

Appendix C Transportation Impact Analysis

Appendix

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TRAFFIC/TRANSPORTATION IMPACT ANALYSIS
FOR THE PROPOSED
PALM STREET EARLY EDUCATION CENTER & DISTRICT OFFICE

Prepared for
LEMON GROVE SCHOOL DISTRICT
&
PLACEWORKS

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I.

INTRODUCTION AND STUDY METHODOLOGY

This report summarizes the results of a traffic/transportation impact analysis that was conducted for the early education center and District office proposed by the Lemon Grove School District at 8425 Palm Street in Lemon Grove. The project site is located on the south side of Palm Street east and west of Golden Avenue. The project location is shown on Figure 1 and the proposed site plan is shown on Figure 2.

The District offices will occupy existing District-owned buildings that are located on the east side of the project site. This area of the campus will also house a special education/transitional education facility. These buildings were previously occupied by Liberty Charter High School and Palm Middle School. The early education center will occupy the area on the west side of the project site, which is currently used for solar panels and scattered parking.

An analysis has been prepared to evaluate the traffic/transportation impacts of the proposed project. The methodology for the traffic study, in general, was to 1) establish the existing baseline traffic conditions on the streets that provide access to the project site, 2) project the future baseline traffic conditions for the first full year of operation for the proposed project (year 2026), 3) estimate the levels of traffic that would be generated by the proposed educational and office facilities, 4) conduct a comparative analysis of traffic conditions with and without the proposed facilities, and 5) evaluate vehicle miles traveled (VMT); vehicle, pedestrian, and bicycle safety issues; and emergency access.

The traffic analysis is based on morning peak hour traffic volumes on the streets and intersections in the project area because traffic that is generated by a school in the morning generally coincides with the morning commuter peak period. The afternoon peak period was not evaluated because the afternoon peak hour of traffic activity for a school does not typically coincide with the commuter peak hour on the roadway network. The afternoon commuter peak period generally occurs from approximately 5:00 to 6:00 p.m., while a school generally experiences its peak traffic activity between 2:00 and 3:00 p.m. when the background traffic volumes are relatively light (as compared to the peak hours).

The traffic analysis addresses the impacts at six intersections in the vicinity of the project site, which are shown on Figure 3. The study area intersections and the type of traffic control at each intersection are listed below in Table 1. All of the intersections are in the jurisdiction of the City of Lemon Grove.

TABLE 1
STUDY AREA INTERSECTIONS

<i>Intersection</i>	<i>Traffic Control</i>
Palm Street/Skyline Drive	Traffic Signal
Palm Street/Washington Street	4-Way Stop Signs
Palm Street/Golden Avenue - Site Access Driveway	Traffic Signal
Palm Street/Site Exit Driveway	Traffic Signal
Palm Street/Camino de Las Palmas	Stop Sign on Camino de Las Palmas
Troy Street/Sweetwater Road	Traffic Signal

The traffic impact analysis is based on an evaluation of the levels of service at the affected study area intersections. Level of service (LOS) is an industry standard by which the operating conditions of a roadway segment or an intersection are measured. LOS is defined on a scale of A through F with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. LOS A is characterized as having free flowing traffic conditions with no restrictions on maneuvering or operating speeds, where traffic volumes are low and travel speeds are high. LOS F is characterized as having forced flow with many stoppages, delays, and low operating speeds.

According to the City of Lemon Grove General Plan Mobility Element, LOS A through D represents acceptable conditions, while LOS E and F represent congested, unacceptable conditions. The levels of service at the study area intersections were determined by using the Highway Capacity Manual methodology, which is consistent with the guidelines for traffic impact studies from the County of San Diego “Transportation Study Guidelines.” The City of Lemon Grove does not have a guidelines document for traffic/transportation studies.

The levels of service for the intersections in the vicinity of the proposed project were analyzed for the following scenarios:

- Existing conditions
- Existing conditions plus the proposed project traffic
- Future baseline conditions without the proposed project for the target year of 2026
- Future conditions with the proposed project.

The year 2026 was used for the future target year as that is anticipated to be the first full year of operation for the proposed project.

In addition to the intersection level of service analysis, the study addresses 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) safety hazards, and 4) emergency access.

II. BASELINE TRAFFIC CONDITIONS

The roadway network in the vicinity of the project site, the existing and future baseline traffic volumes, and the levels of service at the affected study area intersections are described below.

Street Network

The streets that provide access to the proposed project area include Palm Street, Troy Street, Skyline Drive, Washington Street, Golden Avenue, Camino de Las Palmas, and Sweetwater Road. The following paragraphs provide a brief description of the characteristics of these streets. A figure showing the study area street network and the roadway characteristics is provided as Figure 3.

Palm Street

Palm Street adjacent to and west of the project site is a two lane east-west street that abuts the north side of the campus. It has parking and bike lanes on both sides of the street and a sidewalk on the south side of the street. Between the school site and Camino de Las Palmas, Palm Street has two eastbound lanes and one westbound lane with bike lanes on both sides of the street and a sidewalk on the south side. This segment of Palm Street does not have on-street parking. There are two driveways on the south side of Palm Street that provide access to project site's parking lots; an entry driveway that aligns with Golden Avenue and an exit driveway at the northeast corner of the project site. The speed limit on Palm Street is 40 miles per hour (mph), but with a reduced school speed limit of 25 mph when children are present.

Troy Street

Troy Street, which is the continuation of Palm Street east of Camino de Las Palmas, is a four lane east-west street that crosses the State Route 125 freeway. It has bike lanes on both sides of the street and a sidewalk on the south side of the street with no on-street parking. The speed limit on Troy Street is 40 mph west of Sweetwater Road and 35 mph east of Sweetwater Road, where the street narrows to two lanes.

Skyline Drive

Skyline Drive is a two lane north-south street that intersects with Palm Street approximately one-third of a mile west of the project site. It has bike lanes and parking on both sides of the street. There are sidewalks on both sides of Skyline Drive south of Palm Street and no sidewalks north of Palm Street. The speed limit on Skyline Drive is 40 mph south of Palm Street and 35 mph north of Palm Street.

Washington Street

Washington Street is a two lane north-south street located approximately 850 feet west of the project site. There are no sidewalks or bike lanes on Washington Street and parking is provided along the shoulders adjacent to the pavement. The speed limit on Washington Street is 25 mph.

