LOS Engineering, Inc.
Traffic and Transportation

8/15/14 MEMO
Montecito Ranch Traffic Mitigation Triggers

11622 El Camino Real, Suite 100, San Diego, CA 92130
Phone 619-890-1253, Fax 619-374-7247, e-mail: Justin@LOSengineering.com

August 15, 2014

To: Mr. Bruce Tabb
Montecito
402 W. Broadway, Suite 1320
San Diego, California 92101

From: Justin Rasas, P.E.

RE: Montecito Ranch Residential Dwelling Unit Triggers for Traffic Mitigation

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The purpose of this memo is to determine the number of Montecito Ranch residential dwelling units that can be occupied before off-site intersection impacts are triggered thereby requiring mitigation as identified in the Montecito Ranch Conditions of Approval (COA) from the County of San Diego Planning Report dated June 25, 2013. Additionally, a dwelling unit trigger is also calculated for when the Montecito Ranch Road will need to be constructed connecting Ash Street with Montecito Way (initial units will be constructed on the eastern end of the project with access from Ash Street via SR-78). The three intersections and one segment analyzed in this unit trigger memo are shown in **Figure 1**. This analysis is based on the 2008 traffic study data and findings from the approved EIR to which the number of dwelling units remain unchanged.

The June 25, 2013 COA states that the intersection improvements need to be completed before issuance of an occupancy permit for the first house on-site; however, occupancy of the first house will not trigger off-site intersection impacts, rather traffic is needed from multiple dwelling units before project impacts materialize. Excerpts from the COA are included in **Attachment A**. Determining the number of dwelling units needed to trigger intersection impacts will allow the sale of homes that in turn will generate income to construct the mitigation measures. The dwelling unit triggers were determined for the following off-site intersections with COA reference:

1) SR-78 (Pine St)/SR-67 (Main St), COA TM Improvement 30f (pg 6)
2) Montecito Rd (SC 931)/SR-67 (Main St), COA TM Improvement 30i (pg 7)
3) Montecito Rd (SC 931)/Montecito Way (SA 330), COA TM Improvement 30l (pg 8)

The June 25, 2013 COA also states that Montecito Ranch Road (SA 330) needs to be constructed from Ash Street westerly to Montecito Way prior to issuance of a permit for occupancy for the first house (COA TM Improvement 30d page 5). The project may commence construction on the easterly edge of the project site with access from Ash Street (as shown in **Attachment B**). Several dwelling units can be occupied before the connection of Montecito Ranch Road between Ash Street and Montecito Way is required without triggering the intersection and segment impacts identified in the EIR.

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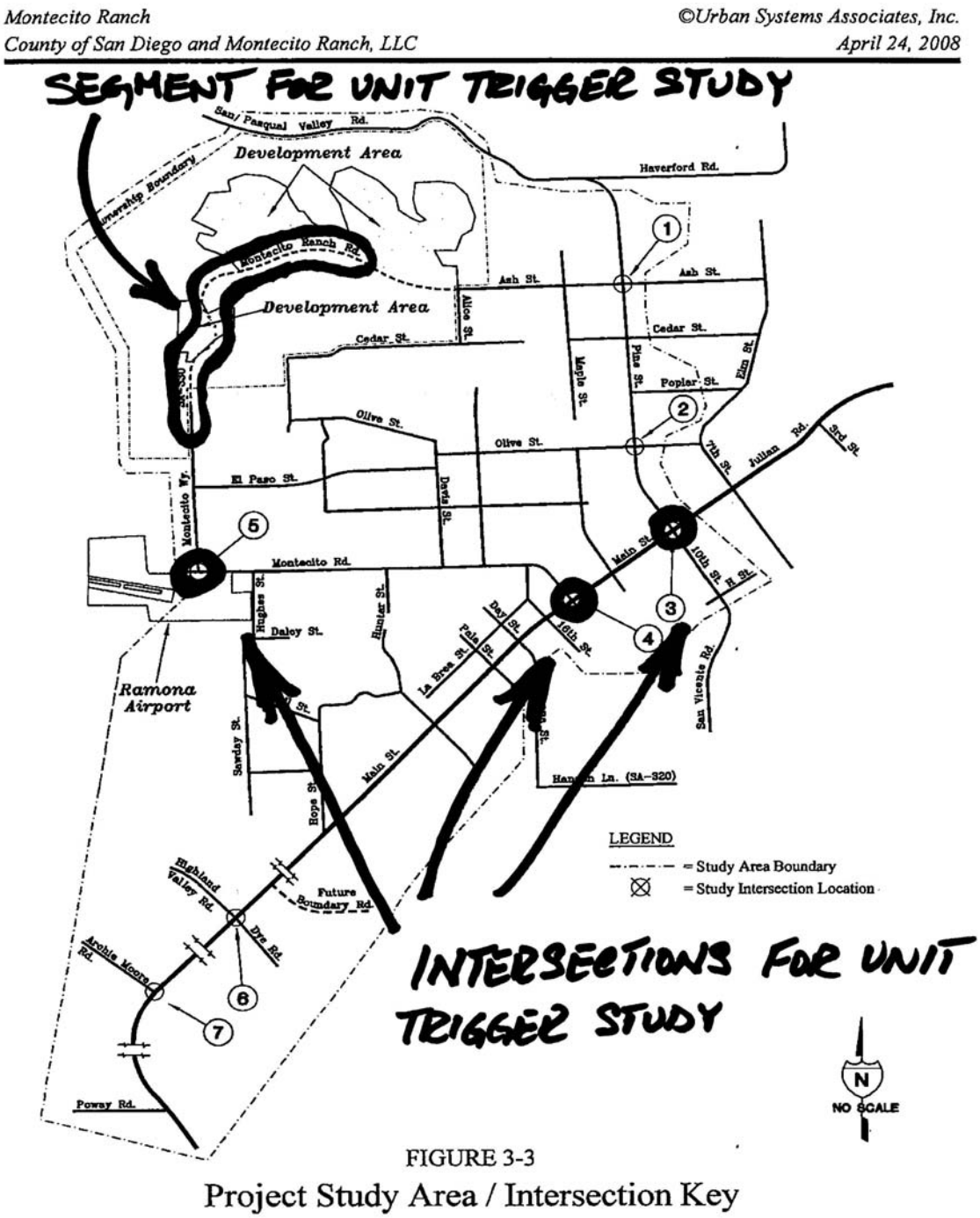
Figure 1: Intersection and Segment Analyzed for Unit Trigger



