Darnell & ASSOCIATES, INC.
TRANSPORTATION PLANNING & TRAFFIC ENGINEERING

February 23, 2012

Mr. Warner Lusardi
Lusardi Construction
160 Industrial Street, Suite 200
San Marcos, CA. 92078

D&A Ref. No: 110804

Subject: Rancho Cielo Madura (TM 5456, RPL2) Combined Project, Case No. 5453 RPL2 .

Dear Mr. Lusardi:

Darnell & Associates, Inc. has prepared this Traffic Letter Report expanding our August 18, 2011 Letter Report to address the traffic issues identified in Item 4 of the Meeting Record dated December 21, 2011. The information requested is:

- Summarize analysis, conclusions and mitigation from the Rancho Cielo EIR and explain which mitigation measures have been completed to date.
- Summarize the General Plan Update Traffic Modeling and the County's Design to accept LOS "E"/"F" on Del Dios Highway.
- Determine if the project results in "direct" and/or "cumulative" impacts in relation to the prior analysis.

INTRODUCTION

The Rancho Cielo TM 5456 RPL2 Combined Project is located within the Rancho Cielo Specific Plan SPA 84-01, TM 4225R, TM 4227R, TN 4229R, R 84-002, and P80-89N^2. The Supplemental Environmental Impact Report for the Rancho Cielo Project was prepared by Brian F. Mooney and Associates dated June 1, 1984. Excerpts are included in Attachment A. A copy of the Supplemental Environmental Impact Report is provided as a separate document. Included in the document is a copy of the June 1, 1984 County Staff Report to the Planning Commission summarizing the Final Environmental Impact Report and the mitigation measures that identified in the EIR that were made conditions of the project approval.

The land use plan approved for Rancho Cielo Specific Plan included 770 dwelling units, neighborhood commercial area, village center, fire station, heliport and open area. To date there are approximately 380 of the 770 dwelling units constructed.

Development of the proposed TM 5456 RPL2 Combined Project will add 37 dwelling units to the existing development within the Rancho Cielo. The 37 additional dwelling units are in areas that were analyzed and mitigation measures identified and included in the conditions for the project.

TM 5456 RPL2 COMBINED PROJECT TRIP GENERATION

Tm 5456 RPL2 consists of three (3) areas within the Rancho Cielo. Figure 1 is a vicinity map showing the project location and the location of the three projects within the Rancho Cielo Specific Plan area. The three projects are:

Area 1-19 Multi-Family Dwelling Units

Area 2-3 Single- Family Estate Dwelling Units

Area 3-15 Single - Family Estate Dwelling Units

The projects site layouts are presented on Figure 2, 3, and 4.

Trip generation for the three areas was calculated using the SANDAG Trip Generation Rates. Table 1 provides a summary of the trip generation rates and trip generation for each project with a total of 368 daily, 29 AM Peak and 37 PM Peak vehicles.

Table 1 – Trip Generation Rates and Calculations Summary for Rancho Cielo Madura

Trip Generation Rates

Land Use	Daily	AM Peak Hour			PM Peak Hour		
		Total- % of Daily	%In	%Out	Total – % of Daily	%In	%Out
Multi-Family Residential	8 Trips/DU	8%	20%	80%	10%	70%	30%
Single-Family Estate Residential	12 Trips/DU	8%	30%	70%	10%	70%	30%

Trip Generation Calculations for Rancho Cielo Madura

Land Use	Total No Of Units	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Area 1 Multi-Family Residential	19 Dus	152	12	2	10	15	11	4
Sub-Total Area 1:	***19 Dus***	***152***	***12***	***2***	***10***	***15***	***11***	***4***
Area 2 Single-Family Estate Residential	3 Dus	36	3	1	2	4	3	1
Area 3 Single-Family Estate Residential	15 Dus	180	14	4	10	18	13	5
Sub-Total Areas 2 &3:	***18 Dus***	***216***	***17***	***5***	***12***	***22***	***16***	***6***
Grand Total Areas 1-3	**37 Dus**	**368**	**29**	**7**	**22**	**37**	**27**	**10**

DU(s) = Dwelling Unit(s)
Source: SANDAG's *(Not So) Brief Guide of Traffic Generators for the San Diego Region,* April 2002

Area 1 proposes nineteen (19) Multi-Family Dwelling Units and is estimated to generate 152 daily, 12 AM Peak and 15 PM Peak hour vehicles.

Area 2 proposes three (3) Single Family Estates and will generate 36 daily, 3 AM peak and 4 PM peak hour vehicles.

Area 3 proposes fifteen (15) Single- Family Estate Dwelling Units and will generate 180 daily, 14 AM peak and 18 PM peak hour vehicles.

Project traffic was then assigned to the immediate surrounding roadways and to Del Dios Highway at Calle Ambiente. Trip distribution to Del Dios Highway was estimated to be split 50% east and west. Figure 5 presents the project traffic for each area and the traffic for the three (3) development areas.

It is my understanding that development of the three project areas was originally analyzed in the Rancho Cielo Specific Plan and EIR for 46 Single-Family Estate Dwelling Units and 19 Multi-Family Dwelling Units using 8 vehicle trip ends per dwelling unit. This resulted in 550 daily vehicles being generated (8 x 65 = 550. Comparison of the 550 daily trips generated by the approved project traffic to the proposed projects traffic shown on Table 1 results in 152 (550 - 368 = 152) fewer vehicles being generated by the proposed development in Areas 1, 2 and 3.

SUMMARY OF RANCHO CIELO SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

The Supplemental EIR for the Rancho Cielo Project identified traffic mitigation measures that were included as conditions of the development. The conditions were:

1-A Install signalization for the intersection of Del Dios Highway and Via Rancho Parkway.

1-B Provide acceleration and deceleration lanes along Del Dios Highway at Via Ambiente and Mt. Israel Road.

1-C Provide signalization at Via Ambiente and Del Dios Highway upon approval of Phase III and;

1-D Provide on-site road sections to be reviewed and approved by the Fire Marshall.

Site visits of the area found that each of the improvements listed above have been constructed. In addition the site visit found the intersection of Del Dios Highway and Mt. Israel Road has been signalized. Also it can be noted that internal roadways have been constructed to County requirements and the secondary access roads are gated.

SUMMARY OF GENERAL PLAN UPDATE TRAFFIC MODELING AND THE COUNTY'S DESIGN TO ACCEPT LOS E/F ON DEL DIOS HIGHWAY

The General Plan Update EIR identified roadway segments that would operate at LOS "E" and "F" with the implementation of the General Plan Update. There were 136 deficient roadway segments throughout the unincorporated County. The analysis prepared for various general plan land use alternatives. Del Dios Highway between Camino Del Norte and Via Rancho Parkway was found to operate at LOS "F" for each land use alternative. For each land use alternative the deficient roadway segment was analyzed against the roadways existing classification and the required mitigation classification was also identified. The General Plan Update Analysis for Del Dios Highway found future traffic volumes on Del Dios Highway to range from a high of 55, 300 ADT for the existing General Plan to a low of 27,700 ADT for the Environmentally Superior Alternative. The mitigated classification for the existing General Plan required a 6-lane expressway and the Environmentally Superior alternative required a 4.1 B Major Road. The adoption of the General Plan Update accepted the existing 2-lane classification for Del Dios Highway, due to the feasibility of constructing Del Dios Highway as a 4.1B Major Road. Excerpts from the General Plan Update and EIR are presented in Attachment B.

In summary the County Board of Supervisors has in adopting the General Plan Update accepted Level of Service "F" on Del Dios Highway to a 4-lane major classification was not feasible per the General Plan Policy M-2.1 Level of Service Criteria (Copy Attached is Attachment B).

DETERMINATION IF THE PROPOSED PROJECT TM 5456 RPL2 WOULD RESULT IN DIRECT AND/OR CUMULATIVE IMPACTS BASED ON THE COUNTY'S STUDY CRITERIA

To determine if the proposed development of TM 5456 RPL2 will have direct or cumulative impacts based on the County's current criteria, we evaluated the addition of projects 368 daily traffic volumes being added to Del Dios Highway.

The County of San Diego Guidelines for Determining Significance Transportation and Traffic was used to determine the impacts. Del Dios Highway is considered a 2-lane highway with signalized intersection spacing over one mile. Table 3 of the County of San Diego Guidelines for Determining Significance identifies that any project that adds 225 or more daily vehicles to a roadway with the ADT greater than 22,900 to have a direct impact. In accordance with the General Plan Update Del Dios Highway Existing ADT ranges up to 29,000 and operates at LOS "F".

A review of Figure 5 shows that the proposed project will add 184 ADT to Del Dios Highway east of Call Ambiente. Since 184 ADT is less than the allowed 225 ADT, it can be concluded that the project dos not have any direct impact and/or require mitigation.

The addition of project traffic to Del Dios Highway however is considered to be part of cumulative impacts to Del Dios Highway and surrounding roadways. This conclusion is reached, based on the fact Del Dios Highway and other roadways in the region are operating at LOS "E" or "F". To mitigate the projects impacts it is recommended the project pay the County TIF.

Please feel free to contact our office should you have any questions or comments.

Sincerely,

DARNELL & ASSOCIATES, INC.

Bill E. Darnell, P.E.
RCE: 22338

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2/23/2012

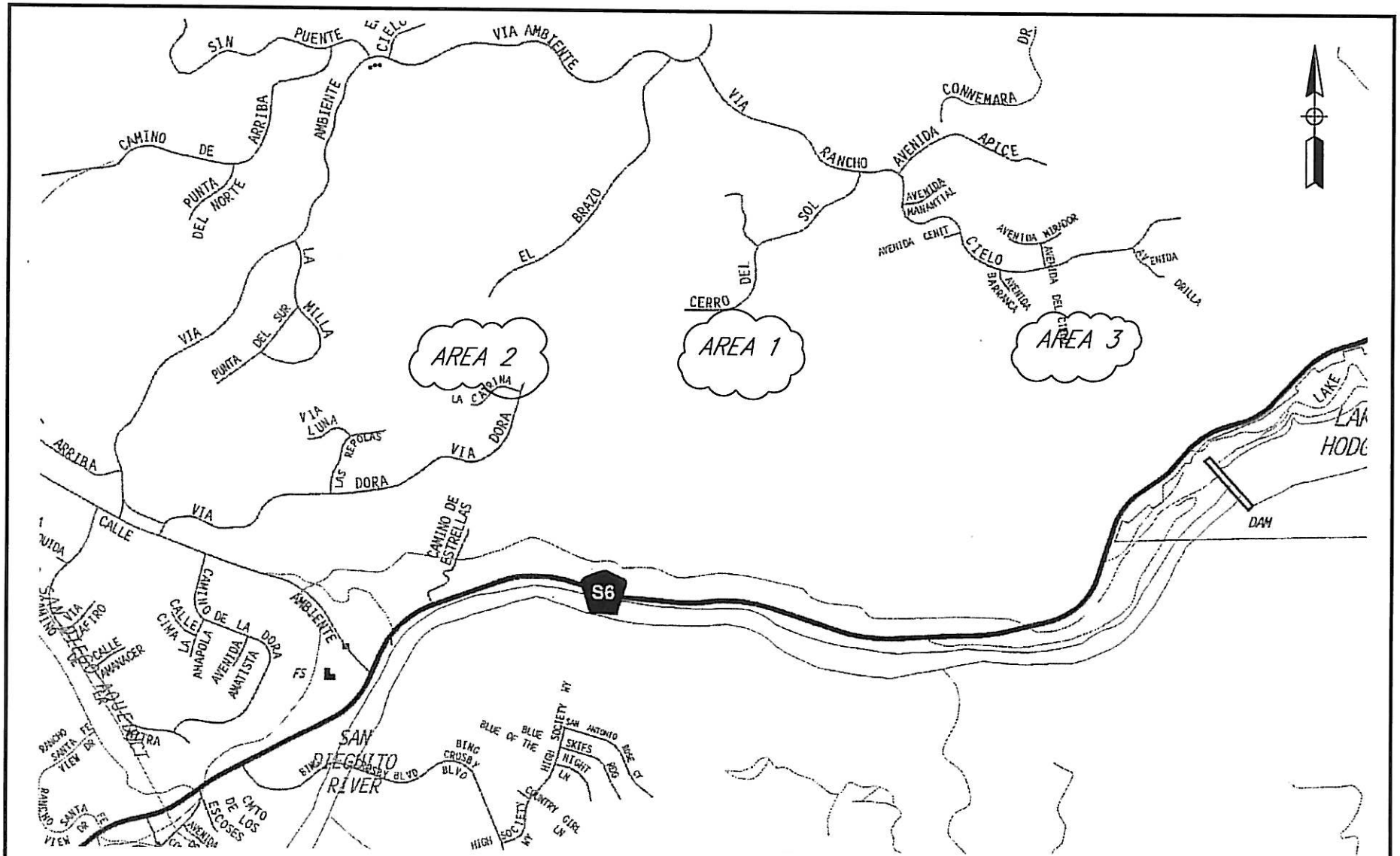

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FIGURE 1
VICINITY MAP
AREA 1, 2, & 3

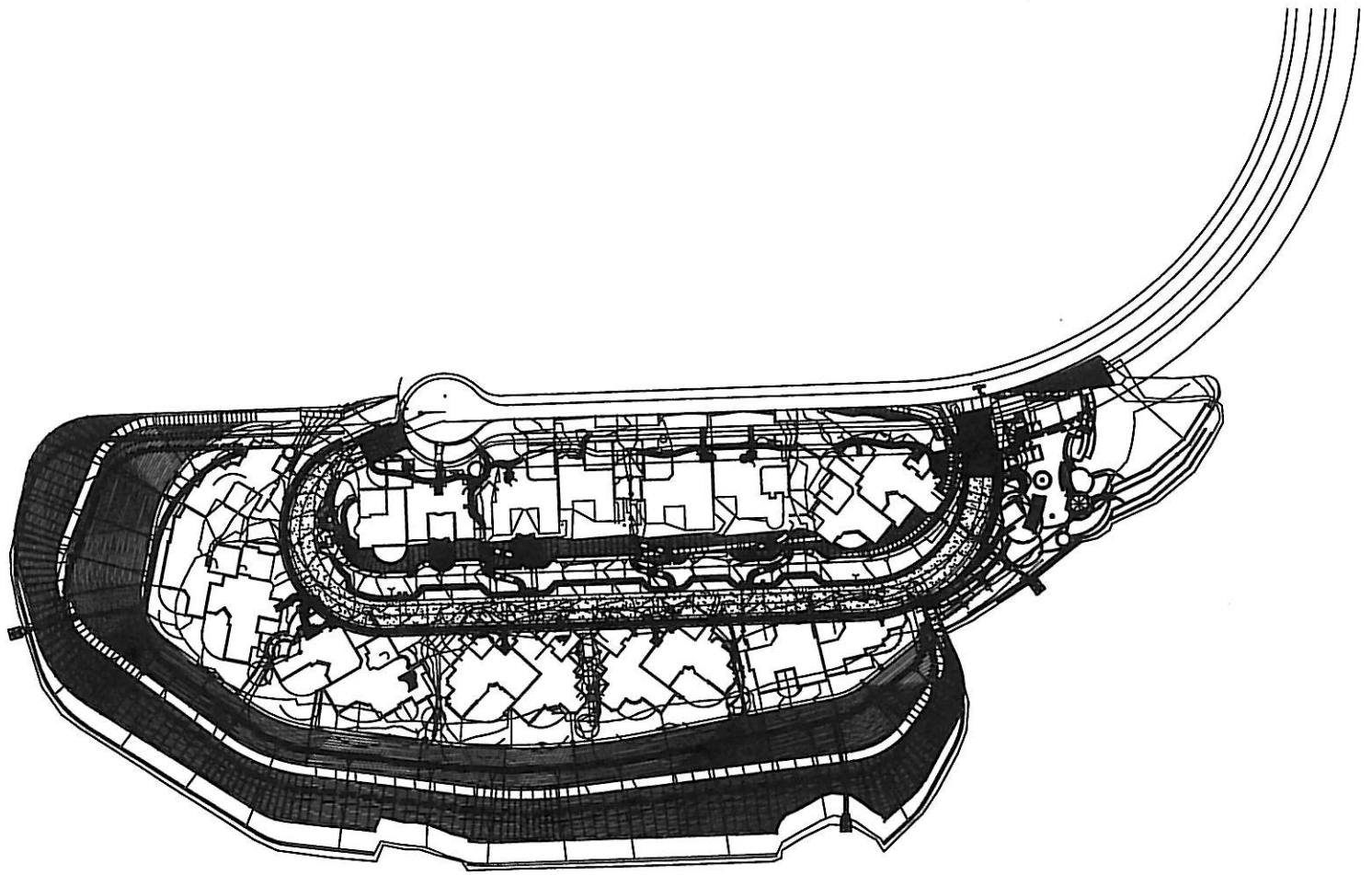

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FIGURE 2

AREA MAP RANCHO CIELO MADURA
AREA 1

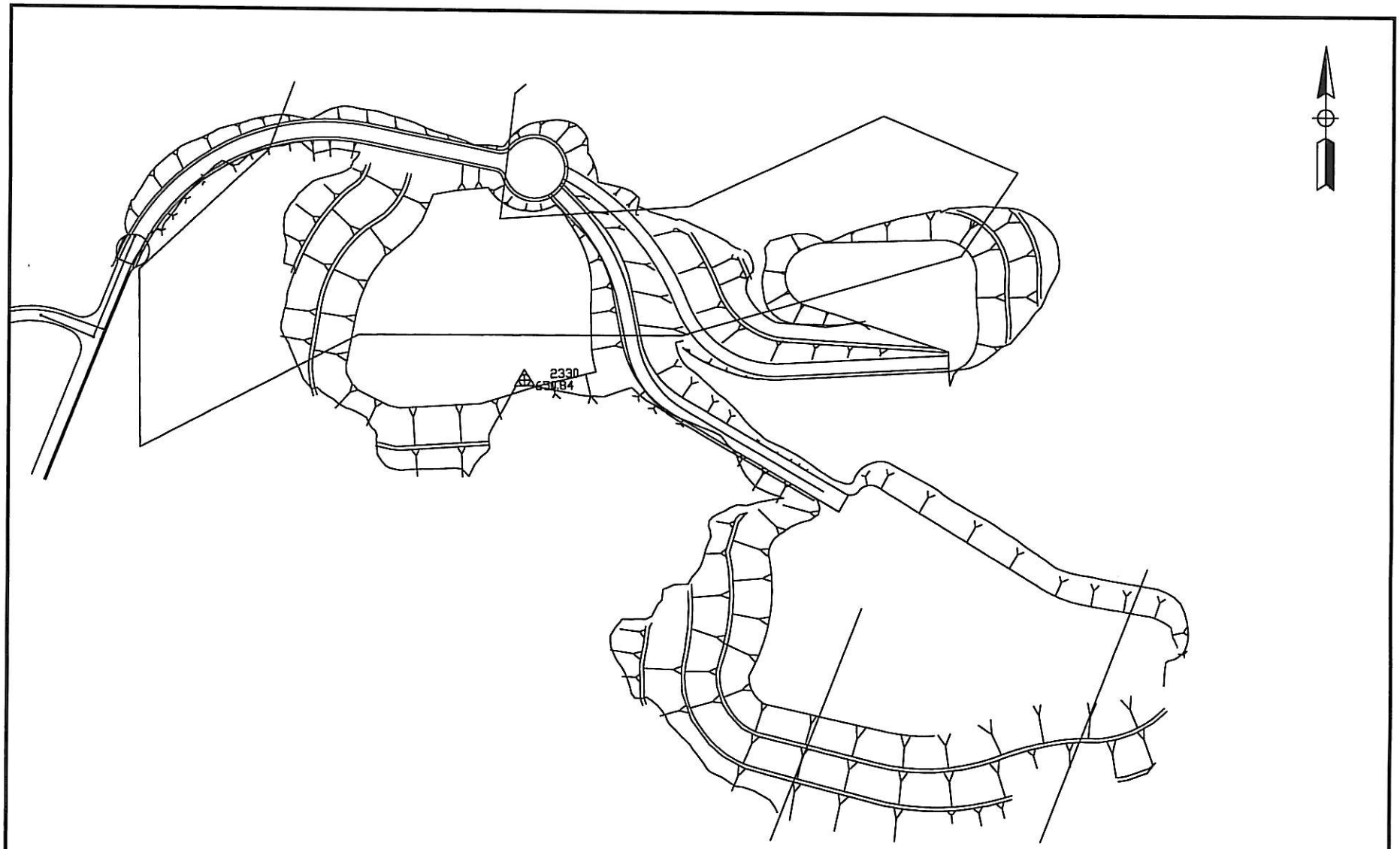

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FIGURE 3
AREA MAP RANCHO CIELO MADURA
AREA 2

