CITY COUNCIL MEETING

MEMORANDUM

TO: Mayor and Councilmembers
Gary Halbert, Interim City Manager
Shawn Hagerty, City Attorney

FROM: James Jeffries, City Clerk

DATE: August 27, 2025

SUBJ: Updated Meeting Materials – August 27, 2025, City Council Meeting

PUBLIC HEARING:

(8) Public Hearing for a Development Review Permit (DR-2023-0002) and Conditional Use Permit (P2023-1) to Construct a 300,145 Square-Foot Industrial Building Located at 10990 N. Woodside Avenue in the Light Industrial (IL) Zone and Certify the Final Environmental Impact Report (ENV-2024-0003) (Applicant: North Palisade Opco, LLC). (Planning and Building – Sawa)

The attached correspondence for the above-mentioned Item was received and is provided for your consideration.

From: West, Aaron
To: Sandi Sawa; Clerk
Subject: Support for the Palisade Santee Commerce Center at 10990 N. Woodside Avenue.
Date: Monday, August 25, 2025 2:19:19 PM
Attachments: image002.png
image003.png
image006.png
image007.png
image008.png
image009.png
image005.png
Letter of Support - Palisade Santee Commerce Center.docx
Palisade Santee Flyer.pdf

Good afternoon Ms. Sawa,

I am writing to express my strong support for the proposed Palisade Santee Commerce Center. Please see my attached letter outlining my support. Please let me know if you have any questions. Thank you.

Aaron West
Managing Director | San Diego Region
CA Lic. 02025732; NV Lic. B.1002825
Direct: +1 619 595 0823 | Mobile: +1 818 674 6001
5901 Priestly Drive, Suite 100 | Carlsbad, CA 92008
4350 La Jolla Village Drive, Suite 500 | San Diego, CA 92122

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Colliers



To: SSawa@CityofSanteeCa.gov; clerk@cityofsanteeca.gov

Subject: Support for the Palisade Santee Commerce Center at 10990 N. Woodside Avenue.

Dear Ms. Sawa,

I am writing to express my strong support for the proposed Palisade Santee Commerce Center. As a longtime member of this community, I look forward to having the now closed and blighted Santee Drive-In property reactivated into a better use that will help Santee grow and thrive. The Palisade Santee Commerce Center will bring significant benefits to our community, including:

• Job Creation: The project is expected to generate hundreds of construction jobs initially, followed by an estimated 185 long-term well-paying jobs.

• Economic Growth: The new commerce center will expand the city's tax base, providing much-needed revenue that can support public services, schools, and parks, generating over $1.6M in revenue over the next ten years.

• Modern Design: The project will replace a vacant lot with a modern and sustainable development that will bring new industry and jobs to our city and allow for Santee's businesses to expand without leaving the city.

• Compatible Location: The project follows the City of Santee's General Plan and zoning ordinances. The surrounding properties are also industrial in nature, making the project highly compatible and appropriate use for this location.

• Infrastructure Improvements: Project will contribute over $1M in traffic fees to fund street upgrades along Woodside Avenue, which is currently in disrepair.

The Palisade Santee Commerce Center is exactly the kind of investment that Santee needs to ensure a strong economic future while respecting the existing zoning, the general plan, and neighboring land uses.

I strongly encourage the City to approve this important project.

Sincerely,

Aaron West

Local Resident

Palisade Santee Commerce Center

NORTH PALISADE PARTNERS



Job Creation

The project is expected to generate hundreds of initial construction jobs followed by an estimated 185 long-term well-paying jobs.

Economic Growth

The new commerce center will expand the city's tax base, providing much-needed revenue that can support public services, schools, and parks.

Vacant Lot Revitalization

The project will replace a vacant lot with a modern and sustainable development that will bring new industry and jobs to our city and allow for Santee's businesses to expand without leaving the city.

Compatible Location

The project follows the City of Santee's general plan and zoning ordinances. The surrounding properties are industrial in nature, making the project compatible and appropriate for this this location.

Infrastructure Improvements

The new project will provide much needed street and sidewalk improvements along Woodside Ave and rehabilitate the retired marquee sign for future relocation within the city.

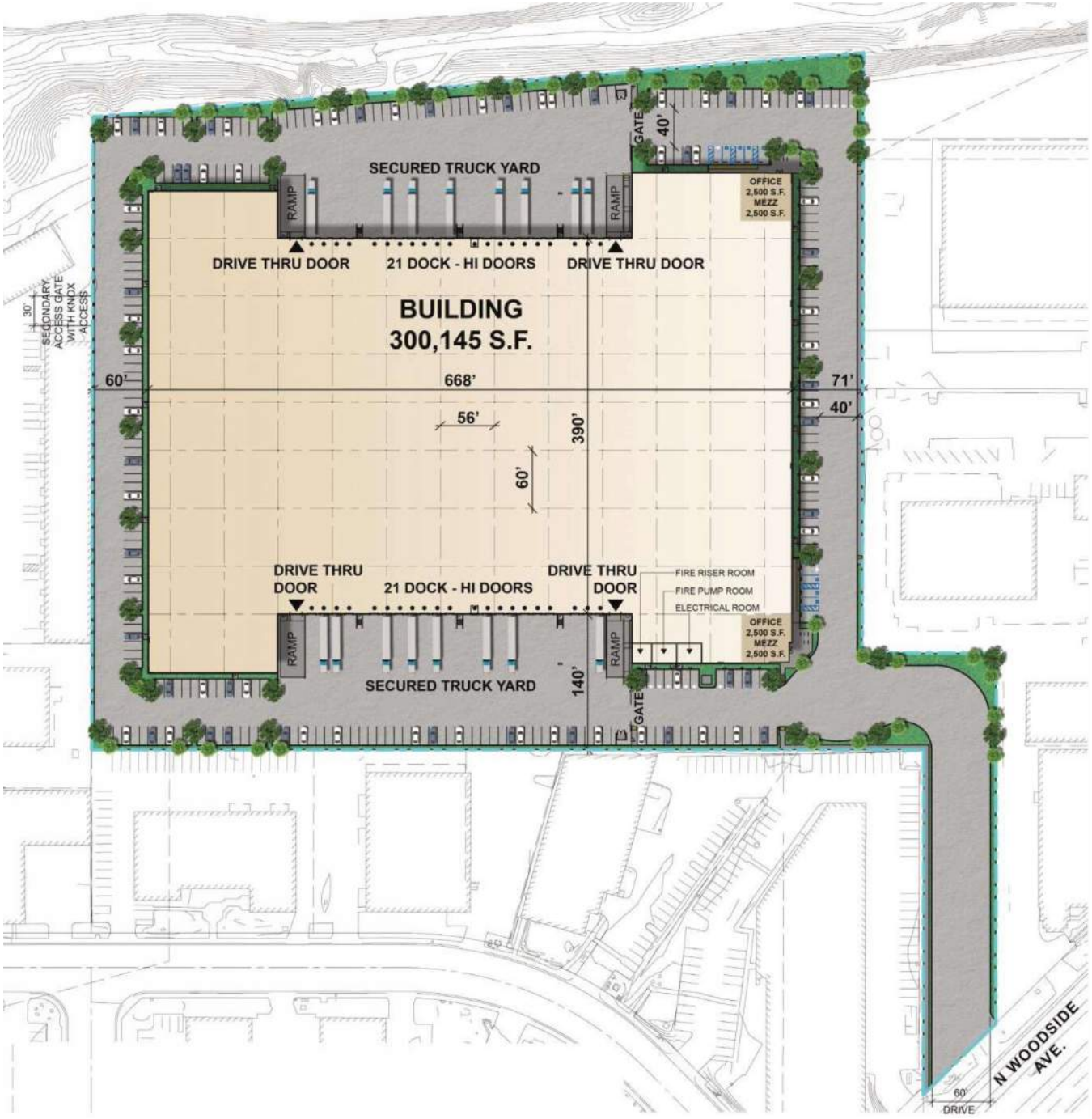
Towards Our Future

MADE IN SANTEE

The Palisade Santee Commerce Center is the type of smart, responsible investment our city needs to secure a vibrant and resilient economic future without compromising the character of our community or the integrity of our planning goals.

Palisade Santee Commerce Center

NORTH PALISADE PARTNERS



Joe Mishurda
Managing Partner
Joe.Mishurda@northpalisade.com
(310) 343-1831

Brian Wong
Sr. Vice President, Development
Brian.Wong@northpalisade.com
(310) 242-1612

William Jacobs
Sr. Development Manager
William.Jacobs@northpalisade.com
(626) 840-7570

From: alan thompson
To: Clerk
Subject: Suport for Palisade Santee Commerce Center
Date: Sunday, August 24, 2025 5:11:37 PM

August 24,2025

Dear Ms. Sawa,

I am writing to express my support to the proposed Palisade Commerce Center to replace the closed Santee Drive-in Theater. As a nearly forty-year resident who happens to live across Highway 67 from the drive-in, I think this project is a great fit for Santee. A now closed and blighted property that will be vastly improved with the completion of this project and what makes it a perfect fit because it is located inside the current industrial zone.

There are other specific benefits to supporting the Palisade Commerce Center: job creation, in the construction of the facility and an estimated 185 long term well-paying jobs once it is built; economic growth, significantly more revenue to support local entities such as schools, parks; infrastructure improvement, Palisade Commerce Center will contribute funds to improve Woodside Avenue, which is a mess.

The Palisade Commerce Center is exactly what Santee needs while respecting the existing zoning, the general plan, and neighboring land uses.

I strongly encourage Santee to approve this important project.

Sincerely,

Alan Thompson

Santee Resident

From: Daniel Bickford
To: Sandi Sawa; Clerk
Cc: William Jacobs
Subject: Support for the Palisade Santee Commerce Center
Date: Monday, August 25, 2025 1:56:52 PM

As an active member of the community, I wish to register my support of this project.

The design as presented by North Palisade Partners will bring significant benefits to Santee such as economic growth and job creation. It modern design could attract new businesses or possibly allow for an existing Santee business to expand.

At best, the former drive-in theater boasted a dozen part time jobs and minimal sales tax revenues. Additionally, the drive-in movie experience is a cherished experience whose time has, unfortunately, come to pass.

This project fits a need in our city today and for the future.

I strongly encourage the City to approve this project.

Thank you,

Daniel M. Bickford
[redacted]

From:	McDonald, Evan
To:	Sandi Sawa; Clerk
Subject:	Support for the Palisade Santee Commerce Center at 10990 N. Woodside Avenue.
Date:	Monday, August 25, 2025 9:58:03 AM
Attachments:	image001.png Letter of Support Sample.docx Palisade Santee Flyer.pdf
Importance:	High

Dear Ms. Sawa,

I am writing to express my strong support for the proposed Palisade Santee Commerce Center. As a longtime member of this community, I look forward to having the now closed and blighted Santee Drive-In property reactivated into a better use that will help Santee grow and thrive. The Palisade Santee Commerce Center will bring significant benefits to our community, including:

• Job Creation: The project is expected to generate hundreds of construction jobs initially, followed by an estimated 185 long-term well-paying jobs.

• Economic Growth: The new commerce center will expand the city's tax base, providing much-needed revenue that can support public services, schools, and parks, generating over $1.6M in revenue over the next ten years.

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• Infrastructure Improvements: Project will contribute over $1M in traffic fees to fund street upgrades along Woodside Avenue, which is currently in disrepair.

The Palisade Santee Commerce Center is exactly the kind of investment that Santee needs to ensure a strong economic future while respecting the existing zoning, the general plan, and neighboring land uses.

I strongly encourage the City to approve this important project.

Sincerely,

Evan McDonald

Santee Business Owner

Evan McDonald, SIOR
Executive Vice President | San Diego
Industrial Division
evan.mcdonald@colliers.com
CA Lic. 01813359
Direct: +1 858 677 5339 | Mobile: +1 858 353 8669

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No representation or recommendation is made by Colliers International as to the legal sufficiency or tax consequences of this document or the transaction to which it relates. These are questions for your attorney and/or other advisors. In any real estate transaction, it is recommended that you consult with a professional such as an attorney, accountant, civil engineer, property inspector or other person, with experience in evaluating the transaction, and the legal documents prepared in connection therewith.

From: Sandi Sawa
To: Clerk
Subject: FW: N. Woodside Warehouse project pt. 2
Date: Wednesday, August 27, 2025 4:41:33 PM
Attachments: image001.png

Sandi Sawa, MPL, AICP
Director of Planning and Building/City Planner
(619) 258-4100 x 167
ssawa@cityofsanteeca.gov

City of Santee
10601 Magnolia Ave.
Santee, CA 92071
CityofSanteeCA.gov

Please note that my next regular day off is Friday, August 29th.

From: MCKENZIE WILLIAMS [redacted]
Sent: Tuesday, August 26, 2025 1:13 PM
To: Sandi Sawa <SSawa@CityofSanteeCa.gov>; Ronn Hall <RonnHall@CityofSanteeCa.gov>
Cc: [redacted]
Subject: N. Woodside Warehouse project pt. 2

Caution: The sender name (MCKENZIE WILLIAMS) is different from their email address [redacted] which may indicate an impersonation attempt. Verify the email's authenticity with the sender using your organization's trusted contact list before replying or taking further action.

Secured by Check Point

I'm sorry for being so verbose. I didn't know there was a size limit. I will try to finish more crisply. One more point on traffic congestion is the new residential development in Lakeside with a minimum of 159 new residential units being built at this time. That will significantly increase the traffic flow and congestion on El Nopal and Riverford Rd plus flow east and west through Santee.

My number 2 concern is the noise and light pollution caused by the proposed facility. I live across he river from the drive-in and we could hear the audio of the movies just because of the number of car speakers being used. We can hear trucks moving on Hwy 67, especially at night. We can also hear loud machinery from the businesses on North Woodside at all times of the day and night. I anticipate that the noise of the trucks maneuvering in the truck courts, their backup alarms as well as the backup alarms of the forklifts, and the increased noise of the trucks entering, exiting, and driving on Hwy 67 will be very disturbing to the residents in east Santee on both sides of the river. Also, I fear that the all night lighting will disrupt the life rhythms of birds, insects, plants and nocturnal animals in the affected area.

I don't know if these Emails are in time to be considered in making the decision on this project but I appreciate you reading my concerns. I fear this project will forever change the atmosphere of Santee and destroy the ambience of this city being a residential community in the future and decrease the desirability of moving here and lowering housing values. I hope you got both Emails.
Thank you,
McKenzie Williams [redacted]

From: Sandi Sawa
To: Clerk
Cc: Madeline Mattson; Marni Borg
Subject: FW: N. Woodside Ave. Warehouse project pt. 1 from mac40@cox.net
Date: Tuesday, August 26, 2025 12:42:41 PM
Attachments: image001.png

Sandi Sawa, MPL, AICP
Director of Planning and Building/City Planner
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ssawa@cityofsanteeca.gov

City of Santee
10601 Magnolia Ave.
Santee, CA 92071
CityofSanteeCA.gov

Please note that my next regular day off is Friday, August 29th.

From: MCKENZIE WILLIAMS [redacted]
Sent: Tuesday, August 26, 2025 12:40 PM
To: Sandi Sawa <SSawa@CityofSanteeCa.gov>; Ronn Hall <RonnHall@CityofSanteeCa.gov>
Cc: [redacted]
Subject: N. Woodside Ave. Warehouse project pt. 1 from [redacted]

Caution: The sender name (MCKENZIE WILLIAMS) is different from their email address ([redacted]), which may indicate an impersonation attempt. Verify the email's authenticity with the sender using your organization's trusted contact list before replying or taking further action.

Secured by Check Point

I just received the notice of a public hearing on this project on Wednesday night. I hope that this Email about my thoughts on this project arenot too latr. I have lived in Santee for 46 years and have witnessed the many changes to the city - some good some bad in my opinion - but this is the first time I have addressed an issue. I have some major misgivings about this particular development and its location. This is a project that is proposing 24 hour continuous operation of a facility with two truck courts, 45 loading docks and overnight lighting. This will not only be for single trailer rigs but also double trailer. Very large and hard to maneuver on streets designed for residential and shopping traffic.

Number 1 is the concern about traffic congestion and flow throughout ALL of Santee and not just the east side. The entry and exit for N. Woodside is a 2-lane road with a single stop sign controlling the east end and a 4-way stop sign at the west end controlling the split for Woodside Ave. and the exit for hiway 67. During heavy traffic periods in am for commuters coming from Lakeside, East County and Santee plus public school traffic in all areas of Lakeside and Santee it is almost impossible to exit from N. Woodside at the east end. This is

also true at this exit from about 2:30 pm to about 6:00 pm in the afternoons due to commuter traffic flowing in the opposite direction. This traffic is also going to and from North county employees living in the east and south counties plus vise-versa commuters. During these heavy traffic periods that also affect Hwys 67, 52 and 125 plus egress from Santee on Mission Gorge Rd, Prospect and Mast truck drivers will be looking for access on north-south streets (Cuyamaca, N. Magnolia, Carlton Oaks, Fanita and Mast at Mission Gorge. Allof these routes have freeway onramps and access to Mast Blvd. at Santana High and at each street mentioned to continue out past West Hills High to onramp for Hwy 52. During Santee dump operations this intersection is impacted by large tractor trailer garbage trucks. Even during regular traffic use these trucks will still use Santee surface streets for fastest access to freeways. During the day Santee has already seen a major increase in tractor trailer flow due to grocery stores, Costco, Home Depot, Lowes, Target, Walmart, Sedano Chevrolet car transport trucks, gas station deliveries, etc.

From:	Sandi Sawa
To:	Clerk; Shawn Hagerty; Gary Halbert
Subject:	FW: Palisade Santee Commerce Center - Final EIR -Item#8 on City Council Aug 27
Date:	Monday, August 25, 2025 1:39:18 PM
Attachments:	Hillcreek Neighbors Response to the Draft EIR Palisade Santee Commerce Center Project June 2025.docx.pdf Site Plan.pdf image001.png

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Sandi Sawa, MPL, AICP
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(619) 258-4100 x 167
ssawa@cityofsanteeca.gov

City of Santee
10601 Magnolia Ave.
Santee, CA 92071
CityofSanteeCA.gov

Please note that my next regular day off is Friday, August 29th.

From: Stacey LoMedico [redacted]
Sent: Monday, August 25, 2025 1:34 PM
To: Rob McNelis <RMcNelis@CityofSanteeCa.gov>; John Minto <JMinto@CityofSanteeCa.gov>; Ronn Hall <RonnHall@CityofSanteeCa.gov>; Laura Koval <LKoval@CityofSanteeCa.gov>; Dustin Trotter <DTrotter@CityofSanteeCa.gov>
Cc: Sandi Sawa <SSawa@CityofSanteeCa.gov>; Karen Maillet <KMaillet@CityofSanteeCa.gov>
Subject: Palisade Santee Commerce Center - Final EIR -Item#8 on City Council Aug 27

August 25, 2025

Good afternoon Honorable Mayor and City Councilmembers -

This email is to share a copy of the letter a number of Hillcreek Neighborhood homeowners sent in response to the Draft Project EIR for the Palisade Santee Commerce Center. You can find our letter and responses in the Final EIR (Letter No.2).

The project applicant proactively engaged with a few of us in Feb. 2023, and more residents engaged when the Draft EIR was released. While each resident has their own concerns and may speak to those at City Council, we can overwhelmingly agree that the noise and hours of operation are our key

concerns. Visual would be the second concern as it relates to the overall building/structures (variance to 50ft).

The project applicant has heard our concerns and, in some cases, directly changed the plans to address them. One addition is the placement of an 8ft wall (max. allowable per the City's zoning) on the southside of the site. We have asked the applicant to address why a higher wall would not be a better alternative to guarantee no spillover of noise and/or lights from the building and/or trucks at the public hearing.

Attached you will find a site plan. This is a huge footprint and operation. Please note the Hillcreek community is directly across the river. You probably are thinking this is "far" from the site, so why be concerned? Some of us have lived here for more than 25 yrs. We have endured noise disturbances from the approved and non-approved light industrial uses the entire time. None of these facilities are close to the size of this project.

From the west side, neighbors experience street racing, loud parties, and vehicle noise after 10pm. On the east side, neighbors hear metal grinding, and the "peeping" from trucks Monday - Friday, and often Sat.

Recently, and only since this project was proposed, we have reached out on a number of occasions to City staff. Karen M., of Santee Code Compliance, has been kind and extremely responsive. She has ensured that the businesses no longer start at 6:30 am. However, after a few months or weeks it starts again. You can sometimes hear the noise on the northside of Hillcreek Road - across the river, across Walker Preserve, across backyards and front yard fences to the street. This is not an acceptable level of noise for a residential neighborhood.

I am happy to share videos from various days, including Saturdays, since 2023.

Thank you.
Sincerely,
Stacey L.

June 3, 2025 ***EMAILED AND HAND-DELIVERED ON JUNE 4, 2025***

City of Santee
Attn: Sandi Sawa, ACICP Director of Planning & Building
10601 Magnolia Avenue
Santee, CA 92071

Attn: Palisade Santee Commerce Center Draft Environmental Impact Report (EIR) (SCH # 2023090144)

Dear Ms. Sawa,

This letter is submitted in response to the draft EIR for the above-referenced project. As City of Santee residents living in the residential neighborhood directly north of the proposed development site - across the San Diego River - we wish to express our concerns regarding the potential impacts both the construction phase and the operational phase may have on our quality of life and to the surrounding community.

Many of us have lived in this quiet residential neighborhood for over three decades, with several of the original homeowners still present. While we all moved here at different times, we all have one thing in common – we love our small neighborhood. We have also coexisted with the current uses within the Light Industrial (LI) zoned area. While this coexistence has generally been manageable, it has not been without disruption - businesses often begin operations before 7:00 a.m., some have Saturday operations, and it is not uncommon to the beeping of trucks and the grinding of metal throughout the daytime, and drag, street racing or some other form of vehicular activity well past 1:00 a.m.

With the scale and scope of the proposed project, we are concerned that these disturbances will intensify and multiply in occurrence. We respectfully urge the City of Santee decision-makers to carefully consider the cumulative and ongoing effects that this development may have on the adjacent residential, biological, and recreational areas.

Our comments on the Draft EIR are submitted in the spirit of ensuring that the final project is consistent with the residential and recreational (park) uses it buffers. At a broad level it appears there is a disconnect between the proposed project as it is described in the Draft EIR and the assumptions or findings that are presented in several of the various supporting technical studies. These disconnects are exacerbated by the lack of specificity with the project description, particularly regarding its use. It's not clear if the roughly 300,000 square foot of warehousing will serve as a logistics center or cross-dock facility (similar to Amazon) which would generate much more traffic and loading dock operational noise than a more traditional manufacturing warehouse. *"The proposed Palisade Santee Commerce Center Project includes the demolition and/or removal of all existing on-site structures and the construction of a 300,145 square foot industrial/warehousing building on a 13.5-acre site. The Project would include 290,145 square feet of warehouse space and 10,000 square feet of office space."* Given the size and nature of the proposed use, more clarity and transparency are necessary in order to fully assess and understand the potential impacts on our and other surrounding neighborhoods.

Traffic/Air Quality/Noise

We collectively agree that the scale of the proposed project, particularly the large number of trucks and supporting vehicles, will significantly affect traffic congestion and air quality for residents and visitors alike. As identified in the current state these impacts require a more thorough evaluation. Specifically, on page 25 of the Air Quality technical report (Appendix B), it is assumed that the commerce center could receive deliveries 7 days a week for deliveries. While the Santee Municipal Code (MC) restricts hours of operations, it doesn't limit days of operation. The Noise baseline studies (Noise Technical Report, Appendix K) were conducted at various locations on Sat., March 23, 2023, and on Mon., March 18, and Tues. March 19, 2024 (which were the only baseline measurements for the area south from the cul-de-sac of Hillcreek Way, along Walker Preserve Trail). The study also indicates on page 13 that noise levels during operational hours for the Santee Drive-In and "therefore, the ambient noise level measurements conducted for the project are likely lower than ambient." This raises numerous red flags regarding continuous noise and emissions on weekends. In many residential areas, Sundays are quieter than Weekdays or Saturdays; therefore, a Sunday baseline should have been added to accurately measure the maximum possible noise increase, particularly if truck operations are to be allowed on Sundays. A general assumption regarding the accuracy of baseline ambient noise levels is questionable and should not be included in a technical study. These two factors bring into question the validity of the noise study and the true impacts on sensitive receptors.

Aesthetics/Visual/Lighting

While opinions may vary on the proposed building height (up to 50 feet), we all agree that robust visual screening is essential. The final design should include substantial landscaping, especially along the northern and western edges bordering residential areas and Walker Preserve.

The removal of the existing mature Pepper Trees along the northern property line is troubling. These trees currently provide effective visual and noise buffers. While we understand they are non-native, they appear to co-exist without degrading the biological quality of the San Diego River corridor. Their presence arguably poses less ecological impact than the human encampments and unauthorized structures along the river.

We request the EIR explore an alternative in which:

- Existing trees are retained until newly planted trees reach maturity.
- Trees are only removed due to disease or safety concerns.
  This approach is consistent with Objectives 1 and 2 of the City's General Plan Noise Element.
- Any newly planted tree shall be within 0-10 years of the age of the tree that it is replacing.

Lighting is another visual concern. We request clear details about the placement, intensity, and shielding of all lighting elements—including building-mounted lights, parking lot illumination, and vehicle headlights—to ensure there is no light spillover into residential and park areas.

Noise

Our strongest concern lies with the project's potential to increase operational noise. Current conditions already include early morning activities prior to 7 a.m., Saturday operations, and nighttime disturbances such as racing vehicles. Noise readily carries across the river, directly impacting our quality of life.

For operational noise impacts of the proposed project the Noise Chapter and Noise Study reference relied on a noise report, which is more than 10 years old (Sauter 2014), and was prepared for another project called "Midpoint @ 237" in San Jose, California, The project description for that project identifies it as a technical manufacturing facility that "proposes two two-story office buildings of approximately 83,000 square feet (sq.ft.) each, two three-story office buildings of approximately 124,500 sq.ft. each, and three one-story industrial buildings of approximately 233,520 sq.ft., 167,700 sq.ft., and 162,540sq.ft., respectively, and surrounding surface parking on a 57-acre site." That study also contains an assumption that *"Any non-truck noise associated with loading/unloading activities (i.e., forklifts, rolling doors, carts, items dropping) is assumed to be completely contained with the warehouse facility, and is therefore not included in our analysis."*

Given the significant differences in the project types (including, geographical location, time of the year as well as building types and usage) in addition to the lack of clarity regarding the ultimate use of the Palisade Santee Commerce project. It appears the Draft EIR contains deficiencies in the analysis, and therefore any conclusions contained therein are subject to challenge and scrutiny. Without corrective measures to address these deficiencies, the conclusion that noise impacts to sensitive receptors and biological resources are less than significant cannot be supported. Some additional considerations to ensure avoidance of noise impacts would include the following:

- Addition of Permit Conditions to prohibit delivery-truck activities on Sundays and submittal follow-up noise studies at specific intervals to determine that noise thresholds aren't being exceeded.
- Consideration of a Project Alternative to rotate the building to E/W so that docks are on the side of the property facing other industrial uses and the sensitive river habitat.
- The project was reviewed as a 24/7 operation, but it appears that the project applicant does not intend to request a variance / exemption to the Noise Ordinance. We would argue that the applicant and all future uses should NOT be allowed to operate beyond 7pm Monday-Saturday and that NO "loading, unloading... idling of vehicles....," as outlined in the Noise Ordinance be restricted and not allowed after 7pm.

Regarding noise barriers, the proposed 8-foot wall may not provide adequate mitigation. While consistent with current zoning requirements, we question why taller walls (10–12 feet or higher) were not considered and evaluated, especially since no information is provided on the wall's materials, thickness, or noise attenuation performance. It is requested that the depth of the wall and the materials used be documented and accompanied by a performance validation that demonstrates that the materials in question meet noise reduction requirements and that once installed will redirect, or absorb sound.

The City's General Plan Noise Element, Policy 1.5, emphasizes reducing unnecessary noise near sensitive receptors such as parks and natural preserves. This project directly borders the San Diego River/Walker Preserve Trail—one of the city's most valued environmental and recreational asset. Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The City of Santee MSCP states that "Uses adjacent to the preserve should be designed to minimize noise impacts. New development adjacent to the San Diego River shall incorporate noise reduction strategies in site design, landscaping, and buffer separation." This is something that should have been addressed in the document. If the noise mitigation for community residential receptors is sufficient to also mitigate the potential noise impacts to the river habitat, then it provides a greater assurance for the community.

HVAC systems are located on the building; will this increase the noise and is it possible to ensure they are covered/screened to further reduce noise. While one HVAC system may throw off a noise that is within the noise ordinance limitations, would having a large number of them on the large building increase the noise significantly, especially since they are on top of a building that is 40-50ft tall?

Construction Phase

We did not spend significant time evaluating the 15-month construction, but we hope that this will be looked at closely as this will have significant impact to the community and the surrounding uses. Some questions that did arise are - Who will be responsible for ensuring said activity begins and ends at the defined times stated in Municipal Code Section 5.04.090? If there is required construction outside of the Municipal Code (MC) time window, will the neighbors and surrounding businesses be notified of the City's approval of such work?

Public Participation and Review

Given the scale and community wide implications of this project we respectfully request that the City of Santee schedule a minimum of three (3) notice public hearings before it considers the certification of the EIR and project approvals.

This project has significant impacts to the entire Santee and Lakeside communities and as such there should be ample opportunity for individuals to hear about the project as well as to weigh in on any concerns they may have about the scope. This will provide valuable public input so the City Council can make an informed decision.

Acknowledgement

In closing, we truly appreciate the applicant's willingness to engage with the homeowners early in the process. Their responsiveness - particularly in modifying the project to include an 8-foot wall and additional landscaping - is noted and appreciated. We hope that this spirit of collaboration continues through the remainder of the process.

Thank you for the opportunity to express our comments and concerns.

Sincerely,

HILLCREEK NEIGHBORS:
Scott Benson
KC and Nicole Cacho
Robert and Tania Comella
Larry and Bonnie Ellis
Kevin and Tonnia Frakes
Robin Fries
Doug Hansen
Jack and Lisa Landers
Bill and Stacey LoMedico
Robert and Meghan Maher
Troy and Kirsten McCarty
Bill and Nancy McDaniel
Mandy Navarro
Charles and Seanne Sanchez
Rick and June Skinner

Proposed Site



NORTH PALISADE PARTNERS

From: Travis Jokerst
To: Clerk
Subject: Written Comment RE: Item No. 8, City Council"s 8/27/25 Agenda
Date: Tuesday, August 26, 2025 3:13:32 PM
Attachments: image001.png
SR_240_WSD_2017_Plate1.pdf

Dear Santee City Council Members:

The Final EIR for the Palisade Santee Commerce Center Project (Item 8) fails to adequately address potential Project impacts to mineral resources. The EIR fails to mention that the California Geological Survey has classified the Project site as "Mineral Resource Zone 2" (**MRZ-2**). This classification identifies areas where significant and valuable mineral deposits are known to exist or are highly likely to be present (see attached map). MRZ-2 is the highest designation in the state's Mineral Land Classification system under the Surface Mining and Reclamation Act (**SMARA**) of 1975. It signals to local agencies that these areas are important for long-term mineral supply. By identifying and protecting MRZ-2 areas, California aims to ensure a sustainable supply of these critical resources. SMARA requires local agencies, such as the City of Santee, to consider these zones and the valuable mineral resources within them in their land use planning processes. Local agencies must recognize and evaluate the importance of MRZ-2 areas when making zoning and development decisions. Specifically, state law requires that local agencies develop and adopt mineral resource management policies to be included within its general plan or municipal code that emphasize the conservation and development of the identified mineral deposits. Article 6, §11.40.600 of the City's Municipal Code encourages the "production and conservation of minerals."

Section 5.3 of the Project EIR states, "While mining for construction sand has been permitted in portions of the San Diego River in the past, there are no mining permits near the project site." The fact that there are no mining permits near the site has no relevance when determining a significant impact to mineral resources. There have been several other sand mines along the same section of the San Diego River for the past several decades. Most of these operations included mining and then backfilling to meet compaction standards prior subsequent development. Examples include Lakeside Land Company (approx. ½ mile east of Drive-In), which now consists of multiple commercial/industrial buildings, and RCP Block & Brick (from immediately west of Drive-In to approx. ½ mile west), which now consists of recreational uses and a new residential development. Also, Martin Marietta's Channel Road Mine (less than 2 miles east of Drive-In) is still a permitted sand mine that will be backfilled and subsequently redeveloped. **The proposed Project should be redesigned so that sand resources are extracted from the site prior to any new construction.**

Section 5.3 of the EIR goes on to say, "The Project site is not large enough to effectively extract mineral resources." This statement is incorrect. The Project site (13.5 acres) is similarly sized to other sand mining operations, including the nearby Channel Road Mine. Depending on the proposed depth and quality of sand extracted from the Project site, we estimate that between 527,000 tons to 1,054,000 tons of sand are available for extraction. If the proposed Project is

approved as it is currently designed, these resources will be permanently extinguished.

This Project site was designated MRZ-2 because aggregate resource evaluation reports indicate that aggregate resources at this site meet engineering specifications for PCC-grade aggregate. The extraction of PCC-grade sand is a declared public necessity in San Diego County. The County Board of Supervisors has formally recognized that mineral extraction "is essential to the continued economic well-being of the County of San Diego." This policy is reinforced by the County's General Plan Update EIR, which identifies construction aggregates (particularly sand, gravel, and crushed rock) as the most economically important mineral resources in the region. These materials are foundational to the construction of roads, homes, schools, hospitals, and other critical infrastructure that support San Diego County's population.

The mineral resources available for extraction within the County have dwindled, even though continued development, including housing development, within the County requires more resources. While there were 25 active sand mine sites in San Diego County in 1980, that number reduced to 8 active sand mines in 1995, and reduced to two active sand mines by 2015. In 2025, there is now only one active sand mine within the County. As a result, locally permitted construction aggregate supply has not kept up with demand, which has increased over that same 45-year horizon. As a result, San Diego County has the highest aggregate prices in California, driven in part by a shortage of local supply and the need to import sand from distant sources, including Mexico.

This reliance on imported aggregate is not sustainable. Transporting sand over long distances increases construction costs, especially for housing and infrastructure projects that are already strained by high prices. It also contributes significantly to regional greenhouse gas emissions at a time when both the County and the state are working to reduce emissions and meet climate goals. Importing sand, especially over an international border exposes the County to supply chain disruptions, including those resulting from tariffs. Continuing to rely on distant imports works directly against regional affordability and environmental targets.

I hope you will consider opposing this Project unless it is redesigned to include mineral extraction prior to new construction.

Thank you,

Travis Jokerst

EnviroMINE, Inc.

Mine Permitting/Compliance/GIS & Aerial Mapping

4711 Viewridge Avenue
Suite 270
San Diego, CA 92123
Office: (619) 284-8515

travisj@enviromineinc.com

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STATE OF CALIFORNIA, EDMUND G. BROWN JR., GOVERNOR
NATURAL RESOURCES AGENCY, JOHN LAIRD, SECRETARY
DEPARTMENT OF CONSERVATION, DAVID BUNN, DIRECTOR

California Geological Survey

Updated Mineral Land Classification Map for Portland Cement Concrete-Grade Aggregate in the Western San Diego County Production-Consumption Region, California

By

Lawrence L. Busch (PG 6440) and Russell V. Miller (PG 3331)

2017



LEGEND

- MRZ-1: Areas where available geologic information indicates that little likelihood exists for the presence of significant mineral resources
- MRZ-2: Areas where geologic information indicate that significant measured or indicated Portland Cement Concrete-grade aggregate resources are present
- MRZ- 3: Areas containing known or inferred mineral occurrences of undetermined mineral resource significance
- MRZ-4: Areas where available information is inadequate to assign to any other MRZ category
- Western San Diego County P-C Region
- City/Town
- Interstate Highway
- State Highway
- Major Road
- Secondary Road
- County Boundary
- International Boundary

Index of U.S.G.S. 7.5 Minute Quadrangles

Western San Diego County Production-Consumption Region

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From:	Sandi Sawa
To:	Clerk; Marni Borg; Madeline Mattson; Gary Halbert
Subject:	FW: Palisade Santee Commerce Center - Caltrans Letter - Response to Comments - DEIR - SCH#2023090144
Date:	Tuesday, August 26, 2025 7:41:25 AM
Attachments:	SD_67_3.054 Palisade Santee Commerce Center Response to Comments DEIR 08-25-2025.pdf image002.png

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Sandi Sawa, MPL, AICP
Director of Planning and Building/City Planner
(619) 258-4100 x 167
ssawa@cityofsanteeca.gov

City of Santee
10601 Magnolia Ave.
Santee, CA 92071
CityofSanteeCA.gov

Please note that my next regular day off is Friday, August 29th.

From: Mccumsey, Mark@DOT <mark.mccumsey@dot.ca.gov>
Sent: Monday, August 25, 2025 4:13 PM
To: Sandi Sawa <SSawa@CityofSanteeCa.gov>
Cc: Dodson, Kimberly@DOT <kimberly.dodson@dot.ca.gov>; OPR State Clearinghouse <state.clearinghouse@opr.ca.gov>
Subject: Palisade Santee Commerce Center - Caltrans Letter - Response to Comments - DEIR - SCH#2023090144

Hi Sandi,

Attached find Caltrans letter on the Response to Comments on the DEIR of the Palisade Santee Commerce Center. Please reach out if you would like to meet with us.

Thank you!

Mark McCumsey
Associate Transportation Planner
Caltrans District 11
Local Development Review Branch, MS 240
4050 Taylor Street, San Diego, CA 92110
Mark.McCumsey@dot.ca.gov
Cell: (619) 985-4957
Telework: Mondays, Wednesdays and every other Friday
Office: Tuesdays & Thursdays
Some Fridays off


Caltrans
CALIFORNIA DEPARTMENT OF TRANSPORTATION

California Department of Transportation

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August 25, 2025

11-SD-67
PM 3.054
Palisade Santee Commerce Center
Response to Comments
DEIR/SCH#2023090144

Ms. Sandi Sawa
Director of Planning & Building
City of Santee
Planning & Building
10601 Magnolia
Santee, CA 92071

Dear Ms. Sawa:

Thank you for including the California Department of Transportation (Caltrans) in the review of the "Response to Comments" for the Draft Environmental Impact Report (DEIR) for the Palisade Santee Commerce Center located at 10990 North Woodside Avenue near State Route 67 (SR-67) in Santee. The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

Safety is one of Caltrans' strategic goals. Caltrans strives to make the year 2050 the first year without a single death or serious injury on California's roads. We are striving for more equitable outcomes for the transportation network's diverse users. To achieve these ambitious goals, we will pursue meaningful collaboration with our partners. We encourage the implementation of new technologies, innovations, and best practices that will enhance the safety on the transportation network. These pursuits are both ambitious and urgent, and their accomplishment involves a focused departure from the status quo as we continue to institutionalize safety in all our work.

Caltrans is committed to prioritizing projects that are equitable and provide meaningful benefits to historically underserved communities, to ultimately improve transportation accessibility and quality of life for people in the communities we serve.

We look forward to working with the City of Santee in areas where the City and Caltrans have joint jurisdiction to improve the transportation network and connections between various modes of travel, with the goal of improving the experience of those who use the transportation system.

Caltrans has the following comments:

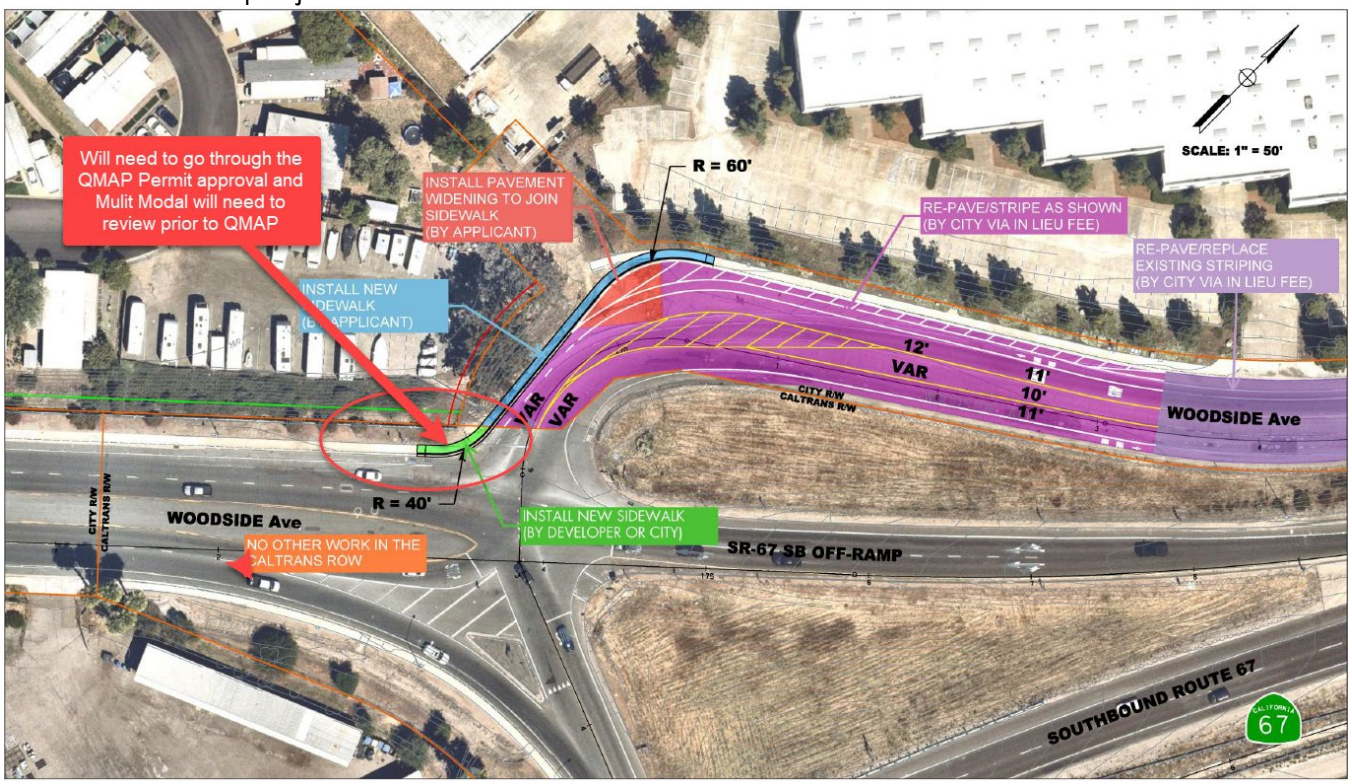
Traffic Engineering and Analysis

- It was noted that a revised Traffic Impact Study (TIS) and Synchro Model has not been provided to Caltrans by the developer. We received comments to their April 2025 TIS that had the traffic analysis for the widening of North Woodside Avenue and other improvements on Caltrans Right-of-Way (R/W) Also, previously Synchro files sent were incorrect. The Developer has changed the scope of work inside Caltrans' R/W with this latest submittal and Caltrans is required to review the updated TIS and Synchro Model with the new proposed changes.

<u>Updated Intersection Improvements comments:</u>

- The latest updated intersection Improvement exhibit Figure RTC-1 has removed the previously proposed roadway widening of North Woodside Avenue approach leg to the SR-67 off-ramp intersection.
    - There are still sidewalk improvements being proposed on Caltrans' R/W. This will require an Encroachment Permit through the Quality Management Assessment Process (QMAP).
    - There are also bike lanes that can be improved.
    - This proposed project needs to follow Caltrans Design Information Bulletin 94 (DIB-94), "is to be used in conjunction with the Complete Streets Decision Document (CSDD) when making decisions to maximize the use of the public R/W to achieve sustainable and equitable mobility. DIB-94 and the CSDD will help to accomplish the State Highway System Management Plan performance objectives for Complete Streets projects and bicycle and pedestrian facilities."
        - DIB-94 provides guidance for the scoping and design of Complete Streets projects on the State Highway System (SHS).
        - As established in Director's Policy 36 "Road Safety" (DP-36), Caltrans is committed to a safety-first mindset to prioritize the elimination of fatal and serious injury crashes and eliminate disparities in road safety outcomes consistent with the Federal Highway Administration (FHWA) Safe System approach.
        - Per section 2.4 Applying Complete Streets Standards to Local Projects of DIB-94: "DP-37 calls for the provision of Complete Streets facilities in "… all transportation projects funded or overseen by Caltrans"17. For

locally or privately funded projects (projects-funded-by-others) on State highway R/W, the project sponsor may work with Caltrans to accomplish the same Complete Streets goals of providing or improving a bicycle, pedestrian, or transit facility. In order to use the standards of this DIB on a Complete Streets project segment, the segment must meet the context criterion (a)and (b) in Section 2.3 and the project report, project approval document, or similar document from the project sponsor must document the reasons why this segment should use the Complete Streets standards of this DIB due to the specific project constraints."



SOURCE: Dokken Engineering 2025

DUDEK

FIGURE RTC-1
Updated Intersection Improvements
Palisades Santee Commerce Center Project

<u>Final Environmental Impact Report for the Palisades Santee Commerce Center Project review comments are the following:</u>

- See attached redlined Final EIR Report for comments and details not mentioned here.
- Proposed improvements in Caltrans' R/W will need to go through the LDR process in which the Caltrans District 11 Multi-Modal Branch will review proposed improvements. Then after that through the QMAP Permit approval process.
- Regarding response comment S1-2: Yes, the previous comment meant to state April 2025 TIS.

- Regarding response comment S1-3: "the Project does not propose any roadway improvements to alleviate Level of Service (LOS) or traffic impacts at the North Woodside Avenue and SR-67 southbound (SB) off-ramp Intersection, per current CEQA guidelines for determining transportation impacts."
    - Previous TIS dated April 2025 and June 2024 showed Vehicles Miles Traveled (VMT) Impacts that require mitigation.
        - "Because the project's VMT is higher than the regional average of the census tract it is located within, the project would result in a significant VMT impact. Table 5 provides project's VMT summary. Figure 9 illustrates the SANDAG SB 743 VMT Map for the project site."
    - A revised TIS has not been provided to Caltrans by the developer to verify the impacts due to the change in scope of the project which previously showed widening of North Woodside Avenue approach leg to the SR-67 SB off-ramp Intersection which now has changed.
- Regarding response comment S1-3: "The analysis indicates there are currently no queuing issues that may potentially spill back onto the SR-67 mainline."
    - A revised TIS has not been provided to Caltrans by the developer to verify the 95th percentile queue now associated with the project's change in scope.
    - A revised Synchro Model will need to be submitted for review along with the revised TIS to check foundation of the analysis.
- Regarding response comment S1-8: This response and the S1-3 response comment regarding the '*Caltrans Local Development Review (LDR) Safety Review Practitioners Guidance* (February 2024)" is not sufficient to negate the need for this Safety Review Policy.
    - Per the 'LOCAL DEVELOPMENTAL REVIEW SAFETY REVIEW PRACTITIONERS' GUIDANCE' the Developments are not required to go through a safety review if they meet both of the listed criteria. You can refer to the *LDR Safety Review Screening Guidelines (Appendix E)* for detailed information." Both criterias are not met:
        - This project makes physical modifications to the Highway System (SHS) R/W by the proposed installation of pedestrian infrastructure shown by developer.
        - The project results in additional (1,000) trips as stated in the response S1-3 and previous TIS. This development also will add potential pedestrians, bicyclists, and transit users to this intersection.
        - The Draft Environmental Impact Report needs to include a safety review that follows the Caltrans "Local Development Review (LDR) Safety Review Practitioner's Guidance" https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/202402-ldr-safety-review-practitioners-guidance-a11y.pdf.

- Regarding response comment S1-46 through S1-48. A revised TIS with an updated 95th percentile table needs to be submitted to Caltrans for review along with the Synchro Model.
    - The revised TIS must show the latest change in scope of work at the intersection, which will most likely affect 95th percentile queues on all segments.
        - Please submit the latest revised TIS with revised 95th Percentile analysis.
        - Please submit the latest Synchro Model files for Caltrans to review.
- Previous comment not addressed regarding Adjusting 95th percentile after trip distributions have been updated.

Environmental

Caltrans welcomes the opportunity to be a Responsible Agency under the California Environmental Quality Act (CEQA), as we have some discretionary authority of a portion of the project that is in Caltrans' R/W through the form of an encroachment permit process. We look forward to the coordination of our efforts to ensure that Caltrans can adopt the alternative and/or mitigation measure for our R/W. We would appreciate meeting with you to discuss the elements of the Environmental Document that Caltrans will use for our subsequent environmental compliance.

An encroachment permit will be required for any work within the Caltrans' R/W prior to construction. As part of the encroachment permit process, the applicant must provide approved final environmental documents for this project, corresponding technical studies, and necessary regulatory and resource agency permits. Specifically, CEQA determination or exemption. The supporting documents must address all environmental impacts within the Caltrans' R/W and address any impacts from avoidance and/or mitigation measures.

We recommend that this project specifically identifies and assesses potential impacts caused by the project or impacts from mitigation efforts that occur within Caltrans' R/W that includes impacts to the natural environment, infrastructure including but not limited to highways, roadways, structures, intelligent transportation systems elements, on-ramps and off-ramps, and appurtenant features including but not limited to fencing, lighting, signage, drainage, guardrail, slopes and landscaping. Caltrans is interested in any additional mitigation measures identified for the project's Final Environmental Document.

Right-of-Way

There is one monument on the Caltrans' R/W. Since the rear set back is determined by the R/W, please confirm it has been properly surveyed.

Per Business and Profession Code 8771, perpetuation of survey monuments by a licensed land surveyor is required, if they are being destroyed by any construction.

Any work performed within Caltrans' R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans' R/W prior to construction.

Additional information regarding encroachment permits may be obtained by visiting the website at https://dot.ca.gov/programs/traffic-operations/ep. Projects with the following:

- require a Caltrans Encroachment Permit
- have completed the Caltrans Local Development Review (LDR) process
- have an approved environmental document

need to have documents submitted for Quality Management Assessment Process (QMAP) process via email to D11.QMAP.Permits@dot.ca.gov. Early coordination with Caltrans is strongly advised for all encroachment permits.

If you have any questions or concerns, please contact Mark McCumsey, LDR Coordinator, at (619) 985-4957 or by e-mail sent to Mark.McCumsey@dot.ca.gov.

Sincerely,

Kimberly D. Dodson

KIMBERLY D. DODSON, GISP
Branch Chief
Local Development Review

Attachments – Caltrans Letter dated 07-24-2024
Redlined comments – FEIR
DIB-94 Complete Streets: Contextual Design Guidance

California Department of Transportation

DISTRICT 11
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SAN DIEGO, CA 92110
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www.dot.ca.gov

July 24, 2024

11-SD-67
PM R2.677
N. Woodside Avenue and SR-67 SB Off-ramp Improvements
Conceptual Design Review

Mr. William Jacobs
Senior Development Manager
North Palisades Partners
1330 Factory Place, Suite 105
Los Angeles, CA 90013

Dear Mr. Jacobs:

Thank you for including the California Department of Transportation (Caltrans) in the design review process on the N. Woodside Avenue and State Route 67 (SR-67) southbound (SB) Off-ramp Intersection Improvements located at SR-67 and N. Woodside Avenue in Santee. The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

Safety is one of Caltrans' strategic goals. Caltrans strives to make the year 2050 the first year without a single death or serious injury on California's roads. We are striving for more equitable outcomes for the transportation network's diverse users. To achieve these ambitious goals, we will pursue meaningful collaboration with our partners. We encourage the implementation of new technologies, innovations, and best practices that will enhance the safety on the transportation network. These pursuits are both ambitious and urgent, and their accomplishment involves a focused departure from the status quo as we continue to institutionalize safety in all our work.

Caltrans is committed to prioritizing projects that are equitable and provide meaningful benefits to historically underserved communities, to ultimately improve transportation accessibility and quality of life for people in the communities we serve.

We look forward to working with the City of Santee in areas where the City and Caltrans have joint jurisdiction to improve the transportation network and connections

between various modes of travel, with the goal of improving the experience of those who use the transportation system.

Caltrans has the following comments:

Traffic Operations

- The proposed widening of N. Woodside Avenue approach leg to the Caltrans intersection of SR-67 triggers the Intersection Control Evaluation (ICE) Policy per Caltrans Traffic Operations Policy Directive (TOPD) #13-02.
- The submitted Traffic Impact Study (TIS) recommended improvements do not meet Caltrans policy directives. Please see redline comments on attached redlined TIS.
- The TIS shows Vehicle Miles Traveled (VMT) Impacts that need to be mitigated.
- Adjust 95th percentile after trip distributions have been updated.
- The TIS shows a direct impact to the intersection of N. Woodside Avenue and SB SR-67 exit-ramp with the increase of passenger vehicles and varying sizes of trucks now proposed accessing the site through Caltrans facilities. The current use of the closed Drive-in theater during peak hours is zero vs the now proposed use shown in Table 4 from the TIS increases it.

Hydrology and Drainage Studies

- Please provide hydraulics studies, drainage and grading plans to Caltrans for review.
- Provide a pre- and post-development hydraulics and hydrology study. Show drainage configurations and patterns.
- Provide drainage plans and details, include detention basin details of inlets/outlet.
- Provide a contour grading plan with legible callouts and minimal building data. Show drainage patterns.
- On all plans, show Caltrans' R/W.
- Early coordination with Caltrans is recommended.
- Caltrans generally does not allow development projects to impact hydraulics within the State's R/W. Any modification to the existing Caltrans drainage and/or increase in runoff to State facilities will not be allowed.

System Planning

- The Coast, Canyons, and Trails Comprehensive Multimodal Corridor Plan (CMCP) should be reviewed and incorporated in the development of the N. Woodside Avenue and SR-67 SB Off-ramp Intersection Improvements project. The final

document and appendices are located here: https://www.sandag.org/regional-plan/comprehensive-multimodal-corridor-plans/coast-canyons-trails-cmcp.

- Particular attention should be given to Appendix B: Existing and Future Conditions, that discusses the broader transportation network as well as Appendix D: Transportation Solution Strategies, for transportation solution strategies. There are various strategies listed in the document with the one below being the most relevant:

    - CC150 Riverford Road Class IV Separated Bikeway Riverside Drive to Woodside Avenue.

- There is a planned Caltrans project (11-43031) on SR 67 from postmile 4.1 to 15.9. The project will include culvert repairs/replacement, sign panel replacement, Americans with Disabilities' Act (ADA) upgrades, and worker safety enhancements and LED lighting. The project is expected to be completed in 2028.
- Caltrans has a maintenance agreement (#11-8051) with the County of San Diego on SR-67 from postmile (PM) R0.712 to R5.194. Please review to determine any impacts or needs in the project area.
- There are no existing transit routes serving this area. System Planning Branch recommends evaluating the future need for transit in this area and including possible enhancements.

Design

County of San Diego project (EA11-24640) proposes to reconstruct the interchange at SR-67 and Bradley Avenue. The purpose is to alleviate existing and future traffic congestion along Bradley Avenue between Mollison and Graves Avenues and improve traffic operations at the Bradley Avenue/SR-67 interchange. The anticipated Ready to List date for this project is 7/14/25. Caltrans is providing oversight and will advertise, award, and administer the construction contract. Please coordinate with Caltrans and the County of San Diego to prevent conflicts should there be any overlap of construction work.

County of San Diego project (EA 11-43118) proposes to construct roundabouts at two intersections at the interchange of SR-67 and Riverford Road. The project is in an unincorporated area of San Diego County within the Community of Lakeside and a portion in the City of Santee. The project aims to improve overall operations, circulation, complete streets, accessibility, and public safety and is part of a County of San Diego Specific Plan to help coordinate flood control, native habitat restoration, recreation, and land development. The project anticipates delivering the Project Approval and Environmental Document (PA&ED) on 1/17/25. Please coordinate with

Caltrans and the County of San Diego to prevent conflicts should there be any overlap of construction work.

Please provide the latest updated schedule and cost estimate for the "N. Woodside Avenue and SR-67 Off-ramp Intersection Improvements" project once one is available.

Please coordinate traffic circulation improvement strategies in relation to the nearby proposed projects noted above.

Noise

The applicant must be informed that in accordance with 23 Code of Federal Regulations (CFR) 772, Caltrans is not responsible for existing or future traffic noise impacts associated with the existing configuration of SR-67.

Environmental

Caltrans welcomes the opportunity to be a Responsible Agency under the California Environmental Quality Act (CEQA), as we have some discretionary authority of a portion of the project that is in Caltrans' R/W through the form of an encroachment permit process. Please indicate our status as a Responsible Agency for the Final Environmental Document. We look forward to the coordination of our efforts to ensure that Caltrans can adopt the alternative and/or mitigation measure for our R/W. We would appreciate meeting with you to discuss the elements of the Environmental Document that Caltrans will use for our subsequent environmental compliance.

An encroachment permit will be required for any work within the Caltrans' R/W prior to construction. As part of the encroachment permit process, the applicant must provide approved final environmental documents for this project that include the work in Caltrans' R/W, corresponding technical studies, and necessary regulatory and resource agency permits. Specifically, CEQA determination or exemption. The supporting documents must address all environmental impacts within the Caltrans' R/W and address any impacts from avoidance and/or mitigation measures.
We recommend that this project specifically identifies and assesses potential impacts caused by the project or impacts from mitigation efforts that occur within Caltrans' R/W that includes impacts to the natural environment, infrastructure including but not limited to highways, roadways, structures, intelligent transportation systems elements, on-ramps and off-ramps, and appurtenant features including but not limited to fencing, lighting, signage, drainage, guardrail, slopes and landscaping. Caltrans is interested in any additional mitigation measures identified for the project's draft Environmental Document.

Right-of-Way

- There is one monument on the Caltrans' R/W. Since the rear set back is determined by the R/W, please confirm it has been properly surveyed.
- Per Business and Profession Code 8771, perpetuation of survey monuments by a licensed land surveyor is required, if they are being destroyed by any construction.
- Any work performed within Caltrans' R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans' R/W prior to construction.
- An encroachment permit will be required for any work within the Caltrans' R/W prior to construction. As part of the encroachment permit process, the applicant must provide approved final environmental documents for this project, corresponding technical studies, and necessary regulatory and resource agency permits. Specifically, CEQA determination or exemption. The supporting documents must address all environmental impacts within the Caltrans' R/W and address any impacts from avoidance and/or mitigation measures.

If you have any questions or concerns, please contact Mark McCumsey, LDR Coordinator, at (619) 985-4957 or by e-mail sent to mark.mccumsey@dot.ca.gov.

Sincerely,

Kimberly D. Dodson

KIMBERLY D. DODSON, GISP
Branch Chief
Local Development Review

Attachment: TEA Reviewed Layout Sheets Exhibits

City of Santee

Southbound SR-67 Off-Ramp / N Woodside Ave Intersection

LEGEND:

- EXISTING RIGHT OF WAY
- EXISTING EASEMENT FOR PUBLIC UTILITIES (RECORDED 9/29/1969 #177971)
- EXISTING EASEMENT FOR PUBLIC STREET (RECORDED 11/03/2004 #2004-1041412)
- PROPOSED AC ROADWAY WIDENING
- PROPOSED PCC SIDEWALK/RAISED MEDIAN
- PROPOSED TEMPORARY CONSTRUCTION EASEMENT

The proposed widening from one lane to 2-lane approach triggers the ICE/ISOAP policy. Per Approved 2017 ICE Report, the Hybrid Roundabout Alternative is the only approved intersection control type if widening or changing this intersection.

