Appendix E Traffic Impact Analysis

Appendices

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TRAFFIC IMPACT ANALYSIS

FOR THE PROPOSED

BEYER COMMUNITY RESOURCE CENTER

SAN YSIDRO

Prepared for

SAN YSIDRO SCHOOL DISTRICT
&
PLACEWORKS

Prepared by

GARLAND ASSOCIATES
16787 Beach Boulevard, Suite 234
Huntington Beach, CA 92647
714-330-8984

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TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

I.
INTRODUCTION AND STUDY METHODOLOGY

This report summarizes the results of a traffic/transportation impact analysis that was conducted for the Beyer Community Resource Center proposed by San Ysidro School District on the east side of East Beyer Boulevard in the San Ysidro area of San Diego. The project site is bounded by East Beyer Boulevard on the west, Filoi Avenue and a residential neighborhood on the north, and undeveloped land areas on the south and east. The site was previously occupied by a school that has since been demolished.

The proposed project involves the construction of a building that will house a family resource center, a community event center, a multi-purpose room, offices, and conference rooms. The project site will also have athletic fields, hard courts, and a parking lot. A map showing the location of the project site is provided on Figure 1.

An analysis has been conducted to evaluate the traffic/transportation impacts of the proposed project. The methodology for the traffic study, in general, was to address the transportation issue areas of the CEQA environmental checklist, which includes an evaluation of the project's impacts on 1) transit, roadway, bicycle, and pedestrian facilities, 2) vehicle miles traveled (VMT), 3) increased hazards or incompatible uses, and 4) emergency access. The study also addresses the proposed safety and operational characteristics of the proposed access/circulation features.

To establish the existing conditions, an inventory was taken of the streets, sidewalks, bike lanes, and public transit routes in the vicinity of the project site. The inventory included physical features such as the number of lanes, types of traffic control devices, and crosswalk locations. The volumes of traffic that would be generated by the proposed facilities were quantified to determine the impacts of the project on traffic volumes.

Traffic volumes on the streets in the vicinity of the project site were quantified for the following scenarios: existing conditions (2025), existing conditions plus the proposed project, future baseline conditions without the proposed project for the target year of 2027, and future conditions with the proposed project. The year 2027 was used for the future target year as that is anticipated to be the year of completion for the proposed project.