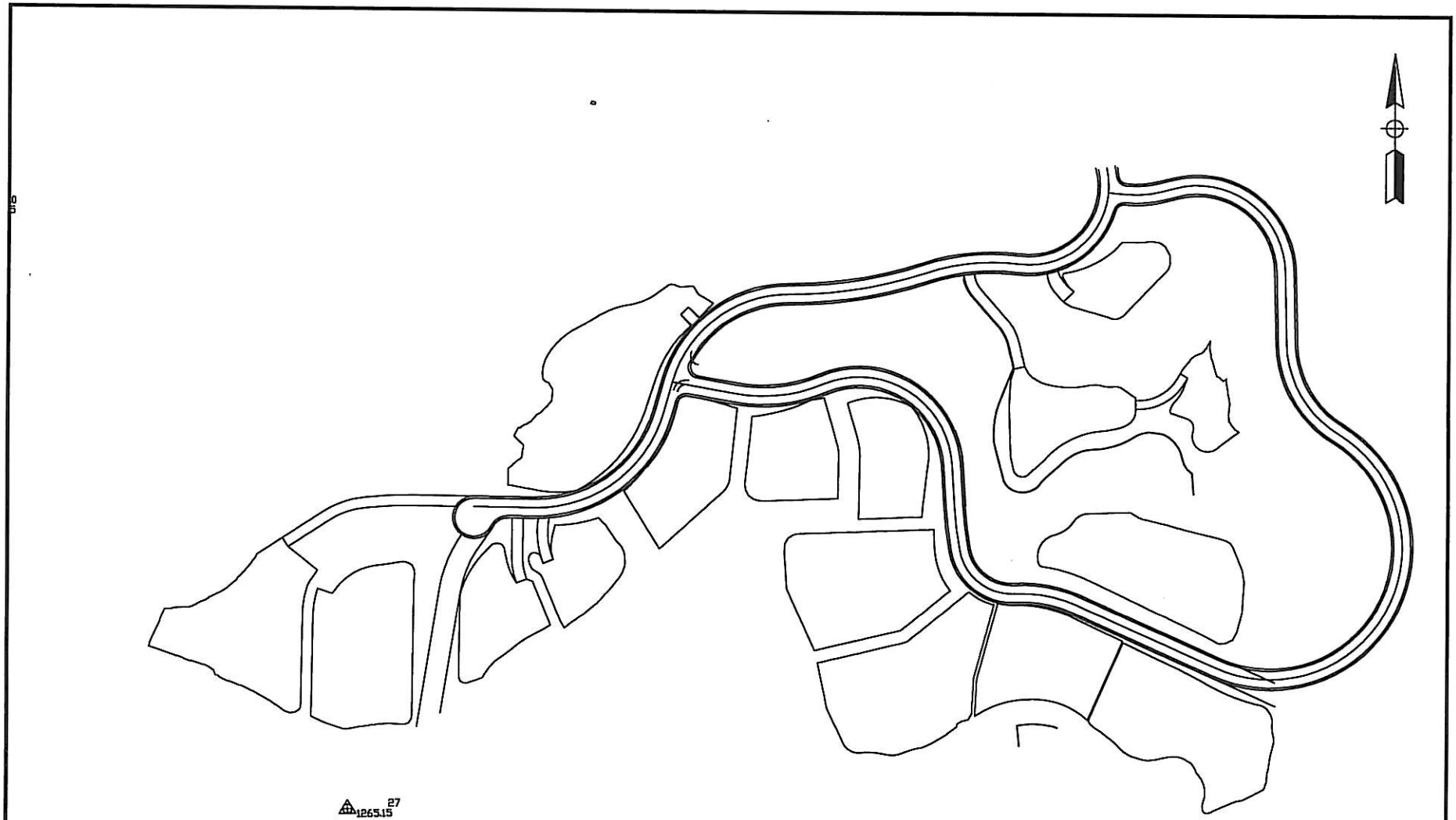

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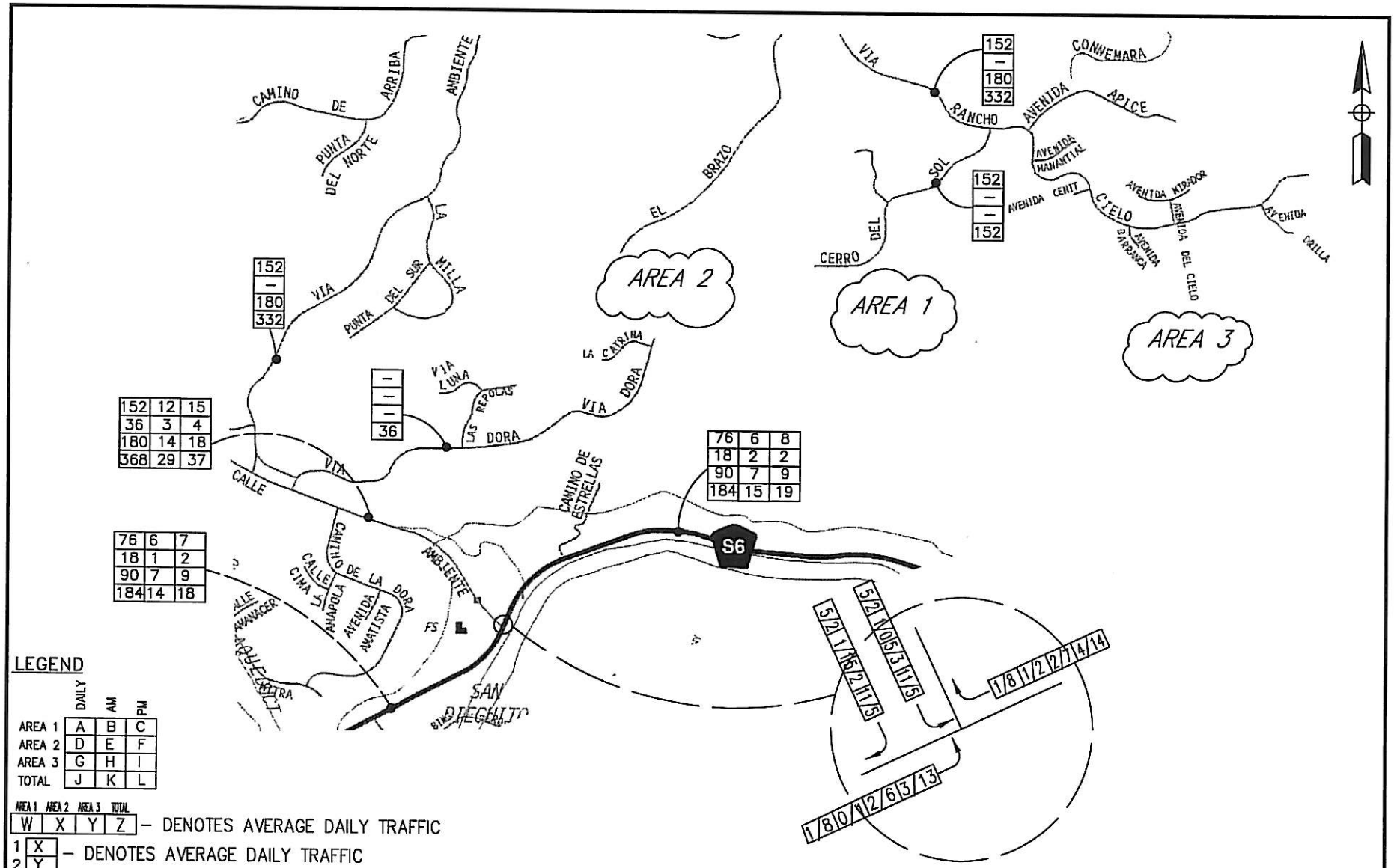
FIGURE 4

AREA MAP RANCHO CIELO MADURA

AREA 3



LEGEND

	DAILY	AM	PM
AREA 1	A	B	C
AREA 2	D	E	F
AREA 3	G	H	I
TOTAL	J	K	L

AREA 1	AREA 2	AREA 3	TOTAL
W	X	Y	Z

– DENOTES AVERAGE DAILY TRAFFIC

1	X
2	Y
3	Z
T	XYZ

– DENOTES AVERAGE DAILY TRAFFIC

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FIGURE 5
PROJECT DAILY AM/PM TRAFFIC

Attachment A

- 12/21/2011 Meeting Record
- Excerpts from the Supplemental Environmental Impact Report the Rancho Cielo Project Dated June 1, 1984

Meeting Record

Project Name (Case numbers)	Meeting Chair	Meeting Date
Rancho Cielo TM 5456 RPL2 (Combined Project)	Larry Hofreiter	12/21/2011

Action Items:

Action to be taken:	Responsible Party	Due date
1. MSCP - Submit an updated Bio Report which incorporates today's discussion to staff for review. Applicant should submit the report electronically in Word format.	Matt Simmons	14-days
2. MSCP - Once the Bio Report is submitted, staff will schedule a meeting with the Wildlife agencies to discuss an MSCP boundary adjustment.	Maggie Loy	30-days
3. RMP -Once the Bio Report is submitted, staff will see if the Rancho Cielo HOA can be relied on for stewardship of backyard open space in lieu of a formal Resource Management Plan.	Maggie Loy	30-days
4. Traffic - Submit an updated Traffic Memo which incorporates today's discussion to staff for review. The Memo should summarize analysis, conclusions and mitigation from the Rancho Cielo EIR, and explain which mitigation measures have been completed to date. Additionally, it should summarize the GP Update traffic modeling and the County's decision to accept LOS E/F on Del Dios Highway. The Memo should determine if the proposed project results in "direct" and/or "cumulative" traffic impacts in relation to these prior two analyses.	Matt Simmons	14-days
5. Zoning – Staff will follow-up with management regarding the zoning boundaries for the project site.	Larry Hofreiter	30-days

Decisions:

Decisions/Agreements reached:
1. Applicant provided evidence that the approved MSCP take authorized impact totals for the project site included 100 feet of fuel management beyond the take boundaries. Documentation included MSCP document - Lake Hodges Segment, October 22, 1997 and the Cielo Ridge and Rancho Cielo Lusardi sections in the Federal Register September 7, 2001. It appears that the acreage accounted for in the text of the MSCP included fire clearing; Conversely, the MSCP Map appears to have been based on a grading plan that did not include the 100-feet of fire clearing. (See Attachment A for more information).
2. Staff agreed to review an updated Bio Report that includes this information. Following that review, staff will schedule a meeting with the applicant, the applicants' biologist, and the Wildlife Agencies to discuss an MSCP Boundary Adjustment.

3. Applicant explained that stewardship, not management, is needed for the backyard Biological Open Space that is proposed in the western portion of the project site. Applicant also explained that RSF FPD requires the Rancho Cielo HOA to do brush management and other open space maintenance activities. The County typically requires RMPs for O.S. management on properties greater than 50-acres because HOA's can be dissolved. However, County staff said that would elevate this issue and ask management if the project can rely on the Rancho Cielo HOA because the RSF FPD requires the HOA to do fuel management.
4. Applicant agreed to provide additional information on the previous EIR and the GP Update in a Traffic Memo to the County.
5. The applicant explained that the zoning boundary was based on the original (conceptual) alignment of Street "C". When the road was moved, it resulted in a small portion of land that now has S-90 zoning. Staff agreed to elevate this issue to see if management could consider this a minor mapping error, or if another process would be applicable (e.g. rezone).
6. Staff agreed to grant a 60-day due date extension to the applicant (2nd Due date extension). The information previously due by December 28, 2011 will now be due on February 28, 2011. To make sure all Major Issue are addressed, the applicant and staff agreed to have at least one more working meeting prior to resubmittal.

Copy of Record provided to all?	Results of meeting summarized?	Signature of meeting chair
Yes *(emailed after meeting)*	**Yes** *(emailed after meeting)*	

Attendance Roster

Name	Phone Number(s)	E-mail
Larry Hofreiter	858-694-8846	Larry.Hofreiter@sdcounty.ca.gov
Jarrett Ramaiya	858-694- 3015	Jarrett.Ramaiya@sdcounty.ca.gov
Matt Simmons	760-471-2365	Matt@CCIConnect.com
Jim Simmons	760-471-2365	Jim@cciconnect.com
Maggie Loy	858-694-3736	Maggie.Loy@sdcounty.ca.gov
Mike Levin	760-745-8118	MdLevin@excelengineering.net
Mike Jefferson	858-391-8145	Mike@Blueconsulting.com
Ed Sinsay	858-694-2486	Ed.Sinsay@sdcounty.ca.gov
Everett Hauser	858-694-2412	Everett.Hauser@sdcounty.ca.gov
Nick Ortiz	858-694-2410	Francisco.Ortiz@sdcounty.ca.gov

Attachments:

12-21-2011 MCSP Documentation (Provided by applicants at the meeting)

SUPPLEMENTAL
ENVIRONMENTAL IMPACT REPORT
FOR THE
RANCHO CIELO PROJECT

Prepared by:

Brian F. Mooney Associates
(Formerly Mooney-Lettieri & Associates)
9903-B Businesspark Avenue
San Diego, CA 92131

June 1, 1984

Amended
Specific Plan (SP-A84-01)

for

RANCHO CIELO
(SP81-04)

brian f mooney associates
planning, design & environmental studies

Rancho Cielo Specific Plan
(a large-scale project)

Certificate of Adoption

I hereby certify that this Plan consisting of this text, maps and appendices, is Specific Plan, SP-A84-01 (Rancho Cielo) and that it was approved by the San Diego County Planning Commission.

Date JUNE 1, 1984

Elizabeth K. Sakreides
Chairperson

Certificate of Adoption

I hereby certify that this Plan consisting of this text, maps and appendices, is Specific Plan, SP-A84-01 (Rancho Cielo) and that it was approved by the San Diego County Board of Supervisors on the 8th day of AUGUST, 1984.

Date _____

Thomas N. Hamilton Jr.
Chairperson

Attest: Porter D. Cremans
Porter D. Cremans
Clerk of the Board

COUNTY OF SAN DIEGO
Department of Planning & Land Use

Please send reply to office checked:

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San Diego, CA 92123-1666
(619) 565-3072

☐ WALTER C. LADWIG, DIRECTOR
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☐ 334 Via Vera Cruz
San Marcos, CA 92069-2638
(619) 741-4236

June 1, 1984 WN0137

TO: PLANNING COMMISSION

FROM: DEPARTMENT OF PLANNING AND LAND USE

FINAL ENVIRONMENTAL IMPACT REPORT

PROJECT: Rancho Cielo, Permit/Map: SPA84-01, TM4225R, TM4227R, TM4229R R84-002, P80-89W2
Supplemental EIR Log #84-8-3 (80-8-120)

The Planning Department has reviewed the enclosed draft Environmental Impact Report (EIR). Based on that draft, public and agency comments received and staff analysis recommends the Planning Commission find that:

1. The attached final EIR has been completed in compliance with CEQA and that the Commission has reviewed and considered the information contained therein prior to approving the project.

2. The project will have the following environmental impacts:

   A. Significant But mitigable:

      1. Traffic Circulation
      2. Aesthetics
      3. Soils and Geology
      4. Water Quality/Liquid Waste
      5. Biology
      6. Noise
      7. Archaeology
      8. Dark Sky
      9. Hydrology

   C. Not Significant:

      1. Growth Induction

3. The Mitigation Measures that apply in Enclosure "A", the EIR Discussion, have been made conditions of the project approval.

Robert E. Asher, Chief
Regulatory Planning

REA:RVM:sh

Enclosures: A. Environmental Impact Report Discussion, Pages A-1 to A-5
B. Letters of and Responses to Public and Other Agency Comment, Page B-1.
C. Draft EIR, prepared by Mooney-Lettieri & Associates, 9925-C Businesspark Ave., San Deigo, CA 92131.

cc: Project Planner (0650)
Lorena Quintana (0650)
Applicant:
Agent:

ENCLOSURE A-1

ENVIRONMENTAL IMPACT REPORT DISCUSSION

PROJECT: Rancho Cielo, SPA84-01, TM4225R, TM4227R, TM4229R, R84-002, P80-89W2
EAD LOG #84-8-3

PROJECT DESCRIPTION

This project is a revision to the Specific Plan adopted by the Board of Supervisors on December 9, 1981. This includes a relocation and redesign at the Village Center and Village Estates, redesign of the Neighbrohood Commercial area, deletion of private recreation area at the entrance to the project, deletion of the wholesale nursery from the SP, deletion of two Country Estate lots on the south boundary and two more from the northwestern boundary, specific location of potable water reservoirs, addition of two reclaimed water storage reservoirs, and various minor lot relocations and modifications. This plan wil show SA 680 to be built, realign Via Ambiente, delete the connection to Mt. Israel Road, and include various minor road deletions and relocations. There will also be deletions of Bureau of Land Management and other property ownerships. A zone reclassification will be done to bring the uses into conformance with the SPA.

