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TRANSPORTATION ANALYSIS
SANTEE COMMUNITY CENTER
Santee, California
February 23, 2024

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1.0 INTRODUCTION

Linscott, Law & Greenspan, Engineers (LLG) has prepared this Transportation Analysis to assess the potential impacts to the street system as a result of the proposed Santee Community Center project (hereafter referred to as the “Project”). The Project proposes the construction of the 12,500 gross square foot Santee Community Center building on a 3.57-acre site located at 10129 Riverwalk Drive in the City of Santee adjacent to the existing Cameron Family YMCA located at 10123 Riverwalk Drive.

The transportation analysis presented in this report includes the following:

- Project Description
- Existing Conditions
- Analysis Approach and Methodology
- Substantial Effect Criteria
- Analysis of Existing Conditions
- Trip Generation, Distribution, and Assignment
- Cumulative Projects Discussion
- Analysis of Near-Term Scenarios
- Vehicle Miles Traveled (VMT) Assessment
- Site Access Discussion
- Conclusions

2.0 PROJECT DESCRIPTION

The Project is proposed on an approximately 3.57-acre site located at 10129 Riverwalk Drive in the City of Santee. The proposed Project would involve the construction of the Santee Community Center building, which is two stories and includes event space, office space, and support spaces and would total 12,500 gross square feet. The Project site is currently developed as a parking lot with several landscape features located through, and located in a developed urban area of the City. The Project site is bound by the Cameron Family YMCA and Sportsplex USA to the west, and Riverwalk Drive and residential uses to the north.

The community center building would include an eastern and western wing, which are joined by the lobby and entrance area. There are two entrances to the proposed community center, the south entrance and the north entrance, both of which lead to the lobby area. Entry plazas are located outside of both entrances, which would include benches and landscaped areas. The lobby would include a reception area, access to both wings of the building, a staircase, and an elevator. The eastern wing would be one story tall and would include event space, storage, a kitchen, utilities, and an outdoor covered dining area (located south of the event space). The service yard and biofiltration basin would be located immediately east of the eastern wing. The first floor of the western wing would include office space, restrooms, storage, janitors' closet. The second floor would include event space, an event deck, concession space, restrooms, and storage. Amphitheater seating and bike storage would be located west of the western wing.

Vehicular access to the Project site would be provided via the existing south leg of the Riverwalk Drive / Canopy Park Lane intersection.

The Project site is zoned as Town Center (TC) and has a General Plan land use designation of Town Center (TC).

Figure 2–1 shows the Project vicinity. **Figure 2–2** shows a more detailed Project area map. **Figure 2–3** shows the Project site plan.

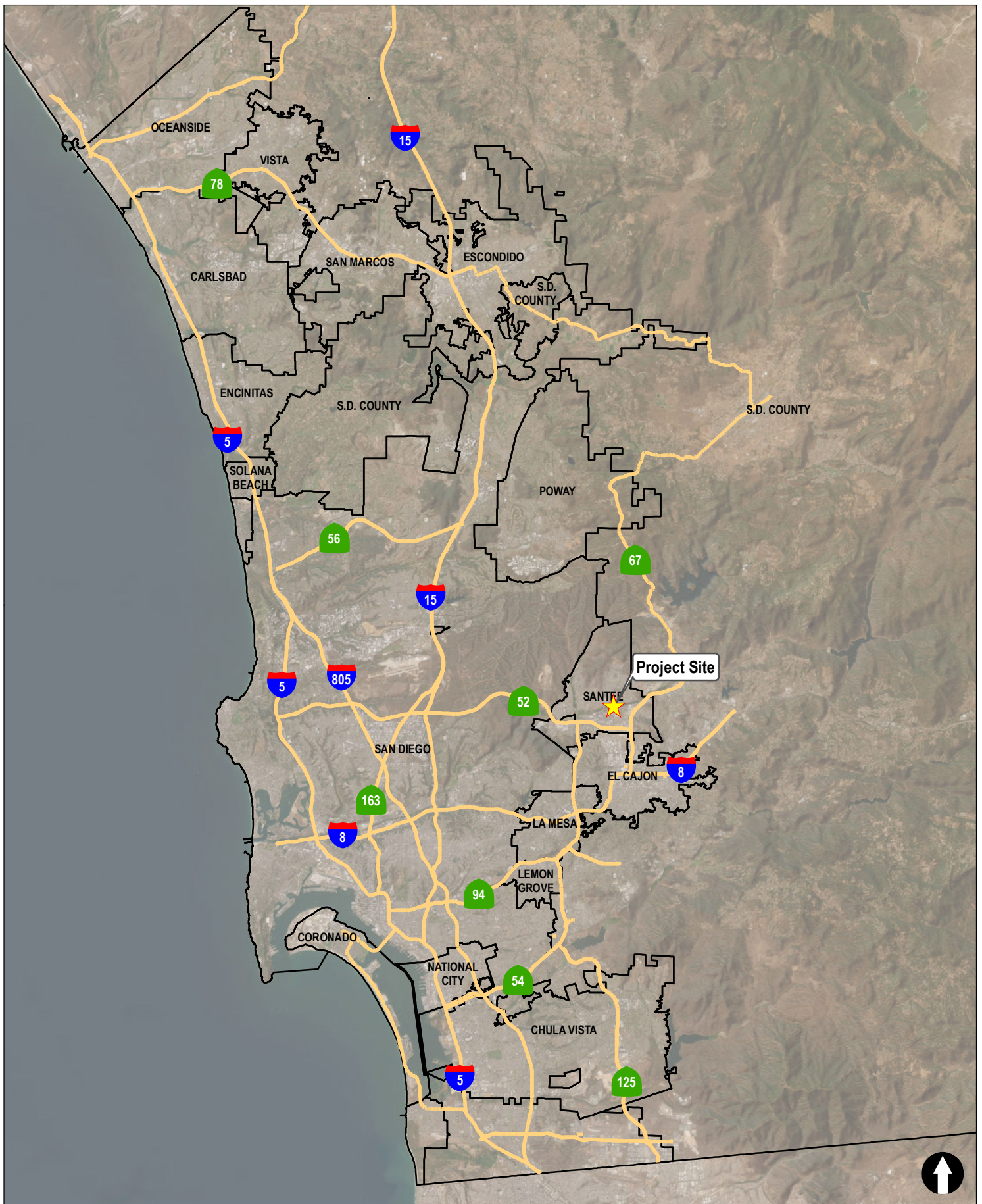


Figure 2-1

Vicinity Map



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Figure 2-2

Project Area Map

3.0 EXISTING CONDITIONS

Effective evaluation of the traffic impacts associated with the proposed Project requires an understanding of the existing transportation system within the project area. *Figure 3–1* shows an existing conditions diagram, including signalized intersections and lane configurations.

