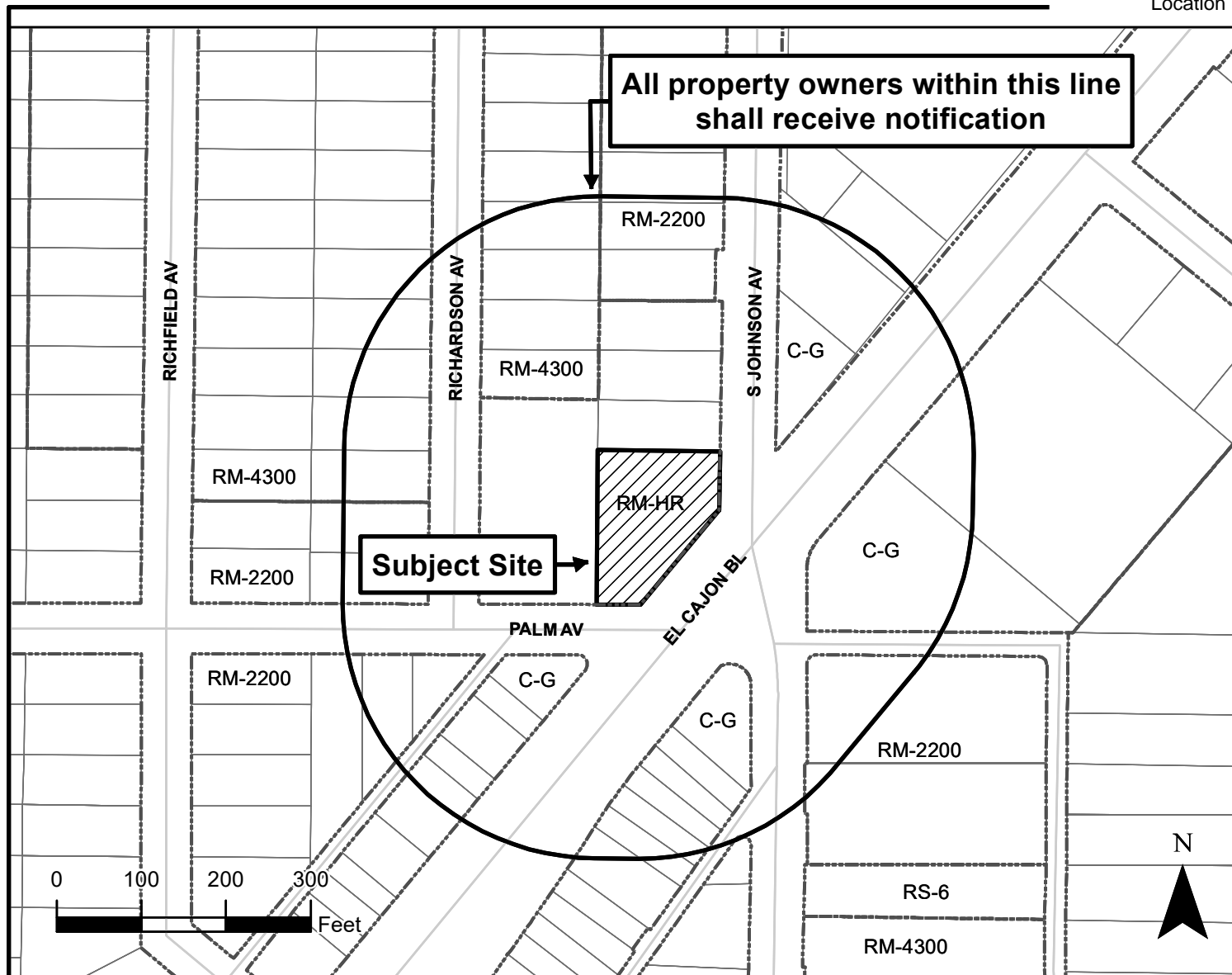
PASSED AND ADOPTED by the El Cajon City Planning Commission at a regular meeting held November 7, 2023, by the following vote:

AYES:
NOES:
ABSENT:

Darrin MROZ, Chairperson

ATTEST:

Noah ALVEY, Secretary



**NOTICE OF PROPOSED CONDITIONAL USE PERMIT NO. 2023-0002 FOR
A GAS STATION RENOVATION AT 398 EL CAJON BOULEVARD**

NOTICE IS HEREBY GIVEN that the El Cajon Planning Commission will hold a public hearing at **7:00 p.m., Tuesday, November 7, 2023** in the City Council Chambers, 200 Civic Center Way, El Cajon, CA, to consider:

CONDITIONAL USE PERMIT (CUP) NO. 2023-0002, as submitted by Travis Companies, Inc. on behalf of G&M Oil Company, Inc., for the renovation of an existing gas station consisting of a new 2,182 square foot market and three fuel dispensers. The subject property is located on the west side of El Cajon Boulevard between South Johnson Avenue and Palm Avenue, and is addressed as 398 El Cajon Boulevard, Assessor Parcel Number 487-312-10-00.

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/citymeetings-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 SABLE BELTRAN at 619-441-1782 or via email at sbeltran@elcajon.gov and reference "CUP-2023-0002" in the subject line.



CITY OF EL CAJON
COMMUNITY
DEVELOPMENT
PLANNING DIVISION

NOTICE OF PUBLIC HEARING

Conditional Use Permit No.
2023-0002

398 El Cajon Boulevard

USEFUL INFORMATION ABOUT PUBLIC HEARINGS

BACKGROUND:

A public hearing is an opportunity for you to make information known to the City of El Cajon prior to a decision being made on a project in which you have an interest. Public hearings may be heard by either the Planning Commission or the City Council. The procedures used by both of these bodies are very similar. Both the Council and the Commission work from a prepared agenda. Items are considered in the sequence shown on the agenda unless by specific motion the order is changed. Agendas and reports will be available at the meeting. *Additionally, Planning Commission and City Council agenda reports can be found under the link <http://www.elcajon.gov/your-government/city-meetings-with-agendas-and-minutes-all>.*

PUBLIC PARTICIPATION:

The City is required by law to hear anyone desiring to speak, though the time allocated may be limited by the Chair or Mayor unless you represent a group. It is asked that your remarks be relevant to the subject and as brief as possible. If you are not able to be present at the hearing, you are welcome to submit a letter expressing your views. If you have questions prior to the hearing, you are invited to contact the staff member listed on the official notice on the opposite side of this page. The City has provided alternative means to observe the meeting through the city's website. Please visit <http://www.elcajon.gov/videostreaming> for more details. Those wishing to attend the meeting may do so.

VOTING PROCEDURE:

After everyone has spoken, the public hearing will be closed, a motion made, and a vote taken. An electronic voting system is used. After all votes have been cast, they will be displayed simultaneously. Green indicates a YES vote; red a NO vote; and white an ABSTENTION. Three yes votes are necessary to approve a motion.

DISABLED ACCESS:

The City of El Cajon is endeavoring to be in total compliance with the American with Disabilities Act. If you require assistance or auxiliary aids in order to participate at Planning Commission meetings, please contact the Project Assistance Center at 619-441-1742 as far in advance of the meeting as possible. *48 hours preferred*

CITY HALL BUSINESS HOURS

City Hall at 200 Civic Center Way: Monday-Thursday: 7:30 a.m. – 5:00 p.m.
Friday: 8:00 a.m. - 5:00 p.m. Closed alternate Fridays.

A full calendar of business hours and dates can be found on the City's website at www.elcajon.gov, or you may call the Project Assistance Center at 619-441-1742.