PROJECT LOCATION:

This project lies north of Del Dios Highway and the San Dieguito River, west of the community of Del Dios, south of Harmony Grove/Elfin Forest, and stretches in the northwest to cross the Escondido Creek. A piece is now isolated to the northeast with the deletion of the BLM land.

LAND USE FACTORS AND SURROUNDING LAND USES

The Rancho Cielo Specific Plan proposes a land use plan usage for 2815 acres. It will include 770 dwelling units with lot sizes ranging from 10 to 2.43 acres. The density overall is 1 du/3.66 acres. It also includes a neighborhood commercial area, Village Center, fire station and heliport, and open space area. A water treatment facility on the western portion of the land will treat 265,600 gallons of effluent each day. The area to the north is a mixture of a mobilehome park and large lot residences. The land to the west/southwest are large lot residences, as are those to the east, Del Dios Highway is south.

MAJOR ISSUES

1. Traffic Circulation (See the Following Mitigation Measure)

   This revised project has created two major changes from the original EIR which will have substantial changes in traffic circulation. Deletion of Mt. Israel Road as a primary or secondary access will increase ADT onto Via Ambiente. The change in status in the Neighborhood Commercial and Village Center and drop in residential units will decrease the previously forecasted 12,240 ADT down to 9,700. While the numbers are still significant, the mitigation provided in the original EIR is sufficient to resolve this impact.

Mitigation Measure

Prior to issuance of any grading permits or use and reliance permits or finalization of any maps, the applicant shall to the satisfaction of the Department of Public Works and the Department of Planning and Land Use:

1-A. Install signalization for the intersection of Del Dios Highway and Via Rancho Parkway;

1-B. Provide acceleration and deceleration lanes along Del Dios Highway at Via Ambiente and Mt. Israel Road;

1-C. Provide signalization at Via Ambiente and Del Dios Highway upon approval of Phase III, and;

1-D. Provide on-site road sections to be reviewed and approved by the Fire Marshall.

2. Aesthetics (Mitigated by Project Design)

The redesign not only expanded open space area by 73 acres (3%), but also rearranged access road cuts to take advantage of intervening landforms to reduce visual impact to both Rancho Santa Fe and the Del Dios/Mt. Israel areas. The siting of the two reclaimed water storage reservoirs in a canyon west of the Village Estates and Via Ambiente in a northeast trending canyon. The views to the San Dieguito River and Lake Hodges have not changed. There will be more of an impact to the Scenic Corridor along Del Dios Highway due to development of the commercial areas near SA 680, but the overall issue remains unchanged. There will be minor development encroachments to the Escondio Creek RCA and open space area of the previous design due to the development of several lots and one 90 day storage reservoir.

3. Soils and Geology (See the Following Mitigation Measures)

This project design has not reduced the 3,000,000 cubic yards of grading, but has relocated the majority of the 25 foot to 30 foot graded cuts to areas less visible than in the previous design. A substantial change is the placement of two open reservoirs with 105 foot and 90 foot high dam faces.

The primary geology issue remains cutting into the highly fractured blocky volcanic rock and associated clayey soils. Grading must be in conformance to the provisions recommended by Leighton and Associates to reduce the possibility for landslides and block faults.

This report is a Supplemental Environmental Impact Report as defined in Section 15163 of the California Environmental Quality Act (CEQA). Section 15163 stipulates that a supplemental EIR rather than a subsequent EIR may be prepared if only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation. As such, this supplement addresses the relationship of the changes which have been made in the Specific Plan to the environmental findings of the original EIR. Of the issues identified in the Environmental Review Board report, the changes in the Specific Plan affect the conclusions associated with the following major issues:

- Traffic
- Biology
- Water Quality/Liquid Waste
- Aesthetics
- Soils/Geology

All other major issue analyses are minimally affected by the revised Specific Plan and tentative maps. A summary discussion of each of the other major issues identified by the ERB is provided and includes the following issues: Noise, Archaeology, Dark Sky, Hydrology, Energy and Air Quality.

A revised discussion of growth inducement and a summary discussion of alternatives is provided herein.

All impacts associated with the revised Specific Plan and tentative maps are found not to be significant based on previous conditions of approval and design considerations incorporated into the project. The following is a brief summary of the effects created by the proposed changes and the recommended mitigation measures.

Traffic

Impacts

There are two major changes which affect the previous traffic impact analysis: deletion of Mt. Israel Road and the limitation of commercial space at the Neighborhood Commercial Center to 50,000 square feet . While the deletion of Mt. Israel Road increases the travel distance to Del Dios Highway for a portion of the project, this is not considered to be a significant impact. Deletion of the road will, in fact, eliminate traffic impacts to Mt. Israel Road and the Mt. Israel Road/Del Dios Highway intersection.

Because of the new commercial square footage and the reduction in total residential units, the total number of average daily trips generated by the project has been reduced from the previously forecasted 12,240 to 9,700. Impacts to traffic have therefore been reduced.

Mitigation

The previously adopted conditions of approval relating to traffic concerns which focus on SA 680, Del Dios Highway and Via Ambiente will fully mitigate traffic impacts. Original mitigation measures requiring improvements to Mt. Israel Road and signalization of the intersection at Del Dios Highway do not, at this time, appear necessary.

Biology

Impacts

Development of the revised project will result in an impact to one of the four principal wildlife corridors. In addition, recent concern for the loss of Black-tailed Gnatcatcher habitat on the property was examined. Approximately 394 acres of suitable Black-tailed Gnatcatcher habitat will be impacted by the development, and as such, is considered a significant biological impact. By virtue of the project design however, 311 acres (44%) of suitable habitat will be preserved in open space. The realignment of Via Ambiente in a wildlife corridor does not constitute a significant impact to the wildlife corridor system.

Mitigation

The revised project has increased the identified open space area from 1,637 acres to 1,710 acres. These open space areas include adequate habitat for the Black-tailed Gnatcatcher. While new localized impacts are present they appear to be mitigated through the preservation methods previously identified and the maintenance of contiguous open space for both wildlife and floral species of interest. Open space easements as previously required, should be dedicated to the County of San Diego to ensure preservation of important identified biological features.

Water Quality/Liquid Waste

Impacts

The project change associated with water quality/liquid waste is the change in the level of wastewater treatment from tertiary to secondary treatment. Treated plant effluent will be used for on-site irrigation and stored in open reservoirs when irrigation is unnecessary. A recently approved change in the basin standards for the Escondido basin allows the use of secondarily treated water for irrigation.

Mitigation

The Rancho Cielo wastewater treatment facility will be required to meet all of the established criteria for the

8. Various lot relocations and modifications.

Minor adjustments to the Country and Village Estate lots have been made to conform to more accurate topographic data. The number of Village Estates has increased from 40 to 42. Open space areas and the equestrian center have been defined to accommodate road and lot modifications. While adjustments to the open space have become necessary the actual acres of open space has increased from 1,637 acres to 1,710 acres or 58% to 61% of the total project area. The extent of the areas to be developed has changed only slightly.

B. CIRCULATION

1. SA 680 shown to be constructed.

When this document was originally written the status of SA 680 was undecided. This revision reflects the 1983 Circulation Element which designates SA 680 as a Major Road with a requirement to construct to Light Collector standards. However, the EIR addressed all issues related to the construction of SA 680 if it was approved to be constructed.

2. Realignment of Via Ambiente.

This realignment provides a more direct access to the majority of the project from SA 680. The original alignment started at Del Dios Highway and went around the westerly end of the project, curving to the east until it intersected with the top of the major east-west ridge. The proposed realignment begins at SA 680 approximately 2800 feet from Del Dios Highway and connects with a previously approved street (La Milla) and then continues northerly to the east-west ridge. A portion of the original Via Ambiente alignment will still be used for access to residential lots.

3. Deletion of connection to Mt. Israel Road.

Mt. Israel Road has been deleted as a primary access to the project but would be available for emergency access and access to two adjacent lots. This amendment eliminates the traffic impacts associated with Mt. Israel Road. SA 680 is now the project's primary entrance and Harmony Grove Road is a secondary access.

4. Various road deletions and relocations.

The internal private road system has been adjusted to serve the newly designed lots. In most cases road length has been reduced and double frontage lots eliminated. The total amount of road length has decreased by 1.25 miles.

OTHER

1. Delete phasing of project by ownership

   Due to the multi-ownership nature of the project, it is being proposed that the development phasing designations be revised and clarified. Essentially the project now consists of two phases: the four first phase tentative maps consisting of 1,636 acres, and the remaining 1,179 acres is the second phase of the project. The development phasing "standards", however, remain intact and no second phase map will be recorded prior to construction of phase I infrastructure. Phase II tentative maps may be processed at any time subject to conditional approval.

2. Deletion of discussions of Bureau of Land Management ownership.

   The original Specific Plan included the 364-acre Bureau of Land Management parcel for the purpose of connecting one ownership that wanted to be included in the Specific Plan but was physically non-contiguous due to the BLM ownership. However, the BLM parcel was never actually part of the Rancho Cielo Specific Plan. Because the BLM land acreage was originally included in the density calculations, the SPA density was .23 du/ac. The approved density for the Rancho Cielo Specific Plan Area is .27 du/acres. For clarity's sake, all discussions of the BLM land have been deleted in this revision.

Land Use Plan

The Rancho Cielo Specific Plan proposes a land use plan usage for the entire 2,815 acres including the 2,593 acres designated as Specific Plan Area (SPA) on the San Dieguito Community Plan and the additional 222 acres outside the SPA but within the planning boundaries of the Specific Plan (see Figure 2). The level of specificity of the plan includes designation of collector and residential roads, special use areas, lot placement, and locations of residential and commercial areas.

A total of 770 dwelling units are proposed and shown on the plan map. The areas shown as Village Estates and Planned Development will include 42 townhomes and 38 single-family units (in two locations) respectively. The actual site development plans are not proposed at this stage. However, typical building sites are shown on the tentative maps and those lots requiring special design considerations are noted. Lot sizes range from one to in excess of 10 acres and average 2.43 acres. Overall density within Rancho Cielo Specific Plan is one dwelling per 3.66 acres. Within the Specific Plan Area's 2,593 acres, 690 units are proposed with a density of one dwelling unit per 3.76

acres. The actual approval and development of lots will be accomplished through present and subsequent tentative maps.

In addition to residential uses on the site, a neighborhood commercial area, Village Center and fire station/heliport, an equestrian center, water reclamation facilities, and substantial open space areas are delineated on the plan. An adjacent wholesale nursery will provide plant material for landscaping within Rancho Cielo. Open space areas will be granted to the County of San Diego in conjunction with the subdivision process. Ownership and maintenance of the bulk of open space will be governed by the Rancho Cielo Association. The open space areas included within the residential lots will also be managed by the Association but ownership will remain with the individual land holders.

Facilities Infrastructure

Roads

Three Circulation Element Roads are located on the site: Del Dios Highway, Mt. Israel Road, and SA 680. Improvements to/or construction of these roads is only partially proposed and will be completed as necessary to satisfy the circulation needs of area residents and the requirements of the Department of Public Works. Intersection improvement at Del Dios Highway, Elfin Forest Road and Harmony Grove Road will be completed in conjunction with the phasing plan. Internal roads serving the project site are private for the use of local residents in the Rancho Cielo area. These roads will be classified as Rural Residential (24 to 28 feet paved width) and Rural Collector (32 to 36 feet paved width). Hiking and riding trails will also be provided.

Water

Water service facilities proposed for Rancho Cielo are designed to serve the entire project area as well as some areas outside the Rancho Cielo boundaries. Approximately 27 miles of waterline are proposed in the preliminary design with four pump stations (one existing) and four reservoir sites (two existing). Four pressure zones will be established within the property boundaries to a maximum elevation of 1,492 feet MSL. The water facilities design includes adequate capacity to supply service to all 770 future dwellings and the commercial/public buildings.

Sewer

The formation of a sanitation district contiguous with the Rancho Cielo first phase is a key component of the project design. A water reclamation plant located on the western portion of the site is proposed for secondary treatment with on-site reuse of approximately 265,600 gallons of effluent per day. All equipment, sewer lines, pump stations and other appurtenances will be constructed in conjunction with each phase of development.

III. ENVIRONMENTAL ANALYSIS

The following is an analysis of the proposed revisions to the Rancho Cielo project with respect to each Major Issue identified by the ERB in its report dated March 26, 1981. Under each major issue affected by the proposed changes there is a description of the existing resources and environmental setting; a discussion of the original Environmental Review Board findings and recommended mitigation measures; a discussion of the proposed project revisions and potential impacts; and an analysis of whether the approved mitigation measures are adequate to mitigate any new impacts created by the proposed revisions. The major issues affected by the proposed changes include; Traffic/Circulation, Biology, Water Quality/Liquid Waste, Soils/Geology and Aesthetics.

A summary discussion of each of the issues minimally affected by the changes is provided without a present setting discussion. Those issues include: Noise, Archaeology, Dark Sky, Hydrology, Energy and Air Quality. Issues addressed by the EIR but concluded to be not significant by the ERB are summarized at the end of this section. These include: Climate, Agriculture, Public Services, Recreation and Socio-Economics.

Please refer to the Rancho Cielo Environmental Impact Report for a comprehensive analysis of each issue.

MAJOR ISSUES AFFECTED BY THE PROPOSED REVISIONS

TRAFFIC CIRCULATION

Present Setting

Traffic circulation is addressed at two levels for the project area: planning for future circulation needs, and determining capacities of existing facilities. Both are important because the adequacy of the circulation system is essential for growth, and type of roads and their locations greatly effect the environment of the community in which they serve.

oPlanning Considerations

The Circulation Element of the General Plan (1983) is the primary instrument used for long-range circulation planning in the County. The Element consists of a text describing the intent of the planning document, a bicycle network plan, and a set of nine maps for the County. Sheet Four shows circulation routes for the San Dieguito/North County Metropolitan area. Circulation Element Roads are those roads which are planned to provide the base circulation system for the area. As development occurs along these roads, construction or improvement is required in accordance with the road design shown in the Circulation Element.

The Rancho Cielo property contains frontage or access on four Circulation Element Roads:

a. Del Dios Highway. This road is designated Prime Arterial, Major Road and Collector, the purpose of which is to satisfy requirements for mobility, intraregional travel, and access between the coastal communities and Escondido. Del Dios Highway, together with Paseo Delicias, its western counterpart, and Valley Parkway, its eastern counterpart, provides interconnection between I-5 and I-15 with roadway conditions consisting of two lanes and an average speed of 50 miles per hour. Another important link to this system is Via Rancho Parkway. This Major Road connects Del Dios Highway with I-15 in a direct east-west route south of the City of Escondido. The average speed limit is 45 miles per hour with two lanes.

b. Camino Del Norte (SA-680). This major road, which is to be constructed as a light collector, will connect the coastal communities of Leucadia, Encinitas, and Carlsbad with the inland communities of Rancho Bernardo and Poway. This road is intended to provide mobility and major intraregional circulation in the mid-San Dieguito area. Portions of this road exist north of Del Dios Highway as a narrow, winding two-lane collector.

c. Mt. Israel Road (SC-1380). This light collector road provides a link for several residences on Mt. Israel Road to Del Dios Highway. This route provides direct easterly circulation for residents living within the road's vicinity. Presently only portions of this road have been completed and through-traffic circulation does not exist. In hilly terrain and low density development north of Del Dios Highway this road is narrow, with sharp turns and steep grades, serving the few residents in the area.

d. Harmony Grove Road (SC-1370). This collector road provides north-south circulation between the communities of Elfin Forest/La Costa and the City of Escondido. Harmony Grove Road, Elfin Forest Road and Questhaven Road are the only roads in the area between Del Dios Highway and San Marcos which provide for the circulation requirements of those residents living in that area. The collector designation applies not only to Harmony Grove Road but also to Elfin Forest Road which comprises the western extension of Harmony Grove Road between Elfin Forest and Rancho Santa Fe Road.

Staff Findings and Recommendations

The Environmental Review Board found that the approved project would generate approximately 12,240 ADT into the San Dieguito Community, which would create potential circulation problems along the existing Mt. Israel Road and the intersections along Del Dios Highway at Via Ambiente, Mt. Israel Road, and Via Rancho Parkway. Del Dios Highway is currently operating at Service Level C, but peak traffic hours are anticipated to exceed that level to Service Level D.

Impacts to Mt. Israel Road would reduce the level of service from A to C with circulation element improvements required as mitigation measures.

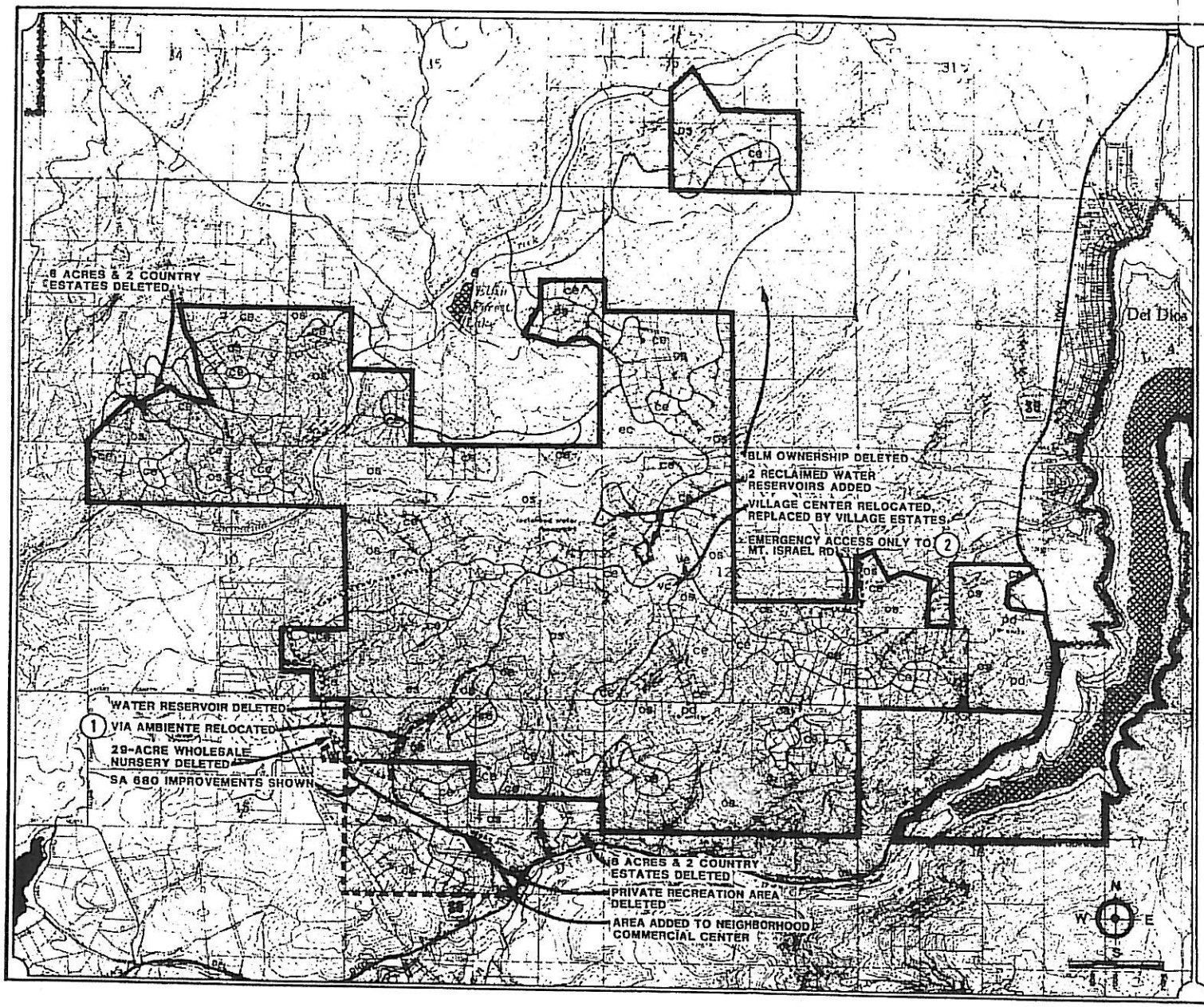
Mitigation Measures required by the ERB included:

- Signalization for the intersection of Del Dios Highway and Via Rancho Parkway,
- Signalization at the intersection of Mount Israel Road and Del Dios Highway,
- Modify Mount Israel Road to provide for 2 uphill lanes,
- Provide acceleration and deceleration lanes along Del Dios Highway at Via Ambiente and Mount Israel Road,
- Provide signalization at Via Ambiente and Del Dios Highway upon approval of Phase III, and
- On site road sections to be reviewed and approved by the Fire Marshall.