3.1 Existing Street Network

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

Mast Boulevard is an east-west roadway that is classified as a 4-lane Major Arterial in the *City of Santee Mobility Element*. Mast Boulevard is currently constructed as a 4-lane divided roadway with a landscaped median within the Project study area. The posted speed limit ranges between 35 mph and 40 mph. Sidewalks and Class II bike lanes are provided on both sides of the roadway. On-street parking is permitted intermittently.

Riverwalk Drive is an east-west roadway that is classified as a 2-lane Collector Residential in the *City of Santee Mobility Element*. Riverwalk Drive is currently constructed as a 2-lane undivided roadway within the Project study area. The posted speed limit is 25 mph. Sidewalks and Class III bike routes are provided on both sides of the roadway. On-street parking is permitted.

Cuyamaca Street is a north-south roadway that is classified as a 4-lane Major Arterial in the *City of Santee Mobility Element*. Cuyamaca Street is currently constructed as a 4-lane divided roadway with a landscaped median within the Project study area. The posted speed limit is 35 mph. Sidewalks and Class II bike lanes are provided on both sides of the roadway. On-street parking is prohibited.

Park Center Drive is a north-south roadway that is classified as a 2-lane Parkway in the *City of Santee Mobility Element*. Park Center Drive is currently constructed as a 2-lane undivided roadway with intermittent left-turn pockets within the Project study area. The posted speed limit is 30 mph. Sidewalks are provided on both sides of the roadway north of Riverwalk Drive and on the west side of the roadway south of Riverwalk Drive. On-street parking is prohibited.

Magnolia Avenue is a north-south roadway that is classified as a 4-lane Major Arterial in the *City of Santee Mobility Element*. Mast Boulevard is currently constructed as a 4-lane divided roadway with a landscaped median within the Project study area. The posted speed limit is 40 mph north of Mast Boulevard and 45 mph south of Mast Boulevard. Sidewalks and Class II bike lanes are provided on both sides of the roadway. On-street parking is permitted intermittently on the east side of the roadway.

3.2 Existing Traffic Volumes

Peak hour intersection turning movement volume counts were conducted at the study area intersections on Wednesday, January 10, 2024, when area schools were in session.

Figure 3–2 shows the Existing Traffic Volumes. *Appendix A* contains the existing count sheets.

3.3 Existing Bicycle Network

The City of Santee provides Class II bike lanes on Mast Boulevard, Cuyamaca Street and Magnolia Avenue, and Class III bike routes on Riverwalk Drive. Per the *City of Santee Mobility Element*, Class III bike routes are planned along Park Center Drive between Mast Boulevard and Riverwalk Drive.

3.4 Existing Pedestrian Network

Sidewalks are provided on both sides of the roadways within the study area with the exception of Park Center Drive south of Riverwalk Drive. In addition, a sidewalk connection is provided between the Project site and the Santee Transit Center and nearby bus stops. Per the *City of Santee Mobility Element*, there are no plans to add or alter sidewalks within the Project vicinity.

3.5 Existing Transit Network

Transit service is provided to the area via Metropolitan Transit Services (MTS). The nearest bus stop is located just 230 feet south of the Riverwalk Drive / Cuyamaca Street intersection, which is a walking distance of 0.5 miles from the Project site. The Santee Transit Center, which serves the Green Line Trolley, is located in the Santee Trolley Square shopping mall, which is a walking distance of 1.2 miles from the Project site. A description of the nearest transit service is shown below:

Bus Route 832 provides bus service to the area via Cuyamaca Street, Mission Gorge Road and Magnolia Avenue. During weekdays, headways are 1 hour for the duration of the day. During weekends, headways are 1 hour for the duration of the day.

The **Green Line Trolley** runs between the Santee Transit Center and the 12th and Imperial Avenue Transit Center in Downtown San Diego. There are twenty-seven (27) stops along this route with 15-minute headways on the weekdays and 30-minute headways on the weekends. During weekends, headways are 15 - 30 minutes during the peak periods.

Appendix B contains the bus route schedule and map.