Golden Avenue

Golden Avenue is a two lane north-south street that intersects with Palm Street from the north in alignment with the project site's entry driveway on the south side. Golden Avenue has no sidewalks on the east side of the street and intermittent sidewalks on the west side. Parking is provided primarily along the shoulders, but there is occasional on-street parking where the street has been widened in front of several properties. The speed limit on Golden Avenue is 25 mph.

Camino de Las Palmas

Camino de Las Palmas is a two lane north-south street that intersects with Palm Street from the south approximately 400 feet east of the project site. On the first block of Camino de Las Palmas south of Palm Street, it has a sidewalk on the west side of the street and parking on both sides of the street. South of Palm Place, it has sidewalks and parking on both sides of the street. The speed limit on Camino de Las Palmas is 25 mph.

Sweetwater Road

Sweetwater Road is a four lane north-south street that intersects with Palm Street approximately one-quarter mile east of the project site. It does not have sidewalks or bike lanes and parking is available along the shoulder at selected locations. The speed limit on Sweetwater Road is 45 mph.

Existing Traffic Volumes

Manual traffic counts were taken at the study area intersections during the morning peak period. Figure 4 shows the existing peak hour traffic volumes and turning movements at each intersection. The traffic counts were taken from 7:00 to 9:00 a.m. and the highest one-hour period of traffic flow was determined for each intersection. The morning peak hour generally occurs between 7:30 and 8:30 a.m. The afternoon peak period was not addressed in the traffic impact analysis because the peak period of traffic activity for an education center typically occurs from 2:00 to 3:00 p.m., which does not coincide with the late afternoon commuter peak hour, which occurs generally from 5:00 to 6:00 p.m.

Existing Intersection Levels of Service

To quantify the existing baseline traffic conditions, the six study area intersections were analyzed to determine their operating conditions during the morning peak hour. The operating conditions are identified based on the levels of service (LOS) that were calculated for each intersection.

The LOS values are based on the average vehicle delay values that were calculated for each intersection using the Highway Capacity Software. The relationship between the average delay values and levels of service is shown in Table 2.

TABLE 2 RELATIONSHIP BETWEEN DELAY VALUES & LEVELS OF SERVICE		
Level of Service	Delay Value (seconds) Signalized Intersections	Delay Value (seconds) Unsignalized Intersections
A	0.0 to 10.0	0.0 to 10.0
B	> 10.0 to 20.0	> 10.0 to 15.0
C	> 20.0 to 35.0	> 15.0 to 25.0
D	> 35.0 to 55.0	> 25.0 to 35.0
E	> 55.0 to 80.0	> 35.0 to 50.0
F	> 80.0	> 50.0

Based on the hourly traffic volumes, the turning movement counts, and the existing number of lanes at each intersection, the average vehicle delay values and corresponding levels of service have been determined for each intersection, as summarized in Table 3.

TABLE 3 EXISTING AND FUTURE INTERSECTION LEVELS OF SERVICE		
Intersection	Delay Value (seconds/vehicle) & Level of Service AM Peak Hour	
	Existing Conditions	2026 Without Project
Palm Street/Skyline Drive	15.2 – B	15.3 – B
Palm Street/Washington Street	10.2 – B	10.4 – B
Palm Street/Golden Ave - Site Access Driveway	8.8 – A	8.8 – A
Palm Street/Site Exit Driveway	4.5 – A	4.5 – A
Palm Street/Camino de Las Palmas	10.7 – B	11.0 – B
Troy Street/Sweetwater Road	23.7 – C	24.8 – C

As shown in Table 3, all six of the study area intersections currently operate at acceptable levels of service (LOS A through D) during the morning peak hour. Two intersections operate at LOS A, three intersections operate at LOS B, and one intersection operates at LOS C. It should be noted that the delay and LOS values for the intersections with traffic signals and 4-way stop signs represent the average for the entire intersection while the delay and LOS values for the intersection with a stop sign only on the side street (Palm Street at Camino de Las Palmas) represent the delays at the stop sign.

Future Baseline Traffic Conditions

As the proposed project is expected to be completed in the year 2025, the first full year of operation for the facility would be 2026. The existing (2024) traffic volumes were expanded by a growth factor of three percent to account for general regional growth and the cumulative impacts of traffic associated with other development projects in the area. This growth factor represents a 1.5 percent annual growth rate for two years. In addition, the traffic that will be generated by the 20-unit residential development that is under construction on the southwest quadrant of Palm Street and Camino de Las Palmas was included in the cumulative traffic projections. That development is expected to generate 14 vehicle trips during the AM peak hour and 190 trips per day. The projected

traffic volumes for the year 2026 without the proposed project are shown on Figure 5.

Based on the projected peak hour traffic volumes, the turning movement counts, and the existing lane configuration, the future baseline levels of service were calculated for each study area intersection, as summarized in Table 3.

For the target year of 2026, all six of the study area intersections are projected to operate at acceptable levels of service (LOS A through D). Two intersections would operate at LOS A, three intersections would operate at LOS B, and one intersection would operate at LOS C during the morning peak hour.

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. This is followed by an analysis of the impacts of the proposed project on traffic volumes and intersection levels of service. Then the impacts associated with non-motorized transportation (pedestrians and bicycles), public transit, vehicle miles traveled (VMT), safety, and emergency access are presented.

Standards of Significance

According to the City of Lemon Grove standards, levels of service A through D are considered acceptable while LOS E and F are considered to represent unacceptable traffic conditions. According to the San Diego County guidelines, a signalized intersection would be significantly impacted if a project would result in a change in the level of service from an acceptable LOS A, B, C, or D to an unacceptable LOS E or F. If a signalized intersection is already operating at LOS E or F without project traffic, the intersection would be significantly impacted if the project would increase the average delay value by 5.0 or more seconds per vehicle.

An unsignalized intersection would be significantly impacted if the project would change the level of service from an acceptable LOS D or better to LOS E or F or if the project would add 5.0 or more seconds of delay per vehicle to an intersection that is operating at LOS E or F without project traffic.

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

- T-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities,
- T-2 Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), which addresses vehicle miles traveled (VMT),
- T-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), or
- T-4 Result in inadequate emergency access.

Project Generated Traffic

The volumes of traffic that would be generated by the educational facilities and District offices were determined in order to estimate the impacts of the proposed project on the study area streets and intersections. The trip generation rates and the anticipated volumes of traffic that would be generated by the proposed facilities are shown in Table 4.