Project Revisions and Impacts

The revised Specific Plan for Rancho Cielo includes several elements which effect the previous impacts analysis. Willdan Associates has prepared a report to supplement the original traffic study (see appendix Willdan Associates, 1984). The supplemental study analyzes the impacts of the project revisions on projected traffic flows and trip distribution.

There are two major changes which affect the previous impacts analysis (see Traffic/Circulation Revisions, Figure 4). The first is the deletion of Mt. Israel Road as a primary or secondary access and its proposed use as an emergency access, eliminating impacts to the road system and intersection at Del Dios Highway and Mt. Israel Road. Deletion of the Mt. Israel Road connection will increase the travel distance to Del Dios Highway up to two miles in some areas of the project. However, since 90 percent of the external trips will travel through the Del Dios Highway/SA 680 intersection it is more appropriate to compare the travel distance to that point. Using the relocated Via Ambiente, the distance from the east edge of Rancho Cielo is 2.7 miles compared to 3.8 miles using Mt. Israel Road.



Rancho Cielo

Rancho Santa Fe, California

Traffic/Circulation Revisions

(1) Via Ambiente realignment

---- approved alignment

-- revised alignment

(2) Mt. Israel Road deletion

-- deletes connection to Mt. Israel Road as a primary access

Mooney-Lamont & Associates, Inc. (619)578-9564
Urban/Regional Planning & Environmental Analysis
9925 C Businesspark Avenue San Diego CA 92131

The second revision which affects the projected number of trips is the limitation of commercial acreage at the Village Center and the projection of 50,000 square feet of commercial space at the Neighborhood Commercial Center. The Neighborhood Commercial Center consists of 10-15 developable acres. Using a trip generation rate of 40 trips per 1,000 square feet (from Traffic Generators representing commercial shops or strip commercial) the Neighborhood Commercial Center will now generate 2,000 daily trips.

In addition to the change in the status of the commercial areas, the total number of units within the Specific Plan boundaries has been reduced from 774 to 770 units. The total number of trips generated by the project is therefore expected to decrease from the previously forecasted 12,240 to 9,700.

Also analyzed were potential impacts resulting from a revised trip distribution pattern. The updated analysis is based on SANDAG's 1983 Series 6 population and additional transportation analysis which provides information to the trip distribution pattern from this project. Based on the Series 6 information there is a shift in trips from the Escondido area to Del Dios Highway south and SA 680 west. This shift in trip distribution is probably due to changes in land use, most significantly the development of Fairbanks Ranch and the North City West area.

In terms of actual roadway volumes the Series 6 redistribution reduces the volume on Del Dios Highway north of the site by 1,200 vehicles per day, but increases it to the south by 1,000 vehicles. The change on Del Dios to the south would increase the post development traffic volume from approximately 12,000 to 13,000 ADT, and the year 2000 volumes from 20,000 to 21,000. These volumes, however, can be accommodated on a four lane Del Dios Highway at level of service C to D.

The level of service at the intersection of SA 680 with Del Dios Highway was also calculated. Adding traffic from the revised Rancho Cielo Specific Plan to the existing traffic yields a projected level of service A at this intersection. When the Rancho Cielo traffic is added to the year 2000 traffic, volumes forecast as part of the EIR for the San Dieguito Circulation Element (San Diego County, 1981) the level of service drops to level C.

Mitigation

Based on the supplemental analysis completed, the previously adopted conditions of approval relating to traffic concerns, which focus on SA 680, Del Dios Highway and Via Ambiente will fully mitigate traffic impacts. Mitigation measures requiring signalization and improvements to Mt. Israel Road at its intersection with Del Dios Highway do not, at this time, appear necessary.

APPENDIX B

TRAFFIC REPORT

WILLDAN ASSOCIATES ☐ ENGINEERS & PLANNERS
Anaheim, Norwalk, Ventura, Lancaster, San Bernardino and San Diego, California
Phoenix, Flagstaff, and Tucson, Arizona

January 9, 1984

Tony Lettieri
Mooney-Lettieri & Associates
9925-C Businesspark Avenue
San Diego, CA 92131

Dear Tony:

Willdan Associates is pleased to transmit this report summarizing our analysis of the circulation aspects of the proposed Revised Specific Plan for Rancho Cielo.

This report supplements the previous reports prepared for this project by American Pacific Environmental Consultants as part of the original EIR for the project. The original specific plan for Rancho Cielo, adopted in December 1981, is proposed to be modified in several ways which may impact projected traffic flows. These include:

1. Reducing the size of the Village Center commercial area.

2. Defining the size of the neighborhood center at the intersection of Del Dios Highway with SA 680.

3. Deleting the wholesale nursery.

4. Rerouting Via Ambiente through the center of the site.

5. Eliminating the street connection to Mt. Israel Road.

In addition to these changes we have also reviewed the projected trip distribution pattern in light of more recent population forecast information (SANDAG Series 6 population forecasts).

TRAFFIC GENERATION

As approved, the Rancho Cielo project was expected to generate 12,240 trips from 774 dwelling units and 9 acres of commercial.

3633 CAMINO DEL RIO SOUTH • SUITE 207 • SAN DIEGO • CALIFORNIA 92108 • (619) 281-9211

The proposed land use changes have eliminated the majority of the commercial at the Village Center. What will remain will be used for the homeowners association offices and minor related uses, as a result it will generate a negligible amount of traffic external to the project. The neighborhood commercial center located at Del Dios Highway and SA 680, however, has now been defined in size to be approximately 50,000 square feet of floor area located on 10 to 15 developable acres. Using a trip generation rate of 40 trips per 1,000 square feet (from Traffic Generators representing commercial shops or strip commercial) this center will now generate 2,000 daily trips. In addition, the total number of units within the Specific Plan boundaries has been reduced to 770 units.

The total number of trips generated by the project is therefore expected to decrease from the previously forecast 12,240 to 9,700. This decrease of over 2500 trips will further reduce the already negligible impacts from the project. Because of the change in access and potential redistribution of trips we have continued our analysis to look at the site access and internal circulation.

INTERNAL CIRCULATION

Looking first at the internal circulation and particularly at the impacts associated with the relocation of Via Ambiente and the deletion of the connection to Mt. Israel Road, we have identified no significant adverse impacts.

To evaluate the internal circulation we divided the site into four sub-areas: 1) those homes in the Paint Mountain area served primarily by Harmony Grove Road, 2) those homes in the central area of the project served by Via Ambiente. 3) the Planned Development area served directly by Del Dios Highway. 4) the homes and commercial center served by SA 680.

Of these four areas only Area 2, the core area, will be directly affected by the relocation of Via Ambiente and the deletion of the Mt. Israel connection. This area contains approximately 400 units which will generate 4,000 daily trips. Of these trips, 20 percent were projected to remain within the project and another 20 percent to be oriented to and from the neighborhood commercial. The 20 percent remaining within the neighborhood is higher than generally expected for a residential project. It, however, could be justified for this type of high income development, where a number of residents would be retired or would conduct their business from either their homes or by telex available from the Village Center. A significant number of their trips would therefore be social trips within the project.

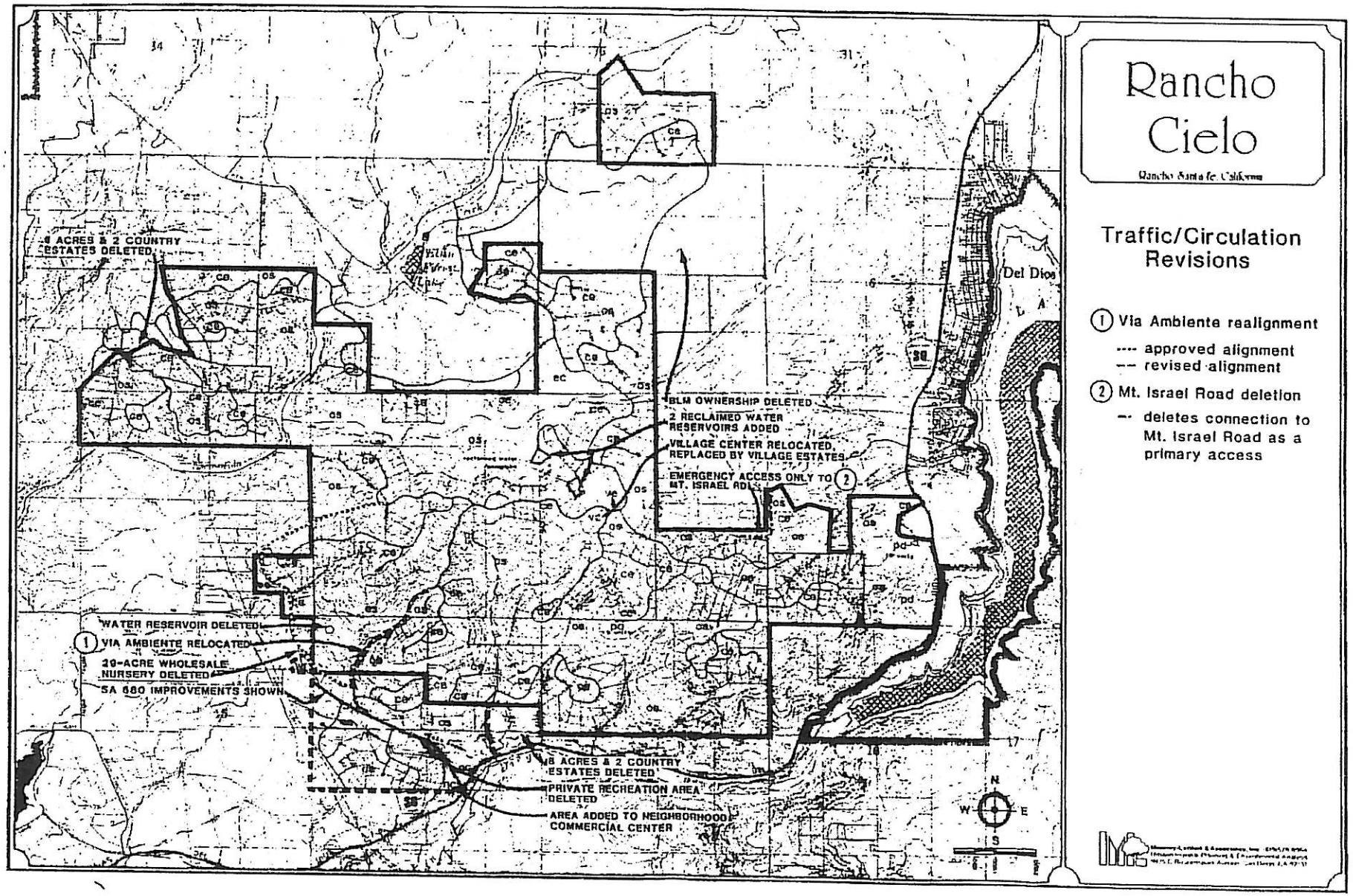
Using this 20 percent internal distribution the anticipated volume of traffic on Via Ambiente is, not expected to exceed 3,200 vehicles per day at the project entrance. This volume will actually be approximately 2,400 vehicles per day at the point it enters the Air Logistics property (TM 4229) with the remaining 800 trips coming from side streets near the project entrance. These volumes are fairly typical for residential areas and can be easily accommodated on the roadway system as proposed.

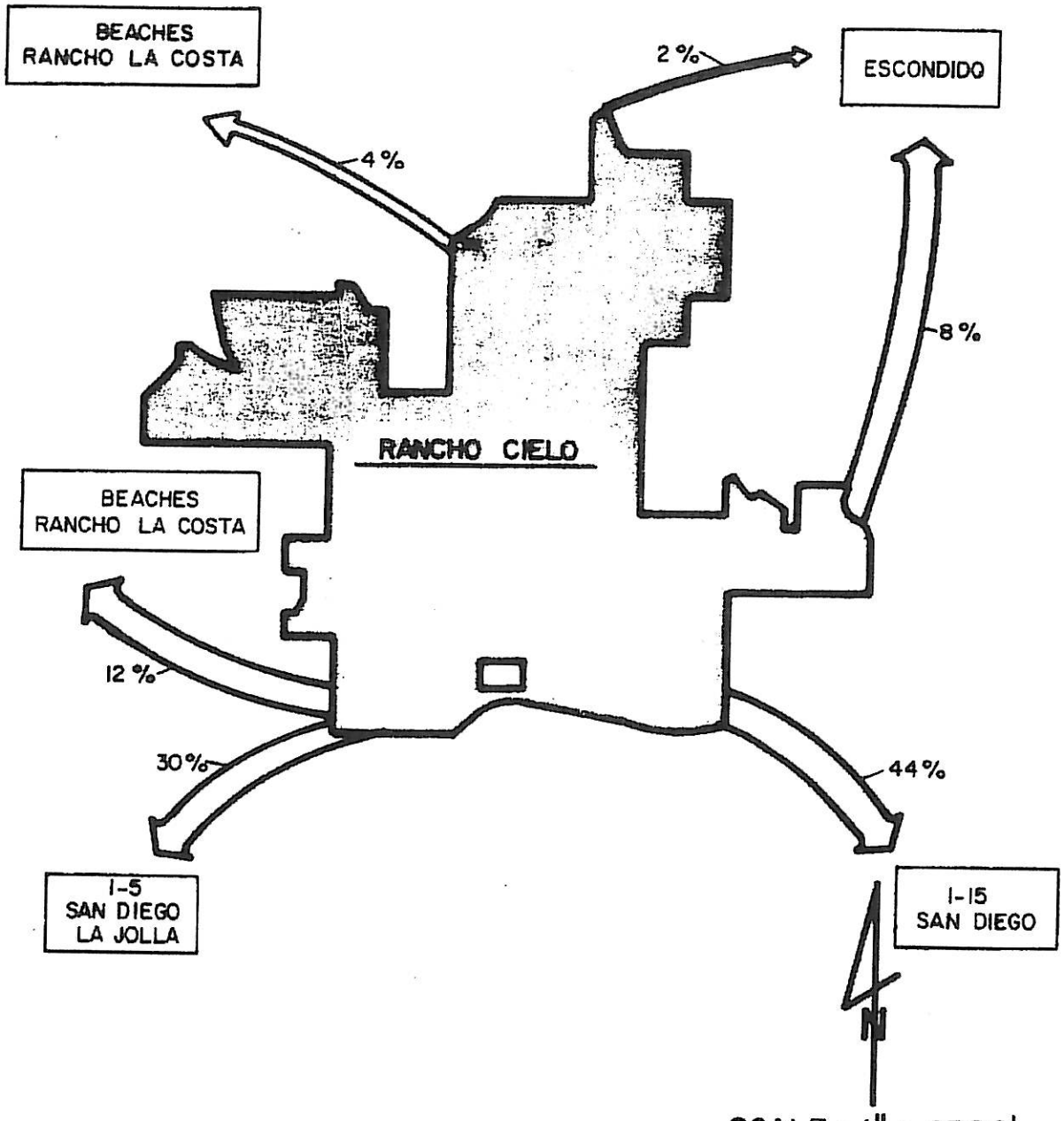
The relocation of Via Ambiente as shown on Exhibit 1 reduces the travel distances within the Rancho Cielo project significantly. The distance from the Village Center to SA 680 is reduced by approximately 0.9 miles. Since no major internal roads are being deleted from the plan the revised location of Via Ambiente will only have positive circulation impacts on the project.

The deletion of the Mt. Israel Road connection will increase the travel distance to Del Dios Highway from some areas. (an emergency access will be provided so there will be no impact on emergency services). This roadway modification will cause an increased travel distance to Del Dios Highway of two miles for residents at the easterly edge of Rancho Cielo. This, however, does not truly reflect the driving patterns of most people because it considers the travel distance to Del Dios Highway at two different points. Since most people (90 percent of external trips) will travel through the Del Dios Highway/SA 680 intersection, it is more appropriate to compare the travel distance to that point. The distance from the east edge of Rancho Cielo using the relocated Via Ambiente is 2.7 miles compared to 3.8 miles using Mt. Israel Road. We, therefore, conclude the deletion of this street connection will not create adverse impacts.