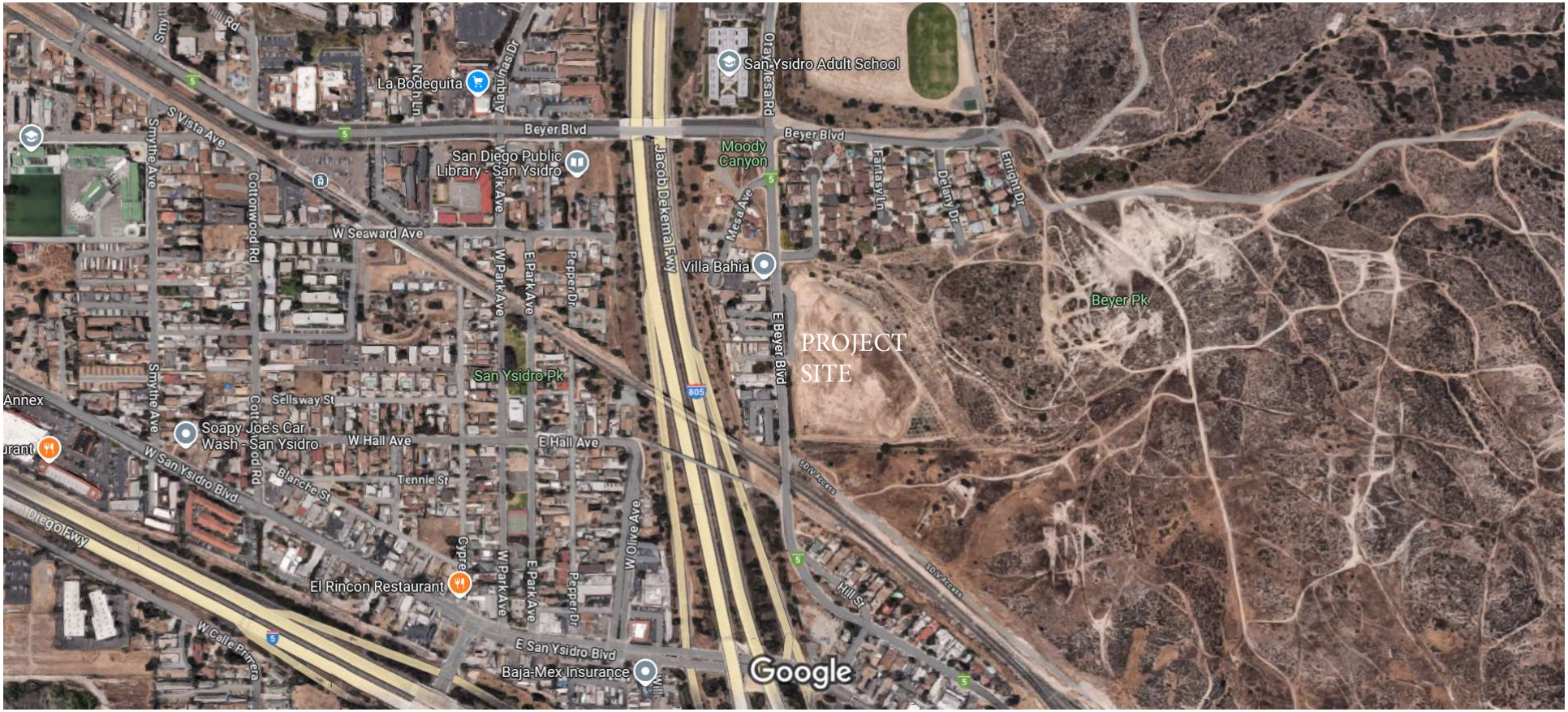

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FIGURE 1
LOCATION MAP
BEYER COMMUNITY RESOURCE CENTER
SAN YSIDRO SCHOOL DISTRICT

II.
EXISTING TRAFFIC/TRANSPORTATION CONDITIONS

The street network in the vicinity of the project site (which includes sidewalks and on-street parking areas), an inventory of the types of traffic control devices and crosswalk locations, and the nearby bus transit routes are described below.

Street Network

The streets that provide access to the proposed project area include East Beyer Boulevard, Otay Mesa Road, and Beyer Boulevard. The following paragraphs provide a brief description of the characteristics of these streets.

East Beyer Boulevard

East Beyer Boulevard is a two lane north-south street that abuts the west side of the project site. It has sidewalks and parking on both sides of the street and there are no bike lanes on East Beyer Boulevard.

There are two driveways on the east side of East Beyer Boulevard that provide access to the project site. These driveways provided access to the school that previously occupied the project site and are intended to be used to access the proposed project site with potential modifications. The speed limit on East Beyer Boulevard is 30 miles per hour (mph).

Otay Mesa Road

Otay Mesa Road is a two lane north-south street that is the northerly continuation of East Beyer Boulevard north of Beyer Boulevard. It has sidewalks on both sides of the street and parking is prohibited on both sides of the street. There are no bike lanes on Otay Mesa Road and the speed limit is 30 mph.

Beyer Boulevard

Beyer Boulevard is an east-west street located approximately 550 feet north of the project site. West of East Beyer Boulevard/Otay Mesa Road, it has sidewalks and parking along both sides of the street. East of East Beyer Boulevard/Otay Mesa Road, it has a sidewalk and parking on the south side of the street and no sidewalk on the north side of the street. Parking on the north side occurs on the shoulder. There are no bike lanes on Beyer Boulevard and the speed limit is 30 mph.

Traffic Control and Crosswalks

The existing traffic control devices and crosswalks at the study area intersections are shown in Table 1.

TABLE 1
EXISTING TRAFFIC CONTROL DEVICES & CROSSWALKS

Intersection	*Traffic Control*	*Crosswalks*
East Beyer Blvd/Otay Mesa Road at Beyer Blvd	Traffic Signal	On All Four Legs
East Beyer Blvd at South Site Access Driveway	No Traffic Control	On South Leg

Bus Transit Service

San Diego Metropolitan Transit System (MTS) operates Routes 906 and 907 along San Ysidro Boulevard and the bus stop nearest to the project site is at the intersection of San Ysidro Boulevard and Center Street approximately one-quarter mile south of the project site. The MTS Blue Line trolley also runs near the project site as it crosses East Beyer Boulevard approximately 150 feet south of the project site. The Blue Line does not, however, have a convenient trolley station near the project site.