Aerial Image
CUP-2023-0002
398 El Cajon Boulevard





City of El Cajon

Project Assistance Center
PLANNING PERMIT APPLICATION

Type of Planning Permit(s) Requested:

<input type="checkbox"/> AZP Administrative Zoning Permit	<input checked="" type="checkbox"/> CUP Conditional Use Permit	<input type="checkbox"/> LLA Lot Line Adjustment	<input type="checkbox"/> MA Minor Amendment
<input type="checkbox"/> MUP Minor Use Permit	<input type="checkbox"/> PRD Planned Residential Development	<input type="checkbox"/> PUD Planned Unit Development	<input type="checkbox"/> SDP Site Development Plan Permit
<input type="checkbox"/> SP Specific Plan	<input type="checkbox"/> SCR Substantial Conformance Review	<input type="checkbox"/> TPM Tentative Parcel Map	<input type="checkbox"/> TSM Tentative Subdivision Map
<input type="checkbox"/> VAR Variance	<input type="checkbox"/> ZR Zone Reclassification	<input type="checkbox"/> Other: _____	

Project LocationParcel Number (APN): 187-312-10-00Address: 398 EL CAJON BLVD.Nearest Intersection: JOHNSON AVENUE**Project Description** (or attach separate narrative)SEE ATTACHED PROJECT DESCRIPTION**Project Screening Questions**

Existing use?

☐ No ☒ Yes

Modification of use?

☒ No ☐ Yes

New development or addition?

☐ No ☒ Yes

Existing Structures?

☐ No ☒ Yes

If yes, please describe:

GAS STATION WITH CONVENIENCE STORESCRAPE AND REBUILDAge of the structures: UNKNOWN

Demolition or substantial modification proposed to site improvements or structures? ☐ No ☒ Yes SCRAPE AND REBUILD

Tenant improvements proposed? ☒ No ☐ Yes

Existing vegetation or trees on site proposed for removal? ☐ No ☒ Yes SCRAPE AND REBUILD

Proposed grading? ☐ No ☒ Yes Proposed quantities of cut and/or fill. UNKNOWN @ THIS TIME

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

Company Name: G&M OIL COMPANY, INC.

Contact Name: MIKE HEGLUND

Mailing Address: 16868 A LANE, HUNTINGTON BEACH, CA 92647

Phone: 714.475.3700 Email: _____

Interest in Property: ☐ Own ☒ Lease ☐ Option

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

Company Name: TRAVIS COMPANIES, INC. (ARCHITECT/AGENT)

Contact Name: KARL H. HUY License: _____

Mailing Address: 4430 E. MIRALOMA AVE., SUITE F, ANAHEIM, CA 92807

Phone: 714.813.7388 Email: KHUY@TCI-ENG.COM

Property Owner Information (if different than applicant)

Company Name: THRIFTY OIL CO./THE ORDEN COMPANY

Contact Name: GREGORY D. BRIGGS

Mailing Address: 13116 IMPERIAL HIGHWAY, SANTA FE SPRINGS, CA 90670

Phone: 562.921.3581 Email: GBRIGGS@ORDENCOMPANY.COM
EXT. 3910

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:

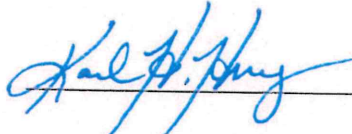
The development project and any alternatives proposed in this application:

- ☒ 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: _____

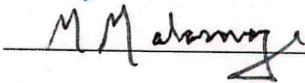
Authorization

Applicant Signature¹:



Date: 06.08.23

Property Owner
Signature²:



Date: 6-13-23

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-submittal Review

The purpose of a pre-submittal review is to provide you an opportunity to review your project with the City's development team 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.**



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.

Thrifty Oil Co., a California corporation

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

Thrifty Oil Co., c/o The Orden Company, LLC, its authorized agent

13116 Imperial Highway, Santa Fe Springs, CA 90670

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.

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.