SCALE: 1" = 80'

PROPOSED 1:1 SLOPE IN LIEU OF RETAINING WALL

RECONSTRUCT EXISTING STORM DRAIN OUTLET AND PIPE

TEMPORARY CONSTRUCTION EASEMENT (IN PROGRESS) (1,223 SF)

PROTECT IN PLACE EXISTING SOUNDWALL

REMOVE EXISTING AC PAVEMENT AND SIDEWALK

GRANADA St

WOODSIDE Ave

CITY R/W

CALTRANS R/W

R = 125'

R = 50'

VAR

14'

12'

17'

2.5'

6'

8'

11'

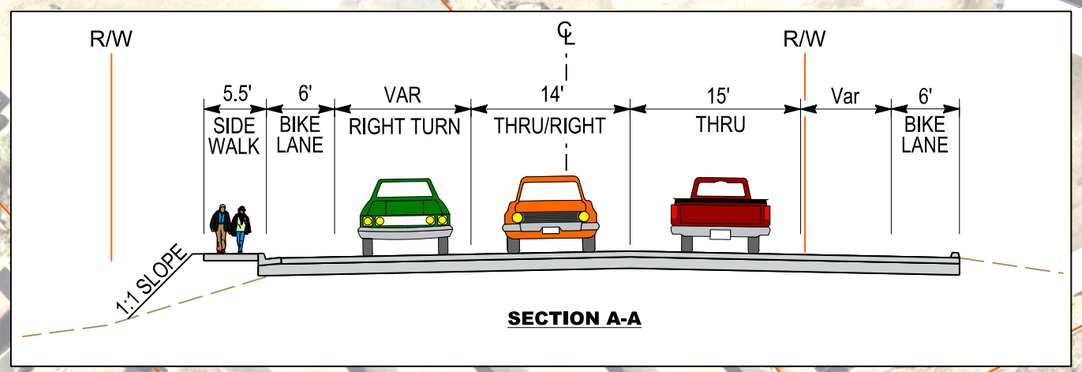
10'

SR-67 SB OFF-RAMP

SOUTHBOUND ROUTE 67

NORTHBOUND ROUTE 67

CALIFORNIA 67



SECTION A-A

DOKKEN ENGINEERING

PROJECT OVERVIEW

City of Santee

Southbound SR-67 Off-Ramp / N Woodside Ave Intersection

LEGEND:

- EXISTING RIGHT OF WAY
- EXISTING EASEMENT FOR PUBLIC UTILITIES (RECORDED 9/29/1969 #177971)
- EXISTING EASEMENT FOR PUBLIC STREET (RECORDED 11/03/2004 #2004-1041412)
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SCALE: 1" = 80'

PROPOSED 1:1 SLOPE IN LIEU OF RETAINING WALL

RECONSTRUCT EXISTING STORM DRAIN OUTLET AND PIPE

TEMPORARY CONSTRUCTION EASEMENT (IN PROGRESS) (1,223 SF)

PROTECT IN PLACE EXISTING SOUNDWALL

REMOVE EXISTING AC PAVEMENT AND SIDEWALK

GRANADA St

WOODSIDE Ave

SR-67 SB OFF-RAMP

SOUTHBOUND ROUTE 67

NORTHBOUND ROUTE 67

CALIFORNIA 67

CITY R/W

CALTRANS R/W

R = 125'

R = 50'

VAR

14'

12'

17'

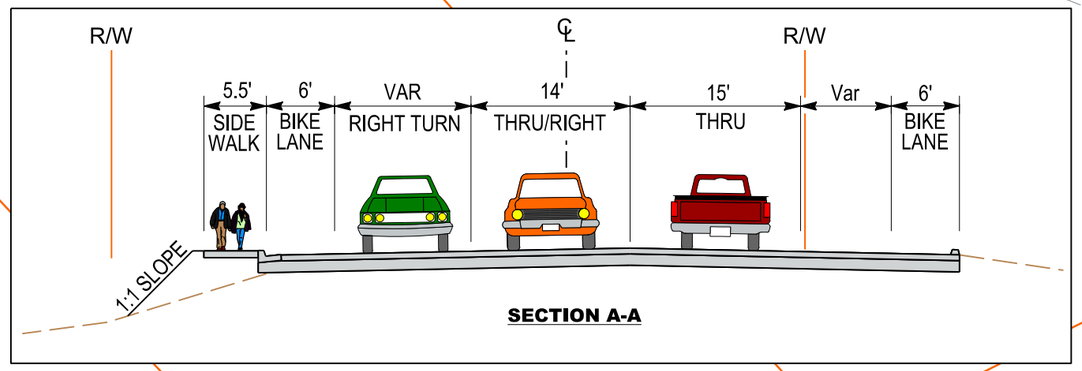
11'

10'

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6'

8'



SECTION A-A

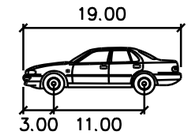
DOKKEN ENGINEERING

PROJECT OVERVIEW

City of Santee

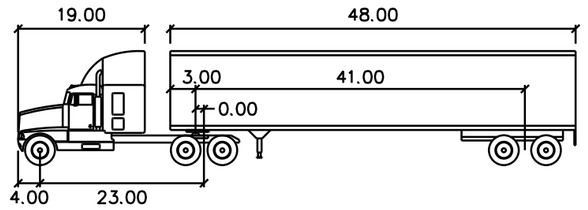
Southbound SR-67 Off-Ramp / N Woodside Ave Intersection

SCALE: 1" = 50'



P

	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6



STAA Design Vehicle (56 FT RADIUS)

	feet		
Tractor Width	: 8.50	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 26.1
Tractor Track	: 8.50	Articulating Angle	: 70.0
Trailer Track	: 8.50		

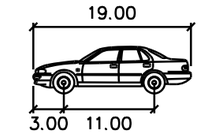
DOKKEN ENGINEERING

TURN TEMPLATE EXHIBIT A

City of Santee

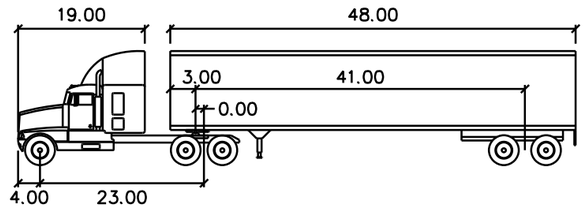
Southbound SR-67 Off-Ramp / N Woodside Ave Intersection

SCALE: 1" = 50'



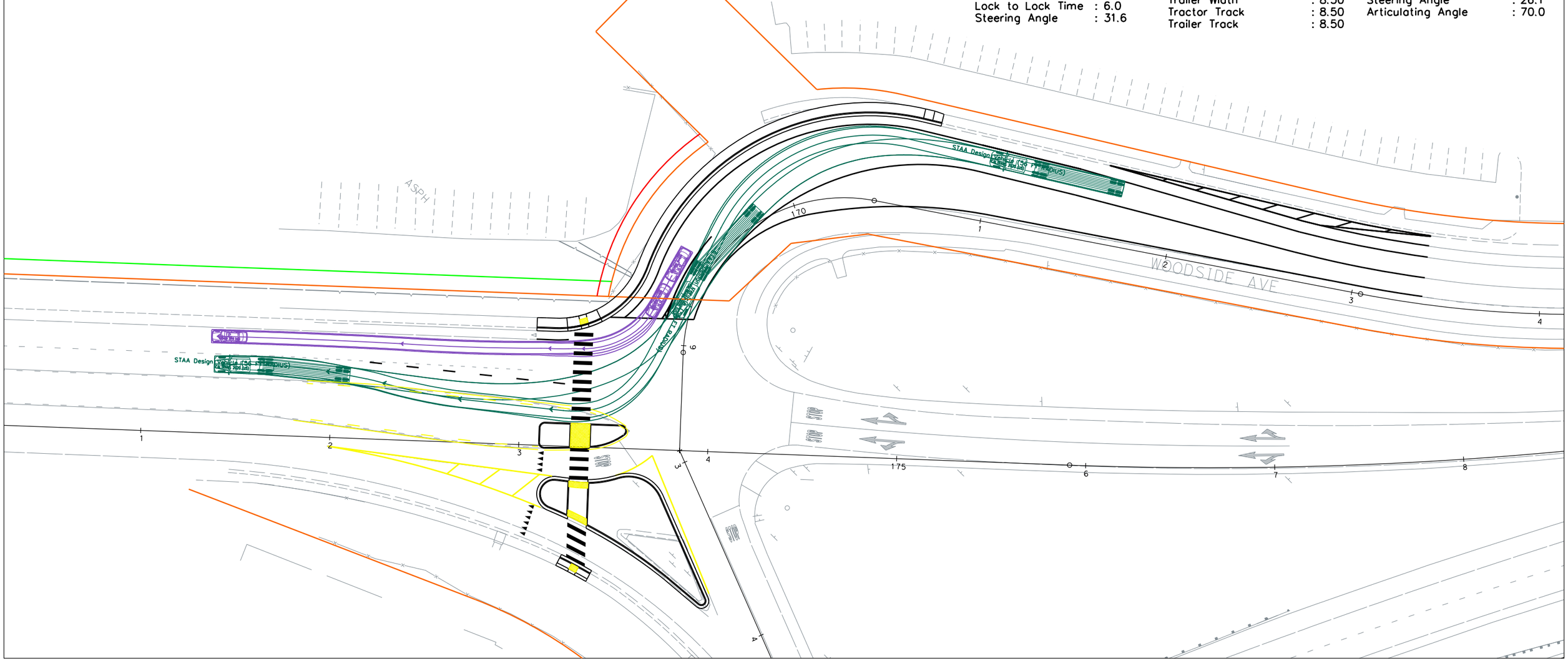
P

	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6



STAA Design Vehicle (56 FT RADIUS)

	feet		
Tractor Width	: 8.50	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 26.1
Tractor Track	: 8.50	Articulating Angle	: 70.0
Trailer Track	: 8.50		



DOKKEN ENGINEERING

TURN TEMPLATE EXHIBIT B

Memorandum

To: DEPUTY DIRECTORS
DISTRICT DIRECTORS
DIVISION CHIEFS

Date: January 16, 2024

From:

LISA RAMSEY *Lisa Ramsey*
Acting Chief
Division of Design

Subject: **DESIGN INFORMATION BULLETIN-94 COMPLETE STREETS: CONTEXTUAL DESIGN GUIDANCE**

Caltrans recognizes the importance of Complete Streets in supporting our mission to provide a safe and reliable transportation network that serves all people and respects the environment. In the 2021 Director's Policy on Complete Streets (DP-37), the California Department of Transportation (Caltrans) committed to the design and development of comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. This Design Information Bulletin (DIB) is issued in accordance with DP-37 and is effective immediately. DIB-94 represents the latest significant step in the implementation of that policy and meets a critical need by providing new flexibility in the design of context-sensitive facilities that serve travelers of all ages and abilities.

No single guidance document can fully capture all the considerations for the diverse climate, topography, and people across California, and so project development teams are encouraged to continue to collaborate with community members and exercise design flexibility and engineering judgement in the development of Complete Streets projects. The Division of Design continues to collaborate on the development of guidance to support livable main streets, traffic calming, and intersection and interchange designs for bicyclists and pedestrians, and designers are encouraged to consult the numerous resources and subject matter experts available to them.

DIB-94 is to be used in conjunction with the Complete Streets Decision Document (CSDD) when making decisions to maximize the use of the public right of way to achieve sustainable and equitable mobility. DIB-94 and the CSDD will help to accomplish the State Highway System Management Plan

performance objectives for Complete Streets projects and bicycle and pedestrian facilities.

For projects where the project development process has started, follow the procedures in the Highway Design Manual Index 82.5 “Effective Date for Implementing Revisions to Design Standards.”

Project specific applicability and questions should be referred to the Division of Design, Project Delivery Coordinators or the District Design Liaisons. DIB-94 training will commence in the Spring of 2024.

Attachment
DIB-94 Complete Streets: Contextual Design Guidance

c: Susan Lindsay, Chief, Office of Complete Streets
Pyo Hong, Chief, Office of Standards and Procedures
David Cordova, Office of Standards and Procedures
Project Delivery Coordinators
District Design Liaisons

DESIGN INFORMATION BULLETIN NUMBER 94

California Department of Transportation
Division of Design

Complete Streets: Contextual Design Guidance

APPROVED BY:

Lisa Ramsey

LISA RAMSEY
Acting Chief, Division of Design

January 16, 2024

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1.0 INTRODUCTION

This Design Information Bulletin (DIB) provides guidance for the scoping and design of Complete Streets projects on the State Highway System (SHS).

The DIB identifies best practice and establishes standards for development of Complete Streets facilities to support the design of comfortable and convenient streetscapes by utilizing space-efficient forms of mobility such as people walking, biking, rolling, or accessing transit[1].

Complete Streets are vital community spaces that connect people both within and across communities. This design guidance takes a context-based approach, since the most successful streets respond to the various aspects of their context. Contextual design includes consideration of many factors including, but not limited to, varied user groups, place type, land use, community destinations, topography, community input, and environment.

As defined in Director's Policy 37 "Complete Streets" (DP-37)[2]: "A complete street is a transportation facility that is planned, designed, constructed, operated, and maintained to provide comfortable and convenient mobility, and improve accessibility and connectivity to essential community destinations for all users, regardless of whether they are travelling as pedestrians, bicyclists, public transportation riders, or drivers. Complete streets are especially attuned to the needs of people walking, using assistive mobility devices, rolling, biking, and riding transit. Complete streets also maximize the use of the existing right-of-way by prioritizing space-efficient forms of mobility, such as walking and biking, while also facilitating goods movement in a manner with the least environmental and social impacts. Complete streets shift the focus of transportation planning and project development from vehicle movement as the primary goal to the movement of people and goods."

Beyond being used for transportation, DP-37 also recognizes that streets are valuable community spaces and Complete Streets projects contribute to placemaking and can contribute to business vitality, public health, and community identity. Further, Complete Streets projects should also consider integration with the broader transportation system to support complete networks to serve broader mobility connections.

The California Department of Transportation (Department or Caltrans) published the California Transportation Plan 2050 (CTP 2050) that establishes eight priority goals to guide transportation decision-making including addressing safety, increasing resilience to climate change, equity, quality of life and public health, a vibrant and resilient economy, and enhancing environmental health while maintaining a high-quality transportation system that improves multimodal mobility access to destinations for all users[3]. Caltrans' Complete Streets Action Plan specifically identifies actions that are needed to fully implement the goals of DP-37[4]. For information on how Complete Streets are managed as an asset on the SHS, please refer to the current State Highway System Management Plan[5].

As established in Director's Policy 36 "Road Safety" (DP-36), Caltrans is committed to a safety-first mindset to prioritize the elimination of fatal and serious injury crashes and eliminate disparities in road safety outcomes consistent with the Federal Highway Administration (FHWA) Safe System approach[6].

---

[1] See the California Vehicle Code (CVC) Section 231 and Section 467 for definitions of bicyclists and pedestrians.
[2] Director's Policy 37 "Complete Streets" (DP-37)
[3] California Transportation Plan 2050
[4] Complete Streets Action Plan 2022-23
[5] State Highway System Management Plan
[6] Director's Policy 36 "Road Safety" (DP-36), FHWA Safety System Approach

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The Safe System approach is organized around six principles: eliminate death and serious injury, humans make mistakes, humans are vulnerable, responsibility is shared, redundancy is crucial, and safety is proactive and reactive[7]. Achieving the DP-36 vision of zero traffic deaths means addressing every aspect of crash risk through the five elements of a Safe System: safer roads, safer speeds, safer people, safer vehicles, and post-crash care. Incorporating particular design elements during project design can help mitigate human mistakes, account for injury tolerances, encourage safer behaviors, and facilitate safe travel for all road users. Complete Streets are an important component of the Safe System approach by accommodating all road users.

In addition to the commitment to the Safe System approach and the ongoing implementation of its principles and elements into Caltrans' project development processes, Caltrans' Performance-Based Decision-Making using the Highway Safety Manual Memorandum establishes guidance on implementing performance-based decision-making on design solutions using the American Association of State Highways and Transportation Officials (AASHTO) Highway Safety Manual (HSM) to reduce the frequency and severity of collisions[8]. The HSM analysis provides a "quantitative performance-based safety analysis that facilitates the Department's safety-first goals and objectives in the decision-making process throughout project development which includes eliminating fatal and serious injury collisions." The HSM policy guidance establishes when the HSM methodologies should be applied, including nonstandard traffic lane or shoulder widths, and roles and responsibilities for staff. For Complete Streets projects, performance-based decision-making can help evaluate the expected changes in safety performance for different design elements and alternatives under consideration for the project.

For guidance on integrating the Safe System approach into a Complete Streets project, consult the District Safety Engineer. For guidance on applying HSM performance-based decision-making into a Complete Streets project, see the "Supplement to the Application of the Highway Safety Manual Methodology for DIB 94 Eligible Projects" [9] and consult District and Headquarters HSM subject matter expert staff.

[7] Director's Policy 36 "Road Safety" (DP-36)
[8] Performance-Based Decision-Making using the Highway Safety Manual Memorandum, 2022. See also the Caltrans Highway Safety Manual webpage for additional information on the policy memorandum and additional HSM-related guidance.
[9] See the Caltrans Highway Safety Manual webpage for additional information.

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2.0 USE OF THIS GUIDANCE

2.1 Purpose and Scope

This bulletin was prepared for the Department by the Division of Design for use on the California SHS. This bulletin establishes uniform policies and procedures to carry out the State highway design functions of the Department. It is neither intended as, nor does it establish, a legal standard for these functions. The standards, procedures, and requirements established and discussed herein are for the information and guidance of the officers and employees of the Department. Many of the instructions given herein are subject to amendment as conditions and experience warrant. Special situations may call for deviation from policies and procedures, subject to Division of Design approval, or such other approval as may be specifically provided for in the text of this bulletin. It is not intended that any standard of conduct or duty toward the public shall be created or imposed by the publication of this bulletin. Statements as to the duties and responsibilities of any given classification of officers or employees mentioned herein refer solely to duties or responsibilities owed by these in such classification to their superiors. However, in their official contacts, each employee should recognize the necessity for good relations with the public. This bulletin is not a textbook or a substitute for engineering knowledge, experience, or judgment.

2.2 Identifying Complete Streets Scope

Caltrans projects, in accordance with DP-37 and the Project Development Procedures Manual (PDPM) Appendix FF, record the inclusion of Complete Streets features in projects on the SHS in the Complete Streets Decision Document (CSDD) [10]. The CSDD additionally serves as the scoping document that is used to identify multimodal needs, appropriate Complete Streets improvements, and project scope consistent with the guidance in this DIB. The Caltrans Active Transportation Plans (CAT Plans)[11], Transportation Planning Scoping Information Sheets (TPSIS)[12], the Complete Streets Elements Toolbox[13], and the Main Street, California guide[14] may be used in conjunction with the CSDD, and the guidance contained in this DIB to scope appropriate Complete Streets facilities.

Caltrans' Complete Streets funding is available to achieve Complete Streets goals and features. Design guidance and standards in this DIB or in other Caltrans' publications, e.g., the Highway Design Manual (HDM) or DIB 89[15], may be used to develop projects to satisfy performance measures and goals for Complete Streets infrastructure.

2.3 Application of Standards and Guidance

This DIB provides design guidance and best practices to incorporate Complete Streets facilities into projects and establishes separate policies, procedures, and standards to be applied in accordance with the HDM Chapter 80 Application of Design Standards. The applicable design standards for a Complete Streets project segment will be either the design standards of this DIB or the design standards in the HDM and DIB 89. This is an opt-in or opt-out concept to accomplish the Complete Streets goals for a project. When this DIB is silent on a subject covered in the HDM or DIB 89, the HDM or DIB 89 will apply. If the design standards of this DIB are used, these design standards will supersede the HDM or DIB 89 standards within a Complete Streets project segment in the State right of way. Note, superseding the

[10] Project Development Procedures Manual (PDPM), Appendix FF.
[11] Caltrans Active Transportation (CAT) Plans
[12] Transportation Planning Scoping Information Sheets (TPSIS)
[13] Complete Streets Elements Toolbox 3.0
[14] Main Street, California
[15] DIB 89 Class IV Bikeway Guidance

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HDM standards would also mean superseding the design standards in DIB 79[16], since it is referenced in the HDM. In order to use the design standards of this DIB, the Complete Streets project segment should meet all of the following context criteria:

a. The Complete Streets project segment is located within an Urban Area, Suburban Area, and/or Rural Main Street place type;
b. Posted speed within the Complete Streets project segment does not exceed 45 miles per hour; and,
c. With the implementation of the project, a bicycle, pedestrian, or transit facility will be provided or improved within a Complete Streets project segment according to the CSDD.

Design standards in this DIB are presented as underlined standards, which requires a design standard decision document (DSDD) for noncompliance. Additionally, design decisions for the values in compliance with the underlined standard of this DIB will also require documentation in the project report or project approval document. A direct statement of the decision to opt-in is required if using the design standards of this DIB. After project approval, any change in the design decisions regarding the selected values of the underlined standard should be documented in a Memo to File. This documentation will explain the reasons for the values selected based on the unique characteristics and constraints of the project. Cost should not be the sole reason for the decision. This added discussion will contribute to the purpose and need of the project scope in support of multimodal accommodation based upon engineering judgement.

2.4 Applying Complete Streets Standards to Local Projects

DP-37 calls for the provision of Complete Streets facilities in "… all transportation projects funded or overseen by Caltrans"[17]. For locally or privately funded projects (projects-funded-by-others) on State highway right of way, the project sponsor may work with Caltrans to accomplish the same Complete Streets goals of providing or improving a bicycle, pedestrian, or transit facility. In order to use the standards of this DIB on a Complete Streets project segment, the segment must meet the context criterion (a) and (b) in Section 2.3 and the project report, project approval document, or similar document from the project sponsor must document the reasons why this segment should use the Complete Streets standards of this DIB due to the specific project constraints. Also, a direct statement of the decision to opt-in is required if using the design standards of this DIB. The design standards in the HDM and DIB 89 may be used instead of the design standards of this DIB as described in Section 2.3. Whether the project is using HDM, DIB 89, or the standards of this DIB, the project sponsor is required to document their selected geometric features by using the HSM to conduct a performance-based safety analysis as described in Section 1 of this DIB. For guidance on applying HSM performance-based decision-making using the standards of this DIB, see the "Supplement to the Application of the Highway Safety Manual Methodology for DIB 94 Eligible Projects"[18].

For projects-funded-by-others, maintenance agreements with the local agency may be necessary for the Complete Streets facilities that are constructed within State highway right of way. This coordination should occur early in the project development process. See the PDPM Chapter 13 Article 5 for more

[16] DIB 79 Design Guidance and Standards for Major Pavement Roadway Rehabilitation Projects
[17] Director's Policy 37 "Complete Streets" (DP-37)
[18] See the Caltrans Highway Safety Manual webpage for additional information.

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information[19]. The maintenance agreements should be developed after the Project Approval and Environmental Document (PA&ED) phase but finalized before advertising the construction contract.

2.5 Complete Streets Design Team

Complete Streets projects are multifaceted, and their design is an interdisciplinary undertaking that should consider the appropriate balance of transportation needs to arrive at a context sensitive design given the community context and site constraints. A core element of the project development process is a project development team (PDT). The PDT works together to ensure that Complete Streets features are fully coordinated across disciplines, from multimodal facility design to green streets elements. This can include discussing and identifying multimodal safety considerations, maintenance responsibility needs for green streets features incorporated into the project, consideration of truck access needs, stormwater considerations, and integrating input from local agency planning and engineering staff or transit agencies, among others. The team will also develop the project scope in accordance with the asset management requirements of the Department.

See the PDPM Chapters 2 and 8 for more information on PDTs[20].

[19] Project Development Procedures Manual (PDPM), Chapter 13, Article 5.
[20] Project Development Procedures Manual (PDPM), Chapters 2 and 8.

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3.0 DESIGN CONTEXTS

Caltrans policies have long considered project context in the development of State highway facilities. To achieve the vision of socially and economically vibrant, thriving, and resilient communities laid out in DP-37, this DIB expands on the idea of context sensitive solutions to identify specific aspects of context that should inform multimodal facility selection and design for Complete Streets.

The context of a transportation project includes community needs and desires, an understanding of community destinations, geography and topography, development and land use, users, and current and expected modal use, as follows:

- Community needs, desires, and destinations are best understood through early and ongoing community engagement and thoughtful site analysis. Site analysis is described in detail in the latest edition of the Main Street, California guide[21]. This engagement and analysis will support the development of the project's purpose and need.
- Geographic and topographic information are readily available, and surveys are often developed through the standard project development procedures. The HDM provides guidance on design of roadways through varied terrain, but the needs of pedestrians and bicyclists should be given special consideration, as their forward movement is physically taxing and opportunities for rest and shelter are of special importance.
- Development and land use patterns can be characterized by descriptions of place type. The various Urban Area, Suburban Area, and Rural Area place types are discussed in Section 3.1. These place types are characterized by common opportunities and challenges for Complete Streets.
- Different place types also correlate with different user profiles and accommodate varied mode share. Successful integration of different modes should consider both the speeds and volumes of different users, with a special emphasis on providing comfortable and convenient facilities for road users who may be underrepresented in the existing roadway environment. This concept of modal priority is discussed in Section 3.2.

A preliminary understanding of project context is needed to adequately plan and scope a Complete Streets project, but a much more nuanced understanding of the project site is necessary to develop a detailed design. This could be described as identifying project context at the "macro" versus the "micro" scale. Project development procedures have been created to reflect this process. The TPSIS and CSDD are used to identify critical, "macro-scale" information for planning and scoping. Likewise, community engagement and site analysis are critical to the development of context sensitive "micro-scale" project alternatives and detailed project design.

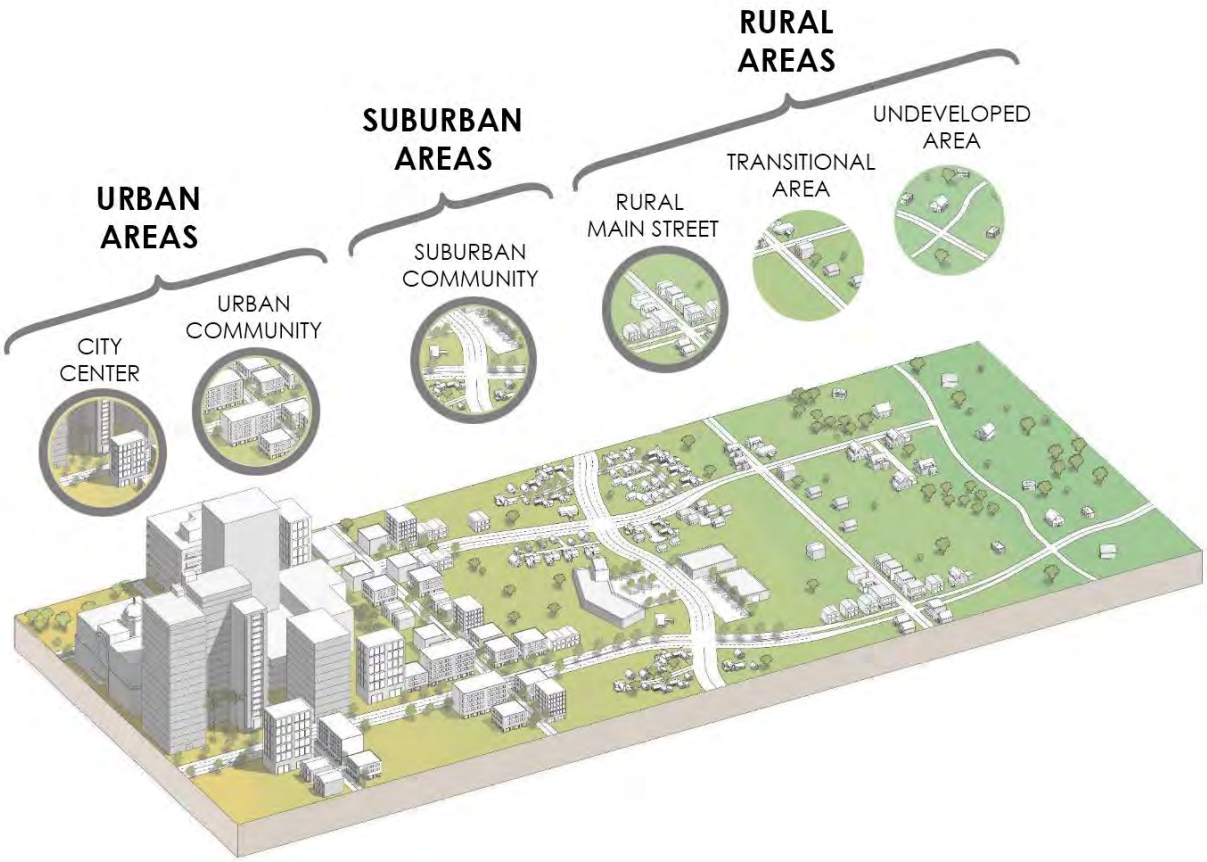
[21] Main Street, California

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3.1 Place Types

Place types are used to describe a key component of project context, and provide insight into land use, development density, population, and transportation and mobility options and issues. Definitions of the place types used in this DIB are provided in HDM Topic 81. Figure 3-A depicts these place type development patterns and highlights the Urban Area, Suburban Area, and Rural Main Street place types where the standards in this DIB may be applied.

Figure 3-A - Place Types for Contextual Design Guidance



Place types can help planners and designers to identify common transportation needs, priorities, challenges, and solutions, and may inform discussions with the community. Guidance for developing mobility and transportation options across different place types is available in the Smart Mobility Framework documents and the Main Street, California guide. Opportunities for Complete Streets projects in the different place types are discussed below.

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(1) Urban Areas. Urban Areas are high-density locations with a full range of land uses, and they can be further broken down into City Centers and Urban Communities.

(a) City Center (Central City, Center City). In City Centers, much of the transportation network has already been built out, but the existing right of way can be optimized to move people and goods most efficiently, while serving as a vital community space. Complete Streets projects in City Centers may focus on:

- Managing the network and increasing person throughput using space efficient modes, such as transit, bicycle, and pedestrian facilities.
- Enhancing connections between modes, for example with Mobility Hubs (places in a community that bring together multiple modes), bicycle or micromobility parking, and pedestrian amenities at transit stops.
- Managing curb space to accommodate transit, deliveries, bicyclists, parking, and loading.
- Developing high quality facilities that improve the comfort of varied users.

Figure 3-B – Example of the City Center place type on US-101 in San Francisco



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(b) Urban Communities. In Urban Communities, the public right of way is often constrained and needs to balance different transportation modes and evolving mobility needs. Complete Streets projects in Urban Communities may focus on:

- Balancing the needs of varied users across a constrained roadway cross section, often through road diets or narrowing of vehicle lanes.
- Addressing congestion by improving active transportation, transit, and ride-sharing options.
- Implementing transit, transit-only lanes, or transit-priority features to enhance connections to multiple destinations.
- Developing a bicycle network that closes gaps and provides connections between State and local facilities.
- Enhancing pedestrian facilities to provide sufficient space for users and include landscaping, utilities, shade, furnishings, and marked or enhanced crossings.

Figure 3-C – Example of the Urban Community place type on SR-123 in Albany



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(2) Suburban Areas. Suburban Areas are prevalent throughout California and their arterial roadways have traditionally been designed to accommodate high volumes of vehicles, and often include sidewalks, but not bicycle facilities. Complete Streets projects in Suburban Area communities may focus on:

- Connections to transit. These projects may include Mobility Hubs, which can provide a connection from Suburban Areas to other urbanized areas, first-mile/last-mile connections between communities and transit service, or transit service improvements, which may include transit stops, transit-only lanes, and transit-priority features.
- Retrofitting existing roadways to support densification, including the reconfiguration of moderate to high speed roads as multimodal corridors, consolidation of curb-cuts, incorporation of traffic calming and landscaping, and expansion of pedestrian facilities.
- Improving the comfort and safety of the multimodal network by adding separated bikeways to arterials, improving narrow sidewalks, closing gaps at ramps to controlled-access facilities, providing furnishings at transit stops, and installing landscaping and street trees.
- Supporting transit and carsharing through park and ride facilities and providing bus stop amenities.

Figure 3-D – Example of the Suburban Community place type on SR-113 in Dixon



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(3) Rural Areas. The Rural Area place type applies to the low-density areas outside the built-up urban and suburban communities. Rural Areas can be further broken down into Rural Main Streets, Transitional Areas, and Undeveloped Areas. Single occupancy vehicle use is high in Rural Areas, but zero- or low-vehicle ownership households may exist here as well.

a) Rural Main Streets (Rural Towns). State highways in these areas are usually a conventional highway main street through the center of town, where they may be the only main street or one of several. Due to the variable nature of development, projects on Rural Main Street highway segments can be more complicated and costly than similar projects in less-developed rural settings. Complete Streets projects in this place type may include:

- Providing crossings for pedestrians and bicyclists.
- Providing bicycle and pedestrian facilities, whether in the form of sidewalks and bike lanes, or shared use paths.
- Incorporating transit into the highway environment and coordinating with agencies to provide appropriate amenities for transit users.
- Implementing traffic calming measures to achieve operating speeds that are desired by the community and support a walkable and bikeable town center.
- Addressing community desires for an attractive streetscape to support livability.
- Connecting Gateway Communities to nearby scenic resources with transit, shuttles, and multi-use trails. Gateway Communities are visitor-serving places situated near entries to national parks, recreational areas, and other scenic places.

Figure 3-E – Example of the Rural Main Street place type on SR-299 in Weaverville



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b) Transitional Areas. State highways through the Transitional Areas between populated Rural Towns and Undeveloped Areas serve both inter-regional traffic and locals seeking to access services. The standards of this DIB do not apply to this place type; nevertheless, projects in these corridors may incorporate Complete Streets features. Traffic calming features may be employed to support the transition from high speed rural highways to low speed main streets and reinforce the lower posted speeds. Projects in Transitional Areas may include features of Complete Streets, such as:

- Providing separation for pedestrians and bicyclists users. Class I bikeways can be an efficient option to provide comfortable access for these users where moderate to high vehicle operating speeds are anticipated.
- Providing a roadway design that supports the reduction of operating speeds and incorporates traffic calming features as vehicles approach the Rural Main Street place type.

Figure 3-F – Example of the Transitional Area place type on SR-116 between Sebastopol and Graton



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c) Undeveloped Areas. State highway projects in Undeveloped Areas have traditionally focused on efficient movement of vehicles and freight over long distances, but often the State highway provides the only connection between destinations for non-motorized users as well. The standards of this DIB do not apply to this place type; nevertheless, projects in Undeveloped Areas may incorporate Complete Streets features such as:

- Providing bicycle and pedestrian crossings and connections, including at interchanges and in the vicinity of schools and bus stops.
- Supporting transit, car-share, and ride-share through park-and-ride facilities and bus stop amenities.
- Providing connected access, either on the State highway or on a parallel route, for pedestrians and bicyclists. This may include separated multi use paths or shared shoulders. See discussion of Intercommunity Connectors in Section 3.2.2.

Figure 3-G – Example of the Undeveloped Area place type along SR-29 in Napa County



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(4) Special Use Areas and Protected Lands. These place types generally have a character separate from their surroundings and a specialized land use. The standards of this DIB do not apply to this place type; however, improving bicycle/pedestrian and transit/shuttle infrastructure in these areas can help to minimize environmental impacts.

Figure 3-H – Example of the Special Use Area place type on SR-61 adjacent to the Oakland Airport



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3.2 Prioritizing Modes

Caltrans accommodates all modes of transportation in accordance with our Vision, Mission, and Director's Policies. But, for the purpose of this DIB, the Complete Streets modal focus is relative to Complete Streets project segments, which are identified by place types. The place types defined in the previous section can help planners and designers understand the existing and anticipated types of users and intensity of use within a project segment. Furthermore, these generalized place types can be used to facilitate project designs that are in line with agency goals to provide comfortable, convenient, and connected facilities for all users of the SHS. Once the place type and potential users are identified, the existing roadway should be evaluated to determine if it is appropriately integrating those users. Table 3.2 illustrates the relative priority that different transportation modes should be given on the SHS by place type.

Table 3.2 Modal Priority

Place Type		Modal Priority on Conventional Highways and Local Roads within State Right of Way				
		Pedestrian	Bicyclist	Transit	Freight	Personal Vehicle
Urban Area	City Center					
	Urban Community					
Suburban Area	Suburban Community					
Rural Area	Rural Main Street					
	Transitional Area					
	Undeveloped Area					

Note:

Colors in this table indicate relative priority of modes in the given place type.

Number of icons indicate relative number of anticipated users in the place type.



Accommodating all users and modes within the SHS may necessitate trade-offs in the priority of modal improvements, appropriate to the place type. In accordance with DP-37, Complete Streets shift the project focus from vehicle movement to the movement of people and goods. In each place type, the Complete Streets project goal should give the highest priority to the modes indicated in dark blue. Modes in light blue and gray may be given less priority and trade-offs may be needed to best serve priority modes. This prioritization is generalized for conventional highways and local roads within the State right of way but may be adjusted based on local contextual criteria. For example, in an Urban Community the State highway may be used by an important transit line, while parallel local roads provide a comfortable and connected bikeway. These circumstances may lead the project development team, in consultation with the

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community, to prioritize transit above bicycle infrastructure on a highway segment. The intent of this guidance is to provide a starting point for the allocation of space within the State right of way.

3.2.1 Considering Road User Safety

The safety of pedestrians and bicyclists is a major consideration in setting modal priorities[22]. Bicyclists and pedestrians are two of the road users most susceptible to severe injury and death from crashes, and every traveler is ultimately a pedestrian, as each trip begins and ends on foot or on wheels[23]. Designing for pedestrians and bicyclists can create a roadway that is safer for everyone[24]. Consistent with the Safe System approach, facilities should be designed to "minimize the transfer of kinetic energy through the adoption of design elements that minimize crash speeds and impact angles"[25]. In addition to safety factors that can be quantified through crash data, designers may consider *perceived* safety. Comfortable, low-stress facilities can improve a user's perception of their own safety and accommodate walking, rolling, and biking for a broader range of ages and abilities. Often, when more people bicycle and walk, there is an increase in the safety of these user groups; this effect is commonly referred to as "safety in numbers"[26]. The presence of more pedestrians and bicyclists encourages motorists to look for these road users where they are prevalent. As such, designing for the widest range of users will best accommodate the majority of users[27].

Complete Streets provide connectivity to essential community destinations for all users, regardless of their transportation mode. To maximize the use of existing right of way where space is limited, space-efficient forms of mobility, such as walking, rolling, and biking, should be prioritized while also facilitating goods movement. To strike a balance among the transportation modes that use a specific facility, reallocation of roadway space may be necessary. The following are potential strategies for reallocating roadway space to accommodate bicycle and pedestrian facilities that may be considered[28]:

- Narrowing traffic lanes, including medians/turn lanes, when width is available
- Removing travel or turn lanes
- Removing parking on one or both sides of the street
- Converting angled parking to parallel parking

[22] Director's Policy 36 "Road Safety" (DP-36)
[23] Transportation Research Board (TRB) NCHRP Research Report 1036: Roadway Cross Section Reallocation, 2022
[24] Marshall, W.E. and N.W. Garrick, Evidence on Why Bike-Friendly Cities Are Safer for All Road Users. *Environmental Practice*, Vol. 13, Issue 1, 2011, pp. 16-27
[25] Director's Policy 36 "Road Safety" (DP-36)
[26] Jacobsen, P. L. Safety in Numbers: More Walkers and Bicyclists, Safer Walking and Bicycling. *Injury Prevention*, Vol. 9, No. 3, 2003, pp. 205–209. Elvik, R. The Non-Linearity of Risk and the Promotion of Environmentally Sustainable Transport. *Accident Analysis and Prevention,* Vol. 41, No. 4, 2009, pp. 849–855. Marques, R. and V. Hernandez-Herrador. On the Effect of Networks of Cycle-Tracks on the Risk of Cycling: The Case of Seville. *Accident Analysis and Prevention,* Vol. 102, 2017, pp. 181-190
[27] Ohio DOT Multimodal Design Guide
[28] Ohio DOT Multimodal Design Guide

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3.2.2 Modal Priority in Rural Areas

Rural Areas can be particularly challenging locations to incorporate Complete Streets facilities. Long distances, variable terrain, lower population density, and high vehicle speed may contribute to low volumes of active transportation users, making it difficult to achieve the effect of “safety in numbers” in Rural Areas. These factors also may require distinct design consideration in rural locations. Nevertheless, these areas are often home to equity priority populations and households with limited or no access to a vehicle. For these highway users, Intercommunity Connectors can play an important role. Intercommunity Connectors are segments of the SHS that link small rural communities to each other and to larger or more urban places. Often, they are the only route between destinations. These connectors are the rural highway type most likely to be used by pedestrians and bicyclists due to their function in linking residents to services, and their shorter average length. Along these corridors, consider providing a bicycle and pedestrian facility separate from the roadway and shoulder. Often, this will consist of a Class I bikeway along one side of the highway. Long distance bike routes are also important multimodal facilities that may pass through Rural Areas, where wide shoulders or Class I bikeways may provide the best access.

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4.0 VEHICLE SPEEDS

Research has shown that vehicle speeds play a significant role in the safety and comfort of pedestrians and bicyclists. Setting the right speeds is a critical part of implementing the Safe System approach – encouraging drivers to operate at speeds appropriate to the place type. Place type can be used to help identify appropriate speeds for a project segment. For example, Urban Areas would have lower speeds due to the numerous users and types of use (e.g., pedestrian crossings, driveways, street parking) that occur together. There may be additional factors within a project segment or place type that indicate the need for further speed management such as business activity districts, school or senior zones, or crossing locations. This section discusses speeds considered in project design and introduces the concept of proposed operating speeds specific to Urban Areas, Suburban Areas, and Rural Main Streets.

4.1 Proposed Operating Speed

Considerations of speed in highway design have traditionally focused on the development of corridor geometrics to support a set design speed for motorists. However, to address the diversity of users in Urban Area, Suburban Area, and Rural Main Street place types, a proposed operating speed should also be identified. The proposed operating speed, also referred to as target speed, is the speed at which the community expects drivers to operate their vehicles consistent with local goals for streets that support multimodal travel and community livability. The selected proposed operating speed for the roadway may be used to identify various design elements during the planning and project development process. In some cases, taking measures to lower the operating speed can encourage walking, rolling, and biking by improving comfort, while reducing fatalities or serious injuries. Table 4.1 lists the recommended ranges of proposed operating speeds based on place type.

Overall understanding of the relationship between design, posted, operating, and proposed operating speed will provide designers with deeper perspective in considering the trade-offs of design elements that may affect the safety and comfort of all users of the facility, and especially those walking and biking. For definitions of design speed, operating speed, and posted speed, refer to HDM Index 62.8(13). For more information regarding the selection of these speeds, refer to Chapter 100 of the HDM. Whereas the design speed may be higher than the posted speed, to account for those vehicles exceeding the 85th percentile, a proposed operating speed may be lower than the current posted speed.

Determining the proposed operating speed involves communicating with the local community to understand users and preferences, as well as consideration of multimodal activity, adjacent land uses, and mobility choices. The community may also help the PDT identify areas on the corridor that need more attention with regards to speeding and safety. The proposed operating speed should be selected for the entire corridor to encourage a consistent speed profile appropriate for the place type context and discourage sharp acceleration or decelerations by users. The PDT should consult law enforcement agencies, local agencies, local communities, and transit agencies and take into consideration their recommendations. These consultations are critical to learning local perspectives regarding existing and future land use, road user expectation, nonapparent conditions, collision history, and feedback on potential speed changes.

Where the proposed operating speed is lower than the current posted speed, speed management treatments or appropriate geometric design elements may be considered to help achieve the proposed operating speed. Selecting a proposed operating speed without design elements to encourage travel at the slower speed can result in higher than desired operating speeds. While introducing the design elements that are addressed in this DIB may help reduce existing operating speeds, further speed management strategies may also be necessary to consider. Refer to the Caltrans “Traffic Calming Guide” for more information.

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Until additional research is conducted on the combined effects of individual speed management treatments, speed management will be an iterative process and a single project may not reduce the speed immediately to the proposed operating speed.

Ultimately, the District/Region will decide what is a reasonable proposed operating speed based on all factors and considerations.

Table 4.1 Ranges of Proposed Operating Speed by Place Type for Conventional Highways in California

Place Type	Proposed Operating Speed Recommended Ranges	Discussion
Urban Area – City Center	25 mph or below	City Centers may include business activity districts with prima facie speed limits of 20 or 25 mph. Condensed right of way may lead to various user types sharing roadway and sidewalk space.
Urban Area – Urban Community	25 – 35 mph	Schools, senior centers, high pedestrian crossing volumes, frequent bus stops, and restricted sight distances are examples of shorter segments that indicate a need for lower operating speeds along a corridor.
Suburban Area	30 – 45 mph	Suburban Areas transitioning to Urban Areas, and spot locations such as schools or community facilities with higher pedestrian usage, may benefit from lower operating speeds.
Rural Main Street	25 – 35 mph	Rural Main Streets may lack the developed infrastructure that provides clearly defined, separated spaces for pedestrians and bicyclists, and thus would require a lower operating speed.

4.2 Place Type Transitions

Transitions will occur between the place types identified in Section 3.1. It may be helpful for communities to work together with the PDT to identify the locations of these transitions. Gateway treatments may help drivers acknowledge the transition. Visual cues that alert drivers to the change in context are important. Speed management and traffic calming measures could be used to achieve the speed reduction from high speed to low speed facilities. Speed management is particularly important for Rural Main Street place types, which may include a rapid transition from a high speed to low speed environment. For rural communities, refer to AASHTO Green Book, Chapter 7.2.19 Speed Transitions Entering Rural Towns for more information[29].

[29] AASHTO A Policy on Geometric Design of Highways and Streets, 7th Edition, 2018

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5.0 ROADWAY CROSS SECTION DEVELOPMENT

In Urban Areas, Suburban Areas, and Rural Main Streets, the public right of way is almost always constrained, and designing within constraints necessitates trade-offs. Planners and designers should recognize that every element in a street cross section is an important choice. This section provides flexibility in making those choices to support the design of Complete Streets that serve all users. The underlined standards of this section are reflective of the constrained highway environment.

The project cross section should be developed with consideration of community goals, land use and community destinations, and an understanding of the corridor's role within the transportation network. The place types and modal priorities discussed in Section 3 of this guidance should be evaluated for each project segment. Planners and designers should seek and consider community input with regards to users, destinations, and proposed speed in the corridor. Consideration of whether the project can allow for reconstruction and relocation of curbs, or whether the project is limited to resurfacing and restriping, will influence the cross section design. In some cases, an interim design solution can offer near-term improvements, but wherever possible, project designs should support the ultimate goal of the community. Roadway design and right of way allocation are powerful tools that directly impact safety, equity, climate resiliency, livability, and economic prosperity.

This section provides guidance on best practices for Complete Streets, but it also provides design flexibility in the form of revised standards from the HDM for Complete Streets in Urban Areas, Suburban Areas, and Rural Main Streets. The following sections outline considerations for reducing the width of vehicle traffic lanes and shoulders to provide more comfortable and lower stress facilities for bicyclists and pedestrians. This approach is consistent with the Caltrans' adoption of the Safe System approach. Repurposing vehicle lane space for bicyclists generally leads to increased perceived safety for bicyclists. And while increases in the numbers of bicyclists may lead to an increase in the overall number of crashes involving bicyclists, the number of crashes per bicyclist decreases. For pedestrians, increased sidewalk width and buffer space tend to increase comfort and perceived safety. Additionally, reduced pedestrian crossing lengths— particularly if there are fewer lanes to cross, not just narrower lanes—reduces pedestrian exposure to vehicles and decreases crossing time. Greater perceived and objective safety, as measured by a reduction in crashes, can encourage walking, rolling, and bicycling. In contrast, removing traffic lanes may lead to lower motorist volumes[30]. Thus, the guidance and standards discussed in this section can help achieve the goal of developing comfortable, convenient, and connected facilities on the SHS.

This DIB offers a range of considerations for each design element within different contexts. The ability to select from a range of choices is not indicative of nor encouraging a default selection of either the minimum or the maximum. The range of choice allows for the flexibility to thoughtfully integrate these elements into each project given its unique context. After identifying current and potential users of the facility, the priority and needs of the different classes of users may be ranked. Common community destination routes that currently exist or that are proposed in local plans should be identified. Rather than beginning the design by identifying the minimum required dimensions for each cross section element to piece them together, the practitioner should utilize performance-based decision making tools, such as the HSM guidance and methodologies, to compare and select roadway cross section configuration(s). The Project Guidance for Performance-Based Decision-Making Using Highway Safety Manual Memorandum

[30] TRB NCHRP Research Report 1036: Roadway Cross Section Reallocation, 2022

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establishes the guidance for utilizing the HSM guidance and methodologies on projects[31]. The selected roadway configuration(s) should provide a safe environment for all road users while balancing all users' needs.

5.1 Bicycle Facilities

5.1.1 Bicycle Facility Standards

The four types of bikeway classifications used in California:

(a) Class I Bikeway (Bike Path)
(b) Class II Bikeway (Bike Lane and Buffered Bike Lane)
(c) Class III Bikeway (Bike Route)
(d) Class IV Bikeway (Separated Bikeway)

See Chapter 1000 in the HDM and the California Manual on Uniform Traffic Control Devices (CA MUTCD) Part 9 for definitions and additional guidance on bikeways[32]. Refer to DIB 89 for more information on Class IV bikeways[33].

Bicycle facility selection is an important step in creating a connected, convenient, and comfortable bicycle network. In a memorandum issued on June 30, 2020, the Division of Design adopted the FHWA Bikeway Selection Guide (with some textual exclusions) as a resource for supplemental guidance to assist transportation practitioners with making informed decisions about trade-offs relating to the evaluation and selection of bikeway facility types[34]. Below are some of the factors to consider:

- Place type including Urban Areas, Suburban Areas, and Rural Main Streets as discussed in Section 3.1 of this DIB
- Environment including unique climate conditions like snow or heat, topography, landscape
- Equity, community desires, and identity
- Physical constraints including right of way width
- Average daily traffic (ADT), speed, and volume of users
- Maintenance considerations
- Barriers such as railroads and waterways

Maintaining a comfortable, convenient, and connected bicycle facility is the key goal. Designers should adapt the design of the bicycle facility to match changing site conditions throughout each project segment. Design flexibility allows for transition between facility types as designers encounter constraints like pinch points, speed transition zones, bus transit stops, popular destinations, and other unique site conditions.

The facility selection process begins by identifying opportunities to provide the most physical separation for bicyclists. Figure 5-A Recommended Bicycle Facilities should be reviewed and evaluated for the speeds and ADT of the existing route. Tables 5.1.1-5.1.4 will aid in understanding the dimension requirements for each type of bicycle facility. Class I and Class IV bikeway facilities are to be the first considerations for the facility to maximize the benefit of horizontal and vertical separation whenever feasible. If constraints do not allow for those facility types, consider Class II buffered bike lanes then

[31] Project Guidance for Performance-Based Decision-Making using the Highway Safety Manual Memorandum, 2022
[32] HDM Chapter 1000, CA MUTCD Chapter 9
[33] DIB 89 Class IV Bikeway Guidance
[34] Bikeway Facility Selection Guidance Memorandum, 2020

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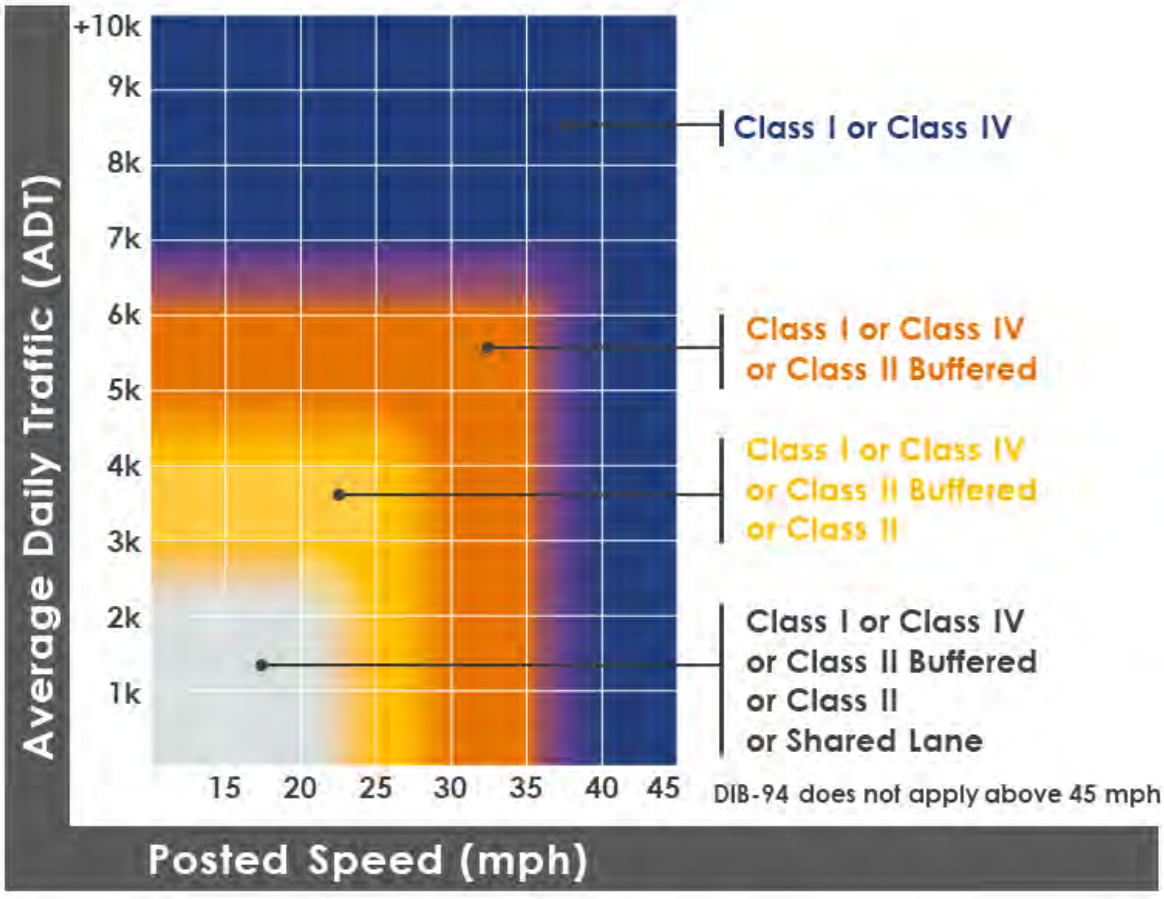
Class II bike lanes in order of priority. The selection of a facility with less vertical or horizontal separation, or the use of a narrower bikeway width, is likely to decrease comfort and functionality, making the bikeway less appealing to some bicyclists. In general, Class III facilities should only be considered for limited distances, as an interim measure, at locations where very low volumes of bicyclists are anticipated, or where the value of providing a constrained facility outweighs the option of providing no facility at all. Once the most appropriate bicycle facility has been identified for each segment of a project, the transitions between any facility changes may be designed. Tables 5.1.1, 5.1.2, 5.1.3, and 5.1.4 provide the recommended ranges for bicycle traveled ways that should be applied to the respective bikeway classifications. Designers should strive to provide a usable traveled way width within these ranges to the maximum extent feasible. The values within the recommended range will be optimal for most locations. The practical maximum value or range should only be considered when bicyclist volumes are high and there are clear benefits. When space is available for a maximum value, there may be other options for the use of that width, such as additional bike lane buffer space or wider sidewalk.

Widths approaching the minimum values should be considered only for short distances and where the benefit of providing a narrow facility outweighs the alternative of no facility at all.

The minimum bikeway width should be as indicated in the underlined text in Tables 5.1.1, 5.1.2, 5.1.3, and 5.1.4.

The following sections provide more details about each bicycle facility type.

Figure 5-A - Recommended Bicycle Facilities for Urban Areas, Suburban Areas, and Rural Main Streets



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5.1.2 Class I Bike Path

Figure 5-B - Class I Bike Path

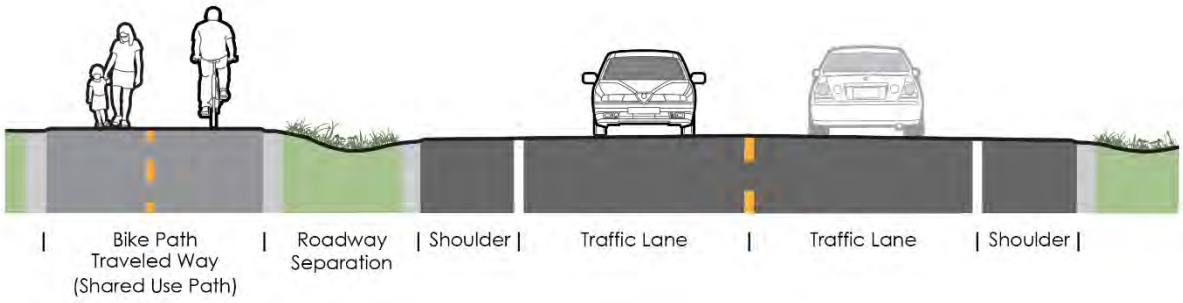


Table 5.1.1 Standard Bicycle Traveled Way Widths (Class I)

Bicycle Facility Placement	Minimum (ft)	Preferred (ft)	Practical Maximum (ft)
One Way	6-7	7	8
Two Way	10-12	10-12	12-15
On structures between railings and in tunnels (one or two way)	10-14	10-14	15
At sidewalk level	12-16	12-16	20

Advantages:

- Class I facilities are shared between pedestrians and bicyclists allowing for a single path to meet the needs of both user groups.
- Class I facilities have wide horizontal separation between vehicles and pedestrians and bicyclists. They are well suited for corridor segments with higher speeds as the separation offers a higher level of comfort for pedestrians and bicyclists.

Considerations for Use:

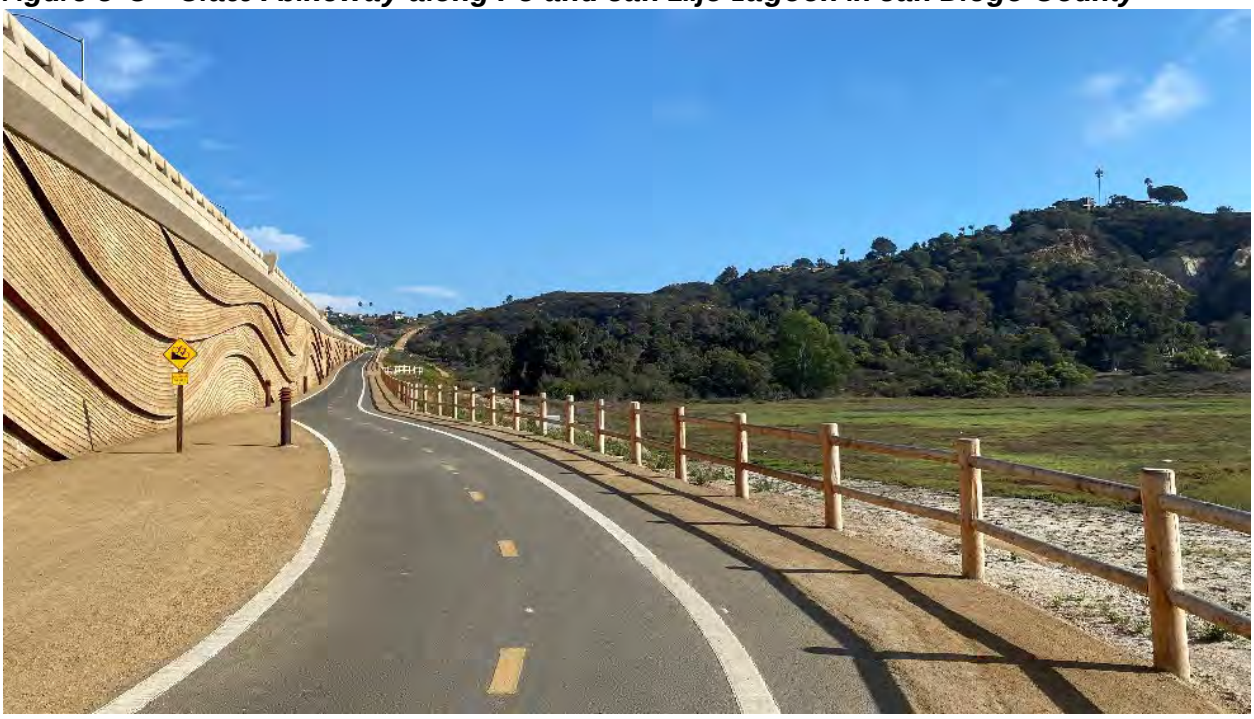
- Consider if specific pavement markings and striping are necessary. Refer to the CA MUTCD Section 9C.03 for these requirements.
- Designing for Americans with Disabilities Act (ADA) pedestrian accessibility is required. See DIB 82.

In busy areas with a variety of users, a total paved width of 12 to 15 feet plus shoulders is recommended. One-way bike paths in these settings should have a minimum width of 7 feet.

Consideration should be given to how people with different modes will use the Class I bike path. Space should be provided for people to walk or bicycle two-abreast and for faster users to pass lower speed users. The social aspect of walking, rolling, or biking together can create a comfortable and inviting facility for users. Marking a centerline may discourage side by side use. Unmarked paths also allow for peak volumes of directional traffic that fluctuate throughout the day including routes to and from schools or commute routes. However, striping may be preferred when bicycle and pedestrian volumes are higher or when the paved width is wider. In this case, if the path is wide enough to dedicate separate spaces for pedestrians and bicyclists to prevent conflicts, striping may be considered. Figure 5-C shows a Class I facility with a striping configuration that considers pedestrian use.

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Figure 5-C - Class I bikeway along I-5 and San Elijo Lagoon in San Diego County



If the Class I bike path is to be added adjacent to an existing roadway with a nonstandard shoulder width, check with Asset Management if there is a plan for future work to widen the shoulder to standard width. If there is future work, place the Class I bike path edge of traveled way at least 5 feet from the future edge of shoulder to accommodate future widening. If no future work is identified and the probability is low for nonstandard shoulder improvements, then place the Class I bike path edge of traveled way at least 5 feet from the existing edge of shoulder.

Within the separation, there is an opportunity to include landscaping elements. When selecting plants, consider maintenance and irrigation needs. Consult with the District Maintenance and Landscape Architect for design and maintainability concepts. Class I bike paths also work when an existing drainage ditch is present adjacent to the roadway. The ditch can be left in place or minimally impacted while serving as part of the required separation.

Class I bike paths are pedestrian facilities and ADA access is required. Please review and comply with DIB 82 Pedestrian Accessibility Guidelines for Highway Projects.

For Roundabout shared use paths see HDM Index 405.10.

The minimum separation between the edge of traveled way of a one-way or a two-way Class I bike path and the edge of traveled way of a parallel road or street should be 5 feet plus roadway standard shoulder width per Section 5.4 of this DIB.

Class I sidewalk level facilities should provide a separation from vehicles as described in guidance for Class IV bikeways at sidewalk level in DIB 89 Section 3.3.

For other geometric design requirements, refer to HDM Index 1003.1 for Class I bike path standards.

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Urban Area Contextual Guidance and Considerations

Class I bike paths may not be a feasible option in urban environments due to constrained space. Additionally, separate bicycle and pedestrian facilities are generally more desirable in urban settings because of high volumes of users.

Suburban Area Contextual Guidance and Considerations

Suburban Area place types typically have higher vehicle speeds than Rural Main Streets and Urban Areas. If pedestrian and bicyclist volumes are low to moderate and space allows, Class I bike paths are an option that can serve both pedestrians and bicyclists and may provide a more comfortable user experience.

Rural Main Street Contextual Guidance and Considerations

Class I bike paths should be considered first if the community desires separated facilities for pedestrians and bicyclists and the corridor has the physical space for the separation.

Also, when a rural town wants to preserve its natural character, an unmarked Class I bike path may blend in better with the original environment than the alternative bicycle and pedestrian facilities.

Class I bike paths may be an appropriate choice for developing Transitional Areas between Undeveloped Areas and Rural Main Streets.

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5.1.3 Class II Bike Lanes and Class II Buffered Bike Lanes

Figure 5-D - Class II Bike Lane and Class II Buffered Bike Lane

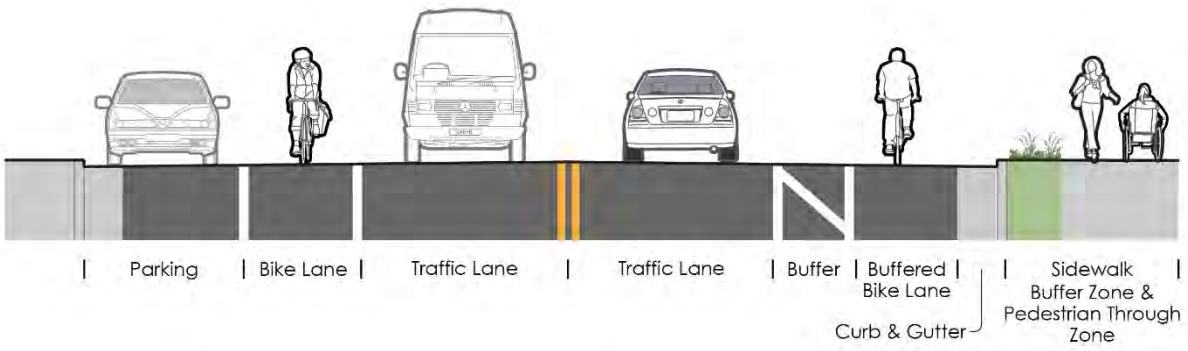


Table 5.1.2 One Way Standard Bicycle Lane Widths* (Class II, Class II Buffered)

Bicycle Facility Placement	Minimum (ft)**	Preferred (ft)	Practical Maximum*** (ft)
Adjacent to edge of pavement	5-7	6-7	8
Adjacent to curb	5-7	6-7	8
Between through lanes and turn lanes	5-7	6-7	8
Adjacent to buffers	4-7	5-7	8
Adjacent to parking	5-7	6-7	8

* Exclusive of the gutter.
** At posted speeds greater than 40 miles per hour, the minimum bike lane width should be at least 6 feet.
*** If the available pavement width is 7-feet or wider, consider providing a 5-foot minimum lane width with 2-foot minimum buffer.