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The mitigation measures from the June 25, 2013 COA as described in this memo will be implemented; however, as noted below, each mitigation measure has a specific dwelling unit trigger rather than being tied to the issuance of an occupancy permit for the first house on-site per the COA. Implementing the mitigation measures by the dwelling unit triggers will stagger construction and the associated disruptions to the surrounding area roadways.

Comparison of Traffic Data from 2008 Traffic Study to Current Conditions

Year 2014 intersections counts were collected for the aforementioned three off-site intersections and were found to all have lower volumes than what was analyzed in the 2008 traffic study as shown in **Table 1** (traffic counts included in **Attachment C**):

Table 1: Comparison of Year 2014 Traffic Data to the 2008 Traffic Study Data

Intersection		2008 USA Study Peak Hour Volumes	2014 Counts Peak Hour Volumes	Percent Change
SR-67 at Montecito Rd	AM	2,123	1,713	-19.3%
	PM	2,701	2,580	-4.5%
SR-67 at SR-78	AM	2,191	2,014	-8.1%
	PM	2,914	2,535	-13.0%
Montecito Rd at Montecito Wy	AM	80	43	-46.3%
	PM	99	84	-15.2%

Segment of Montecito Ranch Rd btw Alice St and Montecito Way: COA 30d

Montecito Ranch Road will provide a connection between Ash Street and Montecito Way. The project may start constructing homes on the easterly edge of the project site with access from Ash Street and would not immediately or initially require Montecito Ranch Road to be connected with Montecito Way. Without access from Montecito Road and Montecito Way, the overall distribution will shift from Montecito Road to SR-67 and SR-78; however, the number of dwelling units would be limited to keep the number of project trips on SR-67, SR-78, and various study intersections at or below the operational levels analyzed in the EIR. Calculations show a total of 152 dwelling units can be constructed with access from Ash Street before meeting or exceeding the traffic operations analyzed in the EIR. Therefore, the construction of Montecito Ranch Road between H Street and Montecito Way may be required before occupancy of the 153rd dwelling unit. Calculations are included in **Attachment D**.

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Intersection of Montecito Road at SR-67 (Main St): COA 30i

The June 25, 2013 COA listed a southbound to westbound dedicated right-turn lane from Montecito Road to SR-67, to the satisfaction of CALTRANS and the Director of Public Works. The trigger for this mitigation is when the project traffic exceeds the allowable LOS threshold. From the USA traffic study (*Traffic Impact Analysis for Montecito Ranch TM 5250* prepared by Urban Systems Associates, Inc., dated April 24, 2008), the existing without project LOS is 26.0 seconds of delay (LOS C) in the AM and 30.2 seconds of delay (LOS C) in the PM. The PM has higher delays; therefore, the threshold is based on the PM LOS. At 252 dwelling units, the PM operations are calculated at LOS E. Therefore, the noted mitigation is required by the 252nd dwelling unit. Calculations are included in **Attachment E**.

Intersection of SR-67 (Main St) at SR-78 (Pine St): COA 30f

The June 25, 2013 COA listed widening and restriping the northern leg of SR-78 to provide a southbound to westbound right-turn/through lane or southbound to eastbound dedicated left-turn lane onto SR-67, which includes modification of the existing signal phasing, curb returns, along with shoulder widths and lanes, to the satisfaction of CALTRANS and the Director of Public Works. The trigger for mitigation is when the project traffic exceeds the allowable LOS threshold. From the USA traffic study, the existing without project LOS is 33.7 seconds of delay (LOS C) in the AM and 58.7 seconds of delay (LOS E) in the PM. The PM has higher delays; therefore, the threshold is based on the PM LOS. At 35 dwelling units, the PM operations are calculated to add more than 2 seconds at LOS E. Therefore, the noted mitigation is required by the 35th dwelling unit. Calculations are included in **Attachment F**.