The trip generation rates shown in Table 4 are from the Institute of Transportation Engineers *Trip Generation Manual*. The trip rates for the educational facilities represent twice the average values shown in the manual for an elementary school because it is anticipated that an early educational center and a special educational/transitional educational facility would generate a higher number of vehicle trips than a typical K-6 elementary school. Although the trip generation rates and traffic volumes shown in Table 4 for the educational facilities are based on the number of students, the data represent the total number of vehicle trips generated by the facilities, including staff/faculty vehicles, drop-off/pick-up activities, visitors, and deliveries. The trip generation rates used for the District offices represent the government offices category in the *Trip Generation Manual*.

TABLE 4 PROJECT GENERATED TRAFFIC				
Facility	AM Peak Hour			Daily Traffic
	Total	Inbound	Outbound	
TRIP GENERATION RATES				
Education Center (vehicle trips per student)	1.50	54%	46%	4.54
Offices (vehicle trips per employee)	0.49	88%	12%	7.45
GENERATED TRAFFIC VOLUMES				
Early Ed Center (400 students)	600	324	276	1,820
Special/Transitional Ed (75 students)	113	61	52	340
District Offices (52 employees)	57	43	14	390
TOTAL	770	428	342	2,550

NOTE: While the District offices would have 70 employees, 75% (52) would be office staff and 25% (18) would be educators associated with the special/transitional education facility.

Table 4 indicates that the project would generate an estimated 770 vehicle trips during the morning peak hour (428 inbound and 342 outbound) and 2,550 trips per day.

It should be noted that the traffic volumes shown in Table 4 do not necessarily introduce new traffic to the overall roadway network but instead represent the traffic that would be re-directed to this school site from other existing schools, because the number of students attending school in the district is a function of the school-age population and the demand for educational facilities. Most of the school-related and District office traffic would be traveling on the roadway network regardless of the status of the proposed project. It has been assumed for the traffic analysis, however, that the additional site-generated traffic would be new traffic on the roadway network.

Projected Traffic Volumes

To quantify the increase in traffic volumes at each intersection resulting from the proposed project, the project generated traffic volumes shown in Table 4 were geographically distributed onto the street network using the directional percentages shown on Figure 6. The distribution assumptions are based on the layout of the street network, the existing traffic patterns, and the anticipated geographical distribution of the students who would attend the schools based on the District's

attendance boundaries. The volumes of project generated traffic that would be added to each study area intersection are shown on Figure 6.

The traffic impact analysis considers two scenarios. One is the project’s impact on existing conditions (2024) and the other is the project’s impact on the projected year 2026 conditions. To quantify the impacts on existing conditions, the project generated traffic volumes shown on Figure 6 were added to the existing traffic volumes. The resulting “existing plus project” traffic volumes are shown on Figure 7.

The total volumes of traffic projected for the year 2026 scenario were determined by adding the project generated traffic to the future baseline traffic volumes. These projected traffic volumes for the “with project” scenario are shown on Figure 8. Traffic volumes that were observed at the school’s driveways when the counts were taken were deducted because the existing activities would be replaced by the project project facilities.

Intersection Impact Analysis

The impact analysis for the six study area intersections was conducted by comparing the delay values and levels of service (LOS) for the “without project” and “with project” scenarios. For the existing conditions scenario, the analysis compares the existing conditions to the conditions with the proposed project. Similarly, for the year 2026 scenario, the analysis compares the year 2026 baseline conditions without the proposed project to the year 2026 scenario with the proposed project.

The year 2026 was used as the target year for future conditions as that is anticipated to be the first full year that the proposed project would be operational. The peak hour for the analysis represents the time period during which the proposed uses would generate the heaviest volumes of traffic, which is the AM peak hour.

The comparative levels of service at the study area intersections for the existing conditions scenario are summarized in Table 5. The table shows the before and after delay values and the levels of service that would occur at each study area intersection. Also shown are the increases in the delay values that would occur as a result of the proposed project. The last column in Table 5 indicates if the intersections would be significantly impacted by the project generated traffic.

TABLE 5
PROJECT IMPACT ON INTERSECTION LEVELS OF SERVICE
EXISTING CONDITIONS AS BASELINE

<i>Intersection</i>	<i>Delay Value & Level of Service</i>		<i>Increase In Delay Value (seconds)</i>	<i>Significant Impact</i>
	<i>Existing Conditions</i>	<i>Existing plus Project</i>		
Palm Street/Skyline Drive	15.2 – B	17.3 – B	2.3	No
Palm Street/Washington Street	10.2 – B	31.2 – D	21.2	No
Palm St/Golden Ave - Site Access Driveway	8.8 – A	9.3 – A	0.5	No
Palm Street/Site Exit Driveway	4.5 – A	11.0 – B	6.5	No

Palm Street/Camino de Las Palmas	10.7 – B	12.6 – B	.1.9	No
Troy Street/Sweetwater Road	23.7 – C	24.5 – C	0.8	No

The intersection of Palm Street and Skyline Drive, for example, operates with an average delay value of 15.2 seconds per vehicle and LOS B for the existing conditions scenario and with an average delay value of 17.3 seconds and LOS B for the existing plus project scenario, which represents an increase in average delay of 2.3 seconds per vehicle. This impact would be less than significant according to the criteria outlined above because the intersection would continue to operate at an acceptable LOS B.

Table 5 indicates that none of the study area intersections would be significantly impacted by the traffic that would be generated by the proposed project for the existing conditions baseline scenario because all of the intersections would continue to operate at an acceptable level of service (LOS A through D).

The before-and-after delay values and levels of service at each of the study area intersections are summarized in Table 6 for the year 2026 baseline scenario. The table shows the projected 2026 traffic conditions without the project, the 2026 traffic conditions with the project, and the change in the delay values associated with the project. The last column in Table 6 indicates if the intersection would be significantly impacted by the project traffic. Table 6 indicates that none of the study area intersections would be significantly impacted by the traffic that would be generated by the proposed project for the year 2026 baseline scenario.

TABLE 6
PROJECT IMPACT ON INTERSECTION LEVELS OF SERVICE
YEAR 2026 AS BASELINE

<i>Intersection</i>	<i>Delay Value & Level of Service</i>		<i>Increase In Delay Value (seconds)</i>	<i>Significant Impact</i>
	<i>2026 Without Project</i>	<i>2026 With Project</i>		
Palm Street/Skyline Drive	15.3 – B	17.5 – B	2.2	No
Palm Street/Washington Street	10.4 – B	34.6 – D	24.2	No
Palm St/Golden Ave - Site Access Driveway	8.8 – A	9.3 – A	0.5	No
Palm Street/Site Exit Driveway	4.5 – A	10.9 – B	6.4	No
Palm Street/Camino de Las Palmas	11.0 – B	12.9 – B	.1.9	No
Troy Street/Sweetwater Road	24.8 – C	25.6 – C	0.8	No

Tables 5 and 6 indicate that the proposed project would not have a significant impact at any of the study area intersections during the morning peak hour based on the significance criteria presented previously because the intersections would continue to operate at LOS D or better. As there would be no significant impacts, no capacity-related mitigation measures would be required.

