



City of San Diego Project Information Form

Project Information

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|--|----------------|---|---|---------------------|------------------------|
| Project Name: | | Osuna Segment of Coast to Crest Trail | | | |
| Project Applicant | | | | | |
| Name: | | San Dieguito River Park JPA | | | |
| Address: | | 18372 Sycamore Creek Rd., Escondido, CA 92025 | | | |
| Contact Information | | Phone Number: | 858-674-2275, ext 13 | Email: | shawna@sdrp.org |
| Project Location and Context | | | | | |
| Project Address: | | | | | |
| APN: | | 302-261-01 and 302-261-02 | | | |
| Driveway Cross Streets: | | Via de la Valle, east of El Camino Real | | | |
| Please attach a Project Location Map that clearly identifies project driveways and access points. | | | | | |
| Community Plan Area: | Carmel Valley | Land Use Designation: | Open Space | Zoning Designation: | OF-1-1, AR-1-1, AR-1-2 |
| Is any portion of the project located in an RTIP Transit Priority Area?: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | | | | | |
| <p>Project Description (with Proposed Land Uses and Intensities):</p> <p>The project is the extension of the existing Coast to Crest Trail by one mile that entails constructing one mile of multi-use unpaved trail and a trail bridge spanning the San Dieguito River. The proposed land use is passive recreation, which is consistent with the Fairbanks Ranch Country Club Community Plan designated uses, zoning and with the other recreational uses on the property - sports fields and a golf course. The project would extend the length of an existing trail and would not add or change the intensity of use.</p> <p>Trail parking for the CTC Trail is available at an existing staging area located 2 miles to the west.</p> | | | | | |
| Number of Parking Spaces: | Vehicle Spaces | Accessible Spaces | Bicycle Spaces <i>(racks and secure Storage)</i> | Motorcycle Spaces | |
| | 60 existing | 5+ | N/A | N/A | |
| <p>Identify any project features related to TDM and Identify any transportation amenities or travel demand management measures that are required based on the San Diego Municipal Code Section 142.0528 (transportation amenities) or the Climate Action Plan Consistency Checklist. For example: transit pass subsidies, unbundled parking, shuttle services, car share, bicycle supportive features (bike repair station, bike lockers, etc.).</p> | | | | | |
| <p>Please attach a project site plan that clearly identifies the following:</p> <ul style="list-style-type: none"> • Land use types and quantities, and number of parking spaces provided (vehicle and bicycle) clearly identified. • Driveway locations and type (full access, partial access, right in/out only) identified. • Pedestrian access, bicycle access and on-site pedestrian circulation clearly identified. • Location/distance of closest existing transit stop and proposed transit stops identified in RTIP (measured as walking distance to project entrance/or middle of parcel). | | | | | |



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|--|---------------------------|--|---------------------|--|
| Trip Generation Estimates (calculated using the process described in the TSM): | Unadjusted Driveway Trips | | Total Net New Trips | |
| | Daily: | | Daily: | |
| | AM Peak Hour: | | AM Peak Hour: | |
| | PM Peak Hour: | | PM Peak Hour: | |

Preliminary Screening Criteria

| CEQA Transportation Analysis Screening | | Screened Out | Not Screened Out |
|--|---|--|--|
| 1) Select the Land Uses that apply to your project 2) Answer the questions for each Land Use that applies to your project <i>(if "Yes" in any land use category below then that land use (or a portion of the land use) is screened from CEQA Transportation Analysis)</i> | | Yes | No |
| <input type="checkbox"/> | 1. Redevelopment Project: a. Does the project result in a net decrease in total Project VMT? b. Answer if yes to 1a. If the project replaces affordable housing with market rate housing, are there more market rate units planned than existing affordable units being replaced. | <input type="radio"/> <input type="radio"/> | <input checked="" type="radio"/> N/A <input checked="" type="radio"/> N/A |
| <input type="checkbox"/> | 2. Residential Project: a. Is the project in a VMT/Capita Efficient Area (per SANDAG screening maps)? b. Does the project include Affordable Housing? $\frac{\text{Affordable Units}}{\text{Total Units}} + \frac{\text{Market Rate Units}}{\text{Total Units}} = \frac{\text{Total Units}}{\text{Total Units}}$ All affordable units are screened out. | <input type="radio"/> <input type="radio"/> | <input type="radio"/> <input type="radio"/> |
| <input type="checkbox"/> | 3. Commercial Employment Project: • Is the project in a VMT/Employee Efficient Area? (per SANDAG screening maps?) | <input type="radio"/> | <input type="radio"/> |
| <input type="checkbox"/> | 4. Industrial Employment Project • Is the project in a VMT/Industrial Employee Efficient Area? | <input type="radio"/> | <input type="radio"/> |
| <input checked="" type="checkbox"/> | 5. Retail/Public Facility/Recreational • Is the project locally serving: - Retail OR Public Facility OR Recreational | <input checked="" type="radio"/> | <input type="radio"/> |
| <input type="checkbox"/> | 6. Small Project • For all components of a project that are not screened out above (all 'Yes' in a land use category), what is the daily unadjusted driveway trip generation? _____ Is it less than 300 daily trips? | <input type="radio"/> | <input type="radio"/> |

| Local Mobility Analysis | | | |
|--|--|--|-----|
| Is your project consistent with the community plan and zoning? | <input checked="" type="radio"/> Consistent <input checked="" type="checkbox"/> Generates less than 1,000 daily trips (unadjusted driveway trips) | <input type="radio"/> Inconsistent <input type="checkbox"/> Generates less than 500 daily trips (unadjusted driveway trips) | |
| Will project development be phased? | No | In what month are traffic counts planned to be conducted? | N/A |



