

TRANSPORTATION IMPACT ANALYSIS  
**SANTEE CANNABIS BUSINESS ORDINANCE**  
Santee, California  
May 10, 2022

LLG Ref. 3-12-3548

# TABLE OF CONTENTS

SECTION	PAGE
<b>1.0 Introduction.....</b>	<b>1</b>
<b>2.0 Project Description .....</b>	<b>2</b>
<b>3.0 Study Area, Analysis Approach and Methodology.....</b>	<b>6</b>
3.1 Study Area .....	6
3.2 Analysis Approach.....	7
3.3 Methodology .....	7
3.3.1 Street Segments.....	8
<b>4.0 Existing Conditions.....</b>	<b>9</b>
4.1 Existing Street Network.....	9
4.2 Existing Bicycle Network.....	11
4.3 Existing Pedestrian Conditions .....	11
4.4 Existing Transit Conditions .....	11
4.5 Existing Traffic Volumes.....	11
<b>5.0 Substantial Effect Criteria .....</b>	<b>17</b>
<b>6.0 Analysis of Existing Conditions .....</b>	<b>18</b>
<b>7.0 Trip Generation/Distribution/Assignment .....</b>	<b>20</b>
7.1 Trip Distribution/Assignment .....	20
<b>8.0 Near-Term Cumulative Conditions.....</b>	<b>23</b>
<b>9.0 Analysis of Near-Term Cumulative Scenarios.....</b>	<b>30</b>
9.1 Existing + Cumulative Projects .....	30
9.1.1 Daily Street Segment Operations.....	30
9.2 Existing + Cumulative Projects + Project.....	30
9.2.1 Daily Street Segment Operations.....	30
<b>10.0 Vehicle Miles Traveled (VMT) Assessment.....</b>	<b>33</b>
10.1 VMT Background .....	33
10.2 VMT Screening Criteria .....	33
10.3 VMT Assessment.....	34
10.3.1 Retail Facilities .....	34
10.3.2 Microbusiness without Retail, Manufacturing, Testing, and Distribution Facilities .....	35
<b>11.0 Conclusions.....</b>	<b>36</b>

## APPENDICES

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### APPENDIX

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- A. Traffic Volume Comparison and Street Segment Count Sheets
- B. Excerpt from the County of Santa Barbara’s *Cannabis Land Use Ordinance and Licensing Program Final Environmental Impact Report*, December 2017
- C. Trip Distribution Figures

## LIST OF FIGURES

SECTION—FIGURE #	PAGE
Figure 2–1 Allowable Areas.....	4
Figure 2–2 Potential Cannabis Facilities.....	5
Figure 4–1 Existing Conditions Diagram.....	15
Figure 4–2 Existing Traffic Volumes.....	16
Figure 7–1 Project Traffic Volumes.....	22
Figure 8–1 Cumulative Only Traffic Volumes .....	27
Figure 8–2 Existing + Cumulative Projects Traffic Volumes.....	28
Figure 8–3 Existing + Cumulative Projects + Project Traffic Volumes .....	29

## LIST OF TABLES

SECTION—TABLE #	PAGE
Table 2-1 Allowed Land Use Types .....	3
Table 3–1 City of Santee Roadway Classifications and Standards .....	8
Table 4–1 Existing Traffic Volumes.....	13
Table 5–1 City of Santee Traffic Effect Thresholds.....	17
Table 6–1 Existing Street Segment Operations .....	18
Table 7–1 Project Trip Generation .....	21
Table 8–1 Cumulative Development Projects Summary .....	23
Table 9–1 Existing + Cumulative Projects Street Segment Operations .....	31
Table 10-1 Trip Generation per Facility by Land Use Type .....	35

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## 1.0 INTRODUCTION

Linscott, Law & Greenspan, Engineers (LLG) has prepared the following Transportation Impact Analysis (TIA) for the proposed Santee Cannabis Business Ordinance project (Ordinance or Project) in the City of Santee. The City of Santee (City) proposes a comprehensive Cannabis Business Ordinance amending the City's Municipal Code. The Ordinance would regulate the commercial cultivation, processing, manufacturing, testing, sale, delivery, and distribution of cannabis and cannabis products in a responsible manner to protect the health, safety, and welfare of the residents of the City and to enforce rules and regulations consistent with state law and in a fair and equitable manner. This TIA has been prepared to address potential impacts on the circulation system due to the traffic generated by the proposed Project.

Transportation impact analyses within the City of Santee include two sets of requirements, both of which are addressed in this report:

- **Non-CEQA Local Transportation Analysis** to evaluate the effects of a development project on the circulation network.
- **CEQA Analysis** primarily consisting of Vehicle Miles Traveled (VMT) analysis.

This report includes the following sections:

- Project Description
- Study Area, Analysis Approach & Methodology
- Existing Conditions Discussion
- Significance Criteria
- Analysis of Existing Conditions
- Trip Generation, Distribution & Assignment
- Near-Term Cumulative Conditions Discussion
- Analysis of Near-Term Cumulative Conditions
- Vehicle Miles Traveled (VMT) Assessment
- Conclusions

## 2.0 PROJECT DESCRIPTION

The City of Santee (City) proposes a comprehensive Cannabis Business Ordinance (Ordinance or Project) amending the City's Municipal Code to regulate cannabis land uses consistent with the Medicinal and Adult Use Cannabis Regulation and Safety Act (MAUCRSA) and the Control, Tax and Regulate the Adult Use Cannabis Act (AUMA or Proposition 64). The Ordinance would implement the provisions of MAUCRSA to accommodate the needs of medically ill persons in need of cannabis for medicinal purposes as recommended by their health care provider(s), and to provide access to those resources. It would also provide access to adult-use cannabis for persons aged 21 and over as authorized by AUMA or Proposition 64, while imposing sensible regulations on the use of land to protect City residents, neighborhoods, and businesses from disproportionately negative impacts. The Ordinance would regulate the commercial cultivation, processing, manufacturing, testing, sale, delivery, and distribution of cannabis and cannabis products in a responsible manner to protect the health, safety, and welfare of the residents of the City and to enforce rules and regulations consistent with state law and in a fair and equitable manner.

Cannabis facilities would not be located within 900 feet of sensitive receptors, including kindergarten through 12th grade schools, commercial daycare centers, youth centers, religious locations, or parks. It is anticipated that certain types of cannabis facilities would be allowed in the Light Industrial (LI), General Industrial (GI), and General Commercial (GC) zones within the City, subject to the City's siting requirements, as shown in *Figure 2-1*. The Ordinance allowed land uses by zone district are detailed below in *Table 2-1*.

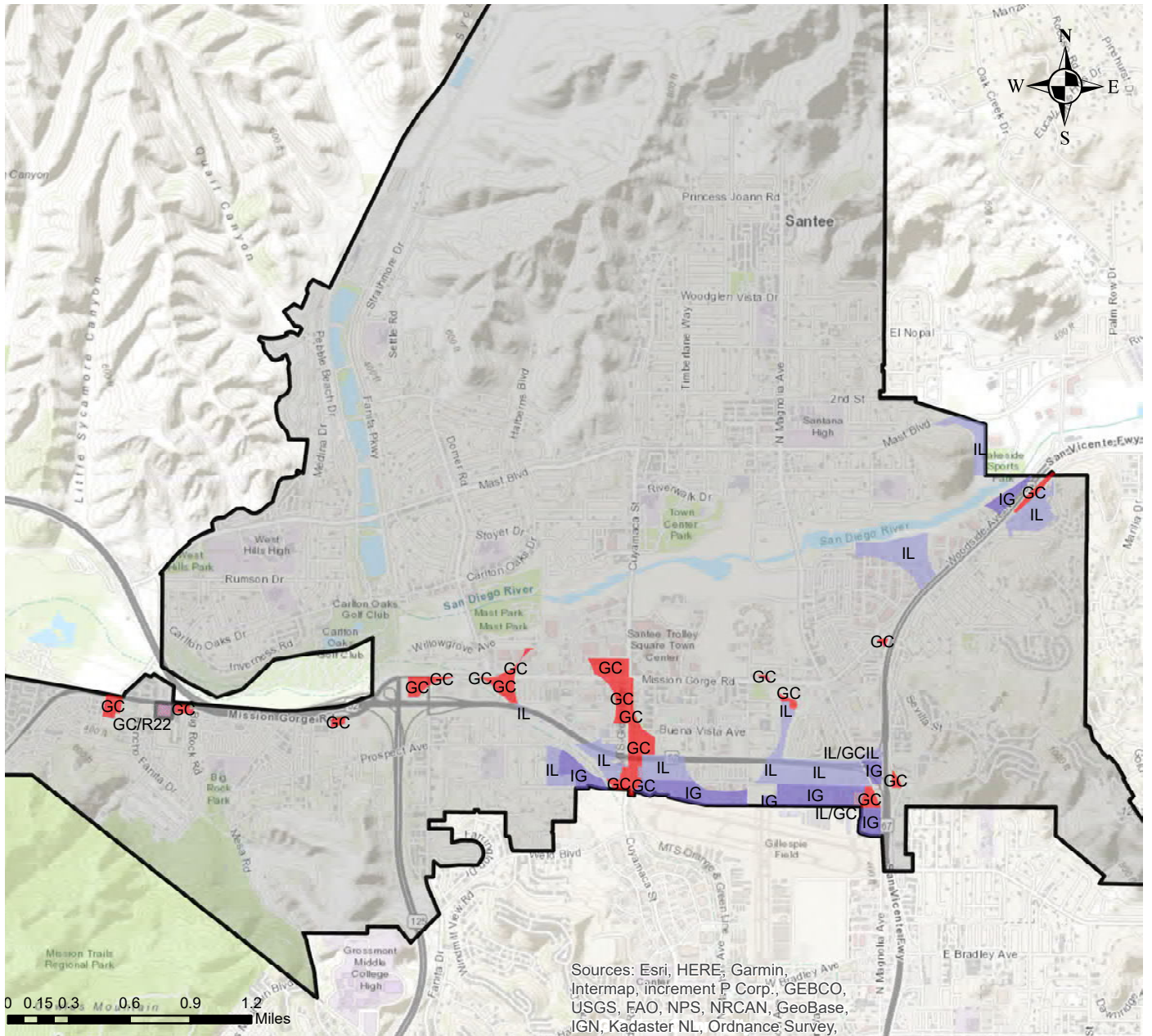
For the purposes of this analysis, a total of 20 facilities were assumed to be permitted by the Ordinance including retail (two locations total), microbusiness with retail (two locations total), microbusiness without retail (two locations total), manufacturing (four locations total), testing (four locations total), and distribution (six locations total). At this time, the locations of the specific retail, microbusiness, manufacturing, testing, and distribution sites are not known. For the purposes of the environmental analysis, likely locations for each of the Ordinance's land uses were identified based on the allowable areas shown on *Figure 2-1*, surrounding land use types, and proximity to major roadway corridors, as shown in *Figure 2-2*.

**TABLE 2-1  
ALLOWED LAND USE TYPES**

<b>Land Use Type</b>	<b>Average Size</b>	<b>Allowed Zones</b>	<b>Proposed Number of Facilities<sup>b</sup></b>
<b>Retail</b>	5,000 SF	GC, IL, IG <sup>a</sup>	2
<b>Microbusiness w/ Retail</b>	5,000 SF	GC, IL, IG	2
<i>Retail</i>	2,000 SF		
<i>Distribution</i>	3,000 SF		
<b>Microbusiness w/o Retail</b>	10,000 SF	IL, IG	2
<i>Cultivation</i>	2,000 SF		
<i>Distribution</i>	3,000 SF		
<b>Manufacturing</b>	3,000 SF	IL, IG	4
<b>Testing</b>	2,500 SF	IL, IG	4
<b>Distribution</b>	2,000 SF	IL, IG	6

**Footnotes:**

- a. GC = General Commercial; IL = Light Industrial; IG = General Industrial
- b. For the purposes of this analysis, a total of 20 facilities were assumed to be permitted by the Ordinance.



### Legend

- GC
- GC/R22
- IL/GC
- IL
- IG
- City Area
- City Boundary



**Potential Cannabis Facility**

- Retail - 1,056 ADT (2 Locations)
- Micro business w/Retail - 1,074 ADT (2 Locations)
- Micro business w/o Retail - 19 ADT (2 Locations)
- Manufacturing - 12 ADT (4 Locations)
- Testing - 18 ADT (4 Locations)
- Distribution - 3 ADT (6 Locations)

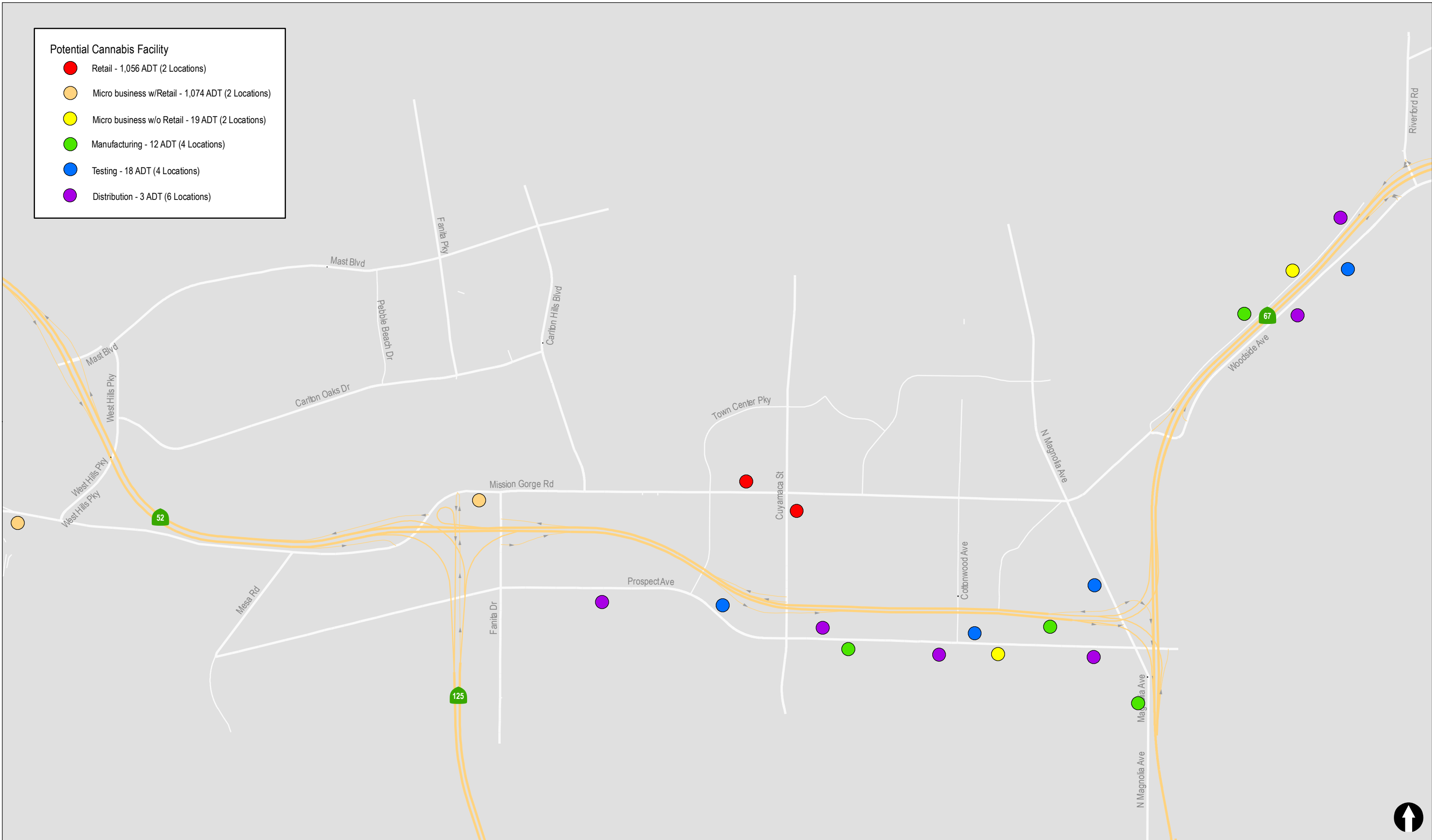


Figure 2-2

**Potential Cannabis Facilities**

Santee Cannabis Ordinance



### 3.0 STUDY AREA, ANALYSIS APPROACH AND METHODOLOGY

#### 3.1 Study Area

The study area was based on the criteria identified in the San Diego Traffic Engineering Council (SANTEC)/Institute of Traffic Engineers (ITE) *Guidelines for Traffic Impact Studies in the San Diego Region*, March 2, 2000, as well as collaboration with the City of Santee staff. Based on these criteria, the study area was generally determined based on the allowable areas shown on *Figure 2-1*, the locations of the potential facilities shown on *Figure 2-2*, and areas of potential effect.

Using the above criteria along with input from City staff, the Project study area includes the following roadway segments:

##### Mast Boulevard

1. SR 52 to West Hills Pkwy
2. West Hills Pkwy to Pebble Beach Drive

##### Carlton Oaks Drive

3. West Hills Pkwy to Pebble Beach Drive

##### Mission Gorge Road

4. Western City Limits to West Hills Pkwy.
5. West Hills Pkwy to SR 52/SR 125 Interchange
6. SR 52/SR 125 Interchange to Fanita Dr.
7. Fanita Dr. to Carlton Hills Blvd.
8. Carlton Hills Blvd. to Town Center Pkwy
9. Town Center Pkwy to Cuyamaca St
10. Cuyamaca St to Riverview Pkwy
11. Riverview Pkwy to Cottonwood Ave
12. Cottonwood Ave to Magnolia Ave

##### Prospect Avenue

13. Fanita Dr to Cuyamaca St
14. Cuyamaca St to Magnolia Ave

##### West Hills Parkway

15. Mast Blvd. to Mission Gorge Rd.

##### Fanita Drive

16. Mission Gorge Rd to SR-52 Ramps
17. SR 52 Ramps to Prospect Ave.

##### Carlton Hills Boulevard

18. Carlton Oaks Dr. to Mission Gorge Rd.

### Town Center Parkway

19. Mission Gorge Rd. to Cuyamaca St.

### Cuyamaca Street

20. River Park Dr to Town Center Parkway
21. Town Center Pkwy. to Mission Gorge Rd
22. Mission Gorge Rd. to SR 52 Ramps
23. SR 52 Ramps to south of Prospect Ave.

### Magnolia Avenue

24. Mast Blvd to Riverview Pkwy
25. Riverview Pkwy to Mission Gorge Rd
26. Mission Gorge Rd. to SR 52 Ramps
27. SR 52 Ramps to south of Prospect Ave.

### Woodside Avenue

28. East of Magnolia Avenue

### N Woodside Avenue

29. Riverford Road to Woodside Avenue

Peak hour intersection analysis was not included due to the Project's programmatic nature; because the specific locations of the proposed facilities have yet to be identified; and because the proposed land use types are not high peak hour generators.

## **3.2 Analysis Approach**

Given the type and scale of the Proposed Project, development of the uses allowed by the Ordinance will occur over several years with buildout occurring over an estimated 10- to 15-year period. In order to provide for a worst-case analysis, effects were measured assuming of all the allowed uses operating simultaneously.

## **3.3 Methodology**

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

### 3.3.1 Street Segments

Street segment analysis is based upon the comparison of daily traffic volumes (ADTs) to the City of Santee’s *Revised Roadway Classifications and Standards* table provided in the City of Santee Mobility Element. This table provides segment capacities for different street classifications, based on traffic volumes and roadway characteristics.

*Table 3–1 illustrates the City of Santee Roadway Classifications and Standards.*

**TABLE 3–1  
CITY OF SANTEE ROADWAY CLASSIFICATIONS AND STANDARDS**

Street Classification	Description/ Sub-classification	# of Lanes	LOS/ADT Threshold				
			A	B	C	D	E
<b>Circulation Element</b>							
Prime Arterial	Median	6 lanes	25,000	35,000	50,000	55,000	60,000
Major Arterial	Median	4 lanes	15,000	21,000	30,000	35,000	40,000
Parkway	Median	4 lanes	15,000	21,000	30,000	35,000	40,000
	w/ TWLTL	2 lanes w/ TWLTL	5,000	7,000	10,000	13,000	15,000
	—	2 lanes	4,000	5,500	7,500	9,000	10,000
Collector	w/ TWLTL	2 lanes w/ TWLTL	5,000	7,000	10,000	13,000	15,000
	Industrial Collector	2 lanes	2,500	3,500	5,000	6,500	8,000
	Residential Collector	2 lanes	2,500	3,500	5,000	6,500	8,000
<b>Non-Circulation Element</b>							
Industrial Local		2 lanes	—	—	2,200*	—	—
Residential Local		2 lanes	—	—	2,200*	—	—
Cul-De-Sac Street		2 lanes	—	—	300*	—	—
Hillside Street		2 lanes	—	—	700*	—	—

Notes:

1. TWLTL = Two-way left-turn lane.
2. “\*” Represents design capacity of non-CE road. LOS does not apply to non-CE roads.

Source: City of Santee Mobility Element

## 4.0 EXISTING CONDITIONS

Effective evaluation of the traffic impacts associated with the proposed Project requires an understanding of the existing transportation system within the Project area. Future roadway classifications were obtained from the Adopted City of Santee Mobility Element. Existing roadway classifications were based upon field observations with Mobility Element capacities applied. *Figure 4-1* shows an existing conditions diagram,

### 4.1 Existing Street Network

The following is a brief description of the key roadways in the project study area.

**Mast Boulevard** is a key east-west roadway in the City of Santee that is classified as a Four-Lane Major Arterial. The small section from the SR-52 ramps to West Hills Parkway is located within the City of San Diego. This section is classified and currently built as a Four-Lane Major Arterial. East of West Hills Parkway within the study area, Mast Boulevard is currently constructed as a four-lane divided roadway with landscaped median. The posted speed limit on Mast Boulevard ranges between 35 mph and 40 mph and on-street parking is permitted intermittently.

**Carlton Oaks Drive** is a generally east-west roadway classified as a Collector. East of West Hills Parkway within the study area, it is built as a two-lane roadway with TWLTL median and painted bike lanes in both directions. The posted speed limit is 35 mph and curbside parking is generally allowed on both sides of the street.

**Mission Gorge Road** is a principal east-west roadway in the City of Santee. From the western city limits to SR-52 it is classified and currently built as a Four-Lane Major Arterial. From SR-52 to Riverview Parkway, it is classified and currently built as a Six-Lane Prime Arterial. From Riverview Parkway to Magnolia Avenue, it is classified as a Four-Lane Major Arterial, however it is currently built as a six-lane road with a raised median. The posted speed limit varies between 35 mph and 45 mph. On-street parking is prohibited and no bicycle facilities are provided in the study area.

**Prospect Avenue** is an east-west connection and is classified and currently built as a Collector with TWLTL. Class II bike lanes are provided between Fanita Drive and Magnolia Avenue. The posted speed limit is 35 mph and on-street parking is allowed.

**West Hills Parkway** is a north-south roadway connecting Mission Gorge Road and Mast Boulevard at the western edge of the City of Santee and is classified as a Major Arterial. It is currently built as a four-lane road with a painted double-yellow median. West Hills Parkway is built with Class II bike lanes on the shoulder, with on-street parking prohibited. The posted speed limit is 45 mph.

**Fanita Drive** from Mission Gorge Road to Prospect Avenue is classified and currently built as a Four-Lane Major Arterial. South of Prospect Avenue, Fanita Drive is classified as a Collector and narrows to a two-lane undivided roadway. On-street parking is prohibited between Mission Gorge Road and Prospect Avenue and allowed intermittently south of this point. Class II bike lanes are provided and on-street parking is prohibited. The posted speed limit is 40 mph.

**Carlton Hills Boulevard** is classified as a Major Arterial north of Mission Gorge Road within the study area. The posted speed limit is 35 mph and curbside parking is allowed.

**Town Center Parkway** is classified as a Major Arterial. From Mission Gorge Road to Cuyamaca Street it is currently built as a four-lane divided roadway with Class II bike lanes and a posted speed limit of 35 mph. No on-street parking is allowed on any portion of Town Center Parkway.

**Cuyamaca Street** is a significant north-south roadway in the City of Santee. From its existing northern terminus to Town Center Parkway, Cuyamaca Street is classified as a Major Arterial. Between Town Center Parkway and the southern City limits, it is classified as a Prime Arterial. North of its existing terminus, Cuyamaca Street is planned to be extended as a Parkway per the Adopted Mobility Element. It is currently built as a two-lane roadway divided by a raised median with a cross-section to allow for the median to be reconstructed allowing for four lanes from its northern terminus to Beck Drive. South of Beck Drive to Mast Boulevard, an additional northbound thru lane is provided. The posted speed limit along this section is 35 mph. Class II bike lanes are provided and on-street parking is prohibited. South of Mast Boulevard to Town Center Parkway, it is built to Four-Lane Major Arterial standards providing Class II bike lanes with on-street parking prohibited. From Town Center Parkway to Prospect Avenue, it is built to Six-Lane Prime Arterial standards. Bike lanes are not provided and on-street parking is prohibited. The posted speed limit is 35 mph.