When provided, buffers adjacent to Class II bike lanes should be a minimum of 2-foot width, 2 to 4 feet preferred.

Advantages:

- Class II bike lanes can be implemented more easily within the corridor given their narrower required width compared to Class I or Class IV bikeways while providing exclusive use for bicyclists.
- Class II bike lanes without buffers offer the smallest footprint among the different classes of bicycle facilities.
- Where space may be prioritized for sidewalks or where the community has a strong desire to maintain street parking, Class II bike lanes offer the most flexibility given their reduced bikeway lane width requirements.

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Considerations for Use:

- Class II bike lanes are recommended for roadways posted 25 mph and under. Class II bike lanes with buffers are recommended for roadways posted 35 mph and under.
- Where feasible, painted buffers between the traffic lane and bike lane to maximize separation should be provided.
- For corridors where posted speeds are 40 to 45 mph, Class II and Class II buffered bike lanes are not recommended. However, where a separated facility is not feasible, consider a Class II bike lane with a minimum 4-foot buffer.
- Where Class II bike lanes are located adjacent to on-street parking, a buffer between the bicycle lane and the parking lane should be provided. The width of the door zone buffer may vary from 2 to 4 feet.

If Class I bike paths and Class IV separated bikeways cannot be accommodated due to space, cost, or maintainability, Class II buffered bike lanes or Class II bike lanes may be considered. These bike lanes do not require vertical separation and are comprised of striping and pavement markings only, making them less expensive and potentially easier to maintain. An example of a Class II bike lane is shown in Figure 5-E.

Class II bike lanes, with and without buffers, are desirable in constrained environments. When considering these two bicycle facilities, first consider a Class II buffered bike lane to maximize separation. An example of a buffered Class II bike lane is shown in Figure 5-F. If the buffer cannot be accommodated, consider the Class II bike lane. Because Class II bike lanes with buffer and Class IV separated bikeways have similar footprints, consider designing Class II bike lanes with buffer to accommodate potential future upgrade to a Class IV separated bikeway.

One alternative to consider is placing the bicycle traveled way between the on-street parking and the sidewalk. This configuration turns the Class II bike lane into a Class IV separated bikeway with the parked cars providing the required vertical element. However, site constraints like parking removal to provide sight distances from driveways may make this Class IV separated bikeway option undesirable.

If designing Class II bike lanes between on-street parking and vehicular traffic lanes, additional pavement width may be used to provide buffers on both sides of the bicyclists. If space is not available for a marked buffer next to parked cars, consider adding extra width to the bike lane for the bicyclist to avoid open doors. The CA MUTCD provides options for marking the shy space next to parked cars to mitigate for opening doors.

Where driveways are present, especially at locations of higher traffic volumes like those at commercial shopping centers, consider additional pavement markings in the bike lane to highlight these conflict zones.

Urban Area Contextual Guidance and Considerations

When right of way is constrained and on-street parking is not provided, or when priority is given to wider pedestrian sidewalks, a Class II bike lane may be the most feasible option.

Suburban Area Contextual Guidance and Considerations

Vehicle speed is typically higher in suburban area place type locations than other place type locations. If a Class I bike path or Class IV separated bikeway cannot be accommodated, a Class II buffered bike lane offers increased separation. Since space in Suburban Areas is typically not as constrained, provide the widest bike lane width and buffer as is feasible.

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Rural Main Street Contextual Guidance and Considerations

In lower speed Rural Main Street place types, Class II buffered bike lanes and Class II bike lanes may be the most feasible dedicated bicycle facility.

Class II buffered bike lanes are an alternative to Class I bike paths for Transitional Areas between Undeveloped Areas and Rural Main Streets where posted speeds do not exceed 40 mph.

Figure 5-E – Class II bike lane on SR-16 in Esparto



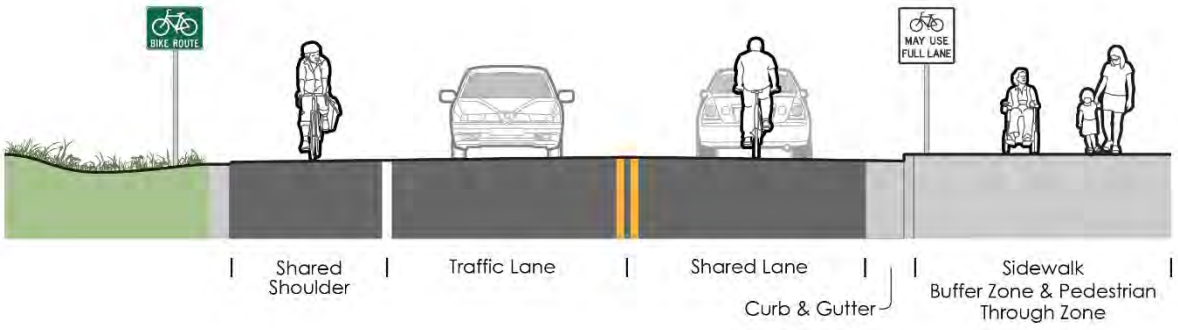
Figure 5-F – Buffered Class II bike lane on SR-135 in Los Alamos.



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5.1.4 Class III Bike Route

Figure 5-G - Class III Bike Route (Shared Lanes and Shared Shoulders)



Advantages:

- For Rural Main Streets, Suburban Area, and Urban Area place types, the main purpose of shared lane Class III bike routes is to bridge a short gap between Class I, Class II, or Class IV bikeways for the sake of network connectivity. For Rural Areas not covered by the standards in this DIB, a shared shoulder Class III bike route would typically be a highway shoulder designated and signed for the shared use of motor vehicles and bicyclists. Class III bike routes that are designated shared sidewalks that cannot be constructed as Class I or Class IV bikeways should only be used when there is no feasibility of obtaining the necessary right of way width to construct dedicated bicycle and pedestrian facilities.

Considerations for Use:

- Class III bike routes are not considered a dedicated bicycle facility for the purposes of applying this DIB design standards to a project.
- Class III bike route linear footage does not count towards performance targets for bicycle and pedestrian facilities in the SHSMP.
- Class III bike routes do not offer exclusive use for bicyclists. When bicyclists are required to share a lane with motor vehicles, their comfort and perceived safety will vary widely based on traffic speed and volume. Therefore, shared lanes should only be used in very low speed and volume locations and should be a last resort when there are no other viable alternatives for redistributing space within the cross section.
- Review Figure 5-A for speed and ADT considerations before determining if Class III shared lanes are an appropriate alternative if they are required to provide route connectivity.
- If it is more appropriate for bicyclists to share the sidewalk with pedestrians than to share the lane with motor vehicles, ample signage should be provided to help pedestrians be aware that bicyclists are allowed. Under this condition, evaluate if the sidewalk is wide enough for both pedestrians and bicyclists to comfortably navigate around each other. Within many local agency jurisdictions, bicyclists may legally operate on a sidewalk with pedestrians, and the facility is not necessarily designated as a Class III bike route.
- Unlike Class I, Class II, and Class IV bikeways, the Class III bike route is not a dedicated facility for bicyclists. However, a Class III bike route provides the signage and pavement marking with the goal of bringing extra awareness to drivers that bicyclists are present and sharing the roadway. An example of a Class III bike route in a low speed environment is shown in Figure 5-H.

Refer to HDM Index 1002.1(4) and Index 1003.3 for more details. Also refer to the CA MUTCD Part 9.

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Figure 5-H - Class III bike route on SR-29 in Calistoga



Urban Area Contextual Guidance and Considerations

A Class III bike route shared shoulder space will likely not be an option because a Class II bike lane would be the minimum solution for providing a bicycle facility. Sharing the lane or sidewalk would be the last resort when there are no other viable alternatives for redistributing space within the cross section.

Suburban Area Contextual Guidance and Considerations

Generally, a suburban environment would have the space required to put in a minimum Class II bike lane. However, for short gaps along the corridor where the right of way is extremely restrictive and shoulder space may be prioritized for other uses such as on-street parking or bus transit facilities, then a Class III bike route shared lane may be considered.

Rural Main Street Contextual Guidance and Considerations

Class III bike routes are one potential solution to pinch points and gaps between other classes of bicycle facilities where the other facilities will not fit on Rural Main Streets.

In Undeveloped and Transitional Areas that connect to Rural Main Streets, Class III bike routes as shoulders shared with motorists may be considered for the low volume of bicyclists if no other bicycle facility options are feasible. When deciding to designate shared shoulder usage, the width and condition of the shoulder must be evaluated. If standard shoulder widths are provided and the pavement is in good condition sharing the shoulder may be an acceptable option because it will provide the bicyclist with a space that vehicles are not expected to normally travel on.

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5.1.5 Class IV Separated Bikeway

Figure 5-I - Class IV Separated Bikeway

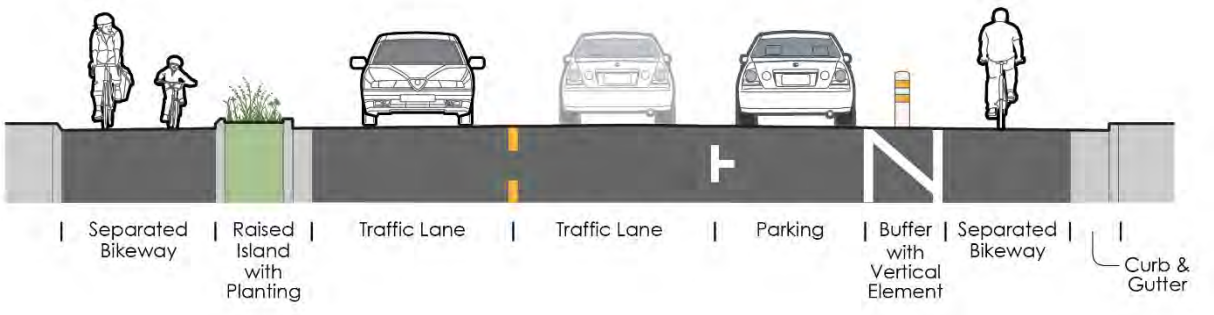


Table 5.1.3 One-Way Standard Bicycle Traveled Way Widths* (Class IV)

Bicycle Facility Placement	Minimum (ft)	Preferred (ft)	Practical Maximum (ft)
Between curbs if a raised island is the separation	6-9	7-9	10
Between curb and buffer	5-8	6-8	9**
Between curb and parking buffer	5-8	6-8	9**
Between edge of pavement and buffer, curb, or parking buffer	4-7	5-7	8**
Between through traffic lane and right turn lane	4-7	5-7	8

* Exclusive of the gutter.
** If additional pavement width is available, consider wider traveled way for high bicycle volumes (above 400 peak hour), or wider buffer or parking separation width for average bicycle volumes (below 400 peak hour).
Note: For horizontal buffer and vertical separation guidance, refer to DIB 89.

Table 5.1.4 Two-Way Standard Bicycle Traveled Way Widths* (Class IV)

Bicycle Facility Placement	Minimum (ft)	Preferred (ft)	Practical Maximum (ft)
Between curbs	10-14	12-14	16
Between curb and buffer	9-12	10-12	14**
Between curb and parking buffer	9-14	10-14	16**
Between edge of pavement and buffer, curb, or parking buffer	8-11	9-11	14**

* Exclusive of the gutter.
** If additional pavement width is available, consider a wider traveled way for high bicycle volumes (above 400 peak hour), or wider buffer or parking separation width for average bicycle volumes (below 400 peak hour).
Note: For horizontal buffer and vertical separation guidance, refer to DIB 89.

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Advantages:

- Class IV separated bikeway is suitable for all place types.
- Class IV separated bikeway is the only class of bicycle facility that requires an element of defined vertical separation between bicyclists and vehicles. They are well suited for corridor segments with higher speeds as the vertical separation offers a higher level of comfort for pedestrians and bicyclists.

Consideration for Use:

- Class IV separated bikeway is most appropriate for higher speed and/or higher traffic volume environments.
- A wide range of vertical elements can be selected for the buffered area allowing for customization and contribution to a sense of place.
- Provide a continuous detectable element or vertical separation between bikeway and pedestrian through zone.

Class IV separated bikeways can provide comfortable facilities for all users because of the enhanced separation with a vertical element. Some vertical elements may function as a barrier between the bicyclists and the vehicles, such as the landscape area shown in Figure 5-J, or the sidewalk and buffer shown in Figure 5-K. Other vertical elements, such as the delineators shown in Figure 5-L and the plastic "armadillos" shown in Figure 5-M, serve to bring additional awareness to drivers of the adjacent bikeway. Depending on the project's context, choosing the appropriate vertical element may require community and maintenance input. Selection of the type of vertical element should be evaluated based on its effectiveness in providing visibility and durability while considering reasonable maintenance needs. Parking separation, as shown in Figure 5-N, may not require the installation of additional vertical elements. Additionally, community involvement should be engaged regarding the visual impact certain types of vertical elements will bring to the landscape. Vertical elements can enhance the visual environment. The District Maintenance Engineer and Landscape Architect should be contacted for support in the design and maintainability of these features. Additionally, green streets elements should be reviewed in Section 8 for consideration as the vertical element.

For more information, refer to DIB 89 and the FHWA Separated Bike Lane Planning and Design Guide.

Urban Area Contextual Guidance and Considerations

Urban environments generally have lower vehicle speeds yet much higher traffic volumes which makes selecting a Class IV separated bikeway very desirable. On-street parking is commonly allowed in Urban Area place types. In these locations, the parking lane may be used as the vertical separator between the traffic lane and bikeway. Selecting vertical elements with more separation will provide a higher level of perceived safety and comfort thereby encouraging bicyclists of all competencies to utilize the bikeway. If a particular Urban Area already has or is expected to have high volumes of pedestrians and/or commuters, providing this type of Class IV separated bikeway may potentially help relieve congested pedestrian traffic.

Suburban Area Contextual Guidance and Considerations

For segments that are longer, uninterrupted by driveways, and do not allow on-street parking, consider selecting vertical elements that provide more visibility to drivers and are more permanent. Also, various combinations of different elements may be explored. When approaching driveways, either the Class IV separated bikeway may be transitioned to a buffered facility without vertical elements or vertical elements that provide sight distances for drivers can be utilized.

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Rural Main Street Contextual Guidance and Considerations

For speeds of 35 mph or below and lower traffic volumes, consider flexible vertical delineators or curbs. For sections of similar or higher speeds with higher traffic volumes or truck volumes, consider vertical elements that are taller and more durable.

Figure 5-J – Landscape separates the Class IV separated bikeway from the roadway adjacent to US-101 in Carpinteria



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Figure 5-K – A raised Class IV separated bikeway connects to an overcrossing over US-101 in Belmont

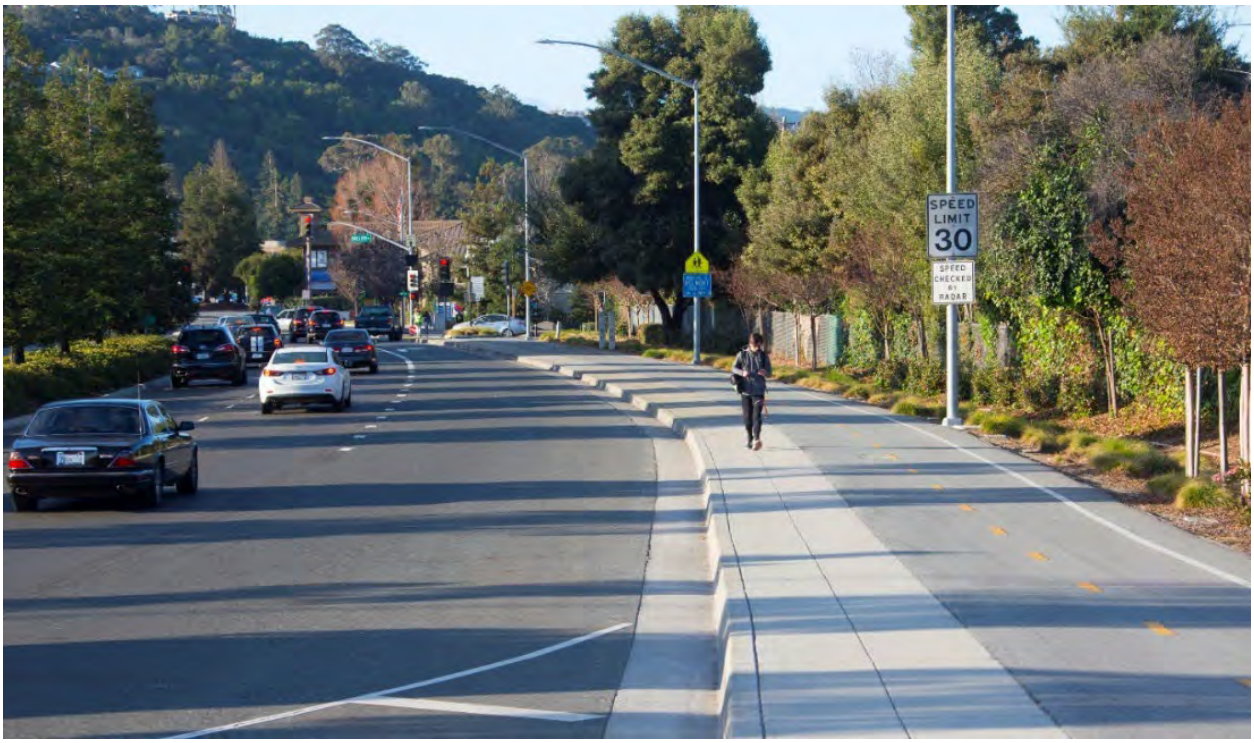


Figure 5-L - Delineators provide vertical separation on a suburban segment of SR-126 in Fillmore



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Figure 5-M – Plastic "armadillos" and planters were piloted on SR-150 in Ojai

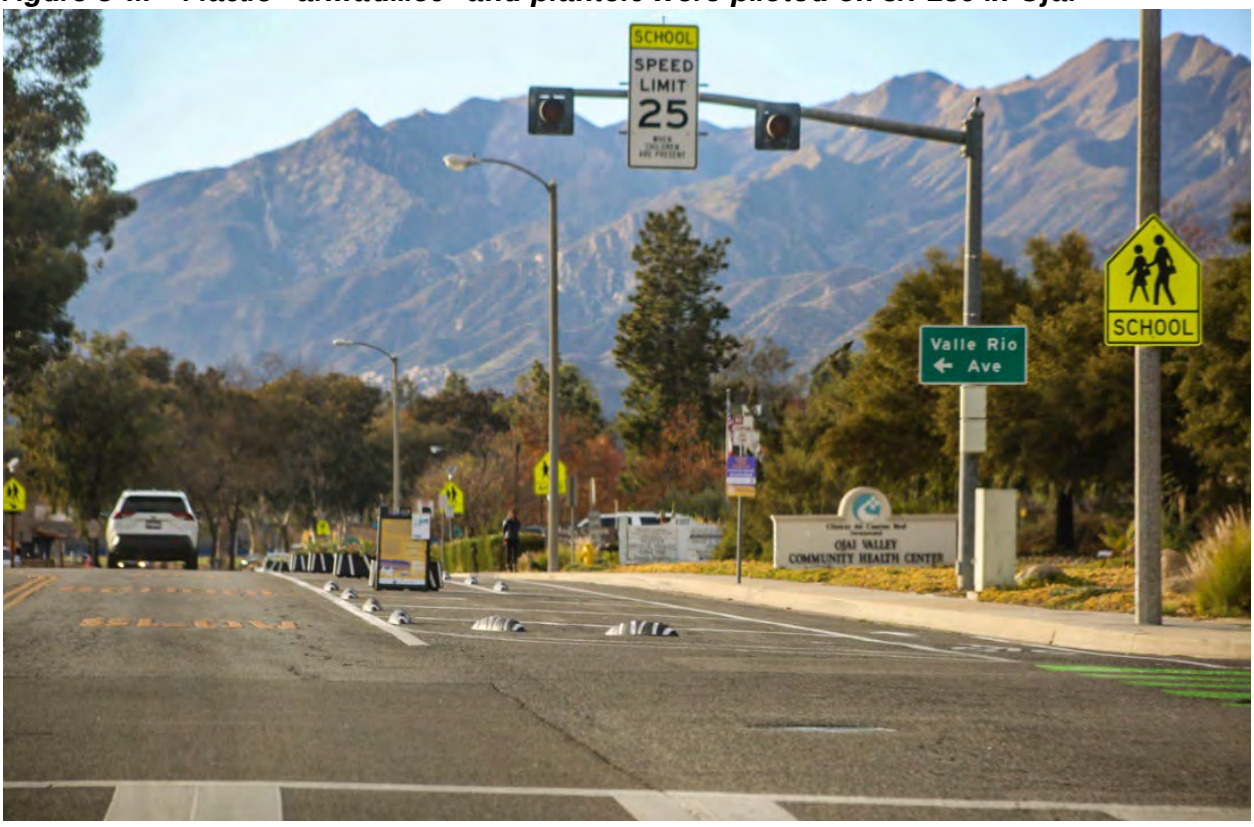


Figure 5-N – Parking-separated Class IV separated bikeway on SR-41 in Atascadero



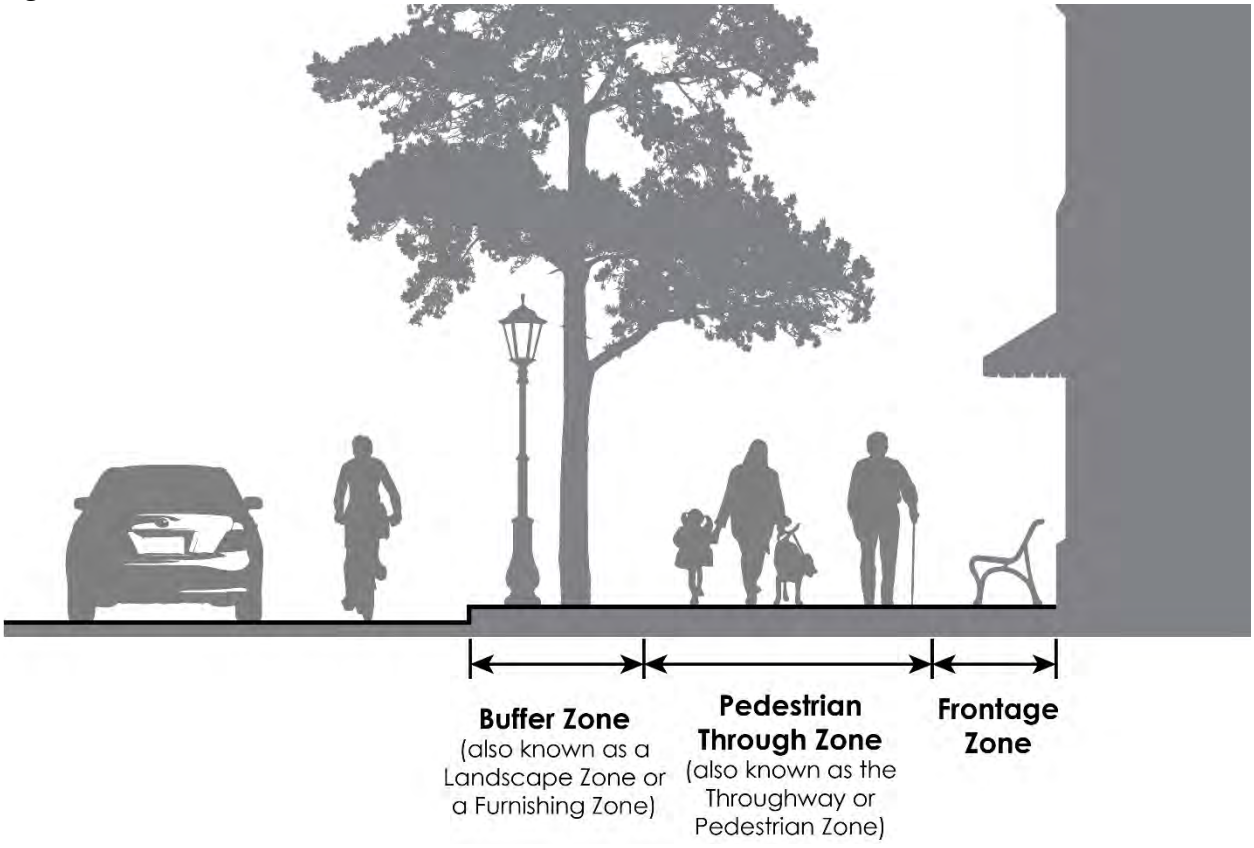
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5.2 Pedestrian Facilities

On the SHS, sidewalks and walkways are designed for the exclusive use of pedestrians. While pedestrians may be permitted access to highway shoulders, these are not required to be designed to meet accessibility standards. Additionally, although many local jurisdictions permit bicyclists to ride on the sidewalk, it would not be considered a bikeway unless designated as such in a bicycle master plan. This section will focus on design considerations for sidewalks in Urban Area, Suburban Area, and Rural Main Street place types. For design and planning purposes, sidewalks may be divided into three general zones, as depicted in Figure 5-O:

1. The buffer zone, described in some guides as the landscape zone or the furnishing zone, provides a buffer between pedestrians and the vehicle traffic on the roadway. It is adjacent to the back of curb and is where utility poles, street lighting, street trees, landscape plantings, and fixed furnishings are typically located. Provision of a wide buffer generally enhances the pedestrian experience and improves perceived safety and livability. Horizontal clearance to all roadside objects should be based on engineering judgement. Refer to HDM Topic 309.
2. The pedestrian through zone, throughway, or pedestrian zone is located behind the buffer zone. This includes the clear width or path of travel required for ADA access, but generally exceeds those minimum requirements. Objects such as utility poles, light posts, and trees should not obstruct the pedestrian through zone. Refer to DIB 82 for pedestrian accessibility guidelines on the SHS.
3. The frontage zone is between the pedestrian through zone and building facades. This area provides space for people to step out of the way, unload deliveries, accommodate fixed furnishings, and operate windows and doors.

Figure 5-O - Sidewalk Zones



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While these zones may not be clearly demarcated, and in fact in some cases concrete pavement runs continuously from back of curb to face of building, these zones are conceptually useful to plan for a pedestrian facility that meets all users' needs. An example of a sidewalk exhibiting these three zones is shown in Figure 5-P.

Figure 5-P – Sidewalk buffer, pedestrian through zone, and frontage zone on SR-116 in Sebastopol



The types of uses expected on sidewalks will also vary across place types. Considerations for establishing appropriate sidewalk widths are discussed below.

In Urban Areas, sidewalk space must accommodate a wide variety of users and activities. In older cities these areas can be very constrained.

In Suburban Areas, sidewalks provide critical connectivity for people of all ages and abilities. Suburban Areas vary greatly and may include important commercial or community destinations, as well as residential areas with a lower density of users.

Rural Areas may include Undeveloped Areas, Transitional Areas, and Rural Main Streets (Rural Towns). Rural Main Streets often consist of denser downtown areas combining retail, commercial, and residential uses, and draw visitors from surrounding areas. Corridors in Transitional Areas serve to connect the surrounding residents with their town center and should carefully consider accommodation of pedestrians and bicyclists. Where higher truck volumes are likely, buffer space between pedestrians/bicyclists and the roadway is important to user comfort. Where separate bicycle and pedestrian facilities and roadway buffers are not feasible in Transitional Areas, Class I bikeways or multi use paths may provide a comfortable facility. Refer to Section 5.1.2 of this guidance for recommended Class I bikeway widths.

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Sidewalks should be a minimum total width of 8 to 25 feet for the buffer zone, pedestrian through zone, and frontage zone.

The preferred widths for each zone by place type are shown in Table 5.2.1.

Table 5.2.1 Suggested Sidewalk Zone Widths by Place Type

Place Type	Buffer Zone (ft)	Through Zone (ft)	Frontage Zone (ft)
Urban Area – City Center	4-8	6-12	2-4
Urban Area – Urban Community	4-8	6-12	2-4
Suburban Area	2-7	5-8	0-5
Rural Main Street	2-7	5-8	2-5

5.2.1 Buffer, Planting or Furnishing Zone Considerations for Sidewalks

Buffer zones may be paved or unpaved, and provide space for utilities, amenities, and plantings. Landscaping and street trees should be considered in buffer zones, as they contribute to local identity, street character, and provide shade and cooling on corridors where distances between destinations are longer. Along moderate to high speed suburban roadways, buffer zones are particularly important for pedestrian comfort. Inclusion of street trees and/or amenities at bus transit stops would need a wider buffer zone of 6 to 7 feet. In constrained areas with high vehicle volumes and low anticipated pedestrian use, a wider landscaped buffer and narrower paved pedestrian through zone may provide the highest level of comfort.

The following uses and dimensions for buffer space should be considered:

- To accommodate the utilities and signage typical for many Complete Streets projects, a minimum buffer space of 2 feet from the back of curb is typical.
- Streetscape planting:
    - Street trees typically require a buffer width of 6 to 8 feet.
    - Planters providing stormwater treatment typically require 3 to 6 feet of width.
    - Unpaved buffers of less than 3 feet are difficult to maintain and not recommended.
- Paved buffer areas can be used to provide furnishings such as benches, bike parking, and bus transit shelters.
    - Paved buffer zones may utilize various colors, textures, or paving materials to enhance aesthetics and a sense of separation from the roadway.
    - Benches placed parallel to the street typically require 4 to 6 feet of buffer space.
    - Bike parking (bike racks) will typically require a 5 to 6 feet buffer where bicycles are to be parked parallel to the curb. When parked perpendicular to the curb, such as at bike share stations, a wider 7 to 8 feet buffer is typically appropriate.
    - A buffer that is 10 feet wide can accommodate a 4-foot-wide bus shelter placed 6 feet from the curb. Shelters are ideally located in the buffer area, such that a minimum of 5 feet of clear buffer space in front of the shelter and 5 feet of pedestrian through zone behind the shelter are available.
- Buffer space may be used to span grade change, especially at curb ramps and driveways.
    - Curb ramps will typically require a running slope of 7 feet.

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    - For pedestrians, the preferred design is to manage grade transitions and driveway ramps in the buffer zone.
- Buffer space may be utilized for a separated bikeway on the sidewalk, or at the transition between the roadway and the sidewalk, per DIB 89.
- Where on-street parking is permitted adjacent to the curb, there should be 3 feet of clear width between objects (furnishings, utility poles, etc.) and the face of curb, to allow access to vehicles.
- Where on-street parking is available adjacent to a landscaped buffer, 1.5 to 2 feet of pavement adjacent to the curb and regular access points across planting areas should be provided.

5.2.2 Pedestrian Through Zone Considerations for Sidewalks

The pedestrian through zone, or the pedestrian zone, provides a continuous accessible pathway clear of fixed objects parallel to the street, and serves the number and variety of pedestrians expected in the corridor. This includes consideration of fluctuating pedestrian volumes in the vicinity of transit, schools, businesses, and entertainment venues. The pedestrian through zone also allows for various users, including those using wheelchairs, strollers, or other mobility devices to comfortably pass one another.

The following uses and dimensions for the pedestrian through zone should be considered:

- In downtown or commercial Urban Areas, the recommended width of the pedestrian through zone is 8 to 12 feet. At point locations, and to accommodate other amenities such as street trees, bike parking, or transit shelters, it may be necessary to reduce the pedestrian through zone to 6 feet in width.
- In Urban Areas which are primarily residential, a continuous clear width of 6 to 8 feet is preferred, which may be reduced to 5 feet at point locations.
- In primarily residential Suburban Areas, where the volume of users is anticipated to be low, a 5- to 6-foot pedestrian through zone may be appropriate.
- Note that on State highways with designated Safe Routes to School and at key locations where high volumes of users are anticipated (such as at tourist destinations) a 10-foot pedestrian through zone may be considered. This wider pedestrian through zone may also be considered in areas where bicyclists are allowed to use the sidewalk, especially if children traveling by bicycle may be anticipated.

5.2.3 Frontage Zone Considerations for Sidewalks

The frontage zone describes the portion of the sidewalk between the pedestrian through zone and the building façade or right of way line. In Urban Areas, the frontage zone may function as an extension of the building, providing space for people to step out of the flow of other pedestrians, to unload deliveries, set out displays, or it may be used for outdoor dining. In Suburban Areas with off-street parking, the frontage zone may be less congested and may provide space for maintenance activities.

In Urban Areas, a frontage zone of 2 to 4 feet in front of a building is generally appropriate, but various site-specific considerations may apply:

- In segments with a high proportion of retail and dining, or where doors open outwards, a 5- to 6-foot frontage zone is recommended.
- In other downtown areas, a 4-foot width is typical.
- In urban residential areas or areas with lower foot traffic, 2 to 4 feet may be appropriate.
- If little pedestrian interaction is expected with the building façade, 2 feet of width should be provided.

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- A shy distance of 2 feet between the pedestrian through way and fixed objects or façade elements should be provided.

In Suburban Areas a frontage zone of 2 feet is generally preferred, however, site analysis may indicate areas of high activity where 5 feet of frontage width is appropriate. Where the space adjacent to the sidewalk is expected to remain undeveloped, a 0-foot frontage zone can be considered, however 2 feet of shy distance between the pedestrian through zone and fixed objects should be provided.

In Rural Main Street areas, a frontage zone of 2 to 4 feet is generally appropriate, but various site-specific considerations may apply. See the discussion of the frontage zone in Urban Areas, above, for more detailed recommendations.

5.3 Lane Width

The decision-making process involved with designing a cross section begins with considering if the existing curb location can be moved or the edge of pavement can be widened. This level of extensive construction could have significant right of way, utility and environmental impacts and costs. Often, pavement rehabilitation projects may be constructed more quickly and inexpensively if using the existing curb location and roadway width. In that case, the existing roadway width should be evaluated and possibly reconfigured to free up the space needed to provide facilities that meet the needs of all users such as bike lanes, bus lanes, pedestrian refuge islands, landscaping, and other Complete Streets elements. Reducing existing traffic lane widths, or perhaps narrowing or eliminating a painted median, can be a low-cost method for obtaining additional roadway space to provide for the inclusion of these features. The practice of exercising design flexibility in decision-making is the process of evaluating multimodal accommodations and then using engineering judgement in determining the most appropriate design within those considerations. The guidance and design standards contained in this DIB are intended to assist the engineer and planner to evaluate the possible reallocation of available roadway cross section to provide the necessary space for bicycle and pedestrian facilities within the selected project locations. For more detailed assistance in selecting lane widths, Table 5.3 was developed based on Exhibit 4.8 of the TRB NCHRP Research Report 880[35]. Modifications to the original exhibit were made to accommodate the California Vehicle Code (CVC) requirement discussed in the following paragraph, typical existing roadway environments in California, and other interrelated roadway standards stated in the HDM.

Caltrans is required to follow the CVC which prescribes vehicle width requirements. CVC Section 35100(a) states that the legal width of any vehicle or its load shall not exceed 8.5 feet (102 inches). This width generally accommodates trucks, recreational vehicles, buses, trailers for boats, etc. without the need for an extra-wide transportation permit. Additionally, the CVC Section 35109 specifies that lights, mirrors, or devices may extend up to 10 inches on each side of the vehicle. As such, a minimum lane width of 10.5 feet is required to serve the maximum vehicle width of 122 inches (approximately 10.2 feet) on State facilities. Other considerations include the need for pavement widening as explained in HDM Index 206.2(3) and the need to reduce cross section elements in HDM Index 301.2(3).

Design decisions are to be documented as explained in Section 2.3. Table 5.3 and the considerations as outlined below may be used to help determine the cross section for Complete Streets projects.

[35] TRB NCHRP Research Report 880: Design Guide for Low-Speed Multimodal Roadways, 2018.

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Table 5.3 Suggested Minimum Lane Widths by Place Type and Proposed Operating Speed

Place Type	Lane Type	Suggested Minimum Lane Widths by Proposed Operating Speed					
		20 mph	25 mph	30 mph	35 mph	40 mph	45 mph
Urban Area – City Center	Through	10.5 ft	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft
	L/R Turn	10.5 ft	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft
	TWLTL	10.5 ft	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft
Urban Area – Urban Community	Through	10.5 ft	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft
	L/R Turn	10.5 ft	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft
	TWLTL	10.5 ft	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft
Suburban Area	Through	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	11-12 ft	11-12 ft
	L/R Turn	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	11-12 ft	11-12 ft
	TWLTL	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft	11-12 ft
Rural Main Street	Through	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft	11-12 ft	11-12 ft
	L/R Turn	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft	11-12 ft	11-12 ft
	TWLTL	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	10.5 ft	10.5 ft

Note: Cells shaded in gray are outside the range of proposed operating speeds recommended in Table 4.1.

Considerations to determine lane widths with Table 5.3:

1. Given a project's place type and available space, evaluate the benefits and limitations of the range of lane widths with respect to all road users of the corridor.
2. In Suburban Area or Rural Main Street place types, the District Truck Access Manager (or District Truck Coordinator) should be consulted to determine if expected truck vehicle activity justifies a wider lane width to accommodate truck turning movements at intersections. When existing lane widths will be reduced coordinate with the District Truck Access Manager to update pilot car maps.
3. On roadways with transit-only lanes or with high volumes of larger design vehicles (e.g., STAA, CA Legal, or 45-Foot Bus and Motorhome), minimum right-hand, transit-only, or left turn lane widths should be 11 feet. See HDM Index 404.4.
4. Take into consideration the adjacent local road geometry to provide consistency while crossing through the State highway right of way, particularly at local road intersections and interchanges.
5. Evaluate the benefits provided by including space for landscaping, wider pedestrian and bicycling facilities, and reducing crossing exposure for people walking, biking, or rolling.

The minimum through, left-turn, and right-turn lane widths should be 10.5 to 12 feet, except this lane width standard does not apply to crossroads (local road or State highway) at interchange locations in the State highway right of way.

A lane width less than 10.5 feet may be used with appropriate documentation of design standard decision document for noncompliance. Engineering judgement may determine that this will operate adequately for

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a right-turn lane, or through lane in tangent alignment with a shoulder, and with posted speeds less than or equal to 40 miles per hour and AADTT (truck volume) less than 250 per lane. Additionally, the design vehicle will have a direct impact on the design choice. For example, routes that have vehicles pulling trailers (boats, travel trailers, fifth-wheels, stock trailers, etc.), recreation vehicles, buses, or other vehicles at the legal maximum width will be a consideration for not designing a lane width less than 10.5 feet.

The presence of larger vehicles is a factor to consider. High truck activity may indicate the need to consider lanes widths closer to the upper limit of the recommended range. If more than one lane is proposed in each direction, evaluate the lane width requirements with respect to each other. For example, if there are two lanes in one direction, the left-hand (inside) lane may be suitable for 10.5-foot width while the right-hand (outside) lane, more commonly used by trucks, could be designed at 11 or 12 feet wide. This also allows vehicles in the right-hand (outside) lane to shy away from bicyclists or parked cars that may be adjacent to the right-hand lane.

Sometimes a median will be present to the left of the left-hand (inside) traffic lane. If this is the case, drivers will feel comfortable operating toward the left side of the lane where another user is near the right side of the vehicle. When making lane width choices, the inside lane may be narrower to sustain a reasonable level of comfort to pedestrians and bicyclists. Conversely, drivers in the right-hand (outside) lane may have vehicles to their left and possibly bicyclists and/or pedestrians to their right.

The most common scenario within the Rural Main Street place type is that the SHS corridor functions as a main street for the town. A selection toward the higher end of this range may be appropriate for a particular segment if space allows or if there is very little presence of other multimodal modes and vehicles are the predominant mode. The segment at the edge of town where the corridor transitions from an Undeveloped Area to a Transitional Area or Rural Main Street place type is a good candidate for lane widths at the higher end of the range. Lane widths may then be narrowed to the lower end of this range as other modal facilities take priority with the increased presence of pedestrians and bicyclists, or bus transit stops.

In some instances, Rural Main Streets and Suburban Area place types may be suitable candidates for implementing road diets. A road diet is a reconfiguration where the number of existing traffic lanes are reduced to provide space for bicycle and pedestrian facilities. A typical road diet consists of converting four lanes to three lanes – two traffic lanes, one for each direction, and one two-way left-turn lane. Road diets can also benefit from narrower lane widths. In addition to gaining space from the reallocated traffic lane, if the remaining lanes are also concurrently narrowed, the new cross section may allow for the addition of bicycle and pedestrian facilities or enhancing those that exist.

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5.4 Shoulder Width

The highway shoulder serves many purposes. For example, it allows additional maneuvering room for motorists and provides emergency parking for immobilized vehicles. This benefit is especially necessary on higher speed, higher volume highways and freeways. In lower speed (45 mph and lower) Urban, Suburban, and Rural Main Street place types, standard shoulders may be a factor that contributes to higher vehicle speeds. Where excessive speeds are a concern, refer to the Traffic Calming Guide. The AASHTO Green Book allows for the provision of shoulders on a discretionary basis when roadway space is utilized for bike lanes, sidewalks, transit lanes, and designated on-street parking.

The considerations for shoulders in these environments are different than for a high speed facility where there may be competing needs for the available cross section right of way. Examples where shoulders may be considered in lower speed Urban Areas, Suburban Areas, and Rural Main Street place types include:

- In a main street setting, the curb, gutter, and shoulder space may be designed only to accommodate necessary drainage flows.
- The provision of on-street parking is considered shoulder width per the HDM. On-Street parking can also operate as a vertical separation for a Class IV separated bikeway when parking is allowed all times of the day.
- In residential areas, shoulder space may need to be provided for temporary use by trash receptacles, leaf piles awaiting pick-up, snow removal storage, etc.
- For projects on evacuation routes, shoulder space may be needed to provide additional room for law enforcement vehicles and related activities. It may also be used as an additional evacuation lane, access lane for emergency vehicles, or space for broken down vehicles to be moved out of the traffic lane(s).

Engineering judgement and design flexibility are to be exercised when determining the need for a shoulder in the Complete Streets environment and the decision to provide a shoulder should be evaluated against other cross section needs to serve place type context.

For right shoulders: The minimum continuous usable paved shoulder width should be 4 feet. In situations where a sidewalk, Class I or Class IV bikeway is provided, the shoulder width of 0 to 4 feet is allowable except the minimum width should be 4 feet at an interchange crossroad (local road or State highway) or adjacent to a barrier or railing.

There are situations where the 4-foot minimum shoulder width standards will be satisfied, although exceeded. These situations are, but not limited to, the following:

i) Where there is a Class II bike lane facility since the bike lane is considered part of the shoulder.

ii) Where a wider shoulder is necessary to accommodate gutter or drainage inlets that are present and to accommodate water spread. See HDM Chapter 830 – Transportation Facility Drainage.

iii) Where the project is on an evacuation route and additional shoulder width is needed to serve evacuating traffic or emergency operations. See DIB 93 “Evacuation Route Design Guidance.”

iv) Where there is on-street parking, since on-street parking is considered part of the shoulder. See the CA MUTCD Section 3B.19 for parking width guidance.

v) Where the shoulder is used by transit vehicles.

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Evaluate the potential benefits of repurposing shoulder space to provide or enhance cross section elements that positively impact the community such as providing space for landscaping, wider pedestrian and bicycling facilities, and the benefits of reducing crossing distance for people walking, biking, rolling, or accessing transit. Unique community uses for shoulder area may also be considered in a context sensitive design, as illustrated in Figure 5-Q, where shoulder and vehicle turnout area are used. NCHRP Research Report 1036: Roadway Cross Section Reallocation provides additional guidance for considering how to prioritize and allocate roadway space by considering important aspects, including but not limited to comfort, accessibility, and other community goals that are unique to the context[36].

Overall shoulder width needs to be balanced with all other cross section elements and drainage needs.

Figure 5-Q – A community use of shoulder area on SR-1 in Gualala



[36] TRB NCHRP Research Report 1036: Roadway Cross Section Reallocation (2022)

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6.0 CROSSWALKS AND ENHANCED CROSSWALKS

Crosswalk markings provide guidance for pedestrians who are crossing roadways by defining and delineating paths for pedestrians to cross the street and to help alert road users of designated pedestrian crossing points. Crosswalks come in various forms: unmarked crosswalks, marked crosswalks, marked mid-block crosswalks, etc. For the purposes of this DIB, the term “crosswalk” refers to crosswalks marked with two transverse white or yellow (in school areas per CVC 21368) pavement marking lines across a roadway that identify a pedestrian crossing per CA MUTCD Section 3B.18 Crosswalk Markings. “Enhancements” or “enhanced crosswalks” refer to any features supporting crosswalks beyond the two white or yellow pavement marking lines which may include high visibility crosswalk markings. Note that crosswalks may be unmarked at intersections where sidewalk connects to the intersection and pedestrians may cross at unmarked locations using due care per the CVC. This DIB encourages increased visibility of crosswalks to increase driver awareness at crossing locations. See HDM Index 62.4(5) and HDM Index 105.6 for guidance on designing pedestrian crossing facilities at crosswalks.

There are many tools available to support this goal and they can be combined to enhance crosswalks with additional safety and comfort features depending on the site conditions. Crosswalks should be considered where Class I bikeways cross the roadway, since the Class I bikeway is for pedestrians and bicycles. When identifying potential crosswalk users, keep in mind individuals who may have more limited mobility, such as children and seniors. A lack of existing pedestrian crossings at a particular location within the project should not imply a lack of pedestrian crossing demand. Community engagement can help determine if there are pedestrians in the community who would be using a crosswalk if a crosswalk or enhanced crosswalk were provided. The Caltrans Active Transportation (CAT) plans and District planners can also help identify new or enhanced crosswalk locations. The PDT may also consult law enforcement agencies, local agencies, local communities including senior and school communities, and transit agencies and take into consideration their recommendations. Comfortable, convenient, and connected facilities can encourage and empower travelers to take trips on foot or provide more inviting crossings for bicyclists. Providing passage for travelers on foot can connect larger multimodal networks both along State highways and across State highways to adjacent community networks including access to transit and other multimodal opportunities.

Please refer to the HDM Index 105.6 Pedestrian Crossings, CVC Section 275, and CA MUTCD Section 3B.18 Crosswalk Markings for guidance and requirements. See also Caltrans 28 Proven Safety Countermeasures website and the FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossings Locations for additional guidance for crosswalk enhancements[37].

[37] Caltrans 28 Proven Safety Countermeasures website, FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations, 2018

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6.1 Where to Consider Crosswalks

Crosswalks and enhanced crosswalks should be considered at the locations below where feasible and supported by engineering judgment or an engineering study. The study should consider the number of lanes, the presence or absence of a median, the distance from adjacent signalized intersections, the pedestrian volumes and delays, the vehicular ADT, the posted or statutory speed limit or 85th percentile speed, the geometry of the location, sight distance, the possible consolidation of multiple crossing points, the availability of street lighting, and other appropriate factors (see CA MUTCD Section 3B.18 Crosswalk Markings). Check with the District Pedestrian and Bicyclist Traffic Safety Engineer to verify that the locations for proposed crosswalks or enhanced crosswalks are not already in the Safety Monitoring Program. Potential locations to consider new or enhanced crosswalks include:

- At locations with a roundabout, or traffic signal where engineering judgement indicates crosswalks are needed to delineate pedestrian paths through these intersections[38].
    - See HDM Index 405.10 for guidance related to crosswalks at roundabouts.
- At non-signalized locations where feasible and supported by engineering judgment that have:
    - On or off-ramps that have ADA curb ramps and sidewalks.
    - Bus transit stops: Consider providing a crosswalk or enhanced crosswalk within 50 to 200 feet of a bus transit stop. Preferred placement is behind, or upstream, of the bus transit stop to avoid conflict between pedestrians and transit buses and allow the transit buses to merge with traffic more easily.
    - Community destination(s): Consider providing a crosswalk or enhanced crosswalk within 50 to 200 feet of a community destination where feasible. Examples of community destinations may include shopping areas, dining areas, schools, hospitals, senior centers, places of worship (as shown in Figure 6-A), sports facilities, public parks, beachfront or nature areas, and playgrounds.
    - In Urban Areas consider providing crosswalks or enhanced crosswalks approximately every 250 to 500 feet at intersections that fall between these limits, and/or midblock on long blocks.
    - In Suburban Areas and Rural Main Streets, consider providing crosswalks or enhanced crosswalks every 500 feet where feasible.
- At crossing gaps or needs identified in the District's CAT plans.
- At crossing gaps or needs identified in the future District Roadway Safety Infrastructure Plans.
- At crossing gaps or needs identified in local planning documents.
- At crossing gaps or needs identified by community engagement.
- At locations where bicyclists or pedestrians are present or projected to be present once pedestrian and bike facilities are constructed.

6.2 Approvals

The District Pedestrian and Bicyclist Traffic Safety Engineer provides approval of crosswalk markings or enhancements.

[38] Refer to (upcoming) Caltrans Intersection Safety and Operations Assessment Process (ISOAP) policy (formerly known as Intersection Control Evaluation (ICE)).

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Figure 6-A – Enhanced crosswalks serving a community destination on I-5 Business/ SR-36 in Red Bluff



6.3 Additional Resources

Caltrans California Manual on Uniform Traffic Control Devices (CA MUTCD)

Caltrans Highway Design Manual (HDM)

Caltrans Pedestrian Safety Countermeasure Toolbox

Caltrans Traffic Calming Guidance Memorandum

FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations, 2018

NACTO Urban Street Design Guide

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7.0 BUS TRANSIT

Integration of bus transit within Complete Streets projects supports the efficient movement of people within a limited right of way. Additional forms of transit (e.g., streetcars, light rail, etc.) also support Complete Streets and the efficient movement of people but are not addressed in this DIB. Caltrans does not develop or operate bus transit systems, but where these systems exist, the designer should collaborate with the district transit coordinator and local transit agencies regarding placement of transit loading facilities (bus stops) that meet all users' needs. Consulting with transit operators early and often can help support designs that include information only the transit operator can provide such as the length of buses that serve the stop, the number of buses anticipated to use the stop concurrently, existing operational challenges, future service plans, and bus turning templates. This section highlights current practices for the design of bus stops in a multimodal Complete Streets environment. For additional design guidance, see the resources listed at the end of this section.

7.1 Network Connectivity

Every bus trip begins and ends either on foot or by bicycle, thus it is important that bicyclists and pedestrians have convenient access to bus stops. Routes designed to help people access public transportation are commonly referred to as first-mile/last-mile connections. Many of these connections will be made on local streets, but it is important that the State highway also provides connectivity. Planning for first- and last-mile connections should consider:

- Accessible sidewalks
- Marked or enhanced pedestrian crossings
- Comfortable bicycle facilities[39]
- Short- and long-term bicycle parking
- Access to other modes, such as bike or scooter share, parking, or rideshare

7.2 Bus Stop Configuration

Bus stop configurations are shaped by the operational requirements of the transit vehicles using them and must be developed in conjunction with the transit operator. Bus stops may be in-lane or may allow a bus to maneuver out of the traffic lane for passenger boarding. While stopping in the traffic lane may impact traffic operations, the AASHTO Guide for Geometric Design of Transit Facilities on Highways and Streets notes that, "There are situations where preferential treatment for transit (dedicated lanes, stations, and priority at traffic signals) may be desirable. In those cases, the benefits to transit riders should be balanced with the effects on road traffic. The goal is to minimize overall person delay. The provision of bus transit recognizes that a single bus can carry as many commuters as 40 or 50 personal vehicles and that urban transportation systems should focus on the efficient movement of people and goods, not merely vehicles"[40]. These considerations are particularly relevant to the Complete Streets contexts addressed in this DIB.

[39] The Federal Transit Administration considers bike facilities within three miles of a public transportation stop eligible for funding due to their "de facto functional relationship."
[40] AASHTO Guide for Geometric Design of Transit Facilities on Highways and Streets, 2014, Section 5.1.

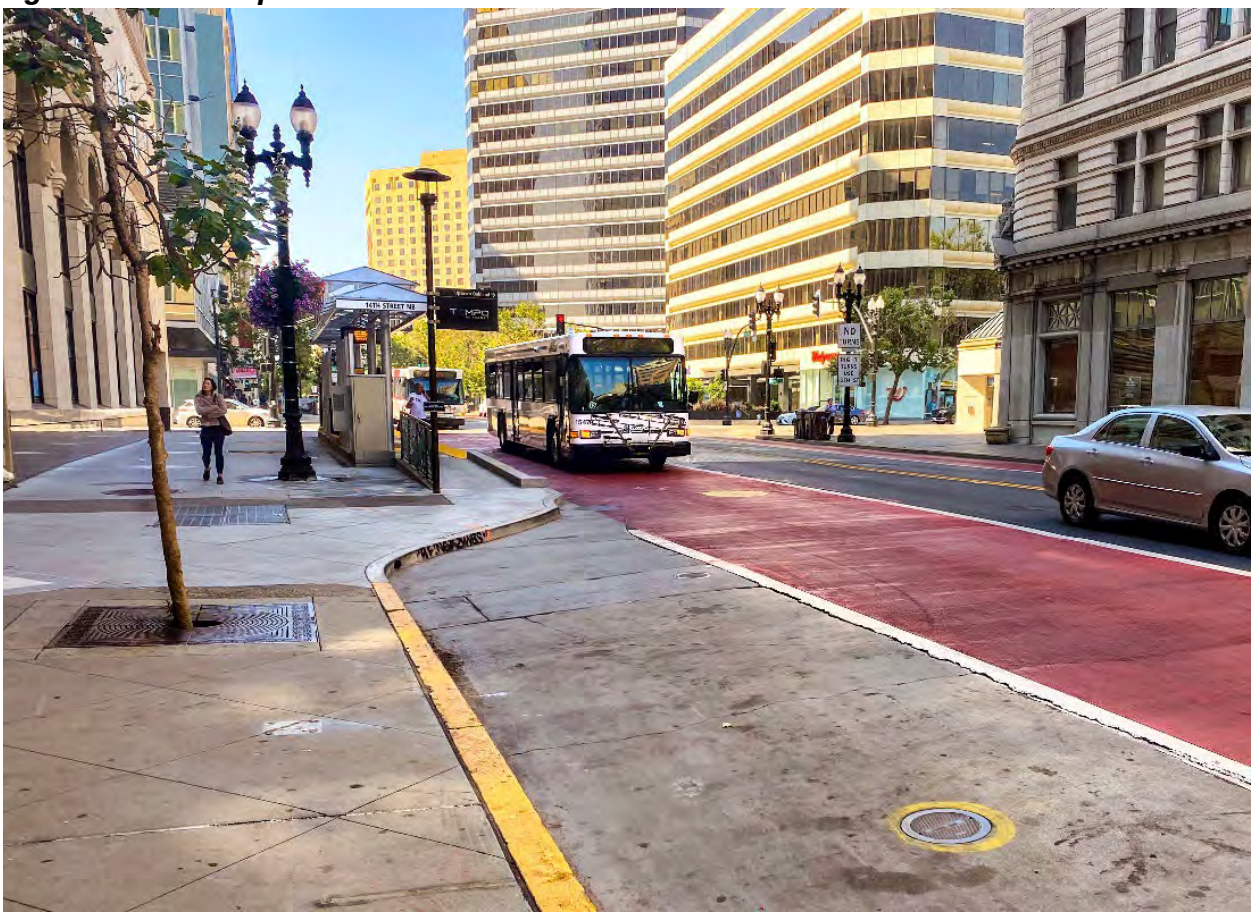
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7.2.1 Busbulbs and Busbays

Busbulbs, or curb extensions, as discussed in HDM Index 303.4 and shown in Figure 7-A, may be useful in Urban Areas with frequent bus service, relatively low traffic volumes, low speeds (usually under 40 mph), and where parking is permitted at all times.

According to AASHTO, "Bus bulbs and curb extensions provide additional space for waiting, boarding, and alighting passengers. They better segregate waiting bus passengers from pedestrians walking or rolling along sidewalks, reduce street crossing distances for pedestrians, and provide space for amenities such as shelters and bus benches. They eliminate lateral movement of buses to enter and leave stops, and they eliminate possible delays for buses re-entering a traffic lane. They also can result in more on-street parking than would exist with a conventional bus stop that requires additional space for bus transitions" [41]. Busbays, as discussed in HDM Index 303.4, create a space for buses to pull out of the traffic flow to load and unload passengers. Busbays may be created with an indentation in the curb, as shown in Figure 7-B, or by restricting on-street parking. Busbays are used mainly on suburban roads with speeds greater than 40 mph.

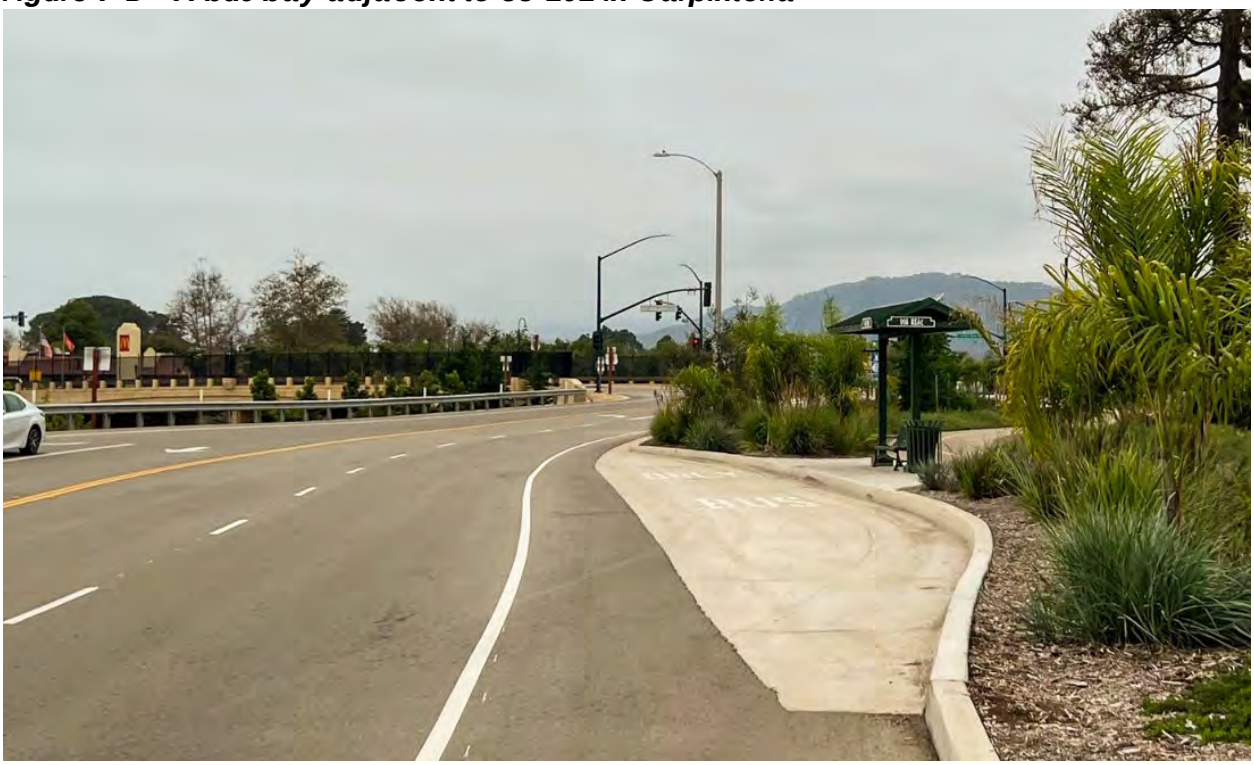
Figure 7-A – Example of a busbulb in Oakland



[41] AASHTO Guide for Geometric Design of Transit Facilities on Highways and Streets, 2014, Section 5.2.

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Figure 7-B – A bus bay adjacent to US-101 in Carpinteria



7.3 Reducing Conflicts with Bicyclists

Where both buses and bikeways are present in the same corridor, consideration should be given to minimizing conflicts between buses, bicyclists, and pedestrian passengers. As bus stops and bikeways are both frequently located adjacent to the curb, this is the most common conflict point. There are numerous ways to configure stops, and the designer should employ engineering judgment based upon site analysis to develop an appropriate design. In general, preference should first be given to a design that provides separate spaces for bicyclists to move within their travel way, for buses to stop, and for pedestrians to wait and board bus vehicles. The next-preferred design option would provide a lower degree of separation, integrating pedestrians and bicyclists through the boarding area. The third preference would be to provide a space shared by bicyclists and buses. Examples of each of these configurations are discussed below. It is important to note that these examples do not represent design standards, but rather offer inspiration to the designer to develop a solution appropriate to the project context.

7.3.1 Bus Stop Designs Featuring Separated Spaces

Island platforms, also termed side-boarding islands or floating islands, provide separate spaces for buses to stop (within or outside their traffic lane), for passenger waiting, boarding, and alighting, and for bicyclists to move through a separated bikeway. The bikeway surface may be at roadway level, raised to sidewalk level, or at an intermediate elevation. Design considerations for island platforms are discussed in DIB 89 and the FHWA Separated Bike Lane Planning and Design Guide[42]. Examples of these bus stop designs built by various other agencies are provided as inspiration in the figures below.

[42] DIB 89 Class IV Bikeway Guidance, FHWA Separated Bike Lane Planning and Design Guide, 2018, Section 5, Figures 16 and 17.