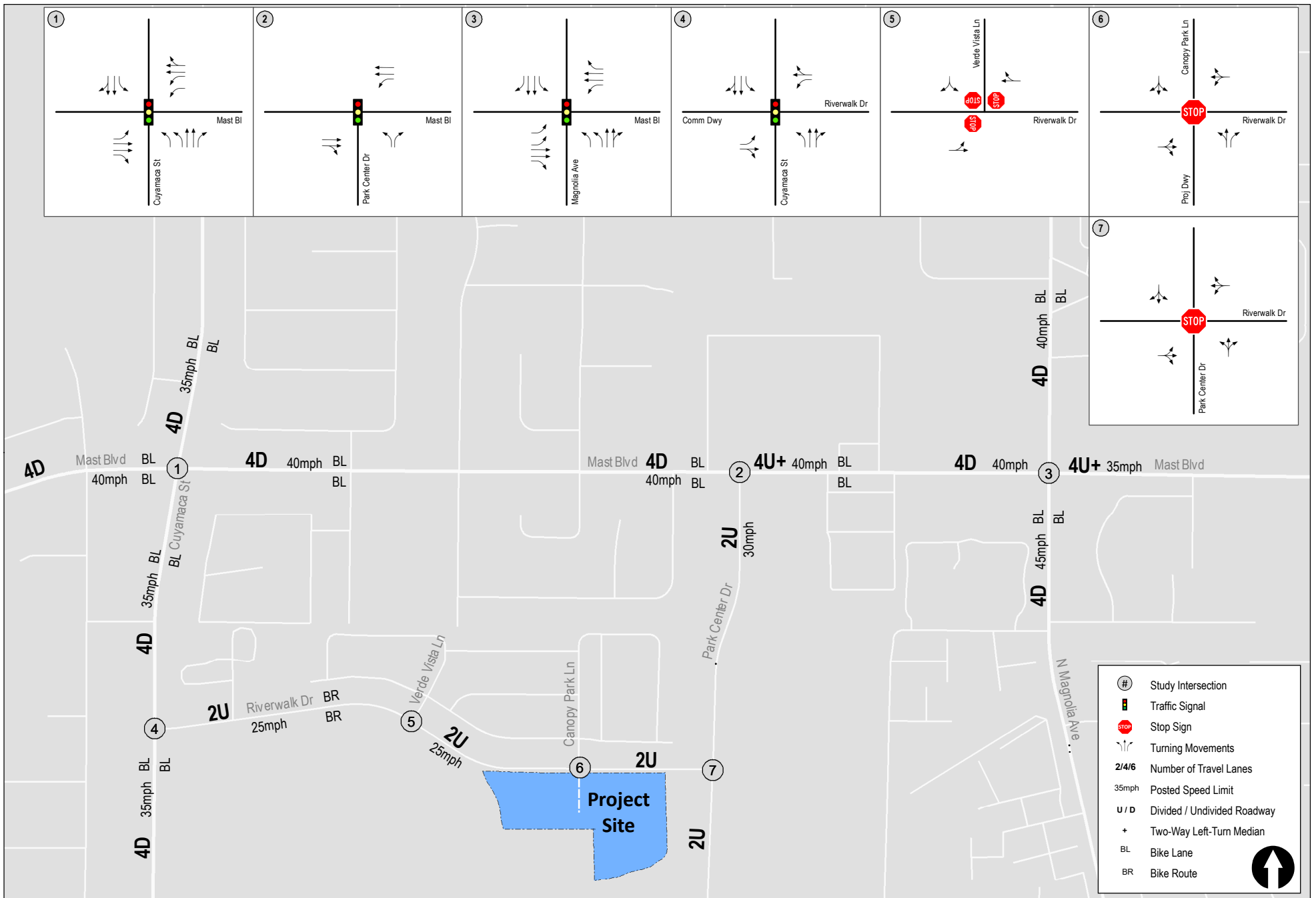


Figure 3-1
Existing Conditions Diagram



Figure 3-2
Existing Traffic Volumes

4.0 PROJECT STUDY AREA, ANALYSIS APPROACH AND METHODOLOGY

4.1 Project Study Area and Study Scenarios

Based on the expected distribution of traffic and the main access point to the site being Riverwalk Drive and Park Center Drive, the Project study area includes the following intersections:

INTERSECTIONS

1. Mast Boulevard / Cuyamaca Street
2. Mast Boulevard / Park Center Drive
3. Mast Boulevard / Magnolia Avenue
4. Riverwalk Drive / Cuyamaca Street
5. Riverwalk Drive / Verde Vista Lane
6. Riverwalk Drive / Canopy Park Lane
7. Riverwalk Drive / Park Center Drive

The following study scenarios are included in this report:

- Existing
- Existing + Project
- Existing + Cumulative projects
- Existing + Cumulative projects + Project

4.2 Analysis Approach

4.3 Methodology

Level of Service (LOS) is the term used to denote the different operating conditions which occur on a given roadway segment under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis taking into account factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. LOS provides an index to the operational qualities of a roadway segment or an intersection. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. LOS designation is reported differently for signalized and unsignalized intersections.

Signalized intersections were analyzed under AM and PM peak hour conditions. Average vehicle delay was determined utilizing the methodology found in Chapter 19 of the Highway Capacity Manual (HCM) 6th Edition, with the assistance of the Synchro (version 11) computer software. The delay values (represented in seconds) were qualified with a corresponding intersection LOS.

Unsignalized intersections were analyzed under AM and PM peak hour conditions. Average vehicle delay and LOS was determined based upon the procedures found in Chapters 20 and 21 of the HCM 6th Edition, with the assistance of the Synchro (version 11) computer software.

5.0 SUBSTANTIAL EFFECT CRITERIA

A project is considered to have a substantial effect if the new project traffic has decreased the operations of surrounding intersections by a defined threshold. The defined thresholds shown in *Table 5-1* below for an intersection is based on published SANTEC guidelines with the exception that LOS D is considered acceptable per the City of Santee General Plan. If the project exceeds the thresholds in *Table 5-1*, then the project may be considered to have a substantial effect. A feasible improvement will need to be identified to return the effect to within the thresholds (pre-project + allowable increase).

If project traffic causes the location to degrade from an acceptable LOS D or better to LOS E or LOS F, or exceeds the allowable thresholds as shown in *Table 5-1* below for currently LOS E or F operating locations, a substantial effect occurs. Under Near-Term conditions, substantial effects are considered to be direct.

**TABLE 5-1
LEVEL OF SERVICE THRESHOLDS FOR INTERSECTIONS**

Level of Service with Project ^a	Allowable Increase Due to Project Impacts ^b
	Delay (sec.)
E & F	2

Footnotes:

- a. All level of service measurements are based upon HCM procedures for peak-hour conditions. The acceptable LOS for intersections is generally "D" or better.
- b. If a proposed project's traffic causes the values shown in the table to be exceeded, the effects are deemed to be substantial. These effects may be measured from appropriate computer programs or expanded manual spreadsheets. The project applicant shall then identify feasible improvements (within the Transportation Analysis report) that will maintain the traffic facility at an acceptable LOS. If the LOS with the proposed project becomes unacceptable (see note a above), the project applicant shall be responsible for mitigating substantial effects.

General Notes:

1. Delay = Average stopped delay per vehicle measured in seconds for intersections, or minutes for ramp meters.
2. LOS = Level of Service

6.0 ANALYSIS OF EXISTING CONDITIONS

Table 6–1 summarizes the intersection operations under Existing conditions. As shown in *Table 6–1*, all the study area intersections are calculated to operate at LOS D or better during both the AM and PM peak hours.

Appendix C contains the Existing intersection analysis worksheets.

**TABLE 6–1
EXISTING INTERSECTION OPERATIONS**

Intersection	Control Type	Peak Hour	Existing	
			Delay ^a	LOS ^b
1. Mast Boulevard / Cuyamaca Street	Signal	AM PM	40.3 34.2	D C
2. Mast Boulevard / Park Center Drive	Signal	AM PM	10.7 9.8	B A
3. Mast Boulevard / Magnolia Avenue	Signal	AM PM	42.5 34.8	D C
4. Riverwalk Drive / Cuyamaca Street	Signal	AM PM	21.9 22.0	C C
5. Riverwalk Drive / Verde Vista Lane	AWSC ^c	AM PM	9.3 8.5	A A
6. Riverwalk Drive / Canopy Park Lane	AWSC ^c	AM PM	9.1 8.4	A A
7. Riverwalk Drive / Park Center Drive	AWSC ^c	AM PM	9.2 8.0	A A

Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. AWSC – All-Way Stop-Controlled intersection.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

7.0 TRIP GENERATION/DISTRIBUTION/ASSIGNMENT

The following is a discussion of the Project trip generation calculations and the Project traffic distribution and assignment through the local network.

7.1 Trip Generation

Trip generation rates for recreational community center land use (land use code 495) were taken from the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition*, to determine the traffic generated by the proposed Project.