**Magnolia Avenue** from Princess Joann Road to Mission Gorge Road is classified and currently constructed as a Four-Lane Major Arterial. The section from Kerrigan Street to 2<sup>nd</sup> Street and between Braverman Drive and Mission Gorge Road it is divided by a TWLTL while maintaining a Major Arterial cross-section. Class II bike lanes are provided and on-street parking is permitted intermittently. The posted speed limit is 40 mph. North of its existing terminus, Magnolia Avenue is planned to be extended as a Parkway per the Adopted Mobility Element as a Four-Lane Parkway. From Mission Gorge Road to the southern Santee city limits it is classified and currently built as a Six-Lane Prime Arterial roadway. South of the Santee city limits, Magnolia Avenue narrows to a two-lane undivided roadway.

**Woodside Avenue** runs from Magnolia Avenue in the west (where Mission Gorge Road ends) to Chestnut Street (Lakeside) in the east. North Woodside Avenue splits off from Woodside Avenue east of the SR-67 off-ramp. From Magnolia Avenue to the split the roadway is classified as a Major Arterial and is currently constructed with four lanes and a TWLTL median. East of the split it is designated as a Collector with TWLTL and is constructed as a two-lane roadway with a mix of TWLTL median and striped median with turn pockets. Class II bike lanes are provided and on-street parking is generally prohibited except for a portion of the roadway between Shadow Hill Road and Northcote Road. The posted speed limit is 45 mph.

**North Woodside Avenue** is classified as a Collector and built as a two-lane undivided roadway. Class II bicycle facilities are provided on both sides of the roadway. On-street parking is allowed on the north side of the roadway. The posted speed limit is 40 mph.

## 4.2 Existing Bicycle Network

Bicycle facilities along Mast Boulevard, Carlton Oaks Drive, Mission Gorge Road, Prospect Avenue and Woodside Avenue provide east-west connections, while facilities along Carlton Hills Boulevard, Cuyamaca Street, and North Magnolia Avenue provide north-south connections.

## 4.3 Existing Pedestrian Conditions

Newer streets in the City, particularly within the Town Center area as well as along Mission Gorge Road, have sidewalks which are separated from the street and designed along landscaped corridors. The City's current policy is to provide non-contiguous sidewalks on all new and widened streets of collector classification or larger. Pedestrian facilities include sidewalks, curb ramps, and other amenities such as street trees for shading and pedestrian scale lighting. The northern portion of Santee is very well-connected by sidewalks. Sidewalks are less prevalent in the older, southern areas.

## 4.4 Existing Transit Conditions

Transit service in Santee is provided by San Diego Metropolitan Transit Service (MTS). There are currently three (3) bus routes and one (1) light rail trolley route serving Santee.

**Route 832** is a loop running clockwise between Santee Town Center and northern Santee via Cuyamaca Street, Woodglen Vista Drive, Magnolia Avenue, and Mission Gorge Road. Route 832 runs seven days a week with service generally 6 AM to 7 PM weekdays and 8 AM to 5 PM Saturday and Sunday. Service is as frequent as every 45 minutes during peak periods and is at 1-hour intervals during off-peak periods and weekends.

**Route 833** is a generally north-south route running between Santee Town Center and the El Cajon Transit Center, via Mission Gorge Road, Magnolia Avenue, Graves Avenue, Pepper Drive, Mollison Avenue, E. Bradley Avenue, Fletcher Parkway, Arnele Avenue, and Marshall Avenue. Route 833 runs approximately 6 AM to 6 PM weekdays and 9 AM to 5 PM weekends. Route 833 runs at approximately 45-minute frequency all-day weekdays and 1-hour frequency on weekends.

**Route 834** is a loop running between Santee Town Center and the western areas of Santee. Route 834 runs along Town Center Parkway, Mission Gorge Road, West Hills Parkway, Mast Boulevard, and Carlton Hills Boulevard. Route 834 runs a weekday-only schedule, with hourly service from approximately 7 AM to 7 PM.

**San Diego Trolley Green Line (Route 530)** serves Santee with one station located at Santee Town Center. The Green Line runs from the Santee Town Center to Downtown San Diego via Mission Valley and the Old Town Transit Center. Headways are approximately 10-15 minutes on weekdays and 10-30 minutes on weekends.

## 4.5 Existing Traffic Volumes

**Table 4-1** is a summary of the most recent available average daily traffic volumes (ADTs) from LLG counts conducted by Count Data in January/February 2018 while schools were in session. The

Year 2018 traffic volumes were used without adjustment in accordance with City staff due to an overall reduction in traffic associated with the Covid-19 pandemic and the increasing prevalence of employees working from home since 2018. A comparison of Year 2018 and Year 2022 traffic volumes along SR 52 at Mast Boulevard was conducted based on data obtained from Caltrans using the Freeway Performance Measurement System (PeMS). The comparison, included in *Appendix A* shows that traffic volumes in the area have decreased by approximately 5% between 2018 and 2022. Additionally, the Near-Term analysis accounts for a substantial amount of development in the area that has occurred after the Existing 2018 traffic volumes were collected. As detailed in *Section 8*, the cumulative projects listed as “complete” in *Table 8-1*, were constructed and occupied after the date of Existing data collection, and therefore, the trips associated with these projects were added to the near-term cumulative condition, thereby accounting for post-2018 growth in the area.

*Appendix A* contains the street segment count sheets. *Figure 4-2* shows the Existing Traffic Volumes.

**TABLE 4-1  
EXISTING TRAFFIC VOLUMES**

<b>Street Segment</b>	<b>ADT<sup>a</sup></b>	<b>Source</b>
<b>Mast Boulevard</b>		
1. SR-52 to West Hills Parkway	26,440	LLG
2. West Hills Parkway to Pebble Beach Drive	19,540	LLG
<b>Carlton Oaks Drive</b>		
3. West Hills Parkway to Pebble Beach Drive	7,360	LLG
<b>Mission Gorge Road</b>		
4. Western City Limits to West Hills Parkway	16,510	LLG
5. West Hills Parkway to SR-125	17,000	LLG
6. SR-125 to Fanita Drive	45,440	LLG
7. Fanita Drive to Carlton Hills Boulevard	41,100	LLG
8. Carlton Hills Boulevard to Town Center Parkway	37,960	LLG
9. Town Center Parkway to Cuyamaca Street	28,630	LLG
10. Cuyamaca Street to Riverview Parkway	23,140	LLG
11. Riverview Parkway to Cottonwood Avenue	25,550	LLG
12. Cottonwood Avenue to Magnolia Avenue	24,960	LLG
<b>Prospect Avenue</b>		
13. Fanita Drive to Cuyamaca Street	8,900	LLG
14. Cuyamaca Street to Magnolia Avenue	9,880	LLG
<b>West Hills Parkway</b>		
15. Mast Boulevard to Mission Gorge Road	11,610	LLG
<b>Fanita Drive</b>		
16. Mission Gorge Road to SR-52 Ramps	18,990	LLG
17. SR-52 Ramps to Prospect Avenue	11,650	LLG
<b>Carlton Hills Boulevard</b>		
18. Carlton Oaks Drive to Mission Gorge Road	24,960	LLG
<b>Town Center Parkway</b>		
19. Mission Gorge Road to Cuyamaca Street	19,280	LLG
<b>Cuyamaca Street</b>		
20. River Park Drive to Town Center Parkway	26,690	LLG
21. Town Center Parkway to Mission Gorge Road	21,850	LLG
22. Mission Gorge Road to SR-52 Ramps	39,020	LLG
23. SR-52 Ramps to south of Prospect Avenue	26,060	LLG
<b>Magnolia Avenue</b>		
24. Mast Boulevard to Riverview Parkway	22,440	LLG
25. Riverview Parkway to Mission Gorge Road	25,830	LLG
26. Mission Gorge Road to SR-52 Ramps	33,870	LLG
27. SR-52 Ramps to south of Prospect Avenue	12,600	LLG

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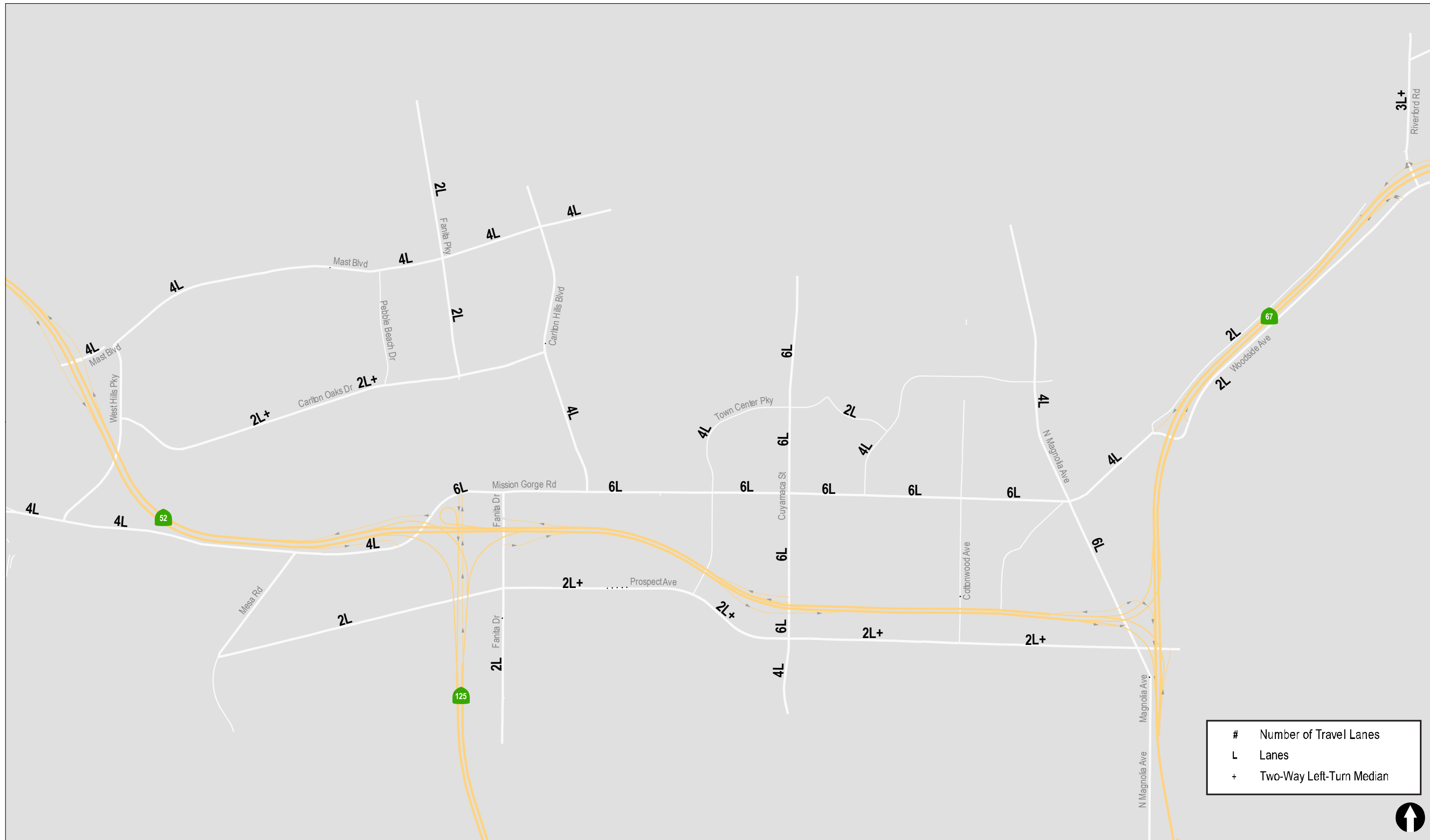


**TABLE 4-1  
EXISTING TRAFFIC VOLUMES**

<b>Street Segment</b>	<b>ADT<sup>a</sup></b>	<b>Source</b>
<i>(Continued from Previous Page)</i>		
<b>Woodside Avenue</b> 28. East of Magnolia Avenue	27,210	LLG
<b>N. Woodside Avenue</b> 29. Riverford Road to Woodside Avenue	3,390	LLG

**Footnotes:**

- a. Average Daily Traffic Volumes collected in January/February 2018



#	Number of Travel Lanes
L	Lanes
+	Two-Way Left-Turn Median



Figure 4-1

### Existing Conditions Diagram

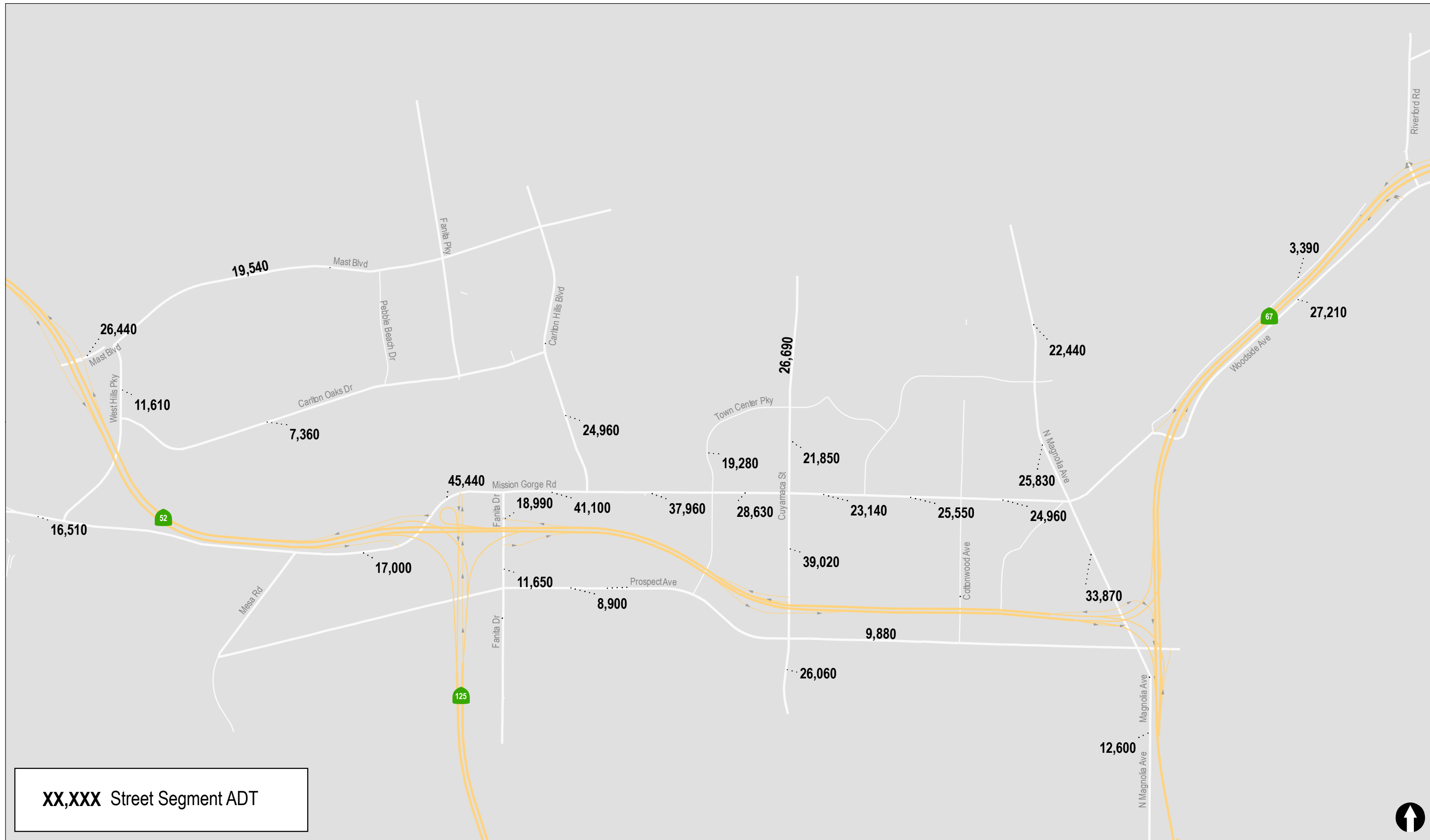


Figure 4-2

**Existing Traffic Volumes**

## 5.0 SUBSTANTIAL EFFECT CRITERIA

The Level of Service (LOS) analysis was conducted to identify Project effects on the roadway operations in the Project study area and to recommend Project improvements to address noted deficiencies; however, the CEQA impact significance determination for the proposed Project is based on VMT and not on LOS.

A project is considered to have a substantial effect if the new project traffic has decreased the operations of surrounding roadways by a defined threshold. The defined thresholds shown in *Table 5-1* below for roadway segments are based on published SANTEC/ITE guidelines with the exception that LOS D is considered acceptable per the City of Santee General Plan. If the project exceeds the thresholds in *Table 5-1*, then the project may be considered to have a substantial project effect.

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

**TABLE 5-1  
CITY OF SANTEE  
TRAFFIC EFFECT THRESHOLDS**

Level of Service with Project <sup>a</sup>	Allowable Increase Due to Project Impacts <sup>b</sup>				
	Freeways		Roadway Segments		Intersections
	V/C	Speed (mph)	V/C <sup>c</sup>	Speed (mph)	Delay (sec.)
E & F	0.01	1.0	0.02	1.0	2.0

**Footnotes:**

- a. All level of service measurements are based upon HCM procedures for peak-hour conditions. However, V/C ratios for Roadway Segments may be estimated on an ADT/24-hour traffic volume basis (using *Table 3-3* or a similar LOS chart for each jurisdiction). The acceptable LOS for freeways, roadways, and intersections is generally "D".
- b. If a proposed project's traffic causes the values shown in the table to be exceeded, the effects are deemed to be substantial. These effect changes may be measured from appropriate computer programs or expanded manual spreadsheets. The project applicant shall then identify feasible improvements (within the Traffic Impact Study [TIS] report) that will maintain the traffic facility at an acceptable LOS. If the LOS with the proposed project becomes unacceptable (see note a above), or if the project adds a substantial amount of peak hour trips to cause any traffic queues to exceed on- or off-ramp storage capacities, the project applicant may be responsible for improving substantial effect changes.
- c. The V/C ratio threshold of 0.02 is based on the fact that such a small change is virtually unnoticeable for the average motorists. For example: for a four-lane roadway (two lane each direction) with a capacity of 40,000 vehicles, the peak hour directional volumes are about 2,800. Two percent of that is 56 vehicles per hour which translate to less than one vehicle per lane in every two minutes for that approach. Such a small change is hardly noticeable to motorists. Therefore, a V/C ratio of 0.02 is a very conservative threshold.

**General Notes:**

1. V/C = Volume to Capacity Ratio
2. Speed = Arterial speed measured in miles per hour
3. Delay = Average stopped delay per vehicle measured in seconds for intersections.
4. LOS = Level of Service

## 6.0 ANALYSIS OF EXISTING CONDITIONS

*Table 6-1* summarizes the Existing roadway segment operations. As seen in *Table 6-1*, all study area segments are calculated to currently operate at LOS C or better under Existing conditions.

TABLE 6-1  
EXISTING STREET SEGMENT OPERATIONS

Street Segment	Capacity (LOS E) <sup>a</sup>	ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>
<b>Mast Boulevard</b>				
1. SR-52 to West Hills Pkwy	40,000	26,440	C	0.661
2. West Hills Pkwy to Pebble Beach Dr	40,000	19,540	B	0.489
<b>Carlton Oaks Drive</b>				
3. West Hills Pkwy to Pebble Beach Dr	15,000	7,360	C	0.491
<b>Mission Gorge Road</b>				
4. Western City Limits to West Hills Pkwy	40,000	16,510	B	0.413
5. West Hills Pkwy to SR-125	40,000	17,000	B	0.425
6. SR-125 to Fanita Dr	60,000	45,440	C	0.757
7. Fanita Dr to Carlton Hills Blvd	60,000	41,100	C	0.685
8. Carlton Hills Blvd to Town Center Dr	60,000	37,960	C	0.633
9. Town Center Pkwy to Cuyamaca St	60,000	28,630	B	0.477
10. Cuyamaca St to Riverview Pkwy	60,000	23,140	A	0.386
11. Riverview Pkwy to Cottonwood Ave	60,000	25,550	B	0.426
12. Cottonwood Ave to Magnolia Ave	60,000	24,960	A	0.416
<b>Prospect Avenue</b>				
13. Fanita Dr to Cuyamaca St	15,000	8,900	C	0.593
14. Cuyamaca St to Magnolia Ave	15,000	9,880	C	0.659
<b>West Hills Parkway</b>				
15. Mast Blvd to Mission Gorge Rd	40,000	11,610	A	0.290
<b>Fanita Drive</b>				
16. Mission Gorge Rd to SR-52 Ramps	40,000	18,990	B	0.475
17. SR-52 Ramps to Prospect Ave	40,000	11,650	A	0.291
<b>Carlton Hills Boulevard</b>				
18. Carlton Oaks Dr to Mission Gorge Rd	40,000	24,960	C	0.624
<b>Town Center Parkway</b>				
19. Mission Gorge Rd to Cuyamaca St	40,000	19,280	B	0.482
<b>Cuyamaca Street</b>				
20. River Park Dr to Town Center Pkwy	40,000	26,690	C	0.667
21. Town Center Pkwy to Mission Gorge Rd	50,000	21,850	B	0.437
22. Mission Gorge Rd to SR-52 Ramps	50,000	39,020	C	0.780
23. SR 52 Ramps to south of Prospect Ave.	50,000	26,060	B	0.521
<i>(Continued on Next Page)</i>				

**TABLE 6-1  
EXISTING STREET SEGMENT OPERATIONS**

Street Segment	Capacity (LOS E) <sup>a</sup>	ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>
<i>(Continued from Previous Page)</i>				
<b>Magnolia Avenue</b>				
24. Mast Blvd to Riverview Pkwy	40,000	22,440	C	0.561
25. Riverview Pkwy to Mission Gorge Rd	40,000	25,830	C	0.646
26. Mission Gorge Rd to SR-52 Ramps	60,000	33,870	B	0.565
27. SR-52 Ramps to south of Prospect Ave	40,000	12,600	A	0.315
<b>Woodside Avenue</b>				
28. East of Magnolia Ave	40,000	27,210	C	0.680
<b>N. Woodside Avenue</b>				
29. Riverford Rd to Woodside Ave	10,000	3,390	A	0.339

**Footnotes:**

- a. Capacities based on City of Santee Roadway Classification & LOS table.
- b. Average Daily Traffic Volumes
- c. Level of Service
- d. Volume to Capacity ratio

## 7.0 TRIP GENERATION/DISTRIBUTION/ASSIGNMENT

The Project proposes a comprehensive Cannabis Business Ordinance assumed to allow for a total of 20 facilities, as outlined in *Table 2-1*. For analysis at the programmatic level, estimates of likely traffic increases from the Project are based on Project buildout assumptions as detailed in *Table 2-1*, and trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11<sup>th</sup> Edition) document and from the County of Santa Barbara's *Cannabis Land Use Ordinance and Licensing Program Final Environmental Impact Report*, December 2017 (excerpt included in *Appendix B*).

The following trip rates were used to calculate the Project's trip generation:

- ***Retail***: The “Marijuana Dispensary” trip rate of 211.12 ADT per 1,000 SF of gross floor area from ITE's *Trip Generation Manual* (11th Edition) was used.
- ***Distribution***: The “Distribution” trip rate of 1.4 ADT per 1,000 SF of gross floor area from the County of Santa Barbara's *Cannabis Land Use Ordinance and Licensing Program Final Environmental Impact Report* was used.
- ***Manufacturing***: The “Manufacturing” trip rate of 3.8 ADT per 1,000 SF of gross floor area from the County of Santa Barbara's *Cannabis Land Use Ordinance and Licensing Program Final Environmental Impact Report* was used.
- ***Cultivation***: The “Marijuana Cultivation & Processing Facility” trip rate of 0.69 ADT per 1,000 SF of gross floor area from ITE's *Trip Generation Manual* (11th Edition) was used.
- ***Testing***: The “Testing” trip rate of 7 ADT per 1,000 SF of gross floor area from the County of Santa Barbara's *Cannabis Land Use Ordinance and Licensing Program Final Environmental Impact Report* was used.

*Table 7-1* summarizes the trip generation rates for the Project's proposed land uses. As shown in *Table 7-1*, the Project is calculated to generate a total of 4,427 ADT.