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Figure 7-C - A Bus boarding island from the FHWA Separated Bike Lane Planning and Design Guide

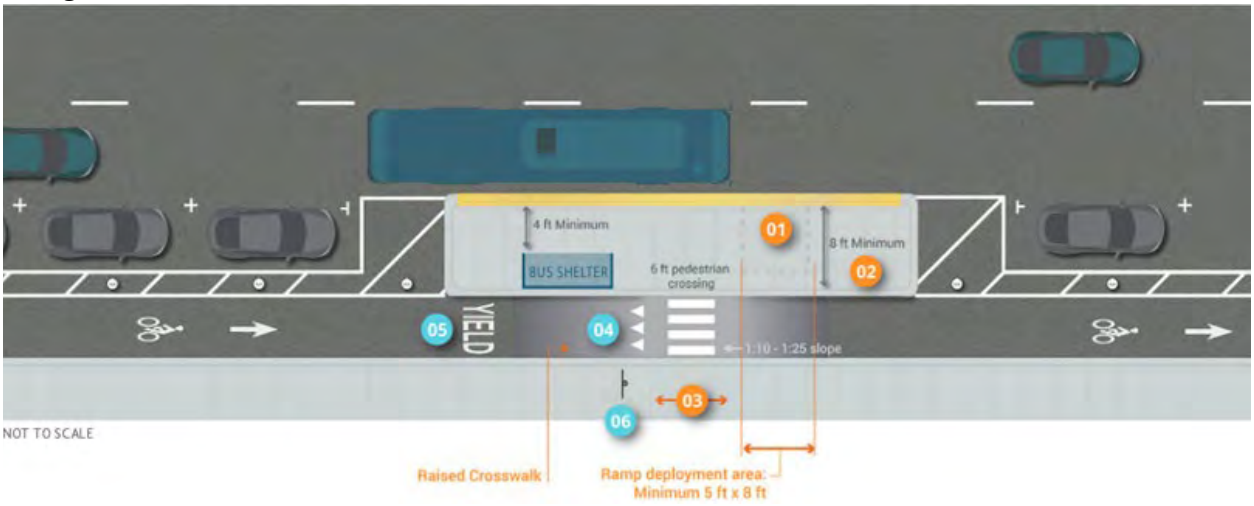


Figure 7-D - Bus boarding island in San Francisco



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Figure 7-E - Bus boarding island in Oakland

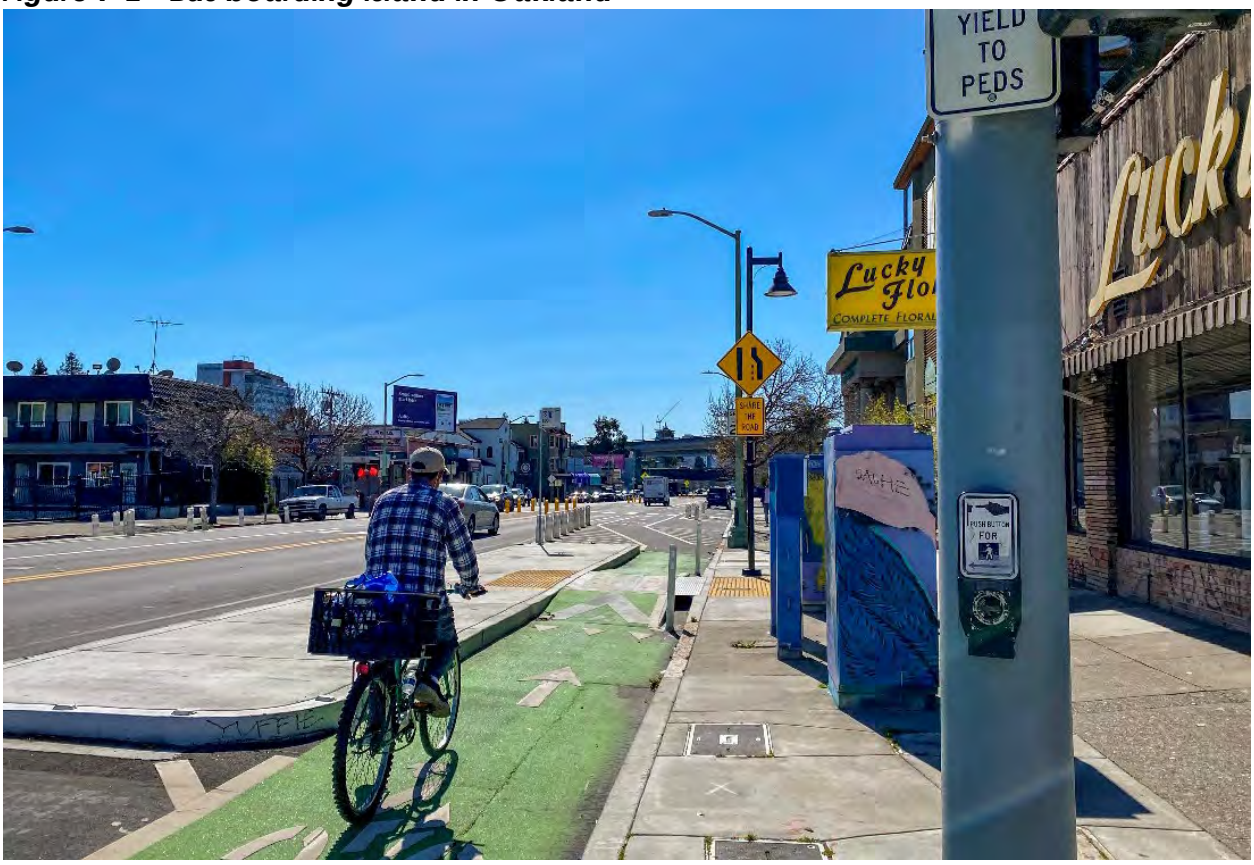


Figure 7-F – Bus boarding island integrated with parking separation in Berkeley

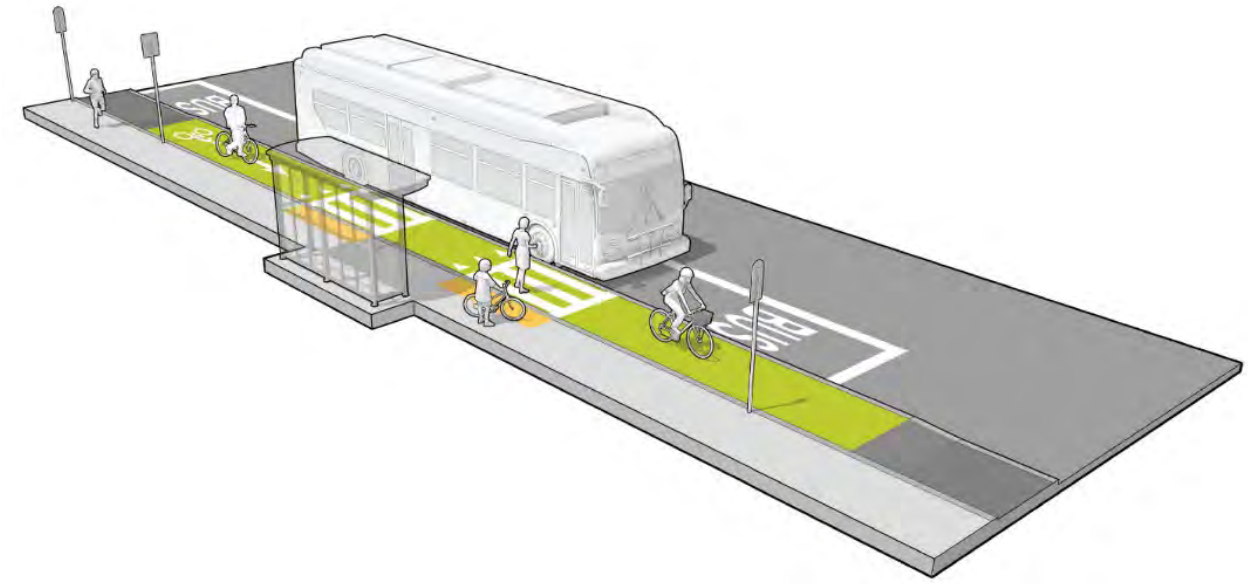


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7.3.2 Bus Stop Designs Featuring Integrated Bicycle/Pedestrian Spaces

Where insufficient right of way exists to provide a boarding area separate from the bikeway, an integrated bicycle/pedestrian zone may be developed. The bikeway may be raised to sidewalk level at the bus stop location to allow for passenger boarding and alighting. Bicyclists should yield to crossing pedestrians before entering this conflict zone. The shared space is treated as a crossing and should provide detectable warnings for the visually impaired. Figure 7-G shows this bus stop design from MassDOT below.

Figure 7-G - Diagram of an integrated bicycle/pedestrian zone at a bus stop (MassDOT Separated Bike Lane Guide)



7.3.3 Bus Stop Designs Featuring Shared Bicycle/Bus Spaces

In highly constrained locations or as an interim solution, buses and bicyclists may operate in a shared space at bus stops. The roadway-level mixing zone should be marked to increase awareness between bicyclists and bus operators of possible conflicts. When buses are present at the stop location, bicyclists merge left to pass. The FHWA Separated Bike Lane Planning and Design Guide, adopted by Caltrans in DIB 89, has additional information on when a shared facility, rather than a separated or integrated facility may be appropriate. Additional examples of these bus stop designs from various other agencies are provided as inspiration in the figures below.

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Figure 7-H - Diagram of bus stop mixing from the FHWA Separated Bike Lane Planning and Design Guide

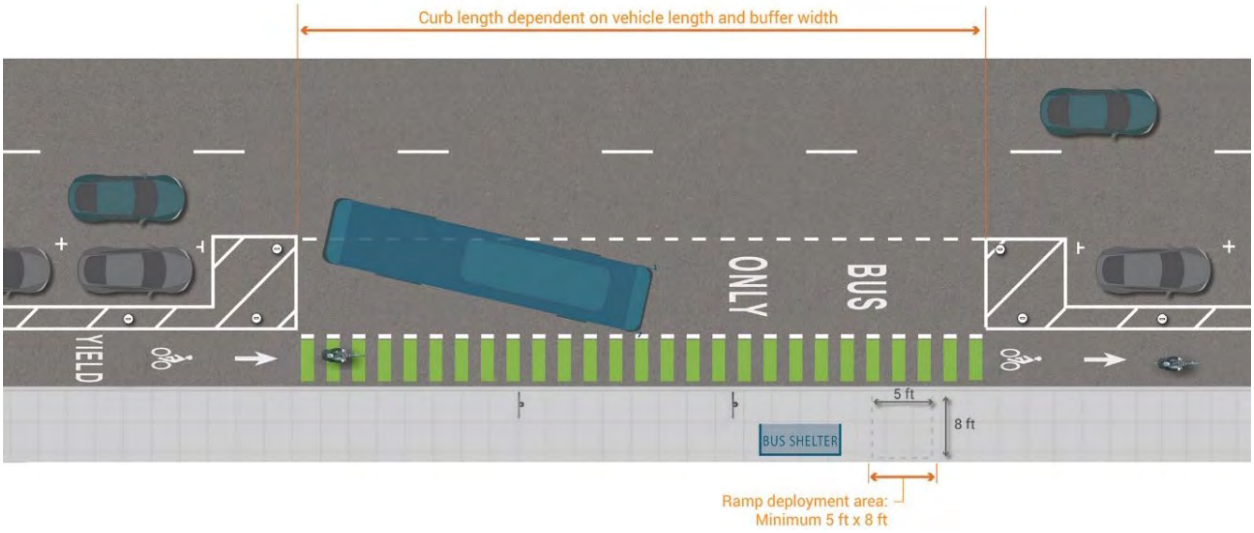


Figure 7-I - Example of bikeway markings at a bus stop and Bus Only lane in San Francisco



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Figure 7-J - Conflict zone markings at a bus stop on SR-116 in Sebastopol



Figure 7-K - Bus stop at a Class IV separated bikeway in Hayward



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7.4 Additional Resources

AASHTO Guide for Geometric Design of Transit Facilities on Highways and Streets, 2014, Chapter 5: Guidelines for Bus Facilities on Streets and Roadways

Caltrans DIB 82 Pedestrian Accessibility Guidelines for Highway Projects

Caltrans DIB 89 Class IV Bikeway Guidance

Caltrans Highway Design Manual (HDM)

- HDM Index 108.2 Transit Loading Facilities
- HDM Table 302.1 includes shoulder widths for bus stops
- HDM Index 303.4 Curb Extensions discusses Busbulbs and Busbays
- HDM Index 1003.3 Shared Transit and Bikeways

FHWA Separated Bike Lane Planning and Design Guide, 2018

FHWA Improving Safety for Pedestrians and Bicycles Accessing Transit, 2021NACTO Transit Street Design Guide

NACTO Urban Bikeway Design Guide

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8.0 GREEN STREETS

Complete Streets incorporate green street concepts where possible to address environmental needs, support livable spaces, and enhance community character. DP-37 recognizes streets as valuable community spaces, and these spaces will best meet the needs of all users when they are designed as green streets. Green streets integrate green infrastructure into the streetscape to improve air and water quality, reduce temperatures, and create beautiful, livable places. This section discusses incorporating green streets features into project design, types of green streets elements, and design considerations.

8.1 What are Green Streets?

Green streets are a system of "green" infrastructure that uses permeable surfaces, tree canopy, and landforms to manage stormwater runoff at its source. At the street scale, green infrastructure refers to stormwater management systems that mimic nature by soaking up, storing, and/or improving the quality of water. These systems employ vegetation, soils, and other drainage design practices to capture, treat, infiltrate, and slow runoff. These can restore some of the natural processes required to manage water and create healthier built environments. For typical Complete Streets projects, green street elements may include street trees, stormwater planters, and planting areas.

8.2 Why Green Streets?

Green streets can provide numerous benefits that are both quantitative and qualitative. These benefits are of particular importance in an Urban, Suburban, or Rural Main Street place type where a variety of non-motorized users are to be expected: "A flooded street is not a complete street. During storm events, people walking, bicycling, and using transit are the first users to encounter barriers and lose access to the street and are the last to regain it. Green street design tools, which integrate stormwater control and management within the right-of-way, are a critical component of complete street design, ensuring the street remains usable and safe for all people during storm events, regardless of mode"[43].

Leveraging Complete Streets projects to develop green infrastructure systems can realize complementary goals, including climate action, economic efficiency, and social equity:

- *Climate action*. Green stormwater infrastructure improves water quality by reducing both the amount of pollution and the volume of runoff entering oceans, rivers, and streams. Managing runoff prior to entering storm sewer systems may help reduce flood potential, and increased infiltration can help recharge groundwater and restore hydrologic systems. The vegetation in these systems contributes to carbon sequestration, reduces fugitive dust and pollution, enhances water quality, and can provide wildlife habitat linkages.
- *Economic efficiency*. Green infrastructure systems are often less costly to install than traditional "gray" infrastructure, and their ability to reduce the load on storm sewers can help extend the service life of existing infrastructure. The landscapes that result from green infrastructure systems contribute to increased property values, reduced heat island effect, and shade from tree canopy can extend pavement life and reduce building energy costs.
- *Social equity.* Green infrastructure systems can realize social equity goals, supported through comprehensive public engagement, to identify improvements, such as street trees, which contribute to vibrant, livable communities while limiting exposure to the burdens noted above. These features can contribute to improvements in mental and physical health through shade and cooling, improved air quality, and beautification.

[43] NACTO Urban Street Stormwater Guide

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8.2.1 Regulatory Framework

Additionally, many green streets features are important to achieving compliance with State and Federal regulations. The U.S. Clean Water Act regulates the discharge of pollutants to receiving waters such as oceans, bays, rivers, and lakes. Additional federal regulations under the National Pollutant Discharge Elimination System (NPDES) permit process and U.S Environmental Protection Agency (EPA) control pollutant and stormwater discharges. The California State Water Resources Control Board (SWRCB) serves as the implementing agency for these regulations in California[44]. The Stormwater Quality Handbook: Project Planning and Design Guide (PPDG) provides guidance on the process and procedures for evaluating project scope and site conditions to determine the need for and feasibility of incorporating Best Management Practices (BMPs) into projects within the State right of way[45]. The BMPs for green streets describes strategies that control, prevent, remove, or reduce pollution and minimize potential impacts upon receiving waters.

For additional information on implementing BMPs, the PPDG provides design guidance in support of the Statewide Stormwater Management Plan (SWMP) during the planning and project development process including staff responsibilities, selection of BMPs, and identification and evaluation of stormwater quality issues[46]. To meet the Caltrans stormwater permit requirements, designers should identify and design project features that promote and maximize infiltration including using low impact site design principles and infiltration-type Design Pollution Prevention (DPP) BMPs during site development and design[47].

Figure 8-A – Green street features in Sacramento



[44] Stormwater Quality Handbook: Project Planning and Design Guide (PPDG), Section 1.4.1
[45] PPDG, Section 1 Introduction
[46] Statewide Stormwater Management Plan
[47] PPDG, Section 5.1 Introduction and Objectives

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8.3 Green Streets Elements

Green street designs may include a variety of elements, from street trees and ornamental plantings to engineered stormwater treatment BMPs. While street trees and planted areas may be provided to meet livability and climate goals, BMPs are typically designed to address specific stormwater quality and permit requirements. The following subsections introduce these green street elements and considerations for their inclusion into a project.

Figure 8-B - Green streets may include landscape, street trees, and/or stormwater treatment BMPs



8.3.1 Street Trees

Street trees provide essential and cost-effective infrastructure for climate change resilience and enhancing community livability. Street trees provide environmental benefits by improving air quality, absorbing stormwater and removing pollutants, cooling the air through evapotranspiration, shading roads and buildings in summer, and reducing heat island effects in developed areas. Crucially, trees consume carbon dioxide, the most abundant greenhouse gas contributing to global warming. Street trees also improve conditions for multimodal travelers by providing shade to support active transportation in hot weather and reinforcing traffic calming, making walking, rolling, and biking more inviting. Mature trees sequester more carbon, provide more shade, and weather drought conditions more successfully. Existing street trees should be protected in the project corridor, and then new trees should be established under conditions where they can thrive. The visual and aesthetic beauty provided by trees contributes to a community's sense of place, as seen in Figure 8-C. Including street trees in projects is an equity consideration as underserved communities may have been passed over for street trees in the past or may not have the

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resources to plant and maintain street trees within their communities. As a result, these communities may disproportionately be excluded from the multiple benefits that trees can bring to a community.

When considering street trees in a project, consult with the District Landscape Architect, Landscape Specialist, and Tree Supervisor. Landscape Architects will consider utility conflicts, sight distance and setback requirements, and prioritize a selection of regionally appropriate shade trees that fit the needs of the project site, local climate, water conditions, and be the appropriate size at maturity.

Refer to HDM Chapter 900 for Tree and Irrigation guidance and standards.

Figure 8-C - Street trees lining US-50/I-80 Business to reinforce the neighborhood sense of place in Sacramento



Protecting Existing Trees

Because it can take many years for a tree to confer maximum climate and aesthetic benefits, preservation of existing mature trees and their root structures should be a top priority in roadway projects. Damage to tree roots through excavation and construction within the trees' dripline is a frequent cause of structural damage and tree mortality. When reconstructing a sidewalk or roadway, consider the following ways to address tree roots and minimize impacts on existing street trees:

- Go around the roots. If there is enough room, the sidewalk can narrow or "meander" to go around the structural roots near the base of the tree.
- Go over the roots. Consider rebuilding the sidewalk like a bridge over the roots. A curb or guard may be needed to avoid creating a drop-off at the edge of the sidewalk. Piers can support the sidewalk from below.
- Go under the roots. Consider excavating out under the roots with an air spade, creating space for the roots to settle into and extend downward. Pea gravel can be used to support the new sidewalk and keep oxygen available to the roots.

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While trenching, consider the following ways to address tree roots:

- Use hand tools to dig within the root zone.
- Use micro-trenching to trench under, over, alongside, or through the root zone.
- Consider root pruning in challenging conditions according to Arboricultural Standards to avoid tree removal where possible.

These techniques do not work in every situation, but collaboration between engineers, landscape architects, and arborists can often identify the appropriate opportunities to utilize these solutions.

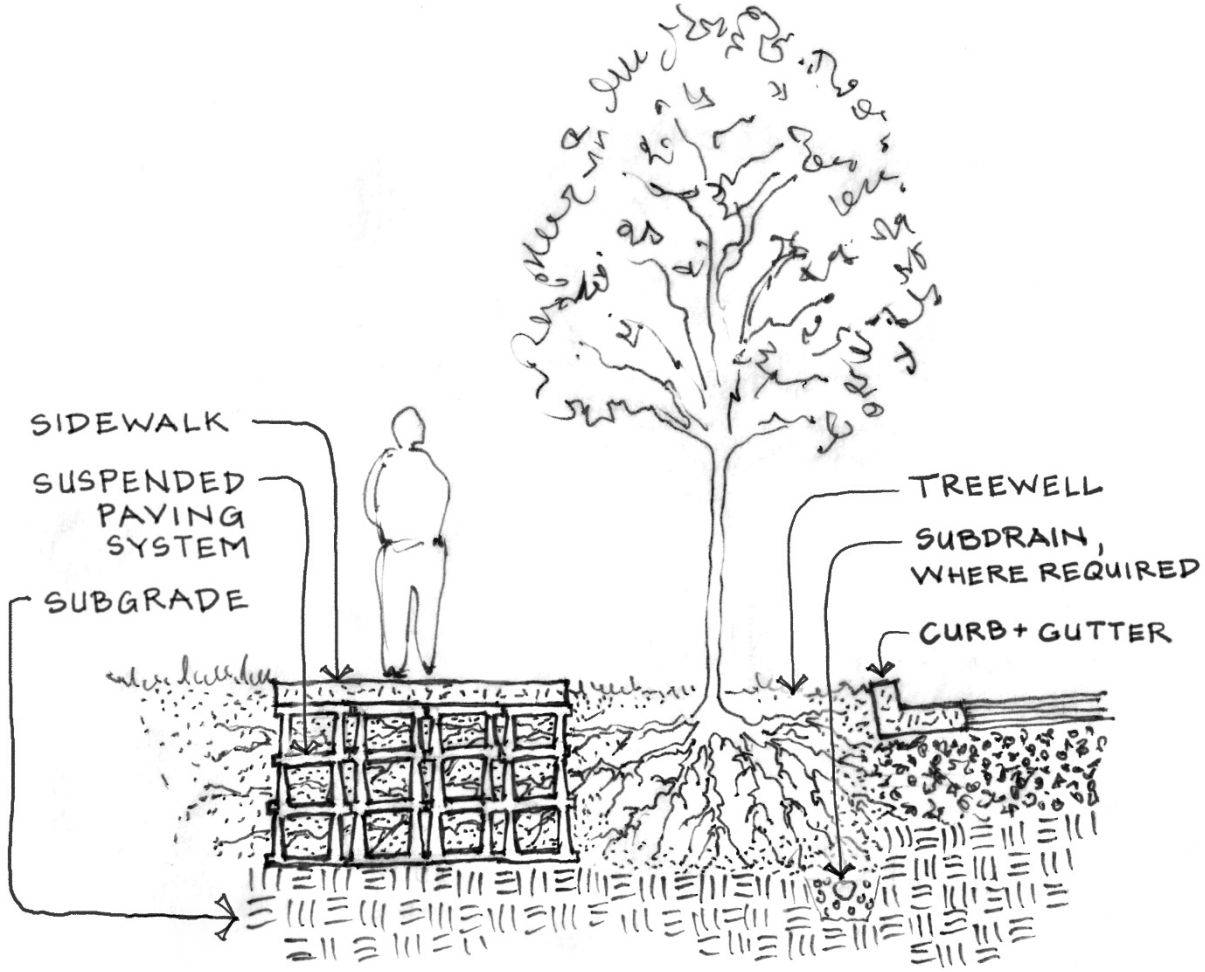
Adding Street Trees

The best way to grow a successful street tree is to invest in the right soil structure to support street tree growth. Suspended pavement and structural soils both provide a rigid structure to support pavements, while preserving uncompacted areas for roots to grow. Suspended pavement (Figure 8-D) is supported by an underground cage-like structure, which keeps the pavement from settling, but still lets roots grow. Coarse structural soils (Figure 8-E) can be compacted to support pavement, while still retaining the oxygen roots need in the pore spaces between the aggregate.

Consult the District Landscape Architect for additional guidance.

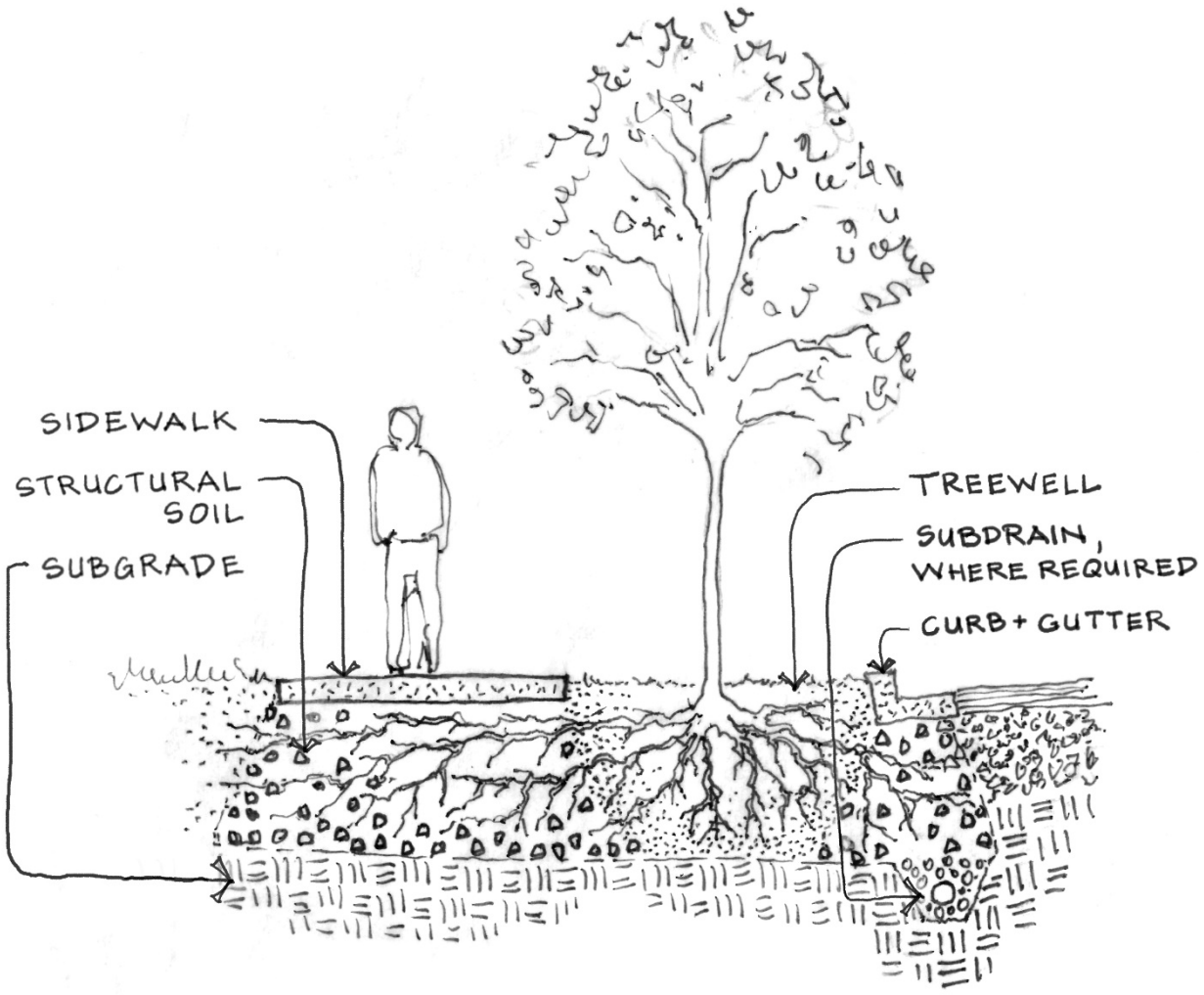
Consult District Maintenance for additional input on maintenance needs.

Figure 8-D – Diagram of a suspended pavement system



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Figure 8-E – Diagram of a structural soil system



Drought and Water Needs

Trees are a valuable environmental resource and maintaining them through drought may be an appropriate use of water. During project development, consider whether existing tree planting areas can be modified to capture stormwater runoff to help water infiltrate into the soil and prolong water availability to tree roots.

When new trees are added as part of the project, pick regionally appropriate tree species that will be drought tolerant once established and consider the type of irrigation necessary to establish new trees. In some locations three to five years of irrigation may be sufficient to establish new trees but in other locations permanent irrigation systems may be necessary.

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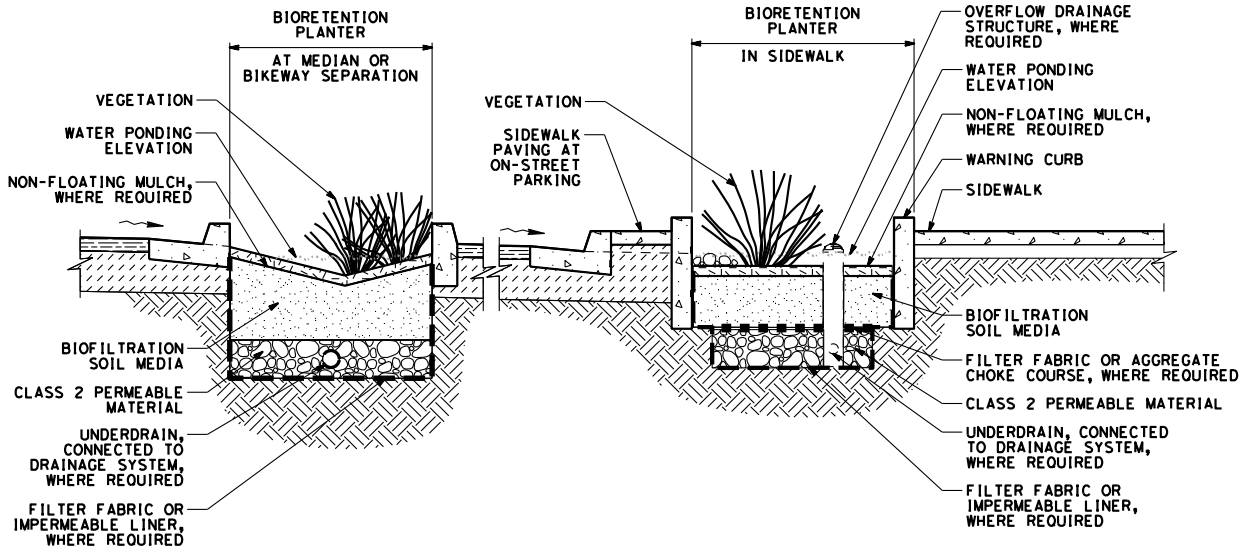
8.3.2 Stormwater Treatment BMPs

As green infrastructure designs have gained popularity, the terminology around these features continues to evolve. Rain gardens, bioswales, bioretention features, and stormwater planters often describe similar features. This DIB uses the term stormwater planter broadly to describe any planting area designed to serve a stormwater management purpose. Other terminology will match that used by the Caltrans Office of Hydraulics and Stormwater Design and the PPDG.

Treatment BMPs (TBMPs) are designed and sized to treat either a certain volume of runoff, a particular flow or rate or runoff, or a particular pollutant of concern. The first priority in TBMP development is to infiltrate runoff from the contributing areas, then treat any excess runoff with a flow-through BMP or other TBMP to achieve compliance. TBMPs are not flood control measures designed for large storm events, but instead are typically designed for the lower volumes or flows of stormwater associated with frequent storms (such as those storm events with a return period of less than two years). The project engineer with the support from the Design Stormwater/NPDES coordinator will determine treatment requirements and appropriate BMP sizing. The PPDG identifies more than a dozen types of Treatment BMPs for application in State highway projects, but only a small subset of these is generally suitable in the constrained site conditions of a Complete Streets design.

A brief overview and examples of the relevant TBMPs are included in this DIB to aid the designer in identifying opportunities for incorporation of these features into their green street design. The relevant Treatment BMPS include Bioretention, Biofiltration, Design Pollution Prevention Infiltration Areas (DPPIAs), Detention Devices, and Pervious Pavement[48]. Examples of each of these TBMPs are shown in Figures 8-F through Figure 8-J.

Figure 8-F – Example Bioretention Treatment BMP



[48] For additional design guidance see the Caltrans Treatment BMP Design Guidance webpage.

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Figure 8-G – Example Biofiltration Strip and Swale Treatment BMP

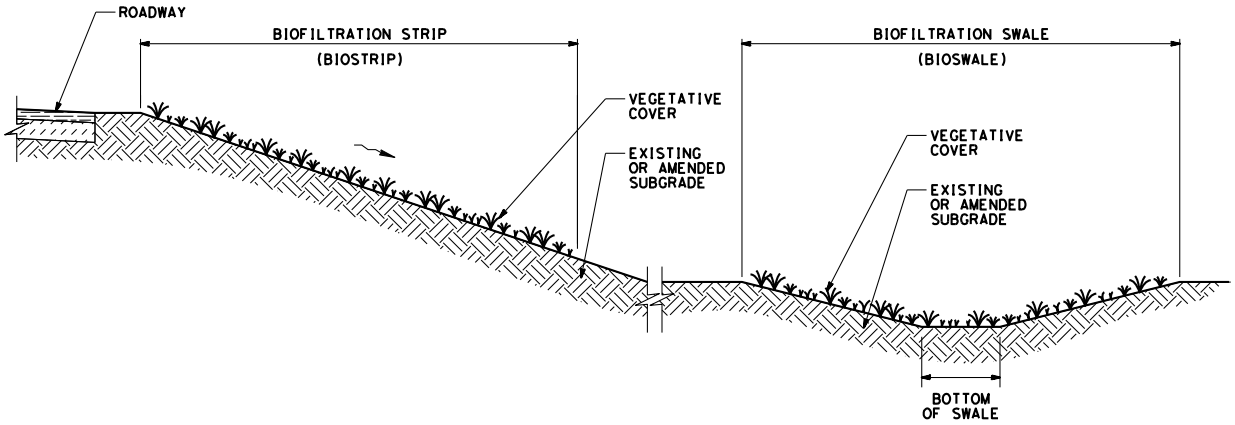


Figure 8-H – Example Design Pollution Prevention Infiltration Area Treatment BMP

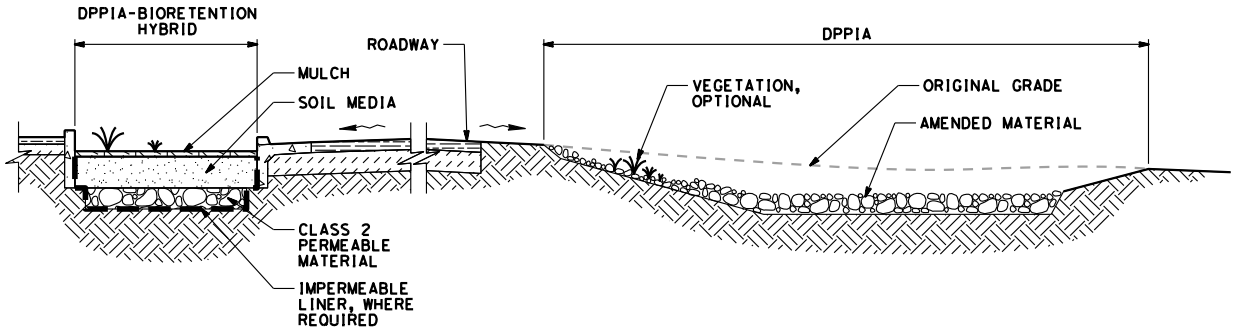
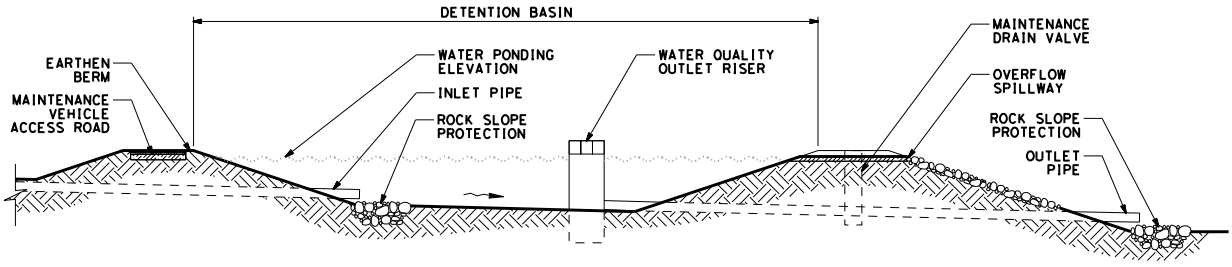
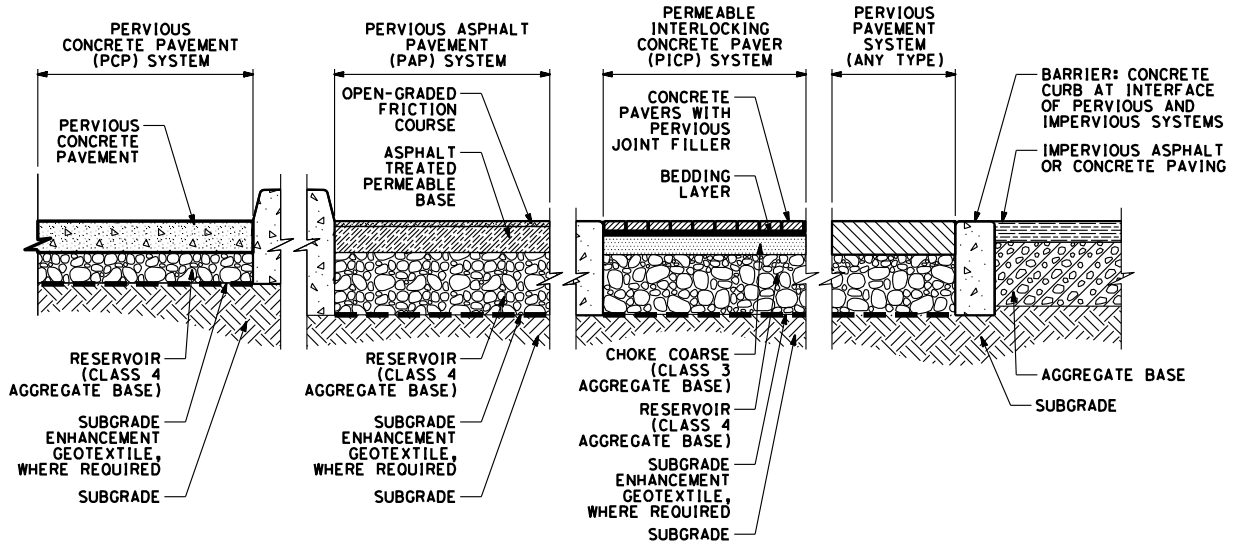


Figure 8-I – Example Detention Basin Treatment BMP



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Figure 8-J – Example Pervious Pavement Treatment BMP



Bioretention

Bioretention systems can filter or infiltrate stormwater directly into the soil to recharge streams, lakes, rivers, and underground aquifers, retaining a designated design volume of stormwater on site. In urbanized areas, they are the most common type of BMP in use, and they can help to reduce ambient temperatures and the urban heat island effect, while addressing both water quality and quantity concerns.

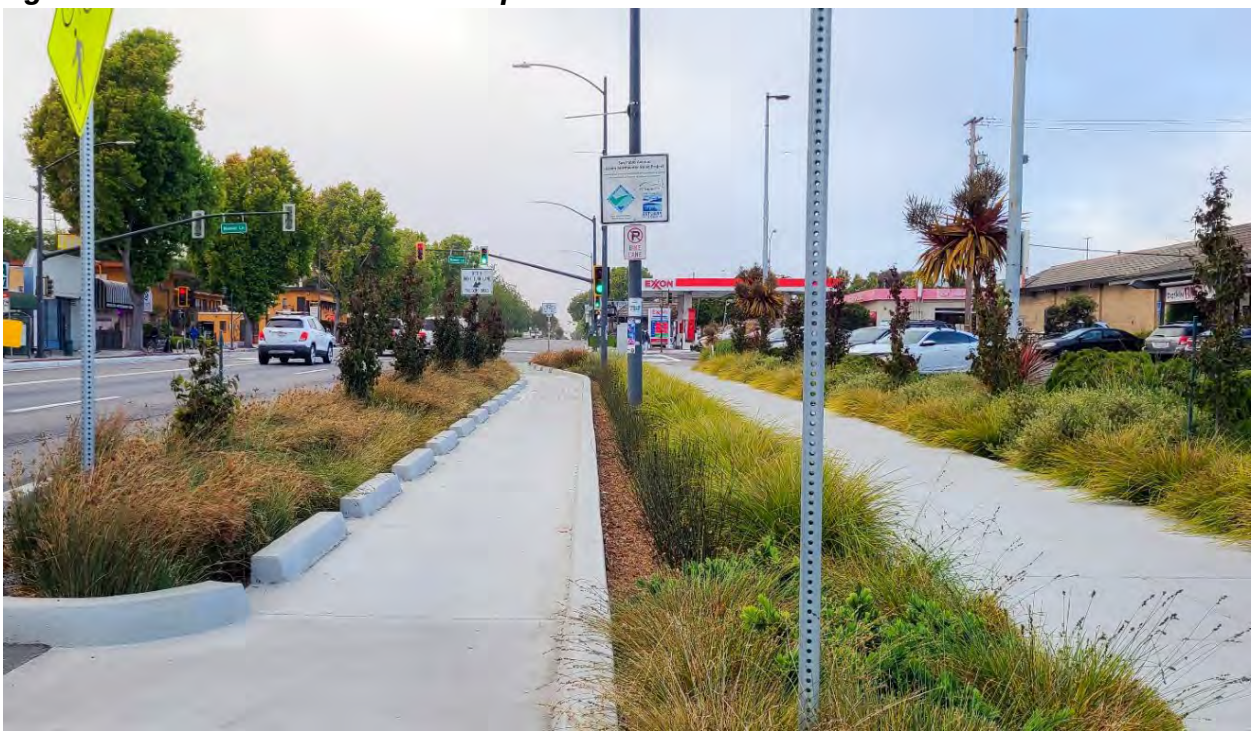
In a Complete Streets environment, bioretention features are often designed as linear planting areas that accept runoff from the adjacent roadway surface (Figure 8-K). They may be used to separate bicycle or pedestrian facilities from the roadway, improving the comfort of non-motorized users (Figure 8-L). They can provide additional environmental benefits with the incorporation of native or climate-adapted planting (Figure 8-M), and shade with the incorporation of street trees.

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Figure 8-K – Bioretention planters before and after planting on US-101 in Eureka



Figure 8-L – Bioretention features separate modes on SR-123 in El Cerrito



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Figure 8-M – Climate-adapted plant material in a median bioretention feature at the Palomar Transit Center in Chula Vista



Bioretention planters typically filter pollutants by allowing stormwater to percolate through an engineered planting media consisting of topsoil, compost, and sand. These planters may reduce both the volume and flow (or rate) of stormwater runoff leaving a site. The fast-draining soil blends typically utilized are underlain with a layer of drainage rock, which provides temporary storage for the stormwater until it infiltrates into the native soil or is transported to a drainage system. Depending on site conditions such as soil permeability and structural requirements, bioretention planters may be designed to convey treated stormwater through an underground permeable pipe, and they may include an impermeable liner to prevent infiltration in place.

Where bioretention planters are located adjacent to a roadway, sidewalk, or bikeway, concrete curbs and stemwalls may be needed to support the pavement section against the uncompacted soils. Where bioretention planters are adjacent to a pedestrian path of travel, the soil elevation and desired ponding depth for stormwater should be considered and curbs or railings may be utilized to address any drop-off concerns for pedestrians (Figure 8-N). The project engineer will typically develop the cross section and sizing of the bioretention feature. The landscape architect should inform pedestrian path of travel, planter design and placement, and develop planting and irrigation design. The project engineer should also review curbs and structural sections, and the hydraulics engineer should review drainage.

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Figure 8-N - Warning curbs surround bioretention planters adjacent to on-street parking on SR-123 in El Cerrito



Biofiltration

Biofiltration strips and biofiltration swales are soil-based Low Impact Development (LID) Treatment BMPs capable of treating both water quality flow and volume. They function primarily through the flow of runoff over a sloping vegetated area, where plants aid in removing pollutants such as sediments, metals, oils, and grease through sedimentation, infiltration, and uptake by plants. Biofiltration strips are generally wide grassy areas adjacent to the roadway. Runoff flows over these planted strips. The planted strips should have a slope flatter than 4:1 that extends at least 15 feet beyond the roadway. Biofiltration swales, by contrast, treat a concentrated flow of stormwater moving through a vegetated open channel (Figure 8-O). Both biofiltration strips (sometimes called biostrips) and biofiltration swales (bioswales) are required to maintain 65% vegetated cover to meet treatment and permit requirements (Figure 8-P). As a result, climate considerations and plant selections are critical to their success. In contrast to the engineered soils utilized in bioretention features, biofiltration is typically designed to work with the native soil, incorporating compost and applying seed or installing young plants. Biofiltration strips and swales are most often utilized in a more rural setting without curb and gutter, but there may be opportunities to incorporate biofiltration in suburban and rural main street environments or parking lots.

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Figure 8-O - Biofiltration swale along SR-92 near the San Mateo-Hayward Bridge.



Figure 8-P - Biofiltration swale adjacent to I-5 in San Diego



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Design Pollution Prevention Infiltration Areas (DPPIAs)

DPPIAs treat stormwater runoff from paved areas by infiltrating the water quality volume to remove pollutants of concern, such as sediments, nutrients, pesticides, metals, and pathogens (Figure 8-Q). These Treatment BMPs are generally designed as relatively flat amended areas that could use Class 2 Aggregate Base, Shoulder Backing, or native material or rock – with or without vegetation (Figure 8-R). They may include a layer of rock material to prevent erosion if velocities warrant or aesthetics dictate a desired finished appearance.

Figure 8-Q – Hybrid DPPIA-Bioretention feature on SR-99 in Live Oak



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Figure 8-R – Arid climate DPPIA utilizing aggregates on SR-14 near Santa Clarita



Detention Basins

Detention basins, sometimes also known as detention ponds, are excavated or bermed areas that temporarily detain stormwater runoff to allow sediment and particulates to settle out. Basins may be lined or unlined, depending on subgrade conditions, and are designed to completely drain within 96 hours after a storm event. While this type of treatment may be used in a Complete Streets project, Caltrans design guidance is geared toward large-scale detention basins, often 20 to 50 feet across with depths of 3 to 10 feet. These footprints rarely fit within the roadway right of way in Urban Areas, Suburban Areas, or Rural Main Street place types, but may sometimes be developed through cooperative agreements, as in the example shown in Figure 8-S. The large grassy field serves as a detention basin for storm events, but doubles as a neighborhood park when not inundated.

Figure 8-S – Detention basin adjacent to SR-16 in Esparto



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Pervious Pavement

Pervious pavements may be used to reduce site runoff, eliminate standing water, prevent pollutants from entering the stormwater system, and reduce the urban heat island effect. They allow stormwater to filter through voids in the pavement surface into an underlying rock reservoir where it is temporarily stored and infiltrated into the ground below. The surface pavement layer may consist of Pervious Concrete Pavement (PCP), Pervious Asphalt Pavement (PAP) (also known nationally as Porous Asphalt Pavement), or Permeable Interlocking Concrete Pavers (PICP). Regular maintenance of these pavements is critical to preserving their permeability, and typically requires use of specialized vacuum equipment. Currently, pervious pavements within State right of way are considered on a project-by-project basis and are limited to parking lots (Figure 8-T), rest areas, sidewalks, bikeways, and similar areas with very low vehicular use.

Figure 8-T -Pervious concrete pavement at a park and ride lot in Chula Vista



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8.4 Site Analysis

Site analysis will inform both the selection and design of green streets features. Considerations for implementation of green streets are discussed below.

Physical and Geotechnical Components

- Available space: Typically, green space is constrained in Urban Areas, Suburban Areas, and Rural Main Street place types. Green street elements may be planned into new facilities or retrofit into portions of existing facilities. Consider green streets elements for the linear separation elements in Class IV bikeways and bulbout areas outside the pedestrian crossing path of travel. Consideration should also be given to planting areas in the buffer zone of the sidewalk including planter strips between the curb and sidewalk, and street tree planting areas.
- Topography: Grades need to accommodate drainage flowing from paved surfaces including roadway, bikeways, and sidewalks into green streets planting areas. Consider existing roadway grading and existing inlet locations before locating green street elements. For new facilities, design grading and green streets facilities in tandem.
- Landscaping: Protect existing vegetation (especially mature trees and sensitive plant species), design irrigation & select adapted plants. Landscape architects should collaborate with engineers to determine bioretention soil mixes and compatible plant material.
- Utilities: Identify and locate existing utility locations (e.g., water, sewer, gas, electric) or future utility plans to avoid conflicts and ensure adequate clearances.
- Infiltration considerations: Consider existing material infiltration rates, soil types, and depth to groundwater before identifying potential stormwater BMP types.
- Flow considerations: Identify existing flow patterns and possible floodplain locations.

Context

- Circulation patterns: Green streets elements should support or enhance rather than obstruct bicycle and pedestrian circulation patterns, pedestrian access points, and loading and unloading zones.
- Plant establishment and maintenance considerations: Plant establishment and long-term maintenance requirements need to be resolved during the design development process.
- Climate considerations Arid and colder climates require additional consideration. Plants may need to tolerate drought and inundation. Permanent irrigation may be necessary for long term success of vegetation. In colder climates snow and deicing agents will impact vegetation.
- Litter abatement considerations: Significant trash generating areas should be identified and trash capture devices should be considered for those sites.
- Other considerations: Archaeological, historic, or cultural resources should be reviewed and considered. Historic districts may have their own design guidelines to guide how to design around eligible resources (e.g., buildings, bridges, monuments, etc.). Areas with historic built environments may pose additional constraints to available space for green street elements.

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8.5 Additional Resources

Caltrans Highway Design Manual Chapters 800, 810, and 820

Caltrans Stormwater Quality Handbook Maintenance Staff Guide

Caltrans Stormwater Quality Handbook Project Planning and Design Guide (PPDG)

Caltrans Treatment BMP Design Guidance

City of Portland Green Streets Program

City of Portland Stormwater Management Manual (includes typical details in PDF and DWG format)

City of San Francisco Green Infrastructure Maintenance Guide Book, 2018

City of San Francisco Green Infrastructure Construction Guide Book, 2017

City of San Francisco Stormwater Management Requirements and Design Guidelines (includes vegetation palettes and green infrastructure typical details in PDF and DWG)

City of San José Green Stormwater Infrastructure Maintenance Field Guide, 2019

EPA Green Streets Handbook

MassDOT Separated Bike Lane Planning and Design Guide, Chapter 3

Minnesota Pollution Control Agency Minnesota Stormwater Manual

NACTO Urban Street Stormwater Guide

San Mateo Countywide Water Pollution Prevention Program Green Infrastructure Design Guide, 2020

Santa Clara Valley Urban Runoff Pollution Prevention Program Green Stormwater Infrastructure Handbook, 2019

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9.0 COMPLETE STREETS GRAPHIC EXAMPLES BY PLACE TYPE

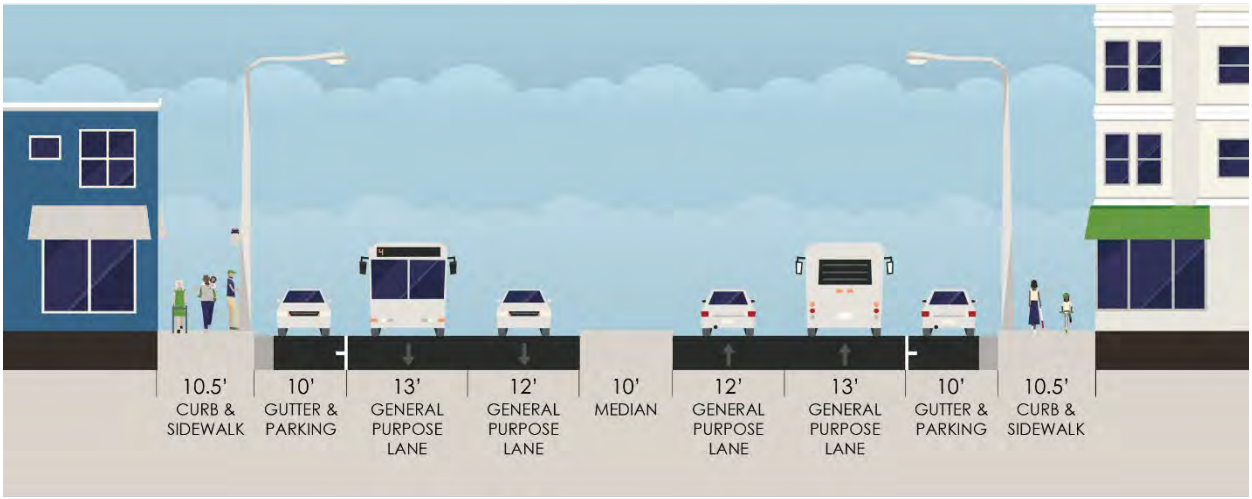
This DIB discusses multiple considerations for the redesign of an existing conventional highway in Urban Area, Suburban Area, and Rural Main Street place types. This section provides examples of how these concepts may be applied to sample roadway cross sections in each place type. The importance of detailed, site-specific project context and community input is stressed throughout the DIB. Dimensions shown in this chapter are provided to illustrate the variety of solutions that are possible using design flexibility and applying design guidance of this DIB. These dimensions and configurations should not be construed as setting standards or defining a preferred design. Rather, these sample cross sections, based on actual Caltrans facilities, should be viewed as inspiration for the project design team.

9.1 Urban Area – Example Cross Sections

Conventional highways in Urban Areas are often challenged with a high density of users, great variety in user types, and a tightly constrained right of way. As discussed in Section 3 of this DIB, highest priority should be placed on space-efficient forms of transportation (walking, rolling, cycling, and transit) in these areas. Existing facilities designed for motor vehicles, particularly shoulders and parking, may be reallocated for bicycle, pedestrian, or transit use. Vehicle lanes may additionally be narrowed, in accordance with the guidance in Section 5, to provide higher quality facilities for pedestrians, bicyclists, and transit users.

The existing roadway considered in this example includes two traffic lanes in each direction, a raised median, on-street parking, and sidewalks on both sides. See Figure 9-A.

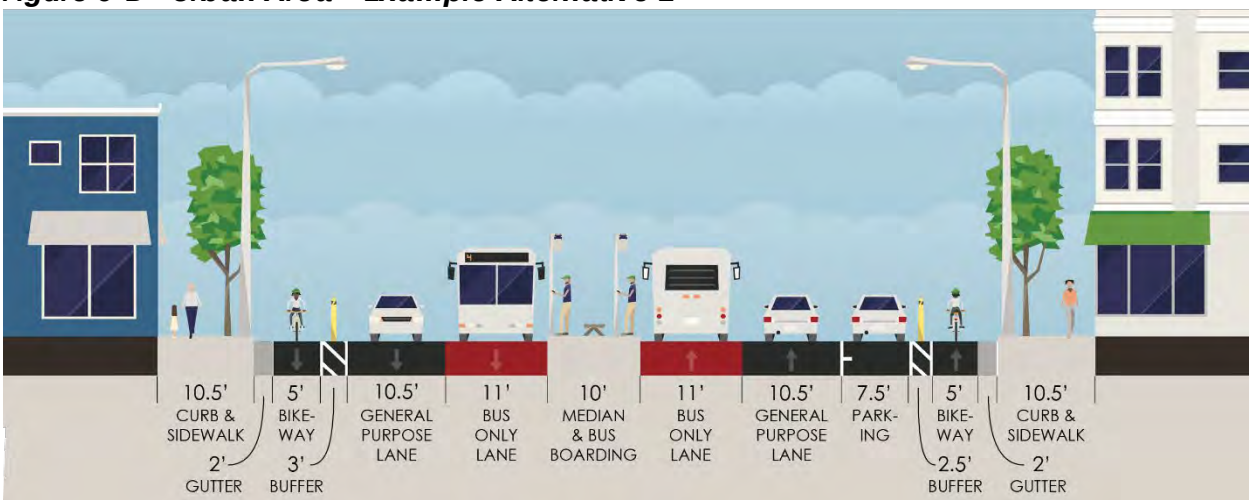
Figure 9-A – Urban Area – Existing Cross Section



Several modifications can be made to the cross section of this high volume arterial to better accommodate existing bus transit and provide comfortable facilities for bicyclists. See Figure 9-B.

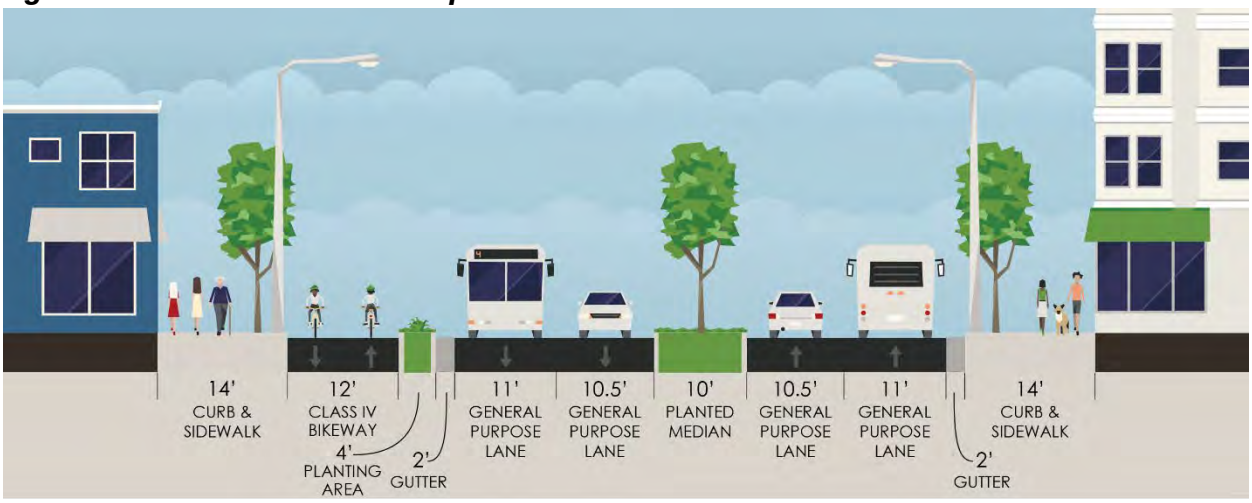
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Figure 9-B - Urban Area – Example Alternative 1



This design adds Class IV separated bikeways, incorporates landscaping in the sidewalk buffer zone, and modifies the raised median to serve as a boarding and waiting area for center-running bus-only lanes, all while preserving the existing curb and gutter. Bus-only lanes may be preferred along corridors that have rapid or express bus service or at spot locations that allow buses to bypass congestion. Locating bus-only lanes to the left of the general-purpose lanes avoids conflicts between buses and bicyclists but necessitates a crossing to allow passengers to reach a bus stop. However, left-side boarding must be coordinated with the transit operator because it necessitates the use of bus vehicles with doors on both sides. The design shown in Alternative 1 also removes parking along one side of the street, narrows the parking lane on the other side of the street, and reduces traffic lane widths to provide the one-way Class IV separated bikeways in each direction. Pedestrian facilities in this design meet the minimum width requirements but may be enhanced with street trees and furnishings.

Figure 9-C - Urban Area – Example Alternative 2

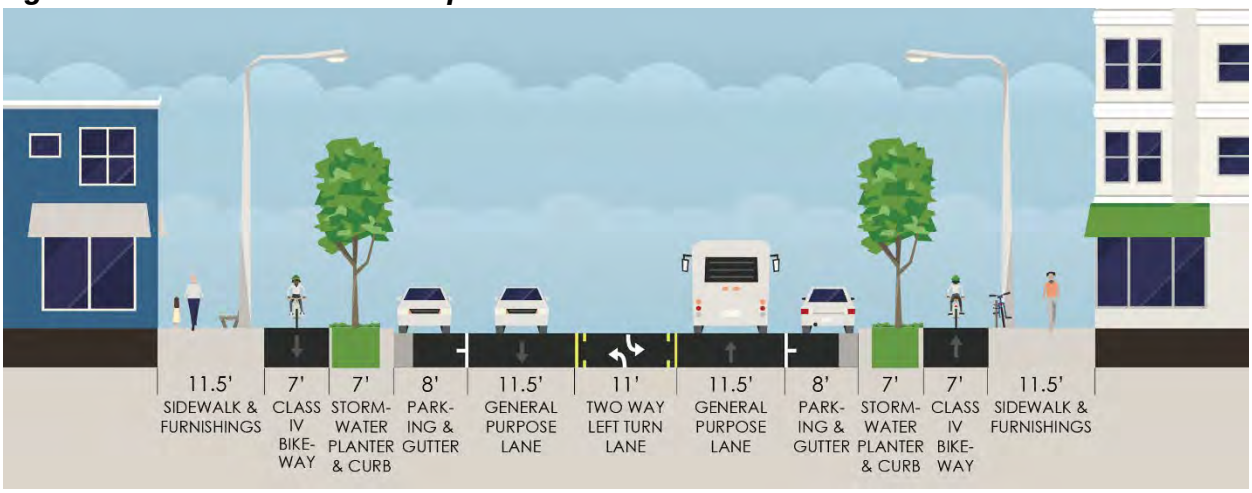


Alternative 2 relocates curb lines to widen sidewalks and create a two-way Class IV separated bikeway along one side of the street. Curb relocation will typically require relocation of utilities, redesign of the existing drainage system and may incorporate stormwater planters at the curb and/or in the median. The right traffic lanes are 11 feet wide to allow for larger vehicles, such as buses, plus a 2-foot gutter accounts for stormwater spread during storm events. Buses would continue to operate in the right lane, but conflicts

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between buses and bicyclists are avoided through the design of the separated bikeway. Pedestrian and bicyclist interactions would still need to be managed at bus stops (see Section 7). In this example, conflicts between bicyclists and sidewalk users can be mitigated by installing the bikeway at an intermediate level (typically 2 to 3 inches below sidewalk elevation). On-street parking is eliminated in this Alternative, accounting for off-street and side street parking that may be available in the area.

Figure 9-D - Urban Area – Example Alternative 3



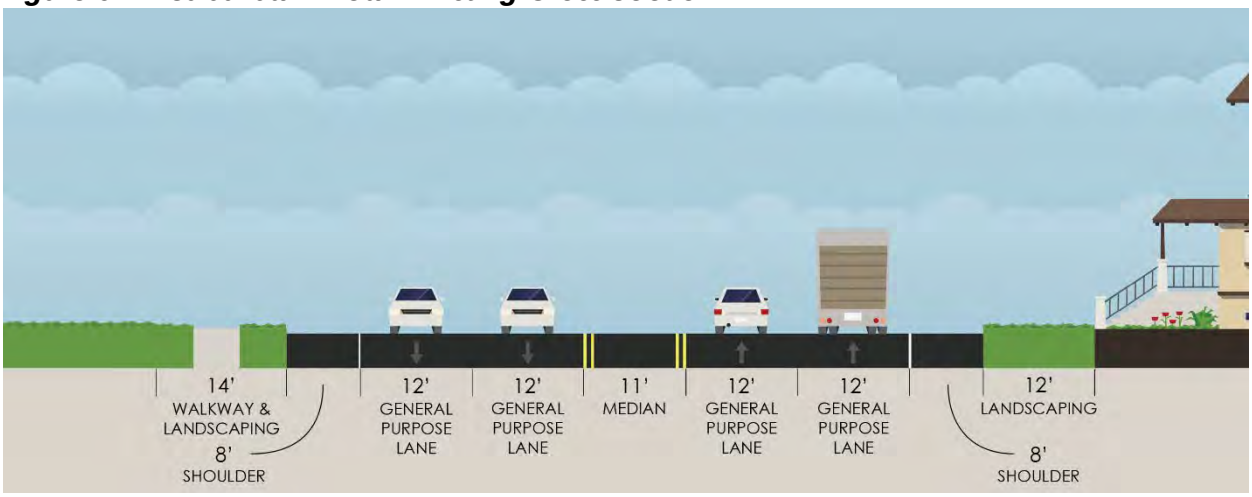
Alternative 3 relocates curb lines to widen sidewalks slightly and create a raised one-way Class IV separated bikeways along each side of the street. Curb relocation will typically require relocation of utilities, redesign of the existing drainage system and in this example incorporates stormwater planters at the curb as a landscaped buffer between the on-street parking and the Class IV bikeways. To allow space for the landscaped buffers, widened sidewalk, and Class IV separated bikeways, one vehicle lane in each direction is removed, and the raised median is replaced with a two-way left turn lane. Reducing vehicle lanes to provide Complete Streets elements requires detailed study to address and balance multimodal needs along the corridor such as transit operations. Vehicle lanes and parking lanes are also narrowed to provide additional space for the enhanced streetscape and Class IV bikeways. Buses would continue to operate in the right lane, but conflicts between buses and bicyclists are avoided through the design of the separated bikeway. Pedestrian and bicyclist interactions would still need to be managed at bus stops (see Section 7). In this example, conflicts between bicyclists and sidewalk users can be mitigated by installing the bikeways at an intermediate level (typically 2 to 3 inches below sidewalk elevation).