EXTERNAL TRIPS

The final area we have evaluated is the potential impacts resulting from a revised trip distribution pattern. The original report was prepared in March 1980 using Series 5 Regional Population forecasts. This was then revised in 1981 when SA 680 was included in the San Diego County Circulation Element. In mid 1983 SANDAG released its Series 6 population and transportation forecasts, which provides an additional source of information to forecast the trip distribution from this project. The three distributions are shown in the following table and the Series 6 distribution on Exhibit 2:


Rancho Cielo
Rancho Santa Fe, California
Traffic/Circulation Revisions
(1) Via Ambiente realignment
---- approved alignment
-- revised alignment
(2) Mt. Israel Road deletion
-- deletes connection to Mt. Israel Road as a primary access
18 ACRES & 2 COUNTRY ESTATES DELETED
BLM OWNERSHIP DELETED
2 RECLAIMED WATER RESERVOIRS ADDED
VILLAGE CENTER RELOCATED, REPLACED BY VILLAGE ESTATES
EMERGENCY ACCESS ONLY TO (2) MT. ISRAEL RD.
WATER RESERVOIR DELETED
(1) VIA AMBIENTE RELOCATED
20-ACRE WHOLESALE NURSERY DELETED
SA 680 IMPROVEMENTS SHOWN
18 ACRES & 2 COUNTRY ESTATES DELETED
PRIVATE RECREATION AREA DELETED
AREA ADDED TO NEIGHBORHOOD COMMERCIAL CENTER
Del Dios
N
W
E
S



RANCHO CIELO TRIP DISTRIBUTION

EXHIBIT 2

WILLDAN ASSOCIATES

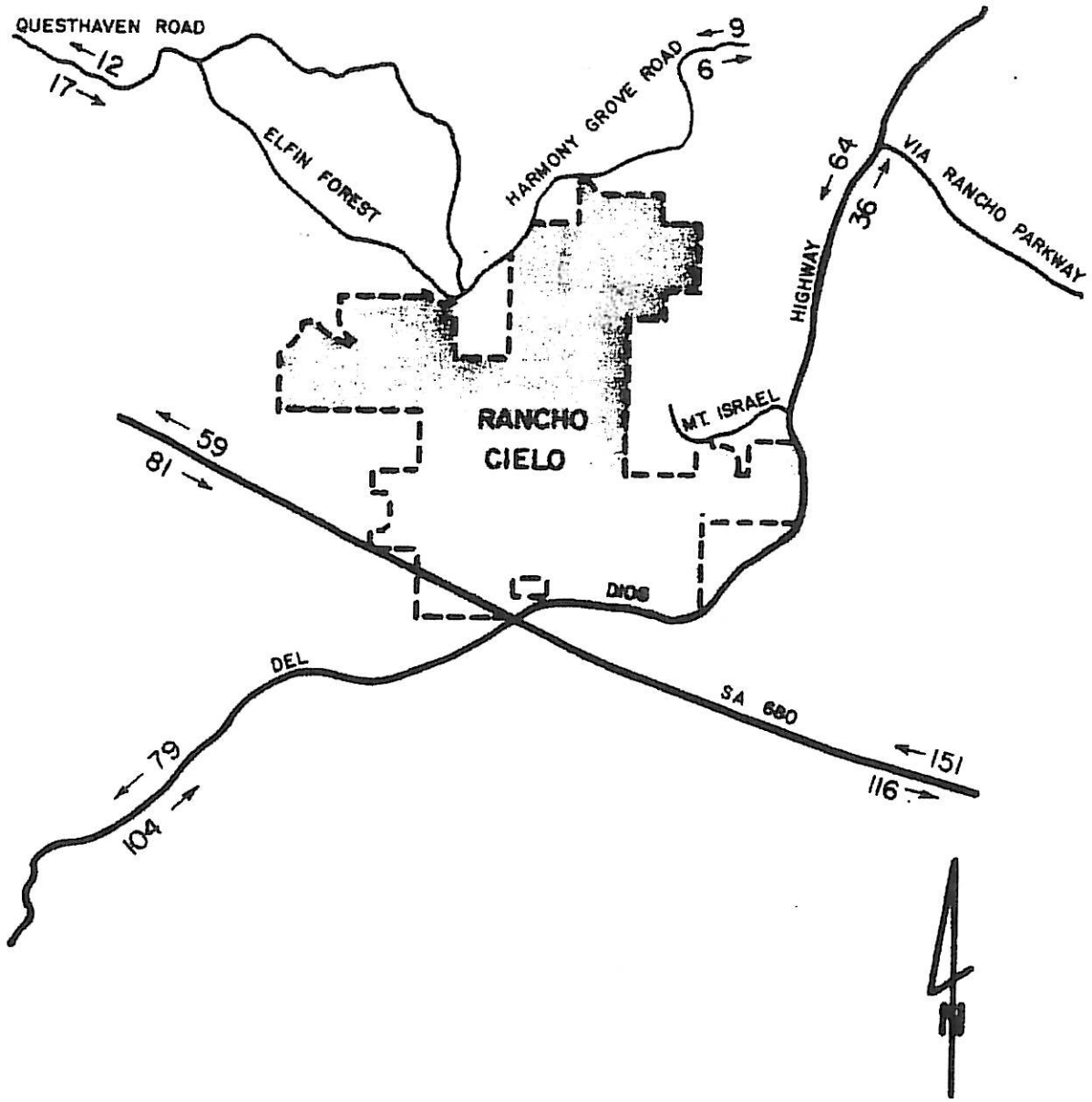
EXTERNAL TRIP DISTRIBUTION

Destination	Original	Update	Series 6
Escondido			
via Del Dios (north)	25%	25%	8%
via Harmony Grove	2%	2%	2%
N. County Coastal			
via Elfin Forest	8%	0	4%
via SA 680 (west)	0	8%	12%
San Diego			
via Del Dios (south)	25%	17%	30%
via SA 680 (east)	0	48%	44%
via Via Rancho Pkwy	40%	0	0

The main difference between the Series 6 information and the updated report is the shift in trips from Escondido to Del Dios Highway south and SA 680 west. This shift is understandable if we look at the land use changes, which have occured over the past two years. Most significant is the development of the Fairbanks Ranch - North City West area which are both upper income areas like the Rancho Cielo project, thus creating more interaction between them. The increase to the North County Coastal area can be accounted for by the increased office-industrial development in the vicinity of Palomar Airport.

In terms of actual roadway volumes the Series 6 redistribution reduces the volume on Del Dios Highway north of the site by 1,200 vehicles per day, but increases it to the south by 1,000 vehicles. The change on Del Dios to the south would increase the post development traffic volume from approximately 12,000 to 13,000 ADT, and the year 2,000 volumes from 20,000 to 21,000. These volumes, however, can be accommodated on a four lane Del Dios Highway at level of service C to D.

Using the Series 6 trip distribution the peak hour traffic was assigned to the street system as shown on Exhibit 3. For purposes of this analysis we have assumed each dwelling unit will generate 0.7 inbound and 0.3 outbound evening peak hour trips. These values are somewhat conservative since the expected residents of Rancho Cielo will not have a tendency to work from



SCALE : 1" = 4800'

P.M. PEAK HOUR TRIP ASSIGNMENT PROJECT ONLY

EXHIBIT 3

WILLDAN ASSOCIATES

8 AM to 5 PM which is the typical cause for the marked evening peak period. The future residents are expected to be either retired or in executive positions with less rigid hours. For the commercial center, we have assumed a ten percent evening peak hour evenly split between incoming and outgoing trips.

The level of service at the intersection of SA 680 with Del Dios Highway was then calculated using the methodology described in TRB circular No. 212 "Interim Materials on Highway Capacity" assuming a signalized intersection. Adding traffic from the completed Rancho Cielo specific plan to the existing traffic and conducting an ICU analysis as shown on Exhibit 4, yields a projected level of service A at this intersection. When the Rancho Cielo traffic is added to the year 2000 traffic volumes forecast as part of the EIR for the San Dieguito Circulation Element (San Diego County, 1981) the level of service drops to level C, which is the same or just above level of service forecast without Rancho Cielo. (forecast to be leve C to D).

CONCLUSIONS

The proposed modification to the land uses for the Rancho Cielo Specific Plan will not cause any adverse traffic related impacts. The elimination of the roadway connection to Mt. Israel Road will not present any internal congestion or capacity problems. It will add additional traffic to the SA 680/Del Dios Highway intersection, but will not significantly reduce its operating efficiency. It is, therefore, our professional opinion no additional mitigation measures will be necessary to adequately relieve the impacts from the development of this specific plan.

Sincerely,

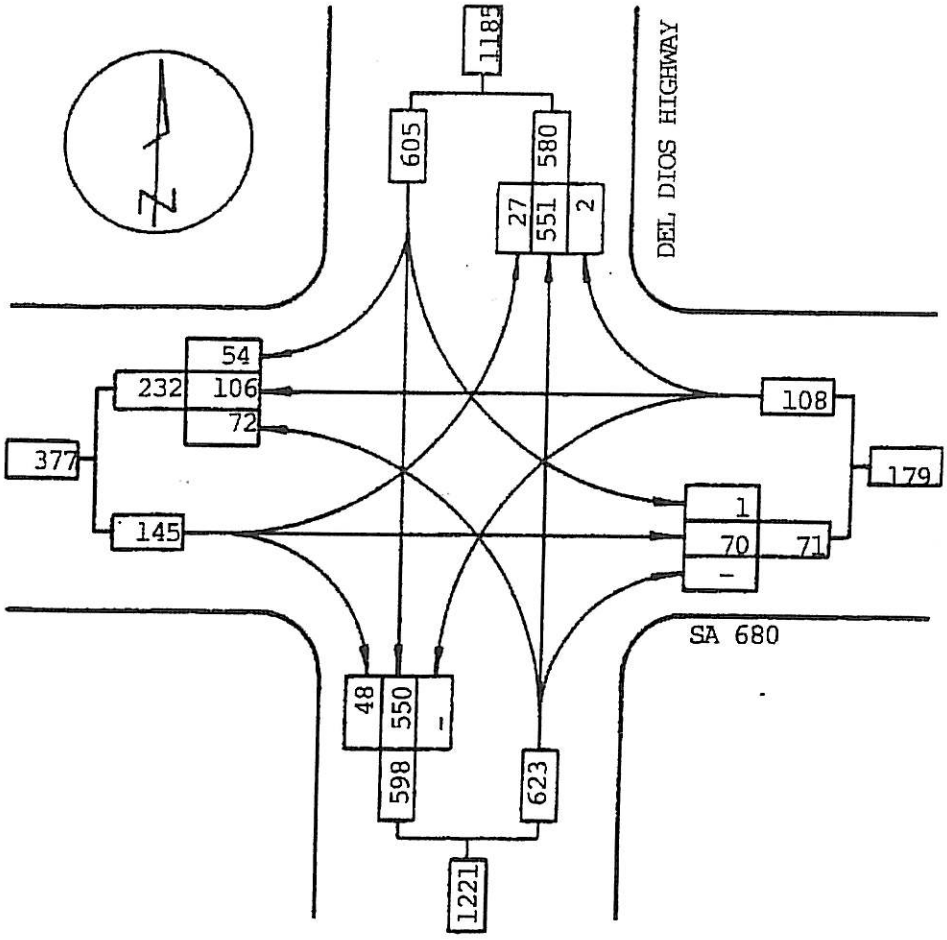
WILLDAN ASSOCIATES

Robert M. Sergeant

Robert M. Sergeant
Sr. Project Engineer
RCE 29685
TR 1115

RMS:mcd

JN 6486



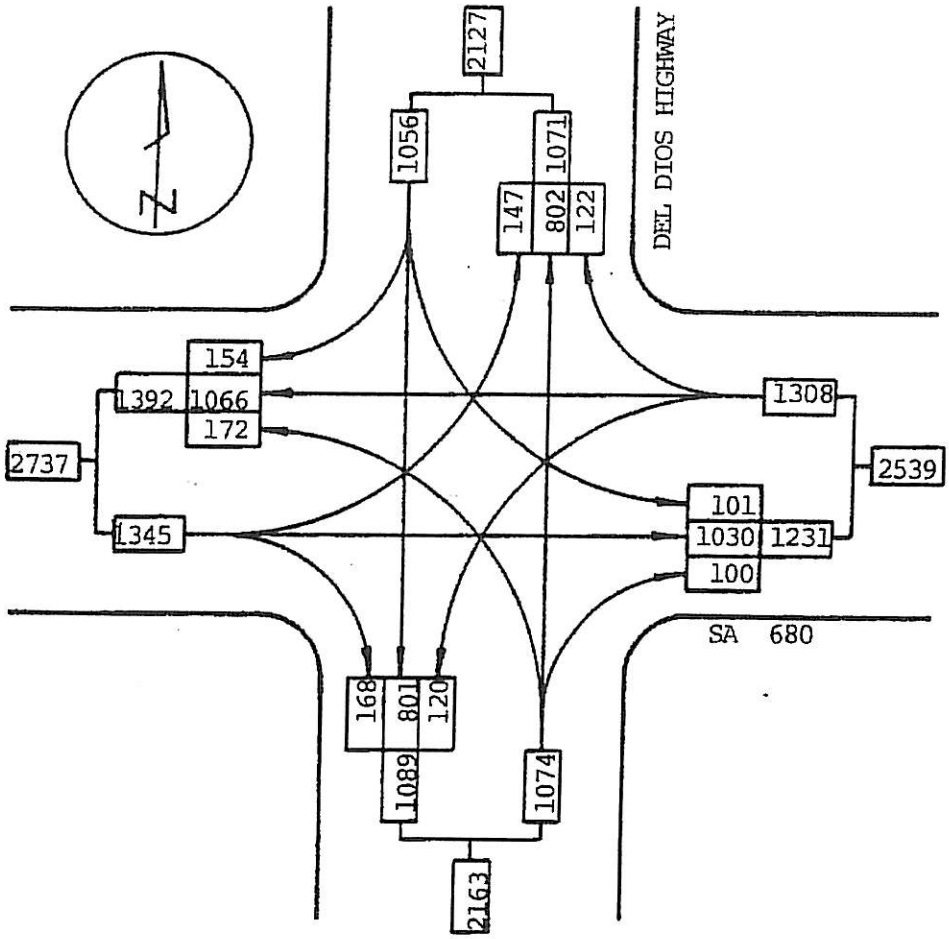
ICU ANALYSIS

$$\frac{72}{1} + \frac{106}{1} + \frac{550}{2} + \frac{72}{1} = 480 \quad \text{---} \quad \text{LOS A}$$

PM PEAK HOUR
EXISTING + PROJECT TRAFFIC

EXHIBIT 4

WILLDAN ASSOCIATES



ICU ANALYSIS

Assume 10% Left and Right Turns

$$\frac{147}{2} + \frac{1066}{2} + \frac{172}{2} + \frac{801}{2} = 1093 \text{ --- LOS C}$$

Source: Supplemental Draft EIR, San Dieguito Circulation Element GPA 81-01, County of San Diego 1981

PM PEAK HOUR
YEAR 2,000 + PROJECT

EXHIBIT 5

WILLDAN ASSOCIATES

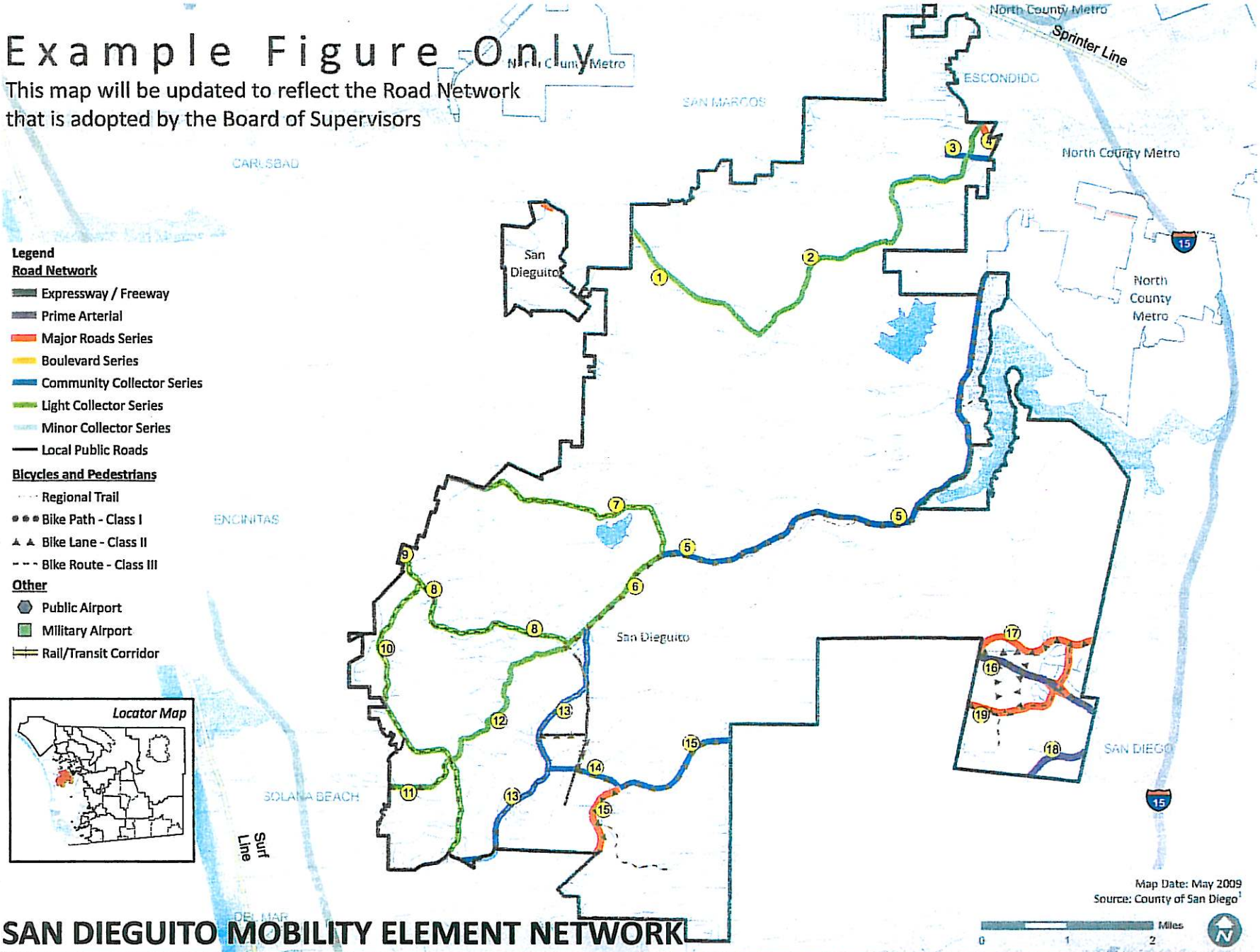
APPENDIX C
BIOLOGY REPORT

Attachment B

- Excerpts from the General Plan and General Plan Update EIR

Example Figure Only

This map will be updated to reflect the Road Network that is adopted by the Board of Supervisors



SAN DIEGUITO MOBILITY ELEMENT NETWORK

Mobility Element Network—San Dieguito Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	**Elfin Forest Road (SC 1380)** Segment: San Marcos city limits to Questhaven Road	**2.2C Light Collector** Intermittent Turn Lanes	None
2	**Harmony Grove Road (SC 1370)** Segment: Questhaven Road to Citracado Parkway	**2.2E Light Collector** Questhaven Road to Country Club Drive **2.2B Light Collector** Continuous Turn Lane—Country Club Drive to Citracado Parkway	None
3	**Lariat Drive** Segment: Country Club Drive to Citracado Parkway	**2.1C Community Collector** Intermittent Turn Lanes	None
4	**Citracado Parkway** Segment: Within Planning Area boundary	**4.1A Major Road** Raised Median	**North County Parkway Plan Roadway**
5	**Del Dios Hwy (SF727 / SC1524)** Segment: North County Metro Subregion boundary to Paseo Delicias	**2.1D Community Collector** Improvement Options [Raised Median]	**Accepted at LOS F** Segment: North County Metro Subregion boundary to El Camino del Norte
6	**Paseo Delicias** Segment: Linea del Cielo to El Camino del Norte	**2.2A Light Collector** Raised Median	**Accepted at LOS E/F** Segment: Linea del Cielo to El Tordo **Shoulder as Parking Lane** Separate Bike Lane required—Linea del Cielo to El Tordo
7	**El Camino del Norte** Segment: San Diego city limits to Del Dios Highway	**2.2F Light Collector** Reduced Shoulder	**Accepted at LOS E** Segment: Aliso Canyon Road Del Dios Highway

GOAL M-2

Responding to Physical Constraints and Preservation Goals. A road network that provides adequate capacity to reasonably accommodate both planned land uses and regional traffic patterns, while supporting other General Plan goals such as providing environmental protections and enhancing community character.