None

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 X

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

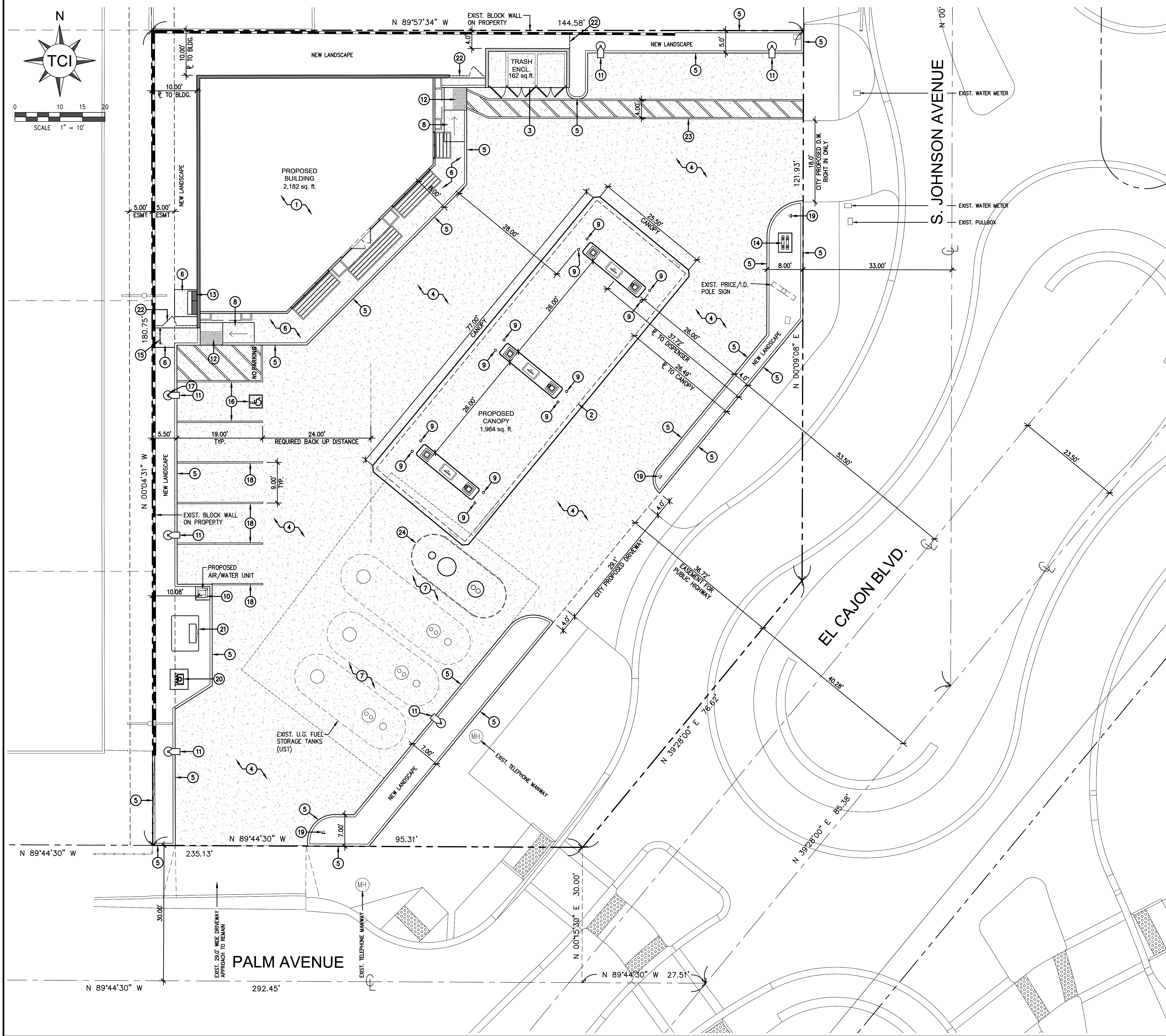
"Person" is defined as "Any individual, proprietorship, firm, partnership, joint venture, syndicate, business trust, company, corporation, association, committee, and any other organization or group of persons acting in concert." Gov't Code §82047.

The Orden Company, LLC, a California limited liability company, authorized agent for Thrifty Oil Co.