III.
TRAFFIC IMPACT ANALYSIS

This section summarizes the analysis of the proposed project's impacts on study area traffic/transportation conditions. First is a discussion of the significance standards followed by a discussion of project generated traffic volumes and the impact on daily traffic volumes. This is followed by an analysis of the project's proposed access and circulation features and the impacts associated with non-motorized transportation (pedestrians and bicycles). Then the findings relative to the CEQA transportation issues are presented.

Standards of Significance

With regard to the CEQA thresholds of significance, Appendix G of the CEQA Guidelines states that a project would normally have a significant effect on the environment if the project could:

a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities,

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), which addresses vehicle miles traveled (VMT),

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), or

d) Result in inadequate emergency access.

Project Generated Traffic

The volumes of traffic that would be generated by the proposed project were determined in order to estimate the impacts of the project on the study area streets. Based on information provided by District staff, the proposed facilities would have 25 to 35 employees on a typical day. The number of attendees/participants at the facilities would range from 5 to 15 people on an average day and up to 200 people on a peak day of activity. The trip generation rates and the anticipated volumes of traffic that would be generated by the facilities are shown in Table 2 for an average day and a peak day of activity.

Table 2 indicates that the facility would generate an estimated 132 vehicle trips per day on an average day of activity and 317 trips per day on a peak day of activity.

TABLE 2
PROJECT GENERATED TRAFFIC

Facility/Category	*Daily Traffic*
TRIP GENERATION RATES*	
Community Resource Center	
Vehicle Trips per Employee	3.33
Vehicle Trips per Attendee/Participant	1.0
GENERATED TRAFFIC VOLUMES	
Average Day	
35 Employees	117
15 Attendees/Participants	15
Total Trips	132
Peak Day	
35 Employees	117
200 Attendees/Participants	200
Total Trips	317

*NOTE: The trip generation rate for employees is from the Institute of Transportation Engineers *Trip Generation Manual* for the general office land use category. The trip generation rate for attendees/participants is based on the assumption that there would be an average occupancy of two people per vehicle with one inbound and one outbound trip.

Impacts on Daily Traffic Volumes

To quantify the increase in traffic volumes on each nearby street associated with the project, the project generated traffic shown in Table 2 was geographically distributed onto the street network using the following directional percentages. This distribution assumption is based on the layout of the existing street network, the District's attendance boundaries, and observations at the project site.

DISTRIBUTION OF PROJECT GENERATED TRAFFIC

- Beyer Boulevard west of East Beyer Boulevard/Otay Mesa Road 40%
- Beyer Boulevard east of East Beyer Boulevard/Otay Mesa Road 1%
- Otay Mesa Road north of Beyer Boulevard 29%
- East Beyer Boulevard south of the project site 30%

The impacts of the project on daily traffic volumes are shown in Table 3 for East Beyer Boulevard, Otay Mesa Road, and Beyer Boulevard. The existing conditions scenario and the year 2027 baseline scenario are shown. The daily traffic volume on East Beyer Boulevard north of the project site, for example, would increase from 7,030 vehicles per day (vpd) for existing conditions to 7,122 vpd with the project on an average day of activity, which is an increase of 92 vehicles per day. On a peak day of activity, the traffic volume would increase by 222 vehicles to 7,252 vpd.

The year 2027 was used for the future baseline scenario because it is anticipated to be the first year that the proposed project would be occupied. The year 2027 traffic volumes were estimated by expanding the existing traffic volumes by two percent (one percent per year for two years).

TABLE 3
PROJECT IMPACT ON DAILY TRAFFIC VOLUMES

Street/Location	*Without Project*	*Project Traffic Average Day*	*With Project Average Day*	*Project Traffic Peak Day*	*With Project Peak Day*
EXISTING CONDITIONS AS BASELINE					
East Beyer Boulevard					
North of Project Site	7,030	92	7,122	222	7,252
South of Project Site	3,760	40	3,800	95	3,855
Otay Mesa Road					
North of Beyer Boulevard	5,110	38	5,148	92	5,202
Beyer Boulevard					
West of Beyer Blvd/Otay Mesa Rd	7,510	53	7,563	127	7,637
East of Beyer Blvd/Otay Mesa Rd	560	1	561	3	563
YEAR 2027 AS BASELINE					
East Beyer Boulevard					
North of Project Site	7,170	92	7,262	222	7,392
South of Project Site	3,840	40	3,880	95	3,935
Otay Mesa Road					
North of Beyer Boulevard	5,210	38	5,248	92	5,302
Beyer Boulevard					
West of Beyer Blvd/Otay Mesa Rd	7,660	53	7,713	127	7,787
East of Beyer Blvd/Otay Mesa Rd	570	1	571	3	573

Proposed Access/Circulation Features

The site plan for the proposed project indicates that a rectangular parking lot will be provided on the west side of the property adjacent to East Beyer Boulevard and south of the community resource center building. Access to the parking lot will be provided by two driveways on East Beyer Boulevard: one at the north end and one at the south end of the parking lot. The driveways will accommodate inbound and outbound vehicles. A drop-off/pick-up area will be located on the north side of the parking lot adjacent to the building. People that are dropped off and picked up at this location can access the building without crossing the path of moving vehicles.