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9.2 Suburban Area – Example Cross Sections

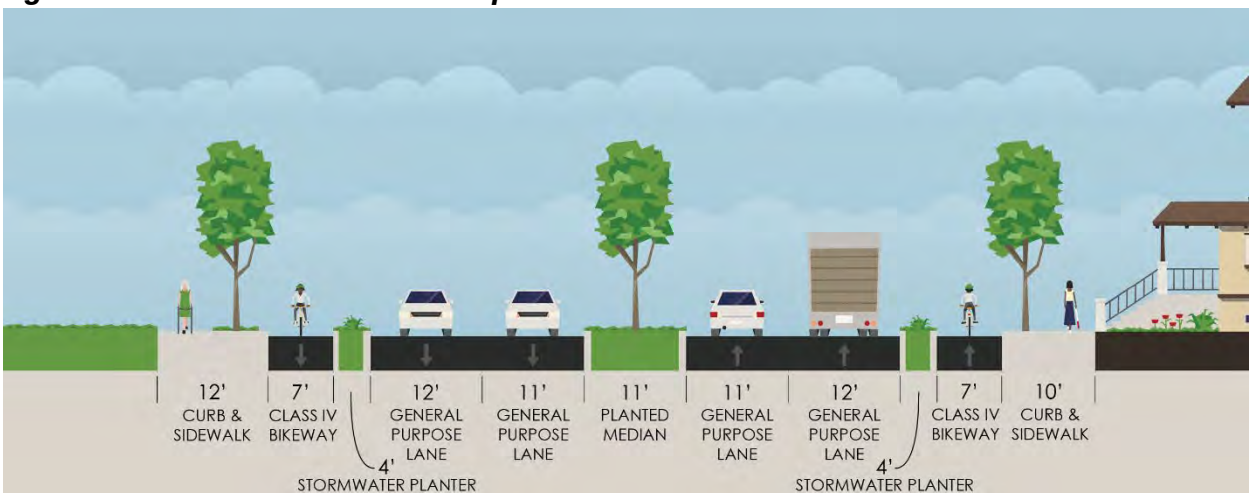
Suburban Area arterials frequently feature wide lanes and shoulders and lack, or have minimal, bicycle and pedestrian facilities. Where bus transit is present, it is important to ensure that adequate facilities are available for pedestrians and bicyclists who may be using the bus. Where higher speeds and volumes of vehicle traffic are present, buffer space and separation are especially valuable to both bicyclists and pedestrians. In the examples below, shoulder space is repurposed, and traffic lane widths are reduced to serve pedestrians and bicyclists on both sides of the street.

Figure 9-E - Suburban Area – Existing Cross Section



This hypothetical suburban arterial features two traffic lanes in each direction, a median, and shoulders. On one side of the roadway a paved walkway exists within a landscaped area. It may be anticipated that the walkway is currently serving both pedestrians and bicyclists.

Figure 9-F - Suburban Area – Example Alternative 1

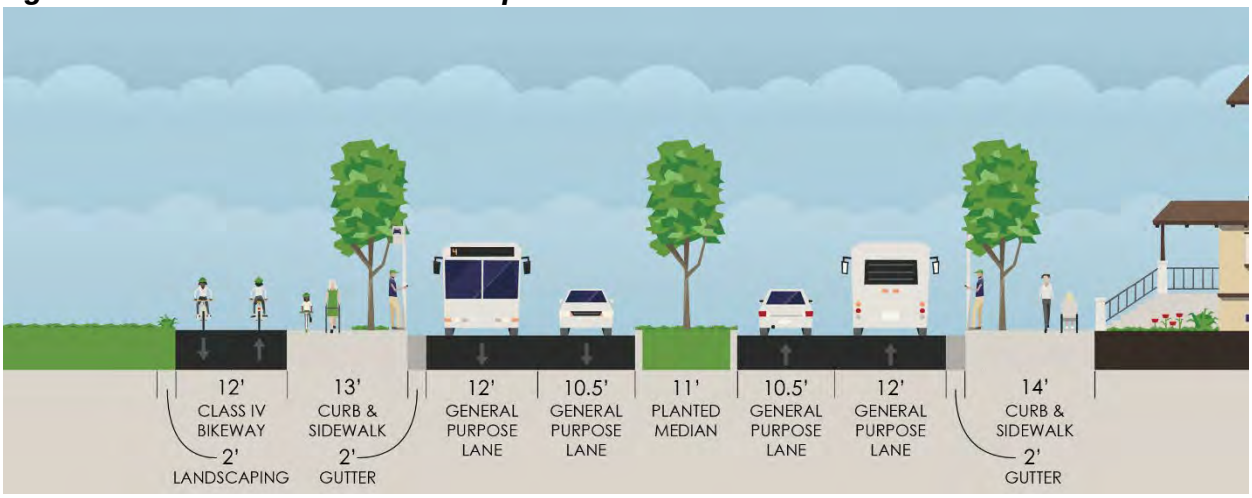


In this Alternative, shoulders and some vehicle lane widths are reallocated for bicyclist and pedestrian use. Class IV separated bikeways are provided on both sides of the roadway, with curbed planters providing vertical separation. These planting areas may be designed as stormwater planters, accepting roadway runoff through curb cuts. On the left side of the section, the walkway is reconstructed as a sidewalk behind a wide planted buffer that includes street trees to provide shade. Trees are similarly

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included in the raised median. At the right side of the roadway, unpaved right of way becomes a sidewalk with street trees behind the bikeway.

Figure 9-G - Suburban Area – Example Alternative 2



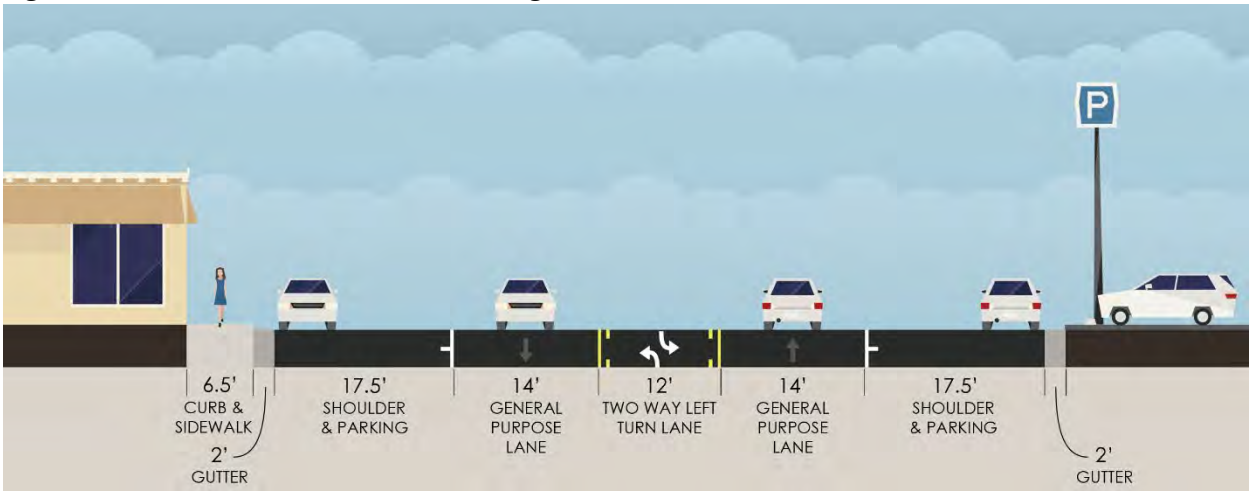
Alternative 2 accommodates a bus route with wider curbside lanes and sidewalks for passengers waiting and loading. Street trees are included on both sides of the roadway and in the median, providing shade and contributing to traffic calming. A two-way Class IV separated bikeway is provided for bicyclists on the left-hand side of the section, which has the benefit of avoiding conflicts with buses and pedestrians at bus stops. This configuration should consider the locations and frequency of intersections and provide convenient crossings for bicyclists to reach destinations on the other side of the roadway. If the locality allows riding bicycles on the sidewalk, it may be anticipated that some bicyclists will use the sidewalk on the other side and sufficient width should be provided.

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9.3 Rural Main Street – Example Cross Sections

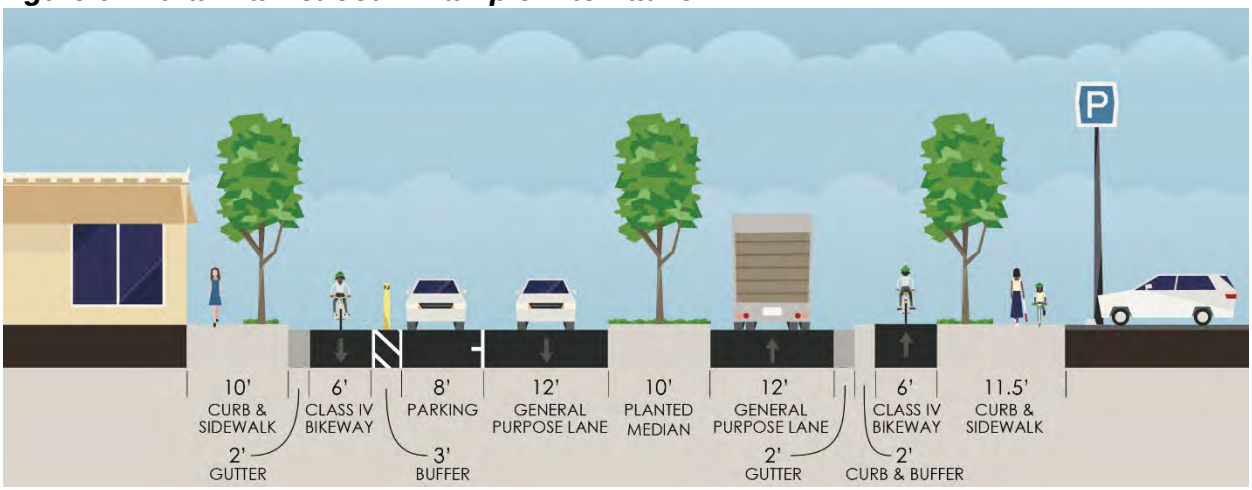
This rural arterial runs through a Main Street setting, but the cross section in its current state prioritizes automobile use through wide traffic lanes and shoulders that are available for parking. Identification of the place type as a Rural Main Street and site analysis of the project segment would both indicate a strong potential for travel by foot or by bicycle if the facilities supported those modes.

Figure 9-H - Rural Main Street – Existing Cross Section



Existing pedestrian facilities are discontinuous, and bicycle facilities are absent. The wide shoulders and parking lanes in this cross section present an opportunity to provide separated facilities for bicycle and pedestrian users. The presence of abundant off-street parking further supports the elimination or reduction of on-street parking in the roadway cross section.

Figure 9-I Rural Main Street – Example Alternative 1

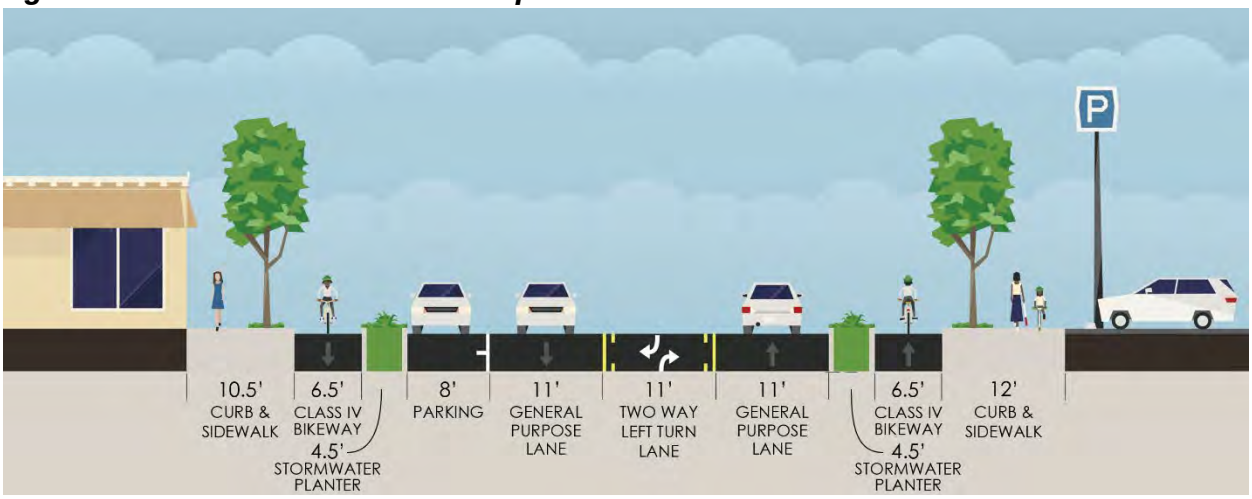


Alternative 1 repurposes shoulder and some lane width to create Class IV separated bikeways on both sides of the road. The design accounts for a route with heavy truck usage with 12-foot traffic lanes. On the right, the bikeway is raised to the sidewalk level with a curb and buffer. The buffer space adjacent to the curb is important for accommodating utilities and shy distance for bicyclists to keep wheels away from curbs and handlebars clear of objects. If pedestrians and bicyclists operate at the same elevation, a continuous detectable element such as a landscape planter should be used to separate pedestrians. On the left side of this cross section, on-street parking is preserved and utilized to provide separation for the

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Class IV bikeway. The delineators shown, or any other vertical element, may also aid drivers unfamiliar with this configuration in identifying the correct area for parking. On both sides of the roadway, continuous, widened sidewalks with street trees in the buffer zone create a more comfortable and inviting pedestrian environment. This sidewalk buffer zone may also be used for furnishings such as benches, bike parking racks, or pedestrian scale lighting. The two-way left-turn lane in this alternative is replaced with a 10-foot planted median.

Figure 9-J - Rural Main Street – Example Alternative 2



Alternative 2 maintains a narrowed two-way left-turn lane and narrowed vehicle lanes. One-way Class IV bicycle facilities are provided with stormwater planters separating the bikeway from the parking on the left side of the street and vehicle lane on the right side. Parking is eliminated on the right side of the street given the available off-street parking. This additional space allows for the stormwater planter bikeway separation, as well as widened sidewalks with street trees and buffer space that may be used for furnishings.

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Final Environmental Impact Report

Palisade Santee Commerce Center Project

State Clearinghouse No. 2023090144

AUGUST 2025

Prepared for:

CITY OF SANTEE
PLANNING & BUILDING DEPARTMENT
10601 Magnolia Avenue
Santee, California 92071

Prepared by:

DUDEK

2280 Historic Decatur Road
San Diego, California 92106

Introduction to the Final EIR

In accordance with Section 15088 of the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines), the City of Santee (City), as the Lead Agency under the California Environmental Quality Act (CEQA), has evaluated the comments received on the Draft Environmental Impact Report (EIR) (State Clearinghouse [SCH] No. 2023090144) for the proposed Palisade Santee Commerce Center Project (Project) and has prepared this Final EIR with written responses to the comments. This Final EIR has been prepared in accordance with CEQA and represents the independent judgment of the City as the Lead Agency.

According to State CEQA Guidelines Section 15132, the Final EIR shall consist of:

a) The draft EIR or a revision of the draft.
b) Comments and recommendations received on the draft EIR either verbatim or in summary.
c) A list of persons, organizations, and public agencies commenting on the draft EIR.
d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.
e) Any other information added by the Lead Agency.

The purpose of the Final EIR is to respond to all written comments received by the City regarding the environmental information and analyses contained in the Draft EIR. Additionally, any clarifications or revisions to the Draft EIR generated from responses to comments are stated in the Final EIR. In this Final EIR, the Draft EIR has been modified per the clarifications and revisions in the responses and is presented in the Revisions to the Draft EIR .chapter.

In addition to the Final EIR (including supporting technical appendices), the City Council will also consider the adoption of a Mitigation Monitoring and Reporting Plan (MMRP), a Findings of Fact and Statement of Overriding Considerations document, staff reports, and resolutions prior to making a decision on the project.

Content and Format

This Final EIR includes three chapters as well as a reprinting of the Draft EIR reflecting text changes made during the Final EIR process. This introductory chapter is the first chapter in the Final EIR. The second chapter of this Final EIR includes the responses to all comments received during the public review period for the Draft EIR. The Responses to Comments chapter also includes a copy of all comment letters received within the public review period. The responses are annotated to correspond to each individual comment within each comment letter. The third chapter of this Final EIR shows the revisions to the Draft EIR that have been made to the text of the Draft EIR, with only the revised text included. Following these three chapters, this Final EIR includes a reprinting of the complete Draft EIR with text changes made consistent with the third chapter of this Final EIR.

Public Review of the Draft EIR

As required by Section 15087 of the State CEQA Guidelines, a Notice of Completion (NOC) and a Notice of Availability (NOA) of the Draft EIR for the Project were filed with the State Clearinghouse on April 21, 2025, and the NOA of the Draft EIR was also filed with the San Diego County Clerk. The Draft EIR was circulated for public review for a minimum of 45 days, from April 21, 2025 to June 2, 2025. The NOA, NOC, and the Draft EIR and supporting

technical appendices were also posted on the Governor's Office of Land Use & Climate Innovation's CEQANet Web Portal, and the NOA was sent to responsible agencies and other interested agencies and parties on or about April 21, 2025. Copies of the Draft EIR were also made available for public review at the City Department of Development Services (Building 4), the City's Clerk's Office (Building 3), the Santee County Library, and on the City's website.

Point of Contact

The Lead Agency for the proposed Project is the City. Any questions or comments regarding the preparation of this document, its assumptions, or its conclusions, should be referred to:

Sandi Sawa, AICP, Director of Planning and Building
City of Santee, Planning & Building Department
10601 Magnolia Avenue
Santee, California 92071
Phone: 619.258.4100 ext. 167
Email: ssawa@cityofsanteeca.gov

Responses to Comments

During the public review period (April 21, 2025, through June 4, 2025) for the Draft Environmental Impact Report (EIR) for the Palisade Santee Commerce Center Project (proposed project), the City of Santee (City) received 25 comment letters. An additional comment letter was received following the close of the public comment period. Two of the comment letters received, including the late comment letter, were later withdrawn by the commenters. The thematic responses, comment letters, and the City's responses to them are included in this chapter. The responses to comments are based on the California Environmental Quality Act (CEQA) Guidelines, Section 15088(c), Evaluation of and Response to Comments, which states the following:

> The written response shall describe the disposition of significant environmental issues raised (e.g., revisions to the proposed project to mitigate anticipated impacts or objections). In particular, the major environmental issues raised when the Lead Agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail giving reasons why specific comments and suggestions were not accepted. There must be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice. The level of detail contained in the response, however, may correspond to the level of detail provided in the comment (i.e., responses to general comments may be general). A general response may be appropriate when a comment does not contain or specifically refer to readily available information, or does not explain the relevance of evidence submitted with the comment.

All comments received on the Draft EIR will, as part of the Final EIR, be provided to the City Council for their consideration during the hearing process.

Comments Received

Table RTC-1, Summary of Public Comments on the Draft EIR, lists the comment letters received from agencies, organizations, and individuals, including the two letters of withdrawal. Comments and responses to comments have been assigned a letter (S [State Agencies], O [Organizations], I [Individuals], and W [Withdrawals]). A copy of each comment letter with its corresponding responses is provided in this chapter.

As the CEQA Lead Agency and pursuant to California Public Resources Code, Section 21092.5, and CEQA Guidelines, Section 15088(b), the City provided the public agency that commented on the Draft EIR with a copy of the City's response to those comments at least 10 days before certifying the EIR.

In accordance with Section 15132 of the State CEQA Guidelines, the agencies, organizations, and individuals that submitted comments regarding the Draft EIR within the public review period are listed below:

Table RTC-1. Summary of Public Comments on the Draft EIR

No.	Commenter	Date
State Agencies		
S1	California Department of Transportation (Caltrans)	6/4/2025
Organizations		
O1	Tom Hissong, San Diego Parrot Head Club	5/29/2025

Table RTC-1. Summary of Public Comments on the Draft EIR

No.	Commenter	Date
O2	Hillcreek Neighbors	6/4/2025
O3	San Diego Archaeological Society	6/4/2025
Individuals		
I1	Philip and Linda Decker	5/22/2025
I2	John Ryan	5/29/2025
I3	Vicki Krismer	5/23/2025
I4	Tri Dang	5/29/2025
I5	Stephanie Bowers	5/29/2025
I6	Dominic Daoust	5/29/2025
I7	Jason Lewis	5/30/2025
I8	Sara Hertweck	5/30/2025
I9	Torri Rodriguez	5/31/2025
I10	Dennis L. Canfield	5/31/2025
I11	Alishia Prescott	6/1/2025
I12	Kimberly Klingensmith	6/2/2025
I13	Mike Aiken	6/2/2025
I14	Jim Preihs	6/2/2025
I15	Carl and Mary Costantino	6/2/2025
I16	Torri Rodriguez	6/3/2025
I17	Chris Schneider	6/3/2025
I18	Evan McDonald	6/3/2025
I19	Beverly Pendarvis	6/4/2025
I20	Andrea Roth	6/4/2025
I21	Tracy Sundlun	6/4/2025
Withdrawn		
W1	Advocates for the Environment	6/19/2025
W2	Golden State Environmental Justice Alliance	6/20/2025

The comment letters have been divided into individual comments, with each comment containing a single theme, issue, or concern. Each comment is bracketed and assigned a letter and number. Comment letters have been reduced to fit on the left side of a single page. The corresponding City response and letter-number combination is provided on the right side of the page.

In the responses to comments, revisions to the Draft EIR are indicated as underlined text (e.g., <u>underlined</u> text) and deletions as strikethrough text (e.g., ~~strikethrough~~ text). In Chapter 3, text changes resulting from the comments received are also shown as underlined and/or strikethrough text. Please note that the revisions do not affect the conclusions of the Draft EIR.

Thematic Responses

Two topics were frequently raised in the comment letters received during the public review period: transportation and noise. Thematic responses are provided below to address these topics.

Thematic Response 1: Transportation

Revisions to PDF-TRA-1 and MM-TRA-2

Following the release of the Draft EIR for public review, the City and the Project applicant discussed changes to the Project design features (PDFs), particularly the PDF related to transportation/traffic. Changes to PDF-TRA-1 and mitigation measure MM-TRA-2 were further refined following the receipt of the comment letter from Caltrans (Letter S1). Figure RTC-1 has been included to graphically depict the type, extent, and responsibility of transportation improvements as modified by the text changes to PDF-TRA-1 and MM-TRA-2. The revisions to PDF-TRA-1 and MM-TRA-2 are as follows:

PDF-TRA-1 Multi-modal Intersection Improvements: Prior to the issuance of a building permit, the Project applicant will pay its traffic impact fees to the satisfaction of the City Engineer. Prior to obtaining the Certificate of Occupancy, the Project will construct a new on-site sidewalk to connect the main entrance of the building with the existing sidewalk on N. Woodside Avenue. Prior to the issuance of a building permit, ~~T~~the Project applicant will also fund its fair share in the amount of $476,000 payable to the City to rehabilitate the pavement with a full width and adequate structural section on N. Woodside Avenue starting from, on the west, where it meets the Caltrans right-of-way at the intersection of the SR-67 to the eastern most edge of the Project driveway's intersection with N. Woodside Avenue~~, to the satisfaction of the City Engineer~~. The Project applicant will install also approximately 1,240 SF of new roadway to fill in an unpaved area between the edge of the existing roadway and the new proposed sidewalk near N. Woodside Avenue's intersection with the SR-67. The Project will install "KEEP CLEAR'" pavement markings west of this intersection to maintain vehicular ingress and egress to/from the Mission Del Magnolia community to eastbound Woodside Avenue.

MM-TRA 2 Construction of Sidewalk: The Project will construct a new sidewalk along a portion of N. Woodside Avenue to create a continuous sidewalk along N. Woodside Avenue where it intersects the SR-67. Together, with the sidewalk constructed per PDF-TRA-1, this will be a total of 990 linear feet of new sidewalk. If the applicant, despite commercially reasonable efforts, is unable to obtain the necessary permits to construct the portion of sidewalk located outside of the City of Santee's right-of-way, the applicant will have an additional six months following the issuance of the Certificate of Occupancy to complete that portion. If, at the end of that six-month period, the applicant is still unable to construct the sidewalk due to the continued inability to obtain the required permits, the Project applicant will pay an in-lieu fee in the amount of $50,000 to the City to complete this work.

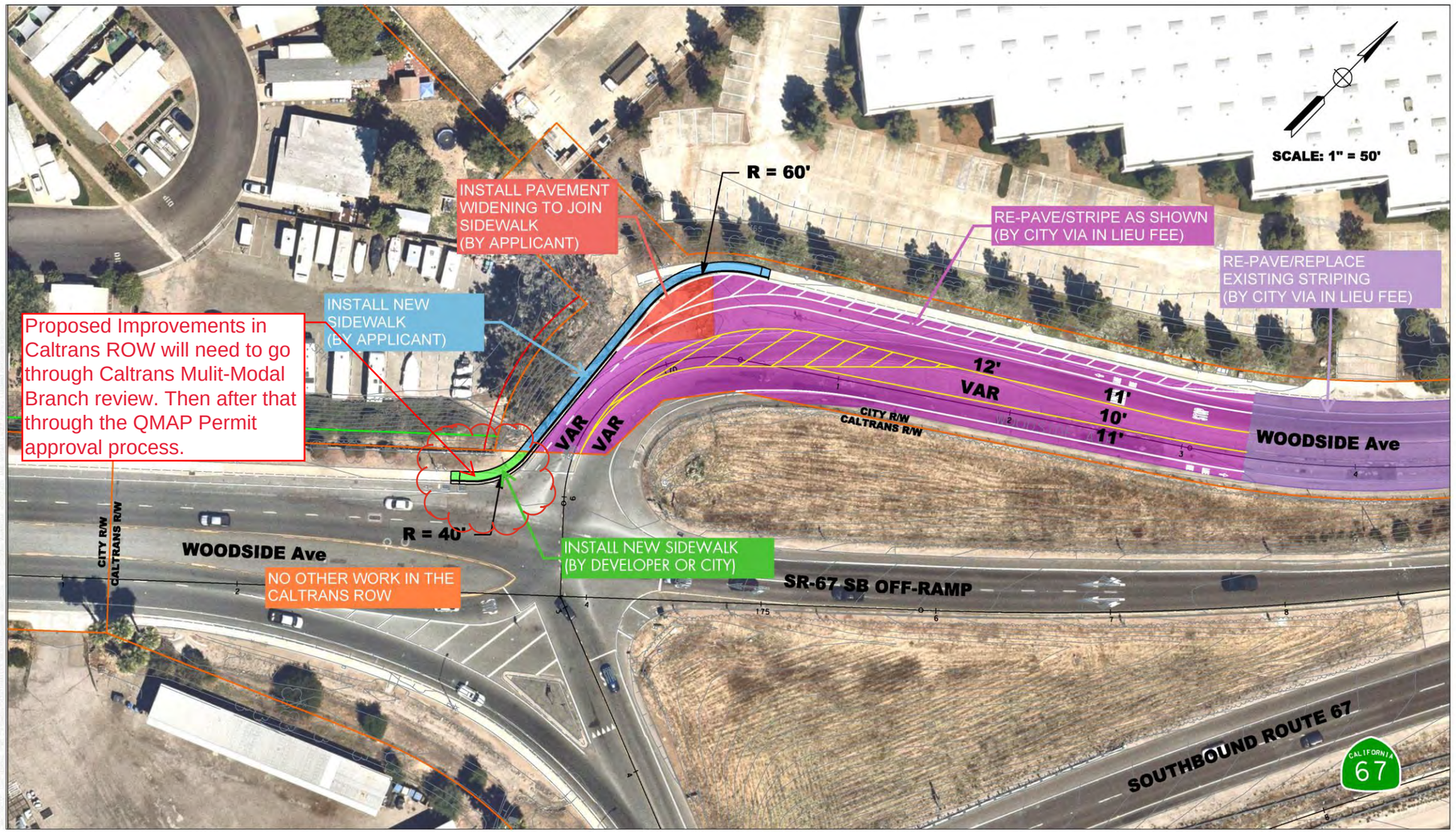
CEQA Guidelines Section 15088.5(a) states the following:

> A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term "information" can include changes in the project or environmental setting as well as additional data or other information. New information

> added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation include, for example, a disclosure showing that:
>
> (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
>
> (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
>
> (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
>
> (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (Mountain Lion Coalition v. Fish and Game Com. (1989) 214 Cal.App.3d 1043)

Section 15088.05(b) states that "Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR." In the present case, the revisions made to PDF-TRA-1 and MM-TRA-2 are not significant revisions because they merely provide additional information for implementation of PDF-TRA-1 and MM-TRA-2. The revisions do not involve changes to the improvements that would be constructed but rather provide options for completion/satisfaction of the improvements. Because the improvements discussed in PDF-TRA-1 and MM-TRA-2 would still be constructed, the information added is not considered to be "significant new information" under CEQA Guidelines Section 15088.5(a). Because the text changes in PDF-TRA-1 and MM-TRA-2 are not significant new information, recirculation of the Draft EIR is not required.

Figure RTC-1 Updated Intersection Improvements



SOURCE: Dokken Engineering 2025

DUDEK

FIGURE RTC-1
Updated Intersection Improvements
Palisades Santee Commerce Center Project

Traffic – LOS vs VMT

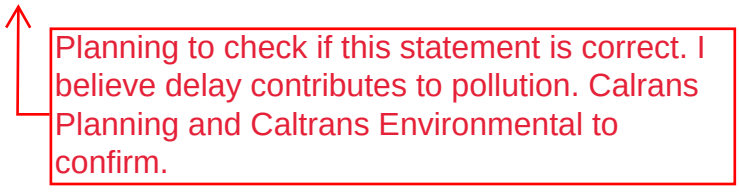
Many comments received during the public review period expressed concern about traffic that would be generated by the proposed Project. In the past, environmental review of transportation impacts focused on the delay that vehicles experience at intersections and on roadway segments, which is often measured using level of service (LOS). Mitigation for impacts on vehicular delay often involves increasing capacity, such as widening a roadway or the size of an intersection, which in turn encourages more vehicular travel and greater pollutant emissions. Additionally, improvements to increase vehicular capacity can often discourage alternative forms of transportation such as biking and walking.

The state's adoption of Senate Bill (SB) 743, Public Resources Code Section 21099(b)(2), and subsequent adoption of CEQA Guidelines Section 15064.3 provide that traffic delay under an LOS metric is no longer considered a significant environmental impact under CEQA. SB 743 directed that an alternative metric(s) be developed for analyzing transportation impacts in CEQA documents. State law now requires the use of a vehicle miles traveled (VMT) metric for land use development projects, which is intended to promote the state's goals of reducing greenhouse gas emissions and traffic-related air pollution, while promoting the development of multimodal transportation system, and providing clean, efficient access to destinations. However, the proposed Project's traffic analysis using the LOS metric was included in the Transportation Impact Study (TIS) (Appendix L of the Draft EIR) for informational purposes and to comply with City requirements.

Since adoption of SB 743, Caltrans has updated its guidelines for Land Development Review (LDR) and adopted the metric of VMT. Per Caltrans *Vehicle Miles Traveled-Focused Transportation Impact Study Guide*, May 20, 2020, LOS analyses or other vehicle operations analyses for land use projects are no longer requested or required by Caltrans. The City of Santee adopted its VMT Analysis Guidelines in April, 2022. The Caltrans guidance supports the shift away from using LOS as a metric of analysis under CEQA, in accordance with implementing Senate Bill 743.

The TIS provides analysis of the proposed Project's potential effects relative to General Plan consistency with LOS policies used by the City over each of the study intersections. Additionally, per City of Santee Mobility Element Policy 2.1, "The City shall encourage an automobile Level of Service "D" on street segments and at intersections throughout the circulation network while also maintaining or improving the effectiveness of the non-automotive components of the circulation system (i.e., pedestrians, bicyclists, and public transit). The City may approve a lower automobile LOS if it finds that the effectiveness of nonautomotive components of the circulation system would be maintained or improved as a result. In other cases, the City shall not approve any development that causes a drop in the level of service at a street segment or an intersection to LOS E or F, after feasible mitigation, without overriding social, economic, or other benefits. For impacts related to CEQA analysis(i.e., VMT analysis) mitigation measures may include Transportation Demand Management recommendations, such as transit facilities, bike facilities, telecommuting, rideshare programs, flex-time, carpool incentives, parking cash-out, complete or partial subsidization of transit passes, etc.

In conclusion, while many comments discuss existing traffic congestion in the area and express concern about worsening traffic with implementation of the Project, traffic delay is not an environmental impact under CEQA. Because traffic delay and congestion are not considered an environmental impact, no mitigation is required.



This does not satisfy the safety review, refer to guidance. This is part of the TIS and not the LDR Safety review. Remove this text.

ISOAP applies to new intersections or the major modification of existing intersections and local street interchanges (including to state conventional highways and expressways) on the State Highway System.

[illegible]OAP Evaluation

Several comments were received that expressed concern for traffic safety, particularly with the addition of truck trips that would be generated by the proposed Project. Also, the comment letter from Caltrans posed specific questions regarding transportation safety impact review.

The *Traffic Safety Bulletin 20-02-R1: Local Development Intergovernmental Review (LDR) Safety Review Practitioners Guidance*, February 2024, provides instructions to Caltrans personnel who conduct road safety reviews for proposed land use projects and plans affecting the State Highway System (SHS), within the scope of the LDR process ~~(Caltrans 2020)~~. This Guidance establishes the recommended transportation safety impact review process for Caltrans and lead agencies for evaluating proposed land use projects. As required by the LDR Safety Review Guidance for land use plans, the proposed Project's TIS includes queuing analysis for the Caltrans facility in the proposed project's study area (i.e., N. Woodside Avenue/ Woodside Avenue – State Route 67 (SR-67) southbound (SB) Off-Ramp intersection). Under Existing and Existing Plus Project conditions analyzed, the westbound turn movements at the SR-67 off-ramp do not exceed the storage length available and the analysis indicates there are currently no queuing issues that may potentially spill back onto the SR-67 mainline.

The Intersection Safety and Operational Assessment Process (ISOAP) is an update and renaming of Intersection Control Evaluation (ICE) and supersedes Traffic Operations Policy Directive 13-02 and the August 23, 2013 memorandum, *Intersection Control Evaluation (ICE) and Design Guidance*. ~~The process is used by Caltrans to evaluate proposed traffic control and design geometrics for intersections and other access improvements proposed on the State Highway System.~~ As such, ISOAP analysis is beyond the scope of the Draft EIR or the proposed Project's TIS.

SR-67/ Riverford Road Interchange

Multiple comments were received that questioned whether trucks traveling to or from the Project site would utilize the SR-67 interchange at Riverford Road, and some com[illegible] that interchange. The SR-67/Riverford Road inter[illegible] consolidate three intersections into two roundabo[illegible] approximately one mile north of the proposed Projec[illegible] and its intersections with SR-67 because the propos[illegible] facilities. However, as shown in the State Route 67 [illegible] with the construction of proposed roundabouts, th[illegible] ramp/Woodside Avenue, Woodside Avenue/Riverfo[illegible] operate at LOS D or better for all movements with nc[illegible] Road interchange project will improve LOS and traffic operations in the vicinity of the proposed Project.

The safety review should be used as a model for analyzing the safety impacts of proposed land use projects and plans on local roadways. This Guidance prioritizes vulnerable road users (VRU)[1] and underserved communities; enhances safety for pedestrians, bicyclists, transit, and vehicular modes; and applies both reactive and systemic perspectives.

The details on the timing of construction of this interchange are not available currently. Therefore, it is unknown if construction of any part of the SR-67/Riverford Road interchange would overlap with the construction of the proposed Project. However, construction of both projects would follow standard procedures for obtaining required encroachment and trip permits from Caltrans and ensure that appropriate traffic control and construction traffic management plans are prepared and implemented along Woodside Avenue.

Roadway Damage

Several comments express concern regarding roadway damage from the increased volume of trucks that would occur with the proposed Project. It should be noted that segments of Woodside Avenue are classified as Prime or Major

Arterial in the City and classified as a Collector in the vicinity of the Project. In the City, Woodside Avenue is an important and designated truck route that connects the industrial areas to SR-52, SR-67 and SR-125. While roadway damage is not an environmental impact under CEQA, this brief response is being provided for informational purposes. The City's Engineering Department is responsible for street maintenance and additional information can be found on the Department's website at https://www.cityofsanteeca.gov/departments/engineering/street-maintenance. The City performs street maintenance and resurfacing based on the recommendations from the most recent Pavement Management Report, which identifies the best and highest use of the annual street maintenance budget based on a condition analysis of all streets within the City. Street resurfacing is funded by three sources: 1) TransNet, the half-cent sales tax administered by SANDAG; 2) Senate Bill (SB) 1, also referred to as Road Maintenance and Maintenance Account (RMRA) gas tax; and, 3) the City's General Fund.

As noted in PDF-TRA-1, the Project applicant will also fund its fair share in the amount of $476,000 payable to the City to rehabilitate the pavement with a full width and adequate structural section on N. Woodside Avenue starting from, on the west, where it meets the Caltrans right-of-way at the intersection of the SR-67 to the eastern most edge of the Project driveway's intersection with N. Woodside Avenue. Therefore, the pavement on Woodside Avenue would be improved to sustain increased truck volumes in the vicinity of the Project.

Thematic Response 2: Noise

Multiple comments were received regarding Project noise, with most concerned about operational noise. As discussed in Section 4.10, Noise, of the Draft EIR, a *Noise Technical Report* was prepared by Dudek in May 2024 and included as Appendix K to the Draft EIR. Many of the comments were general, lacking specific concerns regarding the assumptions or calculations in the technical report.

The City of Santee has established target maximum noise levels in the City, categorized by land use. The City's General Plan Noise Element sets limitations on noise levels for receiving properties adjacent to the project site. The City has established a maximum noise level limit of 65 dBA L_{dn} for noise-sensitive land uses, such as the residences along Hillcreek Road, which the noise analyses have shown is not predicted to be exceeded during construction or operation of the Project. The City does not establish maximum operational level limits based upon the difference between measured ambient levels at noise-sensitive use property lines and predicted operational levels at proposed project property lines. Further, the City does not establish differing noise standards for weekdays and weekends. The assertion that "in many residential areas, Sundays are quieter than weekdays or Saturdays" is not based on any factual data or study; it is simply an assumption. Additionally, the noise analysis does account for the differences between day and nighttime truck operations, as shown in Appendix D of the noise memorandum (Appendix K of the Draft EIR).

The 8-foot noise barrier is not necessary for the proposed Project to avoid noise impacts and be considered less than significant. The wall was requested by the City and added by the Project applicant as a good faith measure to ease community concerns over visual and noise impacts. The wall itself attenuates predicted operation noise levels by approximately 2 to 3 dBA for the homes north of the San Diego River. Therefore, predicted operation noise levels without the wall are still well under the City threshold of 65 dBA L_{dn} at residential land uses. A higher wall would therefore be unnecessary, and the additional amount of noise reduction afforded by a taller wall would not be perceptible. The wall thickness is also irrelevant to the discussion of noise attenuation because diffraction of sound around noise walls limits their sound reduction effectiveness to the point at which a different material would not change its sound reduction effectiveness. The wall is expected to be a standard masonry wall of standard thickness to support the wall structure itself, which is adequate for a noise attenuating wall. Absorptive treatments may be

placed on the wall, but would not change its noise reduction effectiveness and are again not necessary for the project to avoid noise impacts.

The Project conforms to the City's noise threshold for industrial areas, which is 75 dBA L_{dn} at the property line. As shown in Figures 5 and 6 of the noise technical memorandum (Appendix K of the Draft EIR), the predicted noise level in the river area ranges from approximately 40 to 45 dBA during daytime hours and 35 to 40 dBA during nighttime hours, which is already under the existing ambient noise level as measured in the area. Further, wildlife noise impact evaluations generally use a 60 dBA threshold (refer to the San Diego Municipal Code, Land Development Code, Biology Guideline document, which discusses this threshold for relevant nesting bird species), which is far greater than the predicted operation noise levels beyond the project property boundary.

Regarding HVAC noise, the noise model assumed that the noise sources were distributed over a large portion of the roof area as a worst-case scenario. This is unlikely to be the case as generally HVAC sources are grouped together. Additionally, according to Project plans, a parapet would be installed on the building edge, which would further reduce the line-of-sight between the HVAC noise sources and the surrounding area. This parapet was not included in the modeling effort. Therefore, the noise analysis is considered a worst-case scenario with assumptions that actually overestimate the predicted noise levels.

One common concern expressed in the comments is for operational Project noise in violation of the City's Municipal Code. The Project would include loading and unloading activities as part of Project operation. Therefore, Project operations would be subject to Municipal Code Section 5.04.130 which makes it unlawful for any person to engage in loading, unloading, opening, idling of trucks, closing or other handling of boxes, crates, containers, building materials, garbage cans, dumpsters or similar objects between the hours of 10:00 p.m. and 7:00 a.m. in such a manner as to cause a noise disturbance within or adjacent to a residential district. While the proposed Project may operate 24/7, loading/unloading and other noise generating activities would be restricted to the hours stated in the noise ordinance with which the proposed Project, like all operations within the City, is required to comply.

Municipal Code Section 5.04.160 applies to any noise source not specifically addressed in Chapter 5.04, Noise Abatement and Control, except where exempted or excluded by Section 5.04.170. Section 5.04.160 states that it is unlawful for any person to generate any noise on the public way that is louder than average conversational level at a distance of 50 feet or more, vertically or horizontally, from the source between 10:00 p.m. and 7:00 a.m. Also, between 10:00 p.m. and 7:00 a.m., no person is permitted to generate any noise on any private open space that is louder than average conversational level at a distance of 50 feet or more, measured from the property line of the property from which the noise is being generated.

Comment Letter S1



CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

DISTRICT 11
4050 TAYLOR STREET, MS-240
SAN DIEGO, CA 92110
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June 4, 2025

11-SD-67
PM 3.054
Palisade Santee Commerce Center
DEIR/SCH#2023090144

Ms. Sandi Sawa
Director of Planning & Building
City of Santee
Planning & Building
10601 Magnolia
Santee, CA 92071

Dear Ms. Sawa:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the draft Environmental Impact Report (DEIR) for the Palisade Santee Commerce Center located at 10990 North Woodside Avenue near State Route 67 (SR-67) in Santee. The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

Safety is one of Caltrans' strategic goals. Caltrans strives to make the year 2050 the first year without a single death or serious injury on California's roads. We are striving for more equitable outcomes for the transportation network's diverse users. To achieve these ambitious goals, we will pursue meaningful collaboration with our partners. We encourage the implementation of new technologies, innovations, and best practices that will enhance the safety on the transportation network. These pursuits are both ambitious and urgent, and their accomplishment involves a focused departure from the status quo as we continue to institutionalize safety in all our work.

Caltrans is committed to prioritizing projects that are equitable and provide meaningful benefits to historically underserved communities, to ultimately improve transportation accessibility and quality of life for people in the communities we serve.

We look forward to working with the City of Santee in areas where the City and Caltrans have joint jurisdiction to improve the transportation network and connections between various modes of travel, with the goal of improving the experience of those who use the transportation system.

"Improving lives and communities through transportation"

S1-1

Response to Comment Letter S1

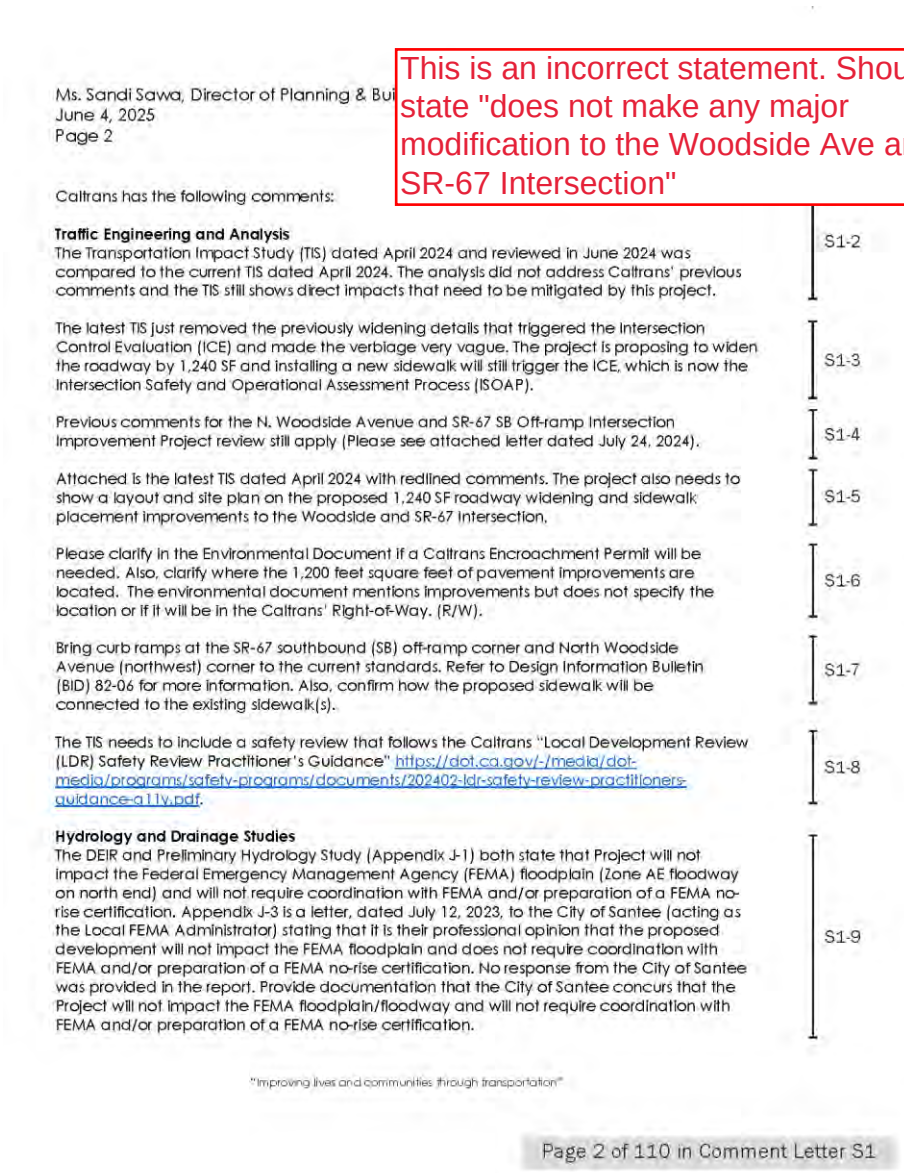
California Department of Transportation
Kimberly Dodson, Branch Chief
June 4, 2025

S1-1 The comment is an introduction to the comment letter describing the California Department of Transportation's (Caltrans's) goals and does not raise a significant new environmental issue regarding the adequacy or accuracy of the information provided in the Draft Environmental Impact Report (EIR). Therefore, no further response is required.

S1-2 The comment states that Caltrans previously reviewed the Transportation Impact Study (TIS) dated April 2024 and provided feedback in June 2024. The comment also states that Caltrans compared the previous version to the April 2025 [sic] and found that comments from June 2024 have not been addressed and there are direct impacts that need to be mitigated. While the letter stated that Caltrans compared the earlier version with the "current TIS dated April 2024," it is assumed that Caltrans meant the current TIS dated April 2025.

Attached to this comment letter dated June 4, 2025, Caltrans has provided comments in the text of Appendix L (TIS). These comments are identified as Comments S1-39 through S1-51. Responses to Caltrans's specific comments on the TIS are provided with those comments. This comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR for the proposed Project. Therefore, no further response is required.

S1-3 The comment states that the latest TIS removed details regarding roadway widening that triggered the Intersection Control



This is an incorrect statement. Should state "does not make any major modification to the Woodside Ave and SR-67 Intersection"

Ms. Sandi Sawa, Director of Planning & Bui
June 4, 2025
Page 2

Caltrans has the following comments:

Traffic Engineering and Analysis
The Transportation Impact Study (TIS) dated April 2024 and reviewed in June 2024 was compared to the current TIS dated April 2024. The analysis did not address Caltrans' previous comments and the TIS still shows direct impacts that need to be mitigated by this project. S1-2

The latest TIS just removed the previously widening details that triggered the Intersection Control Evaluation (ICE) and made the verbiage very vague. The project is proposing to widen the roadway by 1,240 SF and installing a new sidewalk will still trigger the ICE, which is now the Intersection Safety and Operational Assessment Process (ISOAP). S1-3

Previous comments for the N. Woodside Avenue and SR-67 SB Off-ramp Intersection Improvement Project review still apply (Please see attached letter dated July 24, 2024). S1-4

Attached is the latest TIS dated April 2024 with redlined comments. The project also needs to show a layout and site plan on the proposed 1,240 SF roadway widening and sidewalk placement improvements to the Woodside and SR-67 intersection. S1-5

Please clarify in the Environmental Document if a Caltrans Encroachment Permit will be needed. Also, clarify where the 1,200 feet square feet of pavement improvements are located. The environmental document mentions improvements but does not specify the location or if it will be in the Caltrans' Right-of-Way. (R/W). S1-6

Bring curb ramps at the SR-67 southbound (SB) off-ramp corner and North Woodside Avenue (northwest) corner to the current standards. Refer to Design Information Bulletin (BID) 82-06 for more information. Also, confirm how the proposed sidewalk will be connected to the existing sidewalk(s). S1-7

The TIS needs to include a safety review that follows the Caltrans "Local Development Review (LDR) Safety Review Practitioner's Guidance" https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/202402-ldr-safety-review-practitioners-guidance-a11y.pdf. S1-8

Hydrology and Drainage Studies
The DEIR and Preliminary Hydrology Study (Appendix J-1) both state that Project will not impact the Federal Emergency Management Agency (FEMA) floodplain (Zone AE floodway on north end) and will not require coordination with FEMA and/or preparation of a FEMA no-rise certification. Appendix J-3 is a letter, dated July 12, 2023, to the City of Santee (acting as the Local FEMA Administrator) stating that it is their professional opinion that the proposed development will not impact the FEMA floodplain and does not require coordination with FEMA and/or preparation of a FEMA no-rise certification. No response from the City of Santee was provided in the report. Provide documentation that the City of Santee concurs that the Project will not impact the FEMA floodplain/floodway and will not require coordination with FEMA and/or preparation of a FEMA no-rise certification. S1-9

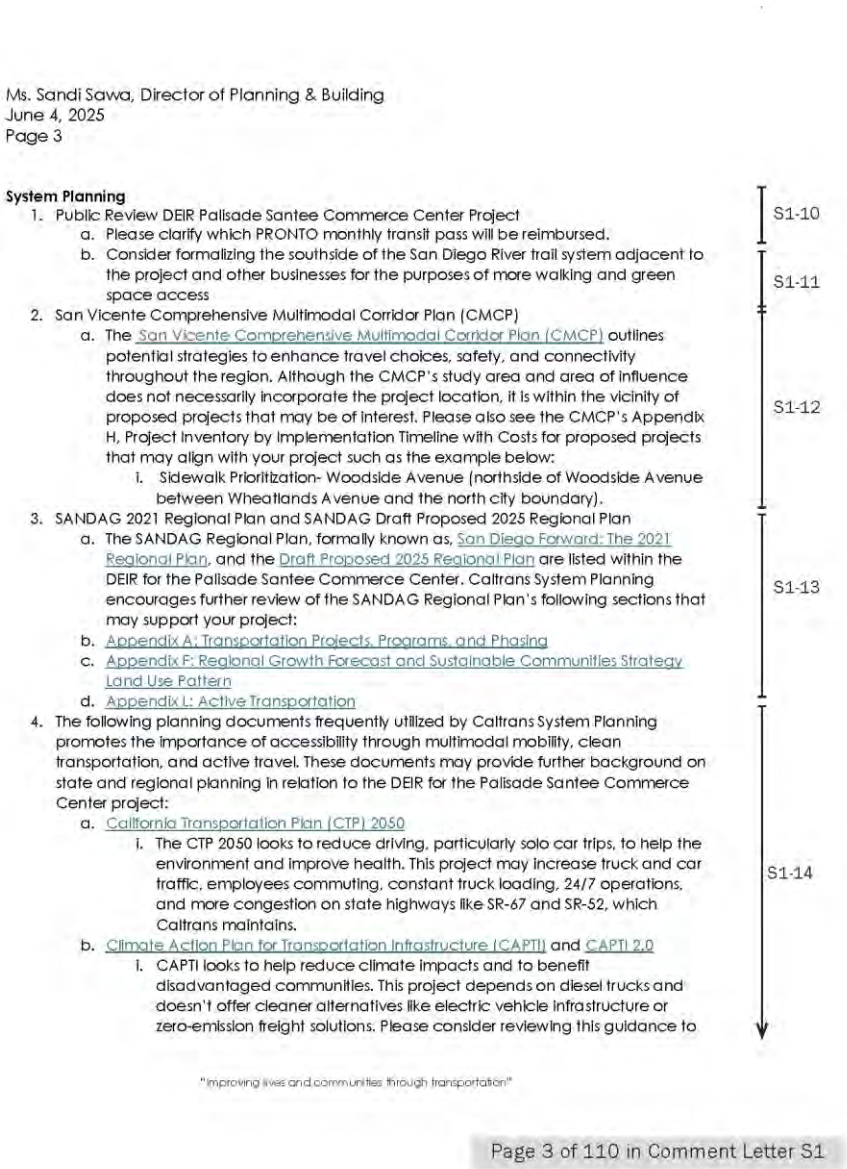
"Improving lives and communities through transportation"

Page 2 of 110 in Comment Letter S1

Evaluation (ICE) and made the language very vague. Further, the comment states that the project is proposing to widen the roadway by 1,240 square feet and installing a new sidewalk, which would still trigger the ICE, which is now known as the Intersection Safety and Operational Assessment Process (ISOAP).

As described in Thematic Response 1: Transportation, the Project does not propose any roadway improvements to alleviate LOS or traffic effects at the N. Woodside Avenue and SR-67 SB Off-Ramp Intersection, per current CEQA guidelines for determining transportation impacts. A queuing analysis of this ramp intersection included in the TIS (see Table 17) shows that under the Existing and Existing plus Project conditions, the westbound turn movements at the SR-67 off-ramp do not exceed the storage length available. The analysis indicates there are currently no queuing issues that may potentially spill back onto the SR-67 mainline. This determination satisfies the *Caltrans Local Development Intergovernmental Review (LDR) Safety Review Practitioners Guidance* (February 2024) requirements and the Project would not cause any safety related impacts to Caltrans facilities. The Project does not trigger the ISOAP because it does not have any safety related impacts.

While the Project generates over 1,000 daily trips, it would not add 1,000 or more trips to the N. Woodside Avenue and SR-67 SB Off-Ramp Intersection or SR-67 mainline. The Project does not propose a change in traffic control or install a pedestrian hybrid beacon and nor make a major physical change such as widening to provide an additional through or turn lane. Therefore, the Project would not trigger an ISOAP analysis. See PDF-TRA-1, MM-TRA-1, and MM-TRA-2 for proposed improvements and mitigation measures consistent with City requirements. This comment does not raise a new significant environmental issue



Ms. Sandi Sawa, Director of Planning & Building
June 4, 2025
Page 3

System Planning

1. Public Review DEIR Palisade Santee Commerce Center Project
   a. Please clarify which PRONTO monthly transit pass will be reimbursed.
   b. Consider formalizing the southside of the San Diego River trail system adjacent to the project and other businesses for the purposes of more walking and green space access
2. San Vicente Comprehensive Multimodal Corridor Plan (CMCP)
   a. The San Vicente Comprehensive Multimodal Corridor Plan (CMCP) outlines potential strategies to enhance travel choices, safety, and connectivity throughout the region. Although the CMCP's study area and area of influence does not necessarily incorporate the project location, it is within the vicinity of proposed projects that may be of interest. Please also see the CMCP's Appendix H, Project Inventory by Implementation Timeline with Costs for proposed projects that may align with your project such as the example below:
      i. Sidewalk Prioritization- Woodside Avenue (northside of Woodside Avenue between Wheatlands Avenue and the north city boundary).
3. SANDAG 2021 Regional Plan and SANDAG Draft Proposed 2025 Regional Plan
   a. The SANDAG Regional Plan, formally known as, San Diego Forward: The 2021 Regional Plan, and the Draft Proposed 2025 Regional Plan are listed within the DEIR for the Palisade Santee Commerce Center. Caltrans System Planning encourages further review of the SANDAG Regional Plan's following sections that may support your project:
   b. Appendix A: Transportation Projects, Programs, and Phasing
   c. Appendix F: Regional Growth Forecast and Sustainable Communities Strategy Land Use Pattern
   d. Appendix L: Active Transportation
4. The following planning documents frequently utilized by Caltrans System Planning promotes the importance of accessibility through multimodal mobility, clean transportation, and active travel. These documents may provide further background on state and regional planning in relation to the DEIR for the Palisade Santee Commerce Center project:
   a. California Transportation Plan (CTP) 2050
      i. The CTP 2050 looks to reduce driving, particularly solo car trips, to help the environment and improve health. This project may increase truck and car traffic, employees commuting, constant truck loading, 24/7 operations, and more congestion on state highways like SR-67 and SR-52, which Caltrans maintains.
   b. Climate Action Plan for Transportation Infrastructure (CAPTI) and CAPTI 2.0
      i. CAPTI looks to help reduce climate impacts and to benefit disadvantaged communities. This project depends on diesel trucks and doesn't offer cleaner alternatives like electric vehicle infrastructure or zero-emission freight solutions. Please consider reviewing this guidance to

S1-10
S1-11
S1-12
S1-13
S1-14

"Improving lives and communities through transportation"

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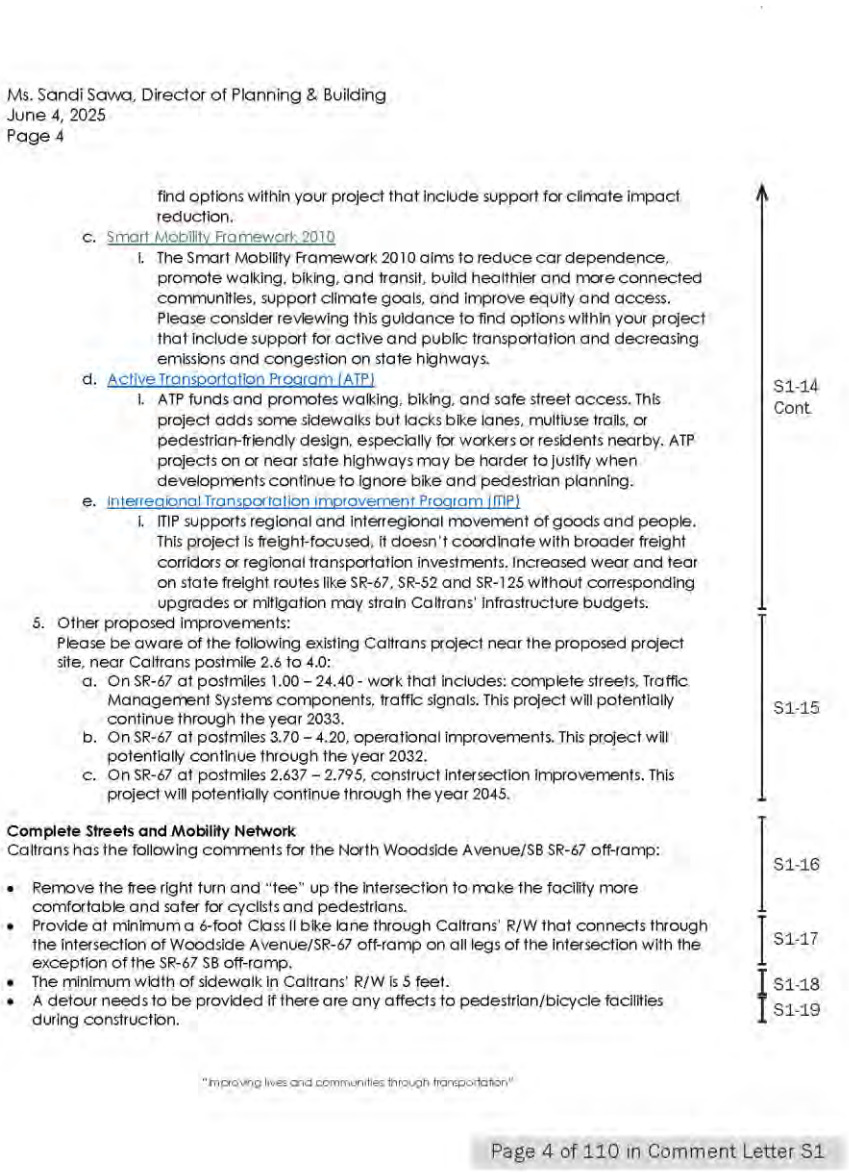
regarding the adequacy or accuracy of the information provided in the Draft EIR for the proposed Project. Therefore, no further response is required.

S1-4 The comment states that previous comments for the N. Woodside Avenue and SR-67 SB Off-Ramp Intersection Improvement Project still apply. Please see Responses to Comments S1-39 through S1-51. This comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR for the proposed Project. Therefore, no further response is required.

S1-5 The comment states that the latest TIS dated April 2024 [sic] with comments is attached, and that the project needs to show a layout and site plan of the proposed roadway widening and sidewalk improvements to the Woodside Avenue and SR-67 intersection.

Regarding the comments on the current TIS, please see Responses to Comments S1-39 through S1-51. Regarding the layout and site plan, please see Figure RTC-1 illustrating Intersection Improvements at the N. Woodside Avenue and SR-67 SB Off-Ramp Intersection. Also please see PDF-TRA-1. MM-TRA-1, and MM-TRA-2 for proposed improvements. This comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR for the proposed Project. Therefore, no further response is required.