Policies

M-2.1 **Level of Service Criteria.** Require development projects to provide associated road improvements necessary to achieve a level of service of "D" or higher on all Mobility Element roads except for those where a failing level of service has been accepted by the County pursuant to the criteria specifically identified in the accompanying text box (Criteria for Accepting a Road Classification with Level of Service E/F). When development is proposed on roads where a failing level of service has been accepted, require feasible mitigation in the form of road improvements or a fair share contribution to a road improvement program, consistent with the Mobility Element road network.

Refer to the Background Material section (Road Segments Where Adding Travel Lanes is Not Justified) at the end of this chapter for list of road segments accepted to operate at LOS E/F.

Criteria for Accepting a Road Classification with Level of Service E / F

Identified below are the applicable situations, and potential improvement options, for accepting a road classification where a Level of Service E / F is forecast. The instances described below specify when the adverse impacts of adding travel lanes do not justify the resulting benefit of increased traffic capacity. In addition, adding capacity to roads can be growth inducing in areas where additional growth is currently not planned, which is not consistent with County Global Climate Change strategies.

Marginal Deficiencies

When This Would Apply—*Marginal deficiencies are characterized when only a short segment of a road is forecast to operate at LOS E or F, or the forecasted traffic volumes are only slightly higher than the LOS D threshold. Classifying the road with a designation that would add travel lanes for the entire road would be excessive and could adversely impact community character and / or impede bicycle and pedestrian circulation. Also, in some instances, although underutilized alternate routes exist that could accommodate the excess traffic; they were not included in the traffic forecast model.*

Potential Improvement Options—*Rather than increase the number of travel lanes for the entire road segment to achieve a better LOS, it is more prudent to apply operational improvements only on the portion of the road operating at LOS E and F. This may require specifying a road classification "With Improvement Options" to retain sufficient right-of-way to construct any necessary operational improvements.*

Town Center Impacts

When This Would Apply—*This situation would apply when the right-of-way required to add travel lanes would adversely impact established land development patterns and / or impede bicycle and pedestrian circulation. The Community Development Model (see the General Plan's Guiding Principle #2) concept strives to establish a land development pattern with compact villages and town centers surrounded by areas of low and very low density development. The construction of large multi-lane roads could divide an established town center, even though the intent of the road would be to connect areas within the community or improve access to areas within or surrounding the community.*

Potential Improvement Options—*Traffic congestion impacts can be mitigated without adding travel lanes by establishing alternate parallel routes that would distribute the traffic volumes, such as a network of local public roads. Other means of mitigating traffic congestion impacts other than increasing the number of traffic lanes include promoting the use of alternate modes of travel in town centers to reduce single-occupant vehicle trips or maximizing the efficiency of a roadway with operational improvements, such as intersection improvements.*

Regional Connectivity

When This Would Apply—*Regional connectivity issues would apply when congestion on State freeways and highways causes regional travelers to use County roads, resulting in congestion on the County road network. Rather than widening County roads to accommodate this traffic, the deficiencies in the regional road network should be addressed.*

Potential Improvement Options—*Coordinate with SANDAG to identify the necessary improvements to the regional transportation network and to support appropriate priority in the Regional Transportation Plan to improve these congested freeways and highways, rather than contributing to increased congestion on County roads.*

Impacts to Environmental and Cultural Resources

When This Would Apply—*This situation would occur when adding travels lanes to a road that would adversely impact environmental and cultural resources such as significant habitat, wetlands, MSCP preserves, wildlife movement, historic landmarks, stands of mature trees, or archaeological sites. This situation would also occur in areas with steep slopes where widening roads would require massive grading, which would result in adverse environmental impacts and other degradation of the physical environment.*

Potential Improvement Options—*Provide improvement options, such as passing lanes, to areas without significant environmental or cultural constraints. This may require specifying a road classification "With Improvement Options" to retain sufficient right-of-way to construct any necessary operational improvements.*

M-2.2 **Access to Mobility Element Designated Roads.** Minimize direct access points to Mobility Element roads from driveways and other non-through roads to maintain the capacity and improve traffic operations.

M-2.3 **Environmentally Sensitive Road Design.** Locate and design public and private roads to minimize impacts to significant biological and other environmental and visual resources. Avoid road alignments through floodplains to minimize impacts on floodplain habitats and limit the need for constructing flood control measures. Design new roads to maintain wildlife movement and retrofit existing roads for that purpose. Utilize fencing to reduce road kill and to direct animals to under crossings.

M-2.4 **Roadway Noise Buffers.** Incorporate buffers or other noise reduction measures consistent with standards established in the Noise Element into the siting and design of roads located next to sensitive noise-receptors to minimize adverse impacts from traffic noise. Consider reduction measures such as alternative road design, reduced speeds, alternative paving, and setbacks or buffers, prior to berms and walls.

Sensitive noise-receptors are described in the Noise Element.

M-2.5 **Minimize Excess Water Runoff.** Require road improvements to be designed and constructed to accommodate stormwater in a manner that minimizes demands upon engineered stormwater systems and to maximize the use of natural detention and infiltration techniques to mitigate environmental impacts.

GOAL M-3

Transportation Facility Development. New or expanded transportation facilities that are phased with and equitably funded by the development that necessitates their construction.

Policies

M-3.1 **Public Road Rights-of-Way.** Require development to dedicate right-of-way for public roads and other transportation routes identified in the Mobility Element roadway network (see Mobility Element Network Appendix), Community Plans, or Road Master Plans. Require the provision of

Background Material

Level of Service

Level of service (LOS), a qualitative measure describing operational conditions within a traffic stream and the motorists' perceptions of those conditions, provides a measure of how well a road is able to meet the demands or volume of traffic. The capacity threshold of a road is the maximum number of vehicles that can traverse a uniform section of road within a specified timeframe. Road capacity for County roads is measured according to average daily traffic (ADT), while State facilities are measured according to Caltrans criteria based on peak-hour volumes that a roadway could accommodate.

Six LOS capacity thresholds are defined for each type of roadway, with letters A through F used to establish the LOS measure. Criteria for each LOS threshold include: speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. For example, LOS A represents free flow, almost complete freedom to maneuver within the traffic stream. LOS F represents forced flow where more vehicles are attempting to use the road facility than can be served resulting in stop and go traffic. Table M-3 (Level of Service Descriptions) provides definitions for the various LOS categories based upon typical peak traffic periods. LOS D is the standard to maintain for Mobility Element roads, unless the criteria presented in Policy M-2.1 preclude improving roads beyond LOS E/F.

Table M-3 Level of Service Descriptions

LOS	Description
A	This LOS represents a completely free-flow conditions, where the operation of vehicles is virtually unaffected by the presence of other vehicles and only constrained by the geometric features of the highway and by driver preferences.
B	This LOS represents a relatively free-flow condition, although the presence of other vehicles becomes noticeable. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.
C	At this LOS the influence of traffic density on operations becomes marked. The ability to maneuver within the traffic stream is clearly affected by other vehicles.
D	At this LOS, the ability to maneuver is notably restricted due to traffic congestion, and only minor disruptions can be absorbed without extensive queues forming and the service deteriorating.
E	This LOS represents operations at or near capacity. LOS E is an unstable level, with vehicles operating with minimum spacing for maintaining uniform flow. At LOS E, disruptions cannot be dissipated readily thus causing deterioration down to LOS F.
F	At this LOS, forced or breakdown of traffic flow occurs, although operations appear to be at capacity, queues forms behind these breakdowns. Operations within queues are highly unstable, with vehicles experiencing brief periods of movement followed by stoppages.

SOURCE: Highway Capacity Manual, 2000

The LOS for operating on State highways is based upon Measures of Effectiveness (MOE) identified in the Highway Capacity Manual (HCM). Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D. If an existing State highway facility is operating at less than this target LOS, the existing MOE should be maintained.

SANDAG and the County elected to be exempt from the State Congestion Management Plan (CMP) program, which includes selected freeways, state highways, and regional arterials in the County. Existing CMP monitoring, threshold levels, guidelines and mitigation strategies will be incorporated into other SANDAG plans and/or programs as a result.

Accepted Road Classifications with Level of Service E / F

As described under Goal M-2, there are instances where the County considers it more appropriate to retain a road classification that could result in a LOS E / F rather than increase the number of travel lanes. These instances are based on criteria established under Policy M-2.1. Table M-4 (Road Segments Where Adding Travel Lanes is Not Justified) identifies the County segment where the County has determined that the adverse impacts of adding travel lanes do not justify the resulting benefit of increased traffic capacity.

Table M-4 Road Segments Where Adding Travel Lanes is Not Justified

Road	Classification	From	To
State Highways[a]			
SR 67	4.1B Major Road with Intermittent Turn Lanes	Poway city limits	Scripps Poway Pkwy. (Lakeside)
	4.1A Major Road with Raised Median	Scripps Poway Pkwy. (Lakeside)	Sycamore Park Dr. (Lakeside)
	4.1A Major Road with Raised Median	Johnson Lake Rd. (Lakeside)	Posthill Rd. (Lakeside)
Main Street/ SR-67	4.1B Major Road with Intermittent Turn Lanes	11th Street (Ramona)	Pine Street/SR-78 (Ramona)
SR-76/Pala Rd.[b]	4.1A: 4-Ln Major Road w/ Raised Median	Old Hwy 395 (Fallbrook)	I-15 SB Ramps (Fallbrook)
	2.1D Community Collector w/ Improvement Options	Pala Del Norte Rd. (Pala Pauma)	Sixth St (Pala Pauma)
Main Street/ SR-78	4.2B: 4-Ln Boulevard w/ Intermittent Turn Lanes	9th St (Ramona)	Pine St (Ramona)
County Mobility Element Roads			
Old Hwy 395	2.1D Community Collector w/ Improvement Options	5th St. (Rainbow)	New Rainbow Valley Blvd. (Rainbow)
	2.1A Community Collector w/ Raised Median	Mission Rd. (Fallbrook)	Stewart Canyon Dr. (Fallbrook)
	2.1D Community Collector w/ Improvement Options	Pala Rd. (Fallbrook)	Dublin (W) Rd (Fallbrook)
Rainbow Valley Blvd.	2.2E Light Collector	I-15 NB Ramps (Rainbow)	Old Hwy. 395 (Rainbow)
De Luz Rd.	2.2C Light Collector w/ Intermittent Turn Lanes	Dougherty St. (Fallbrook)	W. Mission Rd. (Fallbrook)

Table M-4 Road Segments Where Adding Travel Lanes is Not Justified			
Road	**Classification**	**From**	**To**
E. Mission Rd.	4.2B Boulevard w/ Intermittent Turn Lanes	Live Oak Park Rd. (Fallbrook)	I-15 NB Ramps (Fallbrook)
Deer Springs Rd.	4.1B Major Road w/ Intermittent Turn Lanes	I-15 NB Ramps (NC Metro)	N Centre City Pkwy (NC Metro)
Mountain Meadow Rd.	2.1D Community Collector w/ Improvement Options	North Broadway (NC Metro)	Valley Center CPA boundary. (NC Metro)
Mountain Meadow Rd/Mirar de Valle	2.1D Community Collector w/ Improvement Options	Hidden Meadows community boundary	New Road 19 (Valley Center)
El Camino del Norte	2.2F Light Collector w/ Reduced Shoulder	Aliso Canyon Rd. (San Dieguito)	Del Dios Hwy./Paseo Delicias (San Dieguito)
Del Dios Hwy.	2.1D Community Collector w/ Improvement Options	El Camino Del Norte (San Dieguito)	Via Rancho Pkwy (North County Metro)
Paseo Delicias	2.2A Light Collector w/ Raised Median	Via De La Valle (San Dieguito)	El Camino Del Norte (San Dieguito)
Via de la Valle	2.1B Community Collector w/ Continuous Turn Lane	San Diego city limits (San Dieguito)	Las Planideras (San Dieguito)
	2.1E Community Collector	Las Planideras (San Dieguito)	Paseo Delicias (San Dieguito)
El Apajo.	2.1A Community Collector w/ Raised Median	Villa De La Valle (San Dieguito)	Via De Santa Fe (San Dieguito)
San Dieguito Rd.	2.1A Community Collector w/ Raised Median	El Apajo Rd. (San Dieguito)	San Diego city limits
La Bajada/ La Granada	2.2F Light Collector w/ Reduced Shoulder	Rancho Santa Fe Rd. (San Dieguito)	Paseo Delicias (San Dieguito)
Linea del Cielo	2.2F Light Collector w/ Reduced Shoulder	El Camino Real (San Dieguito)	Rambla de las Flores (San Dieguito)
Lilac Rd.	4.2B Boulevard w/ Intermittent Turn Lanes	New Road 19 (Valley Center)	Valley Center Rd. (Valley Center)
Valley Center Rd.	4.2A Boulevard w/ Raised Median	Miller Rd (Valley Center)	Indian Creek Rd (Valley Center)
Woods Valley Rd.	2.2C Light Collector w/ Intermittent Turn Lanes	Oakmont Rd (Valley Center)	Karibu Ln. (Valley Center)
New Road 19	4.2B Boulevard w/ Intermittent Turn Lanes	Mirar de Valle Road (Valley Center)	Lilac Road (Valley Center)
Alpine Blvd.	2.2A Light Collector w/ Raised Median	Boulder Rd. (Alpine)	Louise Dr. (Alpine)
West Willows Rd.	2.2E Light Collector	Alpine Blvd (Alpine)	Viejas Grade Rd. (Alpine)
Pomerado Rd.	4.1A Major Road w/ Raised Median	I-15 NB Ramps (County Islands)	Willow Creek Rd. (County Islands)
Campo Rd.	4.2B Boulevard w/ Intermittent Turn Lanes	Kenwood Dr (Valle de Oro)	Conrad Dr (Valle de Oro)
Lyons Valley Rd.	2.2B Light Collector w/ Continuous Turn Lane	Campo Rd. (Jamul)	Skyline Truck Trail (Jamul)

Table M-4 Road Segments Where Adding Travel Lanes is Not Justified			
Road	**Classification**	**From**	**To**
Maine Ave.	2.2E Light Collector	Mapleview St (Lakeside)	Woodside Ave (Lakeside)
Wildcat Canyon Rd.	2.1D Community Collector w/ Improvement Options	Willow Rd. (Lakeside)	Ramona/Barona CPA boundary
Wildcat Canyon Rd/Barona Rd	2.1D Community Collector w/ Improvement Options	Lakeside CPA boundary	Barona Casino (Ramona)
Los Coches Rd.	2.1D Community Collector w/ Improvement Options	Woodside Ave (Lakeside)	I-8 Business Route (Lakeside)
Mapleview St.	4.1A Major Road w/ Raised Median	Maine Ave. (Lakeside)	Ashwood St (Lakeside)
Lake Jennings Park Rd.	4.1B Major Road w/ Intermittent Turn Lanes	I-8 Business Route (Lakeside)	I-8 WB Off-Ramp (Lakeside)
Woodside Ave.	4.2A Boulevard w/ Raised Median	SR-67 NB Off Ramp (Lakeside)	Riverford Rd. (Lakeside)
7th St.	2.2E Light Collector	Elm St. (Ramona)	A St. (Ramona)
		Main St. (Ramona)	D St. (Ramona)
Paradise Valley Rd.	4.1B Major Road w/ Intermittent Turn Lanes	Elkelton Blvd (Spring Valley)	Sweetwater Rd (Spring Valley)
Jamacha Rd.	4.1B Major Road w/ Intermittent Turn Lanes	SR-125 SB Ramps (Spring Valley)	Sweetwater Rd (Spring Valley)
Jamacha Rd.	6.2 Prime Arterial	Campo Rd/SR-94 (Valle de Oro)	Fury Ln. (Valle de Oro)
Fuerte Dr.	2.2E Light Collector	Bancroft Dr. (Valle de Oro)	Avacado Blvd. (Valle de Oro)
Bancroft Dr.	2.2D Light Collector w/ Improvement Options	Troy St (Spring Valley)	SR-94 EB Ramps (Spring Valley)
Briarwood Rd.	2.1D Community Collector w/ Improvement Options	SR-54 WB Ramps (Sweetwater)	Robinwood Rd (Sweetwater)
Central Ave.	2.2B Light Collector w/ Continuous Turn Lane	Sweetwater Rd. (Sweetwater)	Bonita Rd. (Sweetwater)
	2.2C Light Collector w/ Intermittent Turn Lanes	Bonita Rd. (Sweetwater)	Frisbee St. (Sweetwater)

a. The cross-sections for State Highway reflect the design in the Project Authorization/Environmental Document (PA/ED), which are different from those of the County Mobility Element road classifications.

b. Roads noted are on the Congestion Management Program (CMP). Acceptable LOS for roads on the CMP is LOS E or better.

Implementation of the proposed General Plan Update would increase roadway lane miles operating at LOS E in some planning areas, such as the Alpine and Fallbrook CPAs, while decreasing roadway lane miles operating at LOS E in other planning areas, such as the North County Metro Subregion and Lakeside CPA. Additionally, under existing conditions, the majority of existing LOS E roadway segments are generally distributed in the northwestern (69 total lane miles) and southwestern (83 total lane miles) communities, while zero LOS E roadway segments occur in the eastern communities. Under implementation of the proposed General Plan Update, the majority of LOS E roadway segments would be distributed in the northwestern communities (66 total lane miles) and southwestern communities (50 total lane miles), with 9 miles of LOS E roadway segments occurring in the eastern communities. Implementation of the proposed General Plan Update would increase total LOS E roadway lane miles in the eastern communities by 9 total miles while decreasing total LOS E roadway lane miles in the southwestern communities by 33 lane miles and in the northwestern communities by 3 total lane miles. Compared to existing conditions, total roadway miles operating at LOS E would decrease by 27 lane miles under implementation of the proposed General Plan Update.