Intersection of Montecito Road (SC 931) at Montecito Way (SA 330): COA 30l

The June 25, 2013 COA listed the widening and restriping to provide right-turn and left-turn lanes on southbound Montecito Way, and a westbound to northbound right-turn lane on Montecito Road prior to recordation of the Final Map for the first unit. It is recommended that this improvement be tied to the construction of Montecito Ranch Road between Ash Street and Montecito Way. Without Montecito Ranch Road, the project will not be adding traffic to the intersection of Montecito Ranch Road at Montecito Way. The recommended trigger for the improvement to Montecito Road at Montecito Way is at the 153rd dwelling unit to match the trigger for the construction of Montecito Ranch Road.

A summary of the residential dwelling unit triggers is shown in **Table 2**.

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Table 2: Dwelling Unit Triggers for Mitigation/Improvement

Location and Mitigation/Improvement	Dwelling Unit Trigger
Intersection of SR-78 (Pine St) at SR-67 (Main St) (COA 30f): Widen and restripe northern leg of SR-78 to provide SB to WB right-turn/through lane or SB to EB dedicated left-turn lane onto SR-67 and include signal modification, curb returns, shoulders widths and lanes.	Prior to occupancy of 35th Unit
Segment of Montecito Ranch Road between H Street and Montecito Way (COA 30d): Construct Montecito Ranch Road from H Street to Montecito Way.	Prior to occupancy of 153rd Unit
Intersection of Montecito Road at Montecito Way (COA 30l): Widen and restripe to provide right-turn and left-turn lanes on southbound Montecito Way, and a westbound to northbound right-turn lane on Montecito Road	Prior to occupancy of 153rd Unit
Intersection of SR-67 at Montecito Rd (COA 30i): provide on Montecito Road a southbound to westbound right-turn lane onto SR-67.	Prior to occupancy of 252nd Unit

Attachments

ATTACHMENT A

Conditions of Approval Excerpts

MARK WARDLAW
Director

DARREN GRETLER
Assistant Director

County of San Diego
PLANNING & DEVELOPMENT SERVICES

5510 OVERLAND AVENUE, SUITE 110, SAN DIEGO, CALIFORNIA 92123
INFORMATION (858) 694-2960
TOLL FREE (800) 411-0017
www.sdcounty.ca.gov/pds

August 16, 2013

FINAL NOTICE OF ACTION OF
THE PLANNING COMMISSION APPROVING A REVISED MAP FOR
VESTING TENTATIVE MAP 5250

On June 25, 2013, the San Diego County Department of Planning and Development Services issued a preliminary decision to approve an amendment to the above referenced Vesting Tentative Map. A copy of the preliminary decision was filed with the Planning Commission as an informational agenda item to be considered on July 12, 2013. On July 10, 2013, the Chairman of the Ramona Planning Group requested that the Planning Commission to schedule the item for hearing. Pursuant to Section 81.317(e) of the Subdivision Ordinance, the Planning Commission is required to schedule the item for the next regularly scheduled meeting in the event a person requests a public hearing.

On August 16, 2012, the Planning Commission adopted this decision approving a Revised Vesting Tentative Map 5250.

THE FOLLOWING CONDITIONS COMPLETELY SUPERSEDE ALL CONDITIONS IMPOSED BY THE PREVIOUS RESOLUTION OF APPROVAL, EXCEPT THAT THE EXPIRATION DATE REMAINS UNCHANGED.

STANDARD CONDITIONS: The "Standard Conditions (1-29) for Tentative Subdivision Maps" approved by the Board of Supervisors on June 16, 2000, and filed with the Clerk, as Resolution No. 00-199, shall be made conditions of this Vesting Tentative Map approval. Only the following exceptions to the Standard Conditions set forth in this Resolution or shown on the Vesting Tentative Map will be authorized. **The following Standard Subdivision Conditions are hereby waived:**

a. Standard Conditions for Tentative Maps:

(1) Standard Condition 27: Said condition states that the Final Map shall include the entire area shown on the Vesting Tentative Map and shall not be filed as units or groups of units. The Final Map for this Vesting Tentative Map may be filed in units.

(2) Standard Condition 11: Said condition pertains to condominium units or a planned development. This subdivision is neither a condominium nor a planned development.

b. County Public Road and Private Road Standards:

(1) A Request for Modification to Road Standards to reduce the design speed to 35 mph was supported by the Department of Public Works on March 21, 2007. An additional ~~This~~ request dated April 2, 2013 was made for a reduced design speed of 25 ~~35~~ mph along **Ash Street**, a Community Collector Series 2.1E Road with bicycle lanes, from approximately 540 feet east of Alice Street thence easterly to the intersection of SR-78 (Pine Street). DPW was able to support the requested modification of the design speed to 25 mph, which is the existing operating speed. ~~easterly to intersection of Subdivision Street 'A' / Alice Street.~~ As noted in the design modification request, intersectional sight distance of 250 ~~350~~ feet or more will be provided at each driveway along the road. This will ensure that stopping sight distance is provided at these locations for the design speed. A parking prohibition is proposed to implement the proposed Ash Street 40 feet of improved cross-section. This waiver will permit a vertical design speed of 25 ~~35 M.P.~~H mph, along the aforementioned segment of Ash Street. [NOTE: The ~~P~~proposed ~~a~~ parking restriction is to accommodate the Class II bicycle lanes, which requires a recommendation from the Traffic Advisory Committee (TAC) to the Board of Supervisors. The Board of Supervisors has the authority to vote to approve the parking restriction by resolution]