S1-6 The comment requests clarification of whether a Caltrans Encroachment Permit will be needed, as well as clarification of the location of the pavement improvements identified in the Draft EIR. The encroachment permit may be required for construction of a small portion of the sidewalk within the



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find options within your project that include support for climate impact reduction.

c. Smart Mobility Framework 2010
   i. The Smart Mobility Framework 2010 aims to reduce car dependence, promote walking, biking, and transit, build healthier and more connected communities, support climate goals, and improve equity and access. Please consider reviewing this guidance to find options within your project that include support for active and public transportation and decreasing emissions and congestion on state highways.
d. Active Transportation Program (ATP)
   i. ATP funds and promotes walking, biking, and safe street access. This project adds some sidewalks but lacks bike lanes, multiuse trails, or pedestrian-friendly design, especially for workers or residents nearby. ATP projects on or near state highways may be harder to justify when developments continue to ignore bike and pedestrian planning.
e. Interregional Transportation Improvement Program (ITIP)
   i. ITIP supports regional and interregional movement of goods and people. This project is freight-focused, it doesn't coordinate with broader freight corridors or regional transportation investments. Increased wear and tear on state freight routes like SR-67, SR-52 and SR-125 without corresponding upgrades or mitigation may strain Caltrans' infrastructure budgets.

5. Other proposed improvements:
   Please be aware of the following existing Caltrans project near the proposed project site, near Caltrans postmile 2.6 to 4.0:
   a. On SR-67 at postmiles 1.00 – 24.40 - work that includes: complete streets, Traffic Management Systems components, traffic signals. This project will potentially continue through the year 2033.
   b. On SR-67 at postmiles 3.70 – 4.20, operational improvements. This project will potentially continue through the year 2032.
   c. On SR-67 at postmiles 2.637 – 2.795, construct intersection improvements. This project will potentially continue through the year 2045.

Complete Streets and Mobility Network
Caltrans has the following comments for the North Woodside Avenue/SB SR-67 off-ramp:

- Remove the free right turn and "tee" up the intersection to make the facility more comfortable and safer for cyclists and pedestrians.
- Provide at minimum a 6-foot Class II bike lane through Caltrans' R/W that connects through the intersection of Woodside Avenue/SR-67 off-ramp on all legs of the intersection with the exception of the SR-67 SB off-ramp.
- The minimum width of sidewalk in Caltrans' R/W is 5 feet.
- A detour needs to be provided if there are any affects to pedestrian/bicycle facilities during construction.

S1-14 Cont
S1-15
S1-16
S1-17
S1-18
S1-19

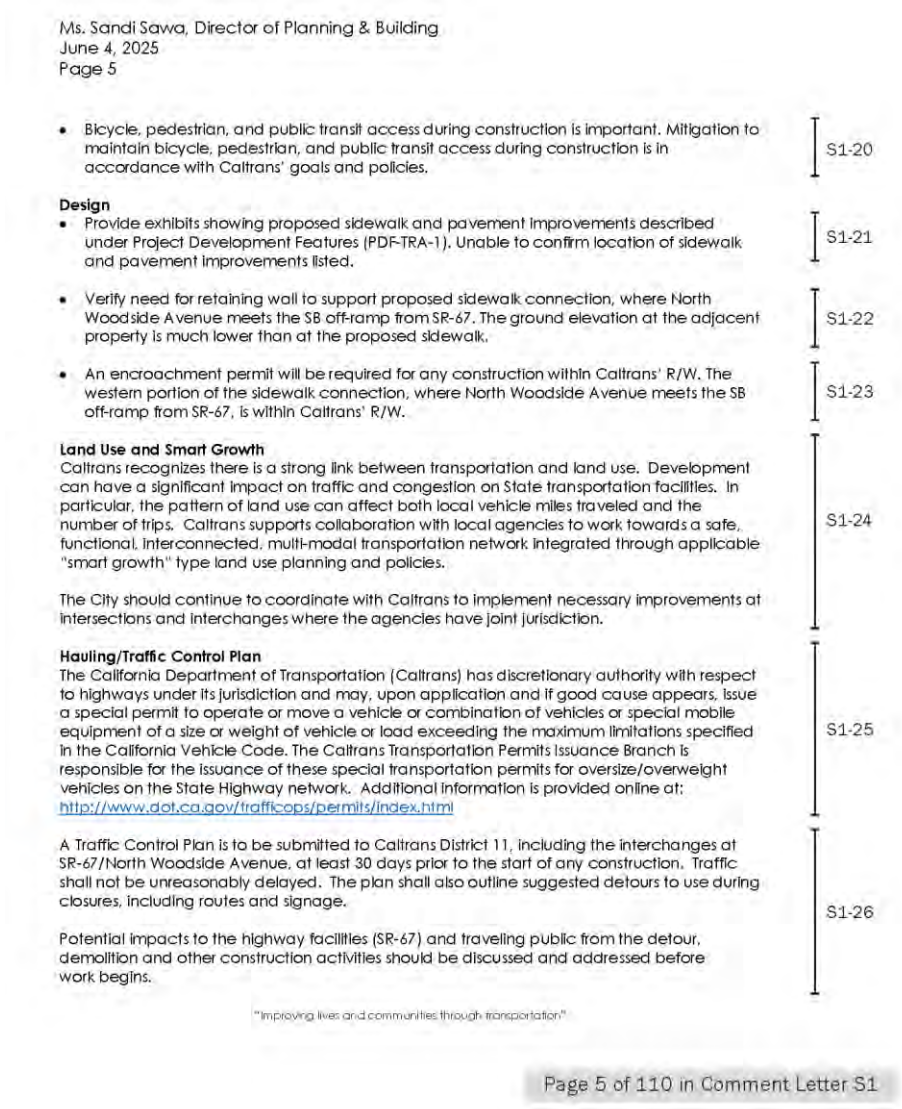
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Caltrans right-of-way (ROW), as shown in Figure RTC-1 in this Final EIR. None of the proposed pavement improvements are within the Caltrans ROW. This comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR for the proposed Project. Therefore, no further response is required.

S1-7 The comment directs the City to bring curb ramps at the SR-67 southbound off-ramp corner and North Woodside Avenue corner to the current standards with reference to Design Information Bulletin 82-06 for more information. Further, the comment requests confirmation of how the proposed sidewalk will be connected to existing sidewalks. Please see Figure RTC-1 in this Final EIR which illustrates the proposed Intersection Improvements at the N. Woodside Avenue and SR-67 SB Off-Ramp Intersection for details of existing and new sidewalk along N. Woodside Avenue, shown in green and blue colors. The sidewalk in Caltrans ROW is shown in green and within the City's ROW is shown in blue. The curb ramp at the SR-67 southbound off-ramp corner and North Woodside Avenue would be constructed per applicable design standards. The pavement rehabilitation and re-striping is shown as well and would occur within the City's ROW. This comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR for the proposed Project. Therefore, no further response is required.

S1-8 The comment states that the TIS needs to include a safety review that follows the Caltrans "Local Development Review (LDR Safety Review Practitioner's Guidance" document. Please see Response to Comment S1-3 for discussion of consistency of the Project's TIS with Caltrans' safety review requirements. This comment does not raise a new significant environmental issue



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- Bicycle, pedestrian, and public transit access during construction is important. Mitigation to maintain bicycle, pedestrian, and public transit access during construction is in accordance with Caltrans' goals and policies. S1-20

Design

- Provide exhibits showing proposed sidewalk and pavement improvements described under Project Development Features (PDF-TRA-1). Unable to confirm location of sidewalk and pavement improvements listed. S1-21
- Verify need for retaining wall to support proposed sidewalk connection, where North Woodside Avenue meets the SB off-ramp from SR-67. The ground elevation at the adjacent property is much lower than at the proposed sidewalk. S1-22
- An encroachment permit will be required for any construction within Caltrans' R/W. The western portion of the sidewalk connection, where North Woodside Avenue meets the SB off-ramp from SR-67, is within Caltrans' R/W. S1-23

Land Use and Smart Growth

Caltrans recognizes there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both local vehicle miles traveled and the number of trips. Caltrans supports collaboration with local agencies to work towards a safe, functional, interconnected, multi-modal transportation network integrated through applicable "smart growth" type land use planning and policies. S1-24

The City should continue to coordinate with Caltrans to implement necessary improvements at intersections and interchanges where the agencies have joint jurisdiction.

Hauling/Traffic Control Plan

The California Department of Transportation (Caltrans) has discretionary authority with respect to highways under its jurisdiction and may, upon application and if good cause appears, issue a special permit to operate or move a vehicle or combination of vehicles or special mobile equipment of a size or weight of vehicle or load exceeding the maximum limitations specified in the California Vehicle Code. The Caltrans Transportation Permits Issuance Branch is responsible for the issuance of these special transportation permits for oversize/overweight vehicles on the State Highway network. Additional information is provided online at: http://www.dot.ca.gov/trafficops/permits/index.html S1-25

A Traffic Control Plan is to be submitted to Caltrans District 11, including the interchanges at SR-67/North Woodside Avenue, at least 30 days prior to the start of any construction. Traffic shall not be unreasonably delayed. The plan shall also outline suggested detours to use during closures, including routes and signage.

Potential impacts to the highway facilities (SR-67) and traveling public from the detour, demolition and other construction activities should be discussed and addressed before work begins. S1-26

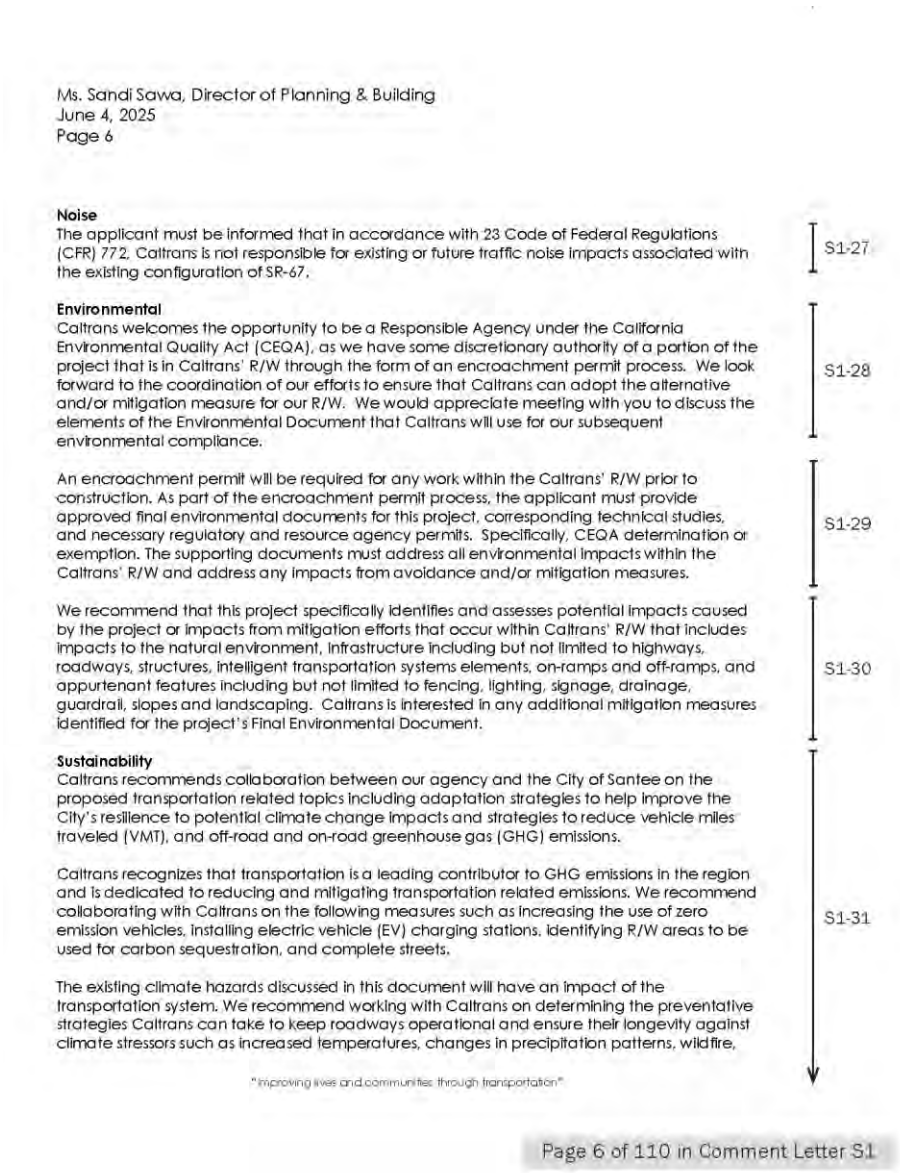
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regarding the adequacy or accuracy of the information provided in the Draft EIR for the proposed Project. Therefore, no further response is required.

S1-9 The comment states that neither the Draft EIR nor the Preliminary Hydrology Study (Appendix J-1 of the Draft EIR) provides a response from the City of Santee pertaining to the FEMA floodplain. The comment requests documentation of the City's concurrence that the Project will not impact the FEMA floodplain/floodway and will not require coordination with FEMA and/or preparation of a FEMA no-rise certification. As stated on Draft EIR pages 4.8-25 and 4.8-26, the Project site is adjacent to a regulatory floodway but the Project site has been designed to not impact the existing floodplain, and the Project structures would be located at least one foot above the floodplain. As the Draft EIR was prepared by the City and reflects the City's evaluation of impacts, no additional documentation is necessary. This comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR for the proposed Project. Therefore, no further response is required.

S1-10 The comment relates to system planning and requests clarification of which PRONTO monthly transit pass will be reimbursed. Item 3, Implement Subsidized or Discounted Transit Program, under MM-TRA-1 Trip Reduction Program in the Draft EIR and TIS mentions that a monthly transit pass would be provided or cost would be reimbursed to the employees who use transit to commute to the Project. The card can be used for all buses, Trolley, Sprinter, and Coaster, including services operated by the Metropolitan Transit System (MTS) and the North County Transit District (NCTD) in the San Diego region. Further details would be worked out between the employer and specific



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Noise
The applicant must be informed that in accordance with 23 Code of Federal Regulations (CFR) 772, Caltrans is not responsible for existing or future traffic noise impacts associated with the existing configuration of SR-67.

S1-27

Environmental
Caltrans welcomes the opportunity to be a Responsible Agency under the California Environmental Quality Act (CEQA), as we have some discretionary authority of a portion of the project that is in Caltrans' R/W through the form of an encroachment permit process. We look forward to the coordination of our efforts to ensure that Caltrans can adopt the alternative and/or mitigation measure for our R/W. We would appreciate meeting with you to discuss the elements of the Environmental Document that Caltrans will use for our subsequent environmental compliance.

S1-28

An encroachment permit will be required for any work within the Caltrans' R/W prior to construction. As part of the encroachment permit process, the applicant must provide approved final environmental documents for this project, corresponding technical studies, and necessary regulatory and resource agency permits. Specifically, CEQA determination or exemption. The supporting documents must address all environmental impacts within the Caltrans' R/W and address any impacts from avoidance and/or mitigation measures.

S1-29

We recommend that this project specifically identifies and assesses potential impacts caused by the project or impacts from mitigation efforts that occur within Caltrans' R/W that includes impacts to the natural environment, infrastructure including but not limited to highways, roadways, structures, intelligent transportation systems elements, on-ramps and off-ramps, and appurtenant features including but not limited to fencing, lighting, signage, drainage, guardrail, slopes and landscaping. Caltrans is interested in any additional mitigation measures identified for the project's Final Environmental Document.

S1-30

Sustainability
Caltrans recommends collaboration between our agency and the City of Santee on the proposed transportation related topics including adaptation strategies to help improve the City's resilience to potential climate change impacts and strategies to reduce vehicle miles traveled (VMT), and off-road and on-road greenhouse gas (GHG) emissions.

Caltrans recognizes that transportation is a leading contributor to GHG emissions in the region and is dedicated to reducing and mitigating transportation related emissions. We recommend collaborating with Caltrans on the following measures such as increasing the use of zero emission vehicles, installing electric vehicle (EV) charging stations, identifying R/W areas to be used for carbon sequestration, and complete streets.

S1-31

The existing climate hazards discussed in this document will have an impact of the transportation system. We recommend working with Caltrans on determining the preventative strategies Caltrans can take to keep roadways operational and ensure their longevity against climate stressors such as increased temperatures, changes in precipitation patterns, wildfire,

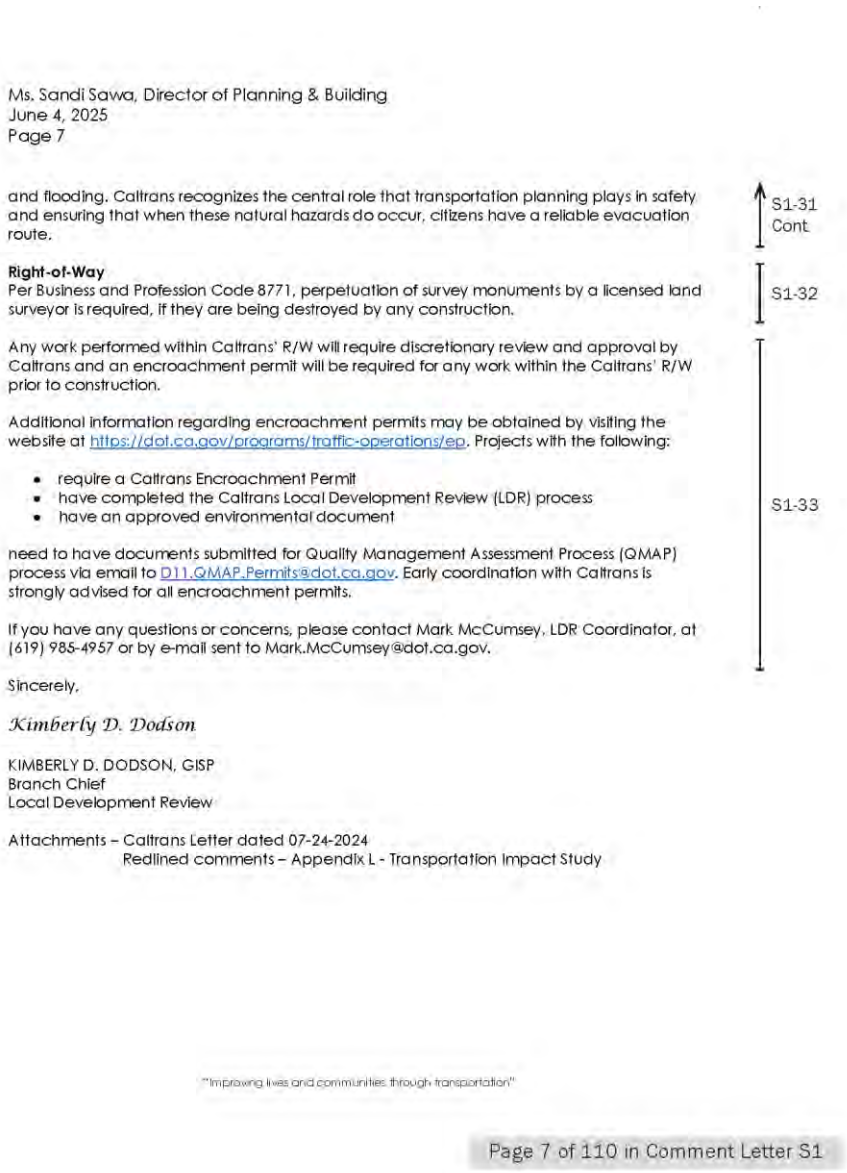
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employees based on their travel needs. No further details can be provided at this time. This comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR for the proposed Project. Therefore, no further response is required.

S1-11 The comment urges consideration of formalizing the southside of the San Diego River trail system adjacent to the project site and other businesses for purposes of more walking and green space access. The proposed Project does not trigger the formalization of such a system, however implementation of the proposed Project would not preclude formalizing this trail system. This comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR for the proposed Project. Therefore, no further response is required.

S1-12 The comment relates to system planning and urges the City to look at the San Vicente Comprehensive Multimodal Corridor Plan (CMCP) for projects that may align with the proposed Project. The San Diego Association of Governments (SANDAG) and Caltrans are developing a Comprehensive Multimodal Corridor Plan (CMCP) for the San Vicente corridor. The CMCP proposes local road and network improvements to balance future transportation needs while also preserving existing rural and community characteristics including the natural landscape of mountains, hills, valleys, lakes, and creeks. It focuses on improving transportation along SR-67 between Lakeside and Ramona. As such, the Woodside Avenue Safety Improvement Project and SR/67 Riverford Road Interchange Project are noted in the CMCP. The proposed Project would improve sidewalks and striping along N. Woodside Avenue as shown in Figure RTC-1 of this Final EIR. The Project would construct an eastbound left turn



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and flooding. Caltrans recognizes the central role that transportation planning plays in safety and ensuring that when these natural hazards do occur, citizens have a reliable evacuation route.

S1-31 Cont

Right-of-Way
Per Business and Profession Code 8771, perpetuation of survey monuments by a licensed land surveyor is required, if they are being destroyed by any construction.

S1-32

Any work performed within Caltrans' R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans' R/W prior to construction.

Additional information regarding encroachment permits may be obtained by visiting the website at https://dot.ca.gov/programs/traffic-operations/ep. Projects with the following:

- require a Caltrans Encroachment Permit
- have completed the Caltrans Local Development Review (LDR) process
- have an approved environmental document

need to have documents submitted for Quality Management Assessment Process (QMAP) process via email to D11.QMAP.Permits@dot.ca.gov. Early coordination with Caltrans is strongly advised for all encroachment permits.

S1-33

If you have any questions or concerns, please contact Mark McCumsey, LDR Coordinator, at (619) 985-4957 or by e-mail sent to Mark.McCumsey@dot.ca.gov.

Sincerely,

Kimberly D. Dodson

KIMBERLY D. DODSON, GISP
Branch Chief
Local Development Review

Attachments – Caltrans Letter dated 07-24-2024
Redlined comments – Appendix L - Transportation Impact Study

"Improving lives and communities through transportation"

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lane to facilitate safe truck turn movements to the Project driveway from N. Woodside Avenue. Additionally, the proposed Project would not conflict or impede implementation of this plan, or projects proposed as part of the CMCP in the future. This comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR for the proposed Project. Therefore, no further response is required.

S1-13 The comment related to system planning and urges the City to review the SANDAG Regional Plan and the Draft Proposed 2025 Regional Plan. The Project's consistency with the SANDAG Regional Plan has been evaluated in the Draft EIR, in Table 4.9-2 beginning on page 4.9-12 of the Draft EIR. As described in Table 4.9-2, the Project would be consistent with the applicable goals set forth by SANDAG in the 2021 Regional Plan. Therefore, impacts would be less than significant. Further, the VMT analysis and proposed mitigation measures will ensure the Project's consistency with regional plan and policies. This comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR for the proposed Project. Therefore, no further response is required.

S1-14 The comment identifies five planning documents frequently utilized by Caltrans that may provide background on state and regional planning. Comment noted. The comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR. Therefore, no further response is required.

S1-15 The comment identifies three existing Caltrans projects near the Project site. Comment noted. The comment does not raise a new significant environmental issue regarding the adequacy or



CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

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July 24, 2024

11-SD-67
PM R2.677
N. Woodside Avenue and SR-67 SB Off-ramp Improvements
Conceptual Design Review

Mr. William Jacobs
Senior Development Manager
North Palisades Partners
1330 Factory Place, Suite 105
Los Angeles, CA 90013

Dear Mr. Jacobs:

Thank you for including the California Department of Transportation (Caltrans) in the design review process on the N. Woodside Avenue and State Route 67 (SR-67) southbound (SB) Off-ramp intersection improvements located at SR-67 and N. Woodside Avenue in Santee. The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

Safety is one of Caltrans' strategic goals. Caltrans strives to make the year 2050 the first year without a single death or serious injury on California's roads. We are striving for more equitable outcomes for the transportation network's diverse users. To achieve these ambitious goals, we will pursue meaningful collaboration with our partners. We encourage the implementation of new technologies, innovations, and best practices that will enhance the safety on the transportation network. These pursuits are both ambitious and urgent, and their accomplishment involves a focused departure from the status quo as we continue to institutionalize safety in all our work.

Caltrans is committed to prioritizing projects that are equitable and provide meaningful benefits to historically underserved communities, to ultimately improve transportation accessibility and quality of life for people in the communities we serve.

We look forward to working with the City of Santee in areas where the City and Caltrans have joint jurisdiction to improve the transportation network and connections

S1-34

"Provide a safe and reliable transportation network that serves all people and respects the environment"

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accuracy of the information provided in the Draft EIR. Therefore, no further response is required.

S1-16 The comment states that the project needs to remove the free right turn and "tee" up the intersection of North Woodside Avenue/SB SR-67 off-ramp. As shown in the TIS (Appendix L of the Draft EIR), the Project would not add any trips to the free (channelized) right turn available at the N. Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp. There are no queuing related impacts per the safety review of Caltrans facilities conducted in the Project's TIS (Appendix L of the Draft EIR). As explained in the Thematic Response 1: Transportation, traffic delay under an LOS metric is no longer considered a significant environmental impact under CEQA. The Project proposes multi-modal improvements such as construction of sidewalk at this intersection to connect to the existing sidewalk along Woodside Avenue. The bicycle lane at the intersection and along Woodside Avenue will be maintained as-is. Bicycle, pedestrian, and public transit access will be maintained during construction. For any construction work in the public ROW, the contractor shall prepare a Traffic Control Plan to ensure access for all road users is maintained during construction. This comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR for the proposed Project. Therefore, no further response is required.

S1-17 The comment states that the Project needs to provide at minimum a 6-foot Class II bike lane through Caltrans ROW that connects the intersection of Woodside Avenue/SR-67 offramp on all legs of the intersection with the exception of the SR-67 off-ramp. There are existing bike lanes on all three legs of City streets. The striping on the southeast corner of the intersection is meant to be a bike lane, but that location is within Caltrans'

between various modes of travel, with the goal of improving the experience of those who use the transportation system.

Caltrans has the following comments:

Traffic Operations

- The proposed widening of N. Woodside Avenue approach leg to the Caltrans intersection of SR-67 triggers the Intersection Control Evaluation (ICE) Policy per Caltrans Traffic Operations Policy Directive (TOPD) #13-02.
- The submitted Traffic Impact Study (TIS) recommended improvements do not meet Caltrans policy directives. Please see redline comments on attached redlined TIS.
- The TIS shows Vehicle Miles Traveled (VMT) Impacts that need to be mitigated.
- Adjust 95th percentile after trip distributions have been updated.
- The TIS shows a direct impact to the intersection of N. Woodside Avenue and SB SR-67 exit-ramp with the increase of passenger vehicles and varying sizes of trucks now proposed accessing the site through Caltrans facilities. The current use of the closed Drive-in theater during peak hours is zero vs the now proposed use shown in Table 4 from the TIS increases it.

Hydrology and Drainage Studies

- Please provide hydraulics studies, drainage and grading plans to Caltrans for review.
- Provide a pre- and post-development hydraulics and hydrology study. Show drainage configurations and patterns.
- Provide drainage plans and details, include detention basin details of inlets/outlet.
- Provide a contour grading plan with legible callouts and minimal building data. Show drainage patterns.
- On all plans, show Caltrans' R/W.
- Early coordination with Caltrans is recommended.
- Caltrans generally does not allow development projects to impact hydraulics within the State's R/W. Any modification to the existing Caltrans drainage and/or increase in runoff to State facilities will not be allowed.

System Planning

- The Coast, Canyons, and Trails Comprehensive Multimodal Corridor Plan (CMCP) should be reviewed and incorporated in the development of the N. Woodside Avenue and SR-67 SB Off-ramp Intersection Improvements project. The final

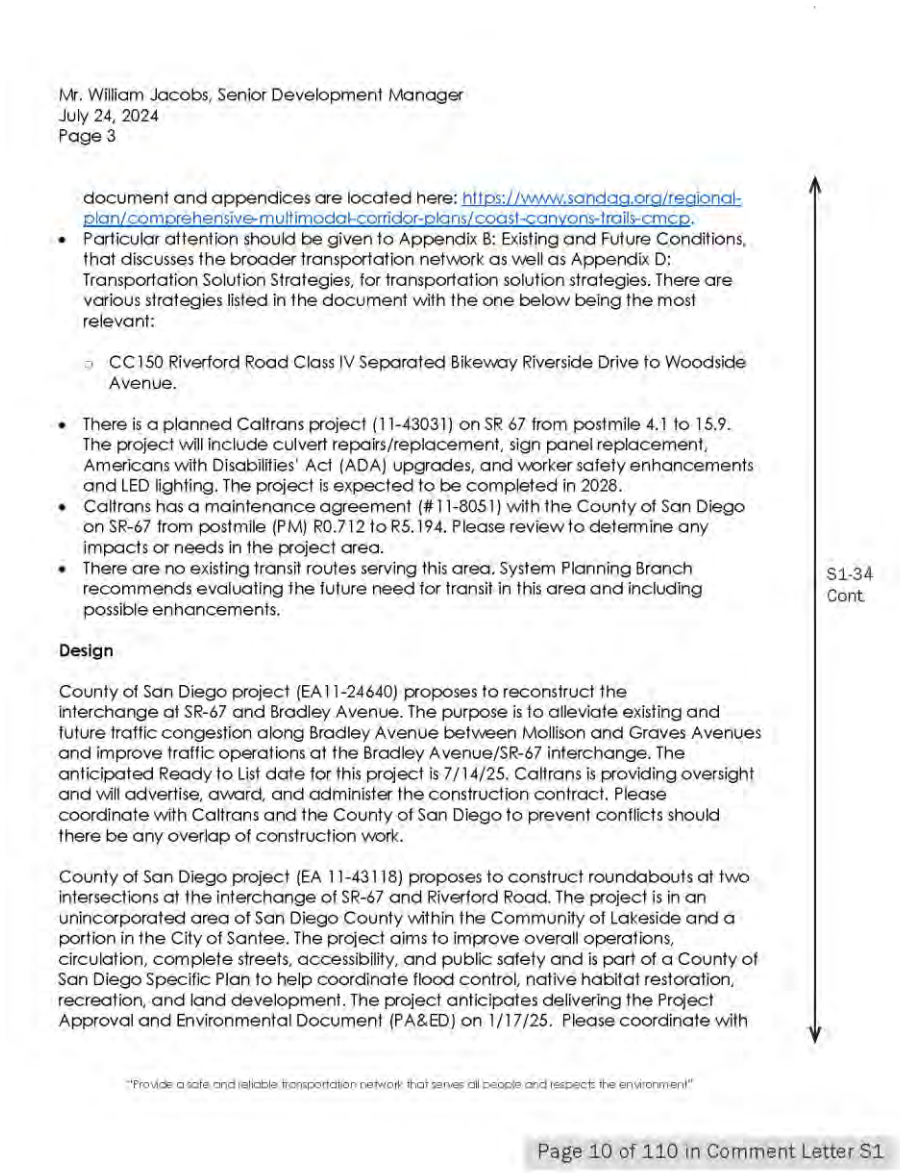
S1-34 Cont.

jurisdiction. The proposed Project does not include any change to the existing bike lane along N. Woodside Avenue. This comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR for the proposed Project. Therefore, no further response is required.

S1-18 The comment states that the minimum width of sidewalks in Caltrans right-of-way is 5 feet. Comment noted. The comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR. Therefore, no further response is required.

S1-19 The comment states that a detour needs to be provided if there are any effects on pedestrian or bicycle facilities during construction. The City of Santee requires preparation of a Traffic Control Plan for construction that includes roadways, which is the case with the proposed project. The City's Traffic Engineering Division reviews traffic control plans, which shall follow the Manual on Uniform Traffic Control Devices California Edition (MUTCD) and the San Diego Regional Standard Drawings. The MUTCD includes consideration for pedestrian and bicycle facilities. This comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR for the proposed Project. Therefore, no further response is required.

S1-20 The comment states that mitigation to maintain bicycle, pedestrian, and public transit access during construction is in accordance with Caltrans' goals and policies. As discussed above in Response to Comment S1-19, a TCP would be prepared for the Project. Regarding transit access, the Draft EIR (p. 4.12-23) states that the nearest bus stop is located west of Magnolia Avenue and Mission Gorge Road – Woodside Avenue intersection, approximately 0.90 miles from the Project site.



Mr. William Jacobs, Senior Development Manager
July 24, 2024
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document and appendices are located here: https://www.sandag.org/regional-plan/comprehensive-multimodal-corridor-plans/coast-canyons-trails-cmcp.

- Particular attention should be given to Appendix B: Existing and Future Conditions, that discusses the broader transportation network as well as Appendix D: Transportation Solution Strategies, for transportation solution strategies. There are various strategies listed in the document with the one below being the most relevant:
  - CC150 Riverford Road Class IV Separated Bikeway Riverside Drive to Woodside Avenue.
- There is a planned Caltrans project (11-43031) on SR 67 from postmile 4.1 to 15.9. The project will include culvert repairs/replacement, sign panel replacement, Americans with Disabilities' Act (ADA) upgrades, and worker safety enhancements and LED lighting. The project is expected to be completed in 2028.
- Caltrans has a maintenance agreement (#11-8051) with the County of San Diego on SR-67 from postmile (PM) R0.712 to R5.194. Please review to determine any impacts or needs in the project area.
- There are no existing transit routes serving this area. System Planning Branch recommends evaluating the future need for transit in this area and including possible enhancements.

S1-34 Cont.

Design

County of San Diego project (EA11-24640) proposes to reconstruct the interchange at SR-67 and Bradley Avenue. The purpose is to alleviate existing and future traffic congestion along Bradley Avenue between Mollison and Graves Avenues and improve traffic operations at the Bradley Avenue/SR-67 interchange. The anticipated Ready to List date for this project is 7/14/25. Caltrans is providing oversight and will advertise, award, and administer the construction contract. Please coordinate with Caltrans and the County of San Diego to prevent conflicts should there be any overlap of construction work.

County of San Diego project (EA 11-43118) proposes to construct roundabouts at two intersections at the interchange of SR-67 and Riverford Road. The project is in an unincorporated area of San Diego County within the Community of Lakeside and a portion in the City of Santee. The project aims to improve overall operations, circulation, complete streets, accessibility, and public safety and is part of a County of San Diego Specific Plan to help coordinate flood control, native habitat restoration, recreation, and land development. The project anticipates delivering the Project Approval and Environmental Document (PA&ED) on 1/17/25. Please coordinate with

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Because there are no transit facilities that would be affected by Project construction and a TCP is required by the City for construction activities that would affect roadways (including sidewalks and bike lanes), the mitigation suggested by the comment is not necessary. This comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR for the proposed Project. Therefore, no further response is required.

S1-21 The comment states that Caltrans is unable to confirm the location of the sidewalk and pavement improvements identified in the Draft EIR, and requests exhibits showing the proposed improvements. While the text of both the Draft EIR and TIS (Appendix L) described the location and extent of the sidewalk and pavement improvements, a graphical depiction of the improvements has been included as Figure RTC-1 within this Final EIR. The figure can be found within Thematic Response 1: Transportation. This comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR for the proposed Project. Therefore, no further response is required.

S1-22 The comment requests the City verify the need for a retaining wall to support the proposed sidewalk connection where North Woodside Avenue meets the southbound off-ramp from SR-67, stating that the ground elevation at the adjacent property is much lower than at the proposed sidewalk. Based on the topographic survey, there is sufficient level ground to install the sidewalk without creating a retaining condition. The City will have the opportunity to confirm this conclusion during the plan check process after a full design has been prepared. This comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR for the proposed Project. Therefore, no further response is required.

Caltrans and the County of San Diego to prevent conflicts should there be any overlap of construction work.

Please provide the latest updated schedule and cost estimate for the "N. Woodside Avenue and SR-67 Off-ramp Intersection Improvements" project once one is available.

Please coordinate traffic circulation improvement strategies in relation to the nearby proposed projects noted above.

Noise

The applicant must be informed that in accordance with 23 Code of Federal Regulations (CFR) 772, Caltrans is not responsible for existing or future traffic noise impacts associated with the existing configuration of SR-67.

Environmental

Caltrans welcomes the opportunity to be a Responsible Agency under the California Environmental Quality Act (CEQA), as we have some discretionary authority of a portion of the project that is in Caltrans' R/W through the form of an encroachment permit process. Please indicate our status as a Responsible Agency for the Final Environmental Document. We look forward to the coordination of our efforts to ensure that Caltrans can adopt the alternative and/or mitigation measure for our R/W. We would appreciate meeting with you to discuss the elements of the Environmental Document that Caltrans will use for our subsequent environmental compliance.

S1-34 Cont.

An encroachment permit will be required for any work within the Caltrans' R/W prior to construction. As part of the encroachment permit process, the applicant must provide approved final environmental documents for this project that include the work in Caltrans' R/W, corresponding technical studies, and necessary regulatory and resource agency permits. Specifically, CEQA determination or exemption. The supporting documents must address all environmental impacts within the Caltrans' R/W and address any impacts from avoidance and/or mitigation measures.
We recommend that this project specifically identifies and assesses potential impacts caused by the project or impacts from mitigation efforts that occur within Caltrans' R/W that includes impacts to the natural environment, infrastructure including but not limited to highways, roadways, structures, intelligent transportation systems elements, on-ramps and off-ramps, and appurtenant features including but not limited to fencing, lighting, signage, drainage, guardrail, slopes and landscaping. Caltrans is interested in any additional mitigation measures identified for the project's draft Environmental Document.

S1-23 The comment states that an encroachment permit will be required for any construction within Caltrans right-of-way, and notes that the western portion of the sidewalk connection, where N. Woodside Avenue meets the southbound off-ramp from SR-67 is within Caltrans ROW. The comment is noted. Figure RTC-1 of the Final EIR shows the portion of sidewalk within the Caltrans ROW in green color. For any construction in the Caltrans ROW, the applicant shall obtain required permits. This comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR for the proposed Project. Therefore, no further response is required.

S1-24 The comment states that the City should continue to coordinate with Caltrans to implement necessary improvements at intersections and interchanges where the agencies have joint jurisdiction. Comment noted. The comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR. Therefore, no further response is required.

S1-25 The comment states that Caltrans has discretionary authority over special permits for vehicle size or weight exceeding the maximum limitations of the California Vehicle Code. The comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR. Therefore, no response is required.

S1-26 The comment states that a Traffic Control Plan must be submitted to Caltrans at least 30 days prior to the start of construction for work involving the interchanges at SR-67/North Woodside Avenue. Further, the comment notes that potential impacts to SR-67 and the traveling public should be addressed before work begins. This is a standard requirement for construction impacting Caltrans facilities and would be complied

Mr, William Jacobs, Senior Development Manager
July 24, 2024
Page 5

Right-of-Way

- There is one monument on the Caltrans' R/W. Since the rear set back is determined by the R/W, please confirm it has been properly surveyed.
- Per Business and Profession Code 8771, perpetuation of survey monuments by a licensed land surveyor is required, if they are being destroyed by any construction.
- Any work performed within Caltrans' R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans' R/W prior to construction.
- An encroachment permit will be required for any work within the Caltrans' R/W prior to construction. As part of the encroachment permit process, the applicant must provide approved final environmental documents for this project, corresponding technical studies, and necessary regulatory and resource agency permits. Specifically, CEQA determination or exemption. The supporting documents must address all environmental impacts within the Caltrans' R/W and address any impacts from avoidance and/or mitigation measures.

S1-34 Cont.

If you have any questions or concerns, please contact Mark McCumsey, LDR Coordinator, at (619) 985-4957 or by e-mail sent to mark.mccumsey@dot.ca.gov.

Sincerely,

Kimberly D. Dodson

KIMBERLY D. DODSON, GISP
Branch Chief
Local Development Review

Attachment: TEA Reviewed Layout Sheets Exhibits

"Provide a safe and reliable transportation network that serves all people and respects the environment"

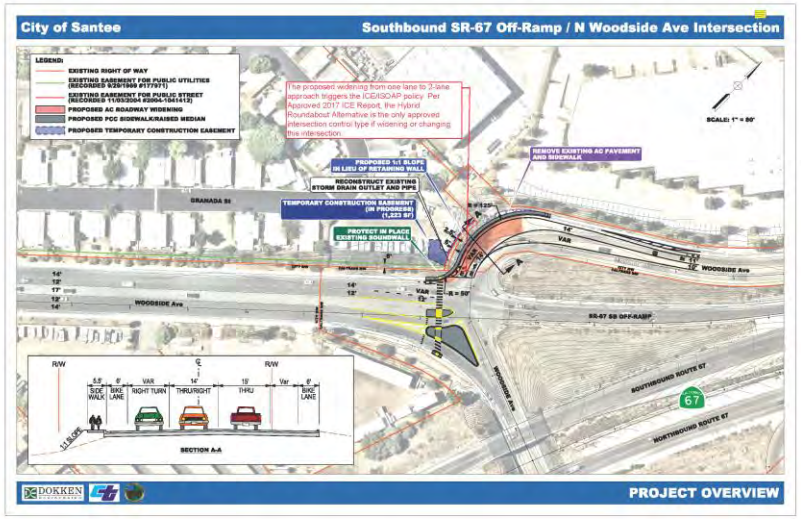
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with by the Project applicant. This comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR for the proposed Project. Therefore, no further response is required.

S1-27 The comment states that the applicant must be informed that Caltrans is not responsible for existing or future traffic noise impacts associated with the existing configuration of SR-67. The applicant is aware of the existing and cumulative noise environment at the project site, which includes traffic noise from SR-67. The noise analysis prepared as part of the project includes current ambient noise measurements that reflect traffic noise from SR-67. In addition, the cumulative noise condition takes into consideration future noise from SR-67. The comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR. Therefore, no response is required.

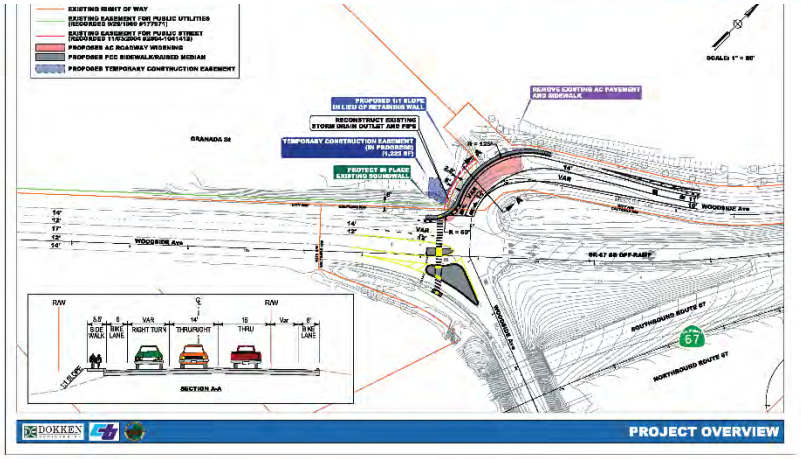
S1-28 The comment states that Caltrans is a Responsible Agency under CEQA and would appreciate meeting with the City to discuss the elements of the environmental document that Caltrans would use for their environmental compliance. As discussed on Draft EIR page 3-47, the City acknowledges that responsible and/or trustee agencies may use the Draft EIR for CEQA documentation for approvals under their authority. Additionally, Draft EIR page 3-48 states that Caltrans' approval would be needed for improvements within Caltrans' right-of-way (ROW). The City supports continued coordination with Caltrans. The comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR. Therefore, no response is required.

S1-29 The comment states that an encroachment permit will be required prior to construction for any work within Caltrans right-of-way and



S1-35

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S1-36

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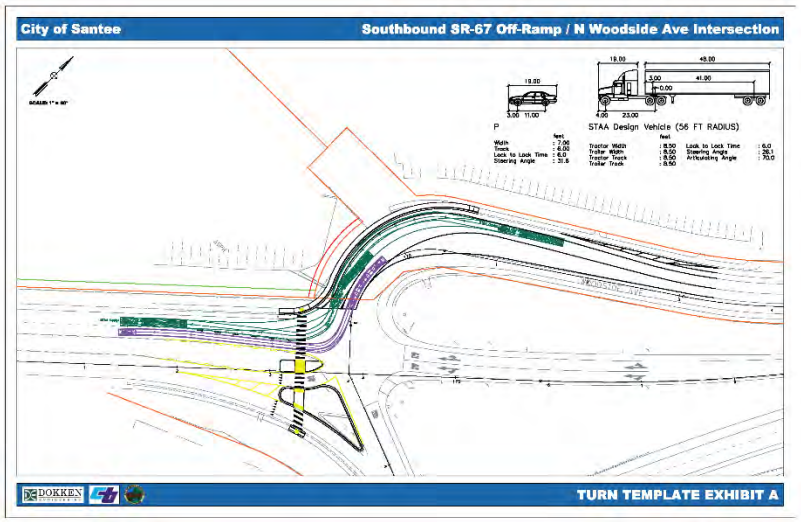
provides information regarding what information will be needed. The comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR. Therefore, no response is required.

S1-30 The comment recommends that the Project identify and assess potential impacts caused by the Project or from mitigation efforts that occur within Caltrans ROW. Further, the comment states that Caltrans is interested in any additional mitigation measures identified in the Project's Final EIR. As discussed in Thematic Response 1: Transportation, the text of PDF-TRA-1 and MM-TRA-2 have been revised. There are no changes proposed to MM-TRA-1. This comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR for the proposed Project. Therefore, no further response is required.

S1-31 The comment recommends collaboration between the City of Santee and Caltrans. Comment noted. The comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR. Therefore, no response is required.

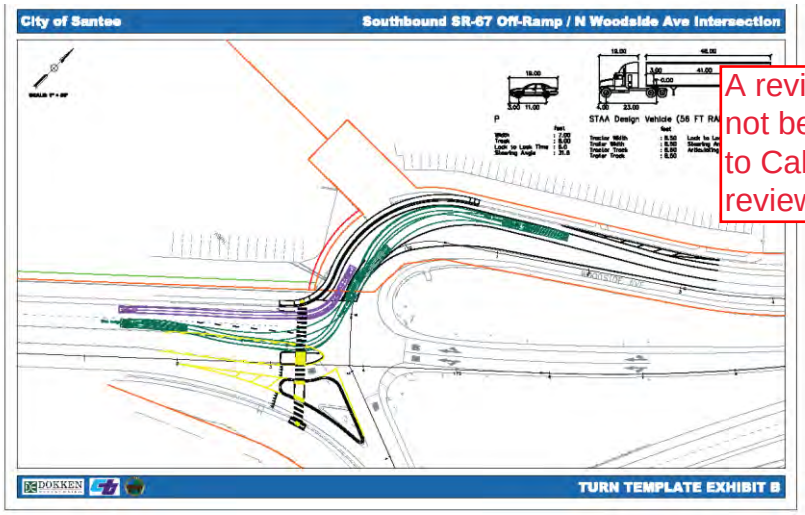
S1-32 The comment states that perpetuation of survey monuments is required if they are being destroyed by construction. The Project applicant will adhere to all state laws, including those requiring perpetuation of survey monuments. The comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR. Therefore, no response is required.

S1-33 The comment summarizes previous information about encroachment permits. The comment does not raise a new significant environmental issue regarding the adequacy or



S1-37

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S1-38

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S1-34 accuracy of the information provided in the Draft EIR. Therefore, no response is required.

S1-35 The comment includes a letter dated July 24, 2024 and provides comments from Caltrans regarding conceptual design review of North Woodside Avenue and SR-67 southbound off-ramp improvements. The letter is addressed to the Project applicant, not the City of Santee. Further, Project improvements have been revised since the date of the letter (July 24, 2025). Please see Thematic Response 1: Transportation for information regarding the current plans for improvements to be constructed as part of the proposed Project. This comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR for the proposed Project. Therefore, no further response is required.

A revised TIS has not been submitted to Caltrans for review

S1-36 This comment appears in an attachment to the letter referenced in Comment S1-34. The comment states that the proposed widening from one lane to two triggers the ICE/ISOAP. Further, the Hybrid Roundabout Alternative is the only approved intersection control type if widening or changing this intersection. Please see response to comment S1-3 and Thematic Response 1: Transportation for information regarding the direct impacts per LOS and changes in proposed work at this intersection. For Project's VMT impacts, feasible mitigation measures and applicable reduction percentages have been identified in the TIS and Draft EIR. The queuing analysis in the TIS uses the updated Project trip distribution percentages confirmed with the City's traffic engineer and used in the TIS.

This comment appears in an attachment to the letter referenced in Comment S1-34. The graphic depicts the Project Overview, Southbound SR-67 Off-Ramp/ N. Woodside Ave Intersection. The comment does not raise a new significant environmental issue



regarding the adequacy or accuracy of the information provided in the Draft EIR. Therefore, no response is required.

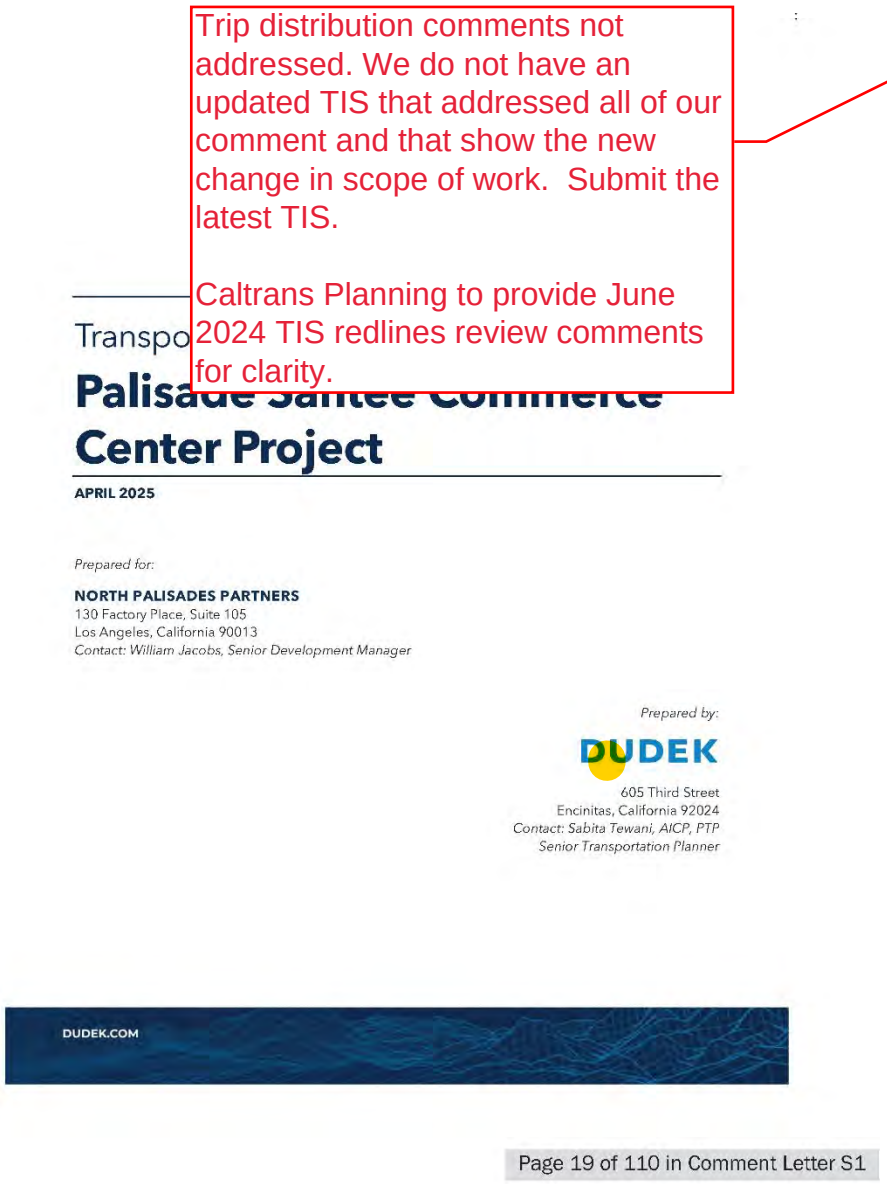
S1-37 This comment appears in an attachment to the letter referenced in Comment S1-34. The graphic depicts the Turn Template Exhibit A, Southbound SR-67 Off-Ramp/ N. Woodside Ave Intersection. The comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR. Therefore, no response is required.

S1-38 This comment appears in an attachment to the letter referenced in Comment S1-34. The graphic depicts the Turn Template Exhibit B, Southbound SR-67 Off-Ramp/ N. Woodside Ave Intersection. The comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR. Therefore, no response is required.

S1-39 The comment includes Appendix L (TIS) as it appeared in the Draft EIR. The comments that follow are the comments made by Caltrans on Appendix L. The comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR. Therefore, no response is required.

S1-40 The comment (imbedded within Figure 3, Project Trip Distribution, on page 15 of the TIS) states that the Caltrans comments from June 2024 have not been addressed.

Regarding the June 2024 comment letter, please see Response to Comment S1-34. Also note that the April 2024 version of the TIS that Caltrans reviewed and commented on in June 2024 was updated. The trip distribution rates were modified to reflect a portion of truck trips that would be expected to drive north along N. Woodside Avenue from the Project site. The comment does



not specify which comments have not been addressed. The comment is general and does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR. Therefore, no further response is required.

S1-41 The comment notes that the VMT impacts discussed on page 35 of the TIS dated April 2025 (Appendix L of the Draft EIR) are the same as those reflected in the April 2024 draft version of the TIS reviewed by Caltrans. The comment is general and does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR. Therefore, no response is required.

S1-42 The comment states that previous comments from the June 2024 review were not addressed and still apply. The comment is on page 49 of the TIS (Appendix L of the Draft EIR) and located beneath Table 10, but does not point to specific information or specify the comments that were not addressed. The comment is general and does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR. Therefore, no further response is required.

S1-43 The comment states that there is a direct impact to a Caltrans intersection going from existing LOS C to LOS E under the Existing Plus Project scenario. This comment is on page 49 of the TIS (Appendix L of the Draft EIR) and points to line item 4 in Table 10, which is listed as the intersection of Woodside Avenue/ S. Woodside Avenue – SR-67 SB Off-Ramp.

As stated on page 4.12-14 of the Draft EIR, "LOS has been addressed herein for informational purposes only and can no longer be used to determine significant transportation impacts under CEQA as directed by SB 743." Please see Response to Comment

S1-3 and Thematic Response 1: Transportation for more information responsive to this comment. This comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR for the proposed Project. Therefore, no further response is required.

S1-44 The comment states that previous comments from the June 2024 review were not addressed and still apply. The comment is on page 63 of the TIS (Appendix L of the Draft EIR) and located beneath Table 14, but does not point to specific information or specify the comments that were not addressed. The comment is general and does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR. Therefore, no further response is required.

S1-45 The comment states that there is a direct impact to a Caltrans intersection that requires mitigation. This comment is on page 63 of the TIS (Appendix L of the Draft EIR) and points to line item 4 in Table 14, which is listed as the intersection of N. Woodside Avenue/ S. Woodside Avenue – SR-67 SB Off-Ramp.

As stated on page 4.12-14 of the Draft EIR, "LOS has been addressed herein for informational purposes only and can no longer be used to determine significant transportation impacts under CEQA as directed by SB 743." Please see Thematic Response 1: Transportation for information responsive to this comment. This comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR for the proposed Project. Therefore, no further response is required.

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S1-46 The comment states that previous comments from the June 2024 review were not addressed and still apply. The comment is on page 79 of the TIS (Appendix L of the Draft EIR) and located

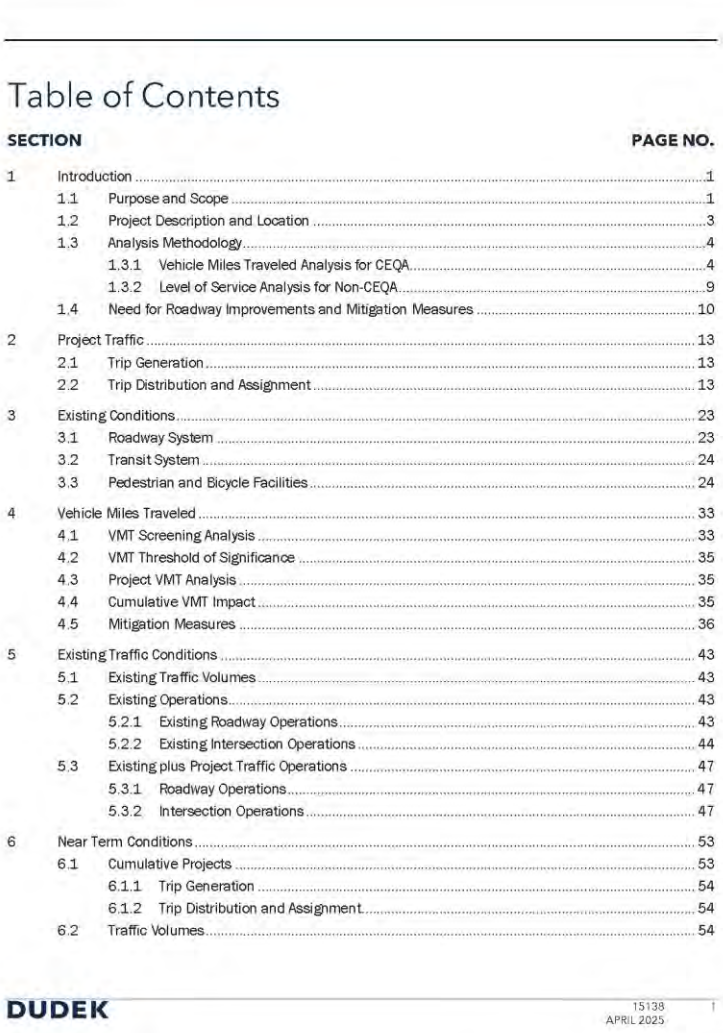


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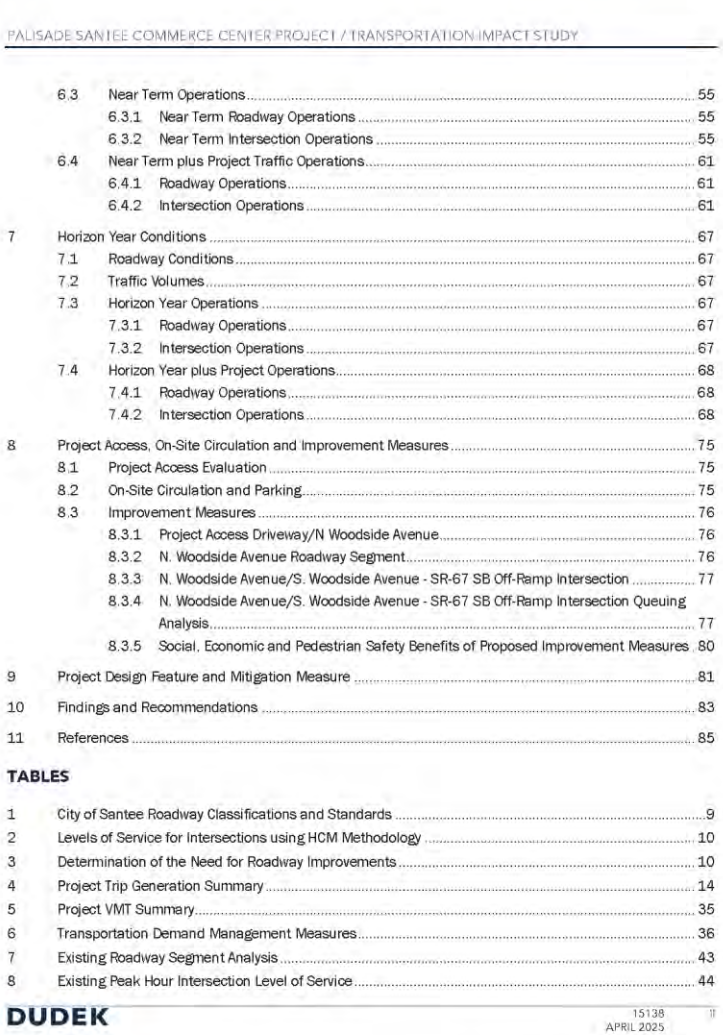
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beneath Table 17, but does not point to specific information or specify the comments that were not addressed. The comment is general and does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR. Therefore, no further response is required.

S1-47 The comment states that the 95th percentile should be updated after trip distributions have been updated. This comment appears on page 79 of the TIS (Appendix L of the Draft EIR) and points to Table 17, Queuing Summary for Existing Conditions (95th Percentile Queue). Prior to release of the Draft EIR for public review, the Project's trip distributions were updated, which are reflected in the TIS dated April 2025 (Appendix L of the Draft EIR). Figure 3 in the TIS illustrates the percentage distribution of cars and trucks along N. Woodside Avenue and the traffic study area approved by the City. The queuing analysis shown in Table 17 of the TIS uses the updated distribution compared to the April 2024 version of the traffic analysis. Therefore, no further analysis is required. Further, this comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR for the proposed Project and no further response is required.

S1-48 The comment states that Table 19 is missing, which previously showed Queuing Summary for Near Term Conditions (95th Percentile Queue) and states that the table and results should be resubmitted. Beginning on page 77 of the TIS, there is a Project-specific analysis for the Caltrans ramp intersection using queuing analysis methodology for safety review per Caltrans LDR guidelines. The LDR guidelines require that the project's impact be compared to the existing scenario to determine whether a deficiency currently exists and if the project contributes to or worsens an existing condition. The analysis in the TIS indicated that under Existing Plus



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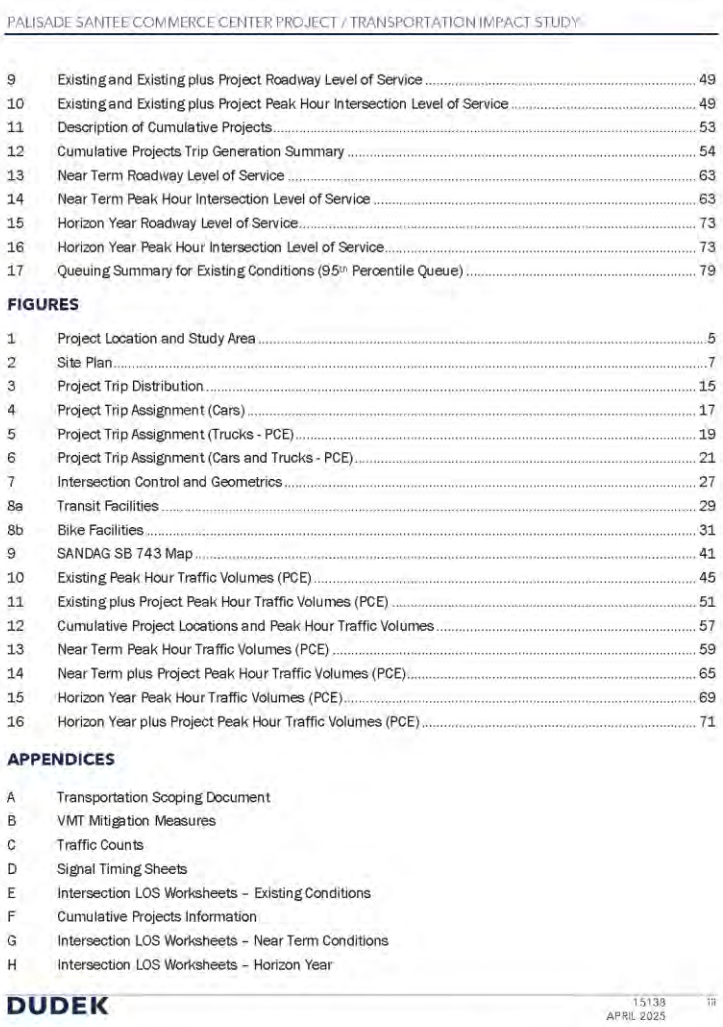
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Project conditions, most queues would be accommodated within existing storage. Therefore, a near-term condition queuing analysis is not needed, and a corresponding table s not included in the TIS. This comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR for the proposed Project. Therefore, no further response is required.