Impacts on Daily Traffic Volumes

The impacts of the project on daily traffic volumes are shown on Table 7 for Palm Street west of the project site and Palm Street east of the project site. The existing conditions scenario and the year 2026 scenario are shown. The daily traffic volume on Palm Street west of the project site, for example, would increase from 7,100 vehicles per day (vpd) to 9,140 vpd for the existing conditions scenario.

TABLE 7 PROJECT IMPACT ON DAILY TRAFFIC VOLUMES			
Street/Location	Without Project	Project Traffic	With Project
EXISTING CONDITIONS AS BASELINE			
Palm Street – West of Project Site	7,100	2,040	9,140
Palm Street – East of Project Site	6,500	380	6,880
YEAR 2026 AS BASELINE			
Palm Street – West of Project Site	7,400	2,040	9,440
Palm Street – East of Project Site	6,800	380	7,180

Non-Motorized Transportation and Transit

The proposed project would generate a demand for non-motorized travel as some students, parents, and employees may elect to travel to and from the facility as pedestrians or on bicycles. Palm Street adjacent to the project site and throughout the study area has sidewalks along the south side of the street. The signalized intersection of Palm Street and Golden Avenue at the project site's entry driveway has yellow school-zone crosswalks and pedestrian crossing signals on all four sides of the intersection and the signalized intersection of Palm Street and the project site's exit driveway has these features on the south side of the intersection across the driveway approach.

Bike lanes are provided on both sides of Palm Street adjacent to the project site and throughout the study area and bike lanes are also provided on both sides of Skyline Drive west of the project site. In addition, bike racks will be provided at the educational and office campus.

With regard to public transit, the San Diego Metropolitan Transit System (MTS) operates Route 936 on Skyline Drive west of the project site and Route 856 on Sweetwater Road east of the project site. These bus routes have stops at Palm Street. There are no bus routes on Palm Street.

Findings Relative to Circulation System Impacts

The proposed project would not adversely affect the performance of any roadway, transit, or non-motorized (pedestrian and bicycle) transportation facilities and would not conflict with any plans or policies relative to these transportation modes. The project would be consistent with policies supporting alternative transportation because bike lanes and sidewalks are provided on the streets

adjacent to and near the project site, bike racks will be provided at the campus, and transit routes are available in the vicinity of the project site.

Based on the LOS analysis and the discussion of non-motorized transportation and transit, the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

The Mobility Element of the City of Lemon Grove General Plan includes various goals, policies, and programs that outline the objective of establishing and maintaining a balanced, multi-modal mobility network including transit, bicyclists, pedestrians, and motor vehicles. The proposed project is consistent with the objectives presented in the Mobility Element and would not conflict with any goals, policies, or programs of the General Plan.

Vehicle Miles Traveled (VMT)

In Section 3.3.1 of the County of San Diego’s “Transportation Study Guidelines” (September 2022), which is titled “Screening Criteria for CEQA VMT Analysis,” it is stated that public facilities that serve the surrounding community may be presumed to have a less than significant impact absent substantial evidence to the contrary. The guidelines provide a list of locally serving public facilities and the list includes schools and government offices. As the proposed project is a school and a District office, which is essentially a government office, the project can be screened from any further VMT analysis as it would have no impacts relative to VMT.

In addition, the educational uses and the District offices proposed at the project site are activities that would likely occur at other locations if the proposed facility were not implemented. It is concluded, therefore, that the project can be screened from any further CEQA VMT analysis and would not result in a significant impact relative to VMT.

Traffic Hazards and Incompatible Uses

Access to the project site would continue to be provided by the two existing signalized driveways on the south side of Palm Street. The west driveway that aligns with Golden Avenue would continue to be an entry-only driveway and the east driveway would continue to be an exit-only driveway. The primary change to access and circulation would be that a new parking lot and student drop-off/pick-up zone would be provided on the northwest corner of the campus that would be accessed via the same entry driveway.

The new parking lot would have a valet drop-off/pick-up lane along the south side of the lot adjacent to the new educational buildings. It would have a sidewalk around the perimeter of the parking lot and a raised pedestrian crosswalk to enhance safety for people walking across the circulation aisles between the parking spaces and the buildings. A bus loading/unloading area would also be provided in the parking lot. Vehicles exiting the new lot would circulate through the existing parking lot to the exit driveway at east end of the campus. The existing parking lot would be primarily used for employees and patrons of the District offices.

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 existing and previous schools at this campus. The proposed project would not result in any major safety or operational issues relative to access and circulation.

The proposed project would be compatible with the neighborhood and would not result in any major hazards for vehicular traffic, pedestrians, or bicyclists. The streets in the vicinity of the project site have sidewalks and bike lanes and the intersections at the school's two driveways have traffic signals, painted pedestrian crosswalks, and pedestrian signals. These features enhance pedestrian safety and facilitate pedestrian access to the school.

As the existing roadway network, including the pedestrian and bicycle circulation features, 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.

Emergency Access

The existing access and circulation features at the school, including the on-site roadways, parking lots, and fire lanes, would continue to accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. In addition to the existing access features, a new fire lane loop would be provided that would extend south from the new parking lot onto the early education center part of the campus. This new fire lane as well as an existing fire lane on the east side of the campus would provide access to the school grounds, the buildings, and all other areas of the project site, including the play fields and hard courts. The design and any modifications to the access features are subject to and must satisfy the District's requirements and would be subject to approval by the Fire Department and the California Division of the State Architect. The proposed project would not, therefore, result in inadequate emergency access.