(2) A Request for Modification to Road Standards was supported by the Department of Public Works on March 21, 2007 and May 28, 2013. The~~is~~ last request was for enhancements to a Montecito Ranch Road, a ~~Rural Light~~ Community Collector Series 2.1E Road, which include the following:

(i) Detached and meandering ~~trails~~ 8 feet minimum width pathway located on the south side, ~~substituting for~~ In lieu of contiguous Portland cement concrete sidewalks;

(ii) Right-of-way increase from 60-feet to ~~118~~ 68 feet, from Alice Street

to a location ~~0.9 mile~~ 540' east of Alice Street, to accommodate the wider parkway ~~(pursuant to Figure 1-18 Community Promenade" of EIR)~~;

(iii) Right-of-way increase from 60-feet to ~~80~~ 68 feet from ~~0.9 mile east of~~ Alice Street westerly to Montecito Way to accommodate the wider pathway ~~(pursuant to Figure 1-18 "Preserve Promenade" of EIR);~~

(iv) Prohibition of parking [NOTE: The ~~P~~proposed ~~a~~ parking restriction is to accommodate the Class II bicycle lanes, which requires a recommendation from the Traffic Advisory Committee (TAC) to the Board of Supervisors. The Board of Supervisors has the authority to vote to approve the parking restriction by resolution;

(v) Physical street improvements ~~would not be~~ may be offset from right-of-way center~~ed~~ line to accommodate wider parkways and pathways the pathway ~~within increased right-of-way due to meandering trail~~ on one side of the road.

~~(3) A Request for Modification to Road Standards was supported by the Department of Public Works on March 21, 2007. This request was for a parking prohibition is to implement the proposed Montecito Way 40-feet of improved cross-section. [NOTE: Proposed a parking restriction is to accommodate the bicycle lanes, which requires a recommendation from the Traffic Advisory Committee (TAC) to the Board of Supervisors. The Board of Supervisors has the authority to vote to approve the parking restriction by resolution]~~

SPECIAL INFORMATION:

If public sewers are available to this property at this time, they are under the jurisdiction of the Ramona Municipal Water District.

PRELIMINARY GRADING PLAN: The approval of this Vesting Tentative Map hereby adopts the Preliminary Grading and Improvement Plan dated 4/05/13 ~~2/11/2010~~ consisting of 7 sheets (Attached Herein as Exhibit B) pursuant to Section 81.305 of the County Subdivision Ordinance. In accordance with the Section 87.207 of the County Grading Ordinance, Environmental Mitigation Measures or other conditions of approval required and identified on this plan, shall be completed or implemented on the final engineering plan before any improvement or grading plan can be approved and any permit issued in reliance of the approved plan. Any Substantial deviation from the Preliminary Grading and Improvement Plan may cause the need for further environmental review. Additionally, approval of the preliminary plan does not constitute approval of a final engineering plan. A final engineering plan shall be approved pursuant to County of San Diego Grading Ordinance (Sec 87.201 et. al.)

I. TM ROAD IMPROVEMENTS

APPROVAL OF MAP: The following conditions shall be complied with before a Final Map is approved by the Board of Supervisors and filed with the County Recorder of San Diego County (and, where specifically, indicated, shall also be complied with prior to approval of any plans, and issuance of any grading or other permits as specified for each particular phase or unit of this subdivision):

30. **PUBLIC ROAD IMPROVEMENTS: [DPW, LDR], [DPR, TC] [MA]**
Intent: In order to promote orderly development and to comply with the Subdivision Ordinance Sec. 81.40~~3~~4 and the Community Trails Master Plan~~,~~. The below-listed roads and intersections shall be improved. **Description of requirement:** Improve or agree to improve and provide security for the following roads and intersections:

a. Prior to recordation of the Final Map for the first unit, improve or agree to improve and provide security for **on-site Montecito Way** (SA 330) on the project side from Montecito Ranch Road southerly to ~~Montecito Road~~ the most southeasterly corner of the subdivision, in accordance with Public Road Standards for a Light Collector Series 2.2E Road with bicycle lanes ~~(pursuant to GPA)~~, to a graded half width of ~~sixty~~ thirty-two feet (~~60~~ 32') with ~~forty~~ twenty feet (~~40~~ 20') of asphalt~~ic~~ concrete pavement over approved base, Portland cement concrete (PCC) curb & gutter or asphalt~~ic~~ concrete (AC) dike, and an eight-foot (8') disintegrated granite pathway~~/walkway~~ on the west side, with face of curb or dike at twenty feet (20') from centerline~~; pursuant to Figure 1-22 of EIR and~~, to the satisfaction of the Director of Public Works. ~~Where Montecito Way (SA 330) intersects Montecito Road (SC 931), an additional fourteen feet (14') minimum of right-of-way is required to provide a left turn lane. Minimum length of the additional left turn lane shall be two hundred feet (200') plus appropriate taper.~~ On-site Montecito Way (SA 330) shall be improved prior to issuance of a permit for occupancy for the first house, to the satisfaction of the Director of Public Works. [NOTE: There is a proposal for a parking restriction along both sides of the road to accommodate bicycle lanes, which requires a recommendation from the Traffic Advisory Committee (TAC), in the form of a Resolution to Establish a Parking Restriction Prohibition, to the Board of Supervisors. The Board of Supervisors has the authority to vote to approve the parking restriction by resolution.]