### 7.1 Trip Distribution/Assignment

For the purposes of this analysis, a total of 20 facilities were assumed to be permitted by the Ordinance. As previously mentioned, the locations of the specific retail, microbusiness, manufacturing, testing, and distribution sites are not known. For the purposes of the environmental analysis, likely locations for each of the Ordinance's land uses were identified as shown in *Figure 2-2*. An individual trip distribution was prepared for each of the 20 locations based on land use type, anticipated traffic patterns to and from the site, and the proximity to state highways and arterials. The individual trip distribution figures are included in *Appendix C*

The traffic assignment for each of the 20 facilities was calculated and added together. *Figure 7-1* shows the total Project traffic volumes assignment for the study area.

TABLE 7-1  
PROJECT TRIP GENERATION

Land Use	Average SF per Facility	# of Proposed Facilities	Trip Rate		Total ADT
<b>Retail</b>	5,000	2	211.12	/KSF <sup>a</sup>	<b>2,111</b>
<b>Microbusiness (w/ Retail)</b>					
<i>Distribution</i>	2,000	2	1.4	/KSF <sup>c</sup>	6
<i>Retail</i>	5,000		211.12	/KSF <sup>a</sup>	2,111
<i>Manufacturing</i>	3,000		3.8	/KSF <sup>c</sup>	23
<b>Microbusiness (w/ Retail) Subtotal</b>	18,000				<b>2,140</b>
<b>Microbusiness (w/o Retail)</b>					
<i>Cultivation</i>	10,000	2	0.69	/KSF <sup>b</sup>	14
<i>Manufacturing</i>	3,000		3.8	/KSF <sup>c</sup>	23
<i>Distribution</i>	2,000		1.4	/KSF <sup>c</sup>	6
<b>Microbusiness (w/o Retail) Subtotal</b>	13,000				<b>43</b>
<b>Manufacturing</b>	3,000	4	3.8	/KSF <sup>c</sup>	<b>46</b>
<b>Testing</b>	2,500	4	7	/KSF <sup>c</sup>	<b>70</b>
<b>Distribution</b>	2,000	6	1.4	/KSF <sup>c</sup>	<b>17</b>
<b>Total</b>					<b>4,427</b>

**Footnotes:**

- a. Rates from the Institute of Transportation Engineers' (ITE) Trip Generation Manual (11th Ed.) (Code 882: Marijuana Dispensary).
- b. Rates from the Institute of Transportation Engineers' (ITE) Trip Generation Manual (11th Ed.) (Code 190: Marijuana Cultivation & Processing Facility).
- c. Rates from the County of Santa Barbara's Cannabis Land Use Ordinance and Licensing Program Final Environmental Impact Report, December 2017.



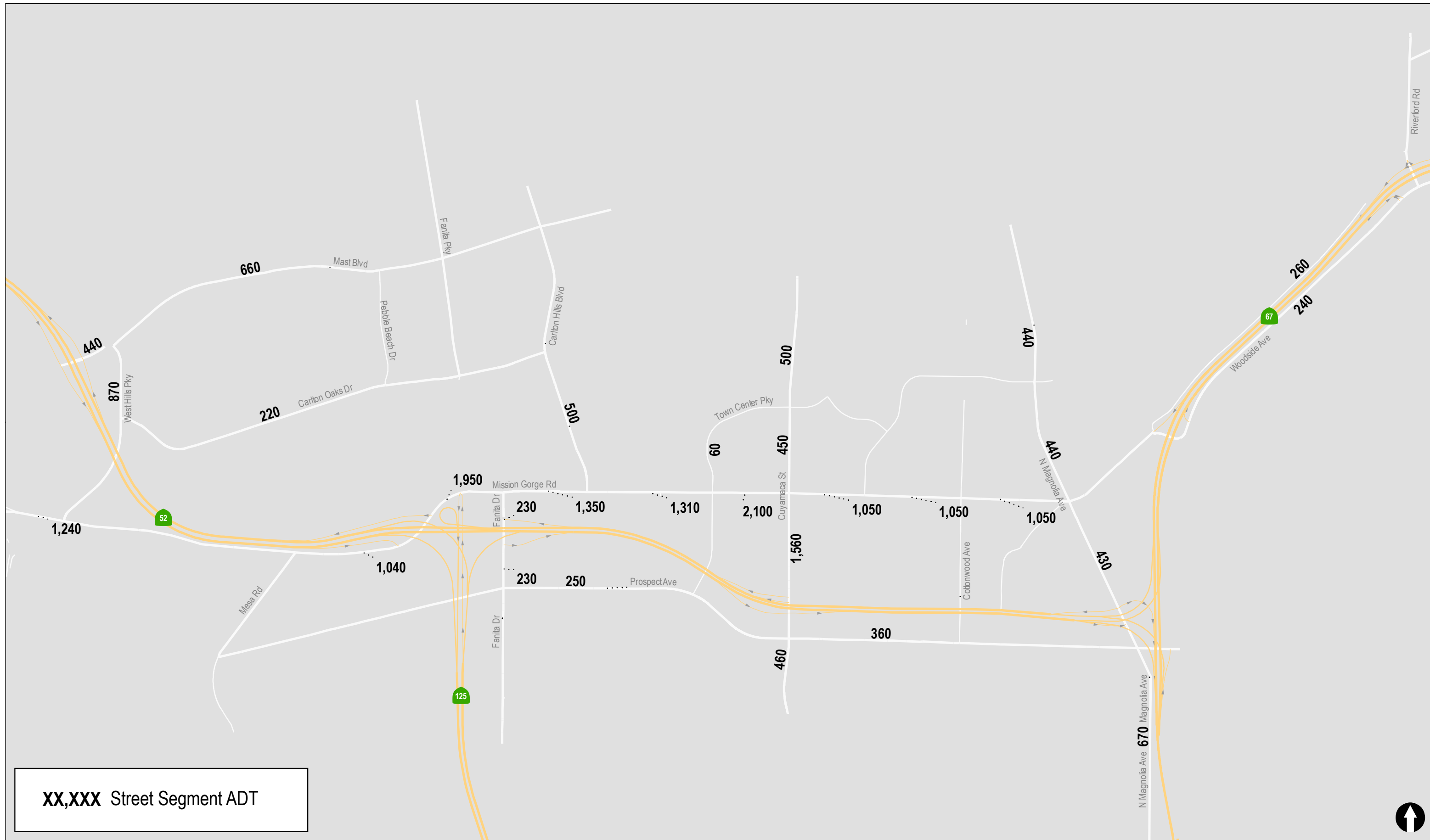


Figure 7-1

**Project Traffic Volumes**

Santee Cannabis Ordinance

## 8.0 NEAR-TERM CUMULATIVE CONDITIONS

Cumulative projects are other projects in the study area that could be constructed and occupied between the date of existing data collection (January/February 2018) and the expected near-term timeframe for the Project, thus adding traffic to the local circulation system. LLG researched projects within the City of Santee, City of San Diego, City of El Cajon and County of San Diego to identify cumulative projects in the study area that could be constructed and generating traffic in the Project vicinity under Near-Term conditions. At this time, the anticipated opening year(s) of the Project’s estimated 20 individual cannabis related facilities is not known. For the purposes of the environmental analysis, the Near-Term condition is estimated as 3-5 years from the first cannabis facility being built.

55 cumulative development projects are planned for the area for the near-term condition. The following is a brief description of each of the cumulative projects. It should be noted that the Fanita project was not included in the cumulative condition due to the uncertainty of development at the time this study was prepared.

*Table 8-1* provides a summary of the cumulative projects trip generation summary.

**TABLE 8-1  
CUMULATIVE DEVELOPMENT PROJECTS SUMMARY**

No.	Name/Applicant	Description	ADT <sup>a</sup>	AM		PM		Status
				In	Out	In	Out	
1.	GA Development LLC	6-lot residential subdivision	60	2	3	4	2	Approved – Not Built
2.	D’Lazio	20 condominiums	160	3	10	11	5	Completed <sup>c</sup>
3.	East County Estates	17 single-family homes	170	4	10	12	5	Completed <sup>c</sup>
4.	Las Olivitas	18 condominiums	144	2	10	10	4	Completed <sup>c</sup>
5.	Santee View Estates	27-lot residential subdivision	270	7	15	19	8	Approved – Not Built
6.	Woodside Terrace	4-lot residential subdivision	40	1	2	3	1	Completed <sup>c</sup>
7.	Tyree & Vidovich Investments, LLC	4-lot residential subdivision	40	1	2	3	1	Completed <sup>c</sup>
8.	Cornerstone	128 condo units	768	12	49	48	21	Completed <sup>c</sup>
9.	Santee Townhomes	10 townhome units	80	1	5	6	2	Approved – Not Built
10.	Prospect Fields	75-unit multi-family	600	10	38	42	18	Completed <sup>c</sup>
11.	River Village	82 single family residential units	820	20	46	57	25	Completed <sup>c</sup>
12.	Infill Development Company	4-lot residential subdivision	40	1	2	3	4	Completed <sup>c</sup>

*(Continued on Next Page)*

**TABLE 8-1  
CUMULATIVE DEVELOPMENT PROJECTS SUMMARY**

No.	Name/Applicant	Description	ADT <sup>a</sup>	AM		PM		Status
				In	Out	In	Out	
<i>(Continued from Previous Page)</i>								
13.	Village Run Homes, LLC	40 dwelling unit subdivision	400	10	22	28	12	Approved – Not Built
14.	Karl Strauss	Brewery, warehouse, tasting room, & restaurant	1,509	80	21	74	93	Approved – Not Built
15.	Hattie Davison Properties	113 condominiums	904 <sup>b</sup>	14	58	63	27	Approved – Not Built
16.	Walker Trails	67 condominiums	536	9	34	38	16	Completed <sup>c</sup>
17.	Prospect Estates II	53 single-family	530	13	29	37	16	Approved – Not Built
18.	Costco and Expanded Food Court	Fuel facility with 11 dispensers	1,063	37	37	43	42	Completed <sup>c</sup>
19.	Weston (formerly Castlerock)	415 detached dwelling units	4,150	100	232	291	124	Completed <sup>c</sup>
20.	Calvary Chapel	9.3 KSF church expansion	84	2	2	4	3	Completed <sup>c</sup>
21.	Tyler Street Subdivision	14 single-family homes	140	3	8	10	4	Pending Entitlement
22.	Carribbean Way	42 condominiums	336	5	22	24	10	Completed <sup>c</sup>
23.	Talwar	8 condominiums	64	1	4	4	2	Approved – Not Built
24.	Lantern Crest Ridge Phase II	46-bed memory care facility	115	3	2	5	4	Pending Entitlement
25.	Graves/Prospect Commercial	Convenience store, coffee shop	1,200	48	48	48	48	Pending Entitlement
26.	Sharp Medical Office Building	86 KSF medical office	3,107	163	43	86	221	Completed <sup>c</sup>
27.	Parkside (formerly Hillside Meadows)	63 single family homes and 62 condominiums	1,126	23	67	79	34	Pending Entitlement
28.	Cuyamaca Service Station	Gas, retail, office, car wash	1,334	54	53	41	42	Approved – Not Built
29.	Panera Bread	Fast Food w/ Drive Through	2,631	92	92	63	63	Completed <sup>c</sup>
<i>(Continued on Next Page)</i>								

**TABLE 8-1  
CUMULATIVE DEVELOPMENT PROJECTS SUMMARY**

No.	Name/Applicant	Description	ADT <sup>a</sup>	AM		PM		Status
				In	Out	In	Out	
<i>(Continued from Previous Page)</i>								
30.	Sycamore Landfill	Master plan expansion	2,920	176	116	70	105	Completed <sup>c</sup>
31.	Padre Dam / Santee Lakes Expansion	Operational trips related to master plan improvements	120	20	20	20	20	Completed <sup>c</sup>
32.	Carlton Oaks Country Club	Single family, assisted living, hotel, and restaurant expansion	2,380	56	117	155	74	Pending Entitlement
33.	Garmo Brothers	Gas station, restaurant	1,364	60	54	36	34	Approved –Not Built
34.	Toby Foster	Commercial	250	5	3	12	11	Completed <sup>c</sup>
35.	Meng Subdivision	24 multi-family residential	192	3	12	13	6	Approved – Not Built
36.	Woodspring Suites	120-room hotel	840	27	40	46	30	Approved – Not Built
37.	Handel’s Ice Cream	Commercial	68	1	1	3	3	Approved – Not Built
38.	Apts. Inc	11 multi-family residential	88	1	6	6	3	Pending Entitlement
39.	Tower Glass	Industrial	275	27	3	7	26	Approved – Not Built
40.	Studio Movie Grill	Entertainment, restaurant	3,700	13	0	179	117	Pending Entitlement
41.	County Property 2	365 multi-family residential	2,920	47	187	204	88	Pending Entitlement
42.	County Property 1	130 multi-family residential	1,040	17	66	73	31	Pending Entitlement
43.	KDS & Assoc.	Warehouse	37	4	1	2	4	Pending Entitlement
44.	Cameron Bros	Commercial	12,883	309	206	644	644	Pending Entitlement
45.	Jacor	Office/warehouse	21	2	1	1	2	Approved – Not Built
<i>(Continued on Next Page)</i>								

**TABLE 8-1  
CUMULATIVE DEVELOPMENT PROJECTS SUMMARY**

No.	Name/Applicant	Description	ADT <sup>a</sup>	AM		PM		Status
				In	Out	In	Out	
<i>(Continued from Previous Page)</i>								
46.	Rayo Wholesale	Warehouse	25	2	1	2	2	Completed <sup>c</sup>
47.	Lantern Crest Phase III	360 residential apartments	2,880	46	184	202	86	Completed <sup>c</sup>
48.	Rockvill Residential	59 residential apartments	590	14	33	41	18	Pending Entitlement
49.	All Right Storage	87 KSF Storage	175	6	5	8	8	Pending Entitlement
50.	County ARCC	25 KSF Gov't Office	755	61	7	27	64	Completed
51.	Gondala Skate	28 KSF Industrial	229	23	2	5	22	Approved – Not Built
52.	Lunar Lane	7 KSF Industrial	59	5	1	1	6	Pending Entitlement
53.	Kalasho Gas Station	Gas Station	900	32	31	36	36	Pending Entitlement
54.	Conejo Subdivision	5 single-family residential	50	1	3	4	1	Pending Entitlement
55.	Prospect Avenue Subdivision	14 single-family residential	140	3	8	10	4	Pending Entitlement

**Footnotes:**

- a. Average daily traffic.
- b. Cumulative project #15 results in a net reduction of 327 daily trips when credit for the existing tenant is taken.
- c. Projects noted as completed were fully constructed *after* the date of existing data collection. Therefore, the trips associated with these projects were added to the near-term cumulative condition.

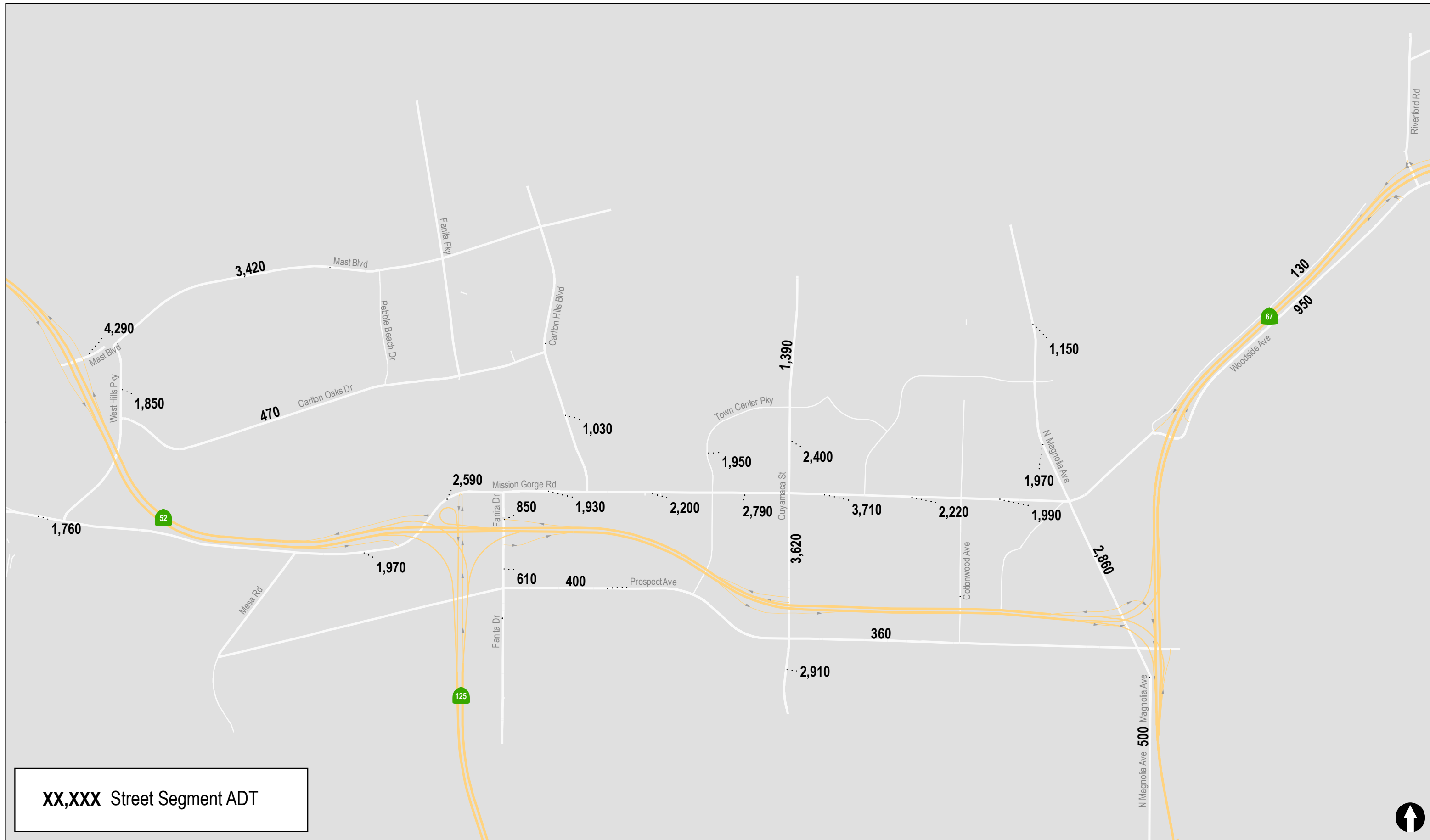


Figure 8-1

**Cumulative Growth Traffic Volumes**

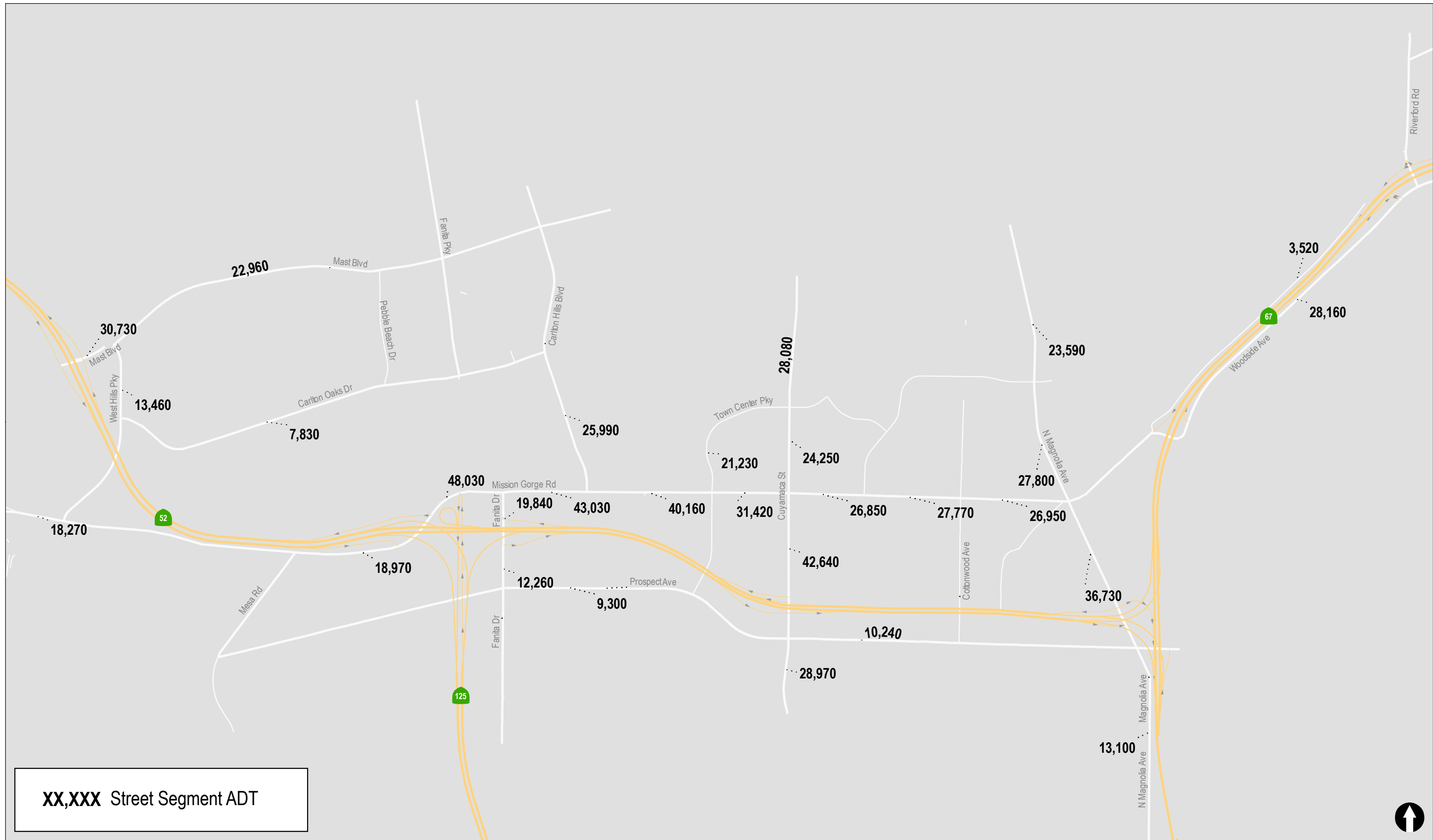


Figure 8-2

**Existing + Cumulative Projects Traffic Volumes**

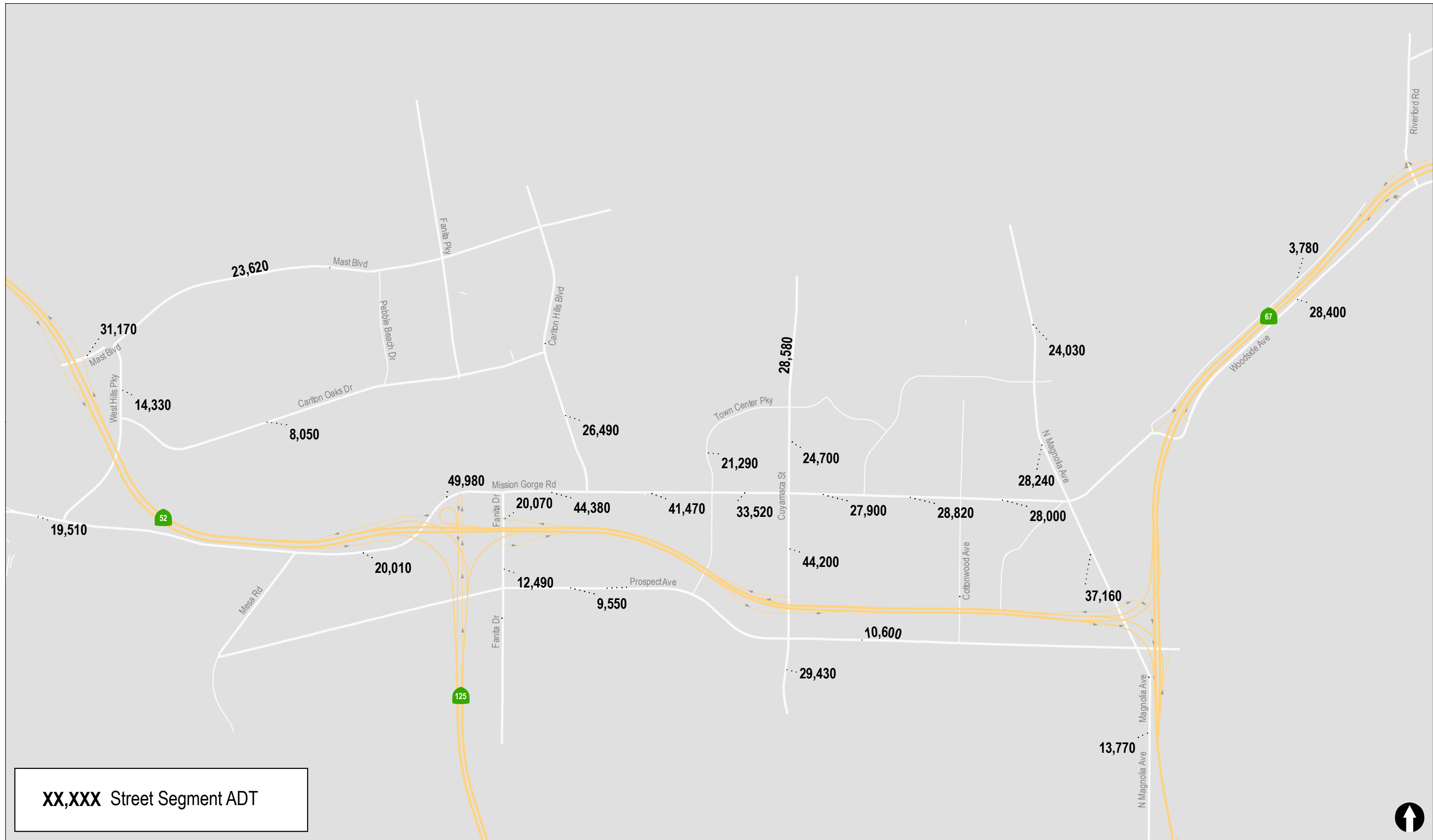


Figure 8-3

**Existing + Cumulative Projects + Project Traffic Volumes**



## 9.0 ANALYSIS OF NEAR-TERM CUMULATIVE SCENARIOS

The Existing + Cumulative Projects scenario (Near-Term baseline) is an assessment of the impact of ambient growth due to cumulative development projects within the general study area in relation to the existing conditions. The Existing + Cumulative Projects + Project scenario is an assessment of the impact of the total Project in relation to the near-term baseline condition. These analyses include intersection, street segment and freeway mainline operations.