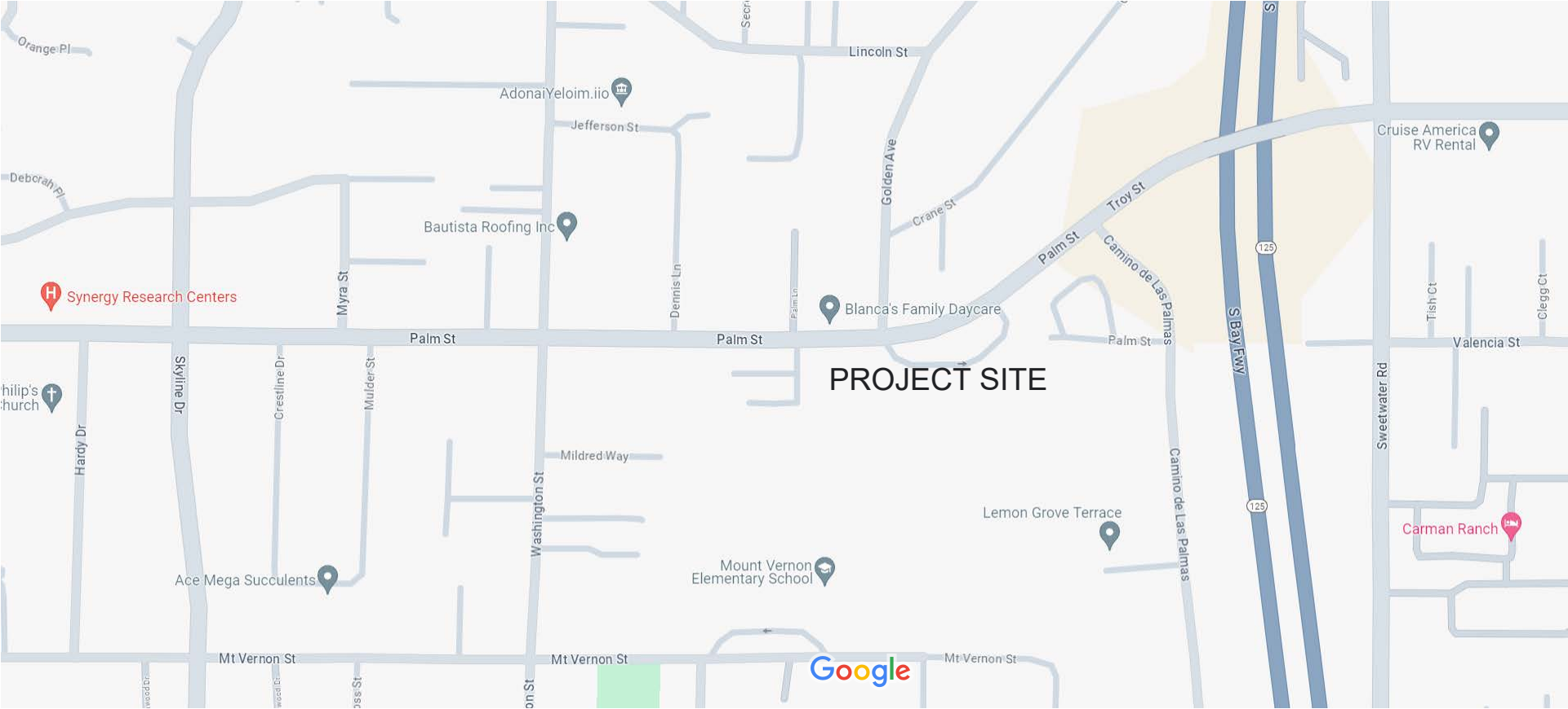
IV. SUMMARY OF IMPACTS AND CONCLUSIONS

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

- The proposed early education center and District office facility would generate an estimated 770 vehicle trips during the peak hour (428 inbound and 342 outbound) and 2,550 vehicles trips per day.
- An analysis of six intersections in the vicinity of the project site indicates that the traffic generated by the proposed project would not result in a significant impact at any of the intersections based on the projected levels of service according to the City of Lemon Grove standards and the County of San Diego significance criteria.
- All six of the study area intersections are projected to operate at acceptable levels of service (LOS A through D) during the morning peak hour based on calculations of average vehicle delays. The City of Lemon Grove's Mobility Element of the General Plan indicates that LOS A through D represents acceptable conditions. The afternoon peak hour was not addressed because the school-generated traffic does not coincide with the afternoon commuter peak period.
- 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 the impact would be less than significant because:
 - The proposed project would not adversely affect the performance or safety of any roadway, 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 Lemon Grove General Plan includes various goals, policies, and programs that outline the objective of establishing and maintaining a balanced, multi-modal mobility network including transit, bicyclists, pedestrians, and motor vehicles. The proposed project is consistent with the objectives presented in the Mobility Element and would not conflict with any goals, policies, or programs of the General Plan.
- 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 not be significant because the proposed project is a local serving public use. The San Diego County guidelines provide a list of locally serving public facilities and the list includes schools and government offices. As the proposed project is a school and a District office, which is essentially a government office, the project can be screened from any further VMT analysis as it would have no impacts relative to VMT.
- 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 that the streets have been readily accommodating the traffic generated by previous schools at the project site. The proposed early education center and District office would be compatible with the neighborhood and the proposed project would not result in any major hazards for vehicular traffic, pedestrians, or bicyclists. The proposed project would not, therefore, substantially increase hazards due to a geometric design feature or incompatible uses and the impacts would be less than significant.

- CEQA threshold of significance T-4 asks if the proposed project would result in inadequate emergency access. The existing and proposed access and circulation features at the school, including the on-site roadways, parking lots, and fire lanes, would readily accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. Emergency vehicles would be able to access the school grounds, the buildings, and all other areas of the school, including the play fields, via on-site travel corridors. The proposed project would not result in inadequate emergency access and there would be no impacts.