Non-Motorized Transportation and Transit

The proposed project would generate a demand for non-motorized travel as some employees and participants would travel to and from the facility as pedestrians or on bicycles. East Beyer Boulevard, Otay Mesa Road, and Beyer Boulevard west of Otay Mesa Road have sidewalks on both sides of the street and Beyer Boulevard east of Otay Mesa Road has a sidewalk on the south side of the street. The signalized intersection of East Beyer Boulevard/Otay Mesa Road at Beyer Boulevard is equipped with painted crosswalks and pedestrian crossing signals and a painted crosswalk is in place on East Beyer Boulevard at the project site's south driveway. So pedestrian travel is well accommodated. There are, however, no bike lanes on the streets in the project vicinity.

With regard to public transit, San Diego Metropolitan Transit System (MTS) operates Routes 906 and 907 along San Ysidro Boulevard and the bus stop nearest to the project site is at the intersection of San Ysidro Boulevard and Center Street approximately one-quarter mile south of the project site. It is anticipated that some of the patrons would use a bus to travel to and from the proposed facility. It is not anticipated that ridership on the bus routes would be noticeably affected by the proposed project.

Findings Relative to CEQA Transportation Issues

For the transportation analysis, Appendix G of the CEQA Guidelines states that a proposed project could have a significant effect on the environment if the project would:

a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities,

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), which addresses vehicle miles traveled (VMT),

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), or

d) Result in inadequate emergency access.

The findings regarding each of these issues are presented in the following sections.

Issue: Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

CEQA Finding: No Impact

The Mobility Element of the City of San Diego General Plan states that its overall purpose is to improve mobility through the development and operation of a balanced, well connected, safe, sustainable, and equitable multimodal transportation system for people to safely, conveniently, and enjoyably move around. The document also includes specific goals and policies for each mobility category. The categories in the Mobility Element that are applicable to the proposed project include walkable communities, bicycling, shared use mobility, transit, complete streets, and parking/curb use management.

The proposed project is consistent with the goals and policies presented in the Mobility Element and the project would not adversely affect the performance of any roadway, transit, or non-motorized (pedestrian and bicycle) transportation facilities. Based on the traffic analysis, the discussion of non-motorized transportation and transit, and a review of the Mobility Element of the City's General Plan, the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Issue: Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), which addresses vehicle miles traveled (VMT).

CEQA Finding: Less Than Significant Impact

Vehicle delays and levels of service (LOS) have historically been used as the basis for determining the significance of traffic impacts as standard practice in California Environmental Quality Act (CEQA) documents. On September 27, 2013, SB 743 was signed into law, starting a process that fundamentally changed transportation impact analyses as part of CEQA compliance. SB 743 eliminated auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as the sole basis for determining significant impacts under CEQA. As part of the current CEQA Guidelines, the criteria "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses" (Public Resources Code Section 21099(b)(1)). Pursuant to SB 743, the California Natural Resources Agency adopted revisions to the CEQA Guidelines on December 28, 2018, to implement SB 743. CEQA Guidelines Section 15064.3 describes how transportation impacts are to be analyzed after SB 743. Under the Guidelines, metrics related to "vehicle miles traveled" (VMT) were required beginning July 1, 2020, to evaluate the significance of transportation impacts under CEQA for development projects, land use plans, and transportation infrastructure projects. State courts ruled that under the Public Resources Code Section 21099, subdivision (b)(2), "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment" under CEQA, except for roadway capacity projects.

The City of San Diego's "Transportation Study Manual" (09/19/2022) includes screening criteria that can be used to identify when a proposed land development project is anticipated to result in a less than significant VMT impact. The document states that a project is presumed to have a less than significant impact on VMT if the project is a locally serving public facility. As the proposed project is a public school district-owned facility providing community resources, it is in the locally serving public facility category. The document indicates that land uses in the locally serving public facility category can be screened from requiring a detailed VMT analysis. Based on these guidelines, this project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and would have a less than significant VMT impact.