Gregory D. Briggs 5/15/2023
Signature of applicant / date Print or type name of applicant

GREGORY D. BRIGGS, Director of
REAL ESTATE, Station
Properties

NOTE: Attach appropriate names on additional pages as necessary.



IMPROVEMENT NOTES:

ITEM NO.	QTY.	UNITS	DESCRIPTION:
1	2,182	S.F.	NEW CONVENIENCE STORE STRUCTURE.
2	1,964	S.F.	NEW RETAIL GAS OVERHEAD CANOPY STRUCTURE.
3	162	S.F.	NEW TRASH ENCLOSURE WITH ROOF STRUCTURE.
4	11,590	S.F.	NEW 6" THICK CONCRETE DRIVE SLAB.
5	662	L.F.	NEW 6" HIGH CONCRETE CURB.
6	630	S.F.	NEW 4" THICK CONCRETE SIDEWALK.
7	2,156	S.F.	NEW 8" THICK CONCRETE TANK SLAB.
8	2	EA.	NEW PARALLEL CURB RAMP.
9	12	EA.	NEW 6" DIA. PROTECTIVE BARRIER POST.
10	1	EA.	NEW AIR AND WATER UNIT.
11	6	EA.	NEW AREA LIGHT FIXTURE AND POLE.
12	42	S.F.	NEW TRUNCATED DOMES AS SHOWN.
13	1	EA.	NEW MAIN SERVICE SWITCHBOARD "MSB".
14	2	EA.	NEW BACKFLOW PREVENTER DEVICE WITH ENCLOSURE FOR DOMESTIC AND LANDSCAPE IRRIGATION
15	1	EA.	NEW FOUR BIKE LOOP STYLE RACK.
16	1	EA.	NEW ACCESSIBLE PARKING STALL STRIPING, ADJACENT AISLE STRIPING AND ACCESSIBLE PARKING STALL SYMBOL.
17	1	EA.	NEW ACCESSIBLE PARKING SIGN.
18	LOT	EA.	NEW 4" WIDE PARKING STALL STRIPING, PAINTED WHITE PER CITY STANDARDS.
19	3	EA.	NEW ACCESSIBLE SITE SIGNAGE.
20	1	EA.	NEW CONTAINMENT SUMP, RACK AND TANK VENT RISERS.
21	1	EA.	NEW SDG&E ELECTRICAL TRANSFORMER.
22	21	L.F.	NEW 6'-0" HIGH WROUGHT IRON FENCE W/ 3'-0" GATE AND PRIVACY SCREEN.
23	LOT	EA.	NEW 4" WIDE PATH OF TRAVEL STRIPING, PAINTED BLUE.
24	1	EA.	NEW UNDERGROUND FUEL STORAGE TANK (UST).

CITY OF EL CAJON

PERMIT NO.: CUP NO.: 2023-0002

APPLICANT: G&M OIL COMPANY, INC.

ASSESSOR PARCEL NO(S): 487-312-10-00

REQUEST: APPROVAL OF CONDITIONAL USE PERMIT FOR

SERVICE STATION RENOVATIONS.

PC RESOLUTION NO.: _____ APPROVED BY: _____

CC RESOLUTION NO.: _____

ORDINANCE NO.: _____ DATE: _____

IMPROVEMENT SITE PLAN

G&M OIL COMPANY FACILITY No.: 162

398 EL CAJON BOULEVARD

EL CAJON, CA 92020

DRAWING NUMBER

ST1.1

9/12/2023

NOTICE

This drawing and all information therein is the property of Travis Companies, Inc. and is loaned to the client for the purpose for which it is expressly intended. This drawing and any information contained herein shall be returned to the owner upon demand.

PREPARED FOR:

G&M Oil Company, Inc.

16888 A Lane

Huntington Beach

California 92647-4831

(714) 375-4700

PREPARED BY:

Travis Companies, Inc.

