CHEN RYAN

MEMORANDUM

TO: Mr. David Loy, ACLU Foundation of San Diego & Imperial Counties

FROM: Monique Chen, PE

DATE: October 7, 2014

RE: **Unaccompanied Youth Care Facility in Escondido – Parking Assessment**

The purpose of this memorandum is to document the adequacy of on-site parking facilities for the proposed 96-bed unaccompanied youth care facility which will serve minors between 10 and 17 years of age. The Proposed Project is to be located on a 2.31-acre site at 1817 Avenida del Diablo (APN 235-180-32), on the southern side of Avenida del Diablo, between Valley Parkway and Del Dios Highway in the City of Escondido.

Parking Requirements

Per City of Escondido Municipal Code (Chapter 33 Zoning, Article 39 Off-Street Parking, Section 33-765), one parking space is required for each 3 beds as pertaining to Land Use Destined to Sanitariums, Children's Homes, Homes for the Aged, Asylums, and Nursing Homes. This requirement should accommodate all parking situations associated with the use of "Children's Homes" including staff shift changes especially given the fact that residents at this facility will not have vehicles or be able to drive.

Table 1 summarizes the required number of parking spaces for the proposed 96-bed children's home facility.

TABLE 1
PARKING SPACES REQUIRED

Land Use	Requirement	Rate	Units	Required number of Parking Spaces
Children's Home	City Code	1 Space/3 Beds	96 Beds	32 Spaces
	ADA	2 Spaces/26-50 Spaces	32 Required Spaces	2 Spaces

Source: Escondido Municipal Code; ADA Design Guide; Chen Ryan Associates, September 2014

As shown, the proposed project will be required to provide a minimum of 32 on-site standard parking spaces and two accessible parking spaces.

Parking Supply

There are currently 53 parking spaces provided on the proposed project site including 12 accessible spaces. Based on information provided by the project applicant, the project expects a total of 75 staff divided into three shifts with general starting time at 7am-3pm-11pm (approximately 30-25-20 staff, respectively). The facility may also have daily FedEx and UPS deliveries; one weekly service visit; three

daily intake visits (very brief); 2 daily recreation trips (five to 8 vans per trip); and five visits per week from volunteers. In addition, there will be approximately 12 spaces designated to vans providing transportation for off-site activities, which would result in a total of 41 parking spaces for staff and other personnel visiting the facility. As indicated above, a maximum of 30 staff will be working during the 7am-3pm shift (highest) and this will leave 11 parking spaces for deliveries, service visits, intake visits, and volunteers. Given the low numbers of anticipated activities, the 11 parking spaces are adequate to accommodate parking needs.

However, temporary parking over-flow may be experienced during shift changes. The project applicant is planning on implement the follow strategies to reduce parking demand, including:

- A staggered arrival/departure staffing plan to avoid any potential for parking overflow during shift changes – for example, the project applicant could have 10 employees arrive at 7am, another 10 employees at 7:15am, and the last group at 7:30am; and

- A Transportation Demand Management (TDM) program that incentivizes employee carpooling and riding public transit.

On-Street Parking

Even though the project is not relying on on-street public parking to accommodate its parking needs, an on-street parking inventory was collected (on 9/30/2014) for information only. The figure below displays the survey result.

On-street parking is generally permitted along Del Dios Road and a small segment along the south side of Avenida Del Diablo. Assuming 25 feet is required for each parking space, at least 26 on-street parking spaces are available on the project's immediate frontage. In addition, on-street parking occupancy was 0% on the day of the field observation - meaning no vehicle was parked on the street.

Conclusion

In summary, the number of parking spaces provided on-site meets and exceeds the minimum parking requirements indicated in both Escondido's Municipal Code and ADA Design Guide for the proposed 96-bed unaccompanied youth care facility.

Please feel free to contact me with any questions and/or comments.