S1-49 The comment highlights text within PDF-TRA-1 and comments that the improvements of widening and sidewalk installation trigger the ISOAP, which supersedes the ICE. The comment also states that in previous reviews, Caltrans has made the Project applicant aware that there is an ICE Report for the approved hybrid roundabout. The comment appears on page 81 of the TIS (Appendix L of the Draft EIR). Please see Thematic Response 1: Transportation for the updated language of PDF-TRA-1 and a discussion of the improvements. This comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR for the proposed Project. Therefore, no further response is required.

S1-50 The comment states that there is no table showing the direct impacts being mitigated with the proposed widening and sidewalk. Further, the comment states that the TIS fails to show how the roadway widening and sidewalk installation would bring LOS back to LOS D or better. Please see Thematic Response 1: Transportation for information responsive to this comment. This comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR for the proposed Project. Therefore, no further response is required.

S1-51 The comment highlights text and comments that as previously mentioned in the June 2024 review, the improvement triggers



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E Intersection LOS Worksheets – Existing Conditions
F Cumulative Projects Information
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H Intersection LOS Worksheets – Horizon Year

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the ISOAP and that plans have already been approved for a hybrid roundabout. Further, the comment states that the proposed Project would have direct impacts to the Caltrans intersection and further coordination with Caltrans will be required. Please see Thematic Response 1: Transportation and Response to Comment S1-3 for information responsive to this comment. This comment does not raise a new significant environmental issue regarding the adequacy or accuracy of the information provided in the Draft EIR for the proposed Project. Therefore, no further response is required.

I Excerpt from AASHTO - Left Turn Lane Evaluation
J Conceptual Sketch - N. Woodside Avenue/ S. Woodside Avenue - SR-67 SB Off-Ramp Intersection
K Queuing Worksheets
L Applicant Prepared Request for Finding of Overriding Social, Economic, and Pedestrian Safety Benefit

1 Introduction

1.1 Purpose and Scope

The purpose of this Transportation Impact Study (TIS) is to identify impacts associated with a proposed 300,145 square foot (SF) industrial/warehousing building (proposed project or project) in the City of Santee (City). Pursuant to Senate Bill (SB) 743, the focus of transportation analyses has shifted from vehicle delay (and level of service [LOS]) to vehicle miles traveled (VMT) under the California Environmental Quality Act (CEQA). Given the need to prepare VMT-based CEQA transportation impact analyses per SB 743, the City's VMT guidelines were released in April 2022. The need to evaluate the performance of the roadway system based on delay and LOS is for General Plan consistency requirements. The objectives of this study are to provide both, CEQA and non-CEQA assessments of the project per analysis methodology and guidelines adopted by the City. Therefore, this TIS has been prepared consistent with the City of Santee VMT Analysis Guidelines (April 13, 2022), Guidelines for Transportation Impact Studies in the San Diego Region (May 2019) and the City of Santee Mobility Element (October 2017).

The scope of the analysis was submitted to the City for approval prior to preparing this study. The approved scope is included in Appendix A.

CEQA Assessment

- Provide a VMT analysis per SB 743, CEQA requirements, and City's VMT Analysis Guidelines.
- Identify mitigation measures for any significant transportation impacts.

The study area for the CEQA analysis is the San Diego region, and the SANDAG SB 743 VMT maps have been used in the project's VMT analysis.

Non-CEQA Assessment

- Estimate trip generation, distribution, and assignment characteristics of the project.
- Document existing roadway, pedestrian, bicycle, and transit facilities in the study area.
- Document Existing, Near Term, and Horizon Year traffic conditions (without and with project), including intersection LOS and roadway segment capacity analysis.
- Analyze the potential for LOS and capacity effects to occur as a result of the project under the Existing Near Term and Horizon Year conditions.
- Provide evaluation of left turn at the project access driveway at Woodside Avenue.
- Describe if any operational or physical network improvements are needed.
- Provide findings and recommendations based on the non-CEQA assessment of the project.

The study area for the LOS analysis is generally based on the threshold of 50 or more AM or PM peak-hour project trips that pass through an intersection. Based on the project's trip generation (Table 1) and trip distribution shown on Figure 3, the following roadway segments and intersections are proposed for the project's LOS analysis:

Roadway Segments

1. N. Woodside Avenue, between Project Driveway and Woodside Avenue
2. Woodside Avenue, between Magnolia Avenue and N. Woodside Avenue – Woodside Avenue
3. Magnolia Avenue, between Woodside Avenue-Mission Gorge Road and State Route (SR)-52 westbound on-ramp-SR-67 southbound on-ramp

Intersections

1. Magnolia Avenue/SR-52 eastbound off-ramp
2. Magnolia Avenue/SR-52 westbound on-ramp - SR-67 southbound on-ramp
3. Magnolia Avenue-Mission Gorge Road/Woodside Avenue
4. N. Woodside Avenue/Woodside Avenue – SR-67 southbound off-ramp
5. Hartley Road/N. Woodside Avenue
6. Wheatlands Avenue/N. Woodside Avenue
7. Project Access Roadway/N. Woodside Avenue

Figure 1, Project Location and Study Area, shows the project location and study area selected to assess the project's potential traffic effects.

Analysis Scenarios

Roadway segment and intersection LOS analyses were prepared for the weekday 24-hour average daily traffic (ADT) condition and AM and PM peak hours at the study area roadway segments and intersections, respectively, for the following analysis scenarios:

Existing Conditions

The TIS includes a description of existing traffic conditions in the site vicinity, including existing roadway system, existing weekday AM and PM peak-hour traffic volumes, and operational analysis of the study area roadway segments and intersections. The existing condition is representative of the year 2023.

Existing plus Project

This condition includes analysis of traffic operations under existing conditions with project traffic added to the existing ADT and AM and PM peak hour intersection traffic volumes. The traffic effects specific to the project under this condition were used as the basis for determining the project's direct effects.

Near Term Conditions

This condition includes analysis of traffic operations under Near Term conditions within a short-term horizon period of approximately three years where the proposed project is constructed and fully occupied. Near Term traffic volumes (ADT and AM and PM peak hour) include existing traffic volumes and traffic generated by other approved and pending projects in the study area. The approved or pending projects are developments in the review process, but not fully approved; or projects that have been approved, but not fully constructed or occupied.

Near Term plus Project

This condition includes analysis of traffic operations under Near Term conditions with project traffic added to the Near-Term ADT and AM and PM peak hour intersection traffic volumes. The traffic effects specific to the project under this condition were used as the basis for determining the project's short-term cumulative effects.

Horizon Year Conditions

This condition includes analysis of traffic operations under Horizon Year conditions within a long-term period and is generally consistent with Year 2035. The horizon Year traffic volumes (ADT and AM and PM peak hour) have been estimated using the recently approved Fanita Ranch Traffic Impact Study (LLG 2020).

Horizon Year plus Project

This condition includes analysis of traffic operations under Horizon Year conditions with project traffic added to the Horizon Year ADT and AM and PM peak hour intersection traffic volumes. Based on review of the SANDAG land use and trip rate used in the General Plan Mobility Element for the traffic analysis zone (TAZ) the project is located within, it was noted that the project trip generation exceeded the TAZ trip generation for allowable light industrial use by approximately 33.6%. Therefore, to account for the additional project trip generation, approximately, 33.6% of the project traffic was added to the Horizon Year intersections and roadway segments. The Horizon Year intersection volumes were not available for the entire study area along Woodside Avenue. Therefore, to provide a conservative analysis, 100% of the project trips were assigned to the project driveways and intersections along Woodside Avenue near the project site. The traffic effects specific to the project under this condition were used as the basis for determining the project's long-term cumulative effects.

1.2 Project Description and Location

The proposed project includes the demolition of the existing drive-in theater and the construction of a 300,145 SF industrial/warehousing building as well as associated improvements including loading docks, trailer stalls, passenger vehicle parking spaces, and street, sidewalk, and landscape improvements. The building could be used for multiple tenants for warehousing and distribution, manufacturing, assembly, research and development, and related office uses. The project is located at 10990 Woodside Avenue in the City. The Assessor Parcel Number (APN) of the Project site is 381-070-5200. The City's General Plan Land Use Map designates the project site the entire site as Light Industrial.

Figure 1 illustrates the project's location. Regional access to the project site is available from SR-52 and SR-67 via Magnolia Avenue, Woodside Avenue, and Riverford Road. The Project would be accessed via a dedicated drive aisle on Woodside Avenue which leads to two 40-foot-wide driveways. These driveways and an on-site roadway would provide access to the vehicle parking lots and two truck courts. Vehicle parking for employees would be in parking lots along the periphery of the project site. The site plan of the proposed project is shown on Figure 2.

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1.3 Analysis Methodology

1.3.1 Vehicle Miles Traveled Analysis for CEQA

On September 27, 2013, SB 743 was signed into law, which creates a process to change the way that transportation impacts are analyzed under CEQA. SB 743 required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. Under the new transportation guidelines, LOS, or vehicle delay, will no longer be considered an environmental impact under CEQA. The updates to the CEQA Guidelines required under SB 743 were approved on December 28, 2018. These guidelines identify VMT as the most appropriate measure of transportation impacts under CEQA and were required to be implemented on July 1, 2020.

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. 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 project characteristics and/or location.

Per the City's TIA guidelines, for project's that do not screen out VMT should include analysis using the SANDAG Regional Travel Demand Model. The model outputs can be used to produce VMT/capita, VMT/employee, and Total VMT. For employment projects (Industrial/Non-industrial), the City's VMT guidelines the following criteria:

- **For projects that generate fewer than 2,400 daily unadjusted driveway trips:** Identify the location of the project on the City's VMT/employee map. The project's VMT/employee will be considered the same as the VMT/capita of the TAZ as shown on the VMT/employee map. Compare the project's VMT/employee to the threshold to determine if the impact is significant, or, if desired or requested by the City, input the project into the SANDAG Regional Travel Demand Model to determine the project's VMT/employee.
- **For projects that generate 2,400 or greater daily unadjusted driveway trips:** Larger projects will typically be analyzed using a custom model run by inputting the project into the SANDAG Regional Travel Demand Model. To perform the analysis, all project land uses should be inputted, and the VMT/employee should be determined using the same method/scripts that SANDAG utilizes to calculate the VMT/employee threshold. There may be some circumstances where the use of screening maps or other sketch modeling tools are appropriate for larger projects, especially if the project has the same characteristics of the land uses that are already contained in the TAZ where the project is located or if the project is unique in nature and project specific travel behavior information is available.

As shown in Section 2 Project Traffic, the project would generate less than 2,400 daily trips. As shown in Section 3.0, the project would not meet any VMT screening criteria, therefore, the project's VMT evaluation has been conducted using the SANDAG SB 743 VMT maps.



FIGURE 1
Project Location and Study Area
Palisade Santee Commerce Center Project

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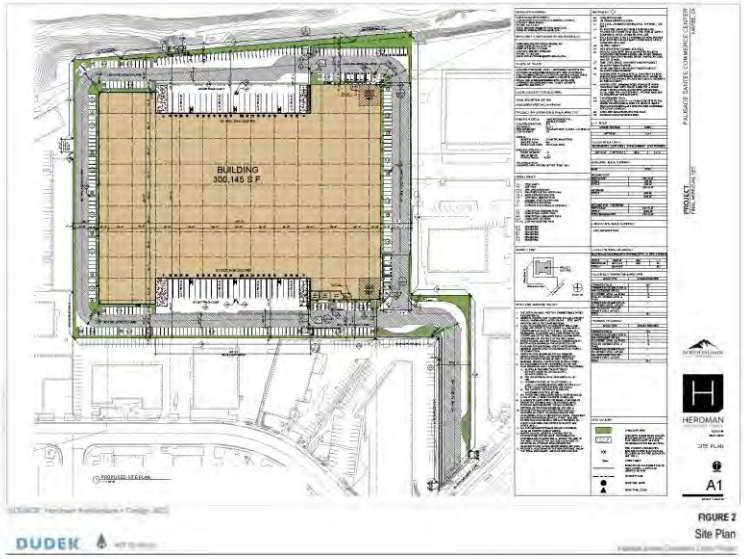


FIGURE 2
Site Plan

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1.3.2 Level of Service Analysis for Non-CEQA

In addition to a VMT analysis required under CEQA, the City determines the need for a transportation analysis in conformance with the land use and transportation elements of the General Plan. The City uses the criteria from the *Guidelines for Transportation Impact Studies in the San Diego Region* (May 2019).

Per the regional guidelines, a traffic analysis would be required if a project exceeds 500 ADT and is inconsistent with the adopted General Plan or exceeds 1,000 ADT and is consistent with the adopted General Plan.

As discussed in Section 2, the project is forecast to generate 1,440 passenger car equivalent [PCE] daily trips. Therefore, this study provides a traffic analysis discussing operations of selected roadway segments and intersections, under existing, near-term, and horizon year conditions.

LOS is commonly used as a qualitative description of intersection operations and roadway segments and is based on the design capacity of the intersection configuration and roadway facility, compared to the volume of traffic using the facility. The acceptable LOS for the City is LOS D.

1.3.2.1 Roadway Segments

Roadway segment analysis is based upon the comparison of ADT to the City of Santee Mobility Element Roadway Classification LOS and Standards Table. This table provides level of service thresholds for different street classifications, based on traffic volumes, and roadway characteristics. Table 1 presents guidance on the levels of ADT that can be accommodated on various types of roadways, based on level of service.

Table 1. City of Santee Roadway Classifications and Standards

Class	Lanes	Level of Service (LOS)				
		A	B	C	D	E
Prime Arterial	6	25,000	35,000	50,000	55,000	60,000
Major Arterial	4	15,000	21,000	30,000	35,000	40,000
Parkway	4	15,000	21,000	30,000	35,000	40,000
	2 lanes w/TWLTL	5,000	7,000	10,000	13,000	15,000
	2	4,000	5,500	7,500	9,000	10,000
Collector	2 lanes w/TWLTL	5,000	7,000	10,000	13,000	15,000
	2	2,500	3,500	5,000	6,500	8,000
	2	2,500	3,500	5,000	6,500	8,000
Non-Circulation Element						
Industrial Local	2	–	–	2,200*	–	–
Residential Local	2	–	–	2,200*	–	–
Cul-de-sac Street	2	–	–	300*	–	–
Hillside Street	2	–	–	700*	–	–

Source: City of Santee Mobility Element, Adopted by City Council October 25, 2017 (Resolution No. 114-2017)
Notes:
* Represents design capacity of non-CE road. LOS does not apply to non-CE roads.

1.3.2.2 Intersections

The *Highway Capacity Manual, 6th Edition* (HCM 6) methodology (Transportation Research Board 2016) was used to analyze the operation of the signalized study intersections. The HCM analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding control delay experienced per vehicle. The Synchro 11 LOS software was used to determine intersection LOS. Synchro is consistent with the HCM 6 methodology.

Table 2 shows the LOS values by delay ranges for unsignalized and signalized intersections under the HCM methodology.

Table 2. Levels of Service for Intersections using HCM Methodology

Level of Service	Unsignalized Intersections Control Delay (in seconds per vehicle)	Signalized Intersections Control Delay (in seconds per vehicle)
A	< 10.0	< 10.0
B	> 10.0 to < 15.0	> 10.0 to < 20.0
C	> 15.0 to < 25.0	> 20.0 to < 35.0
D	> 25.0 to < 35.0	> 35.0 to < 55.0
E	> 35.0 to < 50.0	> 55.0 to < 80.0
F	> 50.0	> 80.0

Source: HCM 6 (TRB 2016).

A queuing analysis using SimTraffic 11 software was conducted was conducted to determine the 95th percentile (design) queue and the average queue of the existing and proposed storage lanes at the N. Woodside Avenue/S. Woodside Avenue – SR-67 SB Off-Ramp intersection. The 95th percentile and average queues are then compared to the provided storage lane lengths to determine whether the queue can be adequately stored.

1.4 Need for Roadway Improvements and Mitigation Measures

Table 3 indicates when a project's effect on the roadway system is considered to justify the need for roadway improvements. That is, if a project's traffic effect causes the values in this table to be exceeded, roadway improvements should be considered.

Table 3. Determination of the Need for Roadway Improvements

	Allowable change Due to Project Effect				
	Freeways		Roadway Segments		Intersections
Level of Service with Project	V/C	Speed (mph)	V/C	Speed (mph)	Delay (Seconds)
LOS E and F	0.01	1	0.02	1	2

Source: Table 7-1 Determination of the Need for Roadway Improvements, Guidelines for San Diego Region Guidelines for Transportation Impact Studies in the San Diego Region (May 2019).
Notes: V/C = Volume-to-Capacity, mph = miles per hour

The San Diego region guidelines state that not all improvement measures can feasibly consist of roadway widening (new lanes or new capacity). Therefore, financing toward a defined Intelligent Transportation System project, enhanced traffic signal communications project, or active transportation projects should be considered.

Additionally, per City of Santee Mobility Element Policy 2.1, "The City shall encourage an automobile Level of Service "D" on street segments and at intersections throughout the circulation network while also maintaining or improving the effectiveness of the non-automotive components of the circulation system (i.e. pedestrians, bicyclists, and public transit). The City may approve a lower automobile Level of Service if it finds that the effectiveness of non-automotive components of the circulation system would be maintain ed or improved as a result. In other cases, the City shall not approve any development that causes a drop in the level of service at a street segment or an intersection to LOS "E" or "F", after feasible mitigation, without overriding social, economic, or other benefits.

For impacts related to CEQA analysis, i.e., VMT analysis, mitigation measures may include Transportation Demand Management recommendations – transit facilities, bike facilities, telecommuting, rideshare programs, flex-time, carpool incentives, parking cash-out, complete or partial subsidization of transit passes, etc.

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2 Project Traffic

This section documents the trip generation, distribution, and assignment of project traffic in the study area. Due to discrepancies between industrial trip rates provided in SANDAG and ITE trip generation sources, the City allowed Dudek to conduct a Trip Generation Survey to determine the appropriate trip generation rates for the project. A trip generation survey of existing, similar industrial land uses was conducted to substantiate the use of trip rates from the current edition of the Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition (2021). See Appendix A for details on the Trip Generation Survey and selection of ITE Industrial Park trip rate for the proposed project.

2.1 Trip Generation

Based on the driveway traffic count results, and the trip generation observed at all three industrial use sites (see Appendix A), the City approved the use of the ITE trip generation rate for the Industrial Park use (ITE Code 130) to estimate the project's daily, AM peak hour, and PM peak hour trip generation. The ITE daily trip rate (3.37 trips/TSF) is higher than Site 1 which had the highest surveyed empirical rate (3.15 trips/TSF). Additionally, to provide a conservative estimate of truck trips, the warehouse truck fleet mix from the South Coast Air Quality Management District's (SCAQMD) Warehouse Truck Trip Study Data Results and Usage (2014) was used to estimate project-related truck traffic. Based on the SCAQMD data, passenger cars would account for 72.5% trips of the total trips generated by a warehouse facility, and truck trips would account for approximately 27.5% of the total trips. The ITE and SCAQMD trip generation data are widely used for other industrial projects in southern California.

The total percentage of truck trips were further divided by 2-axle, 3-axle, and 4+ axle trucks per the SCAQMD study. These truck trips generated by the project are provided in passenger car equivalence (PCE) trips by using appropriate PCE factors. PCE factors consistent with the standard practice were used to estimate the total PCE trips for the project.

Using the trip rate for an Industrial Park contained in the ITE Trip Generation Manual, the project's daily, AM peak hour, and PM peak hour trips were estimated. As shown in Table 4, the proposed project would generate approximately 1,011 daily non-PCE trips, 102 AM peak hour trips (83 inbound and 19 outbound), and 103 PM peak hour trips (23 inbound and 80 outbound). Adjusting for PCE, the proposed project would generate approximately 1,440 daily PCE trips, 148 AM PCE peak hour trips (121 inbound and 27 outbound), and 146 PM PCE peak hour trips (30 inbound and 116 outbound).

2.2 Trip Distribution and Assignment

Project trip distribution percentages are based on logical travel paths to and from the project site, review of traffic studies conducted for nearby projects, and consideration of the traffic distribution patterns in the area. Figure 3 illustrates the proposed project trip distribution. As shown in the figure, approximately 80% of the passenger cars would west and 20% would travel east along Woodside Avenue from the project site. A majority of project-related trucks (approximately 90%) would travel west on Woodside Avenue to access the SR-52 ramps from Magnolia Avenue. The remaining 10% of project trucks would travel east on Woodside Avenue.

Based on the distribution percentage, Figures 4, 5, and 6 illustrate the project trip assignment for cars, trucks, and total trips (in PCE), respectively.

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Table 4. Project Trip Generation Summary

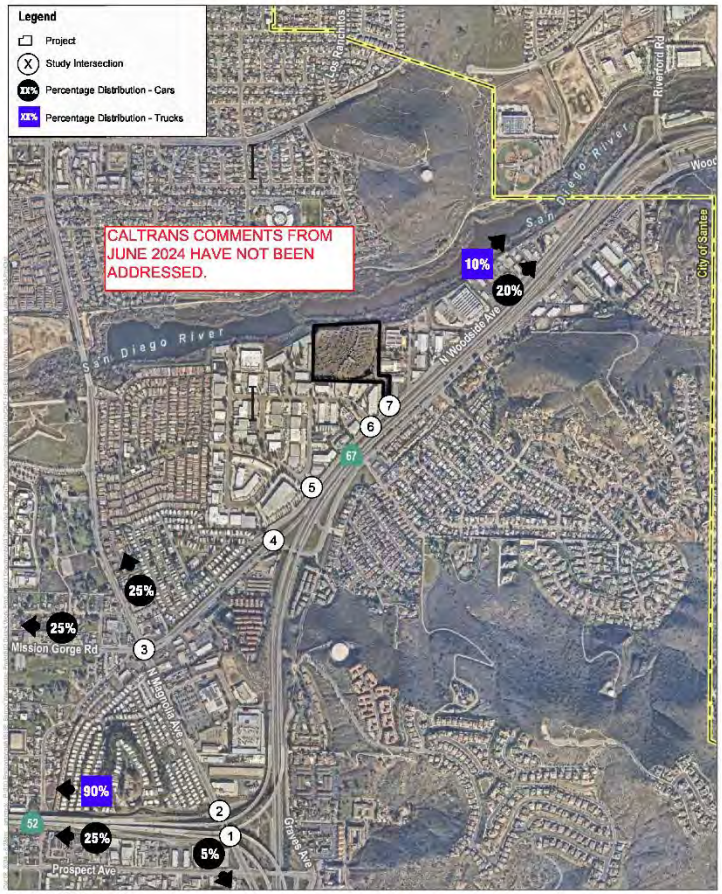
Land Use	Daily Trip Rate/Unit		AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Rates and Trip Generation								
Industrial Park1	3.37 trips/TSF		0.28	0.06	0.34	0.07	0.27	0.34
Land Use	**Units**	**Daily**						
Project (300.145 TSF)	**Total Trips (non-PCE)**	**1,011**	**83**	**19**	**102**	**23**	**80**	**103**
	Passenger Cars	*733*	*60*	*14*	*74*	*16*	*58*	*74*
	Trucks (non-PCE)	**278**	**24**	**5**	**29**	**6**	**23**	**29**
Trip Generation (Non-PCE)								
Vehicle Mix[2]	Passenger Cars (72.5%)	733	60	14	74	16	58	74
	2-axle Trucks (4.6%)	46	4	1	5	1	4	5
	3-axle Trucks (5.7%)	58	5	1	6	1	5	6
	4+axle Trucks (17.2%)	174	15	3	18	4	14	18
	Non - PCE Trips	**1,011**	**83**	**19**	**102**	**23**	**80**	**103**
Trip Generation (PCE)								
PCE Factor[3] and PCE Trips	Passenger Cars (72.5%)	733	60	14	74	16	58	74
	2-axle Trucks (4.6%)	70	6	1	7	1	6	7
	3-axle Trucks (5.7%)	115	10	2	12	2	10	12
	4+axle Trucks (17.2%)	522	45	9	54	11	42	53
	PCE Trips	**1,440**	**121**	**27**	**148**	**30**	**116**	**146**

Notes: TSF = thousand square feet, PCE = passenger car equivalent. Some of the totals may not match exactly due to rounding.

1 Trip rates from the ITE.

2 Vehicle Mix from the SCAQMD 2014.

3 Passenger Car Equivalent (PCE) factors are assumed to be 1.0 for passenger vehicles, 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4-axle trucks.



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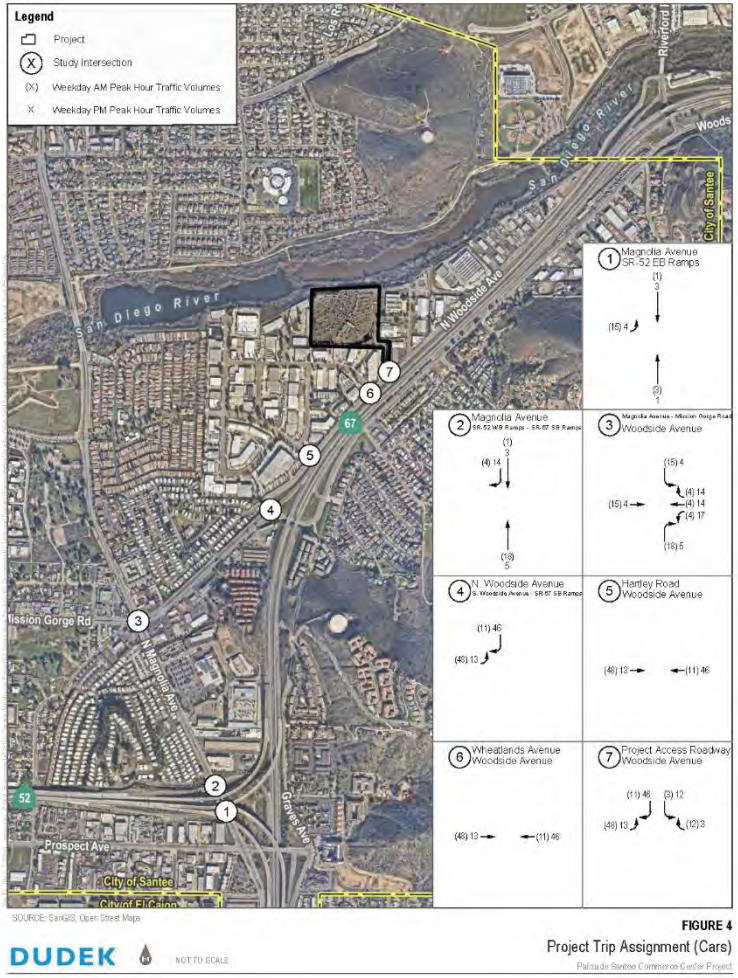
SOURCE: SanGIS, Open Street Maps

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FIGURE 3
Project Trip Distribution
Palisade Santee Commerce Center Project

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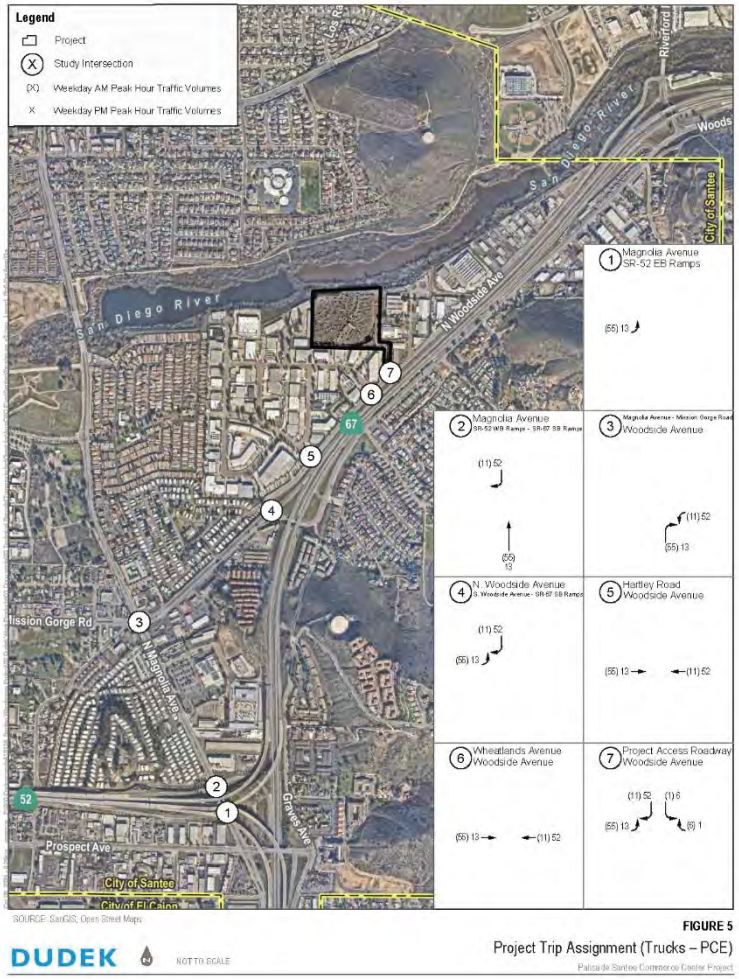
SOURCE: SanGIS, Open Street Maps

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FIGURE 4
Project Trip Assignment (Cars)
Palisade Santee Commerce Center Project

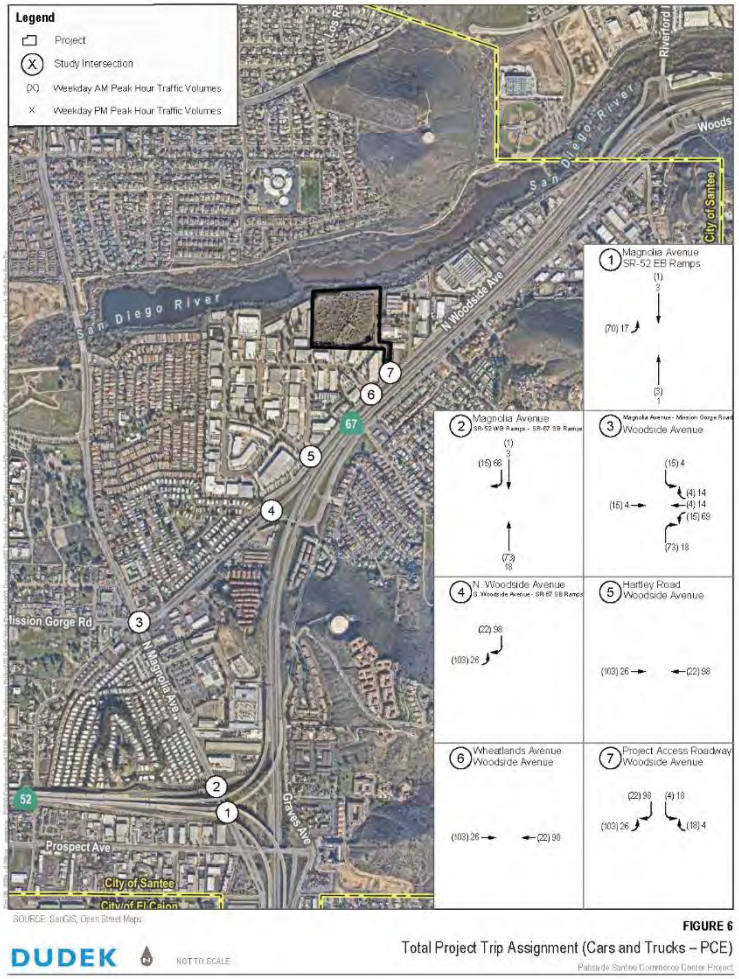
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3 Existing Conditions

Characteristics of the adjacent existing street system roadways within the study area are described below. The existing traffic controls and geometrics at the study area intersections are shown in Figure 7.

3.1 Roadway System

Regional access to the project would be provided by SR-52 and SR-67. Local access to the project would be provided by Magnolia Avenue and Mission Gorge Road-Woodside Avenue. Both of these roadways are designated truck routes within the City.

Roadways

Characteristics of the adjacent existing street system roadways within the study area are described below.

Woodside Avenue

Woodside Avenue is an east-west roadway from Magnolia Avenue (where Mission Gorge Road ends) to Chestnut Street in Lakeside. Between Magnolia Avenue and SR-67 southbound-off ramp-Woodside Avenue intersection, Woodside Avenue is a Major Arterial, with four lanes and a center-two-way-left-turn lane (TWLTL). There are Class II bike lanes are provided on both sides of Woodside Avenue. The posted speed limit is 45 miles per hour (MPH).

Woodside Avenue splits into N. Woodside Avenue and Woodside Avenue east of the intersection with the SR-67 southbound off-ramp with N. Woodside Avenue paralleling SR-67 on the north and Woodside Avenue paralleling SR-67 on the south. N. Woodside Avenue is the segment between the SR-67 southbound-off ramp-Woodside Avenue intersection to Riverford Road in the Lakeside community of San Diego, and is designated as a Collector Road with a TWLTL. It is currently constructed with one lane in each direction with a center TWLTL and dedicated left-turn lanes at its intersections with Harley Road and Wheatlands Avenue. North of Wheatlands Avenue, the roadway is one lane in each direction without a TWLTL or dedicated left-turn lanes at intersections. There are Class II bike lanes on both sides of the N. Woodside Avenue. On-street parking is permitted along north side of N. Woodside Avenue, There are intermittent sidewalks along the roadway. The posted speed limit in the vicinity of the project is 40 MPH.

Magnolia Avenue

Magnolia Avenue is a north-south roadway. It is classified as a Major Arterial north of Mission Gorge Road and Prime Arterial from Mission Gorge Road to Prospect Avenue. On-street parking is not permitted along the roadway from Mission Gorge Road to Prospect Avenue. There is paved sidewalk along Magnolia Avenue. The posted speed limit along the roadway is 45 miles per hour.

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3.2 Transit System

The San Diego Metropolitan Transit System (MTS) provides public transportation throughout Santee and northern San Diego County. Figure 8a illustrates the transit facilities in the vicinity of the proposed project. The nearest MTS bus routes serving the project are described below.

- Route 832 runs clockwise from Santee Town Center to northern Santee and back to Santee Town Center via Cuyamaca Street, and Magnolia Avenue. The route operates between 6:17am and 6:56pm on weekdays, with 30-minute headways, and between 8:25am and 4:45pm on weekends with 60-minute headways. The nearest bus stop is located west of the Magnolia Avenue and Mission Gorge Road – Woodside Avenue intersection, approximately 0.90 miles from the project site.
- Route 833 runs from the Santee Transit Center to the El Cajon Transit Center, via Mission Gorge Road, Magnolia Avenue, and Graves Avenue. The route operates between 5:52am and 6:12pm on weekdays, with 45-minute headways, and between 8:53am and 5:10pm on weekends, with 60-minute headways. The nearest bus stop is located west of Magnolia Avenue and Mission Gorge Road – Woodside Avenue intersection, approximately 0.90 miles from the project site.
- Route 834 runs in a loop, connecting the Santee Transit Center to the West Hills Parkway area, via Prospect Avenue and Carlton Oaks. The route operates only on weekdays from 6:33am to 3:30pm with 60-minuite headways. The nearest bus stop to the project site is approximately 2 miles away.

The City of Santee is served by the Green Line Trolley (Route 530), with the sole station within the City located at the Santee Transit Center. The Green Line connects Santee to the larger San Diego region and provides service into Downtown San Diego. The route operates from 5:00am to 1:00am with 15-minute headways on weekdays, and 30-minute headways on weekends. MTS ACCESS provides complementary, on-demand paratransit service to fulfill the unmet needs of residents such as seniors and persons with disabilities.

3.3 Pedestrian and Bicycle Facilities

The General Plan Circulation Element identifies the following bicycle facility classifications, as defined by Caltrans:

- **Class I Bikeway (Bike Path)** provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motor vehicles minimized.
- **Class II Bikeway (Bike Lane)** provides a striped lane designed for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with pedestrian and motor vehicle crossflows permitted.
- **Class III Bikeway (Bike Route)** provides shared use of traffic lanes with cyclists and motor vehicles, identified by signage and street marking such as sharrows.
- **Class IV Bikeway (Cycle Track)** are separated bikeways that provide right-of-way designated exclusively for bicycle travel within the roadway and physically protected from vehicular traffic.

A Class II Bike Lane runs along Woodside Avenue; the bike lane along Woodside Avenue connects to bike route along Shadow Hill Road and Northcote Road, however, it does not connect to any other bicycle facility in the City. The Planned Bicycle Network in the Mobility Element is based on Active Santee Plan (2021). It recommends Class II bike lanes along Mission Gorge Road between Riverview Parkway and Magnolia Avenue and along Magnolia

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Avenue between Mast Boulevard and Mission Gorge Road. Figure 8b illustrates the existing and proposed bike facilities near the project.

Sidewalks and pedestrian facilities are provided along one side of Woodside Avenue, and adjacent roadways within one-half mile of the project site. While pedestrian facilities such are crosswalks are missing within the immediate project area, the Santee Active Transportation Plan has identified this area as in need and is committed to improve the area by installing missing segments of sidewalks, adding pedestrian ramps and crosswalks, and relocating utility facilities as needed.

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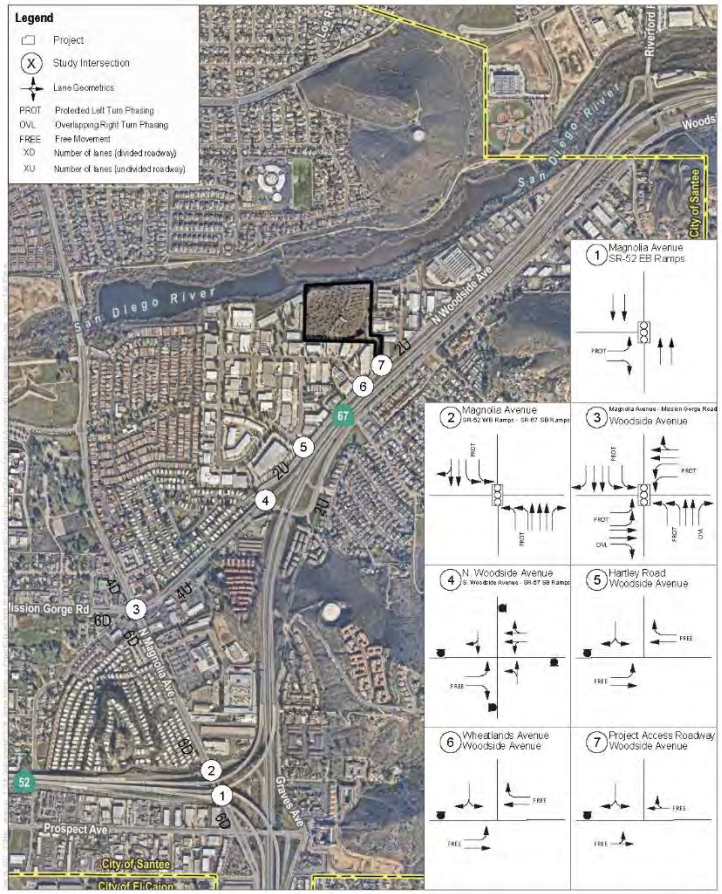


FIGURE 7
Intersection Control and Geometrics
Palisade Santee Commerce Center Project

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SOURCE: SanGIS 2019; Open Street Maps; SanGIS 2023

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FIGURE 8a
Transit Facilities
Palisades Santee Commerce Center Project

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SOURCE: SanGIS 2019; Open Street Maps, SanGIS 2023; City of Santee 2017

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FIGURE 8b
Bike Facilities
Palisades Santee Commerce Center Project

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4 Vehicle Miles Traveled

This section documents the VMT screening, analysis, and mitigation measures applicable to the project per City of Santee VMT Analysis Guidelines (April 13, 2022).

4.1 VMT Screening 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 per City's VMT guidelines below would be presumed to have a less than significant VMT impact due to project characteristics and/or location.

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[1] may be presumed to have a less-than-significant impact absent substantial evidence to the contrary. A map of existing major transit stops and existing stops along high-quality transit corridors is provided in Appendix D of the City's guidelines. The proposed project is not located within a half-mile radius of an existing transit priority area or an existing stop along a high-quality transit route, therefore it cannot be screened out using this criteria.

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. As shown in Section 2, the project would generate 1440 PCE daily trips, therefore would not be considered a small project and cannot be screened out using this criteria.

Local 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. The project does not propose retail uses, therefore it cannot be screened out using this criteria.

Local 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. Transit centers, public schools,

[1] Major transit stop: a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. High quality transit corridor: a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute periods.

libraries, post offices, park-and-ride-lots, police and fire facilities, parks and trailheads, government offices, passive public uses and other public uses are considered local serving public facilities. The project does not propose local serving public facilities, therefore it cannot be screened out using this criteria.

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. Although the project would redevelop an existing site, this criterion was not applied to the project.

Infill Affordable Housing

City of Santee presumes deed-restricted affordable housing projects that meet the following conditions meet the City's screening criteria and would not require a VMT analysis.

- Is an infill project (note that most of the City of Santee is presumed to be an infill location);
- Consists of a minimum of 52% affordable housing;
- Is within ½ mile radius of a transit stop or station; and
- Project-provided parking does not exceed parking required by the City's Municipal Code

The project does not propose infill affordable housing; therefore it cannot be screened out using this criteria.

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 per capita for the TAZ that the project is located within. VMT efficient areas are accessed through SANDAG's SB743 VMT maps[3].

The project site is within Census Tract 166.07 under the current SANDAG Travel Demand model. Based on the San Diego Region SB743 VMT Maps and using City's criteria for evaluation of Industrial projects, the project is within a high-VMT generating area for VMT per employee (i.e., greater than or equal to the regional mean). Compared to the regional mean of 18.9 VMT per employee, the VMT per employee of the project's census tract is 22.2 VMT.

Therefore, it can be inferred that the proposed project is not located in a VMT-efficient area and would result in a significant VMT impact.

The significance threshold, project VMT, and mitigation measures are discussed below.

3 San Diego Region SB 743 VMT Map accessed at San Diego Region SB743 VMT Maps (arcgis.com)

4.2 VMT Threshold of Significance

The significant thresholds and specific VMT metrics used to measure VMT are described by land use type below:

> **Industrial Employment projects** located within a VMT-efficient area may be presumed to have a less than-significant impact absent substantial evidence to the contrary. A VMT-efficient area for industrial employment projects is any area with an average VMT/employee at or below the baseline regional average for the TAZ that the project is located within.

4.3 Project VMT Analysis

Since the project's daily trip generation estimate would be below 2,400 average daily trips, and the project's census tract includes other employee-based uses, a project-specific model run by SANDAG would not be required. The results of the SANDAG SB 743 VMT maps have been used in the project's VMT analysis. Compared to the regional mean of 18.9 VMT per employee, the VMT per employee of the project's census tract is 22.2 VMT. Because the project's VMT is higher than the regional average of the census tract it is located within, the project would result in a significant VMT impact. Table 5 provides project's VMT summary. Figure 9 illustrates the SANDAG SB 743 VMT Map for the project site.

VMT Impacts, same as June 2024 review version

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Table 5. Project VMT Summary

Criteria	VMT/per Employee
Baseline Regional VMT/employee	18.9
VMT Threshold (at or below Baseline)	18.9
Project TAZ VMT/Employee	22.2
% Reduction Required	15%

Note: VMT = vehicle miles traveled

4.4 Cumulative VMT Impact

If a project is consistent with the assumptions in the SANDAG 2021 Regional Plan, the existing conditions project-level analysis is sufficient to determine cumulative impacts. If a project is not consistent with the assumptions in the SANDAG 2021 Regional Plan, a cumulative analysis may be necessary. A project effect on VMT under cumulative conditions would be considered significant if the cumulative VMT/capita or VMT/employee under the **future year "plus project" condition exceeds the base year thresholds (i.e.**, 18.9).

The project is consistent with the General Plan land use of the project site and would provide employment as proposed in the traffic analysis zone. The VMT/employee under Year 2035 or cumulative conditions is 20.1, which exceeds the existing threshold of 18.9 VMT per employee. Therefore, it can be concluded that the project would also result in a significant cumulative impact.

4.5 Mitigation Measures

To mitigate project's VMT impacts, the project applicant must reduce VMT, which can be done by either reducing the number of automobile trips generated by the project or by reducing the distance that people drive. The following strategies are available to achieve this:

1. Modify the project's built environment characteristics to reduce VMT generated by the project.
2. Implement TDM measures to reduce VMT generated by the project

Strategies that reduce single-occupant automobile trips or reduce travel distances are called Transportation Demand Management (TDM) strategies. The City VMT guidelines recommend using strategies from the California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (2021) (GHG Reduction Handbook) and the SANDAG Mobility Management Guidebook/VMT Reduction Calculator Tool.

The following table includes TDM strategies from CAPCOA 2021 and their applicability to the project.

Table 6. Transportation Demand Management Measures

Trip Reduction Program	Description	Maximum Reduction Possible	Project Reduction Possible
T-5	Implement Commute Trip Reduction Program (CTR) (Voluntary): CTR programs discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions.	4%	Assuming 100% employees are eligible for program, a 4% reduction can be achieved.
T-6	Implement Commute Trip Reduction Program (Mandatory Implementation and Monitoring) (Must include T-6 - T-10)	26%	Selected measures from T-6 to T-10 are included in this measure.
T-7	Implement Commute Trip Reduction Marketing: This measure will implement a marketing strategy to promote the project site employer's CTR program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions.	4%	Assuming 100% employees are eligible for program, a **4%** reduction can be achieved by the project. See Appendix B for details on project VMT reduction.
T-8	Provide Ridesharing Program: This measure will implement a ridesharing program and establish a permanent transportation management association with funding requirements for employers. Ridesharing encourages carpooled vehicle trips in place of single-occupied	8%	Assuming sub-urban location of the project, 100% employees are eligible for program, a **4%** reduction can be achieved by the project. See Appendix B for details on project VMT reduction.

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Table 6. Transportation Demand Management Measures

Trip Reduction Program	Description	Maximum Reduction Possible	Project Reduction Possible
	vehicle trips, thereby reducing the number of trips, VMT, and GHG emissions.		
T-9	Implement Subsidized or Discounted Transit Program: This measure will provide subsidized or discounted, or free transit passes for employees and/or residents. Reducing the out-of-pocket cost for choosing transit improves the competitiveness of transit against driving, increasing the total number of transit trips and decreasing vehicle trips. This decrease in vehicle trips results in reduced VMT and thus a reduction in GHG emissions.	5.5%	Assuming average transit fare of $2.50 would be subsidized and 100% of the employees would be eligible to participate in this program. Because 72.5% of the project trips are from employees, approximately 72.5% of project-generated VMT can be as assumed to be from employees. Based on the above inputs, a **0.74%** VMT reduction can be achieved by the project. See Appendix B for details on project VMT reduction.
T-10	Provide End of Trip Bicycle Facilities: This measure will install and maintain end-of-trip facilities for employee use. End-of-trip facilities include bike parking, bike lockers, showers, and personal lockers. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT and GHG emissions.	4.4%	For San Diego-Carlsbad area, a **0.57%** reduction can be achieved. See Appendix B for details on project VMT reduction.
T-11	Provide Employer-Sponsored Van pool: This measure will implement an employer-sponsored vanpool service. Vanpooling is a flexible form of public transportation that provides groups of 5 to 15 people with a cost-effective and convenient rideshare option for commuting. The mode shift from long-distance, single-occupied vehicles to shared vehicles reduces overall commute VMT, thereby reducing GHG emissions.	20.4%	It is likely that individual tenants may have employees that sign up with the SANDAG Sustainable Transportation Services program, formerly known as iCommute through ride-sharing program. Therefore, only T-8 has been included as reduction measure.
T-12	Price Workplace Parking: This measure will price on-site parking at workplaces. Because free employee parking is a common benefit, charging employees to park on site increases the cost of choosing to drive to work. This is expected to reduce single-occupancy vehicle commute trips, resulting in decreased VMT, thereby reducing associated GHG emissions.	20%	Not a suitable measure due to sub-urban project setting that provides few alternate transportation options for employees.

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Table 6. Transportation Demand Management Measures

Trip Reduction Program	Description	Maximum Reduction Possible	Project Reduction Possible
T-13	Implement Employee Parking Cash-Out: This measure will require project employers to offer employee parking cash-out. Cash-out is when employers provide employees with a choice of forgoing their current subsidized/free parking for a cash payment equivalent to or greater than the cost of the parking space. This encourages employees to use other modes of travel instead of single occupancy vehicles. This mode shift results in people driving less and thereby reduces VMT and GHG emissions.	12%	Not a suitable measure due to sub-urban project setting that provides few alternate transportation options for employees.
T-18	Provide Pedestrian Network Improvement:	6.4%	The project would add sidewalks along its access road from Woodside Avenue and at the Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp intersection. This would result in approximately 0.6 miles from existing 0.4 mile of sidewalk between project driveway and the Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp intersection. Based on the above inputs, a **2.51%** VMT reduction can be achieved by the project. See Section 8.3.3. for more details on proposed sidewalk improvement. See Appendix B for details on project VMT reduction.

Source: CAPCOA 2021 and Appendix B
Note: VMT = vehicle miles traveled

Based on the review of applicable trip reduction measures to the project, following measures as part of T-5 Commute Trip Reduction Program have been selected to calculate possible reduction:

T-5 Implement Commute Trip Reduction (CTR) Program to include the following measure and estimated project VMT reduction (in %):

- T-7 Implement Commute Trip Reduction Marketing (4%)
- T-8 Provide Ridesharing Program (4%)
- T-9 Implement Subsidized or Discounted Transit Program (0.74%)
- T-10 Provide End of Trip Bicycle Facilities (0.57%)
- T-18 Provide Pedestrian Network Improvements (2.51%)

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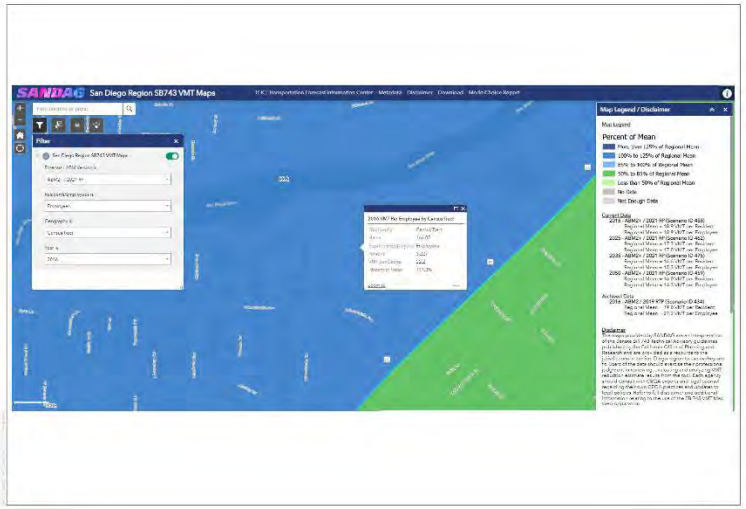
See Appendix B for calculation of project VMT reduction % corresponding to measures T-7, T-8, T-9, and T-10.

To calculate VMT reduction under each component, the following formula is used:

VMT Reduction% = 1 – [(1 – 4%) ∗ (1 – 4%) ∗ (1 – 0.74%) * (1 – 0.57%) * (1 – 2.51%)] = 11.3%

A VMT reduction of 11.3% would be achieved through the implementation of CTR measures. A reduction of 15% is required to reduce the VMT per employee to at or below regional level. As shown in Section 9, **MM-TRA-1 Trip Reduction Program** would be implemented by the project's tenants to reduce the project's VMT. Because the project's VMT would not be reduced to below significance threshold even with the implementation of **MM-TRA-1 and MM-TRA-2 Construction of Sidewalk** (see Chapter 9 below for details), the project's VMT impact would remain **significant and unavoidable**.

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FIGURE 9
SANDAG SB 743 Map
Palisades Santee Commerce Center Project

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5 Existing Traffic Conditions

This section details the traffic volumes and the roadway segment and intersection operations within the study area under Existing and Existing plus Project conditions.

5.1 Existing Traffic Volumes

Existing weekday peak hour turn movement counts at the study intersections and roadway segments were conducted in May 2023 during a typical non-holiday week while area schools were in-session. The traffic counts were collected for the AM (7:00 a.m. to 9:00 a.m.) and the PM (4:00 p.m. to 6:00 p.m.) peak periods and 24-hour average daily traffic conditions, for the study area intersections and roadway segments, respectively. The peak periods represent the highest volume of traffic for the adjacent street system. To provide a conservative analysis, existing PCE trips were used in the traffic analysis of the proposed project.

Raw traffic count worksheets are provided in Appendix C. Signal timing sheets for the signalized study intersections provided by Caltrans are included in Appendix D.

5.2 Existing Operations

5.2.1 Existing Roadway Operations

A roadway segment LOS analysis was prepared for the existing conditions using the roadway segment LOS methodologies as discussed in Section 1.3, Analysis Methodology. Table 7 shows the results of the existing conditions LOS analysis for the study roadway segments. As shown in the table, the study area roadway segments are currently operating LOS C or better under existing conditions.

Table 7. Existing Roadway Segment Analysis

No.	Roadway Segment	Capacity	Existing		
			ADT	V/C	LOS
1	Magnolia Avenue, south of Mission Gorge - Woodside Avenue	60,000	32,381	0.54	B
2	Woodside Avenue, between Magnolia Avenue and Woodside Avenue	40,000	27,134	0.68	C
3	N. Woodside Avenue, between Woodside Avenue to Project Driveway	10,000	3,725	0.37	A
4	Project Driveway, north of Woodside Avenue	2,200	117	NA	NA

Notes: ADT = Average daily traffic; V/C = Volumes to Capacity ratio; LOS = Level of Service; NA = Not Applicable because LOS does not apply to non-CE roads.

[1] Classification and LOS determined from City of Santee Mobility Element, Adopted by City Council October 25, 2017 (Resolution No. 114-2017)

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5.2.2 Existing Intersection Operations

The Existing (PCE) peak hour traffic volumes are shown in Figure 10.

An intersection LOS analysis was prepared for the Existing conditions using HCM 6 methodology via the Synchro LOS software as discussed in Section 1.3. Table 8 shows the results of the Existing conditions analysis. LOS worksheets are provided in Appendix E.

As shown in the table, all intersections are currently operating with satisfactory levels of service (LOS D or better) under Existing conditions.

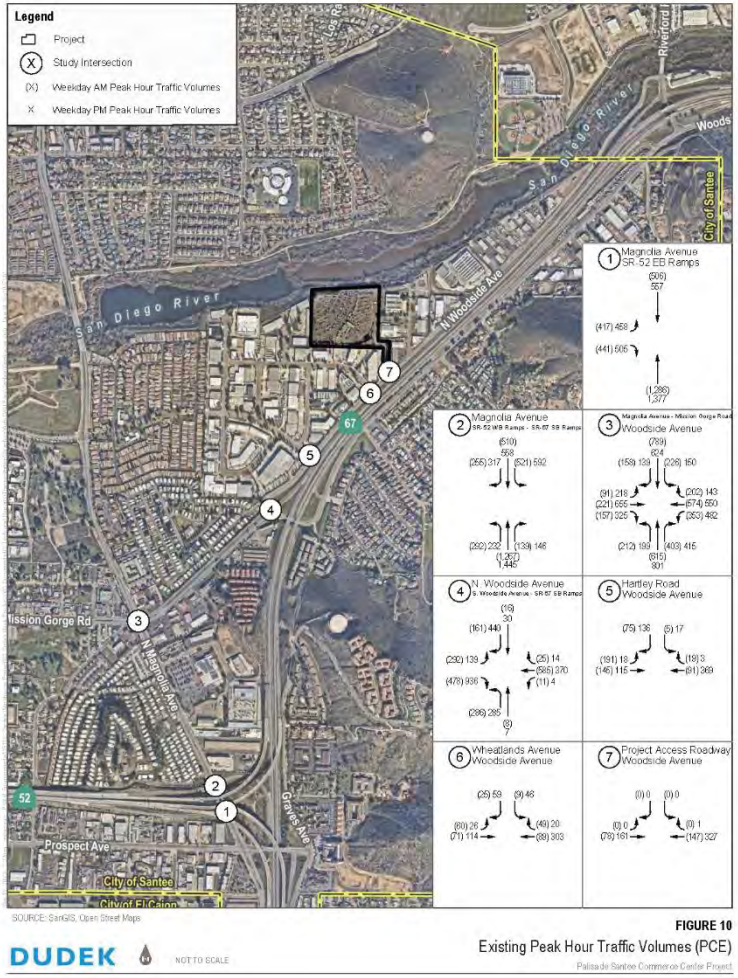
Table 8. Existing Peak Hour Intersection Level of Service

No.	Intersection	LOS Method	Existing			
			AM Peak		PM Peak	
			Delay[1]	LOS[2]	Delay[1]	LOS[2]
1	Magnolia Avenue/SR-52 EB Off-Ramps	HCM/ Signalized	21.1	C	23.1	C
2	Magnolia Avenue/SR-52 WB On-Ramp - SR-67 SB On-Ramp	HCM/ Signalized	11.2	B	10.8	B
3	Magnolia Avenue - Mission Gorge Road/Woodside Avenue	HCM/ Signalized	31.5	C	38.5	D
4	N. Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp	AWSC	22.7	C	23.3	C
5	Hartley Road/N. Woodside Avenue	TWSC	9.8	A	13.7	B
6	Wheatlands Avenue/N. Woodside Avenue	TWSC	9.6	A	12.7	B
7	Project Access Driveway/N. Woodside Avenue	TWSC	0.0	A	0.0	A

Notes: HCM = Highway Capacity Manual; **X** – Unsatisfactory operating conditions/LOS; AWSC – All-Way Stop Control; TWSC – Two-Way Stop Control

1 Delay in seconds per vehicle

2 Level of Service (LOS)



SOURCE: SanGIS, Open Street Maps

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FIGURE 10
Existing Peak Hour Traffic Volumes (PCE)
Palisade Santee Commerce Center Project

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5.3 Existing plus Project Traffic Operations

This section details the Existing plus Project traffic volumes and intersection operations within the study area.

The Existing plus Project traffic volumes were estimating by adding the appropriate percentage of average daily and peak hour project trips (shown in Table 4) to the existing traffic volumes for the study area roadway segments and intersections. Figure 11 illustrates the Existing plus Project Peak Hour Traffic Volumes.

5.3.1 Roadway Operations

A roadway segment LOS analysis was prepared for the Existing plus Project conditions using the roadway segment LOS methodologies as discussed in Section 1.3, Analysis Methodology. Table 9 shows the results of the Existing plus Project conditions LOS analysis for the study roadway segments. As shown in the table, the study area roadway segments of Woodside Avenue and Magnolia Avenue would continue to operate at LOS C or better under Existing plus Project conditions.

A project's traffic effect is determined if it exceeds the volume to capacity ratio by 0.02 or more at roadway segments operating at LOS E or F. Because the roadway segments operate at LOS C or better and not at LOS E or F, the proposed project would not exceed the City's criteria for project-specific traffic effect, which determines the needs for roadway improvements. Hence, no roadway improvements are proposed.

5.3.2 Intersection Operations

The total project trip assignments shown in Figure 6 were added to the Existing peak hour traffic volumes shown in Figure 10 to derive the Existing plus Project peak hour traffic condition. Figure 11 shows the Existing plus Project peak hour traffic volumes.

An intersection LOS analysis was prepared for the Existing plus Project condition using the HCM 6 methodology, and Table 10 summarizes the results of the Existing plus Project intersection analysis for the AM and PM peak hours. Detailed LOS calculation worksheets are included in Appendix E.

As shown in the table, with the exception of the Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp intersection, all study area intersections would continue to operate at satisfactory levels of service (LOS D or better) under Existing plus Project conditions. The Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp intersection would operate at LOS E in the AM and PM peak hour. The proposed project would increase the delay by more than 2 seconds at this intersection. Therefore, the proposed project would exceed the City's criteria for project-specific traffic effect under Existing plus Project conditions. See Section 8 for project-specific improvements.

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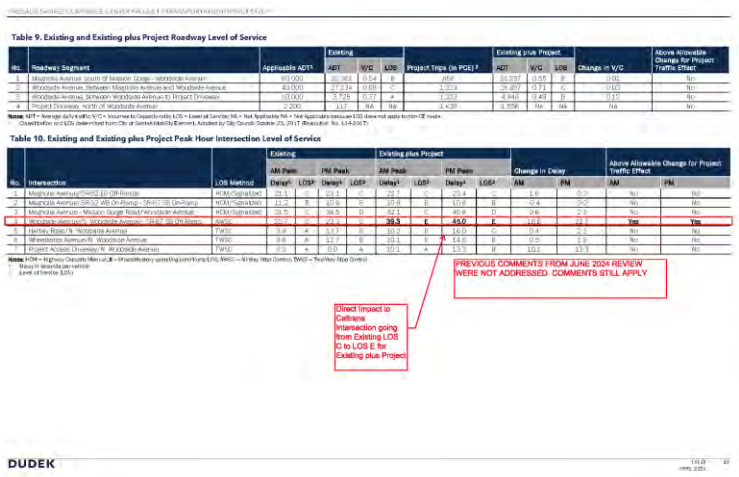


Table 9. Existing and Existing plus Project Roadway Level of Service

No.	Roadway Segment	Applicable ADT[1]	Existing			Project Trips (In PCE)[2]	Existing plus Project			Change in V/C	Above Allowable Change for Project Traffic Effect
			ADT	V/C	LOS		ADT	V/C	LOS		
1	Magnolia Avenue South of Mission Gorge - Woodside Avenue	40,000	30,361	0.54	B	456	30,937	0.55	B	0.01	No
2	Woodside Avenue, Between Magnolia Avenue and Woodside Avenue	40,000	27,234	0.68	C	1,213	28,497	0.71	C	0.03	No
3	Woodside Avenue, Between Woodside Avenue to Project Driveway	10,000	3,725	0.37	A	1,223	4,948	0.49	B	0.12	No
4	Project Driveway North of Woodside Avenue	2,200	117	NA	NA	1,439	1,556	NA	NA	NA	No

Notes: ADT = Average daily traffic; V/C = Volume to Capacity ratio; LOS = Level of Service; NA = Not Applicable; NA = Not applicable because LOS does not apply to the CE roads.
1 Classification and ADTs determined from City of Santee Mobility Element, Adopted by City Council October 25, 2017 (Resolution No. 144-2017).

