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May 4, 2023

Mr. Tim Belzman
HELIX Environmental Planning, Inc.
7578 El Cajon Boulevard
La Mesa, CA 91942

LLG Reference: 3-23-3727

Subject: **La Mesa Waite Drive Park – Transportation Assessment**
City of La Mesa

Dear Mr. Belzman:

Linscott, Law and Greenspan, Engineers (LLG) has prepared this transportation assessment letter report for the proposed La Mesa Waite Drive Park project (hereafter referred to as the Project) located at 7410 Waite Drive in the City of La Mesa. The Project involves the redevelopment of a vacant and disturbed site into a community park. The proposed park would encompass the entirety of the 2.84-acre site and would include amenities such as a nature-themed playground, a tot lot playground area, a dog run with a decomposed granite surface, a large lawn area, a fitness zone, a shade structure with picnic tables, and a half-court basketball court. The site is located on the northwest corner of the Murray Hill Road / Waite Drive intersection. One full-access driveway would be provided on Waite Drive.

The purpose of this letter report is to conduct a transportation assessment including a VMT assessment for the Project. Included in this letter report are the following:

- Existing Conditions
- Existing Traffic Volumes
- Project Trip Generation, Distribution and Assignment
- Existing + Project Traffic Volume Forecast
- Access Analysis
- Active Transportation Discussion
- Vehicle Miles Traveled (VMT) Assessment

***Figure 1*** shows the Project Area Map. ***Figure 2*** shows the Project site plan.

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## EXISTING CONDITIONS

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

**Murray Hill Road** is classified as a Local Collector on the *City of La Mesa General Plan Circulation Element*. Murray Hill Road is currently constructed as a two-lane undivided roadway. Curbside parking is not permitted. The posted speed limit is 35 mph.

**Waite Drive** is classified as a Local Collector on the *City of La Mesa General Plan Circulation Element*. Waite Drive is currently constructed as a two-lane undivided roadway. Curbside parking is permitted on both sides of the roadway. The posted speed limit is 30 mph.

***Figure 3*** shows the Existing Conditions Diagram

## EXISTING TRAFFIC VOLUMES

Street segment average daily traffic (ADT) volume counts were conducted at the study area street segments on Tuesday, May 2, 2023, when schools were in session.

***Figure 4*** shows the Existing traffic volumes.

## PROJECT TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

Trip generation rates for the 2.84-acre park was taken from the *SANDAG (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002*, to determine the traffic generated by the proposed Project. The trip generation rate for developed park (50 trips / acre) was utilized. ***Table A*** shows the forecast trip generation for the Project. As shown in *Table A*, the Project is calculated to generate 142 ADT.

**Table A**
**Trip Generation**

| Land Use | Size | Daily Trip Ends (ADTs) | |
|---|---|---|---|
| | | Rate [a] | Volume |
| Neighborhood Park | 2.84 acres | 50 / acre[b] | 142 |

***Footnotes:***

a. Rates are based on the *SANDAG's (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002.*

b. Rates are based on city park (developed) rate of 50/acre.

The Project traffic was distributed and assigned along Murray Hill Road and Waite Drive based on the site location and anticipated traffic patterns to and from the site. Based on the above, 50% of the Project trips were assumed to utilize both roadways.

***Figure 5*** shows the Project traffic distribution and volumes.

### EXISTING + PROJECT TRAFFIC VOLUMES

The distributed and assigned Project traffic volumes along Murray Hill Road and Waite Drive were added onto the existing traffic volumes to obtain Existing + Project traffic volumes.

***Figure 6*** shows the Existing + Project traffic volumes.

### ACCESS ANALYSIS

As shown in *Figure 2*, one full-access driveway would be provided on Waite Drive. As shown in *Table A*, 142 vehicular trips are calculated to utilize the driveway on a typical weekday. Given the low traffic volume traversing along Waite Drive, no traffic issues are anticipated at the Project driveway.

### ACTIVE TRANSPORTATION

#### *Bicycle Network*

Currently, the City of La Mesa provides Class II Bike Lanes on Murray Hill Road and Class III Bike Routes on Waite Drive. Per the *City of La Mesa Bicycle Facilities and Alternative Transportation Plan*, there are no plans to add or alter bicycle facilities within the Project vicinity.