Events that could occur include gathering for private and governmental including business meetings, trainings, birthday parties, family celebrations, weddings, community events, conferences, Town Hall Meetings, City Council Meetings, Governmental Meetings, car shows, festivals, emergency operations, comedy shows, movies, and other events. Events would range in size from small events for 50 persons to 450 persons with all building space utilized. Events utilizing outdoor space could increase capacity by 250 if events such as car shows utilize outdoor parking lot space. The anticipated time of operation for events would be Sunday through Thursday from 7 AM to 10 PM, and Fridays and Saturdays from 7 AM to 11 PM.

Classes that could occur include senior, youth and general classes such as arts, floral, babysitter training, CPR training, fitness training, safety training, dog training, martial arts, dance, musical classes, historical classes, gardening classes, cooking, language classes, cultural classes, outdoor recreation classes, and additional classes needed for the community. Average class size would be 30-60 persons per class but could be as large as the occupancy load of the building if a large class was required. The anticipated time of operation for classes would be Monday - Saturday from 7 AM to 10 PM.

In order to account for the above-mentioned events that at times attract a large number of guests within a short time frame, trip rates obtained from the ITE Trip General Manual were quadrupled to capture all event guests. This adjustment was based on how the *SANDAG's (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region (dated April 2002)* handles the peak characteristics of a Church land use (see **Appendix D**). ITE rates show 28.82 daily trips/ KSF, 1.91 AM peak hour trips/ KSF and 2.50 PM peak hour trips/ KSF for recreational community center.

Table 7-1 shows the Project trip generation. As shown in **Table 7-1**, the Project is calculated to generate 1,441 ADT, with 96 trips during the AM peak hour (63 inbound and 33 outbound), and 125 trips during the PM peak hour (59 inbound and 66 outbound).

**TABLE 7-1
PROJECT TRIP GENERATION**

Land Use	Size	Daily Trip Ends (ADTs)		AM Peak Hour					PM Peak Hour				
		Rate ^a	Volume	Rate ^a	In:Out Split ^a	Volume			Rate ^a	In:Out Split	Volume		
						In	Out	Total			In	Out	Total
Community Center Building	12,500 SF	115.28 / KSF ^b	1,441	7.64/ KSF ^b	66:34	63	33	96	10.00/ KSF ^b	47:53	59	66	125

Footnotes:

- a. Rates are based on *ITE Trip Generation Manual, 11th Edition*.
- b. Rates are based on recreational community center trip rate (land use code 495). To be conservative, trip rates were quadrupled to capture all event guests arriving within a short time frame. This adjustment was obtained from *SANDAG's (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region (dated April 2002)*, for a Church land use which functions similarly to worst-case events to be hosted by the community center. ITE rates show 28.82 daily trips/ KSF, 1.91 AM peak hour trips/ KSF and 2.50 PM peak hour trips/ KSF for recreational community center.

7.2 Trip Distribution and Assignment

The Project traffic was distributed based on the site location, access to SR-52, SR-67 and SR-125, existing traffic patterns in the area and anticipated traffic routes to and from the site, and the location of City-wide residential areas. Relative to the Project site location in central Santee, the Project's distributions assumes 10% of trips oriented to/from the northern portion of Santee; 60% of trips oriented to/from the southern portion of Santee, vehicles using SR-67 and exiting via Woodside Avenue, and vehicles using SR-52 and exiting via Cuyamaca Street; 20% of trips oriented to/from the western portion of Santee and vehicles using SR-52 and exiting via Mast Boulevard; 5% oriented to/from the eastern portion of Santee; and the remaining 1 – 2% to/from nearby residential within close proximity of the Project site.

Figure 7-1 shows the Project traffic distribution. **Figure 7-2** shows the Project traffic volumes. **Figure 7-3** shows the Existing + Project traffic volumes.