### 9.1 Existing + Cumulative Projects

#### 9.1.1 *Daily Street Segment Operations*

**Table 9-1** summarizes the Existing + Cumulative Projects street segment operations. As seen in **Table 9-1**, the study area street segments are all calculated to operate acceptably at LOS D or better under Existing + Cumulative Projects conditions.

### 9.2 Existing + Cumulative Projects + Project

#### 9.2.1 *Daily Street Segment Operations*

**Table 9-1** summarizes the Existing + Cumulative Projects + Project street segment operations. As seen in **Table 9-1**, the study area street segments are all calculated to continue to operate acceptably at LOS D or better under Existing + Cumulative Projects + Projects conditions.

Based on the established significance criteria, no significant effects were calculated with the addition of Project traffic. Therefore, no improvements would be required.

**TABLE 9-1  
EXISTING + CUMULATIVE PROJECTS STREET SEGMENT OPERATIONS**

Street Segment	Functional Capacity (LOS E) <sup>a</sup>	Existing + Cumulative			Existing + Cumulative + Project			Δ <sup>e</sup> V/C	Substantial Effect?
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C		
<b>Mast Boulevard</b>									
1. SR-52 to West Hills Pkwy	40,000	30,730	D	0.77	31,170	D	0.78	0.01	No
2. West Hills Pkwy to Pebble Beach Dr	40,000	22,960	C	0.57	23,620	C	0.59	0.02	No
<b>Carlton Oaks Drive</b>									
3. West Hills Pkwy to Pebble Beach Dr	15,000	7,830	C	0.52	8,050	C	0.54	0.01	No
<b>Mission Gorge Road</b>									
4. Western City Limits to West Hills Pkwy	40,000	18,270	B	0.46	19,510	B	0.49	0.03	No
5. West Hills Pkwy to SR-125	40,000	18,970	B	0.47	20,010	B	0.50	0.03	No
6. SR-125 to Fanita Dr	60,000	48,030	C	0.80	49,980	C	0.83	0.03	No
7. Fanita Dr to Carlton Hills Blvd	60,000	43,030	C	0.72	44,380	C	0.74	0.02	No
8. Carlton Hills Blvd to Town Center Pkwy	60,000	40,160	C	0.67	41,470	C	0.69	0.02	No
9. Town Center Pkwy to Cuyamaca St	60,000	31,420	B	0.52	33,520	B	0.56	0.04	No
10. Cuyamaca St to Riverview Pkwy	60,000	26,850	B	0.45	27,900	B	0.47	0.02	No
11. Riverview Pkwy to Cottonwood Ave	60,000	27,770	B	0.46	28,820	B	0.48	0.02	No
12. Cottonwood Ave to Magnolia Ave	60,000	26,950	B	0.45	28,000	B	0.47	0.02	No
<b>Prospect Avenue</b>									
13. Fanita Dr to Cuyamaca St	15,000	9,300	C	0.62	9,550	C	0.64	0.02	No
14. Cuyamaca St to Magnolia Ave	15,000	10,240	D	0.68	10,600	D	0.71	0.02	No
<b>West Hills Parkway</b>									
15. Mast Blvd to Mission Gorge Rd	40,000	13,460	A	0.34	14,330	A	0.36	0.02	No
<b>Fanita Drive</b>									
16. Mission Gorge to SR-52 Ramps	40,000	19,840	B	0.50	20,070	B	0.50	0.01	No
17. SR-52 Ramps to Prospect Ave	40,000	12,260	A	0.31	12,490	A	0.31	0.01	No
<b>Carlton Hills Boulevard</b>									
18. Carlton Oaks Dr to Mission Gorge Rd	40,000	25,990	C	0.65	26,490	C	0.66	0.01	No
<i>(Continued on Next Page)</i>									

**TABLE 9-1  
EXISTING + CUMULATIVE PROJECTS STREET SEGMENT OPERATIONS**

Street Segment	Functional Capacity (LOS E) <sup>a</sup>	Existing + Cumulative			Existing + Cumulative + Project			Δ <sup>e</sup> V/C	Substantial Effect?
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C		
<i>(Continued from Previous Page)</i>									
<b>Town Center Parkway</b>									
19. Mission Gorge Rd to Cuyamaca St	40,000	21,230	C	0.53	21,290	C	0.53	0.00	No
<b>Cuyamaca Street</b>									
20. River Park Dr to Town Center Pkwy	40,000	28,080	C	0.70	28,580	C	0.71	0.01	No
21. Town Center Pkwy to Mission Gorge Rd	50,000	24,250	B	0.49	24,700	B	0.49	0.01	No
22. Mission Gorge Rd to SR-52 Ramps	50,000	42,640	D	0.85	44,200	D	0.88	0.03	No
23. SR-52 Ramps to south of Prospect Ave	50,000	28,970	C	0.58	29,430	C	0.59	0.01	No
<b>Magnolia Avenue</b>									
24. Mast Blvd to Riverview Pkwy	40,000	23,590	C	0.59	24,030	C	0.60	0.01	No
25. Riverview Pkwy to Mission Gorge Rd	40,000	27,800	C	0.70	28,240	C	0.71	0.01	No
26. Mission Gorge Rd to SR-52 Ramps	60,000	36,730	C	0.61	37,160	C	0.62	0.01	No
27. SR-52 Ramps to south of Prospect Ave	40,000	13,100	A	0.33	13,770	A	0.34	0.02	No
<b>Woodside Avenue</b>									
28. East of Magnolia Ave	40,000	28,160	C	0.70	28,400	C	0.71	0.01	No
<b>N. Woodside Avenue</b>									
29. Riverford Rd to Woodside Ave	10,000	3,520	A	0.35	3,780	A	0.38	0.03	No

**Footnotes:**

- a. Capacities based on City of Santee Roadway Classification & LOS table.
- b. Average Daily Traffic
- c. Level of Service
- d. Volume to Capacity ratio
- e. Δ denotes a Project-induced increase in the Volume to Capacity ratio.

## 10.0 VEHICLE MILES TRAVELED (VMT) ASSESSMENT

The following VMT assessment has been prepared to evaluate the effects of the Project based on VMT, as proposed by the California Governor’s Office of Planning and Research (OPR) to implement California State Law Senate Bill (SB) 743. The analysis methodology contained in this study utilizes the *City of Santee VMT Analysis Guidelines*, April 2022, and the guidelines published by the Institute of Traffic Engineers (ITE), the California Office of Planning and Research (OPR), and other jurisdictions in the San Diego region. These guidelines specifically address the requirements of California Senate Bill (SB) 743 which mandate specific types of CEQA analysis of transportation projects effective July 1, 2020.

### 10.1 VMT Background

VMT is defined as the “amount and distance of automobile travel attributable to a project” per CEQA Guidelines Section 15064.3. VMT is a measure of the use and efficiency of the transportation network as well land uses in a region. VMT is calculated based on individual vehicle trips generated and their associated trip lengths. VMT accounts for two-way (roundtrip) travel and is estimated for a typical weekday for the purposes of measuring transportation impacts.

The potential transportation impacts of the proposed Project are based on VMT to satisfy the California Environmental Quality Act (CEQA) guidelines through SB 743. Public Resources Code section 20199, enacted pursuant to SB 743, identifies VMT as an appropriate metric for measuring transportation impacts along with the elimination of auto delay/Level of service (LOS) for CEQA purposes statewide.

### 10.2 VMT Screening Criteria

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

1. Projects located in a Transit-Accessible Area: Projects located within a half-mile radius of an existing major transit stop or an existing stop along a high-quality transit corridor may be presumed to have a less-than-significant impact absent substantial evidence to the contrary.
2. Small Projects: Projects generating 500 or fewer net new daily vehicle trips may be presumed to have a less-than significant impact absent substantial evidence to the contrary. Trips are based on the number of vehicle trips calculated using SANDAG’s (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region or ITE trip generation rates with any alternative modes/location-based adjustments applied.
3. Projects in a VMT Efficient Area: A VMT-efficient area is any area within the City with an average VMT/capita or VMT/employee below the thresholds as compared to the baseline City/Regional VMT for the TAZ that the project is located within.

4. Locally Serving Retail Projects: Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel. Local serving retail projects less than 50,000 square feet that are expected to draw approximately 75% of customers from the local area (roughly 3-miles) are presumed to have a less than significant impact absent substantial evidence to the contrary. Retail projects that are between 50,000 square feet and 125,000 square feet with similar customer attraction (approximately 75% from local area) may also be presumed locally-serving; however, the city may require the applicant to provide a market analysis as evidence that the project is locally serving. Retail projects that are more than 125,000 square feet are required to conducted a VMT analysis unless the applicant provides market surveys to demonstrate that at least 75% of customers are attracted from the local population.
5. Locally Serving Public Facilities: Public facilities that serve the surrounding community or public facilities that are passive use may be presumed to have a less-than-significant impact absent substantial evidence to the contrary.
6. Redevelopment Projects with Lower Total VMT: A redevelopment project may be presumed to have a less-than-significant impact absent substantial evidence to the contrary if the proposed project's total project VMT is less than the existing land use's total VMT and the CEQA action includes closing the existing land use.
7. Infill Affordable Housing: Based on the ITE 11th Edition of the Trip Generation Manual, the affordable housing trip generation rate is approximately 30% lower than the multi-family (low-rise) rate. Adding affordable housing to infill locations generally improves jobs-housing balance, in turn, shortening commutes and reducing VMT. This suggests that it is possible to presume a blended affordable and market-rate residential project as having less than significant VMT impact.

### 10.3 VMT Assessment

For the purposes of this analysis, a total of 20 facilities were assumed to be permitted by the Ordinance, including retail (two locations total), microbusiness with retail (two locations total), microbusiness without retail (two locations total), manufacturing (four locations total), testing (four locations total), and distribution (six locations total). All of the 20 facilities would be considered to have a less-than-significant impact due to the project or location characteristics based on the City's screening criteria summarized in *Section 10.2*. Different screening criteria apply to different land use types as discussed below.

#### 10.3.1 Retail Facilities

The Ordinance would allow for a total of four (4) retail facilities, including two (2) retail only locations and two (2), microbusiness with retail locations. As noted in *Table 2-1*, each of these retail locations would be approximately 5,000 SF. Therefore, screening criteria number four (4), *Locally Serving Retail Facilities*, is applicable. As such, the Project's Retail facilities can be presumed to have a less-than-significant transportation impact and would not require a detailed VMT analysis.

### 10.3.2 *Microbusiness without Retail, Manufacturing, Testing, and Distribution Facilities*

The Ordinance would allow for two (2) microbusinesses without retail locations, four (4) manufacturing locations, four (4) testing locations, and six (6) distribution locations. Each of these individual facilities would generate fewer than 500 ADT, as summarized in **Table 10-1**. Therefore, screening criteria number two (2), *Small Projects*, is applicable. As such, the Project can be presumed to have a less-than-significant transportation impact and would not require a detailed VMT analysis.

**TABLE 10-1**  
**TRIP GENERATION PER FACILITY BY LAND USE TYPE**

<b>Land Use</b>	<b>ADT per Facility <sup>a</sup></b>
Microbusiness without Retail	19 ADT
Manufacturing	12 ADT
Testing	18 ADT
Distribution	3 ADT

**Footnotes:**

- a. Based on the total Project trip generation calculations summarized in **Table 7-1**.

## 11.0 CONCLUSIONS

The City of Santee proposes a comprehensive Cannabis Business Ordinance amending the City's Municipal Code. The Ordinance would regulate the commercial cultivation, processing, manufacturing, testing, sale, delivery, and distribution of cannabis and cannabis products.

Cannabis facilities would not be located within 900 feet of sensitive receptors, including kindergarten through 12th grade schools, commercial daycare centers, youth centers, religious locations, or parks. It is anticipated that certain types of cannabis facilities would be allowed in the Light Industrial (LI), General Industrial (GI), and General Commercial (GC) zones within the City, subject to the City's siting requirements.

For the purposes of this analysis, a total of 20 facilities were assumed to be permitted by the Ordinance. At this time, the locations of the specific retail, microbusiness, manufacturing, testing, and distribution sites are not known. For the purposes of the environmental analysis, likely locations for each of the Ordinance's land uses were identified, as shown in *Figure 2-2*.

LOS analysis of the study street segments found no potential effect to the circulation system due to the traffic generated by the proposed Project. Therefore, improvements would not be required.

Based on the *City of Santee VMT Analysis Guidelines*, April 2022, all of the 20 assumed facilities would be considered to have a less-than-significant impact due to the project or location characteristics based on the City's screening criteria. The preparation of a detailed CEQA transportation VMT analysis would not be required for any of the Project facilities.

TECHNICAL APPENDICES  
**SANTEE CANNABIS BUSINESS ORDINANCE**  
Santee, California  
May 10, 2022

LLG Ref. 3-21-3548

**Linscott, Law &  
Greenspan, Engineers**  
4542 Ruffner Street  
Suite 100  
San Diego, CA 92111  
**858.300.8800** T  
858.300.8810 F  
[www.llgengineers.com](http://www.llgengineers.com)



**ATTACHMENT A**  
**TRAFFIC VOLUME COMPARISON AND STREET**  
**SEGMENT COUNT SHEETS**

**SR-52 @ MAST BOULEVARD**

2018			2022		
EB	WB	TOTAL	EB	WB	TOTAL
52,962	48,353	101,315	50,668	45,688	96,356

Time	Minimum	Mean	Maximum	# Lane	Poi % Observed
00:00	189.00	261.59	552.00	5508	91.70
01:00	132.00	191.48	498.00	5508	92.40
02:00	147.00	198.79	490.00	5508	91.80
03:00	355.00	429.33	504.00	5508	92.30
04:00	786.00	1,326.78	1,492.00	5505	92.40
05:00	1,742.00	3,990.22	4,317.00	5508	92.40
06:00	2,513.00	5,192.84	5,606.00	5508	91.90
07:00	2,685.00	5,233.49	5,620.00	5508	91.30
08:00	2,680.00	4,971.77	5,360.00	5508	92.30
09:00	2,012.00	4,011.22	4,629.00	5508	92.50
10:00	1,654.00	3,097.76	3,651.00	5508	91.90
11:00	1,677.00	2,758.37	3,125.00	5508	92.40
12:00	1,754.00	2,688.17	3,117.00	5508	91.90
13:00	1,852.00	2,706.75	3,111.00	5508	90.60
14:00	2,193.00	2,698.12	3,049.00	5508	91.90
15:00	2,090.00	2,587.29	2,966.00	5505	92.60
16:00	1,860.00	2,329.29	2,669.00	5508	93.30
17:00	1,689.00	2,185.56	2,558.00	5508	93.00
18:00	1,245.00	1,746.33	2,276.00	5508	92.60
19:00	913.00	1,313.86	1,613.00	5508	92.50
20:00	751.00	1,093.04	1,519.00	5508	92.90
21:00	588.00	903.12	1,197.00	5508	93.20
22:00	463.00	624.18	938.00	5508	93.00
23:00	276.00	422.18	669.00	5505	93.30

52,962

### Report Description

Report Aggregates>Time of Day  
Route Name  
Route Description

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Report link

Report generated 05/09/2022 14:53

PeMS version caltrans\_pems-20.0.1

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Parameter	Value
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Quantity	Flow
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Data	132,183 Lane Points
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Data Quality	92.3% Observed
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Segment Type	VDS
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Segment Name	Mainline VDS 1126575 - 52 EB 2 mi W/O Mast Blvd
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start date	01/01/2018 00:00:00
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end date	12/31/2018 23:59:59
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Time	Minimum	Mean	Maximum	# Lane	Poi % Observed
00:00	161.00	208.98	257.00	1836	94.80
01:00	113.00	165.27	208.00	1836	94.10
02:00	165.00	194.80	247.00	1836	94.10
03:00	341.00	414.80	463.00	1836	94.40
04:00	1,073.00	1,211.69	1,310.00	1836	96.10
05:00	1,071.00	3,336.24	3,647.00	1836	96.10
06:00	931.00	4,482.45	4,810.00	1836	96.10
07:00	1,254.00	4,926.65	5,266.00	1836	96.10
08:00	2,707.00	4,658.61	5,077.00	1836	96.10
09:00	2,824.00	3,632.82	4,712.00	1836	96.10
10:00	2,679.00	2,927.53	3,211.00	1836	96.10
11:00	2,420.00	2,709.76	3,009.00	1836	96.10
12:00	2,427.00	2,661.00	2,897.00	1836	96.70
13:00	2,474.00	2,708.69	2,975.00	1836	96.10
14:00	2,407.00	2,763.73	2,977.00	1836	96.10
15:00	2,469.00	2,807.10	3,032.00	1836	96.10
16:00	2,243.00	2,576.08	2,802.00	1836	95.80
17:00	2,080.00	2,385.59	2,804.00	1836	96.10
18:00	1,566.00	1,820.73	2,356.00	1836	96.10
19:00	961.00	1,271.80	1,669.00	1836	96.10
20:00	841.00	1,041.67	1,488.00	1836	96.10
21:00	656.00	849.92	1,318.00	1836	96.10
22:00	413.00	557.61	1,011.00	1836	96.10
23:00	262.00	354.67	855.00	1836	95.90

50,668

**Report Description**

Report Aggregates>Time of Day  
Route Name  
Route Description

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**Report Parameters**

**Parameter Value**

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Data Quality 95.8% Observed  
Segment T\ VDS  
Segment N Mainline VDS 1126575 - 52 EB 2 mi W/O Mast Blvd  
start date 01/01/2022 00:00:00  
end date 04/30/2022 23:59:59

Time	Minimum	Mean	Maximum	# Lane Poi	% Observed
00:00	291.00	389.56	1,308.00	5040	91.40
01:00	163.00	238.31	1,067.00	5040	92.10
02:00	119.00	185.14	956.00	5040	91.50
03:00	130.00	180.17	944.00	5040	92.00
04:00	241.00	305.68	1,092.00	5037	92.10
05:00	647.00	764.04	1,623.00	5040	92.10
06:00	1,095.00	1,510.06	2,297.00	5040	91.70
07:00	1,398.00	1,904.11	2,638.00	5040	91.00
08:00	1,601.00	1,880.17	2,793.00	5040	92.10
09:00	1,624.00	1,856.03	2,859.00	5040	92.30
10:00	1,485.00	1,999.15	3,071.00	5040	91.60
11:00	1,265.00	2,223.56	3,299.00	5040	92.10
12:00	1,962.00	2,480.64	3,561.00	5040	91.70
13:00	1,609.00	2,845.49	4,138.00	5040	90.20
14:00	1,282.00	3,934.89	4,796.00	5040	91.70
15:00	2,396.00	4,554.03	5,168.00	5040	92.10
16:00	2,132.00	4,634.65	5,320.00	5040	92.90
17:00	3,299.00	4,630.16	5,331.00	5040	92.50
18:00	2,222.00	4,322.07	5,275.00	5040	92.40
19:00	1,654.00	2,681.20	4,464.00	5040	91.80
20:00	1,321.00	1,760.01	2,956.00	5040	92.50
21:00	1,067.00	1,393.14	2,625.00	5040	92.60
22:00	820.00	1,001.97	2,359.00	5040	92.60
23:00	539.00	678.91	1,781.00	5037	92.70

48,353

**Report Description**

Report Aggregates>Time of Day  
Route Name  
Route Description

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**Report Parameters**

**Parameter Value**

Quantity Flow  
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Data Quality 92% Observed  
Segment Type VDS  
Segment Name Mainline VDS 1126583 - 52 WB W/O Mast Blvd  
start date 01/31/2018 00:00:00  
end date 12/31/2018 23:59:59

Time	Minimum	Mean	Maximum	# Lane	Poi % Observed
00:00	208.00	292.33	408.00	1836	94.80
01:00	129.00	189.25	270.00	1836	94.10
02:00	128.00	165.90	215.00	1836	94.10
03:00	126.00	182.59	247.00	1836	94.10
04:00	267.00	330.43	393.00	1836	96.10
05:00	636.00	764.20	1,007.00	1836	96.10
06:00	1,198.00	1,505.69	1,737.00	1836	96.10
07:00	1,784.00	2,126.16	2,347.00	1836	96.10
08:00	1,938.00	2,106.86	2,249.00	1836	96.10
09:00	1,839.00	2,023.39	2,207.00	1836	96.10
10:00	1,912.00	2,068.90	2,271.00	1836	96.10
11:00	2,019.00	2,255.78	2,523.00	1836	96.10
12:00	1,572.00	2,484.71	2,752.00	1836	96.70
13:00	1,630.00	2,858.55	3,251.00	1836	96.10
14:00	1,484.00	3,777.82	4,141.00	1836	96.10
15:00	3,591.00	4,371.90	4,598.00	1836	96.10
16:00	3,675.00	4,458.55	4,740.00	1836	95.80
17:00	3,459.00	4,372.71	5,670.00	1836	96.10
18:00	2,216.00	3,371.02	4,294.00	1836	96.10
19:00	1,611.00	1,975.75	2,786.00	1836	96.10
20:00	1,141.00	1,482.53	1,946.00	1836	96.10
21:00	845.00	1,136.67	1,511.00	1836	96.10
22:00	621.00	830.39	1,065.00	1836	96.10
23:00	416.00	555.88	700.00	1836	95.90

45,688

### Report Description

Report Aggregates>Time of Day

Route Name

Route Description

[https://pems.dot.ca.gov:443/?report\\_form=1&dtype=VDS&content=loops&tab=det\\_tod&station\\_id=1126583&s\\_time\\_id=1640995200&s\\_time\\_id\\_f=01%2F01%2F2022&e\\_time\\_id=1651363140&e\\_time\\_id\\_f=04%2F30%2F2022&dow\\_2=on&dow\\_3=on&dow\\_4=on&q=flow&fn=1&pct1=25&pct2=75](https://pems.dot.ca.gov:443/?report_form=1&dtype=VDS&content=loops&tab=det_tod&station_id=1126583&s_time_id=1640995200&s_time_id_f=01%2F01%2F2022&e_time_id=1651363140&e_time_id_f=04%2F30%2F2022&dow_2=on&dow_3=on&dow_4=on&q=flow&fn=1&pct1=25&pct2=75)

Report link

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### Report Parameters

Parameter	Value
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Quantity Flow