Map data ©2024 INEGI, Google 200 ft

FIGURE 1
LOCATION MAP
PALM STREET EARLY EDUCATION CENTER & DISTRICT OFFICE
LEMON GROVE SCHOOL DISTRICT

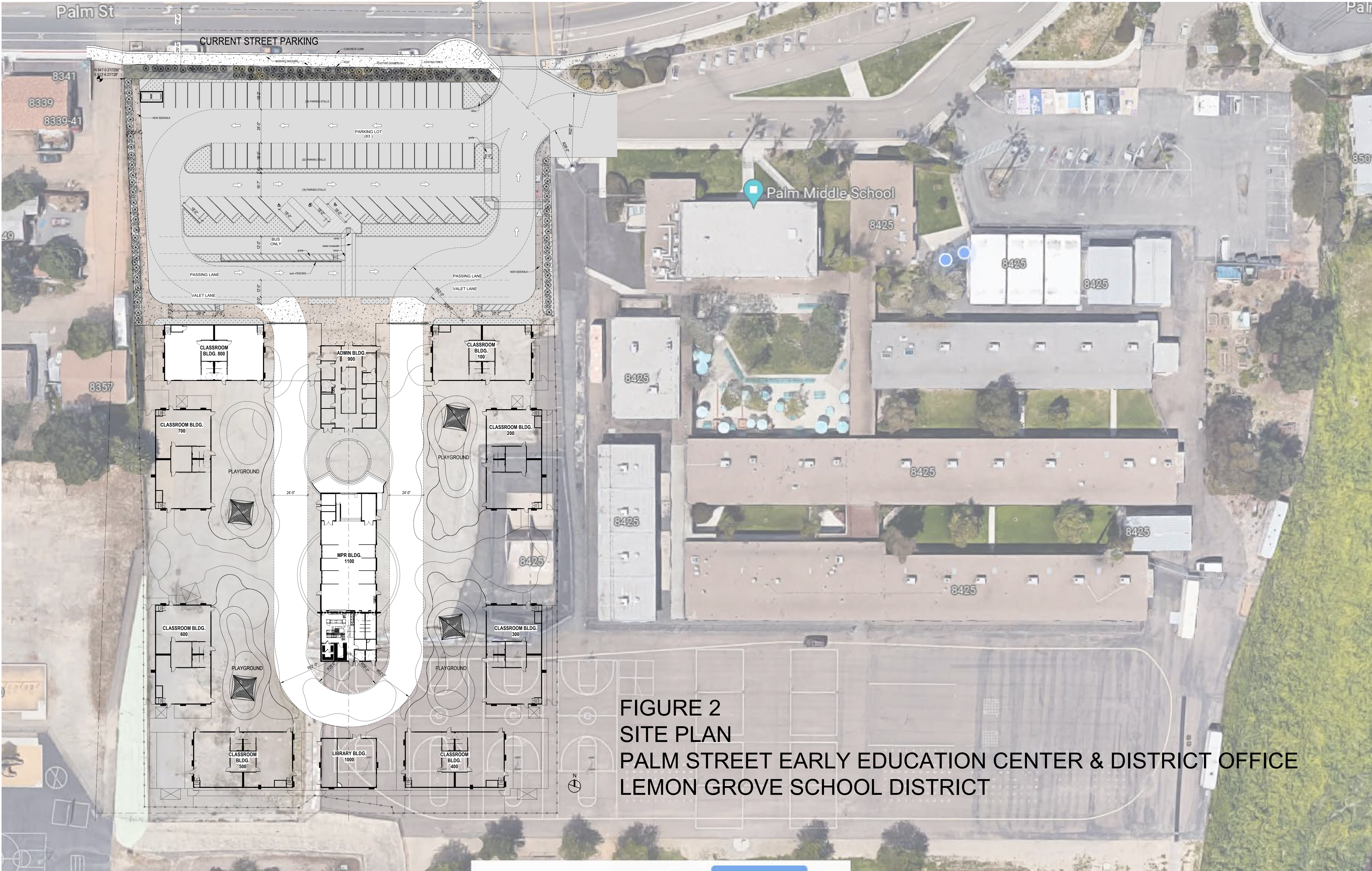


FIGURE 2
SITE PLAN
PALM STREET EARLY EDUCATION CENTER & DISTRICT OFFICE