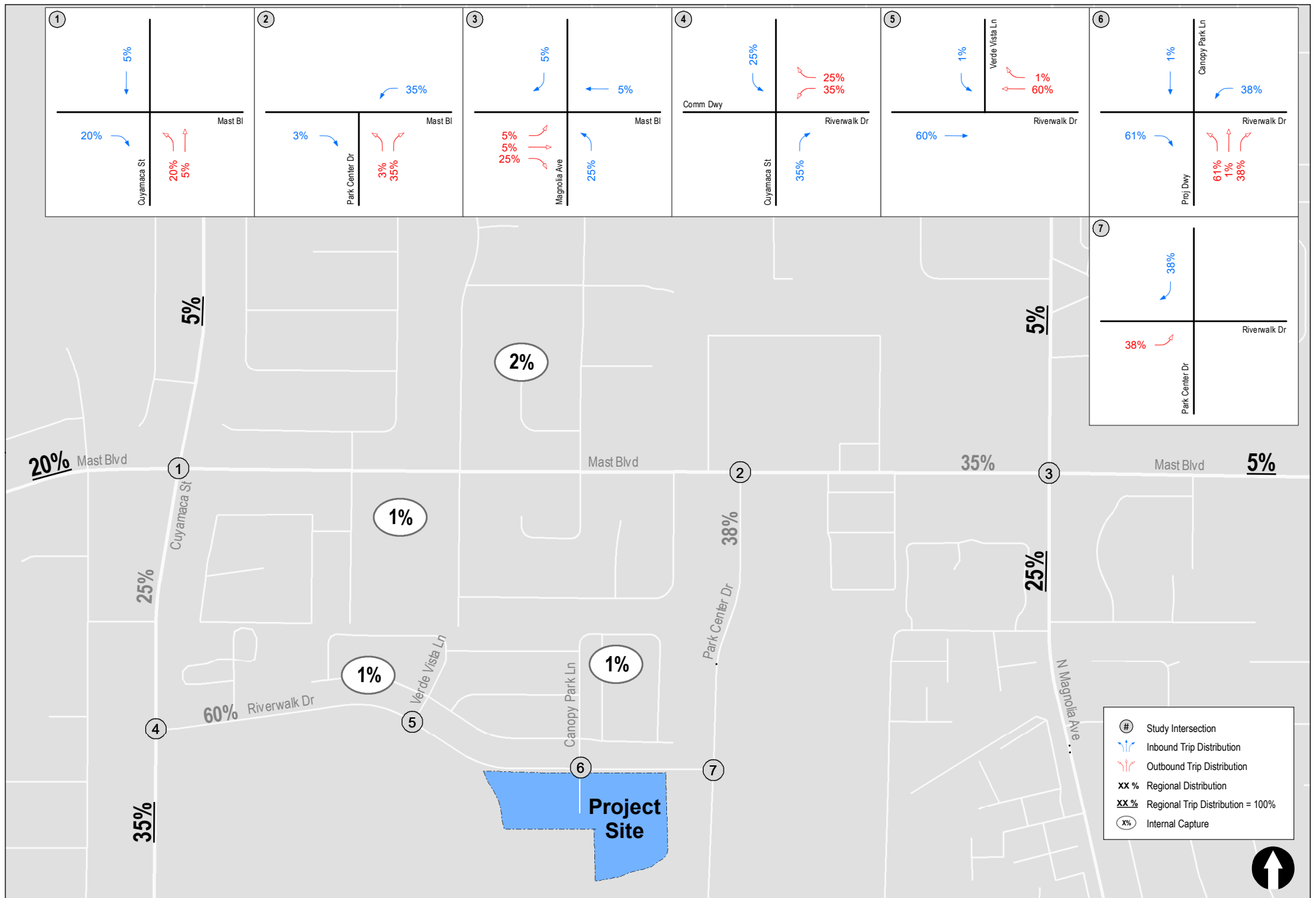


Figure 7-1
Project Traffic Distribution

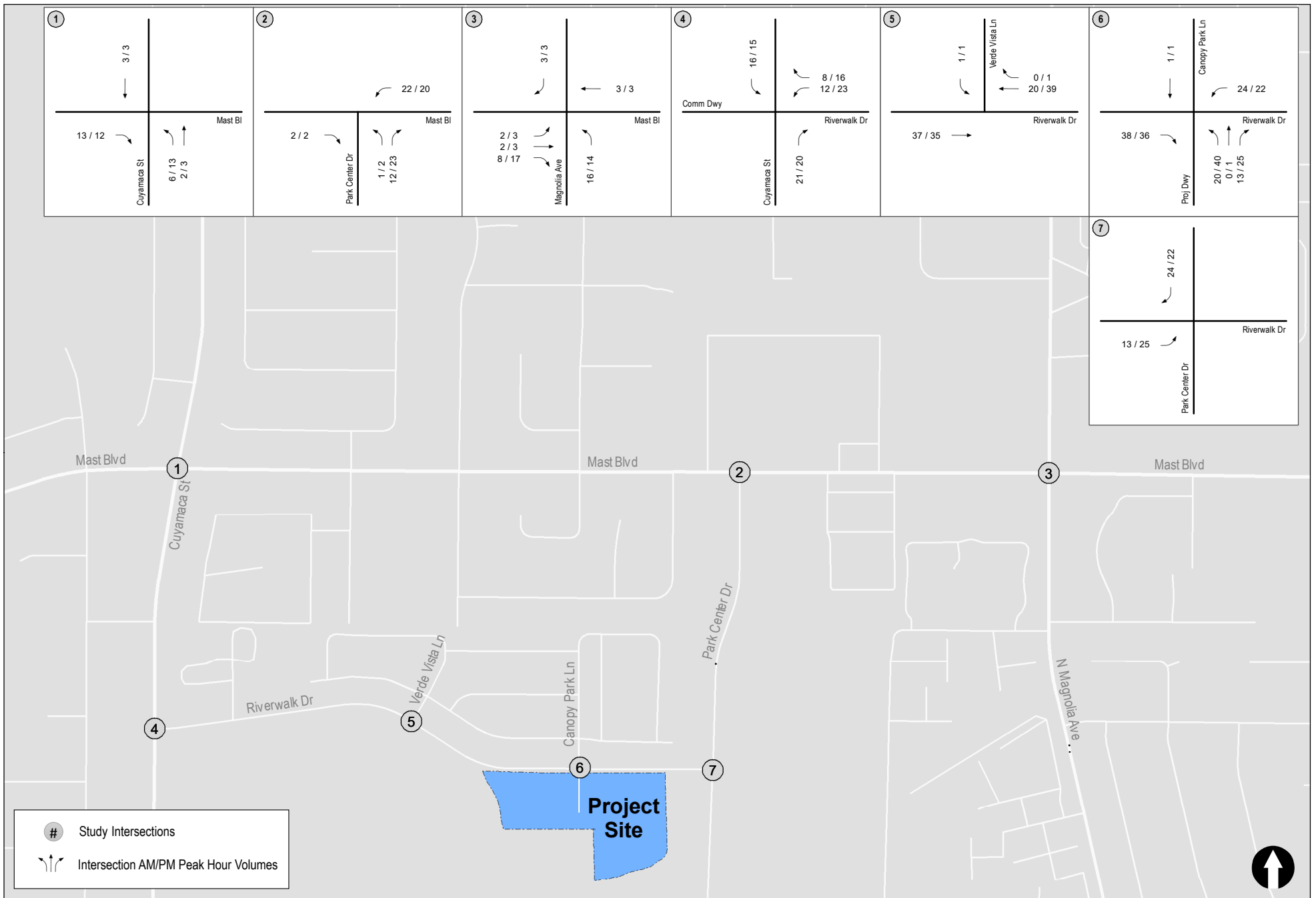


Figure 7-2
Project Traffic Volumes

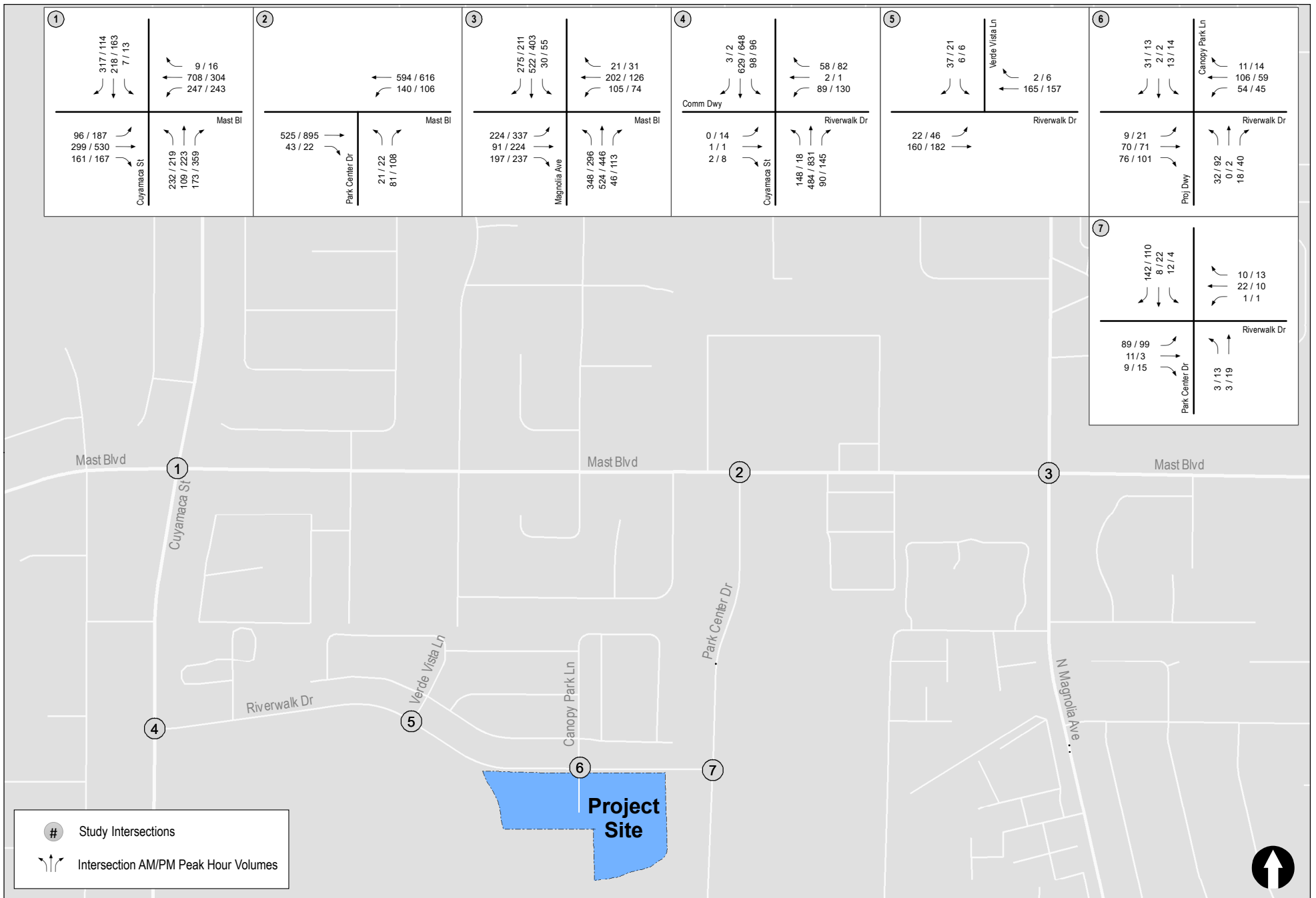


Figure 7-3
Existing + Project Traffic Volumes

8.0 CUMULATIVE PROJECTS

Cumulative projects are other projects in the Project study area that could be constructed and occupied between the date of existing data collection (January 2024) and the expected opening year of the Project, thus adding traffic to the local circulation system. LLG researched projects within the City of Santee, City of San Diego, City of El Cajon and County of San Diego to identify cumulative projects in the Project study area that could be constructed and generating traffic in the Project vicinity. The Cumulative development projects identified in the Project vicinity in the near-term condition are listed in **Table 8-1**.

For the purposes of this study, 500 units of the Fanita project were accounted for in the Cumulative projects traffic volumes due to the uncertainty of development of the Fanita Project at the time this study was prepared.

Figure 8-1 shows the Cumulative projects traffic volumes. **Figure 8-2** shows the Existing + Cumulative projects traffic volumes. **Figure 8-3** shows the Existing + Cumulative projects + Project traffic volumes.

**TABLE 8-1
CUMULATIVE PROJECTS SUMMARY**

Name/Applicant	Description	ADT ^a	AM		PM		Status
			In	Out	In	Out	
1. Santee View Estates	27- Single Family DU	270	7	15	19	8	Approved – Not Built
2. Karl Strauss	Brewery, warehouse, tasting room, & restaurant	1,509	80	21	74	93	Approved – Not Built
3. Prospect Estates II	53 Single Family DU	530	13	29	37	16	Approved – Not Built