b. Prior to recordation of the Final Map for the first unit, improve or agree to improve and provide security for **off-site Montecito Way** (SA 330) from the most southeasterly corner of the subdivision thence southerly to Montecito Road, in accordance with Public Road Standards for an Interim Road (Future Light Collector Series 2.2E Road), to an appropriate graded width with twenty-eight feet (28') of asphalt concrete pavement over approved base, and a five foot (5') disintegrated granite pathway on the west side, with the edge of pavement at seventeen feet (17') from centerline on the east side; to the satisfaction of the Director of Public Works. Physical street improvements may be offset from the right-of-way centerline to accommodate the pathway on the west side of the road, to the satisfaction of the Director of Public Works. Where Montecito Way (SA 330) intersects Montecito Road (SC 931), a left-turn lane from southbound Montecito Way (SA 330) to eastbound Montecito Road shall be provided with additional right-of-way as required, to the satisfaction of the Director of Public Works. Minimum length of the additional left-turn lane shall be two hundred feet (200') plus appropriate taper. Off-site Montecito Way (SA 330) shall be improved prior to issuance of a permit for occupancy for the first house, to the satisfaction of the Director of Public Works. [NOTE: There is a proposal for a parking restriction along both sides of the road to accommodate bicycle lanes, which requires a recommendation from the Traffic Advisory Committee (TAC), in the form of a Resolution to Establish a Parking Restriction Prohibition, to the Board of Supervisors. The Board of Supervisors has the authority to vote to approve the parking restriction by resolution.]

~~b~~c. Prior to recordation of the Final Map for the first unit, improve or agree to improve and provide security for **Ash Street (SA 330)**, from ~~Alice Street / Street "A" intersection~~ the eastern boundary of the property thence easterly to State Route 78 (SR-78 / Pine Street), in accordance with Public Road Standards for a ~~Rural Light~~ Community Collector Series 2.1E Road with bicycle lanes ~~(pursuant to GPA)~~, to a graded width of ~~sixty~~ fifty-two feet (~~60~~ 52') with forty feet (40') of asphalt~~ic~~ concrete pavement over approved base, Portland cement concrete (PCC) curb & gutter ~~or asphaltic concrete (AC) dike~~, and an ~~eight~~ five-foot (~~58~~') disintegrated granite pathway~~/walkway~~ on the ~~north~~ south side, with face of curb or dike at twenty feet (20') from centerline; ~~pursuant to Figure 1-20 of EIR and~~ to the satisfaction of the Director of Public Works. ~~Where Ash Street (SA 330) intersects SR-78 (Pine Street), an additional fourteen feet (14') minimum of right-of-way is required to provide a left-turn lane. Minimum length of the additional left-turn lane shall be two hundred feet (200') plus appropriate taper.~~ Ash Street (SA 330) shall be improved prior to issuance of a permit for occupancy for the first house, to the satisfaction of

the Director of Public Works. [NOTE: There is a proposal for a parking restriction along both sides of the road to accommodate bicycle lanes, which requires a recommendation from the Traffic Advisory Committee (TAC), in the form of a Resolution to Establish a Parking Restriction Prohibition, to the Board of Supervisors. The Board of Supervisors has the authority to vote to approve the parking restriction by resolution. DPW supports the "Request for a Modification to a Road Standard" for a reduction of the design speed to ~~35~~ 25 mph; to avoid impacts to existing infrastructures and residences]

~~c~~d. Prior to recordation of the Final Map for the first unit, improve or agree to improve and provide security for **Montecito Ranch Road (SA 330)**, from ~~Ash Street (SA 330) at the eastern SPA boundary~~ Alice Street ~~to proposed lot 392 within Unit 2~~ thence westerly to Montecito Way, in accordance with Public Road Standards for a modified ~~Rural Light~~ Community Collector Series 2.1E Road with bike lanes, to a graded width of sixty-eight ~~one-hundred eighteen~~ feet (~~11~~68') with ~~two (2) twenty foot (20') sections in each direction~~ forty feet (40') of asphalt~~ic~~ concrete pavement over approved base, PCC curb & gutter~~,~~ or asphalt~~ic~~ concrete (AC) dike and ~~five~~ eight foot (~~5~~ 8') disintegrated granite pathway~~/walkway~~ on the south side and a five-foot (5') disintegrated granite pathway on the north side ~~and an eight foot (8') multi-purpose trail on the north side~~, with ~~outer~~ face of curb or dike ~~for each lane~~ at ~~thirty~~ twenty feet (~~3~~20') from centerline, to the satisfaction of the Director of Public Works ~~(pursuant to Figure 1-18 "Community Promenade" of EIR)~~. Physical street improvements may be offset from the right-of-way centerline to accommodate the wider parkway on the south side of the road. Montecito Ranch Road (SA 330) shall be improved prior to issuance of a permit for occupancy for the first house, to the satisfaction of the Director of Public Works. [NOTE: There is a proposal for a parking restriction along both sides of the road to accommodate bicycle lanes, which requires approval of a Resolution to Establish a Parking Restriction Prohibition by the Board of Supervisors. The Board of Supervisors has the authority to vote to approve the parking restriction by resolution. DPW supports the "Request for a Modification to a Road Standard" for increased widths of parkways and rights-of-way.]