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Data Quality 95.8% Observed

Segment Type VDS

Segment Name Mainline VDS 1126583 - 52 WB W/O Mast Blvd

start date 01/01/2022 00:00:00

end date 04/30/2022 23:59:59

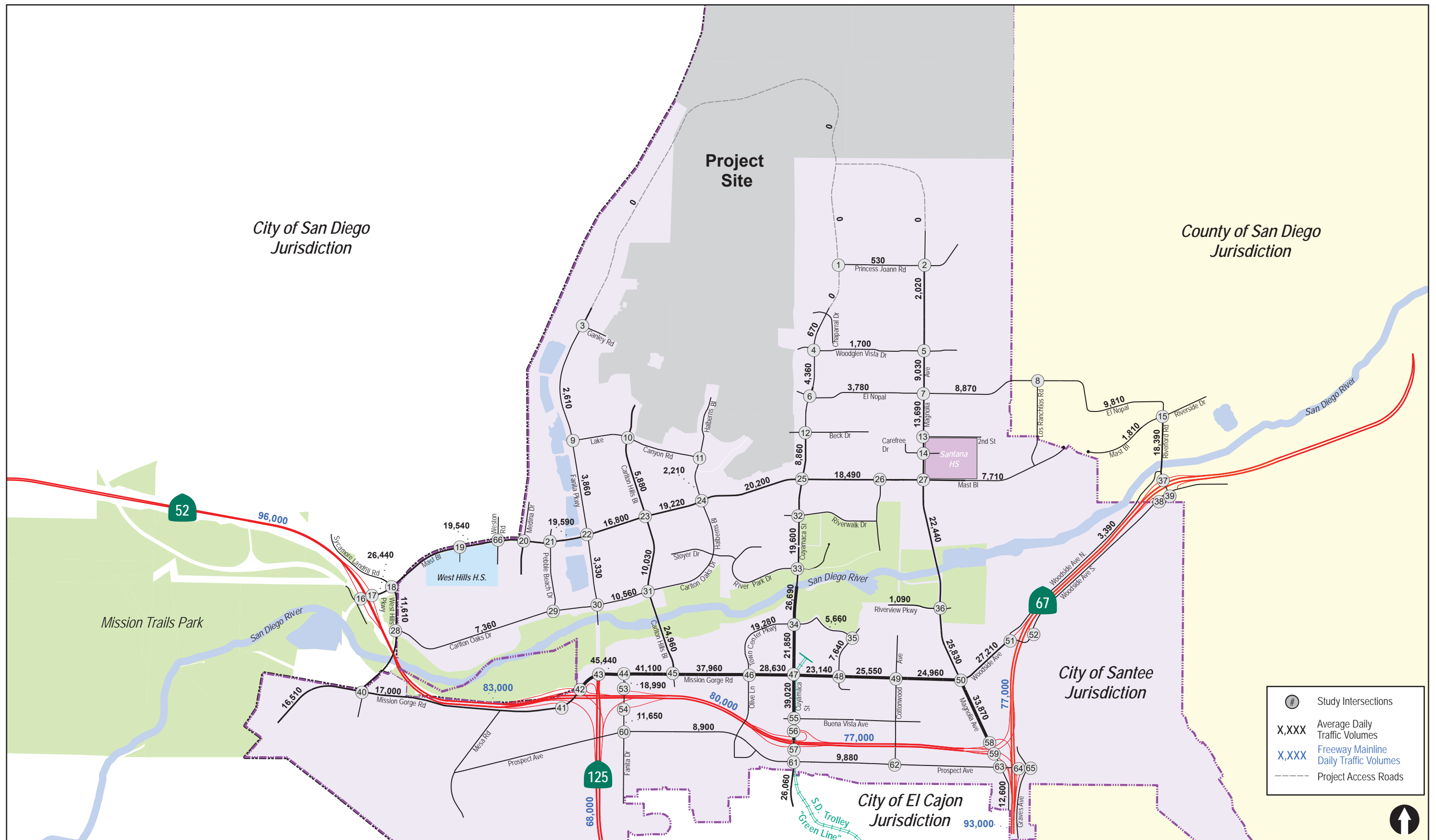


Figure 4-2

**Existing Traffic Volumes**

FANITA RANCH

**TABLE 4-1  
EXISTING TRAFFIC VOLUMES**

<b>Street Segment</b>	<b>ADT<sup>a</sup></b>	<b>Source</b>
<b>Princess Joann Road</b>		
1. Cuyamaca Street to Magnolia Avenue	530	LLG
<b>Woodglen Vista Drive</b>		
2. Cuyamaca Street to Magnolia Avenue	1,700	LLG
<b>El Nopal</b>		
3. Cuyamaca Street to Magnolia Avenue	3,780	LLG
4. Magnolia Avenue to Los Ranchitos Road	8,870	LLG
5. Los Ranchitos Road to Riverford Road	9,810	LLG
<b>Mast Boulevard</b>		
6. SR-52 to West Hills Parkway	26,440	LLG
7. West Hills Parkway to Medina Drive	19,540	LLG
8. Pebble Beach Drive to Fanita Parkway	19,590	LLG
9. Fanita Parkway to Carlton Hills Boulevard	16,800	LLG
10. Carlton Hills Boulevard to Halberns Boulevard	19,220	LLG
11. Halberns Boulevard to Cuyamaca Street	20,200	LLG
12. Cuyamaca Street to Magnolia Avenue	18,490	LLG
13. Magnolia Avenue to Los Ranchitos Road	7,710	LLG
14. West of Riverford Road	1,810	LLG
<b>Carlton Oaks Drive</b>		
15. West Hills Parkway to Pebble Beach Drive	7,360	LLG
16. Fanita Parkway to Carlton Hills Boulevard	10,560	LLG
<b>Mission Gorge Road</b>		
17. Western City Limits to West Hills Parkway	16,510	LLG
18. West Hills Parkway to SR-125	17,000	LLG
19. SR-125 to Fanita Drive	45,440	LLG
20. Fanita Drive to Carlton Hills Boulevard	41,100	LLG
21. Carlton Hills Boulevard to Town Center Parkway	37,960	LLG
22. Town Center Parkway to Cuyamaca Street	28,630	LLG
23. Cuyamaca Street to Riverview Parkway	23,140	LLG
24. Riverview Parkway to Cottonwood Avenue	25,550	LLG
25. Cottonwood Avenue to Magnolia Avenue	24,960	LLG
<b>Prospect Avenue</b>		
26. Fanita Drive to Cuyamaca Street	8,900	LLG
27. Cuyamaca Street to Cottonwood Avenue	9,880	LLG
<b>West Hills Parkway</b>		
28. Mast Boulevard to Mission Gorge Road	11,610	LLG
<b>Fanita Parkway</b>		
29. Project Site to Ganley Drive	DNE	—
30. Ganley Drive to Lake Canyon Road	2,610	LLG
31. Lake Canyon Road to Mast Boulevard	3,860	LLG
<i>(Continued on Next Page)</i>		



TABLE 4-1  
EXISTING TRAFFIC VOLUMES

Street Segment	ADT <sup>a</sup>	Source
<i>(Continued from Previous Page)</i>		
<b>Fanita Parkway (cont.)</b>		
32. Mast Boulevard to Carlton Oaks Drive	3,330	LLG
<b>Fanita Drive</b>		
33. Mission Gorge Road to SR-52 Ramps	18,990	LLG
34. SR-52 Ramps to Prospect Avenue	11,650	LLG
<b>Carlton Hills Boulevard</b>		
35. Lake Canyon Road to Mast Boulevard	5,880	LLG
36. Mast Boulevard to Carlton Oaks Drive	10,030	LLG
37. Carlton Oaks Drive to Mission Gorge Road	24,960	LLG
<b>Halberns Boulevard</b>		
38. Lake Canyon Road to Mast Boulevard	2,210	LLG
<b>Town Center Parkway</b>		
39. Mission Gorge Road to Cuyamaca Street	19,280	LLG
40. Cuyamaca Street to Riverview Parkway	5,660	LLG
<b>Cuyamaca Street</b>		
41. Project Site to Magnolia Avenue	DNE	—
42. Magnolia Avenue to Princess Joann Road	DNE	—
43. Princess Joann Road to Chaparral Drive	DNE	—
44. Chaparral Drive to Woodglen Vista Drive	670	LLG
45. Woodglen Vista Drive to El Nopal	4,360	LLG
46. El Nopal to Mast Boulevard	8,860	LLG
47. Mast Boulevard to River Park Drive	19,600	LLG
48. River Park Drive to Town Center Parkway	26,690	LLG
49. Town Center Parkway to Mission Gorge Road	21,850	LLG
50. Mission Gorge Road to SR-52 Ramps	39,020	LLG
51. SR-52 Ramps to south of Prospect Avenue	26,060	LLG
<b>Riverview Parkway</b>		
52. Mission Gorge Road to Town Center Parkway	7,640	LLG
53. Town Center Parkway to Magnolia Avenue	DNE	—
<b>Magnolia Avenue</b>		
54. Cuyamaca Street to Princess Joann Road	DNE	—
55. Princess Joann Road to Woodglen Vista Drive	2,020	LLG
56. Woodglen Vista Drive to El Nopal	9,030	LLG
57. El Nopal to Mast Boulevard	13,690	LLG
58. Mast Boulevard to Riverview Parkway	22,440	LLG
59. Riverview Parkway to Mission Gorge Road	25,830	LLG
60. Mission Gorge Road to SR-52 Ramps	33,870	LLG
61. SR-52 Ramps to south of Prospect Avenue	12,600	LLG
<i>(Continued on Next Page)</i>		

**TABLE 4-1  
EXISTING TRAFFIC VOLUMES**

<b>Street Segment</b>	<b>ADT<sup>a</sup></b>	<b>Source</b>
<i>(Continued from Previous Page)</i>		
<b>Woodside Avenue</b> 62. East of Magnolia Avenue	27,210	LLG
<b>N. Woodside Avenue</b> 63. Riverford Road to Woodside Avenue	3,390	LLG
<b>Riverford Road</b> 64. Riverside Drive to SR-67 Ramps	18,390	LLG

**Footnotes:**

a. Average Daily Traffic Volumes collected in January/February 2018

**General Notes:**

1. DNE – Does Not Exist

## **ATTACHMENT B**

**EXCERPT FROM THE COUNTY OF SANTA BARBARA'S  
CANNABIS LAND USE ORDINANCE AND LICENSING  
PROGRAM FINAL ENVIRONMENTAL IMPACT REPORT,  
DECEMBER 2017**





# Final Environmental Impact Report (EIR) for the Cannabis Land Use Ordinance and Licensing Program

Volume One

SCH No. 2017071016

December 2017





*Environmental Thresholds – Traffic.*) For this reason, within the County, inconsistency with the CMP may result in the generation of traffic or changes in the traffic environment such that there is an intersection increase in the V/C ratio or delay to a level which degrades operations below acceptable LOS. Such potential for impacts related to traffic volumes are discussed in further detail below.

While the Project does not include any features that would directly affect the performance or safety of transit, bicycle, or pedestrian facilities, the Project would allow new cannabis uses in existing compatibly zoned areas which may induce employment industry growth, as discussed in Section 3.14 *Population, Employment, and Housing*, and subsequent demand for such facilities. SBCAG has estimated that in 2010, approximately 13.2 percent of workers over the age of 16 used alternative modes of transportation (i.e., transit services, bicycling, walking, and other) to travel to and from work (SBCAG 2013). Using this same percentage and comparing to projected increases in Project-generated traffic, it is estimated that approximately 1,992 work trips using alternative modes of transportation could result from the Project. In addition, it is anticipated that a number of these trips would be made by workers and residents which currently use these facilities. Given the programmatic nature of this Project and total area of eligibility, these trips, and associated demand for transit, bicycle, or pedestrian facilities, would be distributed throughout the County. It is foreseeable that many of these trips would be concentrated within urban areas, where such services and facilities may be more present and well maintained, and reliance on such facilities may be more common. Due to the limited number of trips that are anticipated to be made, the dispersal of such trips throughout the County, and the availability of services and facilities throughout the County, it is not anticipated that the Project would result in substantial new demand for these facilities. Further, as the Project does not include any changes in existing land use or zoning patterns, or directly create new development which would physically affect current or proposed transit, bicycle, or pedestrian facilities, the Project is not considered to conflict with applicable plans, policies, or programs for these facilities, as such plans and policies are oriented towards encouraging the use of alternative modes of transportation and enhancing the availability, operation, and safety of these facilities.

### **Increases in Traffic**

Due to the lack of data regarding existing cannabis operations, vehicle traffic associated with existing cannabis operations cannot be accurately quantified. Project-generated increases in traffic volumes may be overestimated; however, given that the Project description does not include a restriction on the number of licenses that could be issued and no buildout for the cannabis industry has been identified, projected traffic volumes may underestimate Project impacts. For these reasons, estimates of new traffic volumes are considered highly variable and serve as a conservative estimate of reasonably foreseeable Project impacts.

For analysis at the programmatic level, estimates of likely traffic increases from the Project are based on buildout assumptions informed by the 2017 Cannabis Registry as detailed in Section 3.0.3, *Assessment Methodology*, and Institute of Transportation Engineers (ITE) Trip Generation Rates for comparable land use types. (See Table 3.12-16.) This is a conservative mathematical estimate to inform the analysis of potential traffic impacts based on typical trips rates; however, it is possible that actual trip generation from Project implementation may be lower, reflective of employment projects for the Project (See also, Section 3.14, *Population, Employment, and Housing*.) Nonetheless, these estimates have been based on anticipated license registrants and future desire for expansion of cannabis operations, analysis of potential transportation impacts based on these assumptions remain programmatic due to the lack of fully developed information on all potential individual project locations, as well as dispersal of traffic along local and rural roadways and the state highway system.

**Table 3.12-16. Estimated Project Traffic Generation based on ITE Trip Generation Rates**

Cannabis Activity	Size	Trip Rate (ITE Land Use Code)	Estimated New ADT	Estimated Daily VMT <sup>1</sup>
Outdoor Cultivation	456 acres	2 trips/acre <sup>2</sup>	912	7,296
Mixed Light Cultivation	638 acres	11.7 trips/acre <sup>2</sup>	7,465	59,720
Indoor Cultivation <sup>3</sup>	30 acres	67.3 trips/acre <sup>4</sup>	2,019	16,152
Nursery <sup>5</sup>	--	--	--	--
Manufacturing	112,000 sf	3.8 trips/1,000 sf	426	3,408
Distribution	281,500 sf	1.4 trips/1,000 sf	394	3,152
Retail <sup>6</sup>	86,000 sf	44.3 trips/1,000 sf	3,810	30,480
Testing	9,000	7.0 trips/1,000 sf	63	504
<b>Total</b>	--	--	<b>15,089</b>	<b>120,712</b>

<sup>1</sup> County average VMT per trip = 8 miles

<sup>2</sup> Trip rates for outdoor and mixed-light cultivation have been provided by the County Public Works Department based on similar agricultural activities.

<sup>3</sup> Size assumptions for indoor cultivation have been based on amount of proposed future indoor cannabis cultivation from the 2017 Cannabis Registry, approximately 3 percent.

<sup>4</sup> Indoor cultivation trip rate based on average trip rate assumptions derived from economic analysis of the cannabis industry.

<sup>5</sup> Due to the variable size and type of nursery operations, assumptions regarding the average size of cannabis nurseries cannot be made.

Sources: ERA Economics, LLC for CA Department of Food and Agriculture 2017; RAND Drug Policy Research Center 2010; SBCAG 2017.

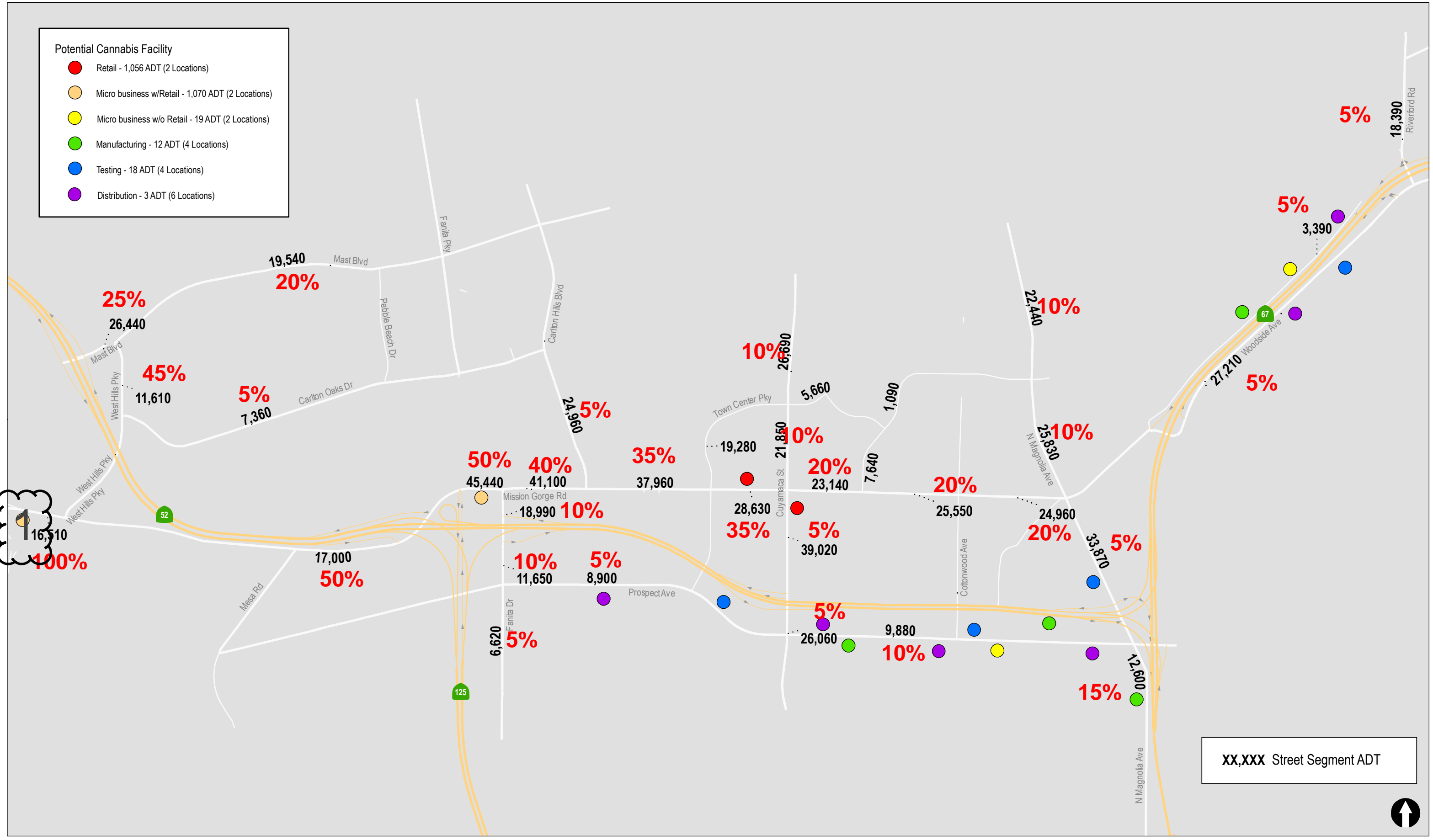
Given that the 2017 Cannabis Registry likely does not capture the complete extent of license registration and future operations that may occur, this analysis relies upon the currently available best information.

Based on buildout of the cannabis industry as informed by anecdotal data from the 2017 Cannabis Registry and anticipated cannabis growth assumptions provided in Chapter 3, *Environmental Impact Analysis*, it is anticipated that increases in vehicle traffic on roadways countywide under the Project would reach an estimated 15,089 ADTs, with approximately 1,512 of these in the PM peak hour, by the year 2023 when market saturation and buildout of the cannabis industry within the County is expected to be achieved.<sup>2</sup> However, considering the potential employment generated by the Project of 3,615 employees, ADTs may total approximately 7,230 ADT, assuming an average of 2 trips per day per employee. Employees associated with cannabis cultivation may follow similar schedules as other agricultural activities, where employees may commute to and from an agricultural site earlier than the standard peak hour (e.g., 5 a.m. – 7 a.m.). In addition, given that hypothetical buildout assumptions include areas of known existing operations, an unknown percentage of these trips currently contribute to the existing traffic environment.

Despite projected new traffic volumes, the Project is not anticipated to substantially increase vehicle trips or traffic volumes along any one road or intersection, as proposed cannabis operations would be

<sup>2</sup> One study has documented plant nursery p.m. peak hour trip generation rates as 10 percent of total ADT. For comparison, typical employment centers, such as offices and industrial parks, have p.m. peak hour trip generation rates of 10 percent to 15 percent of total ADT. Therefore, it is assumed that cannabis operations would generate approximately 10 percent of their trips in the p.m. peak hour. This data is considered the best available to use for the cannabis industry.

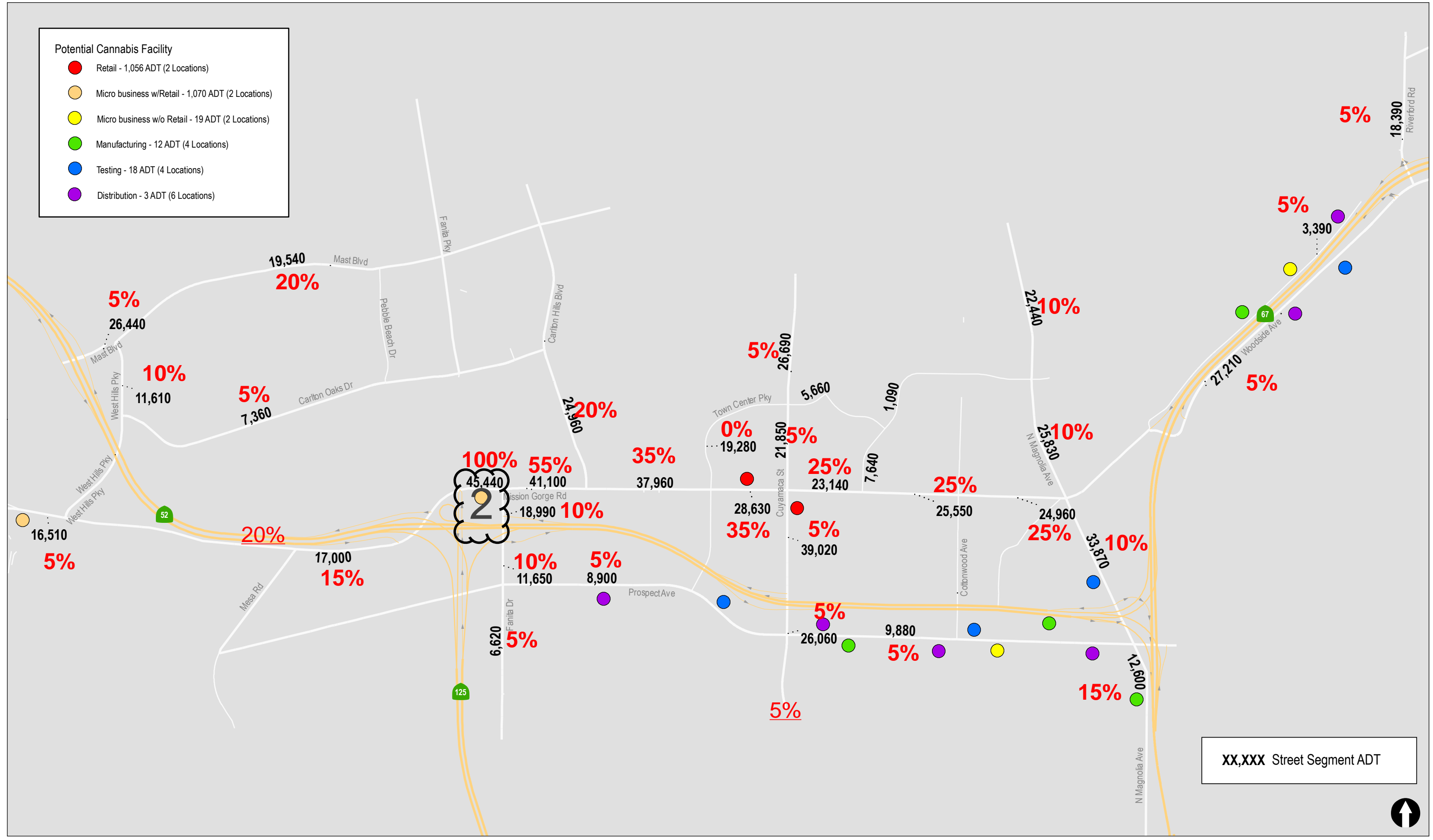
**ATTACHMENT C**  
**TRIP DISTRIBUTION FIGURES**