4. Tyler Street Subdivision	14 Single Family DU	140	3	8	10	4	Pending Entitlement
5. Talwar	8 condominiums	64	1	4	4	2	Approved – Not Built
6. Lantern Crest Ridge Ph II	46-bed memory care facility	115	3	2	5	4	Pending Entitlement
7. Graves/Prospect Commercial	Convenience store, coffee shop	1,200	48	48	48	48	Pending Entitlement
8. Parkside (formerly Hillside Meadows)	63 Single Family DU & 62 condominiums	1,126	23	67	79	34	Pending Entitlement
9. Carlton Oaks Country Club	Single family, assisted living, hotel, and restaurant expansion	2,380	56	117	155	74	Pending Entitlement
10. Woodspring Suites	120-room hotel	840	27	40	46	30	Approved – Not Built
11. Apts. Inc	11 condominiums	88	1	6	6	3	Pending Entitlement
12. Studio Movie Grill	Entertainment, restaurant	3,700	13	0	179	117	Pending Entitlement
13. County Property 2	365 condominiums	2,920	47	187	204	88	Pending Entitlement
14. County Property 1	130 condominiums	1,040	17	66	73	31	Pending Entitlement
15. KDS & Assoc.	Warehouse	37	4	1	2	4	Pending Entitlement
16. Cameron Bros	Commercial	12,883	309	206	644	644	Pending Entitlement
17. Rockvill Residential	59 Single Family DU	590	14	33	41	18	Pending Entitlement
18. All Right Storage	87 KSF Storage	175	6	5	8	8	Pending Entitlement
19. Gondala Skate	28 KSF Industrial	229	23	2	5	22	Approved – Not Built
20. Lunar Lane	7 KSF Industrial	59	5	1	1	6	Pending Entitlement
21. Kalasho Gas Station	Gas Station	900	32	31	36	36	Pending Entitlement
22. Prospect Avenue Subdivision	14 Single Family DU	140	3	8	10	4	Pending Entitlement
23. Fanita Project ^b	500 Units	5,000	120	280	350	150	Approved – Not Built

Footnotes:

- a. Average daily traffic.
b. See text for explanation.