~~d~~e. Prior to recordation of the Final Map for the first unit, improve or agree to improve and provide security for **Montecito Ranch Road (SA 330)**, from the eastern boundary of the property thence westerly to Alice Street ~~lot 392 within Unit 2 southwesterly to Montecito Way (SA 330) at the southern SPA boundary~~, in accordance with Public Road Standards for a modified ~~Rural Light~~ Community Collector Series 2.1E Road with bike lanes, to a graded width of sixty-eight~~y~~ (68~~0~~') with forty feet (40') of asphalt~~ic~~ concrete

pavement over approved base, PCC curb & gutter or asphaltic concrete (AC) dike, and ~~five~~ eight foot (~~5~~ 8') disintegrated granite pathways~~/walkway~~ on ~~one~~ both sides ~~and an eight foot (8') multi-purpose trail on the other~~, with face of curb at twenty feet (20') from centerline, to the satisfaction of the Director of Public Works ~~(pursuant to Figure 1-18 "Preserve Promenade" of EIR)~~. Physical street improvements may be offset from the right-of-way centerline to accommodate the wider parkway on the north side of the road. Montecito Ranch Road shall be improved prior to issuance of a permit for occupancy for the first house, to the satisfaction of the Director of Public Works. [NOTE: There is a proposal for a parking restriction along both sides of the road to accommodate bicycle lanes, which requires approval of a Resolution to Establish a Parking Restriction Prohibition by the Board of Supervisors. The Board of Supervisors has the authority to vote to approve the parking restriction by resolution. DPW supports the "Request for a Modification to a Road Standard" for increased widths of parkways and rights-of-way.]

~~e.~~ ~~Prior to recordation of the Final Map for the Unit 2, improve or agree to improve and provide security for Montecito Road (SC 931) from Montecito Way (SA 330) easterly to SR 67, in accordance with Public Road Standards for a Rural Light Collector Road with bicycle lanes (pursuant to GPA), to a graded width of sixty feet (60') with forty feet (40') of asphaltic concrete pavement over approved base, PCC curb & gutter or AC dike, and eight foot (8') disintegrated granite pathway/walkway, with face of curb or dike at twenty feet (20') from centerline, to the satisfaction of the Director of Public Works (pursuant to Figure 1-24 of EIR). Improvements to Montecito Road (SC 931) include improvements to the existing bridge crossing over the Santa Maria Creek which include a ten foot (10') pathway on the north side, pursuant to Figure 1-26 of EIR, to the satisfaction of the Director of Public Works. Where Montecito Road (SC 931) intersects Montecito Way (SA 330) and SR 67 (Main Street), an additional fourteen feet (14') minimum of right-of-way is required to provide a left-turn lane. Minimum length of the additional left-turn lane shall be two hundred feet (200') plus appropriate taper. Montecito Road shall be improved prior to issuance of a permit for occupancy of the 281st house, to the satisfaction of the Director of Public Works. [NOTE: There is a proposal for a parking restriction along both sides of the road to accommodate bicycle lanes, which requires a recommendation from the Traffic Advisory Committee (TAC), in the form of a Resolution to Establish a Parking Restriction Prohibition, to the Board of Supervisors. The Board of Supervisors has the authority to vote to approve the parking restriction by resolution.]~~

f. Prior to recordation of the Final Map for the first unit, agree to improve and provide security for **SR-78 (Pine Street) / SR-67 (Main Street) Intersection** by widening and restriping northern leg of SR-78 to provide southbound to westbound right-turn/through lane or southbound to eastbound dedicated left-turn lane onto SR-67 (pursuant to Figures 1-27 & 1-28 of EIR), which includes modification of existing traffic signal, curb returns, along with shoulder widths and lanes, to the satisfaction of CALTRANS and the Director of Public Works. SR-78 (Pine Street) / SR-67 (Main Street) intersection shall be improved prior to issuance of an occupancy permit for the first house on-site, to the satisfaction of the Director of Public Works. [NOTE: Provide improvements within the right-of-way of State Route 78 (Pine Street) and State Route 67 (Main Street) to the satisfaction of CALTRANS. Improvement plans for construction within the State right-of-way that will require an "Exception to CALTRANS Standards" shall be documented and given consent by CALTRANS prior to construction commencing and ultimately approved as part of CALTRANS encroachment permit issuance.