#### *Pedestrian Network*

Contiguous sidewalks are provided on both sides of Murray Hill Road and Waite Drive. Per the *City of La Mesa Bicycle Facilities and Alternative Transportation Plan*, there are no plans to add or alter sidewalks within the Project vicinity.

#### *Transit Network*

Transit service is provided to the area via San Diego Metropolitan Transit System (MTS). The nearest bus stops are located half a mile south of the Project site, along Broadway. Routes 856 and 936 are served by these bus stops.

**Bus Route 856** provides bus services along College Avenue, Broadway, Sweetwater Road and Jamacha Boulevard with 30-minute headways during the weekdays and 1-hour headways during the weekends.

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**Bus Route 936** provides bus services along College Avenue, Broadway, Skyline Drive, Jamacha Road and Sweetwater Road with 30-minute headways during both weekdays and weekends.

### VEHICLE MILES TRAVELED (VMT) ASSESSMENT

The City of La Mesa is in the process of preparing City-specific standards for conducting VMT analysis, and guidelines have not yet been adopted at this time. An analysis was conducted using the *ITE Guidelines for Transportation Impact Studies in the San Diego Region, dated May 2019*.

Per the ITE guidelines, a VMT analysis for CEQA purposes will be required if a project equals to or exceeds 500 ADT or 1,000 ADT (depending on whether the project is consistent with the adopted General Plan). As shown in *Table A*, the Project is calculated to generate 142 ADT. Therefore, a VMT analysis is not required, and the Project is therefore presumed to have a less-than-significant VMT impact.

Please let us know if you have any questions. Thank you.

Sincerely,

**Linscott, Law & Greenspan, Engineers**

John Boarman, P.E.
Principal

Renald Espiritu
Transportation Engineer III

cc: File

### FIGURES

*Figure 1*: Project Area Map
*Figure 2*: Project Site Plan
*Figure 3*: Existing Conditions Diagram
*Figure 4*: Existing Traffic Volumes
*Figure 5*: Project Traffic Distribution and Volumes
*Figure 6*: Existing + Project Traffic Volumes

### TABLES

*Table A*: Project Trip Generation

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Figure 1

## Project Area Map

LA MESA WAITE DRIVE PARK

## Main site elements

1 - Nature-themed playground
2 - Tot lot playground area
3 - Dog run with decomposed granite surface
4 - Lawn
5 - Fitness zone
6 - Shade structure with picnic tables
7 - Half-court basketball court
8 - Site-wide 8′ wide accessible concrete walking loop
9 - Family style restroom with accessible outdoor sink and water station. Maintenance storage on the back side.

## Accessibility & furnishings

10 - 13 parking spaces including 2 accessible parking spaces
11 - Elevated wooden ramp and concrete stairs
12 - Park monument signage
13 - Opportunities for public art, typ.
14 - Trash enclosure with trellis cover
15 - Benches with backs, typ.
16 - Picnic tables, typ.
17 - Bike racks
18 - Existing trees to remain
19 - Slope direction
20 - Approximate elevations

## Screening & fencing

21 - Landscape buffer and bio-basins
22 - Tree grove buffer along west property edge
23 - 3.5′ ht. lodge-pole fence at Waite Dr. and Murray Hill Rd.
24 - 5′ ht. decorative black wrought iron fence at dog run
25 - 6′ ht. black vinyl chainlink fence at north property line
26 - 6′ ht. wood fence along west property line
27 - 8′ ht. wood fence along northwest property line
28 - Score joints
PA - Planting area: native and low water use shrubs, groundcover, and trees

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Figure 2

# Site Plan

LA MESA WAITE DRIVE PARK

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Figure 3

## Existing Conditions Diagram

LA MESA WAITE DRIVE PARK

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Figure 4

## Existing Traffic Volumes

LA MESA WAITE DRIVE PARK

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Figure 5

## Project Traffic Distribution & Traffic Volumes

LA MESA WAITE DRIVE PARK

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Figure 6

## Existing + Project Traffic Volumes

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