When compared to existing conditions, implementation of the proposed General Plan Update would increase roadway lane miles operating at LOS F in some planning areas such as the Jamul/Dulzura and Mountain Empire Subregions, while decreasing roadway lane miles in other planning areas such as the Lakeside and Valle de Oro CPA. Under existing conditions, LOS F roadway segments are generally distributed evenly throughout the northwestern (78 total lane miles) and southwestern communities (90 total lane miles), while no LOS F roadway segments occur in the eastern communities. Under implementation of the proposed General Plan Update, the majority of LOS F roadway segments would generally be distributed between the northwestern communities (63 total lane miles) and southwestern communities (55 total lane miles) areas, while 10 total miles of LOS F roadway segments would to occur in the eastern communities. When compared to existing conditions, implementation of the proposed General Plan Update would decrease total LOS F roadway lane miles in the northwestern communities by 15 lane miles and in the southwestern communities by 35 lane miles, while increasing total LOS F roadway lane miles in the eastern communities by 10 lane miles. Compared to existing conditions, total roadway miles operating at LOS F would decrease by 40 lane miles under implementation of the proposed General Plan Update.

Deficient Facilities

Table 2.15-21 identifies the LOS E and F roadway segments that would occur under the proposed General Plan Update. Implementation of the proposed General Plan Update is anticipated to result in a total of 136 deficient roadway segments throughout the unincorporated County (including approximately 31 State highway segments and 105 ME segments). The 136 deficient roadway segments result in a total of 253 deficient lane miles since roadway segments often consist of multiple lanes. This table also identifies the proposed ADT and LOS under the General Plan Update, the roadway classification under which the segment is failing, and an alternate roadway classification under which the segment would operate acceptably. The roadway classification represents the classification proposed in the General Plan Update, and the alternate roadway classification represents the classification which would be required to accommodate the identified deficiency in LOS.

Regional Roadway Facilities

Regional roadway facilities within the unincorporated County are provided in the current regional roadway planning document for SANDAG, the 2030 Regional Transportation Plan: Pathways for

Some mitigation measures have been identified that would reduce impacts to below a level of significance; however, the County has determined that their implementation would be infeasible. A discussion of infeasible mitigation measures, as well as General Plan Update policies and feasible mitigation measures is provided below.

Infeasible Mitigation Measures

The following measures were considered in attempting to reduce impacts to rural road safety to below a level of significance. However, the County has determined that these measures would be infeasible as described below; therefore, because they have been determined to be infeasible, these mitigation measures would not be implemented.

- Require all roadway facilities with horizontal and vertical curves that are sharper than existing standards to undergo construction improvements so that facilities would be compliant with existing safety standards. This measure would be considered infeasible due to related construction improvement costs and the fact that while some roadways may not be compliant with existing safety standards, they may be operating at acceptable LOS standards. In addition, some of the transportation facilities in the unincorporated County are within the jurisdiction of another agency, such as Caltrans. Additionally, implementation of this measure would require construction improvements to many roadways in the unincorporated backcountry area, where the majority of development would not be located under implementation of the proposed General Plan Update. Therefore, this mitigation measure would conflict with the proposed project's objective to provide and support a multi-modal transportation network that enhances connectivity and supports community development patterns.

- All transportation facilities within the unincorporated County shall be retrofitted to provide safe bicycle and pedestrian movement corridors. This measure would conflict with the proposed project's objective to minimize public costs of infrastructure and services and correlate their timing with development. Additionally, this measure would be considered infeasible due to related construction improvement costs and the fact that improvements required by this mitigation measure may reduce the existing and future service level standards of the facilities. In addition, some of the transportation facilities in the unincorporated County are within the jurisdiction of another agency, such as Caltrans.

Because the measure listed above has been found to be infeasible, impacts would remain significant and unavoidable. Section 4.0, Alternatives, provides a discussion of several land use alternatives to the proposed project that would result in some reduced impacts associated with rural road safety as compared to the proposed project.

General Plan Update Policies

The following policies would reduce impacts associated rural road safety, but not to below a significant level.

Policy LU-2.8: Mitigation of Development Impacts. Require measures that minimize significant impacts to surrounding areas from uses or operations that cause excessive noise, vibrations, dust, odor, aesthetic impairment and/or are detrimental to human health and safety.

Table 2.15-21 (Continued)

CPA/Subregion	Facility Type	Roadway	Segment Limits	Classification [1]	ADT	LOS	Mitigated Classification
San Dieguito	ME Road	Del Dios Highway	Via Rancho Parkway to El Camino Del Norte	2.1D	31,200	F	4.1A
		Paseo Delicias	El Camino del Norte to El Montevideo	2.2B	24,100	F	4.2B
		Paseo Delicias	El Montevideo to Via De La Valle	2.2B	23,600	F	4.2B
		Paseo Delicias	Via De La Valle to La Granada	2.2A	14,900	E	2.1A
		El Camino Del Norte	Aliso Canyon Road to Del Dios Hwy/Paseo Delicias	2.2F	13,500	E	2.2C
		La Bajada	El Mirlo to Los Morros	2.2F	25,800	F	4.2A
		La Granada	Los Morros to Rambla De Las Flores	2.2F	25,800	F	4.2A
		La Granada	Rambla De Las Flores to Avenida De Acacias	2.2F	15,200	E	4.2B
		La Granada	Avenida De Acacias to Paseo Delicias	2.2F	17,100	F	4.2B
		Linea Del Cielo	El Camino Real to Rambla De Las Flores	2.2F	11,200	E	2.2C
		Via De la Valle	El Camino Real to Las Palomas	2.1E	24,500	F	4.2B
		Via De la Valle	Las Palomas to Calzada Del Bosque	2.1E	25,400	F	4.2A
		Via De la Valle	Calzada Del Bosque to Via de Santa Fe	2.1E	25,400	F	4.2A
		Via De la Valle	Via de Santa Fe to Paseo Delicias	2.1E	16,100	E	4.2B
		El Apajo	Villa De La Valle to Via De Santa Fe	2.1A	16,800	E	4.2B
		San Dieguito Road	El Apajo to Circa Oriente	2.1A	17,500	E	4.2B
Valley Center	ME Road	Mountain Meadow Road/ Mirar De Valle Road	Alps Ln to Burnt Mountain Road	2.1D	27,600	F	4.1B
		Mountain Meadow Road/ Mirar De Valle Road	Burnt Mountain to Red Ironbark Drive	2.1D	27,600	F	4.1B
		Mountain Meadow Road/ Mirar De Valle Road	Red Ironbark Drive to Cypress Ridge	2.1D	27,600	F	4.1B
		Lilac Road	Cypress Ridge to Valley Center Road	4.2A	38,100	F	6.2
		Valley Center Road	Sunday Drive to Lilac Road	4.2A	28,400	E	4.1B
		Valley Center Road	Lilac Road to Canyon Road	4.1A	38,600	F	6.2
		Valley Center Road	Canyon Road to New Southern Pass	4.1A	38,600	F	6.2
		Valley Center Road	New Southern Pass to Miller Road	4.1A	38,600	F	6.2

Policy M-1.1: Prioritized Travel within Community Planning Areas. Provide a public road network that accommodates travel between and within community planning areas rather than accommodating overflow traffic from State highways and freeways that are unable to meet regional travel demands.

Policy M-1.2: Interconnected Road Network. Provide an interconnected public road network with multiple connections that improve efficiency by incorporating shorter routes between trip origin and destination, disperse traffic, reduce traffic congestion in specific areas, and provide both primary and secondary access/egress routes that support emergency services during fire and other emergencies.

Policy M-1.3: Treatment of High-Volume Roadways. To avoid bisecting communities or town centers, consider narrower rights-of-way, flexibility in design standards, and lower design speeds in areas planned for substantial development. Reduce noise, air, and visual impacts of new freeways, regional arterials, and Mobility Element roads, through landscaping, design, and/or careful location of facilities.

Policy M-2.1: Level of Service Criteria. Require development projects to provide associated road improvements necessary to achieve a level of service of "D" or higher on all Mobility Element roads except for those where a failing level of service has been accepted by the County pursuant to the criteria specifically identified in the accompanying text box (Criteria for Accepting a Road Classification with Level of Service E/F). When development is proposed on roads where a failing level of service has been accepted, require feasible mitigation in the form of road improvements or a fair share contribution to a road improvement program, consistent with the Mobility Element road network.

Policy M-2.2: Access to Mobility Element Designated Roads. Minimize direct access points to Mobility Element roads from driveways and other non-through roads to maintain the capacity and improve traffic operations.

Policy M-2.3: Environmentally Sensitive Road Design. Locate and design public and private roads to minimize impacts to significant biological and other environmental and visual resources. Avoid road alignments through floodplains to minimize impacts on floodplain habitats and limit the need for constructing flood control measures. Design new roads to maintain wildlife movement and retrofit existing roads for that purpose. Utilize fencing to reduce road kill and to direct animals to under crossings.

Policy M-3.1: Public Road Rights-of-Way. Require development to dedicate right-of-way for public roads and other transportation routes identified in the Mobility Element roadway network (see Mobility Element Network Appendix), Community Plans, or Road Master Plans. Require the provision of sufficient right-of-way width, as specified in the County Public Road Standards and Community Trails Master Plan, to adequately accommodate all users, including transit riders, pedestrians, bicyclists, and equestrians.

Policy M-3.2: Traffic Impact Mitigation. Require development to contribute its fair share toward financing transportation facilities, including mitigating the associated direct and cumulative traffic impacts caused by their project on both the local and regional road networks. Transportation facilities include road networks and related transit, pedestrian, and bicycle, and equestrian facilities.

APPENDIX I
RATIONALE FOR ACCEPTING ROADWAYS WITH LEVEL OF SERVICE E/F

Appendix I. Impacted Roadway Segment and Supporting Rationale for LOS E/F Level Acceptance

Roadway / Segment Limits	Proposed Classification / Forecast	Alternate Classification (Los D or Better)	Rationale for Proposed Classification and LOS E/F
San Dieguito CPA			
Del Dios Highway Via Rancho Pkwy to El Camino Del Norte	2.1D 2-Ln Community Collector with Improvement Options at LOS F (31.2K ADT)	4.1A 4-Ln Major Road with Raised Median	• Regional Transportation Network Overflow – Traffic forecast modeling has shown that widening the road would attract an additional 5K to 8K ADT of regional traffic through the community. • Environmental Constraints – Further road widening would impact granite rock outcroppings and biologically sensitive lands. • Sufficient Right-of-Way – Classification provides sufficient right-of-way to add operational improvements to increase road capacity to four lanes.
Paseo Delicias La Granada to El Camino del Norte	2.2A 2-Ln Light Collector with Raised Median LOS E/F (14.9K to 24.1K ADT)	4.2B 4-Ln Boulevard with Intermittent Turn Lanes	• Town Center – Two-lane road classification is consistent with State historic landmark status. • Community Consensus – Consistent with Planning Group preference.
El Camino Del Norte Aliso Canyon Rd to Del Dios Hwy/Paseo Delicias	2.2F 2-Ln Light Collector with Reduces Shoulder LOS E (13.5K ADT)	2.2C 2-Ln Light Collector with Intermittent Turn Lanes	• Town Center – Two-lane road classification with reduced shoulder is consistent with State historic landmark status. • Community Consensus – Consistent with Planning Group preference.
La Bajada / La Granada Rancho Santa Fe Rd to Paseo Delicias	2.2F 2-Ln Light Collector with Reduces Shoulder LOS E/F (15.2K to 25.8K ADT)	4.2B 4-Ln Boulevard with Intermittent Turn Lanes	• Support Land Use Goals - Two-lane road classification is consistent with State historic landmark status. • Community Consensus – Consistent with Planning Group preference.
Linea Del Cielo El Camino Real to Rambla De Las Flores	2.2F 2-Ln Light Collector with Reduces Shoulder LOS E (11.2K ADT)	2.2C 2-Ln Light Collector with Intermittent Turn Lanes	• Support Land Use Goals - Two-lane road classification with reduced shoulder is consistent with State historic landmark status. • Community Consensus – Consistent with Planning Group preference.
Via De la Valle San Diego city limits to Las Planideras	2.1B 2-Ln Community Collector with Continuous Turn Lane LOS F (24.5 K -25.4K ADT)	4.2B / 4.2A 4-Ln Boulevard with Intermittent Turn Lanes	• Support Land Use Goals – Additional road widening would adversely impact established semi-rural character along with landscape and structural improvements along the road that are prevalent in the area.
Via De la Valle Las Planideras to Paseo Delicias	2.1E 2-Ln Community Collector with Continuous Turn Lane LOS E/F (16.1 K -25.4K ADT)	4.2B 4-Ln Boulevard with Intermittent Turn Lanes	• Support Land Use Goals - Two-lane road classification is consistent with State historic landmark status. • Environmental Constraints – Located in area with biologically sensitive vegetation. • Community Consensus – Consistent with Planning Group preference.

Traffic and Circulation Assessment

County of San Diego General Plan Update

(Project Number: 08-100-601-00, Phase 4.2.4)

Final Report

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1.0 Introduction

1.1 Report Background and Purpose

The purpose of this report is to evaluate forecast roadway network operations associated with the Proposed Project (Referral Map) and alternative land use plans under consideration as part of the General Plan Update for the County of San Diego. These evaluations are being conducted as part of the Environmental Impact Report (EIR) process for the General Plan Update, consistent with the requirement of the California Environmental Quality Act (CEQA). This study report includes identification and documentation of forecast operational deficiencies along State highways and County Mobility Element (ME) roadways, and associated mitigation requirements assuming buildout of the various land use alternatives.

The County of San Diego's General Plan Update is a multi-year process which began in August 1998 (referred to as General Plan 2020). The current General Plan for the unincorporated County has not been comprehensively updated since 1979 and has been the subject of substantial modification over the years. During this period, considerable growth and change has taken place, leading to the incorporation of a number of cities and to the annexation of lands on the periphery of the unincorporated area.

County staff has met with community groups and residents numerous times in preparation of the various land use and roadway network alternatives under consideration as part of the General Plan Update.

1.2 Description of Proposed Project, Project Alternatives and Cumulative Analysis

The County Board of Supervisors has endorsed two land use maps (the "Referral Map" and "Draft Land Use Map") for consideration in the Environmental Impact Report (EIR) for the General Plan Update. Because the Board specifically directed creation of the Referral Map and it is more intensive than the Draft Land Use Map, the Referral Map has been identified as the Proposed Project with the Draft Land Use Map as an alternative in the EIR. The California Environmental Quality Act (CEQA) requires that a range of project alternatives be evaluated in the EIR. Therefore, the Hybrid Map and Environmentally Superior Alternative are also included as project alternatives, while a Cumulative Analysis was conducted to address cumulative projects traffic impacts. A description of the Proposed Project, project alternatives and the Cumulative Analysis are summarized below:

- Referral Map (Proposed Project) - The Referral Map is the map the Board of Supervisors created during the land use mapping phase of the project which incorporated a number of the property referrals that are not included in the Draft Land Use Map. This map has remained intact from when it was endorsed with only one modification relating to an expired Specific Plan that needed to be remapped.

- Draft Land Use Map (Project Alternative) - The Draft Land Use Map is the other map endorsed by the Board of Supervisors during the land use mapping phase. It is also the map where the Board directed continued refinements relating to meeting the Housing Element allocation and where additional modifications were made to achieve a more balanced road

network. Changes to the map relating to the road network were primarily made in Valley Center and Alpine as staff continued work with the respective Planning Groups for these areas. In addition, land use changes included minor refinements and the above mentioned expired Specific Plan.

- Hybrid Map (Project Alternative) - The Hybrid Map strikes a balance between the Referral Map and the Draft Land Use Map. It includes the Housing Element site, the road network land use changes, and the other refinements to the map. It also incorporates the Referral Map changes that meet the project objectives and reflects the policy direction of the Regional Elements.

- Environmentally Superior Alternative (Project Alternative) - This alternative reflects a more stringent application of growth restrictions in portions of the Semi-Rural and the Rural Lands regional categories, along with a reduction in the size and intensity of the villages in Valley Center.

- Existing General Plan (No Project) - This alternative includes the land uses and roadway network consistent with the currently adopted County Mobility Element of the General Plan.

- Cumulative Analysis (Cumulative Traffic Impact Analysis) - The Cumulative Analysis assumes a maximum build-out scenario by combining the most intensive land uses from all other alternatives. It also includes additional cumulative projects inconsistent with the General Plan Update, potential projects on tribal lands that have not been publically announced by the tribes, and a preliminary assessment of changes to lands affected by the Forest Conservation Initiative (FCI) that would take effect upon the December 31, 2010 sunsetting of the Initiative.

1.3 Report Organization

Following this Introduction chapter, this report is organized into the following sections:

2.0 Approach and Methodology – This chapter describes the methodologies and standards utilized to analyze roadway traffic conditions. The SANDAG traffic modeling and forecasting process is also documented in this chapter.

3.0 Existing Traffic Conditions – This chapter provides analysis results of existing traffic conditions in the unincorporated County. "Existing conditions" is also referred to as "Base Year 2007".

4.0 Forecast Travel Demand - This chapter provides a comparative assessment of trip generation and vehicle miles of travel (VMT) associated with the land use and roadway networks for the Proposed Project, project alternatives, and the Cumulative Analysis.

5.0 Future Year Traffic Analysis – This chapter describes projected long-range traffic conditions and Level of Service (LOS) results for buildout of the land use maps and roadway network for the Proposed Project, project alternatives, and the Cumulative Analysis. Traffic operational deficiencies and associated mitigation requirements are identified.

2.0 Approach and Methodology

This traffic and circulation report has been prepared in support of the County General Plan Update, and conducted as a program-level EIR assessment of traffic operations throughout the unincorporated County of San Diego for the proposed project, project alternatives, and the Cumulative Analysis.

2.1 Project Approach

The assessment was performed in accordance with the requirements of the County of San Diego, the SANDAG Regional Congestion Management Program (CMP), and in conformance with the California Environmental Quality Act (CEQA) project review process. The CMP was first adopted on November 22, 1991 and is intended to assist in the monitoring of regional transportation system Level of Service (LOS) performance. Local agencies are required by state statute to conform to the CMP. CMP analysis requirements for the San Diego region are delineated in a San Diego Association of Governments (SANDAG) document entitled the *2008 Congestion Management Program Update.*

Given that this is a program-level traffic analysis with an associated large study area encompassing the unincorporated portions of the County of San Diego, traffic operations for County roads were evaluated by consideration of daily roadway segment operations rather than peak hour intersection operations. In addition to County roads, State highways perform an important assess and circulation function for the unincorporated County areas and were therefore evaluated for operation deficiencies under the existing General Plan, Proposed Project, project alternatives, and the Cumulative Analysis.

Potential roadway deficiencies were determined based upon the County of San Diego's *Roadway Segment Daily Capacity and LOS Standards* and Caltrans's methodology for evaluating State highway operations, both of which are discussed in later sections of this chapter.

The analysis results in this study are summarized by Community Planning Area (CPA) and Subregion. The three (3) subregions include the Northwestern Communities, Southwestern Communities and Eastern Communities. A map showing CPAs and subregions is included as **Figure 2-1**.