# Location #1: Micro business with Retail (1,070 ADT)



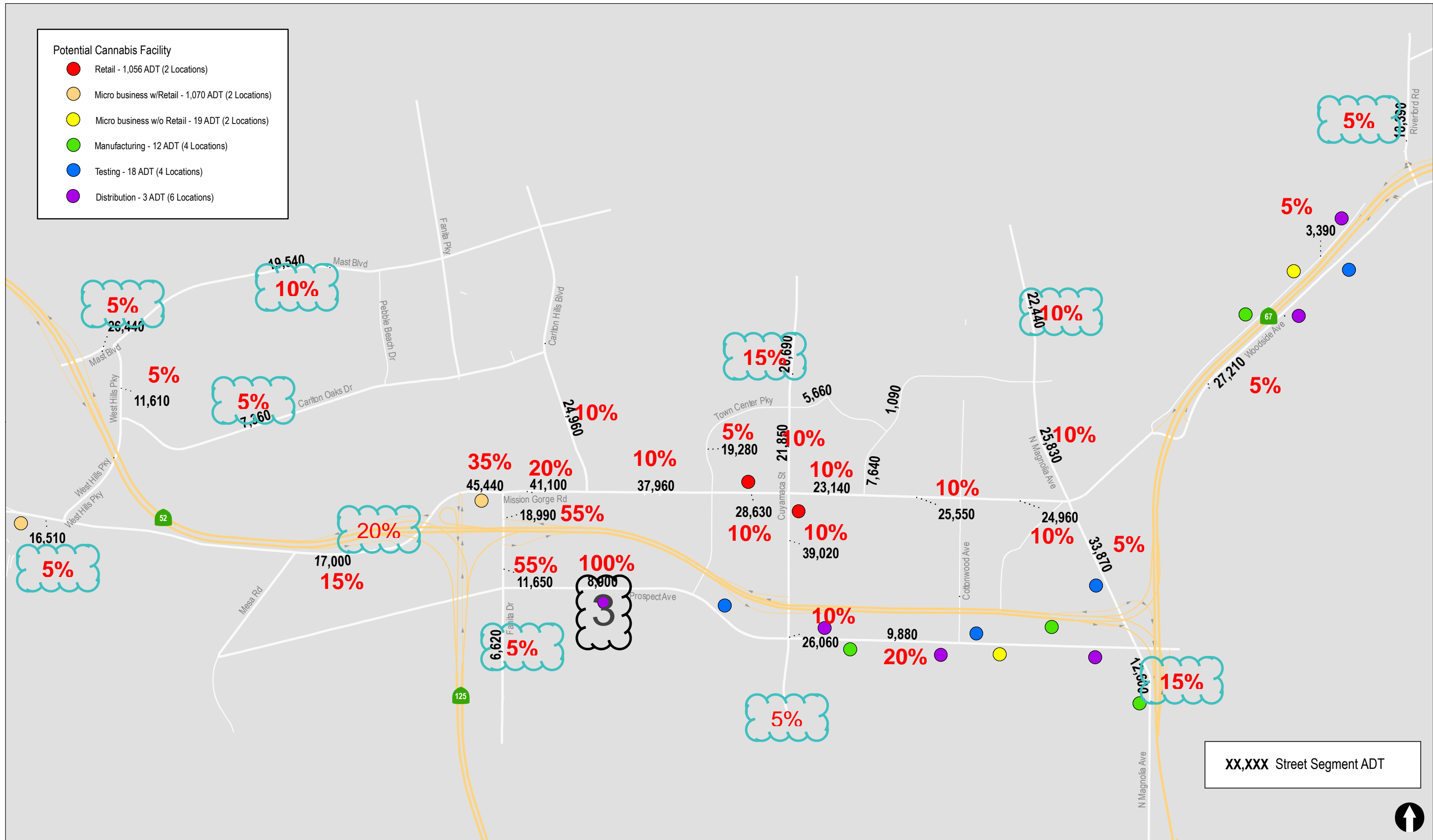
- Potential Cannabis Facility**
- Retail - 1,056 ADT (2 Locations)
  - Micro business w/Retail - 1,070 ADT (2 Locations)
  - Micro business w/o Retail - 19 ADT (2 Locations)
  - Manufacturing - 12 ADT (4 Locations)
  - Testing - 18 ADT (4 Locations)
  - Distribution - 3 ADT (6 Locations)



# Location #2: Micro business with Retail (1,070 ADT)

Project Distribution

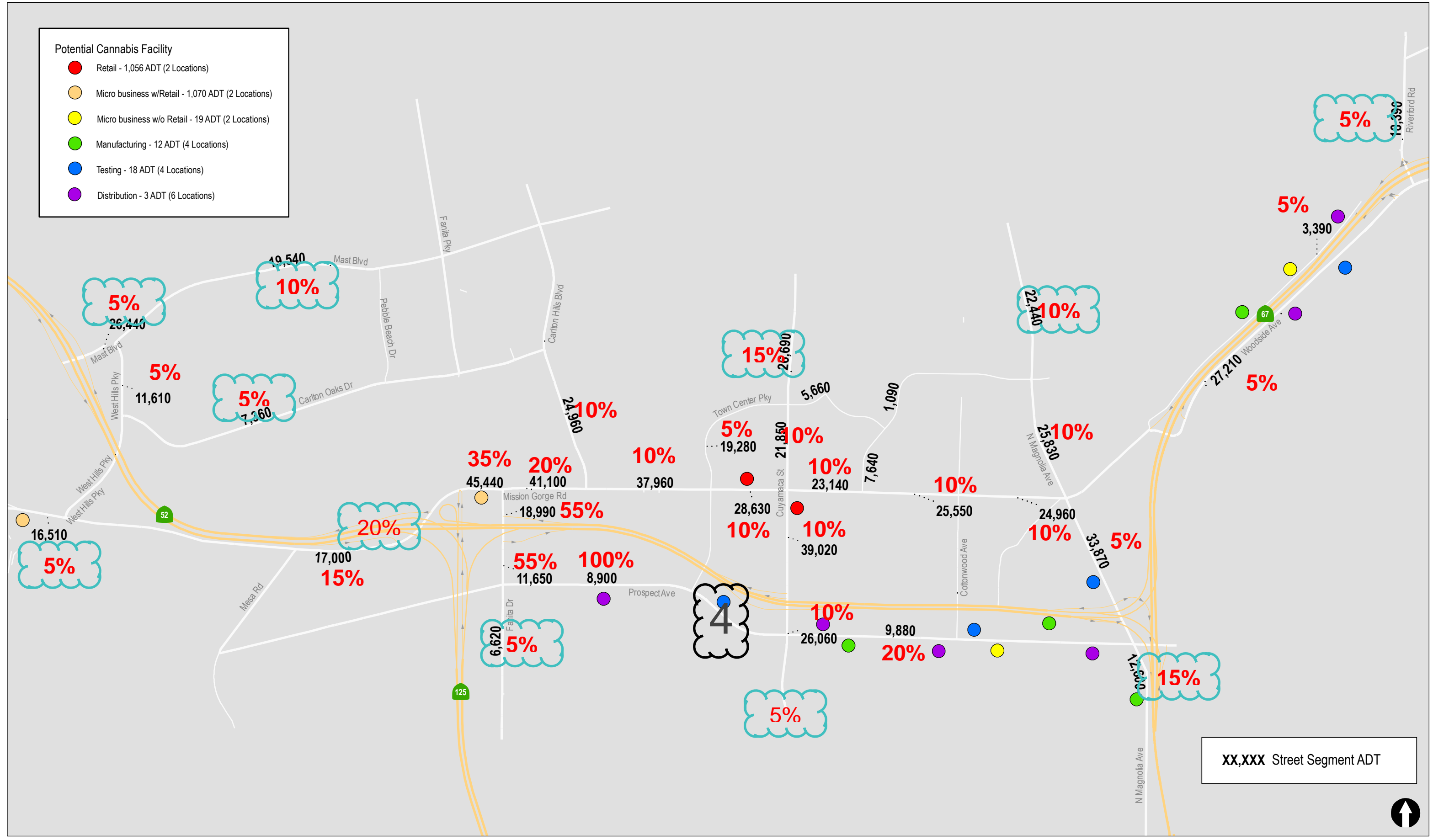
Santee Cannabis Ordinance



# Location #3: Distribution (3 ADT)

Figure A-3  
Project Distribution  
Santee Cannabis Ordinance

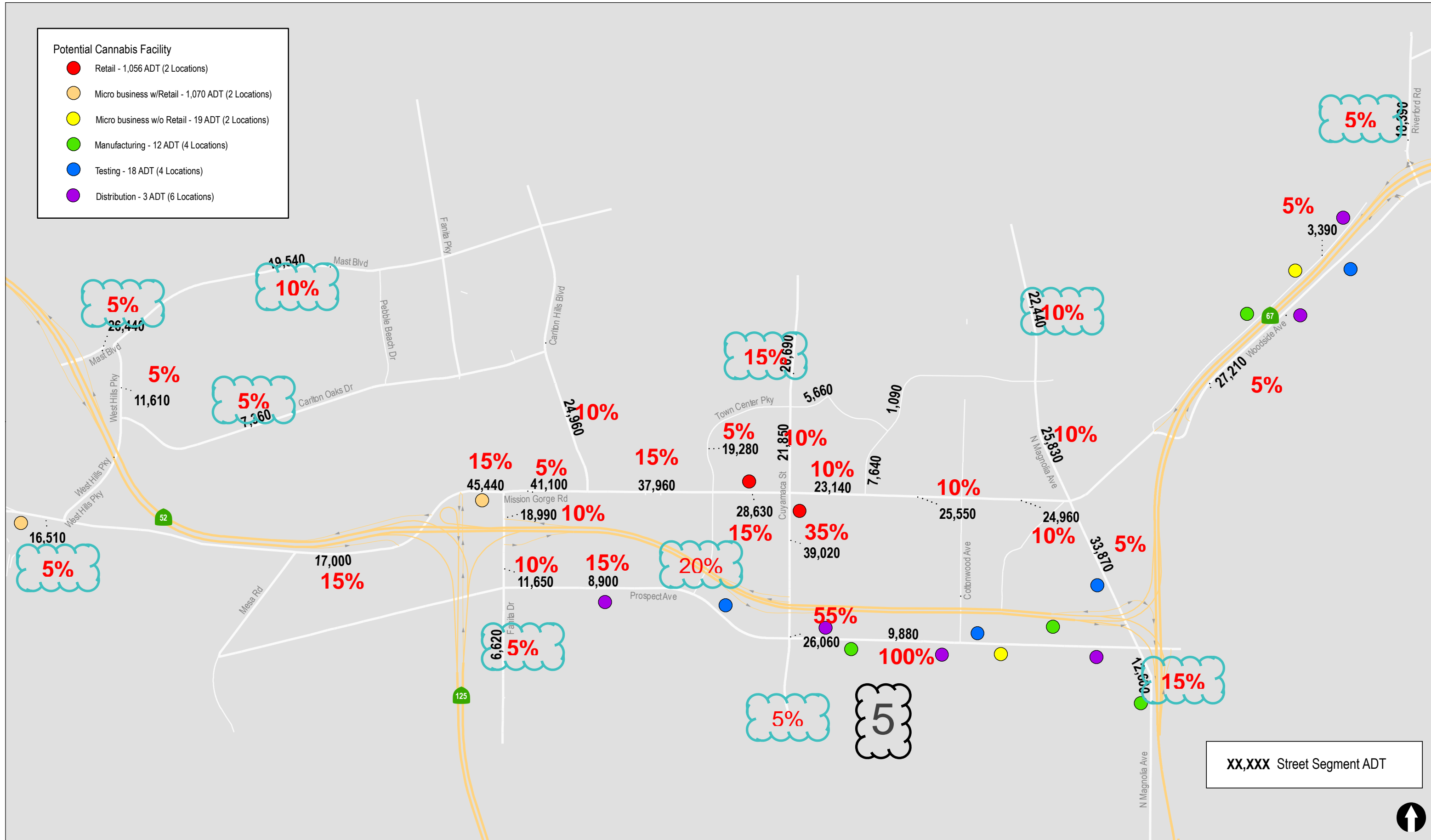
- Potential Cannabis Facility**
- Retail - 1,056 ADT (2 Locations)
  - Micro business w/Retail - 1,070 ADT (2 Locations)
  - Micro business w/o Retail - 19 ADT (2 Locations)
  - Manufacturing - 12 ADT (4 Locations)
  - Testing - 18 ADT (4 Locations)
  - Distribution - 3 ADT (6 Locations)



# Location #4: Testing (18 ADT)

**Potential Cannabis Facility**

- Retail - 1,056 ADT (2 Locations)
- Micro business w/Retail - 1,070 ADT (2 Locations)
- Micro business w/o Retail - 19 ADT (2 Locations)
- Manufacturing - 12 ADT (4 Locations)
- Testing - 18 ADT (4 Locations)
- Distribution - 3 ADT (6 Locations)

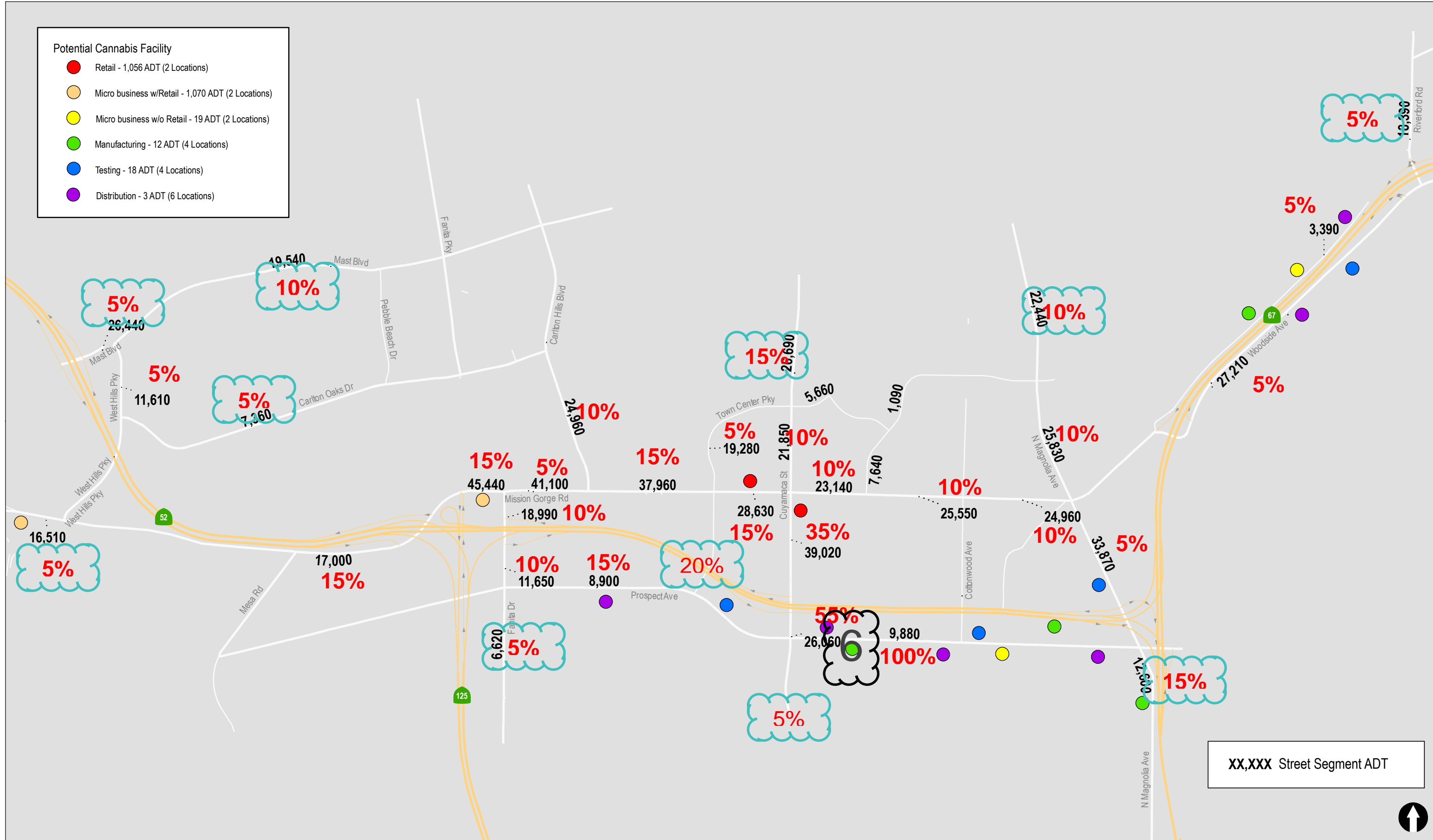


XX,XXX Street Segment ADT



**Location #5: Distribution (3 ADT)**

- Potential Cannabis Facility**
- Retail - 1,056 ADT (2 Locations)
  - Micro business w/Retail - 1,070 ADT (2 Locations)
  - Micro business w/o Retail - 19 ADT (2 Locations)
  - Manufacturing - 12 ADT (4 Locations)
  - Testing - 18 ADT (4 Locations)
  - Distribution - 3 ADT (6 Locations)

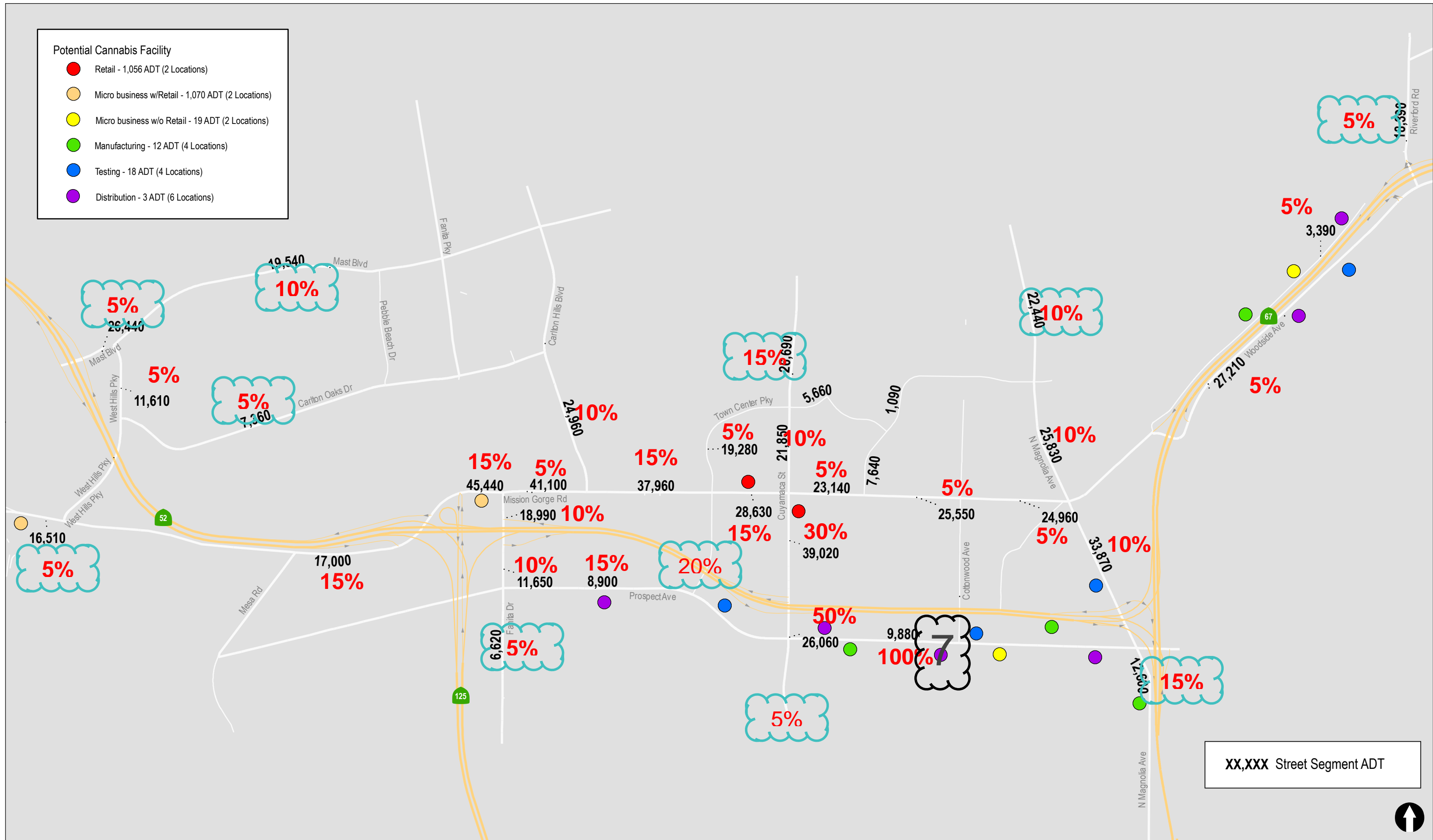


XX,XXX Street Segment ADT



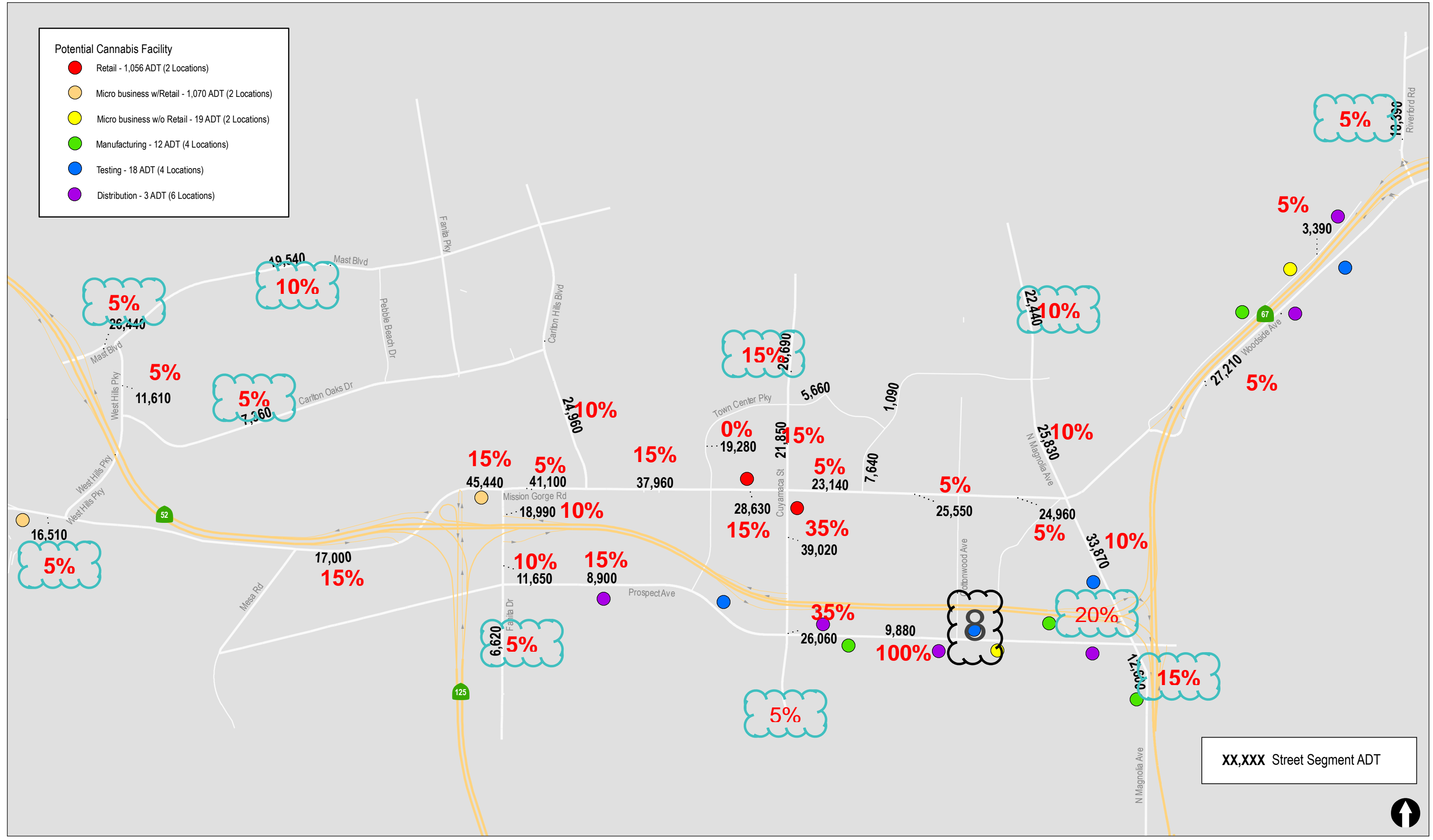
# Location #6: Manufacturing (12 ADT)