LEMON GROVE SCHOOL DISTRICT

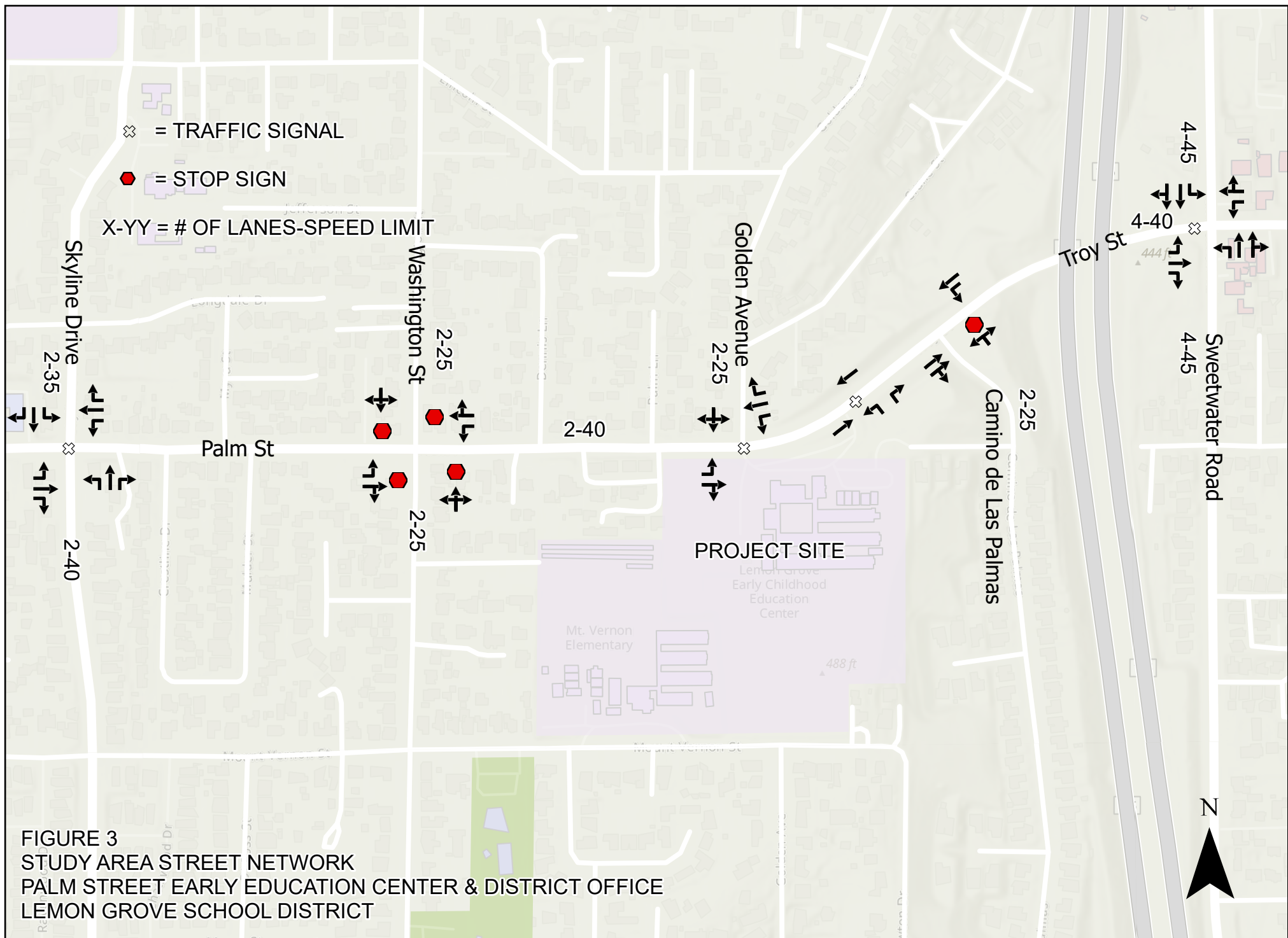


FIGURE 3
 STUDY AREA STREET NETWORK
 PALM STREET EARLY EDUCATION CENTER & DISTRICT OFFICE
 LEMON GROVE SCHOOL DISTRICT

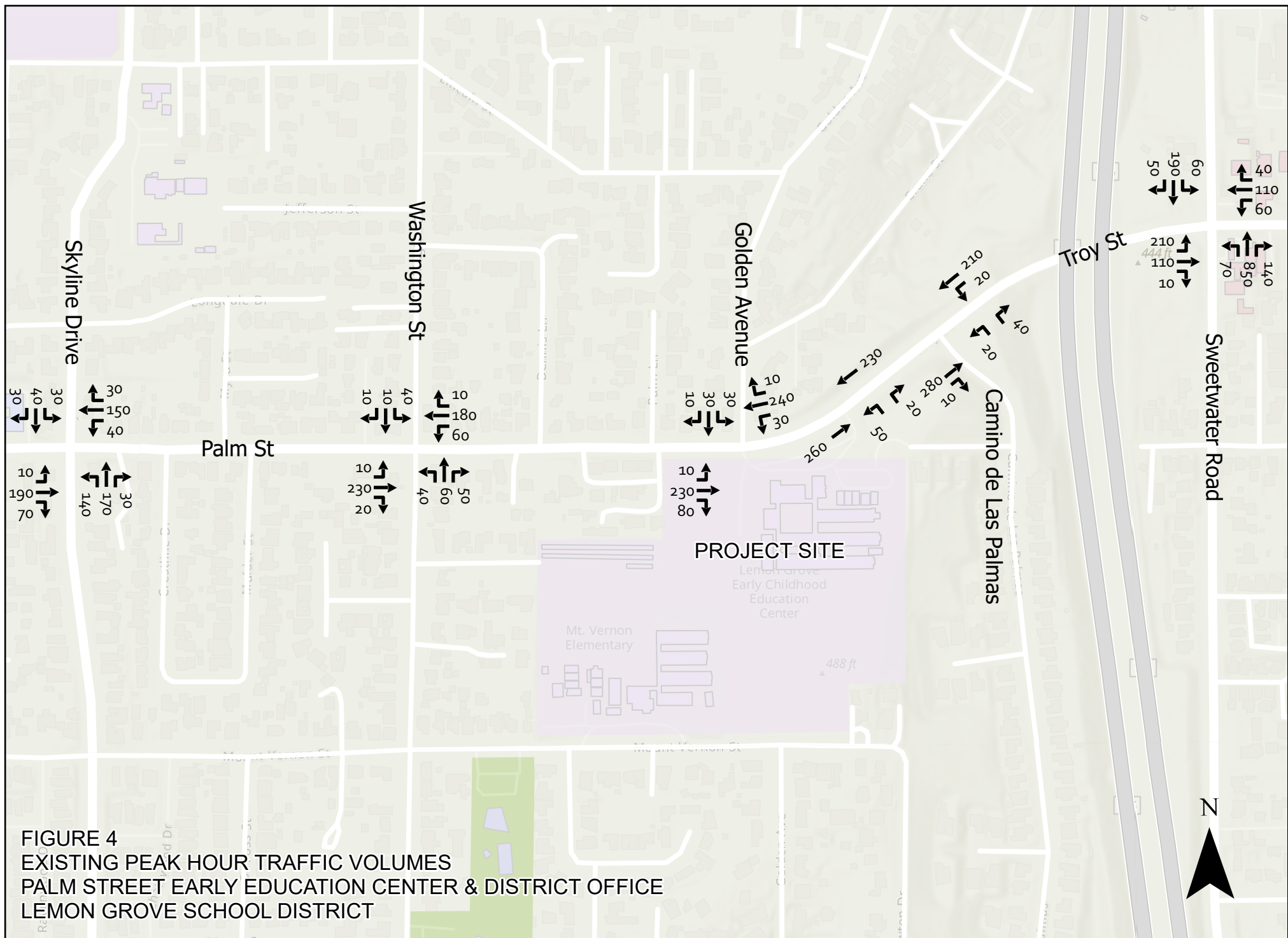
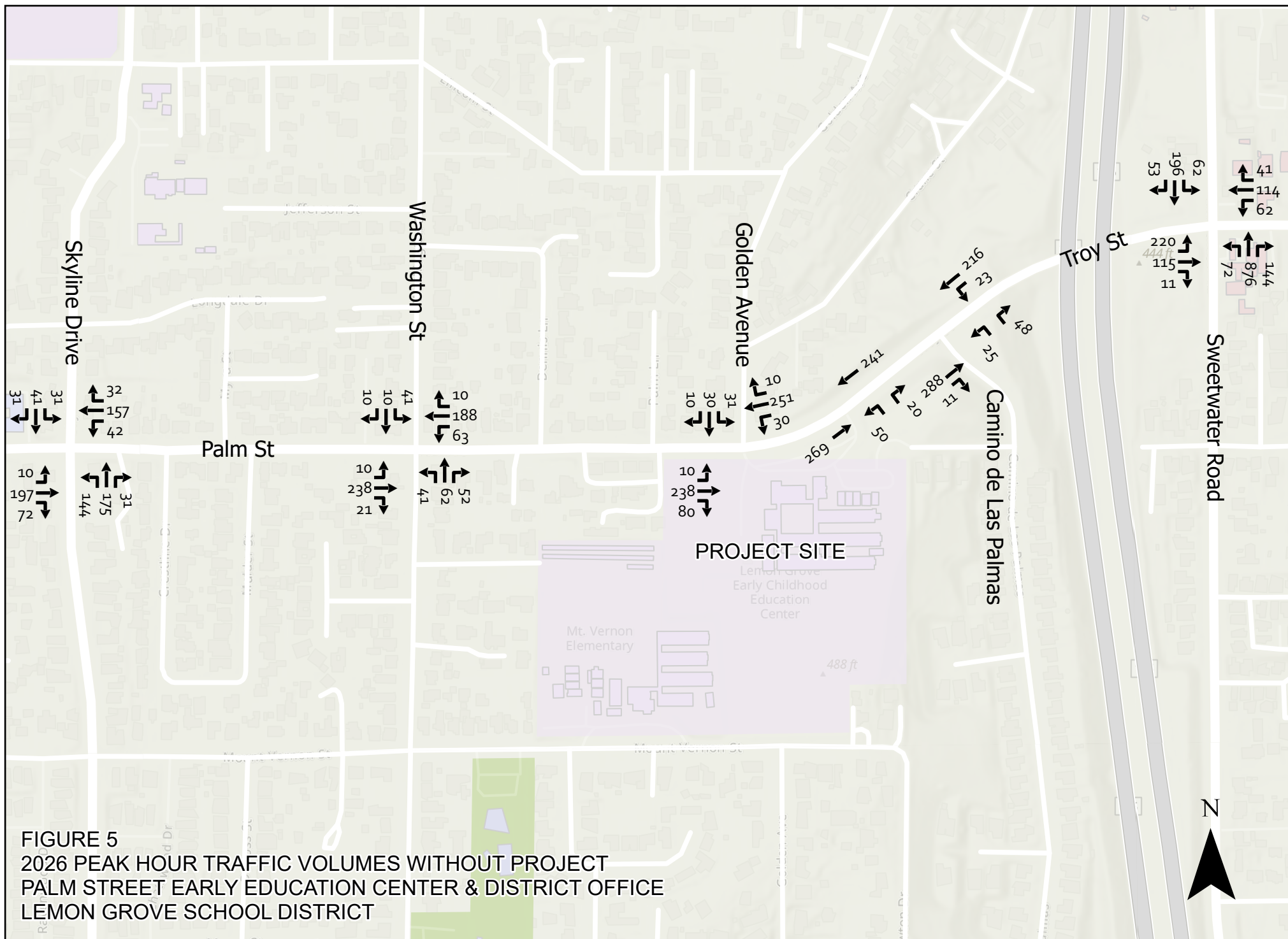