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If a project generates 1,000 or more daily trips (consistent with community plan and zoning) or 500 or more daily trips (inconsistent with community plan or zoning), attach an exhibit showing the project's trip distribution percentages and project trip assignment using the process described in the TSM.

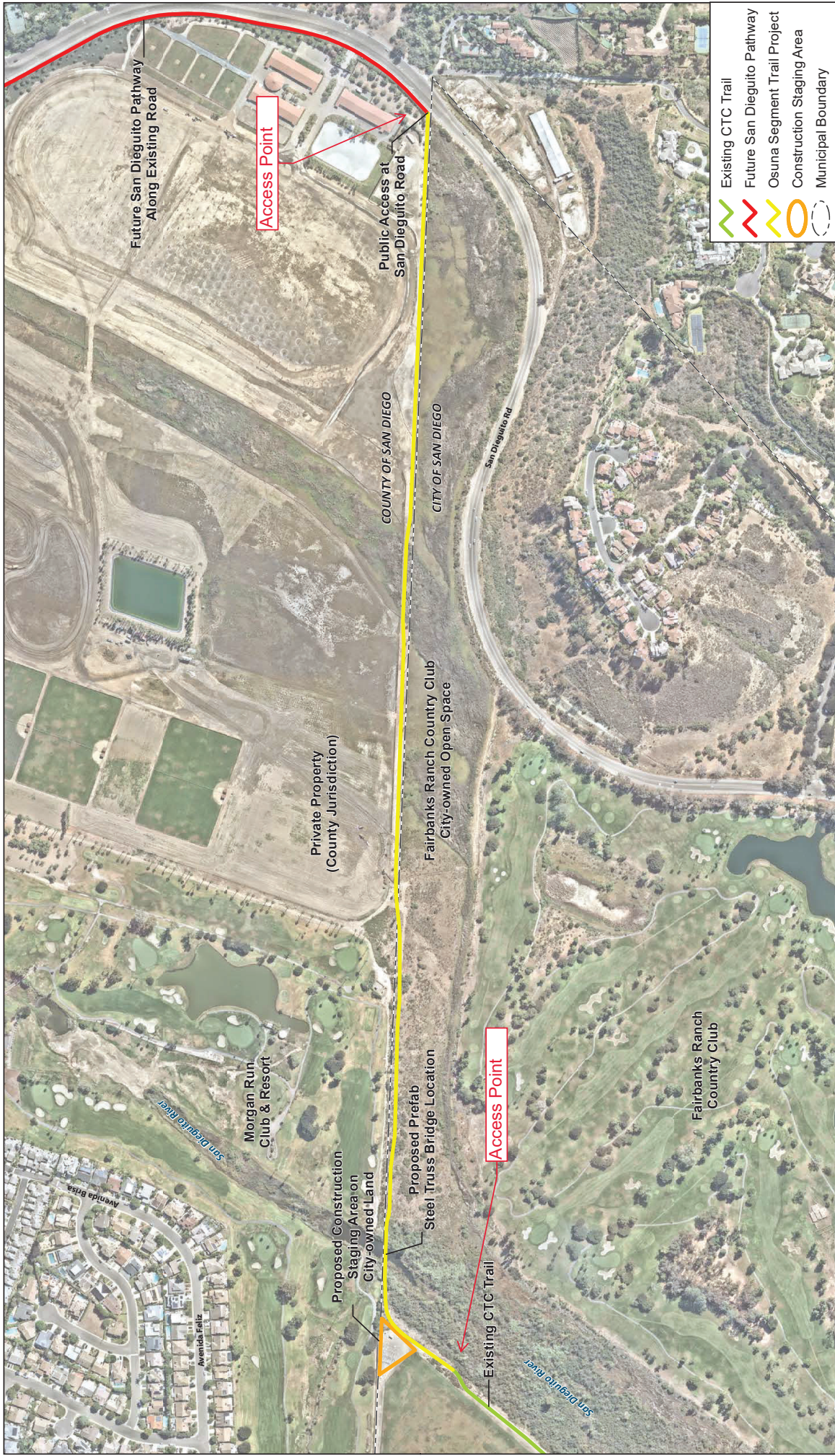
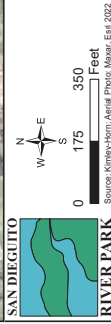