MONIQUE CHEN, PE

Ms. Chen has 16 years of experience providing engineering and planning services to the transportation industry, including both public and private sector clients. As a registered traffic engineer, she has been responsible for project management on numerous projects ranging from general plans/master plans/specific plans, mobility plan studies, corridor studies, transportation impact analyses, operational and demand assessments to conceptual engineering. Specific areas of experience and expertise include traffic engineering and operations (Synchro, Traffix, VISSIM, etc.), local and regional transportation planning, smart growth planning, multi-modal planning, development of specifications and cost estimates, and traffic impact studies. Monique has assisted in a number of subarea transportation model developments through her involvement with general plan/community plan updates and corridor studies throughout the region, and is well versed in the application of the SANDAG Regional Transportation Model.

EDUCATION

Bachelor of Science in Civil Engineering, University of Arizona, Tucson, 1998

PROFESSIONAL REGISTRATIONS/AFFILIATIONS

Professional Engineer, California, No. TR 2272
Institute of Transportation Engineers (ITE) – Program and Technical Chair
Women's Transportation Seminar (WTS)
Registered Traffic Engineers of America (RTEA)
Association of Environmental Professionals (AEP)
Transportation Capacity and Mobility Task Force
Move SD, "The Move Alliance" – Panel as Transportation Expert
Contributing Author – "A Report on the Use of Traffic Simulation Models in the San Diego Region"

AREAS OF EXPERTISE

Traffic Impact Studies • Traffic Operations & Simulation • CEQA/NEPA Assessment • General Plans & Circulation Elements • Traffic Calming • Multi-modal Planning & Design • Specific Plans • Travel Demand Forecasting Projects/Development

PROJECT EXPERIENCE

Southeastern San Diego and Encanto Community Plan Updates – San Diego, California | On-Going
Ms. Chen serves as the project manager for the Southeastern San Diego and Encanto Community Plan Mobility Element updates. These community plan updates require a fully multi-modal approach with strong emphasis on non-motorized transportation. Chen Ryan Associates completed pedestrian, bicycle, transit, and auto Level of Service (LOS) analyses along the major urban streets within the two communities. Chen Ryan Associates worked extensively with the City's collision database to document locational trends in pedestrian, bicycle, and vehicular collisions. The community plan updates also required detailed traffic engineering operational analysis along all Circulation Element roads as well as over 70 key intersections. Sychro/SimTraffic, Complete Streets LOS (CSLOS), SketchUp, and GIS software were employed for this project. As a part of the project deliverables, Chen Ryan Associates conducted

feasibility assessments and provided conceptual designs for all major multi-modal corridors within the two communities. Design charrettes and significant community outreach were critical to reach consensus among all parties.

Otay Ranch Traffic Engineering On-Call, Chula Vista, California | On-Going
Ms. Chen has provided on-call traffic engineering and transportation planning services to the Otay Ranch Company and the development of the Otay Ranch Villages on a continuing basis over the past 10 plus years. Located in southern San Diego County in the City of Chula Vista and the unincorporated County (Jamul Community Planning Area), the Otay Ranch Villages are comprised of over 20,000 acres and 15 urban mixed-use villages. Tasks have included CEQA level traffic impact studies, public facilities finance plan (PFFP) analyses, various traffic operational analyses and micro-simulations, safety assessments, traffic signal plans, signing and striping plans, traffic control plans, roundabout analysis and simulation, and traffic circulation within the villages. Ms. Chen has worked closely with staff from the County of San Diego, City of Chula Vista, and Caltrans. Close and ongoing coordination with SANDAG is also required for base year model validation, future travel forecasts and model calibration for the planning of each of the subdivisions/villages.

City of Vista Traffic Engineering On-Call, Vista, California | On-Going
For the past 15 years, Ms. Chen served as the City's On-Call consultant and prepared numerous Traffic Impact Studies to identify and document the near-term and longer-term traffic impacts related to the proposed development, as well as to recommend mitigation measures for identified roadway and intersection deficiencies associated with the project. She has participated in City Council/Planning Commission briefings and presentations. She has also coordinated with environmental consultants in preparation of EIR/MND consistent with CEQA requirements.