FIGURE 4
EXISTING PEAK HOUR TRAFFIC VOLUMES
PALM STREET EARLY EDUCATION CENTER & DISTRICT OFFICE
LEMON GROVE SCHOOL DISTRICT



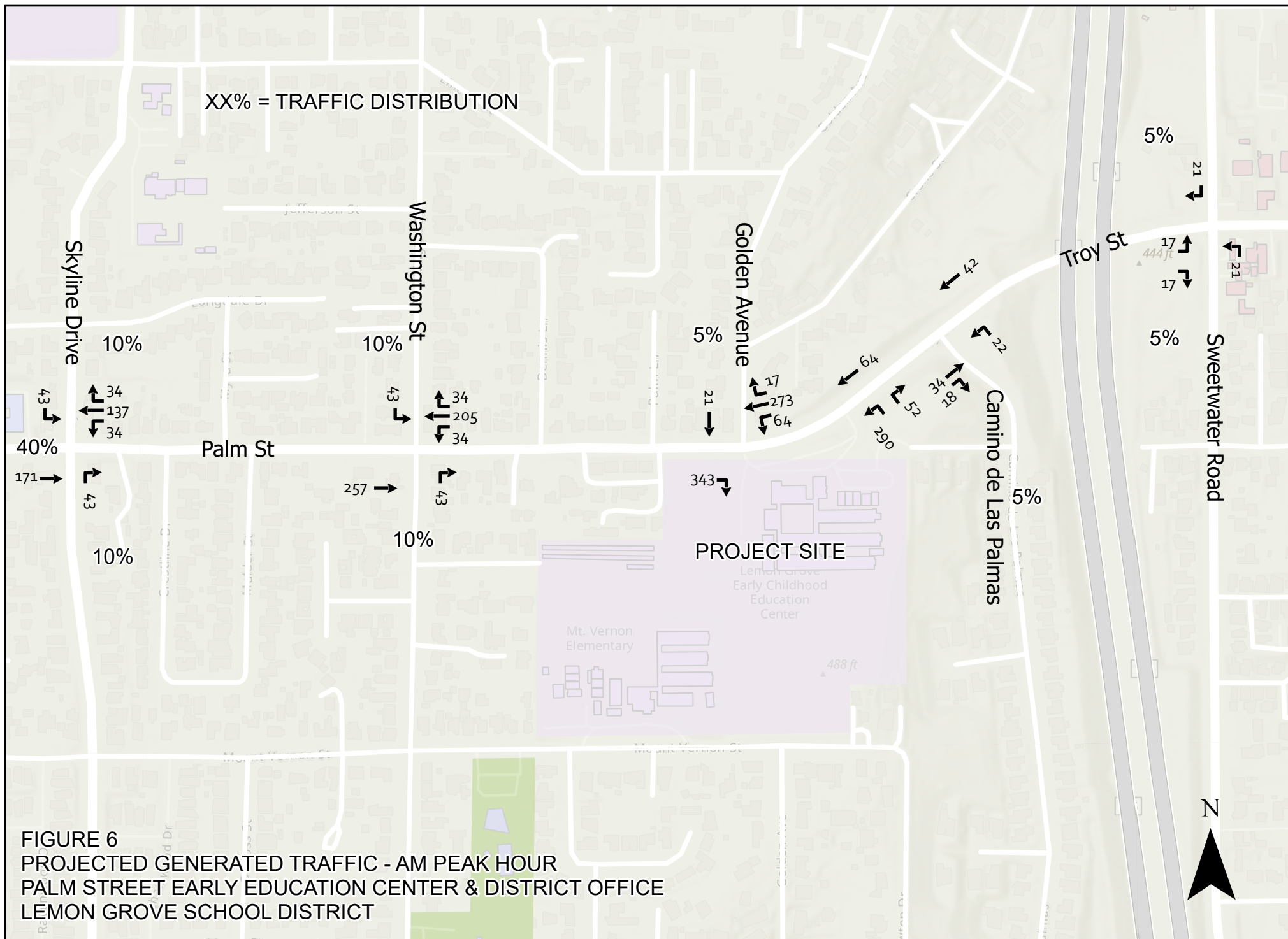


FIGURE 6
PROJECTED GENERATED TRAFFIC - AM PEAK HOUR
PALM STREET EARLY EDUCATION CENTER & DISTRICT OFFICE
LEMON GROVE SCHOOL DISTRICT