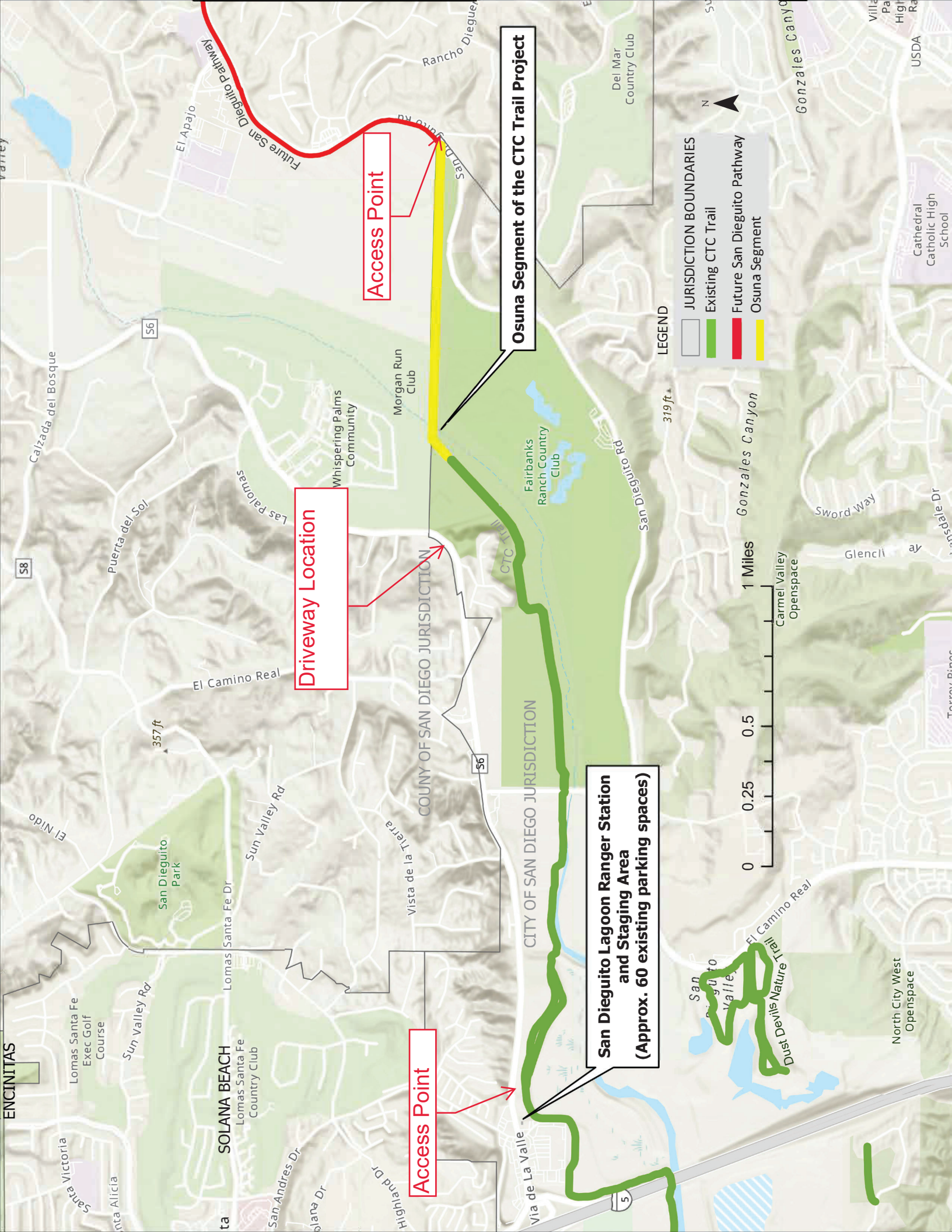
Figure 4

OSUNA SEGMENT OF THE COAST TO CREST TRAIL

Site Plan



Source: Kimley-Horn, Asst. Photo: Maxter, Esri 2022



Osuna Segment of the CTC Trail Project

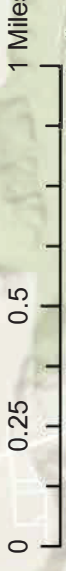
Driveway Location

Access Point

San Diego Lagoon Ranger Station and Staging Area (Approx. 60 existing parking spaces)

LEGEND

- JURISDICTION BOUNDARIES
- Existing CTC Trail
- Future San Diego Pathway
- Osuna Segment



PIF ATTACHMENT 2

The proposed project is a non-vehicular trail and would not generate new vehicle trips by any measurable degree. The project extends the existing Coast to Crest (CTC) Trail by 1 mile and offers a non-vehicular mode of trail. The project is consistent with the zoning and implements the San Dieguito River Park Concept Plan and does not introduce uses that would add vehicle trips resulting in more vehicle miles. Vehicular access and parking at an existing trailhead located approximately 2 miles to the west of the project would adequately serve trail users to the proposed additional mile of new trail. Non-vehicular access to the proposed trail for pedestrians and bicyclists also exists in the surrounding community. The project would contribute to the availability of recreational trails in the region, and the recreating public would otherwise use other trails if this project was not built. The project would not result in added vehicle trips. In addition, the proposed project would not conflict with policies related to non-motorized travel such as mass transit, pedestrian, or bicycle facilities.