City of National City General Plan Update – National City, California | 2011
Ms. Chen served as the project manager for the preparation of the Transportation Element of the General Plan Update (GPU) for the City of National City. This update will lay the groundwork for land use and transportation improvements in anticipation of the City's 125th Anniversary in 2012. Our emphasis in this effort is on developing a transportation policy element to comprehensively highlight the City's approach to smart growth and neighborhood safety/circulation; preparing a traffic study based on future year forecasts that promote alternative modes of transportation; and providing input/direction to City's Climate Action Plan. Along with the Transportation Element, Fehr & Peers also prepared the traffic and circulation impact study for use in the General Plan's Environmental Impact Report (EIR). Close coordination with SANDAG was required for base year model validation, future travel forecasts and model calibration. This GPU has been adopted by the City Council on June 7, 2011.

County of San Diego General Plan Update – San Diego, California | 2011
Ms. Chen served as the project manager and prepared the EIR level Traffic Study for the County of San Diego General Plan Update project. The effort is part of a multi-year program to update the entire General Plan for the unincorporated portions of the County, which includes significant urbanized areas, as well as rural backcountry communities. The development of a roadway system sensitive to the varying desires of these communities has been a primary objective and has dictated a variety of roadway types, ensuring a context relevant circulation plan. Ms. Chen has been working closely with County staff on preparation of plan goals and policies, roadway design standards, travel demand forecasting, and the identification/resolution of future year roadway deficiencies. Close ongoing coordination was also required with SANDAG in calibrating the regional travel demand model for County

land uses and roadway network conditions. This GPU has been adopted by the Board of Supervisors in August 2011.

City of Carlsbad General Plan Update – Carlsbad, California | 2011
Ms. Chen served as the project manager for the Mobility Element of the General Plan Update for the City of Carlsbad. Key tasks include: preparing "Walking, Biking, Public Transportation and Connectivity" working paper to document existing transportation conditions within the City; working with the SANDAG Series 12 regional model to ensure accurate and reasonable future year travel forecasts; evaluation of multi-modal opportunities focused on pedestrian, bicycle & transit travel needs and connectivity, as well as enhancing access to regional services; and development of supporting policies and framework for the updated Mobility Element.

Commercial/Imperial Corridor Master Plan – San Diego, California | 2011
Ms. Chen served as the project manager in the preparation of the mobility analyses and mobility design conceptual plans for the Commercial and Imperial Corridor Master Plan which provided specific land use and mobility recommendations to create mixed-use, multi-modal and transit-oriented corridors. This project is located in the Southeastern Community of the City of San Diego, and is identified as a SANDAG planned Smart Growth area. An existing conditions report has been completed including complete streets level of service and collision analyses for all modes (pedestrian, bicycle, transit, and auto) of travel, as well as discussion on the key issues and implications for the study area. Close coordination with SANDAG was required for base year model validation, future travel forecasts and model calibration.

University Avenue Mobility Plan EIR – San Diego, California | 2009
Ms. Chen served as the project manager on the EIR level Traffic Impact and Parking Study for the University Avenue Mobility Plan project to evaluate potential project impacts associated with proposed multimodal improvement scenarios along University Avenue. Proposed improvements for University Avenue include transit only lanes, raised medians with landscaping, removal of on-street parking, and traffic calming measures. The project team is in the process of conducting the necessary transportation and parking analyses to identify and document potential traffic impacts/parking impacts and mitigation strategies, as well as addressing the effects the project improvements will have on safety, transit users, bicyclists, and pedestrians. Multi-modal micro-simulation of the study corridor was also developed and presented to both City of San Diego and Caltrans staff.

SR-78 @ Sycamore Avenue Interchange, Vista, California | 2011
Ms. Chen served as the project manager providing traffic engineering services for the SR-78 @ Sycamore Avenue Interchange project thru a Highway Safety Improvement Program grant awarded to the City of Vista for design and construction of improvements to address the current storage and related safety issues on the eastbound off-ramp. We assisted the project team with alternative evaluation and selection by conducting traffic operational analysis utilizing both VISSIM and Synchro software. Close coordination with Caltrans and the City was required to ensure the efficiency and success of the project.