Issue: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

CEQA Finding: Less Than Significant Impact

The proposed project would not provide any on- or off-site access or circulation features that would create or increase any design hazards or incompatible uses. Access to the project site would be provided by the two existing driveways on the east side of East Beyer Boulevard. There would be no roadway improvements in the public right-of-way other than potential driveway enhancements and all improvements within the project site would be consistent with the criteria of the California Division of the State Architect.

The increased levels of traffic, the increased number of pedestrians, and the increased number of vehicular turning movements that would occur at the driveways and at the nearby intersections would result in an increased number of traffic conflicts and a corresponding increase in the probability of an accident occurring. These impacts would not be significant, however, because the streets, intersections, and driveways are designed to accommodate the anticipated levels of vehicular and pedestrian activity. These streets and intersections have historically been accommodating school-related traffic on a daily basis for the former school. The proposed project would be compatible with the design and operation of a school-related facility and the proposed project would not result in any major modifications to the access features at the project site.

As the existing street network could readily accommodate the anticipated increase in vehicular, pedestrian, and bicycle activity, the proposed project would not substantially increase hazards due to a geometric design feature or incompatible uses.

Issue: Result in inadequate emergency access.

CEQA Finding: No Impact

Emergency access to the project site will be provided by two existing driveways on the east side of East Beyer Boulevard. The proposed access and circulation features at the project site, including the driveways, parking lots, on-site roadways, and fire lanes, would accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. The proposed project would be designed to accommodate emergency access to the community resource center building, the outdoor event space, and the athletic fields/courts. The access/circulation features at the project site are subject to and must satisfy the District's design requirements and would be subject to approval by the Fire Department and the California Division of the State Architect. Emergency vehicles could easily access the building and all other areas of the campus via on-site travel corridors. The proposed project would not, therefore, result in inadequate emergency access.

IV.
SUMMARY OF IMPACTS AND CONCLUSIONS

The key findings of the traffic impact analysis are presented below.

- The proposed facility would generate an estimated 132 vehicle trips per day on an average day of activity and 317 trips per day on a peak day of activity.

- An analysis of the traffic volumes on three streets in the vicinity of the project site indicates that the traffic generated by the proposed project would not result in a substantial increase in traffic volumes on the study area streets.

- CEQA threshold of significance T-1 asks if the proposed project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The analysis indicates that there would be **no impact** because:

  - The proposed project would not adversely affect the performance or safety of any transit or non-motorized transportation facilities (pedestrians and bicycles) and would not conflict with any adopted plans, policies, or programs relative to these alternative transportation modes.

  - The Mobility Element of the City of San Diego General Plan includes specific goals and policies for various mobility categories, including walkable communities, bicycling, shared use mobility, transit, complete streets, and parking/curb use management. The purpose of the Mobility Element is to improve mobility through the development and operation of a balanced, well connected, safe, sustainable, and equitable multimodal transportation system for people to safely, conveniently, and enjoyably move around. The proposed project is consistent with the goals and policies presented in the Mobility Element and would not conflict with a program, plan, ordinance, or policy of the General Plan, including transit, roadway, bicycle, and pedestrian facilities.

- CEQA threshold of significance T-2 asks if the proposed project would conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), which addresses vehicle miles traveled (VMT). The analysis indicates that the VMT impact would be less than significant because the proposed project is a locally serving public facility. The guidelines of the City of San Diego's "Transportation Study Manual" state that projects in this category would have a **less than significant impact** on VMT and can be screened from any further VMT analysis.

- CEQA threshold of significance T-3 asks if the proposed project would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). The analysis indicates that the streets, intersections, and driveways are designed to accommodate the anticipated levels of vehicular and pedestrian activity and have historically been accommodating school-related traffic generated by the school that previously occupied the site. The proposed project would be compatible with the

design and operation of the study area streets and would not result in any major modifications to the existing access features at the project site. The proposed project would not, therefore, substantially increase hazards due to a geometric design feature or incompatible uses and would have a **less than significant impact**.

- CEQA threshold of significance T-4 asks if the proposed project would result in inadequate emergency access. The proposed access and circulation features at the project site, including the driveways, parking lots, on-site roadways, and fire lanes, would accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. The proposed project would be designed to accommodate emergency access to the community resource center building, the outdoor event space, and the athletic fields/courts. The proposed project would not result in inadequate emergency access and there would be **no impact**.