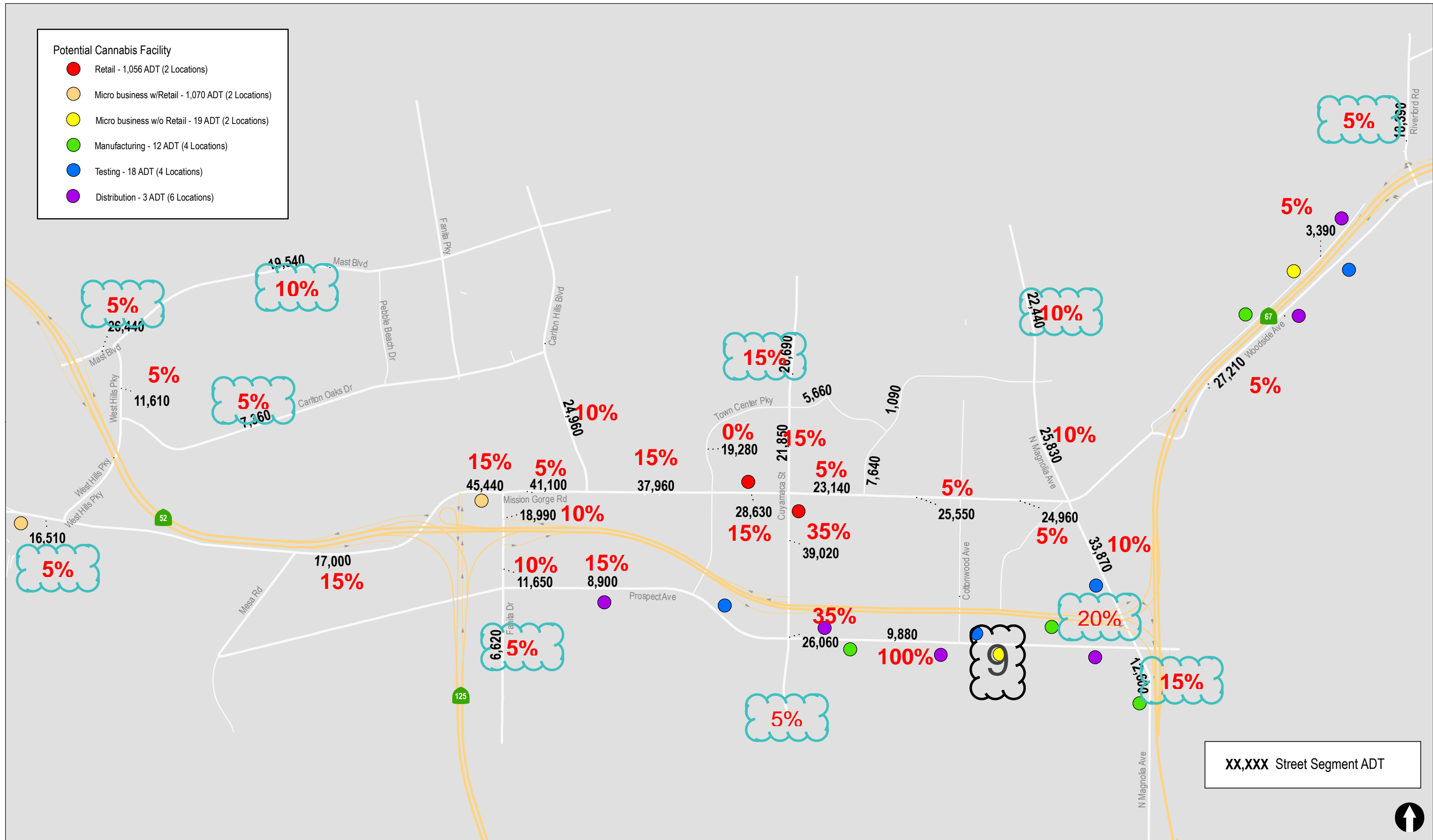


# Location #7: Distribution (3 ADT)

- Potential Cannabis Facility**
- Retail - 1,056 ADT (2 Locations)
  - Micro business w/Retail - 1,070 ADT (2 Locations)
  - Micro business w/o Retail - 19 ADT (2 Locations)
  - Manufacturing - 12 ADT (4 Locations)
  - Testing - 18 ADT (4 Locations)
  - Distribution - 3 ADT (6 Locations)



# Location #8: Testing (18 ADT)

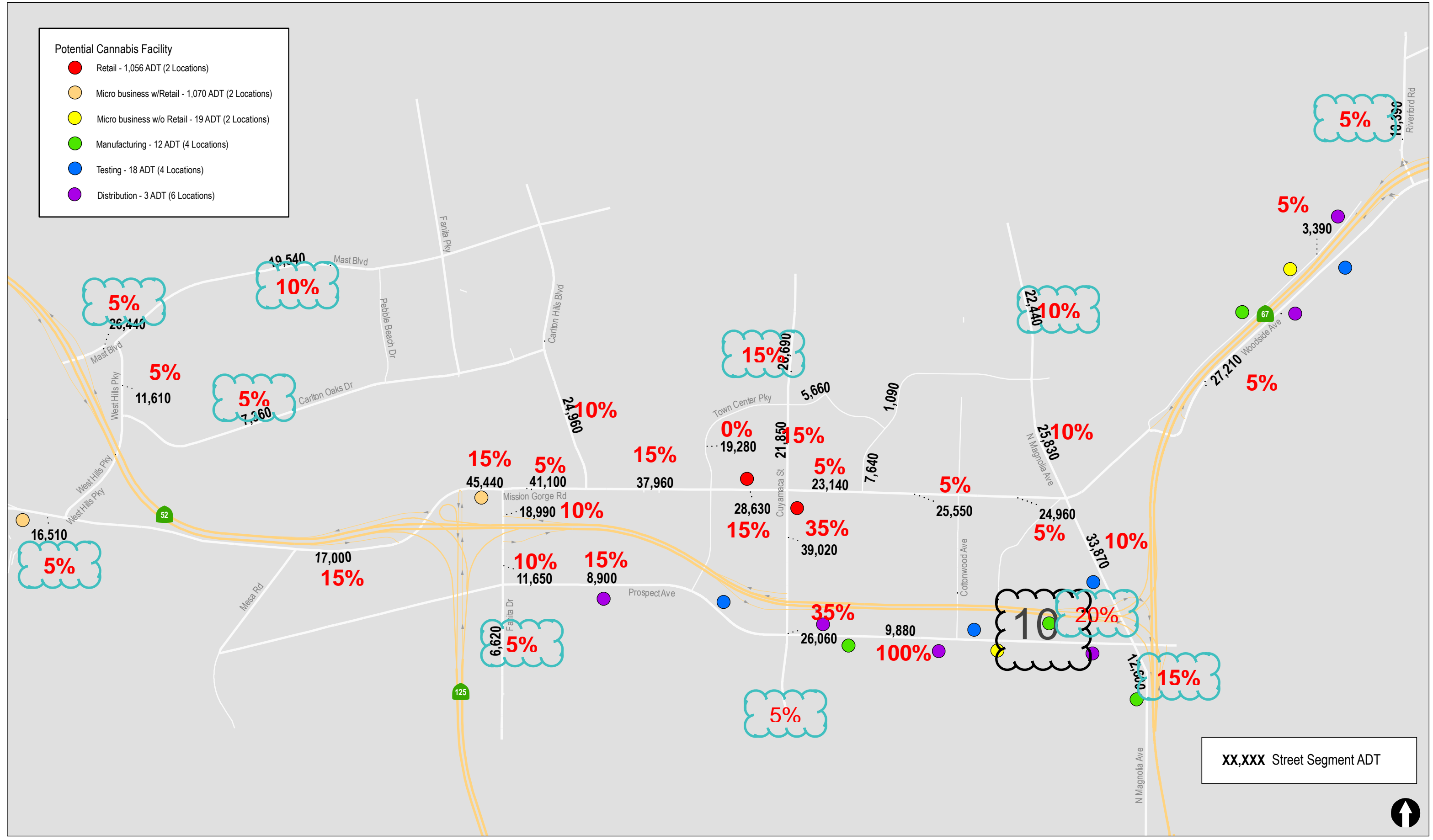


# Location #9: Micro Business w/o Retail (19 ADT)

Figure A-9  
Project Distribution



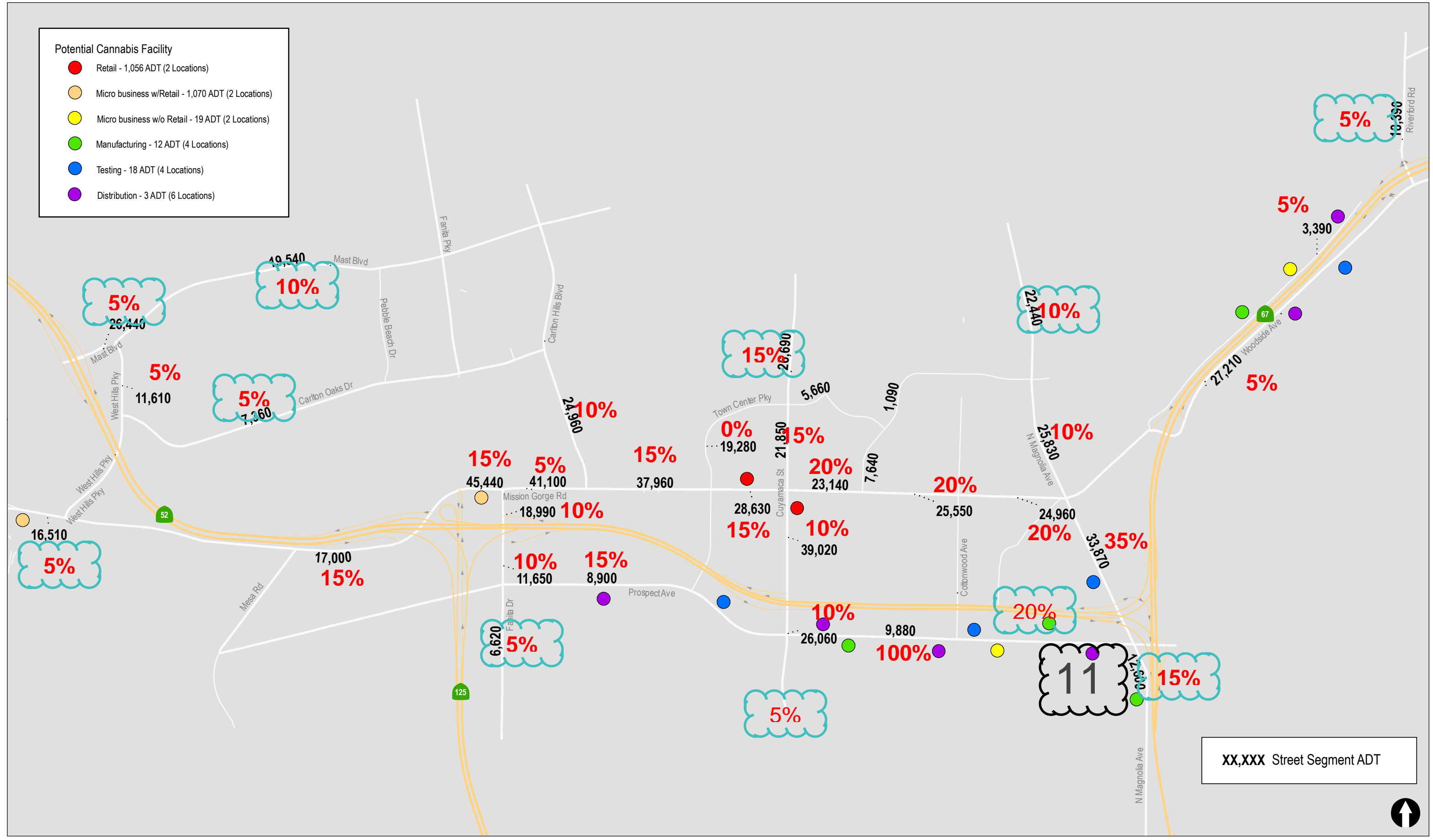
- Potential Cannabis Facility**
- Retail - 1,056 ADT (2 Locations)
  - Micro business w/Retail - 1,070 ADT (2 Locations)
  - Micro business w/o Retail - 19 ADT (2 Locations)
  - Manufacturing - 12 ADT (4 Locations)
  - Testing - 18 ADT (4 Locations)
  - Distribution - 3 ADT (6 Locations)



# Location #10: Manufacturing (12 ADT)

Figure A-10  
Project Distribution

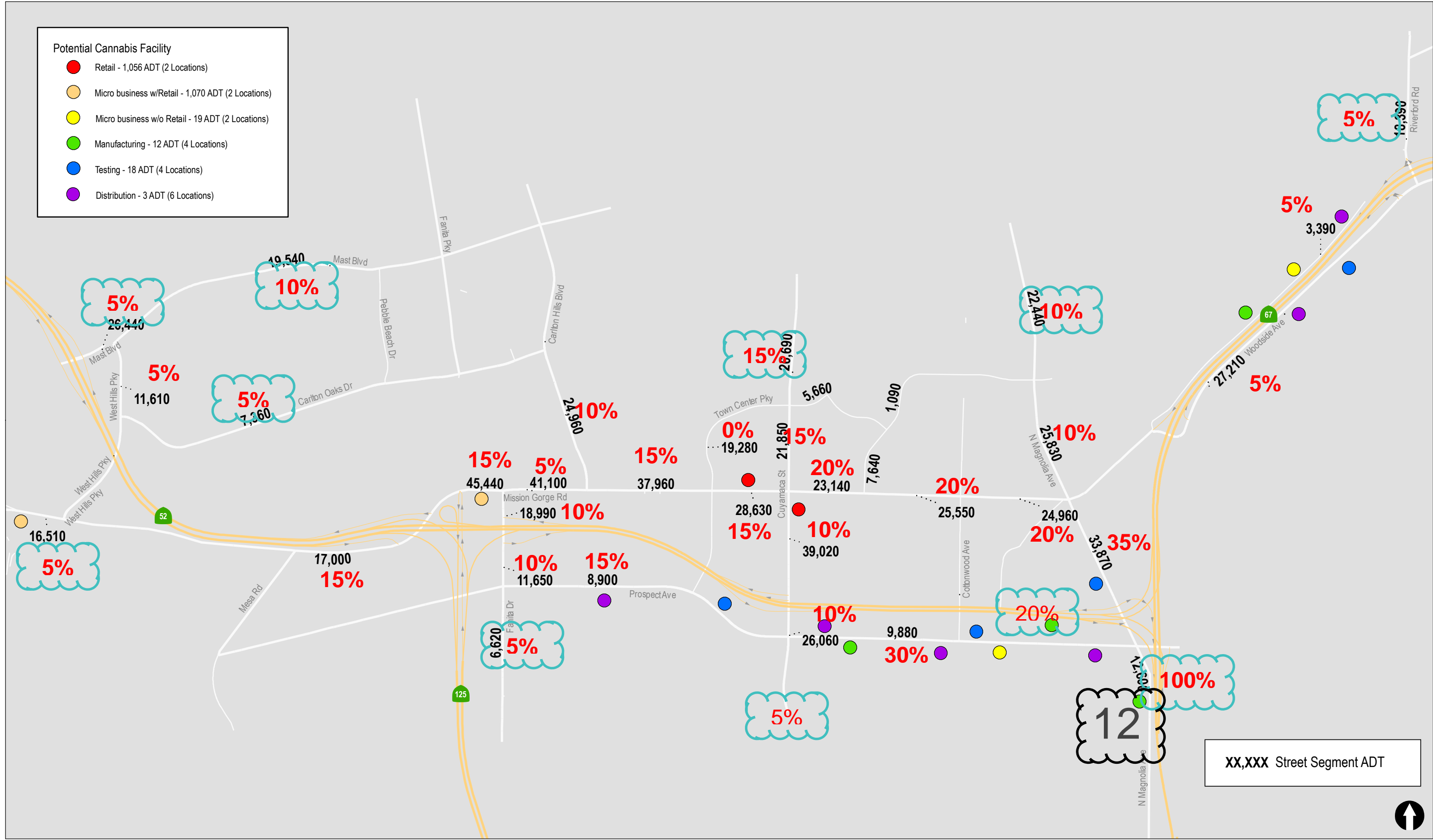
- Potential Cannabis Facility**
- Retail - 1,056 ADT (2 Locations)
  - Micro business w/Retail - 1,070 ADT (2 Locations)
  - Micro business w/o Retail - 19 ADT (2 Locations)
  - Manufacturing - 12 ADT (4 Locations)
  - Testing - 18 ADT (4 Locations)
  - Distribution - 3 ADT (6 Locations)



# Location #11: Distribution (3 ADT)

**Potential Cannabis Facility**

- Retail - 1,056 ADT (2 Locations)
- Micro business w/Retail - 1,070 ADT (2 Locations)
- Micro business w/o Retail - 19 ADT (2 Locations)
- Manufacturing - 12 ADT (4 Locations)
- Testing - 18 ADT (4 Locations)
- Distribution - 3 ADT (6 Locations)

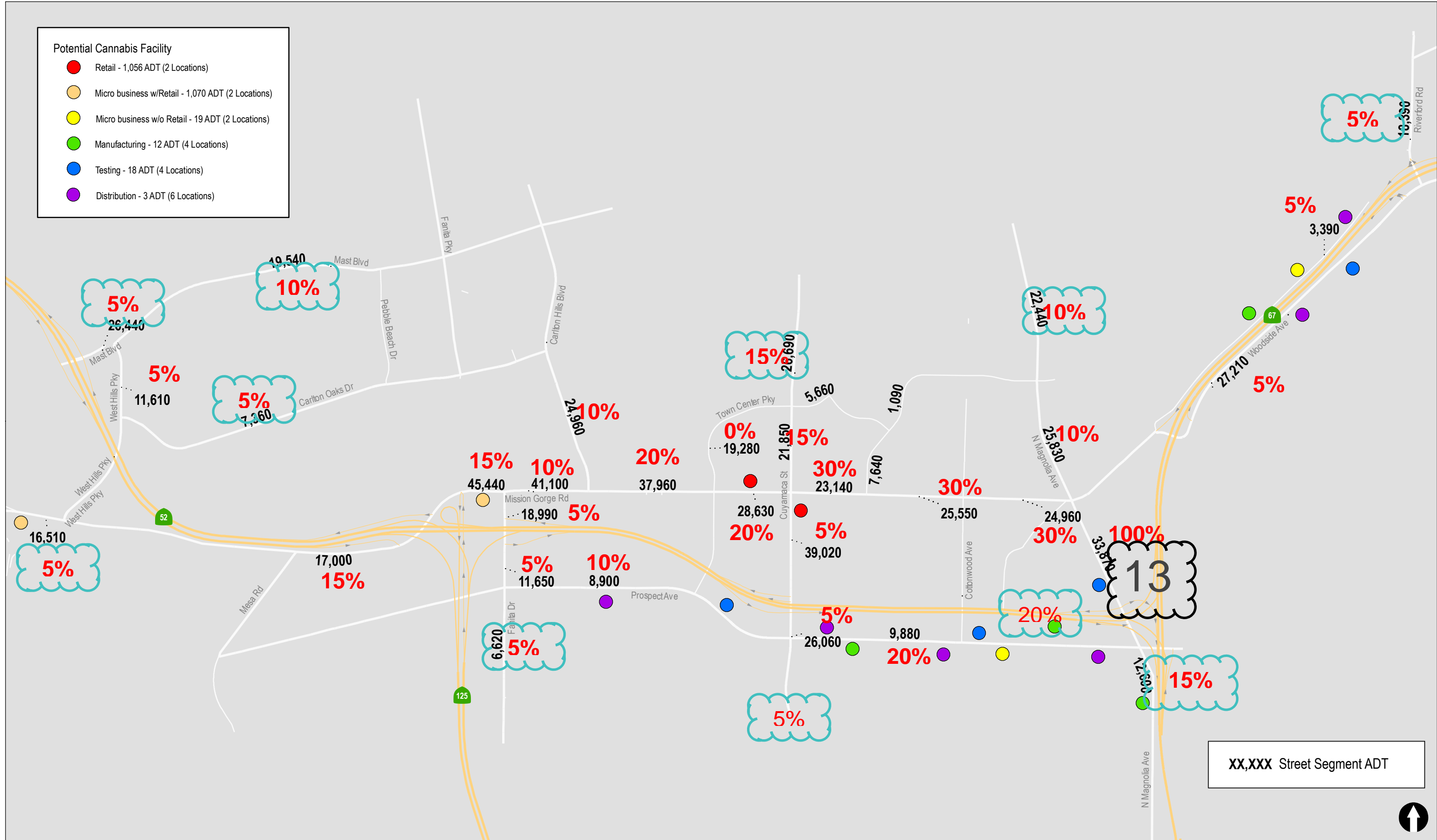


# Location #12: Manufacturing (12 ADT)

Figure A-12  
Project Distribution

Potential Cannabis Facility

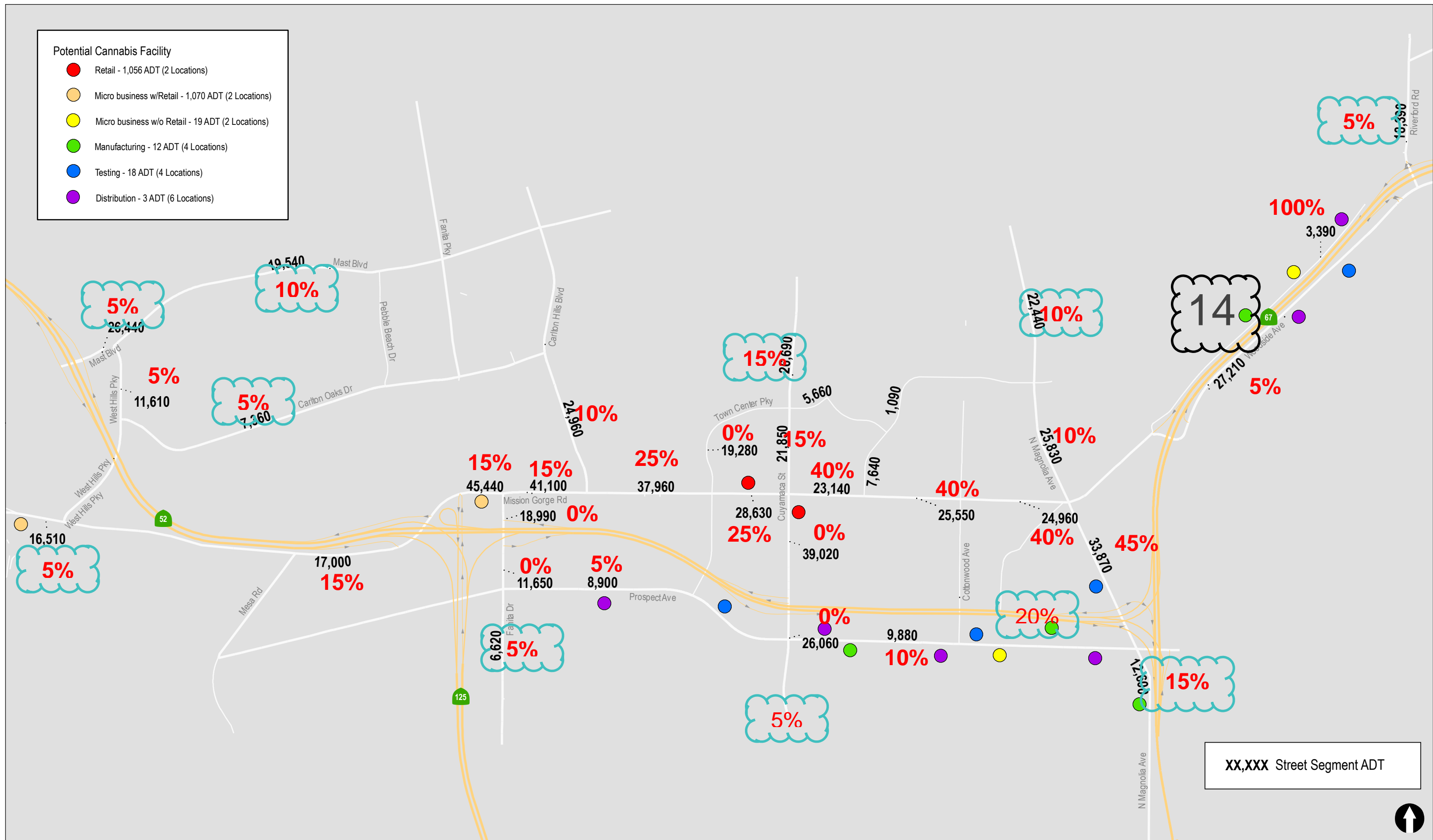
- Retail - 1,056 ADT (2 Locations)
- Micro business w/Retail - 1,070 ADT (2 Locations)
- Micro business w/o Retail - 19 ADT (2 Locations)
- Manufacturing - 12 ADT (4 Locations)
- Testing - 18 ADT (4 Locations)
- Distribution - 3 ADT (6 Locations)



# Location #13: Testing (18 ADT)

Potential Cannabis Facility

- Retail - 1,056 ADT (2 Locations)
- Micro business w/Retail - 1,070 ADT (2 Locations)
- Micro business w/o Retail - 19 ADT (2 Locations)
- Manufacturing - 12 ADT (4 Locations)
- Testing - 18 ADT (4 Locations)
- Distribution - 3 ADT (6 Locations)