g. Prior to recordation of the first Final Map (irrespective of the Phase #, Unit #, or ownership of the area covered by the Final Map) for any unit of this project that causes traffic warrants to be met ~~for the first unit~~, agree to improve and provide security for **Ash Street (SA 330) / SR-78 (Pine Street) Intersection** traffic signalization facilities, and provide associated intersectional improvements ~~to provide dedicated turn lanes, including widening and restriping to provide an eastbound to southbound right turn lane onto SR-78 (Pine Street) and a southbound to westbound right-turn lane onto Ash Street (SA 330), pursuant to Figures 1-29 of EIR~~, to the satisfaction of CALTRANS and the Director of Public Works. Install a four-way traffic signal, once the County and CALTRANS determine that traffic warrants are met. The developer will be responsible for submitting warrant analysis at the beginning of each phase. The developer is required to provide a Project Report to CALTRANS. Said intersection shall be improved prior to issuance of an occupancy permit for the first house on-site, to the satisfaction of the Director of Public Works. [NOTE: Provide improvements within the right-of-way of State Route 78 per CALTRANS approval. Improvement plans for construction within the State right-of-way shall be approved by CALTRANS and no construction shall commence until an encroachment permit is issued by CALTRANS.]

h. Prior to recordation of the Final Map for the first unit, agree to improve and provide security for **Olive Street / SR-78 (Pine Street) Intersection** upgrades to the existing traffic signal, if an evaluation of intersection warrants improvements (pursuant to EIR), to the satisfaction of

CALTRANS and the Director of Public Works. Olive Street / SR-78 (Pine Street) intersection shall be improved prior to issuance of an occupancy permit on-site, to the satisfaction of the Director of Public Works. [NOTE: Provide improvements within the right-of-way of State Route 78 per CALTRANS approval. Improvement plans for construction within the State right-of-way shall be approved by CALTRANS and no construction shall commence until an encroachment permit is issued by CALTRANS.] If CALTRANS completes the improvements prior to the recordation of the Final Map for the first unit, this condition will be deemed satisfied.

i. Prior to recordation of the Final Map for the first unit, agree to improve and provide security for **Montecito Road (SC 931) / SR-67 (Main Street) Intersection** to provide on Montecito Road a southbound ~~to westbound dedicated~~ through/right-turn lane onto SR-67 and associated intersectional improvements ~~widening and restriping of the northern leg of the intersection, as well as signal modifications (pursuant to Figures 1-31 of EIR)~~, to the satisfaction of CALTRANS and the Director of Public Works. Montecito Road (SC 931) / SR-67 (Main Street) intersection shall be improved prior to issuance of an occupancy permit for the first house on-site, to the satisfaction of the Director of Public Works. [NOTE: Provide improvements within the right-of-way of State Route 67 per CALTRANS approval. Improvement plans for construction within the State right-of-way shall be approved by CALTRANS and no construction shall commence until an encroachment permit is issued by CALTRANS.]

j. Prior to recordation of the Final Map for the first unit, agree to improve and provide security for the full **Highland Valley Road (SC 950) / Dye Road (SA 300) / SR-67 (Main Street) Intersection improvements** pursuant to Figure 1-32 of EIR and CALTRANS, which includes modification of existing traffic signal, to the satisfaction of CALTRANS and the Director of Public Works. Highland Valley Road (SC 950) / Dye Road (SA 300) / SR-67 (Main Street) intersection shall be improved prior to issuance of an occupancy permit for the first house on-site, to the satisfaction of the Director of Public Works. If the aforementioned intersection improvement is completed by an entity other than the project applicant, the applicant shall enter into a reimbursement agreement with the County of San Diego to reimburse the other entity for a fair share contribution of the cost of the intersection improvement. The agreement must be to the satisfaction of the Director of Planning and Development Services The amount of the fair share contribution shall be based on the percentage of traffic at the intersection that comes from the Montecito Ranch project and the cost of intersection improvements.. [NOTE: Provide improvements to State Route 67 per CALTRANS' standards. Improvement plans for construction shall

be approved by CALTRANS and no construction shall commence until an encroachment permit is issued by CALTRANS.]