Table 10. Existing and Existing plus Project Peak Hour Intersection Level of Service

No.	Intersection	LOS Method	Existing				Existing plus Project				Change in Delay		Above Allowable Change for Project Traffic Effect	
			AM Peak		PM Peak		AM Peak		PM Peak					
			Delay[3]	LOS[4]	Delay[3]	LOS[4]	Delay[3]	LOS[4]	Delay[3]	LOS[4]	AM	PM	AM	PM
1	Magnolia Avenue/SR52 EB Off-Ramp	HCM (Signalized)	21.1	C	23.1	C	22.7	C	23.4	C	1.6	0.3	No	No
2	Magnolia Avenue/SR52 WB On-Ramp - SR67 SB On-Ramp	HCM (Signalized)	13.2	B	10.8	B	10.8	B	10.6	B	-2.4	-0.2	No	No
3	Magnolia Avenue - Mission Gorge Road/Woodside Avenue	HCM (Signalized)	31.5	C	38.5	D	32.1	C	40.6	D	0.6	2.1	No	No
4	Woodside Avenue/S. Woodside Avenue - SR67 NB On-Ramp	AWSC	20.1	C	22.1	C	**39.3**	**E**	**45.0**	**E**	19.2	22.9	**Yes**	**Yes**
5	Harney Road/N. Woodside Avenue	TWSC	9.8	A	11.7	B	10.2	B	16.0	C	0.4	4.3	No	No
6	Wheatlands Avenue/N. Woodside Avenue	TWSC	9.6	A	12.7	B	10.1	B	14.6	B	0.5	1.9	No	No
7	Project Access Driveway/N. Woodside Avenue	TWSC	0.0	A	0.0	A	10.1	A	13.3	B	10.1	13.3	No	No

Notes: HCM = Highway Capacity Manual; AWSC = All-Way Stop Control; TWSC = Two-Way Stop Control
1 Delay in seconds per vehicle
2 Level of Service (LOS)

PREVIOUS COMMENTS FROM JUNE 2024 REVIEW WERE NOT ADDRESSED. COMMENTS STILL APPLY

Direct Impact to Cathedral Intersection going from Existing LOS C to LOS E for Existing plus Project

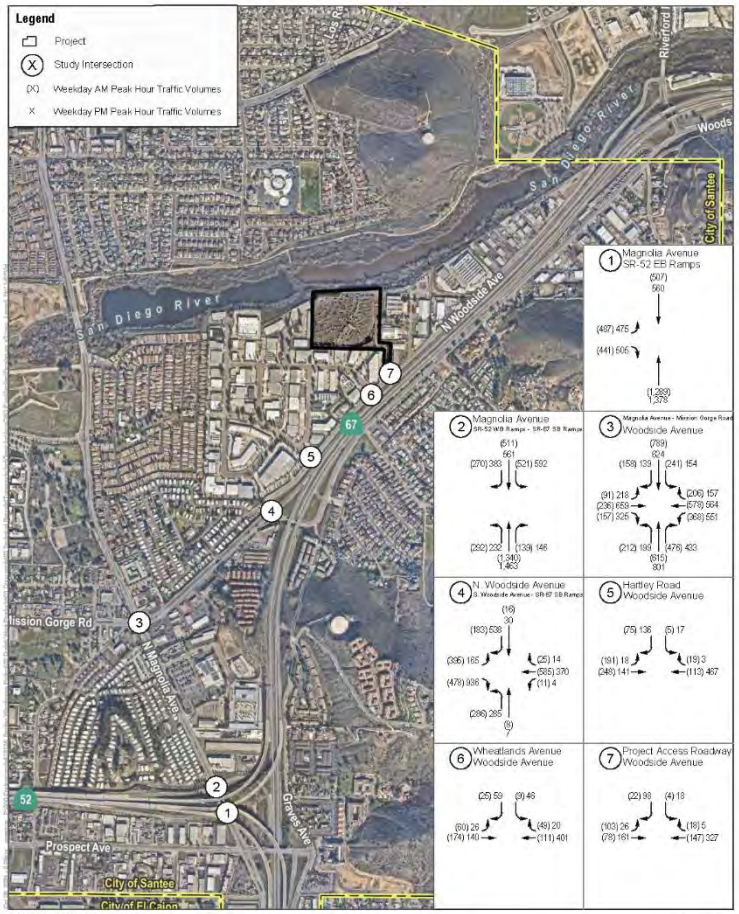
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SOURCE: SanGIS, Open Street Maps

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FIGURE 11

Existing plus Project Peak Hour Traffic Volumes (PCE)

Palisade Santee Commerce Center Project

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6 Near Term Conditions

This section presents the analysis of Near-Term traffic conditions when the project would be constructed and fully operational. The Near Term conditions are based on the addition of traffic from approved and pending projects added to the existing 2023 traffic volumes.

6.1 Cumulative Projects

The cumulative projects are projects that are proposed and in the review process, but not yet fully approved; or projects that have been approved, but not fully constructed or occupied. A review of cumulative projects list available at the City's website was conducted. Per discussion with the City, eight cumulative projects were identified that would potentially add traffic to the study area. In addition to these development projects, the SR-67/Riverford Road interchange improvements, a transportation project which would consolidate three intersections into two roundabouts on Riverford Road on both sides of SR-67, is proposed approximately one mile north of the project site. The project's study area does not include Riverford Road and its intersections with SR-67 because the project would not add 50 or more peak hour trips to those facilities. However, as shown in the State Route 67 and Riverford Road Intersection Control Evaluation Report, submitted to Caltrans in 2020, with the construction of proposed roundabouts, the closely spaced intersections of the SR-67 northbound off-ramp/Woodside Avenue, Woodside Avenue/Riverford Road, the and SR-67 southbound ramps/Riverford Road would operate at LOS D or better for all movements with no spillback onto SR-67 mainline. Therefore, the SR-67/Riverford Road interchange project will improve LOS and traffic operations in the vicinity of the project.

Figure 12 shows the locations of, and Table 11 provides a brief description of, the cumulative projects.

Table 11. Description of Cumulative Projects

No.	Cumulative Project	Location	Description
1	Southwest Signal Building	10756 Rockvill Street	20,000 SF industrial building
2	Lantern Crest Ridge II	11000 Sunset Trail	62-unit memory care facility
3	Habitat for Humanity Townhomes	8932 First Street	17-unit residential condominiums
4	Santee Auto Center	10335 Mission Gorge Road	Two-car dealerships, auto body shop, and car wash
5	Popeyes	10308 Mission Gorge Road	1,740 SF drive-through restaurant
6	Super Star Car Wash	8837 Magnolia Avenue	4,980 SF car wash tunnel
7	Extra Space Storage	10815 Woodside Avenue	88,390 SF (3-story) storage building
8	Hillside Meadows/Parkside	North and south of the western terminus of Mast Boulevard, and south of El Nopal, Lakeside 92040	143 residential units and two industrial lots
9	Riverford Road Interchange	SR-67 and Riverford Road in the unincorporated area of San Diego County within the Community of Lakeside and a portion in the City of Santee	Consolidate three intersections into two roundabouts along Riverford Road on either side of the SR-67

Source: City of Santee, 2024.

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6.1.1 Trip Generation

The trip generation for the cumulative projects is shown in Table 12. As shown in the table, cumulative projects are forecast to generate approximately 7,612 daily trips, 518 AM peak hour trips, and 603 PM peak hour trips. Figure 12 also shows the cumulative project traffic volumes.

Table 12. Cumulative Projects Trip Generation Summary

No.	Cumulative Project	Land Use	Daily Trips	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
1	Southwest Signal Building[1]	Industrial	100	9	4	13	6	9	15
2	Lantern Crest Ridge II[2]	Residential	155	4	2	6	6	6	12
3	Habitat for Humanity Townhomes[1]	Residential	136	2	9	11	10	4	14
4	Santee Auto Center[3]	Service	3,336	135	61	196	110	144	254
5	Popeyes[1]	Service	1,218	66	44	110	26	25	51
6	Super Star Car Wash[1]	Auto	900	18	18	36	41	40	81
7	Extra Space Storage[1]	Industrial	177	6	5	11	8	8	16
8	Hillside Meadows[4]	DU	1,590	50	85	135	105	55	160
		Total Trip Generation	**7,612**	**290**	**228**	**518**	**312**	**291**	**603**

Notes:
1. Trip generation estimated using trip rates from SANDAG's Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002.
2. Trip generation updated to reflect revised unit numbers compared to the Lantern Crest Ridge II Senior Care Project, Traffic Impact Study, prepared by Darnell & Associates, April 30, 2018.
3. Trip generation from Traffic Impact Analysis for Santee Auto Center, prepared by LLG, April 20, 2023.
4. Trip generation from Traffic Impact Analysis for Hillside Meadows, prepared by LLG, September 6, 2000.

6.1.2 Trip Distribution and Assignment

Trip distributions and assignments for the cumulative projects were developed using the traffic study or assessment for these projects or by using professional judgment based on logical travel corridors. The trips generated by the cumulative projects were distributed and assigned through the study area network. Information on the cumulative projects regarding their trip generation and distribution is included in Appendix F.

6.2 Traffic Volumes

The Near-Term traffic volumes were estimating by adding the average daily and peak hour trips from the cumulative projects (shown in Table 12) to the existing traffic volumes for the study area roadway segments and intersections.

6.3 Near Term Operations

6.3.1 Near Term Roadway Operations

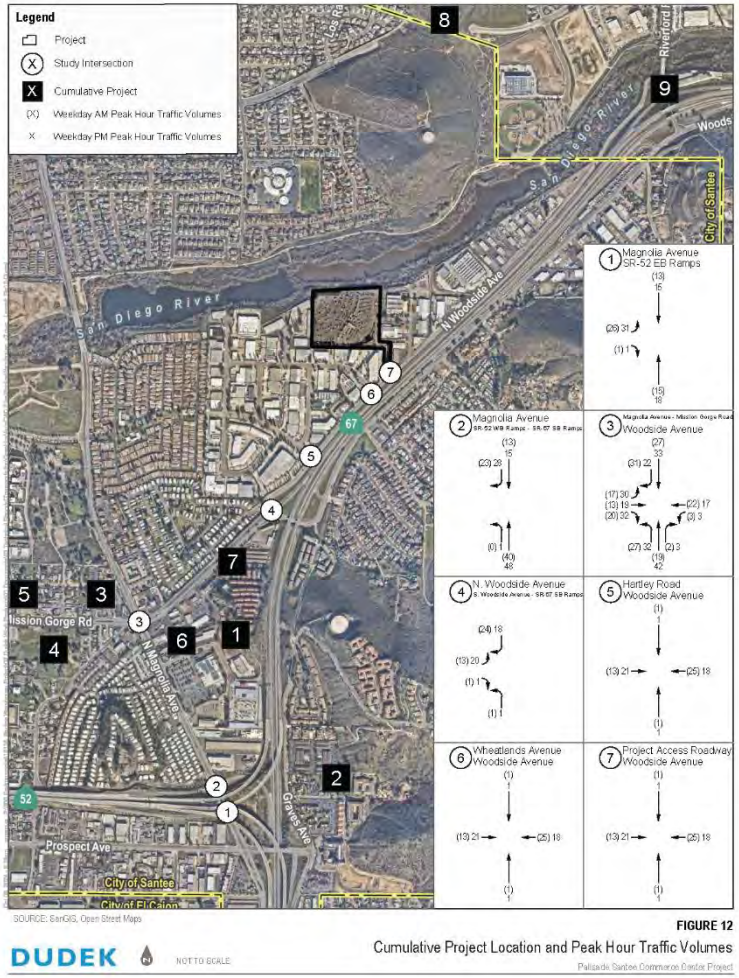
A roadway segment LOS analysis was prepared for the Near-Term conditions using the roadway segment LOS methodologies as discussed in Section 1.3, Analysis Methodology. Table 13 shows the results of the Near Term conditions LOS analysis for the study roadway segments. As shown in the table, the study area roadway segments of Woodside Avenue and Magnolia Avenue are estimated to operate at LOS C or better under Near Term conditions.

6.3.2 Near Term Intersection Operations

Near Term traffic volumes include existing traffic and traffic from the addition of cumulative projects (Figure 12) in the vicinity of the project. Figure 13 illustrates the Near Term (no project) traffic volumes for peak hour conditions.

An intersection LOS analysis was prepared for the Near Term conditions using HCM 6 methodology via the Synchro LOS software as discussed in Section 1.3. Table 14 shows the results of the Near-Term conditions analysis. LOS worksheets are provided in Appendix G. As shown in the table, all intersections would continue to operate at satisfactory levels of service (LOS D or better) under Near Term conditions.

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SOURCE: EarthGIS, Open Street Maps

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FIGURE 12
Cumulative Project Location and Peak Hour Traffic Volumes
Palisade Santee Commerce Center Project

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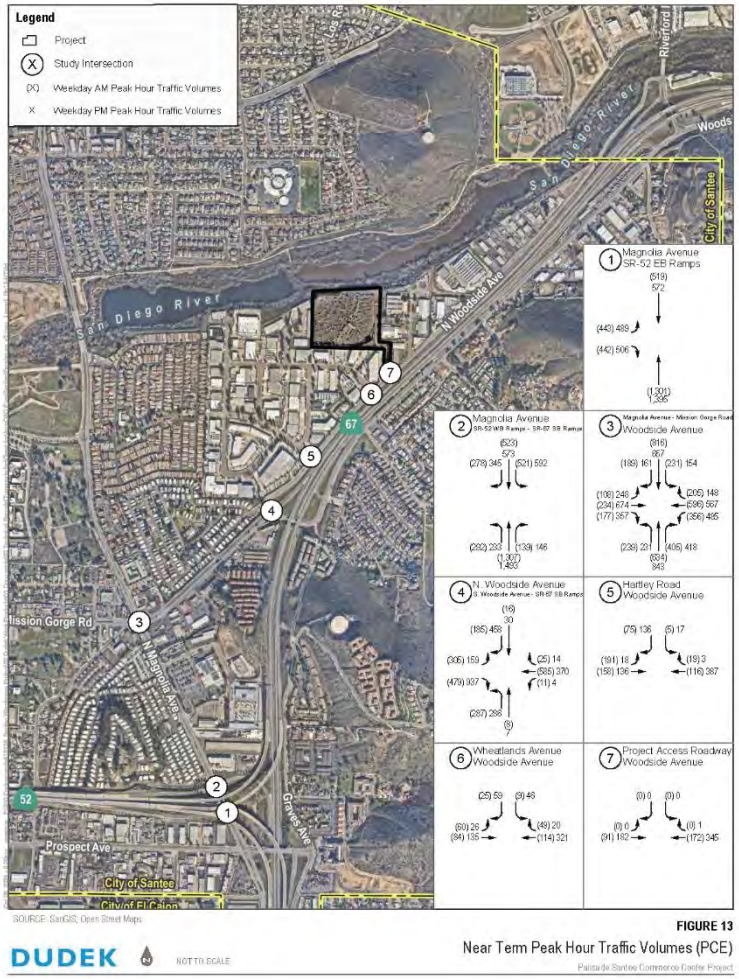


FIGURE 13
Near Term Peak Hour Traffic Volumes (PCE)
Palisade Santee Commerce Center Project

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6.4 Near Term plus Project Traffic Operations

This section details Near Term plus Project traffic volumes and intersection operations within the study area. The total project trip assignments shown in Figure 6 were added to the Near Term peak hour traffic volumes shown in Figure 13 to derive the Near Term plus Project peak hour traffic condition. Figure 14 shows the Near Term plus Project peak hour traffic volumes.

6.4.1 Roadway Operations

A roadway segment LOS analysis was prepared for the Near Term plus Project conditions using the roadway segment LOS methodologies as discussed in Section 1.3, Analysis Methodology. Table 13 shows the results of the Near Term plus Project conditions LOS analysis for the study area roadway segments. As shown in the table, the study area roadway segments of Woodside Avenue and Magnolia Avenue would continue to operate at LOS C or better under Near Term plus Project conditions.

A project's traffic effect is determined if it exceeds the volume to capacity ratio by 0.02 or more at roadway segments operating at LOS E or F. Because the roadway segments operate at LOS C or better and not at LOS E or F, the proposed project would not exceed the City's criteria for project-specific traffic effect, which determines the needs for roadway improvements. Hence, no roadway improvements are proposed.

6.4.2 Intersection Operations

An intersection LOS analysis was prepared for the Near Term plus Project condition using the HCM 6 methodology, and Table 14 summarizes the results of the Near Term plus Project intersection analysis for the AM and PM peak hours. Detailed LOS calculation worksheets are included in Appendix G.

As shown in the table, with the exception of the Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp intersection, all study area intersections would continue to operate at satisfactory levels of service (LOS D or better) under Near Term plus Project conditions. The Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp intersection would operate at LOS E in the AM peak hour and LOS F in the PM peak hour. The proposed project would increase the delay by more than 2 seconds at this intersection. Therefore, the proposed project would exceed the City's criteria for project-specific traffic effect under Near Term plus Project conditions. See Section 8 for project-specific improvements.

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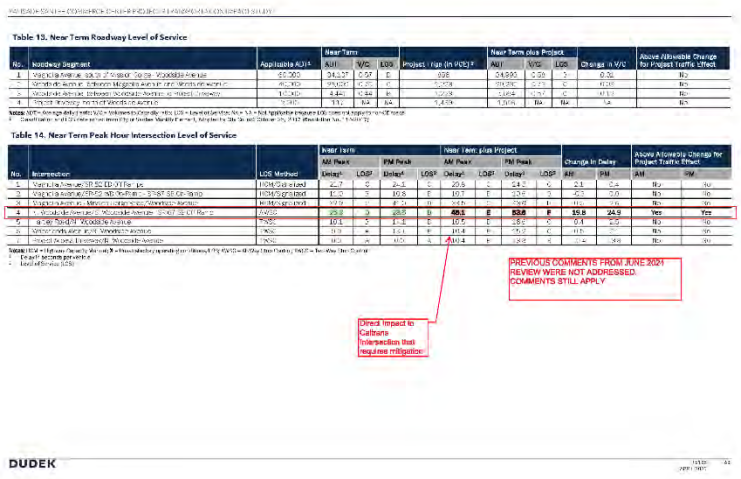


Table 13. Near Term Roadway Level of Service

No.	Roadway Segment	Applicable ADT[1]	Near Term			Project Trips (in PCE)[2]	Near Term plus Project			Change in V/C	Above Allowable Change for Project Traffic Effect
			ADT	V/C	LOS		ADT	V/C	LOS		
1	Virginia Avenue, south of Railroad Tracks - Woodside Avenue	27,000	24,127	0.57	E	938	24,990	0.59	E	0.02	No
2	Virginia Avenue, between Magnolia Avenue and Woodside Avenue	40,000	35,007	0.70	D	1,208	36,215	0.73	C	0.03	No
3	Woodside Avenue, between Mapleview Street and Magnolia Avenue	10,000	4,440	0.44	B	1,208	5,664	0.57	C	0.13	No
4	Woodside Avenue, east of Mapleview Street	10,000	3,171	0.32	B	1,208	4,379	0.44	B	0.12	No

Table 14. Near Term Peak Hour Intersection Level of Service

No.	Intersection	LOS Method	Near Term				Near Term plus Project				Change in Delay		Above Allowable Change for Project Traffic Effect	
			AM Peak		PM Peak		AM Peak		PM Peak					
			Delay[3]	LOS[4]	Delay[3]	LOS[4]	Delay[3]	LOS[4]	Delay[3]	LOS[4]	AM	PM	AM	PM
1	Virginia Avenue/SR 52 EB Off Ramp	HCM/Signalized	7.7	A	9.1	A	20.5	C	24.1	C	2.1	0.4	No	No
2	Virginia Avenue/SR 52 WB Ramps - Sheriff Station	HCM/Signalized	15.0	B	10.8	B	19.7	B	13.8	B	4.3	3.0	No	No
3	Virginia Avenue - Mapleview Street/Woodside Avenue	HCM/Signalized	17.9	B	8.3	A	24.5	C	9.6	A	6.6	1.3	No	No
4	Woodside Avenue/ Woodside Avenue - Sheriff SB Off Ramp	AWSC	29.9	D	28.5	D	49.1	E	53.6	F	19.2	24.9	Yes	Yes
5	Magnolia Avenue/ Woodside Avenue	TWSC	10.1	B	11.1	B	10.5	B	11.6	B	0.4	0.5	No	No
6	Mapleview Street/ Woodside Avenue	TWSC	10.3	B	11.0	B	10.4	B	11.2	B	0.1	0.2	No	No
7	Magnolia Avenue/ Riverside Drive/Woodside Avenue	TWSC	10.3	B	11.0	B	11.4	B	12.2	B	1.1	1.2	No	No

PREVIOUS COMMENTS FROM JUNE 2021 REVIEW WERE NOT ADDRESSED. COMMENTS STILL APPLY

Direct impact to Caltrans intersection that requires mitigation

S1-44

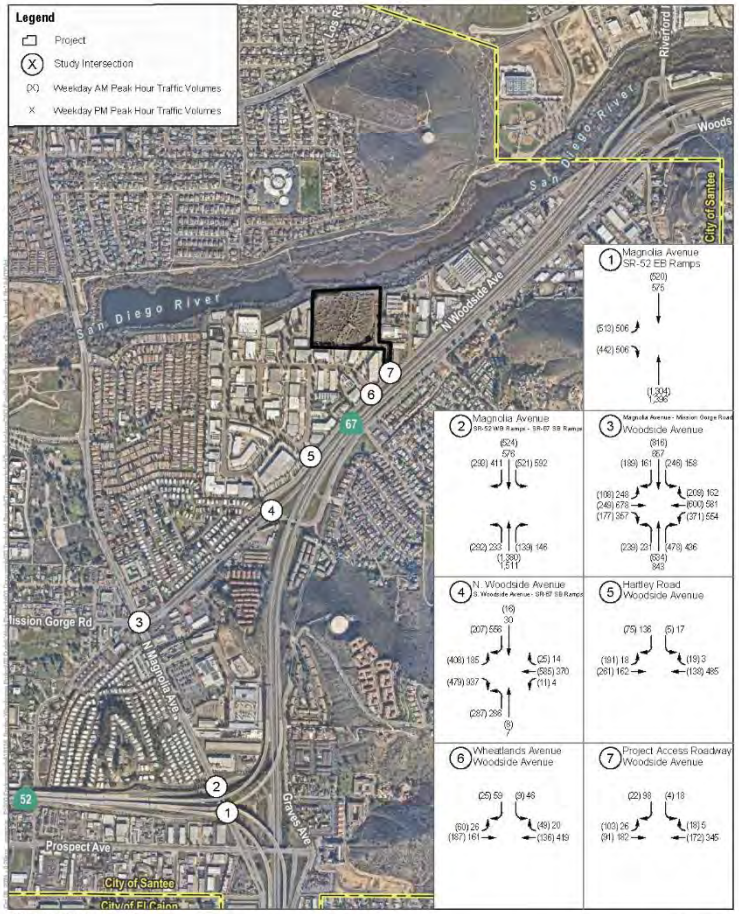
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SOURCE: SanGIS, Open Street Maps

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FIGURE 14

Near Term plus Project Peak Hour Traffic Volumes (PCE)

Palisade Santee Commerce Center Project

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7 Horizon Year Conditions

This section presents the analysis of Horizon Year traffic conditions when the project would be constructed and fully operational. The horizon year conditions are based on the year 2035 conditions that would exist in the study area.

7.1 Roadway Conditions

The roadway segment of Magnolia Avenue and Woodside Avenue are built out under existing conditions. Therefore, the capacity was assumed to be same as existing conditions. N. Woodside Avenue, between Woodside Avenue to Project Driveway was assumed to be improved to the standards of a Parkway (i.e., two lanes with a TWLTL). All intersection configurations, have been assumed to be preserved under the Horizon Year conditions, as shown in Figure 7. The Proposed Update to Existing Circulation Element Technical Report and Traffic Impact Study (July 2017) prepared for the City of Santee Mobility Element proposes a roundabout[3] at the N. Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp intersection, in its Preferred Circulation Plan. However, per discussions with the City staff, the proposed roundabout has been removed from their Capital Improvement Program. Therefore, the existing stop control operation has been assumed at the N. Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp intersection in the Horizon Year roadway conditions.

7.2 Traffic Volumes

The Horizon Year traffic volumes (ADT and AM and PM peak hour) have been estimated based on review of forecast traffic volumes in the Fanita Ranch Traffic Impact Study (LLG 2020). The Horizon Year intersection volumes were not available for the entire study area along Woodside Avenue, therefore, for Intersection 4 through 7, a growth factor was estimated by comparing the existing ADT with the horizon year ADT along Woodside Avenue near the project site. Figure 15 illustrates the Horizon Year traffic volumes for the peak hour conditions.

7.3 Horizon Year Operations

7.3.1 Roadway Operations

A roadway segment LOS analysis was prepared for the Horizon Year conditions using the roadway segment LOS methodologies as discussed in Section 1.3, Analysis Methodology. Table 15 shows the results of the Horizon Year conditions LOS analysis for the study roadway segments. As shown in the table, the study area roadway segments of Woodside Avenue between Magnolia Avenue and N. Woodside Avenue and between N. Woodside Avenue and Project Driveway would operate at LOS E under Horizon Year conditions.

7.3.2 Intersection Operations

Figure 15 illustrates the Horizon Year traffic volumes for peak hour conditions. An intersection LOS analysis was prepared for the Horizon Year conditions using HCM 6 methodology via the Synchro LOS software as discussed in

[3] Existing Circulation Element Technical Report and Traffic Impact Study (July 2017) pg. 159 "SR-67 Southbound Off-Ramp & Woodside Avenue – Convert this intersection to a roundabout with a northbound left-turn lane, a northbound right-turn bypass lane, an eastbound shared through/right-turn lane, and a westbound shared left/through-turn lane."

Section 1.3, Table 15 shows the results of the Horizon Year conditions analysis. LOS worksheets are provided in Appendix H.

As shown in the table, the Magnolia Avenue - Mission Gorge Road/Woodside Avenue intersection would operate at LOS E in the AM and PM peak hour conditions under Horizon year conditions. The Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp intersection would operate at LOS F in the AM peak hour and LOS F in the PM peak hour. All other intersections operate at acceptable LOS conditions.

7.4 Horizon Year plus Project Operations

This condition includes analysis of traffic operations under Horizon Year conditions with project traffic added to the Horizon Year ADT and AM and PM peak hour intersection traffic volumes. Based on review of SANDAG land use and trip rate used in the General Plan Mobility Element for the traffic analysis zone (TAZ) the project is located within, it was noted that the project trip generation exceeded the TAZ trip generation for allowable light industrial use by 33.%. Therefore, to account for the additional project trip generation, approximately, 33.6% of the project traffic was added to the Horizon Year intersections and roadway segments. The Horizon Year intersection volumes were not available for the entire study area along Woodside Avenue, therefore, to provide a conservative analysis, a 100% of the project trips were assigned to the project driveways and intersections along Woodside Avenue near the project site. The traffic effects specific to the project under this condition were used as the basis for determining the project's long-term effects.

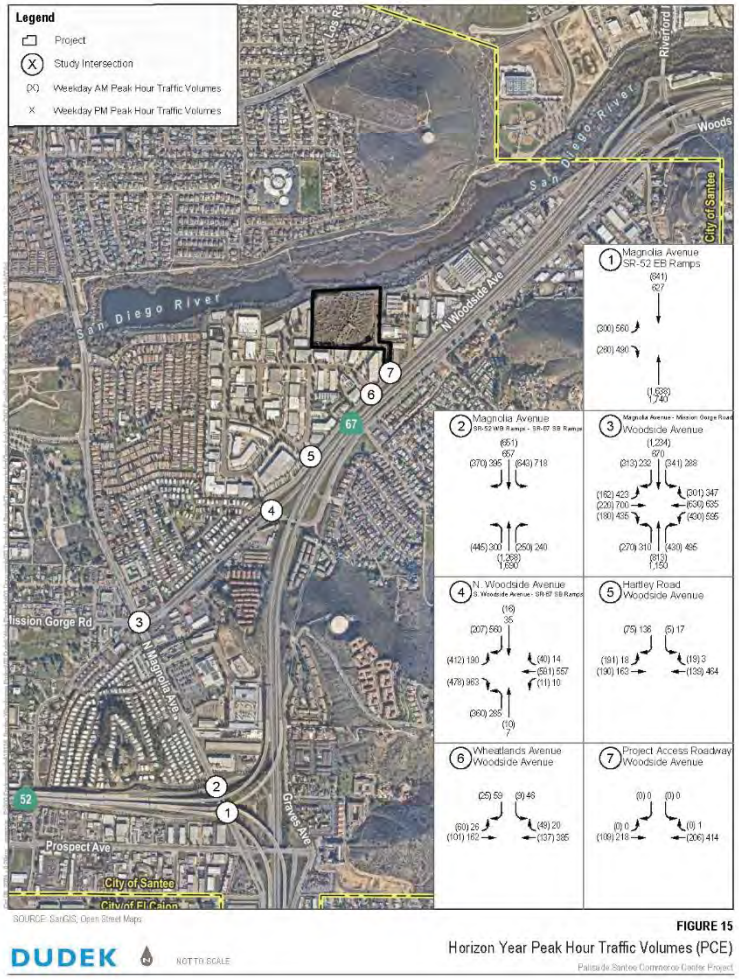
7.4.1 Roadway Operations

A roadway segment LOS analysis was prepared for the Horizon-Year conditions using the roadway segment LOS methodologies as discussed in Section 1.3, Analysis Methodology. Table 15 shows the results of the Horizon Year conditions LOS analysis for the study roadway segments. As shown in the table, the study area roadway segments of Woodside Avenue between Magnolia Avenue and N. Woodside Avenue and between N. Woodside Avenue and Project Driveway would operate at LOS E under Horizon Year plus conditions. Because the roadway segments operates at LOS E and the increase is greater than 0.02, the proposed project would exceed the City's criteria for project-specific traffic effect at the roadway segment of N. Woodside Avenue between Woodside Avenue and Project Driveway. Since the roadway segment is constructed at buildout classification per the City's Mobility Element, no further improvements to this roadway segment are recommended.

7.4.2 Intersection Operations

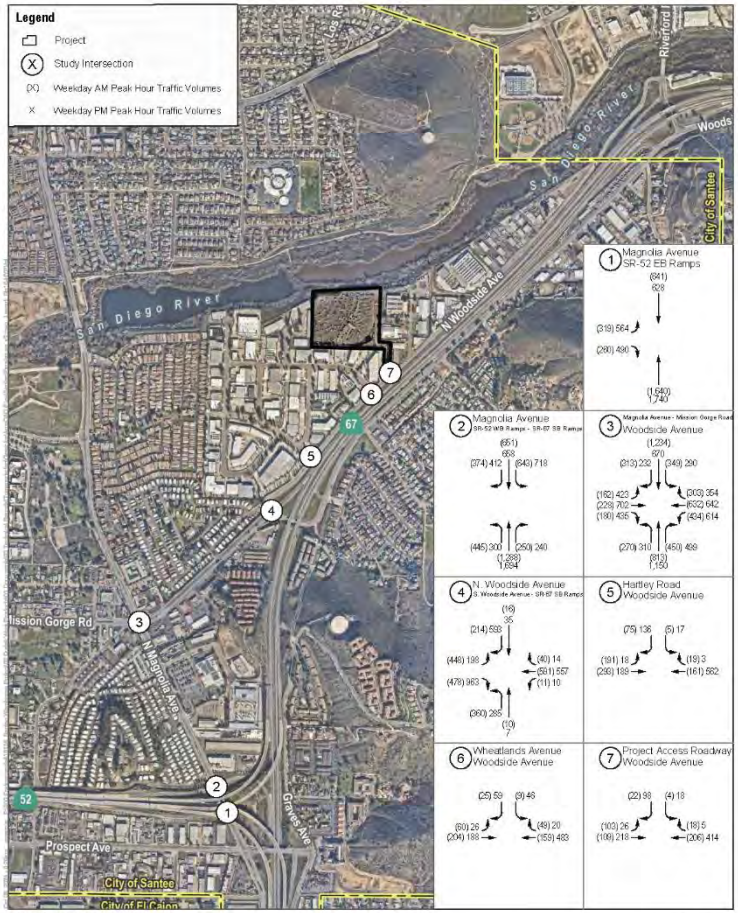
Figure 16 illustrates the Horizon Year traffic volumes for peak hour conditions. An intersection LOS analysis was prepared for the Horizon Year conditions using HCM 6 methodology via the Synchro LOS software as discussed in Section 1.3. Table 16 shows the results of the Horizon Year conditions analysis. LOS worksheets are provided in Appendix H.

As shown in the table, the Magnolia Avenue - Mission Gorge Road/Woodside Avenue intersection would operate at LOS E in the AM and PM peak hour conditions under Horizon year plus Project conditions. However, the proposed project would not increase the delay by more than 2 seconds and therefore, not exceed the City's criteria for project-specific traffic effect under Horizon Year plus Project conditions. No improvements are required. The Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp intersection would operate at LOS F in the AM peak hour and PM peak hour conditions. The proposed project would increase the delay by more than 2 seconds at this intersection. Therefore, the proposed project would exceed the City's criteria for project-specific traffic effect under Horizon Year plus Project conditions. See Section 8 for project-specific improvements.



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SOURCE: SanGIS, Open Street Maps

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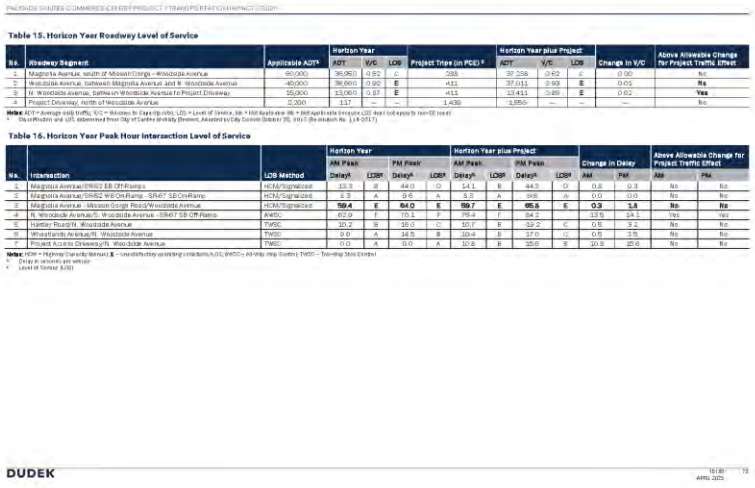
FIGURE 16

Horizon Year plus Project Peak Hour Traffic Volumes (PCE)

Palisade Santee Commerce Center Project

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PALISADE SANTEE COMMERCE CENTER PROJECT TRANSPORTATION IMPACT STUDY

Table 15. Horizon Year Roadway Level of Service

No.	Roadway Segment	Applicable ADT[a]	Horizon Year				Horizon Year plus Project				Change in V/C	Above Allowable Change for Project Traffic Effect
			ADT	V/C	LOS	Project Trips (in PCE) [b]	ADT	V/C	LOS			
1	Magnolia Avenue, south of Mission Gorge – Woodside Avenue	40,000	36,950	0.92	C	288	37,238	0.62	C		0.00	No
2	Woodside Avenue, between Magnolia Avenue and N. Woodside Avenue	40,000	36,900	0.90	E	+11	37,011	0.93	E		0.01	No
3	N. Woodside Avenue, between Woodside Avenue to Project Driveway	35,000	33,900	0.97	E	+11	33,411	0.89	E		0.02	Yes
4	Project Driveway, north of Woodside Avenue	2,000	117	--	--	1,439	1,556	--	--		--	No

Notes: ADT = Average daily traffic; V/C = Volume to Capacity ratio; LOS = Level of Service; NA = Not Applicable; NA = Not applicable because LOS was not exceeded by non-DE roads
a. Per Attachment 1 and LOS determined from City of Santee Mobility Element, Adopted by City Council Ordinance No. [ ] (Resolution No. [ ] 2017)

Table 16. Horizon Year Peak Hour Intersection Level of Service

No.	Intersection	LOS Method	Horizon Year				Horizon Year plus Project				Change in Delay		Above Allowable Change for Project Traffic Effect	
			AM Peak		PM Peak		AM Peak		PM Peak					
			Delay[a]	LOS[b]	Delay[a]	LOS[b]	Delay[a]	LOS[b]	Delay[a]	LOS[b]	AM	PM	AM	PM
1	Magnolia Avenue/SR67 EB Off-Ramps	HCM/Signalized	13.3	B	44.0	D	14.1	B	44.3	D	0.8	0.3	No	No
2	Magnolia Avenue/SR67 WB On-Ramp - SR67 SB On-Ramp	HCM/Signalized	8.3	A	9.6	A	8.3	A	9.6	A	0.0	0.0	No	No
3	Magnolia Avenue - Mission Gorge Road/Woodside Avenue	HCM/Signalized	**59.4**	**E**	**84.0**	**E**	**59.7**	**E**	**85.5**	**E**	**0.3**	**1.5**	**No**	**No**
4	N. Woodside Avenue/S. Woodside Avenue – SR67 SB Off-Ramp	AWSC	62.9	F	70.1	F	79.4	F	84.2	F	13.5	14.1	Yes	Yes
5	Hartley Road/N. Woodside Avenue	TWSC	10.2	B	16.0	C	10.7	B	19.2	C	0.5	3.2	No	No
6	Wheatlands Avenue/N. Woodside Avenue	TWSC	9.9	A	14.5	B	10.4	B	17.0	C	0.5	2.5	No	No
7	Project Access Driveway/N. Woodside Avenue	TWSC	0.0	A	0.0	A	10.8	B	15.6	B	10.8	15.6	No	No

Notes: HCM = Highway Capacity Manual; X = unsatisfactory operating conditions; LOS; AWSC = All-Way Stop Control; TWSC = Two-Way Stop Control
a. Delay in seconds per vehicle
b. Level of Service (LOS)



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8 Project Access, On-Site Circulation and Improvement Measures

This section documents the project access evaluation to provide an eastbound left-turn lane along Woodside Avenue. The section also provides improvement measure for the N. Woodside Avenue/S. Woodside Avenue – SR-67 SB Off-Ramp intersection.

8.1 Project Access Evaluation

As mentioned in Section 1, the access to the proposed project would be from N. Woodside Avenue via the project access driveway (Intersection 7). Per City's request, an evaluation for eastbound left turn lane at this access driveway was conducted. The left-turn lane evaluation was conducted using the methodology from the American Association of State Highway Transportation Officials' (AASHTO, 2018) – Geometric Design of Highways and Streets ("Green Book"). Per Section 9.7.3 Design Treatments for Left-Turn Maneuvers, 9.7.3.1 Guidelines for Providing and Design of Left-Turn and Bypass Lanes, many factors enter into the choice of type of intersection and the extent of design of a given type, but the principal controls are the design-hour traffic volume, the character or composition of traffic, and the design speed. The character of traffic and design speed affects many details of design, but in choosing the type of intersection they are not as significant as the traffic volume. Of particular significance are the actual and relative volumes of traffic involved in various turning and through movements.

Traffic-volume-based guidelines for where left-turn lanes should be provided are presented in Table 9-24 and Figure 9-35 for arterials in urban areas (see Appendix I). This table and figure are applicable at unsignalized intersection with streets and driveways where the major road is uncontrolled and the minor-road approaches are stop- or yield-controlled.

Additionally, the HCM indicates that exclusive left-turn lanes should be considered where left-turn volumes exceed 100 vehicles/hour (veh/hr). As shown on Figures 5 and 6, during the AM peak hour, there are approximately 109 eastbound left turn vehicles from N. Woodside Avenue into the project site. Of the total 103 vehicles, 55 vehicles (in PCE) or 53% are trucks. Because the left-turning volumes at the exceed the AASHTO suggested left-tun lane guidance of 50 or more veh/hr (see Appendix I) and HCM guidance of 100 veh/hr and due to high truck volume, it is recommended that a dedicated eastbound left turn lane be constructed at the Project Access Driveway/Woodside Avenue.

8.2 On-Site Circulation and Parking

On-site circulation and access to the project will be provided by a circuitous roadway (see Figure 2) that would also serve as fire lane. The width of the internal roadway is between 30 feet to 40 feet. The on-site driveway will be designed per City's Standard Drawings and requirements of the Fire Code to provide turn radii for fire truck and apparatus to access all parts of the site.

The parking ratio used to calculate on-site parking requirements is consistent with the Section 13.24.040 Parking requirements of the City of Santee Municipal Code[4]. Per code, for industrial uses that include warehousing and

[4] City of Santee: https://library.qcode.us/lib/santee_ca/pub/municipal_code/item/title_13-chapter_13_24-13_24_040

distribution, one parking space for 1,000 square feet of gross floor area should be provided. The project would require and proposes a total of 301 parking spaces for 301,445 square feet of industrial space.

Parking designated for electric vehicles (EV), including spaces associated with clean air vehicles have been provided per code requirement. Long-term and short-term bicycle parking[5] would be provided per City's code requirement.

As such, the project would provide adequate parking spaces.

8.3 Improvement Measures

8.3.1 Project Access Driveway/N Woodside Avenue

The following improvement measures would be constructed by the project to improve traffic flow near the project site:

- The project would construct a dedicated eastbound left turn lane at the Project Access Driveway/ Woodside Avenue.
- The project access driveway will be designed per City specifications for commercial driveway per City of Santee standard PW-21[6].
- The project would be responsible for constructing frontage improvements including sidewalks along the northern side of N. Woodside Avenue and connect to the existing sidewalk along N. Woodside Avenue that lies to the west of the project's driveway. No sidewalk exists to the east and accordingly no new sidewalk is required to be constructed.
- The project would also install a crosswalk to improve pedestrian circulation at the Project Access Driveway/N. Woodside Avenue.

8.3.2 N. Woodside Avenue Roadway Segment

Although the roadway segment of N. Woodside Avenue near Project Driveway is forecast to operate at LOS E, as shown in Section 7, with the frontage and project access improvements described above, the operation of the Project Access Driveway/N. Woodside Avenue would facilitate traffic flow and truck turn movement along Woodside Avenue near the project site. Since the roadway segment is constructed at buildout classification per the City's Mobility Element, no further improvements to this roadway segment are recommended.

[5] Bicycles. All commercial and office areas shall provide adequate locking facilities for bicycle parking at any location convenient to the facility for which they are designated. Whenever possible, weatherproofing or facility covering should be used.
Short-Term Bicycle Parking. If the project is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for five percent of visitor motorized vehicle parking capacity, with a minimum of one two-bike capacity rack.
Long-Term Bicycle Parking. For buildings with over 10 tenant-occupants, provide secure bicycle parking for five percent of motorized vehicle parking capacity, with a minimum of one space. Acceptable parking facilities shall be convenient from the street and may include:
i. Covered, lockable enclosures with permanently anchored racks for bicycles;
ii. Lockable bicycle rooms with permanently anchored racks; and
iii. Lockable, permanently anchored bicycle lockers.

[6] City of Santee. https://www.cityofsanteeca.gov/home/showpublisheddocument/18044/637048465192800000

8.3.3 N. Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp Intersection

The proposed project would result in a traffic effect at the N. Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp intersection. under Existing plus Project, Near Term plus Project conditions, and Horizon Year plus Project conditions.

Based on the Proposed Update to Existing Circulation Element Technical Report and Traffic Impact Study (July 2017) prepared for the City of Santee Mobility Element, a roundabout is proposed at this intersection in its Preferred Circulation Plan. However, per discussions with the City staff, the proposed roundabout has been removed from the City's Capital Improvement Program. Therefore, the roundabout is not considered to be a feasible improvement for this intersection. Furthermore, Caltrans would not accept any lane addition (such as a dedicated right turn lane along N. Woodside Avenue adjacent to the current shared through-right turn lane) at this intersection. Therefore, no improvements to intersection lane geometry or control can be recommended at this time.

Based on discussions with the City staff, the project would construct a missing segment of sidewalk along N. Woodside Avenue near the N. Woodside Avenue/Woodside Avenue - SR-67 SB Off-Ramp intersection and near the project driveway, for a total of 990 linear feet or approximately 0.2 miles. The project would also be responsible for pavement rehabilitation and restriping of N. Woodside Avenue to the satisfaction of the City Engineer from Caltrans right-of-way at the intersection of the SR-67 to the easternmost edge of the project driveway's intersection with N. Woodside Avenue. In addition, the project would install approximately 1,240 SF of new roadway to fill in an unpaved area between the edge of the existing roadway and the new proposed sidewalk. Although this improvement would not reduce delay or improve LOS at the Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp intersection, it would improve non-vehicular circulation and pavement conditions along Woodside Avenue and would be considered an acceptable improvement by the City in lieu of improving delay or LOS.

A conceptual exhibit prepared by the applicant illustrating the proposed sidewalk and pavement rehabilitation at the N. Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp intersection is included in Appendix J.

Per City's request, an intersection lane queuing analysis was also conducted for informational purposes and is summarized in Section 8.3.4.

8.3.4 N. Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp Intersection Queuing Analysis

An intersection lane queuing analysis, using SimTraffic 11 software, was conducted to determine the 95th percentile (design) queue of the existing storage lanes at the N. Woodside Avenue/ Woodside Avenue – SR-67 SB Off-Ramp intersection. The intersection's queues were calculated for the Existing, and Existing plus Project= = conditions. To account for actual vehicular volume with mix of traffic (cars and trucks) observed in the field, queuing analysis was conducted using non-PCE traffic volumes and heavy vehicle percentage for each turn movement. It should be noted that nominal pedestrian and bicycle activity was observed at this intersection as shown in Appendix C, Traffic Counts. The SimTraffic queuing reports and non-PCE peak hour intersection volumes, heavy vehicle percentages are provided in Appendix K.

This analysis determined whether potential queuing and spillback would impact the SR-67 mainline as well as Woodside Avenue. The geometric configuration of the intersection was assumed to be the same under Existing conditions without the project and with Project conditions.

Intersection Queuing Analysis

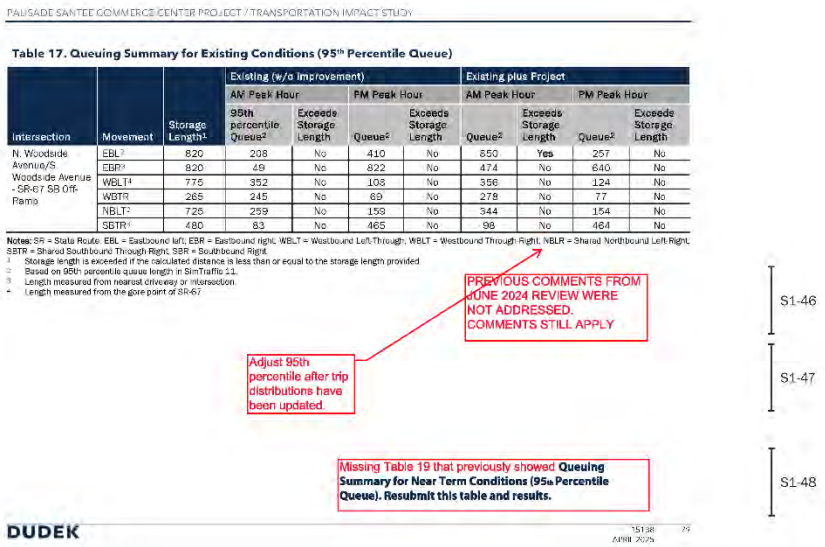
Tables 17 summarize the 95th percentile queuing analysis conducted for the intersection under Existing and Near-Term conditions. The 95th percentile (design) queue is the maximum queue that would only occur during a smaller portion of the peak hour and the analysis is provided for informational purposes.

As shown in Table 17, under Existing conditions, there are no movements where the 95th percentile queues would exceed their storage lengths during the weekday AM or weekday PM peak hours. Under Existing plus Project conditions, all movements would experience an increase in vehicular queues however, most queues would be accommodated in the storage length available, except for the eastbound left turn lane (during AM peak hour).

For the eastbound left turn lane queue, it should be noted that while the next intersection to the west, the entrance to the Mission Del Magnolia mobile home community, is approximately 820 feet away, there is still adequate length available along Woodside Avenue for vehicles to queue in the AM peak hour. The queue is likely to exceed 850 feet or one car length, as shown in Table 17, only 5 percent of the time during the AM peak hour. On an average, this queue length would be approximately 434 feet (see Appendix K). It should be noted that there is no specific criteria for assessing queuing impacts. However, it is recommended that "KEEP CLEAR" pavement markings be installed west of this intersection to maintain vehicular ingress and egress to/from the Mission Del Magnolia community to eastbound Woodside Avenue.

Caltrans Off-Ramp Queues

Additionally, it should be noted that under Existing and Existing plus Project conditions analyzed, the westbound turn movements at the SR-67 off-ramp do not exceed the storage length available. The analysis indicates there are currently no queuing issues that may potentially spill back onto the SR-67 mainline.



PALISADE SANTEE COMMERCE CENTER PROJECT / TRANSPORTATION IMPACT STUDY

Table 17. Queuing Summary for Existing Conditions (95th Percentile Queue)

Intersection	Movement	Storage Length[1]	Existing (w/o Improvement)				Existing plus Project			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			95th percentile Queue[2]	Exceeds Storage Length	Queue[2]	Exceeds Storage Length	Queue[2]	Exceeds Storage Length	Queue[2]	Exceeds Storage Length
N. Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp	EBL[3]	820	208	No	410	No	850	Yes	257	No
	EBR[3]	820	49	No	822	No	474	No	640	No
	WBLT[4]	775	352	No	108	No	356	No	124	No
	WBTR	265	245	No	69	No	278	No	77	No
	NBLT[3]	725	259	No	159	No	344	No	154	No
	SBTR[4]	480	83	No	465	No	98	No	464	No

Notes: SR = State Route; EBL = Eastbound left; EBR = Eastbound right; WBLT = Westbound Left-Through; WBLT = Westbound Through-Right; NBLR = Shared Northbound Left-Right; SBTR = Shared Southbound Through-Right; SBR = Southbound Right.

1 Storage length is exceeded if the calculated distance is less than or equal to the storage length provided.
2 Based on 95th percentile queue length in SimTraffic 11.
3 Length measured from nearest driveway or intersection.
4 Length measured from the gore point of SR-67.

PREVIOUS COMMENTS FROM JUNE 2024 REVIEW WERE NOT ADDRESSED. COMMENTS STILL APPLY

Adjust 95th percentile after trip distributions have been updated.

Missing Table 19 that previously showed **Queuing Summary for Near Term Conditions (95th Percentile Queue). Resubmit this table and results.**

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S1-47

S1-48

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8.3.5 Social, Economic and Pedestrian Safety Benefits of Proposed Improvement Measures

The applicant has prepared a detailed memorandum (Appendix L) describing project's consistency, with the City's Mobility Element goals and policies as well as outlining its social and economic benefits. The memorandum provides reasons to accept deficient LOS at this intersection which include the following:

- **Feasibility of proposed improvement:** The free-right turn proposed by the project to the City and Caltrans would have improved the LOS to D; however, Caltrans has denied this request. The only improvement measure acceptable to Caltrans is the installation of the full roundabout. The construction of a roundabout was deemed economically infeasible, as described in the memo.
- **The effectiveness of non - automotive components of the circulation system would be maintained or improved as a result:** The project proposes to improve pedestrian circulation by installing a continuous sidewalk from N. Woodside Avenue on the east, through the street's intersection with the SR-67 Southbound Off-ramp and then connect to the existing sidewalk on Woodside Avenue on the west. Currently the sidewalk is discontinuous through the intersection, leaving pedestrians to traverse approximately 130 feet of unimproved shoulder between sidewalks. **Overriding economic benefits:** The project would generate substantial economic and social benefits to the City, its residents, and its businesses. In summary, the project would generate approximately $1.8M direct income to the City over a 10 year period. In addition, economically, the project would generate $23.5M in wages paid to construction workers and then upon completion $42.9M of labor income annually. See Appendix L for detailed calculation of these benefits.

  In addition, the project proposes to rehabilitate the pavement of N. Woodside Avenue starting from, on the west, where it meets the Caltrans right-of-way at the intersection of the SR-67 to the easternmost edge of the project driveway's intersection with N. Woodside Avenue, to the satisfaction of the City Engineer. In addition, the project will install approximately 1,240 SF of new roadway to fill in an unpaved area between the edge of the existing roadway and the new proposed sidewalk.

This section of Woodside Avenue has deteriorated over decades of use by local and through traffic, as well as from the truck traffic servicing the industrial park to the north of N. Woodside Avenue. By funding and performing the repaving work, the project will create a significant public benefit, improving street conditions for both City residents and businesses in the industrial park and relieving this financial burden from the City of Santee. Refer to Appendix J for a conceptual exhibit prepared by the applicant illustrating the proposed sidewalk and pavement rehabilitation at the N. Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp intersection and Appendix L for a detailed discussion on project's consistency with Mobility Element policies.

This improvement of widening and sidewalk installation triggers the ISOAP Policy which has superseded the ICE Policy . Previous reviews of this project also show that Caltrans has informed the applicant that this project triggered the ICE Policy which an ICE Report had already been approved for the Hybrid Roundabout in the past.

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and Mitigation Measure

The proposed project would result in a traffic effect at the N. Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp intersection, under Existing plus Project, Near Term plus Project and Buildout plus Project conditions. As explained in Section 8.3, **PDF-TRA-1 Multi-modal Intersection Improvements will be implemented, consistent with City's Mobility** Element goals and policies as well as social and economic benefits in lieu of improving delay at the intersection:

PDF-TRA-1 Multi-modal Intersection Improvements: Prior to the issuance of a building permit, the project applicant will pay its traffic impact fees to the satisfaction of the City Engineer. Prior to the Certificate of Occupancy, the project will construct a new on-site sidewalk to connect the main entrance of the building with the existing sidewalk on N. Woodside Avenue. The project applicant will also rehabilitate the pavement with a full width and adequate structural section of N. Woodside Avenue starting from, on the west, where it meets the Caltrans right of way at the intersection of the SR-67 to the eastern most edge of the project **driveway's intersection with N. Woodside Avenue, to the satisfaction of the** City Engineer. The project applicant will also install approximately 1,240 SF of new roadway to fill in an unpaved area between the edge of the existing roadway and the new proposed sidewalk near N. **Woodside Avenue's intersection with the SR-67. The project will install "KEEP CLEAR'" pavement** markings west of this intersection to maintain vehicular ingress and egress to/from the Mission Del Magnolia community to eastbound Woodside Avenue.

The following mitigation measures would be implemented to reduce the project's VMT impact described in Section 4:

MM TRA 1 Trip Reduction Program: Prior to the issuance of first Certificate of Occupancy, the project tenant will prepare a Trip Reduction program. The program shall include the following components:

1. **Implement Commute Trip Reduction Marketing:**
   a. Set-up a Transportation Kiosk, either physically on-site or online, with transportation information that employees could access at work or on their smart phones or personal computers. If an online kiosk, information can be available on the company's website (or intranet, or internal website). The project developer or property manager will have responsibility for setting up and maintaining the information center. The Transportation Kiosk will have site-specific information about all the measures, services, and facilities discussed in this Program. In addition, the information center will include:
   b. A summary of local bus routes and local bicycle facilities to provide further information about their routes and schedules and the incentive programs available to transit users.
   c. Information about ride matching services (SANDAG - Bike Services) and on-site ride matching) and the incentive programs available to carpools.
   d. Information about services such as Uber, Lyft, and other on-demand transportation services.
   e. A local bikeways map and bicycling resources
   f. Availability of bicycle parking such as lockers and amenities including bike pumps, repair stations, full coverage lighting and security cameras.

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g. Information about bicycle education classes taught by certified league instructors from the San Diego County Bicycle Coalition.

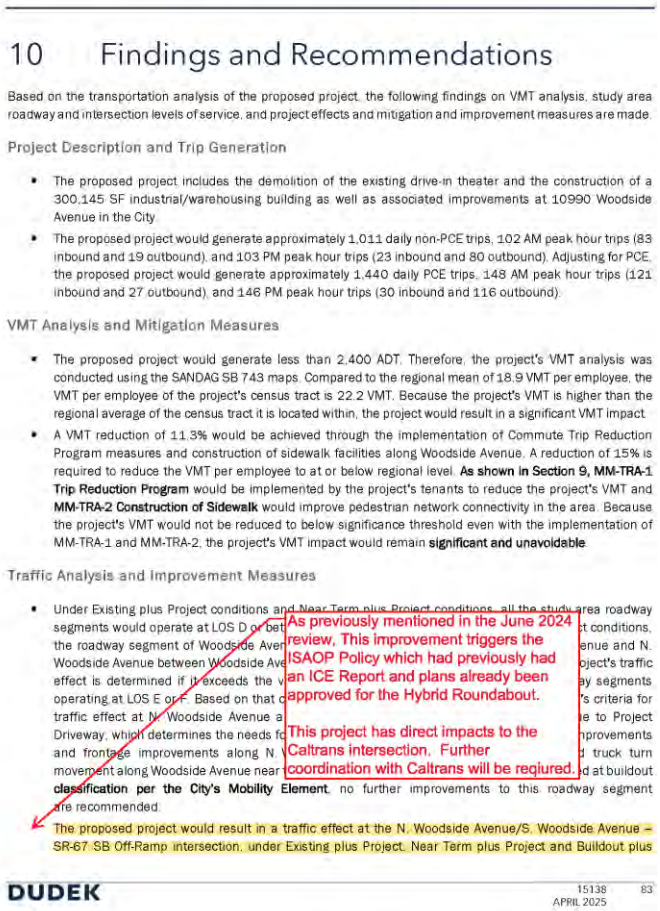
2. **Provide Ridesharing Program:** The project tenant will promote ride-sharing programs through a multi-faceted approach, such as designating a certain percentage of parking spaces for ride-sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles, and/or providing a website or message board for coordinating rides. A designated employee may partner with SANDAG to use programs such as SANDAG Vanpool, Employer Commuter Program and Guaranteed Ride Home.
3. **Implement Subsidized or Discounted Transit Program:** The project tenant would provide or reimburse the cost of monthly transit passes (such as Pronto card or mobile app) to the employees who use bus or rail transit to work to create incentive programs that reward employees for utilizing non-single occupancy vehicles to commute.
4. **Provide End of Trip Bicycle Facilities:** The project will provide at least 15 bicycle parking spaces per City's parking code requirement[7]. Where possible, appropriate designed electrical outlets will be included near the bicycle racks for charging electric bicycles (E-bikes).

MM TRA 2 Construction of Sidewalk: The Project will construct a new on-site sidewalk to connect the main entrance of the building with the existing sidewalk on N. Woodside Avenue. Together, with the sidewalk constructed per **PDF-TRA-1**, this will be a total of 990 linear feet of new sidewalk.

There is no table that shows the direct impacts being mitigated with the proposed widening and sidewalk. The TIS fails to show how the roadway widening and sidewalk installation bring the LOS back to a LOS D or better.

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[7] Per City's code 5% of motorized parking should be bicycle parking, therefore 5% of 301 car parking spaces = 15 bicycle parking spaces.



10 Findings and Recommendations

Based on the transportation analysis of the proposed project, the following findings on VMT analysis, study area roadway and intersection levels of service, and project effects and mitigation and improvement measures are made.

Project Description and Trip Generation

- The proposed project includes the demolition of the existing drive-in theater and the construction of a 300,145 SF industrial/warehousing building as well as associated improvements at 10990 Woodside Avenue in the City.
- The proposed project would generate approximately 1,011 daily non-PCE trips, 102 AM peak hour trips (83 inbound and 19 outbound), and 103 PM peak hour trips (23 inbound and 80 outbound). Adjusting for PCE, the proposed project would generate approximately 1,440 daily PCE trips, 148 AM peak hour trips (121 inbound and 27 outbound), and 146 PM peak hour trips (30 inbound and 116 outbound).

VMT Analysis and Mitigation Measures

- The proposed project would generate less than 2,400 ADT. Therefore, the project's VMT analysis was conducted using the SANDAG SB 743 maps. Compared to the regional mean of 18.9 VMT per employee, the VMT per employee of the project's census tract is 22.2 VMT. Because the project's VMT is higher than the regional average of the census tract it is located within, the project would result in a significant VMT impact.
- A VMT reduction of 11.3% would be achieved through the implementation of Commute Trip Reduction Program measures and construction of sidewalk facilities along Woodside Avenue. A reduction of 15% is required to reduce the VMT per employee to at or below regional level. **As shown in Section 9, MM-TRA-1 Trip Reduction Program** would be implemented by the project's tenants to reduce the project's VMT and **MM-TRA-2 Construction of Sidewalk** would improve pedestrian network connectivity in the area. Because the project's VMT would not be reduced to below significance threshold even with the implementation of MM-TRA-1 and MM-TRA-2, the project's VMT impact would remain **significant and unavoidable**.

Traffic Analysis and Improvement Measures

- Under Existing plus Project conditions and Near Term plus Project conditions, all the study area roadway segments would operate at LOS D or bet ct conditions, the roadway segment of Woodside Aven enue and N. Woodside Avenue between Woodside Ave oject's traffic effect is determined if it exceeds the v ay segments operating at LOS E or F. Based on that c 's criteria for traffic effect at N. Woodside Avenue a e to Project Driveway, which determines the needs fo nprovements and frontage improvements along N. V d truck turn movement along Woodside Avenue near d at buildout **classification per the City's Mobility Element**, no further improvements to this roadway segment are recommended.
- The proposed project would result in a traffic effect at the N. Woodside Avenue/S. Woodside Avenue – SR-67 SB Off-Ramp intersection, under Existing plus Project, Near Term plus Project and Buildout plus

As previously mentioned in the June 2024 review, This improvement triggers the ISAOP Policy which had previously had an ICE Report and plans already been approved for the Hybrid Roundabout.

This project has direct impacts to the Caltrans intersection. Further coordination with Caltrans will be required.

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Project conditions, **PDF-TRA-1 Multi-modal Intersection Improvements (see Section 9)** will be implemented, consistent with **City's Mobility Element** goals and policies as well as social and economic benefits in lieu of improving delay at the intersection:

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- The project would construct a dedicated eastbound left turn lane at the Project Access Driveway/ N. Woodside Avenue. The project access driveway will be designed per City specifications for commercial driveways. The project would be responsible for constructing frontage improvements including sidewalks along the northern side of Woodside Avenue and connect to the existing sidewalk along N. Woodside Avenue. The project would also install crosswalks to improve pedestrian circulation at the Project Access Driveway/N. Woodside Avenue.

11 References

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