# Appendix O3

Driving Range Berm Transportation Assessment



## MEMORANDUM

To:David Shepherd, Lennar Homes of California, LLCFrom:Stephen Cook, TE, Intersecting MetricsDate:October 14, 2024Regarding:Carlton Oaks Country Club and Resort – Driving Range Berm – Transportation<br/>Assessment

The purpose of this memo is to identify any transportation related impacts that may be associated with the removal of the Carlton Oaks Country Club and Resort – Driving Range Berm.

#### **Introduction**

Beginning in 2023, soil extracted from a tunnel being bored under the golf course was transported to the existing driving range using a small dump truck. Approximately 1,000 cubic yards were moved over during a year-long period. This equates to approximately 1 to 3 vehicle trips per workday. A small bulldozer was used to spread the soil and create a berm along the outer edge of the driving range, adjacent to Sycamore Canyon Creek, to aid in golf ball retention. No subsurface disturbance occurred as a result of the soil deposition. This work was also inadvertently conducted without a grading permit. The un-permitted soil and berm will be removed, and the soil will be transported offsite prior to the end of October 2024. The site will be returned back to the existing contours prior to the soil deposition.

The soil will be removed and transported to the approved 8.25-acre Creekside residential site located in the County of San Diego north of Robertson Street, west of Day Street, in the City of Ramona. The soil removal will result in approximately 45 total daily loads (3 loads a day, 15 trucks a load) for two total days. The work will require 4 workers, and the equipment used will consist of a 966 loader, D6 dozer and water equipment for dust control.

### **Trip Generation**

Removal of the berm would include a maximum of approximately 4 temporary construction workers per day and extraction activities are anticipated to generate approximately 90 truckloads per day. **Table 1** displays the daily and peak hour trip generation that is anticipated to be associated with the removal of the berm. To be conservative, it is assumed that all construction workers would drive their own vehicles to the Proposed Project site and arrive during the AM peak hour and depart during the PM peak hour. It is assumed that truck trips would occur throughout the typical workday and outside of the typical commute peak hours.



					AM Peak Hour		PM Peak Hour	
Land Use	Units	Trip Rate	PCE	ADT	Out	Trips	In	Out
Construction Worker	4	2 trips per worker	1.0	8	4	0	0	4
Truck Trips	45	2 trips per truck	3.0	270	0	0	0	0
			Total	278	4	0	0	4

#### Table 1 Trip Generation During Berm Removal

Note:

PCE: Passenger Car Equivalent - since the truck size is not known at this time, the maximum rate of 3.0 was used.

As shown, the removal of the berm material will generate approximately 278 passenger car equivalent trips during the two days that the berm is being removed.

### VMT Analysis

Construction worker and truck VMT is not newly generated; instead, it is redistributed throughout the network based on their travel to different work sites each day; therefore, they are not generating new VMT each day, only redistributing it. It is also important to note that construction traffic is temporary and not expected to significantly increase VMT or permanently degrade operations of a roadway facility. This redistribution is considered to be nominal and momentary. Additionally, per OPR's Technical Advisory, SB 743's intent is to plan for "long term climate goals", so projects with temporary affects to VMT and the transportation system are not deemed to be significant. Consequently, it is assumed that the