2.2 Analysis Methodology

Detailed information on State highway facilities and Mobility Element (ME) roadway segment analysis methodologies, LOS standards, and impact thresholds are discussed in the following sections.

5.0 Future Year Traffic Analysis

This section documents the evaluation of the land use and roadway networks for the Proposed Project, project alternatives, and the Cumulative Analysis under future year buildout conditions. The development scenarios evaluated included Existing General Plan (no project), Referral Map (Proposed Project), Draft Land Use Map, Hybrid Map, Environmentally Superior Alternative, and the Cumulative Analysis.

5.1 Existing General Plan

The Existing General Plan represents the no-project condition, and includes land uses and roadway network consistent with the currently adopted County General Plan.

5.1.1 Roadway Network

Table 5.1 displays lane miles by facility type (State highways, ME roads and local public roads), as well as by subregion and CPA for the Existing General Plan. As shown, buildout of the current General Plan includes 724.3 lane miles of State highways, 3,392.6 lane miles of County ME roads, and 368.5 lane miles of local public roads, for a total of 4,488.4 roadway lane miles in the unincorporated County. Under the Existing General Plan, County ME roadway lane miles would be fairly evenly distributed amongst three subregions. Close to half of the State highway lane miles would be located in the Eastern Communities. The Eastern Communities would have the fewest lane miles of local public roads.

5.1.2 Roadway Network Performance

Table 5.2 displays roadway network performance for buildout of the Existing General Plan. Roadway lane miles by LOS category are reported by facility type (State highways and ME roads), as well as by subregion and CPA. Lane miles operating at LOS E and F are identified as deficiencies and subject to mitigation.

As shown in Table 5.2, a total of 139.0 lane miles of facilities (approximately 53.7 lane miles of State highways and 85.3 lane miles of ME roads) would operate at LOS E. A total of 232.2 lane miles of facilities (150.5 lane miles of State highways and 81.7 lane miles of ME roads) would operate at LOS F under buildout of the Existing General Plan.

The Eastern Communities would have the least deficient roadway lane miles at 81.7, with the Northwestern and Southwestern communities projected to have similar deficient lane miles at 136.5 and 153.0, respectively.

5.1.3 Deficiency Analysis

Table 5.3 lists the deficient roadway segments (LOS E and F) in the unincorporated portion of the County of San Diego assuming buildout of the existing General Plan. This table also includes forecast Average Daily Traffic (ADT) volumes, LOS, roadway classification type and mitigated roadway classification. The roadway classification represents the classification indicated in the existing General Plan. The mitigated roadway classification represents the classification which would be required to mitigate the identified deficiency in capacity/LOS.

TABLE 5.3 (Continued)
DEFICIENT FACILITIES (LOS E/F) BY SUBREGION AND CPA
EXISTING GENERAL PLAN

CPA	Facility Type	Roadway	Segment Limits	Classification	ADT	LOS	Mitigated Classification
Rainbow	ME Road	Rainbow Valley Boulevard	I-15 NB Ramps to Old Hwy 395	2-Ln Light Collector	15,500	E	4-Ln Collector
San Dieguito	ME Road	Del Dios Highway	Via Rancho Pkwy to El Camino Del Norte	2-Ln Light Collector	55,300	F	6-Ln Expressway
		El Camino Del Norte	Aliso Canyon Rd to Del Dios Hwy	2-Ln Light Collector	11,000	E	4-Ln Collector
		Paseo Delicias	El Camino Del Norte to El Montevideo	2-Ln Light Collector	29,200	F	4-Ln Collector
		Paseo Delicias	El Montevideo to Via De La Valle	2-Ln Light Collector	29,200	F	4-Ln Collector
		Paseo Delicias	Via De La Valle to La Granada	2-Ln Light Collector	14,700	E	4-Ln Collector
		La Bajada	El Mirlo to Los Morros	2-Ln Light Collector	24,500	F	4-Ln Collector
		La Granada	Los Morros to Rambla De Las Flores	2-Ln Light Collector	13,800	F	4-Ln Collector
		La Granada	Rambla De Las Flores to Avenida De Acacias	3-Ln Town Collector	16,300	E	4-Ln Collector
		La Granada	Avenida De Acacias to Paseo Delicias	3-Ln Town Collector	16,300	E	4-Ln Collector
		Linea Del Cielo	El Camino Real to Rambla De Las Flores	2-Ln Light Collector	13,200	E	3-Ln Town Collector
		Via De La Valle	El Camino Real to Las Palomas	3-Ln Town Collector	19,200	F	4-Ln Collector
		Via De La Valle	Las Palomas to Calzada Del Bosque	2-Ln Light Collector	16,200	E	4-Ln Collector
		Via De La Valle	Calzada Del Bosque to Via de Santa Fe	2-Ln Light Collector	18,600	F	4-Ln Collector
		Via De La Valle	Via de Santa Fe to Paseo Delicias	2-Ln Light Collector	18,600	F	4-Ln Collector
		San Dieguito Road	El Apajo to Circa Oriente	2-Ln Light Collector	15,500	E	4-Ln Collector
		Mt Israel Road	Detwiler Rd to Del Dios Hwy	2-Ln Light Collector	40,900	F	6-Ln Prime Arterial
		Via De Santa Fe	Paseo Delicias to Via De La Valle	2-Ln Light Collector	13,500	E	3-Ln Town Collector
Valley Center	ME Road	Old Hwy 395	Circle R Dr to Old Castle Rd	2-Ln Light Collector	26,100	F	4-Ln Collector
		Valley Center Road	Mirar De Valle Rd To Sunday Dr	4-Ln Major Road	43,900	F	6-Ln Prime Arterial
		Valley Center Road	Sunday Dr to Lilac Rd	4-Ln Major Road	43,900	F	6-Ln Prime Arterial
		Valley Center Road	Lilac Rd to Canyon Rd	4-Ln Major Road	43,900	F	6-Ln Prime Arterial

TABLE 5.7 (Continued)
DEFICIENT FACILITIES (LOS E/F) BY SUBREGION AND CPA REFERRAL MAP

CPA	Facility Type	Roadway	Segment Limits	Classification	ADT	LOS	Mitigated Classification
San Dieguito	ME Road	Del Dios Highway	Via Rancho Pkwy to El Camino Del Norte	2.1D	31,200	F	4.1A
		Paseo Delicias	El Camino del Norte to El Montevideo	2.2B	24,100	F	4.2B
		Paseo Delicias	El Montevideo to Via De La Valle	2.2B	23,600	F	4.2B
		Paseo Delicias	Via De La Valle to La Granada	2.2A	14,900	E	2.1A
		El Camino Del Norte	Aliso Canyon Rd to Del Dios Hwy/Paseo Delicias	2.2F	13,500	E	2.2C
		La Bajada	El Mirlo to Los Morros	2.2F	25,800	F	4.2A
		La Granada	Los Morros to Rambla De Las Flores	2.2F	25,800	F	4.2A
		La Granada	Rambla De Las Flores to Avenida De Acacias	2.2F	15,200	E	4.2B
		La Granada	Avenida De Acacias to Paseo Delicias	2.2F	17,100	F	4.2B
		Linea Del Cielo	El Camino Real to Rambla De Las Flores	2.2F	11,200	E	2.2C
		Via De la Valle	El Camino Real to Las Palomas	2.1E	24,500	F	4.2B
		Via De la Valle	Las Palomas to Calzada Del Bosque	2.1E	25,400	F	4.2A
		Via De la Valle	Calzada Del Bosque to Via de Santa Fe	2.1E	25,400	F	4.2A
		Via De la Valle	Via de Santa Fe to Paseo Delicias	2.1E	16,100	E	4.2B
		El Apajo	Villa De La Valle to Via De Santa Fe	2.1A	16,800	E	4.2B
		San Dieguito Road	El Apajo to Circa Oriente	2.1A	17,500	E	4.2B
Valley Center	ME Road	Mountain Meadow Road/ Mirar De Valle Road	Alps Ln to Burnt Mountain Rd	2.1D	27,600	F	4.1B
		Mountain Meadow Road/ Mirar De Valle Road	Burnt Mountain to Red Ironbark Dr	2.1D	27,600	F	4.1B
		Mountain Meadow Road/ Mirar De Valle Road	Red Ironbark Dr to Cypress Ridge	2.1D	27,600	F	4.1B
		Lilac Road	Cypress Ridge to Valley Center Rd	4.2A	38,100	F	6.2

TABLE 5.11 (Continued)
DEFICIENT FACILITIES (LOS E/F) BY SUBREGION AND CPA
DRAFT LAND USE MAP

CPA	Facility Type	Roadway	Segment Limits	Classification	ADT	LOS	Mitigated Classification
Fallbrook	ME Road	Old Hwy 395	Dublin (E) Rd to Dublin (W) Rd	2.1D	17,000	F	4.2B
		Pala Mesa Drive	Old Hwy 395 to Pankey Rd	2.2F	16,900	F	4.2B
		Reche Road	Fallbrook St to Green Canyon Rd	2.2C	14,000	E	2.1D
		Pepper Tree Lane	Mission Rd to Woodbrook Ln	2.2E	14,500	E	2.1D
North County Metro	~~State Hwy~~	~~SR-78~~	~~Sycamore Ave to Smilax Rd~~	~~6-Ln State Highway~~	~~159,000~~	~~E~~	~~8-Ln State Highway~~
	ME Road	Deer Springs Road	Mesa Rock Rd to I-15 NB Ramps	6.2	53,000	E	6.1
		Deer Springs Road	I-15 NB Ramps to N Centre City Pkwy	4.1B	45,500	F	6.2
		Mountain Meadow Road	North Broadway to Alps Ln	2.1D	21,900	F	4.2B
		Bear Valley Parkway	Eldorado Dr to San Pasqual Valley Rd	4.1A	35,800	E	6.2
Pala - Pauma	State Hwy	Pala Road/SR-76	Pala Del Norte Rd to 6th St	2-Ln State Highway	24,900	F	4-Ln State Highway
		Pala Road/SR-76	6th St to Pala Temecula Rd	2-Ln State Highway	22,500	E	4-Ln State Highway
		Pala Road/SR-78	Pala Temecula Rd to 1st St	2-Ln State Highway	23,400	F	4-Ln State Highway
Rainbow	ME Road	Rainbow Valley Boulevard	I-15 NB Ramps to Old Hwy 395	2.2E	17,100	F	4.2B
		Old Hwy 395	5th St to Rainbow Valley Rd	2.1D/2.2D	17,000	E	4.2B
		Old Hwy 395	Rainbow Valley Rd to New Rainbow Valley Rd	2.1D/2.2D	17,000	E	4.2B
		Old Hwy 395	New Rainbow Valley Rd to White Lilac	2.1D/2.2D	17,000	E	4.2B
San Dieguito	ME Road	Del Dios Highway	Via Rancho Pkwy to El Camino Del Norte	2.1D	31,500	F	4.1A
		Paseo Delicias	El Camino Del Norte to El Montevideo	2.2B	24,200	F	4.2B
		Paseo Delicias	El Montevideo to Via De La Valle	2.2B	23,100	F	4.2B
		Paseo Delicias	Via De La Valle to La Granada	2.2A	15,200	E	4.2B
		El Camino Del Norte	Aliso Canyon Rd to Del Dios Hwy/Paseo Delicias	2.2F	13,700	E	2.1A
		La Bajada	El Mirlo to Los Morros	2.2F	24,700	F	4.2B

TABLE 5.19 (Continued)
DEFICIENT FACILITIES (LOS E/F) BY SUBREGION AND CPA
ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CPA	Facility Type	Roadway	Segment Limits	Classification	ADT	LOS	Mitigated Classification
North County Metro	ME Road	Deer Springs Road	I-15 NB Ramps to N Centre City Pkwy	4.1B	36,600	E	6.2
		Mountain Meadow Road	North Broadway to Alps Ln	2.1D	19,200	F	4.2B
Pala - Pauma	State Hwy	Pala Road/SR-76	Pala Del Norte Rd to 6th St	2-Ln State Highway	25,000	F	4-Ln State Highway
		Pala Road/SR-76	6th St to Pala Temecula Rd	2-Ln State Highway	22,600	E	4-Ln State Highway
		Pala Road/SR-76	Pala Temecula Rd to 1st St	2-Ln State Highway	22,600	F	4-Ln State Highway
Rainbow	ME Road	Old Hwy 395	5th St to Rainbow Valley Rd	2.1D / 2.2D	16,000	E	4.2B
		Old Hwy 395	Rainbow Valley Rd to New Rainbow Valley Rd	2.1D / 2.2D	16,000	E	4.2B
		Old Hwy 395	New Rainbow Valley Rd to White Lilac	2.1D / 2.2D	16,000	E	4.2B
San Dieguito	ME Road	Del Dios Highway	Via Rancho Pkwy to El Camino Del Norte	2.1D	27,700	F	4.1B
		Paseo Delicias	El Camino Del Norte to El Montevideo	2.2B	23,000	F	4.2B
		Paseo Delicias	El Montevideo to Via De La Valle	2.2B	23,000	F	4.2B
		Paseo Delicias	Via De La Valle to La Granada	2.2A	14,900	E	2.1A
		El Camino Del Norte	Aliso Canyon Rd to Del Dios Hwy/Paseo Delicias	2.2F	13,700	E	2.1D
		La Bajada	El Mirlo to Los Morros	2.2F	24,600	F	4.2B
		La Granada	Los Morros to Rambla De Las Flores	2.2F	24,600	F	4.2B
		La Granada	Rambla De Las Flores to Avenida De Acacias	2.2F	15,000	E	2.1D
		La Granada	Avenida De Acacias to Paseo Delicias	2.2F	17,100	F	4.2B
		Linea De La Cielo	El Camino Real to Rambla De Las Flores	2.2F	11,000	E	2.2C
		Via De La Valle	El Camino Real to Las Palomas	2.1B	25,000	F	4.2B
		Via De La Valle	Las Palomas to Calzada Del Bosque	2.1E	25,000	F	4.2B
		Via De La Valle	Calzada Del Bosque to Via de Santa Fe	2.1E	25,000	F	4.2B
		Via De La Valle	Via de Santa Fe to Paseo Delicias	2.1E	16,200	E	4.2B

TABLE 5.23 (Continued)
DEFICIENT FACILITIES (LOS E/F) BY SUBREGION AND CPA
CUMULATIVE ANALYSIS

CPA	Facility Type	Roadway	Segment Limits	Classification	ADT	LOS	Mitigated Classification
Pala - Pauma	State Hwy	Pala Road/SR-76	Pala Temecula Rd to 1st St	2-Ln State Highway	23,700	F	4-Ln State Highway
		Pala Road/SR-76	Pala Mission Rd to Lilac Rd	2-Ln State Highway	17,000	E	4-Ln State Highway
	ME Road	Valley Center Road	Omish Rd to Paradise Creek	2.1D	15,400	E	4.2B
Rainbow	ME Road	Rainbow Valley Boulevard	I-15 NB Ramps to Old Hwy 395	2.1C	21,400	F	4.2B
		Old Hwy 395	2nd Street to 5th Street	2.2D	17,800	E	4.2B
		Old Hwy 395	5th St to Rainbow Valley Rd	2.2D	18,900	E	4.2B
		Old Hwy 395	Rainbow Valley Rd to New Rainbow Valley Rd	2.1D	20,200	F	4.2B
		Old Hwy 395	New Rainbow Valley Rd to White Lilac Rd	2.1D	20,600	F	4.2B
San Dieguito	ME Road	Del Dios Highway	Via Rancho Pkwy to El Camino Del Norte	2.1D	25,100	F	4.1A
		Paseo Delicias	El Camino del Norte to El Montevideo	2.2B	23,500	F	4.2B
		Paseo Delicias	El Montevideo to Via De La Valle	2.2	22,400	F	4.2B
		Paseo Delicias	Via De La Valle to La Granada	2.2A	14,900	E	2.1A
		El Camino Del Norte	Aliso Canyon Rd to Del Dios Hwy/Paseo Delicias	2.2F	13,800	E	2.2C
		La Bajada	El Mirlo to Los Morros	2.2F	25,900	F	4.2A
		La Granada	Los Morros to Rambla De Las Flores	2.2F	19,700	F	4.2A
		La Granada	Rambla De Las Flores to Avenida De Acacias	2.2F	14,600	E	4.2B
		La Granada	Avenida De Acacias to Paseo Delicias	2.2F	16,400	F	4.2B
		Linea Del Cielo	El Camino Real to Rambla De Las Flores	2.2F	11,500	E	2.2C
		Via De la Valle	El Camino Real to Las Palomas	2.1E	24,300	F	4.2A
		Via De la Valle	Las Palomas to Calzada Del Bosque	2.1E	23,200	F	4.2A
		Via De la Valle	Calzada Del Bosque to Via de Santa Fe	2.1E	24,100	F	4.2A

TABLE 6.3 (Continued)
SUMMARY OF FORECAST DEFICIENT ROADWAY SEGMENTS

CPA	Facility Type	Deficient Facility	Segment Limits	Existing GP	Referral (Proposed Project)	Draft Land Use	Hybrid	Environmentally Superior	Cumulative
North County Metro	ME Road	Bear Valley Parkway	Eldorado Dr to San Pasqual Valley Rd		X	X	X		X
Pala - Pauma	State Hwy	Pala Road/SR-76	Valley Center Rd to South Grade Rd	X					
		Pala Road/SR-76	Pala Del Norte Rd to 6th St		X	X	X	X	X
		Pala Road/SR-76	6th St to Pala Temecula Rd		X	X	X	X	X
		Pala Road/SR-76	Pala Temecula Rd to 1st St		X	X	X	X	X
		Pala Road/SR-76	Pala Mission Rd to Lilac Rd		X		X		X
	ME Road	Valley Center Road	Omish Rd to Paradise Creek		X				X
Rainbow	ME Road	Rainbow Valley Boulevard	I-15 NB Ramps to Old Hwy 395	X		X	X		X
		Old Hwy 395	2nd Street to 5th Street						X
		Old Hwy 395	5th St to Rainbow Valley Rd		X	X	X	X	X
		Old Hwy 395	Rainbow Valley Rd to New Rainbow Valley Rd		X	X	X	X	X
		Old Hwy 395	New Rainbow Valley Rd to White Lilac		X	X	X	X	X
San Dieguito	ME Road	Del Dios Highway	Via Rancho Pkwy to El Camino Del Norte	X	X	X	X	X	X
		Paseo Delicias	El Camino Del Norte to El Montevideo	X	X	X	X	X	X
		Paseo Delicias	El Montevideo to Via De La Valle	X	X	X	X	X	X
		Paseo Delicias	Via De La Valle to La Granada	X	X	X	X	X	X
		El Camino Del Norte	Aliso Canyon Rd to Del Dios Hwy/Paseo Delicias	X	X	X	X	X	X
		La Bajada	El Mirlo to Los Morros	X	X	X	X	X	X