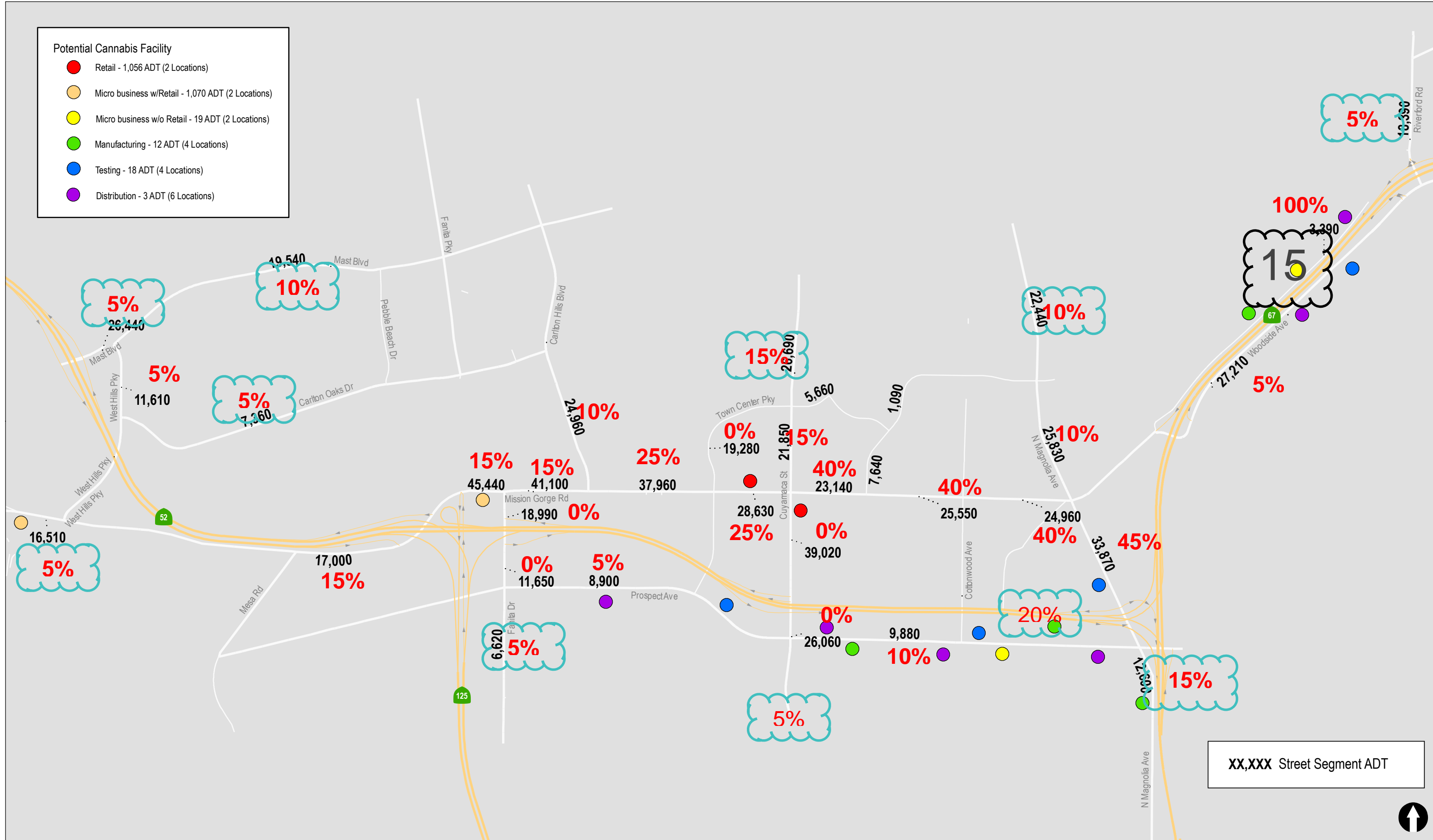


# Location #14: Manufacturing (12 ADT)

Figure A-14  
Project Distribution



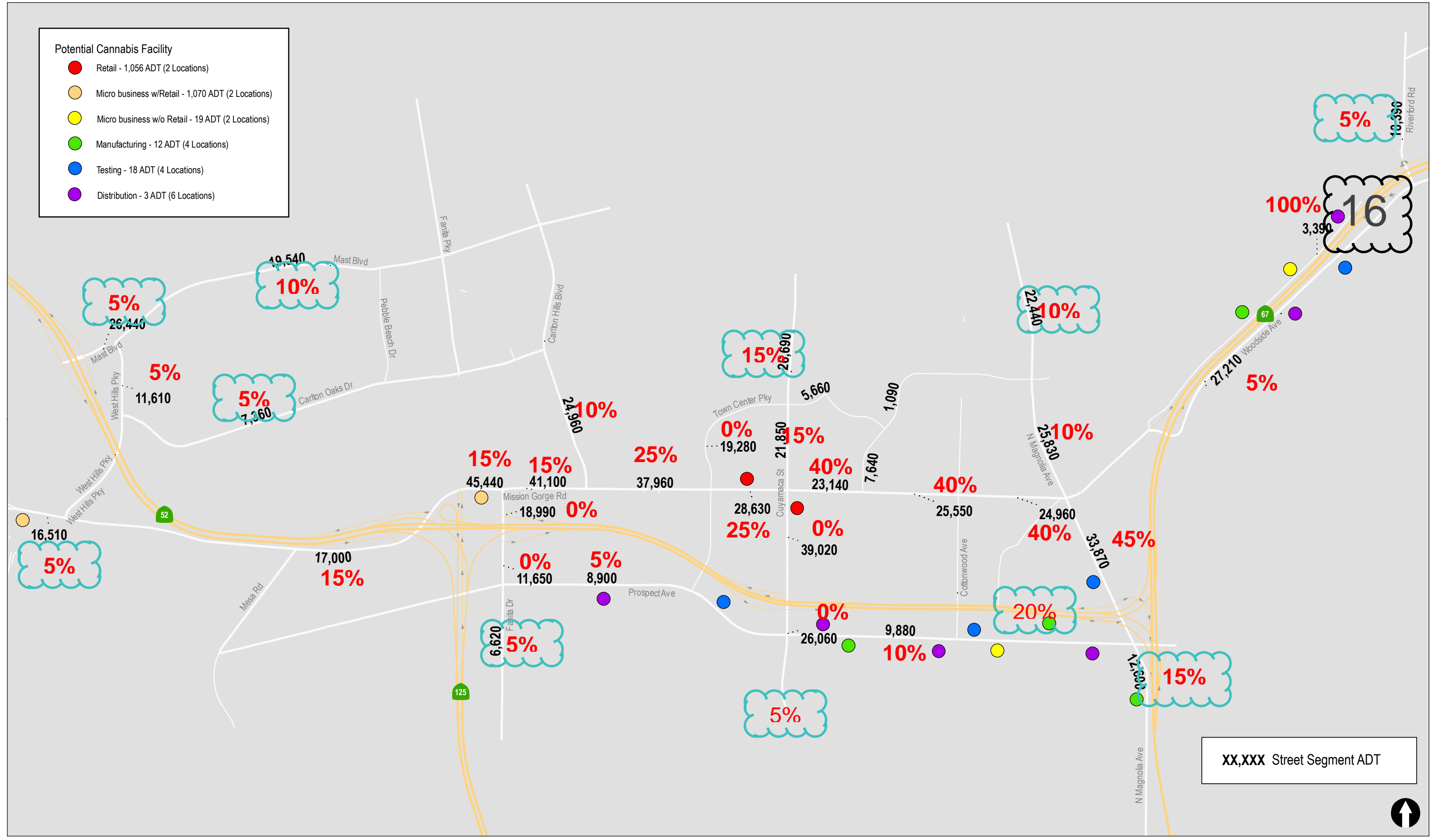
- Potential Cannabis Facility**
- Retail - 1,056 ADT (2 Locations)
  - Micro business w/Retail - 1,070 ADT (2 Locations)
  - Micro business w/o Retail - 19 ADT (2 Locations)
  - Manufacturing - 12 ADT (4 Locations)
  - Testing - 18 ADT (4 Locations)
  - Distribution - 3 ADT (6 Locations)



# Location #15: Micro Business w/o Retail (19 ADT)

Figure A-15  
Project Distribution

- Potential Cannabis Facility**
- Retail - 1,056 ADT (2 Locations)
  - Micro business w/Retail - 1,070 ADT (2 Locations)
  - Micro business w/o Retail - 19 ADT (2 Locations)
  - Manufacturing - 12 ADT (4 Locations)
  - Testing - 18 ADT (4 Locations)
  - Distribution - 3 ADT (6 Locations)



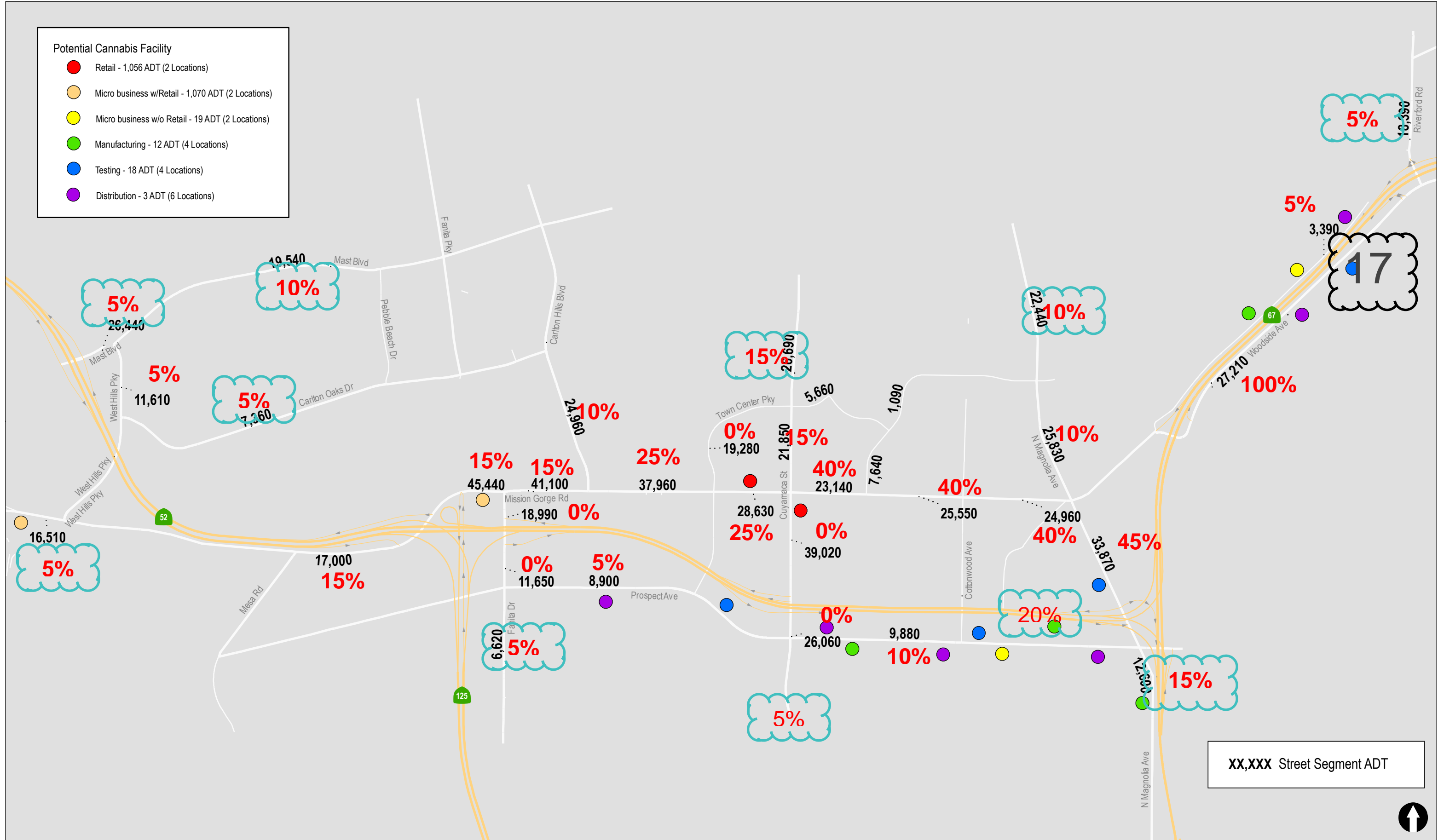
XX,XXX Street Segment ADT



# Location #16: Distribution (3 ADT)

Figure A-16  
Project Distribution

- Potential Cannabis Facility
- Retail - 1,056 ADT (2 Locations)
  - Micro business w/Retail - 1,070 ADT (2 Locations)
  - Micro business w/o Retail - 19 ADT (2 Locations)
  - Manufacturing - 12 ADT (4 Locations)
  - Testing - 18 ADT (4 Locations)
  - Distribution - 3 ADT (6 Locations)



XX,XXX Street Segment ADT

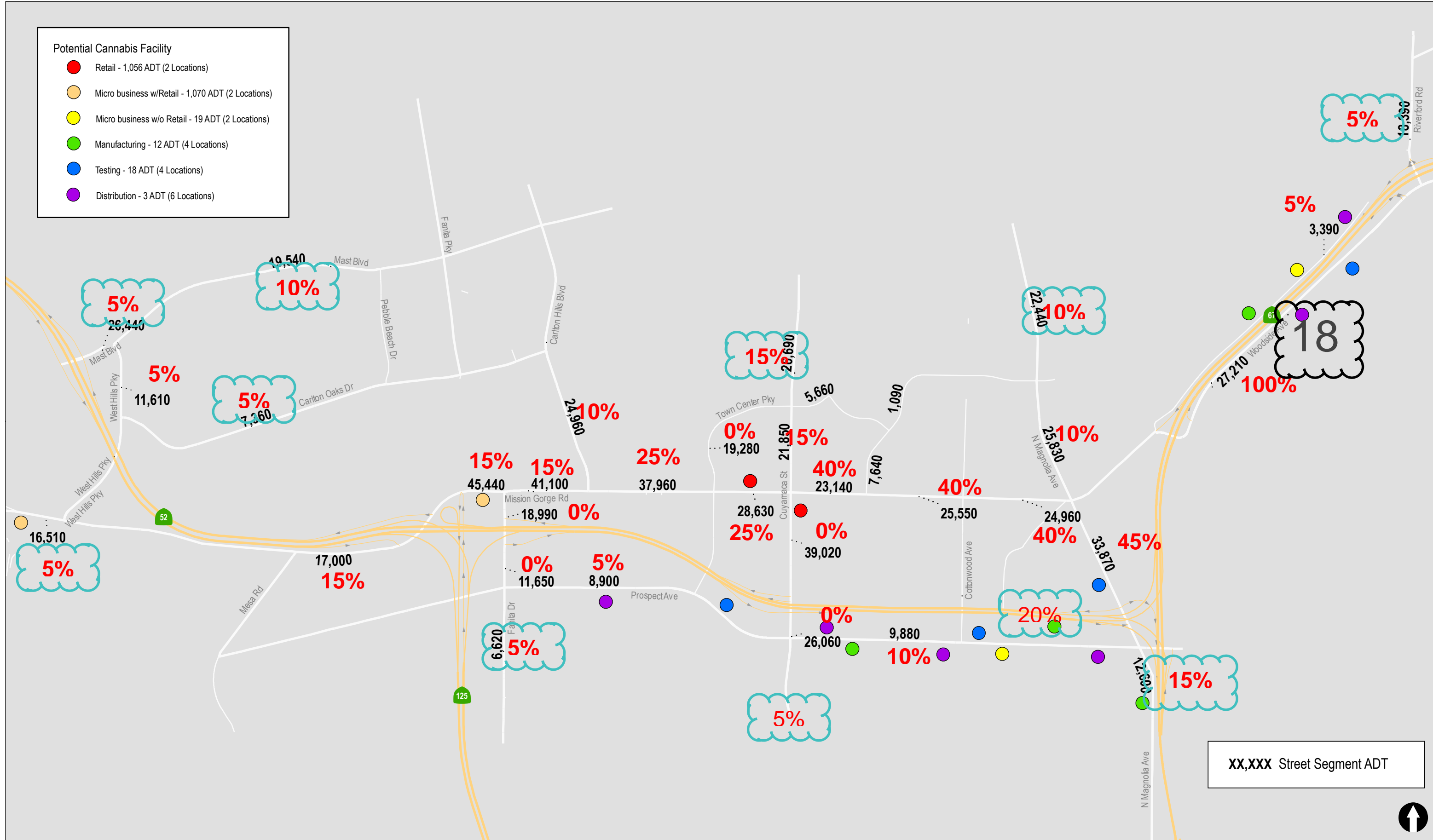


# Location #17: Testing (18 ADT)



**Potential Cannabis Facility**

- Retail - 1,056 ADT (2 Locations)
- Micro business w/Retail - 1,070 ADT (2 Locations)
- Micro business w/o Retail - 19 ADT (2 Locations)
- Manufacturing - 12 ADT (4 Locations)
- Testing - 18 ADT (4 Locations)
- Distribution - 3 ADT (6 Locations)

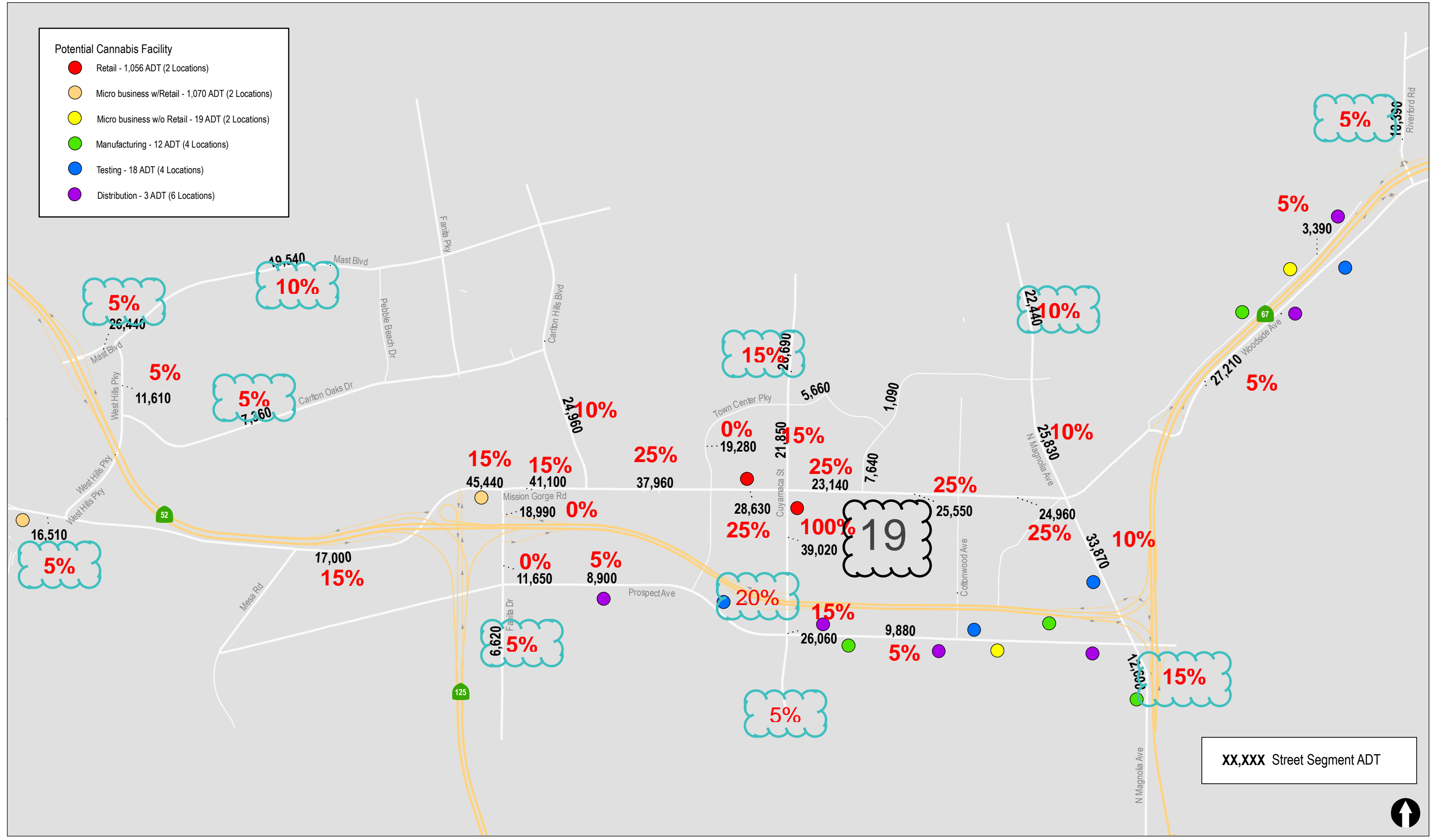


# Location #18: Distribution (3 ADT)

Figure A-18

## Project Distribution

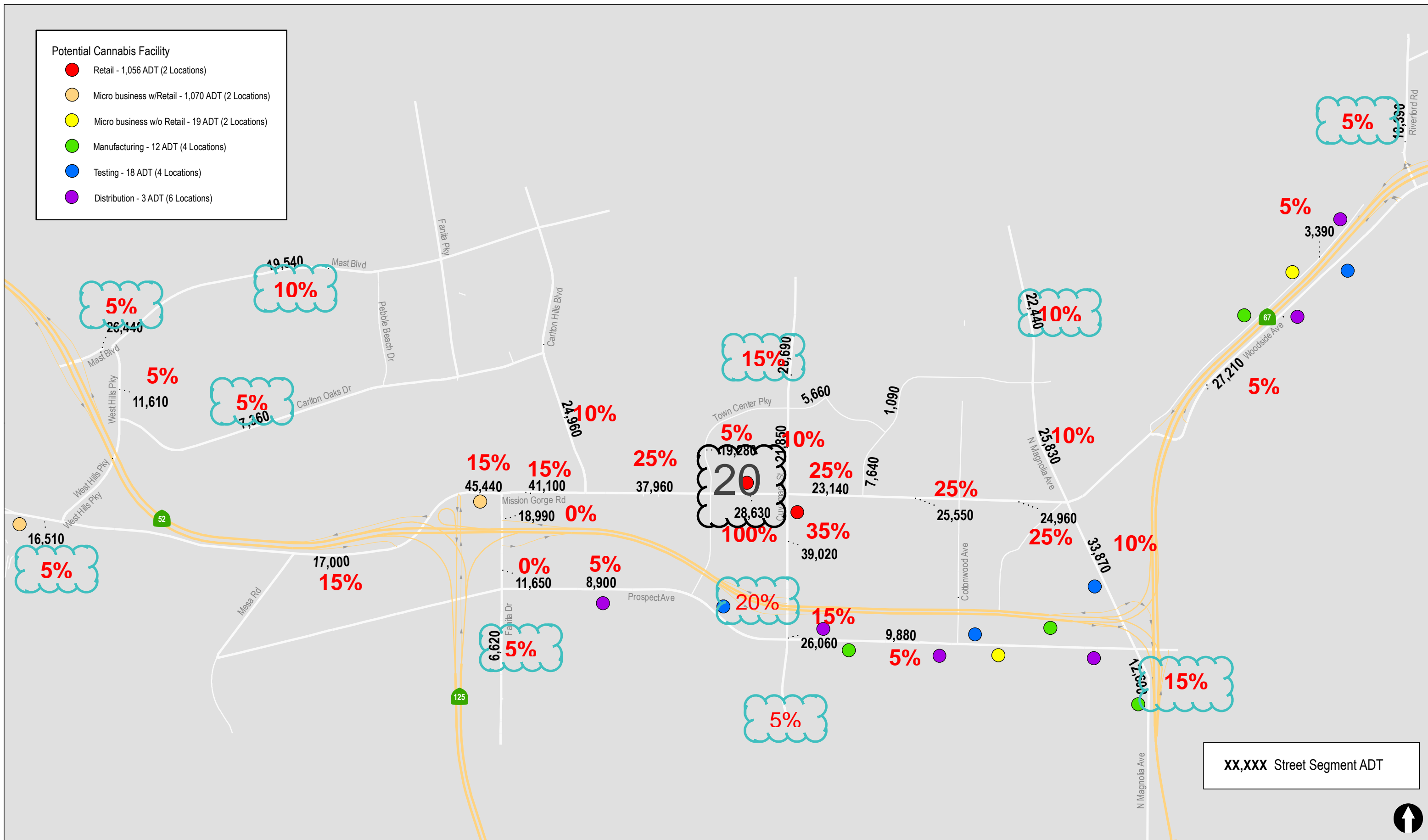
- Potential Cannabis Facility**
- Retail - 1,056 ADT (2 Locations)
  - Micro business w/Retail - 1,070 ADT (2 Locations)
  - Micro business w/o Retail - 19 ADT (2 Locations)
  - Manufacturing - 12 ADT (4 Locations)
  - Testing - 18 ADT (4 Locations)
  - Distribution - 3 ADT (6 Locations)



# Location #19: Retail (1,056 ADT)

Potential Cannabis Facility

- Retail - 1,056 ADT (2 Locations)
- Micro business w/Retail - 1,070 ADT (2 Locations)
- Micro business w/o Retail - 19 ADT (2 Locations)
- Manufacturing - 12 ADT (4 Locations)
- Testing - 18 ADT (4 Locations)
- Distribution - 3 ADT (6 Locations)



# Location #20: Retail (1,056 ADT)