4430 E. Miramonte Ave., Suite F, Anaheim, CA 92807

Tel: (714) 993-9388 Fax: (714) 993-9393

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DRAWN BY: AJ

DATE: 12/12/23

SCALE: 1" = 10'

PLOT: GMB2-STL1

REF:

FILE: 0115-0145

G&M OIL No. 162

G&M OIL COMPANY FACILITY

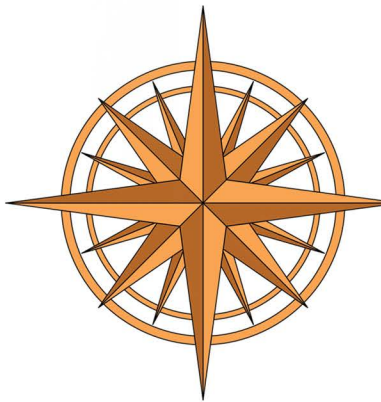
398 EL CAJON BOULEVARD, EL CAJON, CALIFORNIA 92020

9-12-23

PREPARED FOR :



G&M Oil Company, Inc.
16868 A Lane
Huntington Beach, Ca 92647



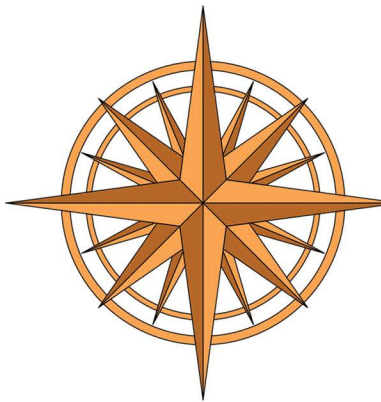
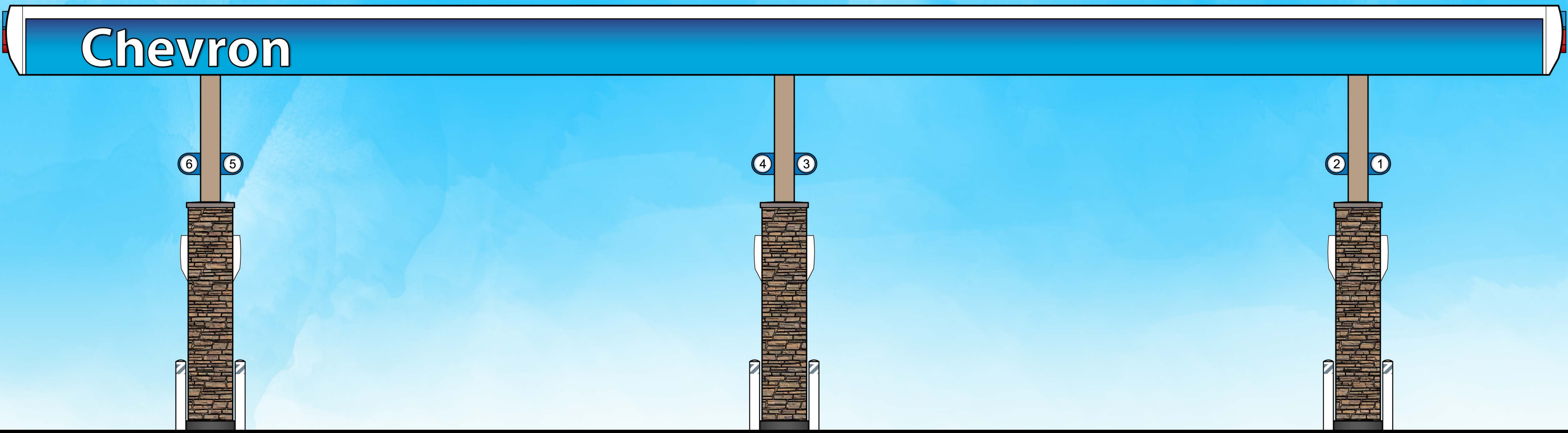
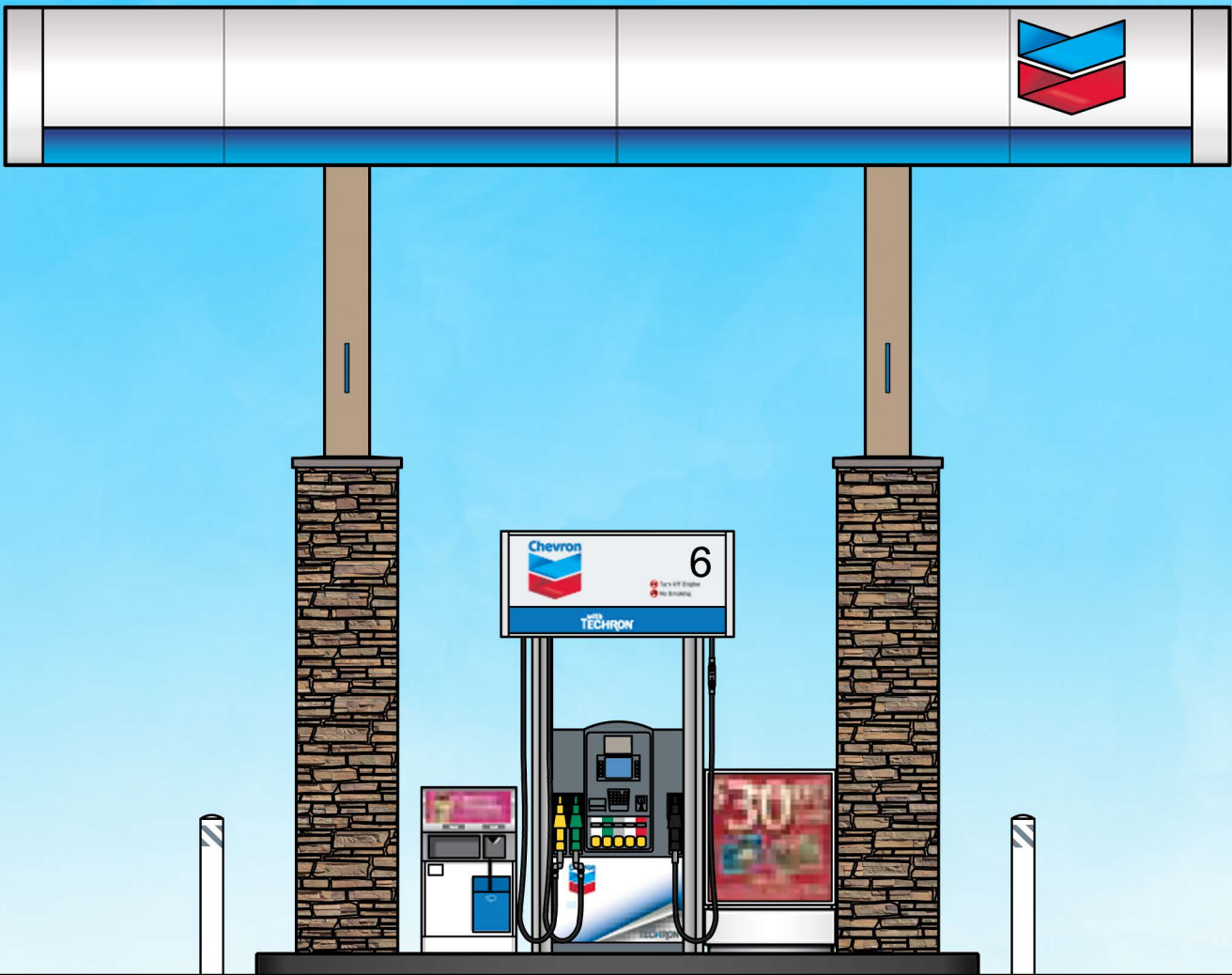
Travis Companies, Inc.

4430 E. Miraloma Avenue, Suite F, Anaheim, California 92807

NOTE: This information is conceptual in nature and is subject to adjustments pending further verification and client, tenant and governmental agency approval. No warranties or guaranties of any kind are given or implied by the architect.



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