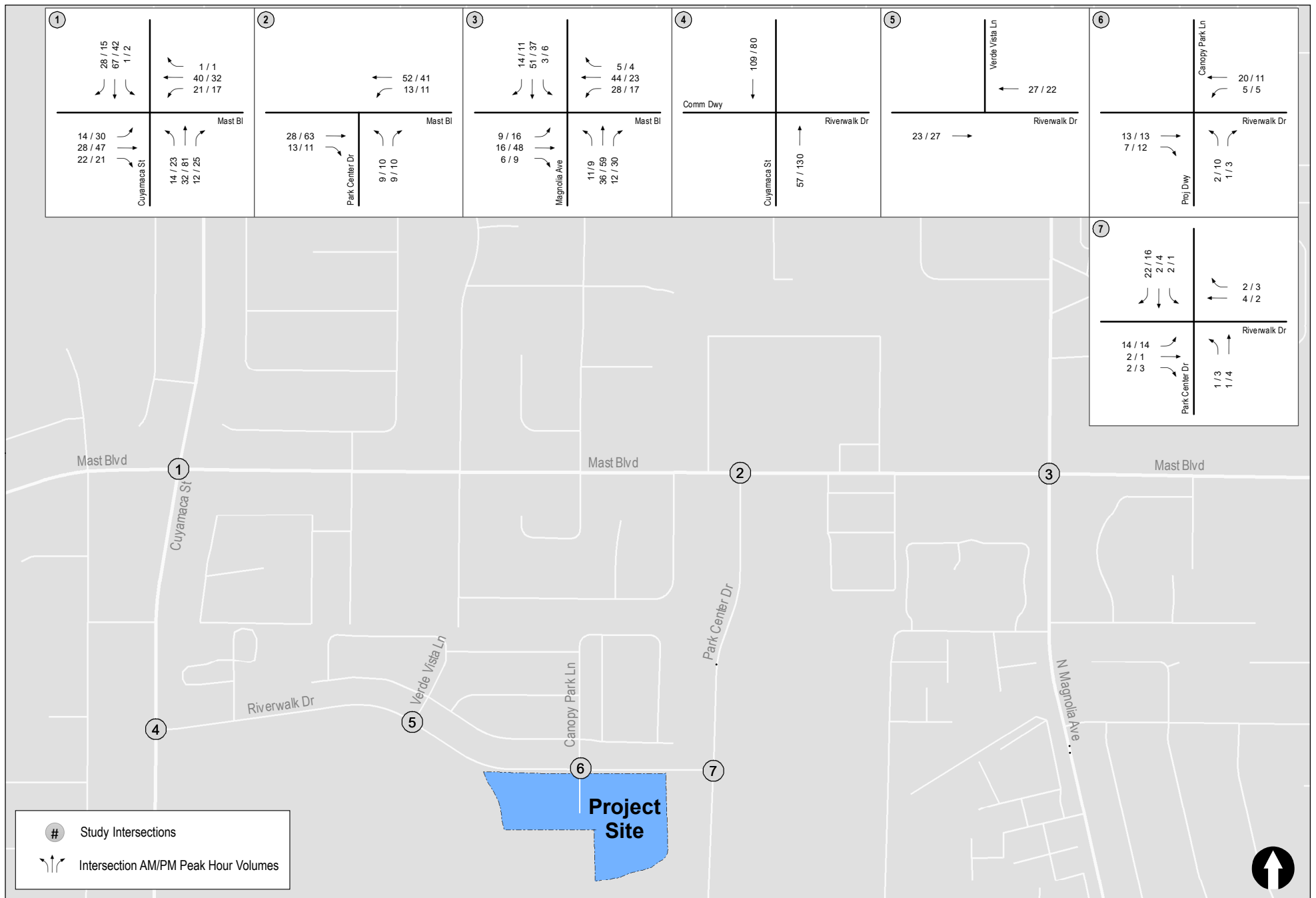


Figure 8-1
Cumulative Projects Traffic Volumes



Figure 8-2
Existing + Cumulative Projects Traffic Volumes



Figure 8-3
Existing + Cumulative Projects + Project Traffic Volumes

9.0 ANALYSIS OF NEAR-TERM SCENARIOS

The following sections present the analysis of study area intersections under Existing + Project, Existing + Cumulative projects and Existing + Cumulative projects + Project conditions.

9.1 Exiting + Project Conditions

Table 9-1 summarizes the intersection operations under Existing + Projects conditions. As shown in *Table 9-1*, with the addition of Project traffic, all the study area intersections are calculated to operate at LOS D or better during both the AM and PM peak hours.

Appendix E contains the Existing + Projects intersection analysis worksheets.

9.2 Exiting + Cumulative Projects Conditions

Table 9-1 summarizes the intersection operations under Existing + Cumulative projects conditions. As shown in *Table 9-1*, all the study area intersections are calculated to operate at LOS D or better during both the AM and PM peak hours.

Appendix F contains the Existing + Cumulative projects intersection analysis worksheets.

9.3 Exiting + Cumulative Projects + Project Conditions

Table 9-1 summarizes the intersection operations under Existing + Cumulative projects + Project conditions. As shown in *Table 9-1*, with the addition of project traffic, all the study area intersections are calculated to operate at LOS D or better during both the AM and PM peak hours.

Appendix G contains the Existing + Cumulative projects + Project intersection analysis worksheets.

**TABLE 9-1
NEAR-TERM INTERSECTION OPERATIONS**

Intersection	Control Type	Peak Hour	Existing		Existing + Project		Δ^c	Substantial Effect?	Existing + Cumulative		Existing + Cumulative + Project		Δ^c	Substantial Effect?
			Delay ^a	LOS ^b	Delay ^a	LOS ^b			Delay ^a	LOS ^b	Delay ^a	LOS ^b		
1. Mast Boulevard / Cuyamaca Street	Signal	AM	40.3	D	40.4	D	0.1	No	43.1	D	43.2	D	0.1	No
		PM	34.2	C	34.5	C	0.3	No	35.8	D	36.1	D	0.3	No
2. Mast Boulevard / Park Center Drive	Signal	AM	10.7	B	11.7	B	1.0	No	11.5	B	12.8	B	1.3	No
		PM	9.8	A	10.6	B	0.8	No	10.3	B	11.3	B	1.0	No
3. Mast Boulevard / Magnolia Avenue	Signal	AM	42.5	D	43.1	D	0.6	No	44.1	D	44.7	D	0.6	No
		PM	34.8	C	35.5	D	0.7	No	35.9	D	36.6	D	0.7	No
4. Riverwalk Drive / Cuyamaca Street	Signal	AM	21.9	C	22.5	C	0.6	No	23.3	C	23.9	C	0.6	No
		PM	22.0	C	24.3	C	2.3	No	24.0	C	27.1	C	3.1	No
5. Riverwalk Drive / Verde Vista Lane	AWSC ^d	AM	9.3	A	10.2	B	0.9	No	9.9	A	11.0	B	1.1	No
		PM	8.5	A	9.0	A	0.5	No	8.9	A	9.4	A	0.5	No
6. Riverwalk Drive / Canopy Park Lane	AWSC ^d	AM	9.1	A	10.0	A	0.9	No	9.6	A	10.8	B	1.2	No
		PM	8.4	A	9.3	A	0.9	No	8.8	A	9.7	A	0.9	No
7. Riverwalk Drive / Park Center Drive	AWSC ^d	AM	9.2	A	9.8	A	0.6	No	10.0	A	10.8	B	0.8	No
		PM	8.0	A	8.3	A	0.3	No	8.3	A	8.7	A	0.4	No

Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. Δ denotes an increase in delay due to project.
- d. AWSC – All-Way Stop-Controlled intersection.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

10.0 VEHICLE MILES TRAVELED (VMT) ASSESSMENT

10.1 Background

In December 2018, the Natural Resources Agency adopted amendments to the CEQA Guidelines, including the incorporation of SB 743 modifications. The Office of Planning and Research (OPR) also published an update to its Technical Advisory on Evaluating Transportation Impacts in CEQA to assist professional planners, land use officials, and CEQA practitioners. The Technical Advisory provides recommendations on how to evaluate transportation impacts under SB743 that agencies and other entities may use at their discretion. The Technical Advisory recommends the use of VMT as the preferred CEQA transportation metric. To comply with the new legislation, the City has identified VMT analysis methodology, established VMT thresholds for CEQA transportation impacts, and identified possible mitigation strategies. SB743 includes the following two legislative intent statements:

1. Ensure that the environmental impacts of traffic, such as noise, air pollution, and safety concerns, continue to be properly addressed and mitigated through the California Environmental Quality Act.
2. More appropriately, balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of GHG emissions.

VMT is a metric that accounts for the number of vehicle trips generated and the length or distance of those trips. VMT does not directly measure traffic operations but instead is a measure of network use or efficiency, especially if expressed as a function of population or employment (e.g., VMT/capita). VMT tends to increase as land use density decreases and travel becomes more reliant on the use of the automobile due to the long distances between origins and destinations. VMT can also serve as a proxy for impacts related to energy use, air pollution emissions, GHG emissions, safety, and roadway maintenance. The relationship between VMT and energy or emissions is based on fuel consumption. The traditional use of VMT in environmental impact analysis is to estimate mobile air pollution emissions, GHGs, and energy consumption, and the type of VMT metric reported for these additional impact areas typically differs from the metrics used for the transportation analysis.

10.2 Screening Criteria for CEQA VMT Analysis

The requirements to prepare a detailed transportation VMT analysis apply to all discretionary land development projects that are not exempt from CEQA, except those that meet at least one of the transportation screening criteria described below. A project that meets at least one of the screening criteria below would be presumed to have a less than significant VMT impact due to some aspect of the project. If evidence suggests that the project might have a significant impact despite meeting the below screening criteria, City staff reserves the discretion to request VMT analysis.

Based on the *City of Santee VMT Analysis Guidelines, April 2022*, the requirement to prepare a detailed transportation VMT analysis applies to all discretionary land development projects that are not exempt from CEQA, except for those that meet at least one of the provided screening criteria. A project that meets at least one of the screening criteria listed below would be considered to have a less-than-significant CEQA transportation impact due to some aspect of the project.

1. Projects Located in a Transit-Accessible Area: Projects located within a half-mile radius of an existing major transit stop or an existing stop along a high-quality transit corridor may be presumed to have a less-than-significant impact absent substantial evidence to the contrary.
2. Small Projects: Projects generating 500 or fewer net new daily vehicle trips may be presumed to have a less-than-significant impact absent substantial evidence to the contrary. Trips are based on the number of vehicle trips calculated using *SANDAG's (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region* or ITE trip generation rates with any alternative modes/location-based adjustments applied.
3. Projects in a VMT Efficient Area: A VMT-efficient area is any area within the City with an average VMT/capita or VMT/employee below the thresholds as compared to the baseline City/Regional VMT for the TAZ that the project is located within.
4. Locally Serving Retail Projects: Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel. Local serving retail projects less than 50,000 square feet that are expected to draw approximately 75% of customers from the local area (roughly 3-miles) are presumed to have a less than significant impact absent substantial evidence to the contrary. Retail projects that are between 50,000 square feet and 125,000 square feet with similar customer attraction (approximately 75% from local area) may also be presumed locally-serving; however, the city may require the applicant to provide a market analysis as evidence that the project is locally serving. Retail projects that are more than 125,000 square feet are required to conduct a VMT analysis unless the applicant provides market surveys to demonstrate that at least 75% of customers are attracted from the local population.
5. Locally Serving Public Facilities: Public facilities that serve the surrounding community or public facilities that are passive use may be presumed to have a less-than-significant impact absent substantial evidence to the contrary.
6. Redevelopment Projects with Lower Total VMT: A redevelopment project may be presumed to have a less-than-significant impact absent substantial evidence to the contrary if the proposed project's total project VMT is less than the existing land use's total VMT and the CEQA action includes closing the existing land use.
7. Infill Affordable Housing: Based on the ITE 11th Edition of the Trip Generation Manual, the affordable housing trip generation rate is approximately 30% lower than the multi-family (low-rise) rate. Adding affordable housing to infill locations generally improves jobs-housing

balance, in turn, shortening commutes and reducing VMT. This suggests that it is possible to presume a blended affordable and market-rate residential project as having less than significant VMT impact.

10.2.1 Locally-Serving Public Facilities

As discussed in *Sections 2.0* and *7.0*, the function and aspects of the proposed Santee Community Center falls under the category of “locally serving public facilities.” Therefore, according to the City’s screening criteria #5 summarized in *Section 10.2*, the Project would be considered to have a less-than-significant CEQA transportation impact and would be screened out of further analysis.

11.0 SITE ACCESS

As mentioned in *Section 2.0*, vehicular access to the Project site will be provided via an existing full-access driveway, which is also the south leg of the Riverwalk Drive / Canopy Park Lane intersection. The Project site is currently fronting a 2-lane undivided roadway. As shown in *Table 9-1*, the analyzed Project driveway is calculated to operate at LOS B or better during the AM and PM peak hours. Therefore, no improvements are necessary.

12.0 CONCLUSIONS

The Project is proposed on an approximately 3.57-acre site located at 10129 Riverwalk Drive in the City of Santee. The proposed Project would involve the construction of the Santee Community Center building, which is two stories and includes event space, office space, and support spaces and would total 12,500 gross square feet.

LOCAL TRANSPORTATION ANALYSIS

The study area intersections were analyzed under the Existing, Existing + Project, Existing + Cumulative project and Existing + Cumulative project + Project scenarios. All study area intersections are calculated to operate at LOS D or better. Therefore, improvements are not required under these analyses.

VEHICLE MILED TRAVELED ASSESSMENT

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