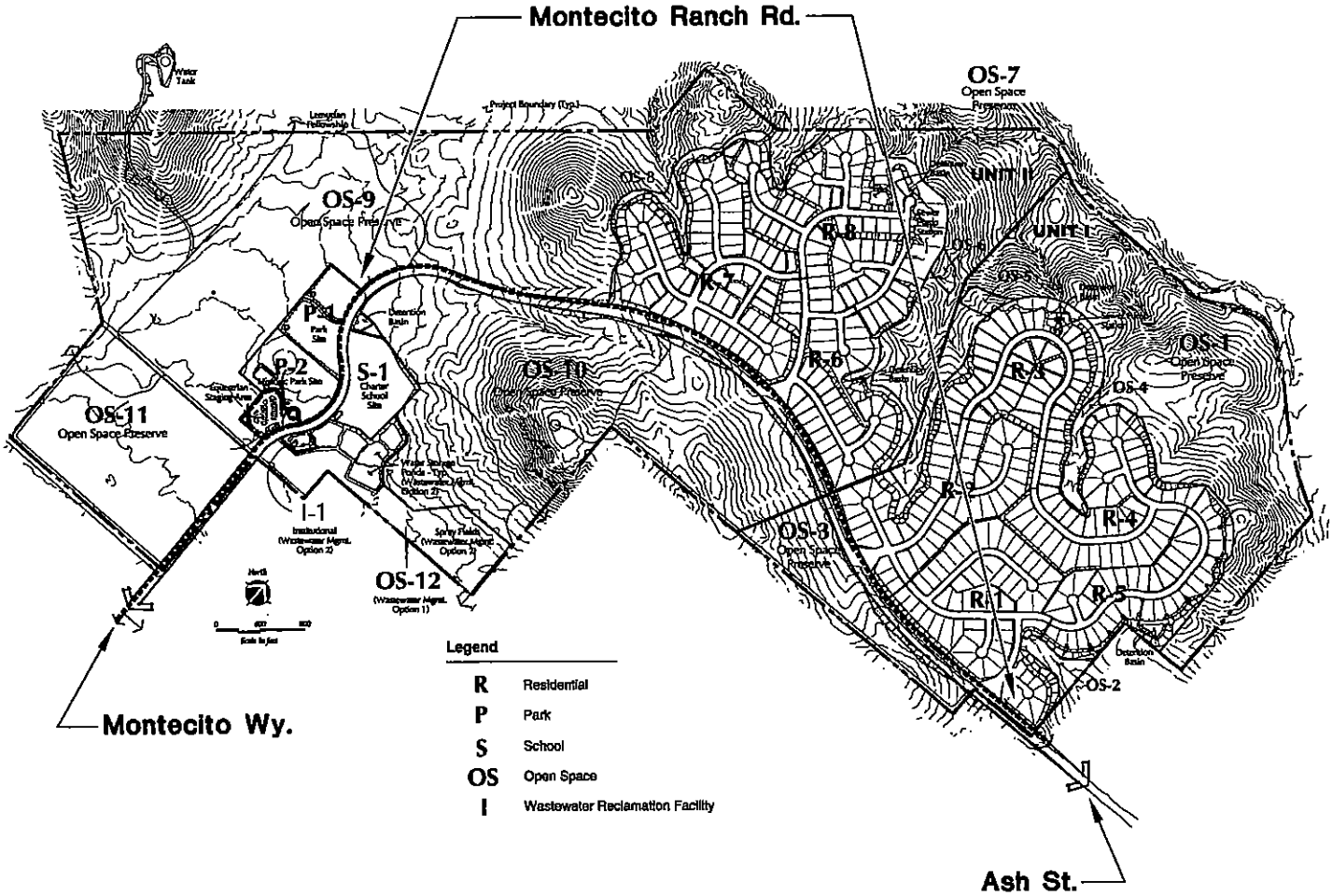
k. Prior to recordation of the Final Map for the Unit 2, improve or agree to improve and provide security for **Archie Moore Road (SC 324) / SR-67 (Main Street) Intersection** by restriping, installation of a three-way traffic signal, contingent upon sight distance and traffic assessment once the County and CALTRANS determine that traffic warrants are met. The developer will be responsible for submitting warrant analysis at the beginning of each phase. The developer is required to provide a Project Report to CALTRANS., to the satisfaction of CALTRANS and the Director of Public Works. Archie Moore Road (SC 324) / SR-67 (Main Street) intersection shall be improved prior to issuance of a permit for occupancy of the 281st house, to the satisfaction of the Director of Public Works. If the aforementioned intersection improvement is completed by an entity other than the project applicant, the applicant shall enter into a reimbursement agreement with the County of San Diego to reimburse the other entity for a fair share contribution of the cost of the intersection improvement. The agreement must be to the satisfaction of the Director of Planning and Development Services. [NOTE: Provide improvements within the right-of-way of State Route 67 per CALTRANS approval. Improvement plans for construction within the State right-of-way shall be approved by CALTRANS and no construction shall commence until an encroachment permit is issued by CALTRANS.]

l. Prior to recordation of the Final Map for the first unit, improve or agree to improve and provide security for **Montecito Road (SC 931) / Montecito Way (SA 330) Intersection** by widening and restriping to provide right-turn and left-turn lanes on southbound Montecito Way, and a westbound to northbound right-turn lane on Montecito Road ~~(pursuant to Figure 1-30 of EIR)~~, to the satisfaction of the Director of Public Works.

~~m. Prior to recordation of the Final Map for the Unit 2, improve or agree to improve and provide security for the following **intersections** to the satisfaction of the Director of Public works: (a) **Montecito Road (SC 931) / Hughes Street**; (b) **Montecito Road (SC 931) / Mathew Court**; (c) **Montecito Road (SC 931) / Kalbaugh Street**; (d) **Montecito Road (SC 931) / North Hunter Street**; (e) **Montecito Road (SC 931) / Davis Street**; (f) **Montecito Road (SC 931) / Alice Street**; and (g) **Montecito Road (SC 931) / Ramona Street**. Said intersections shall be improved prior to issuance of a permit for occupancy of the 281st house.~~

ATTACHMENT B

Montecito Ranch Project Area



SOURCE

Site Plan Provided By:
Development Design Services &
GraphicAccess, Inc.

FIGURE 2-1
Project Site Plan

ATTACHMENT C

Year 2014 Intersection Counts

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

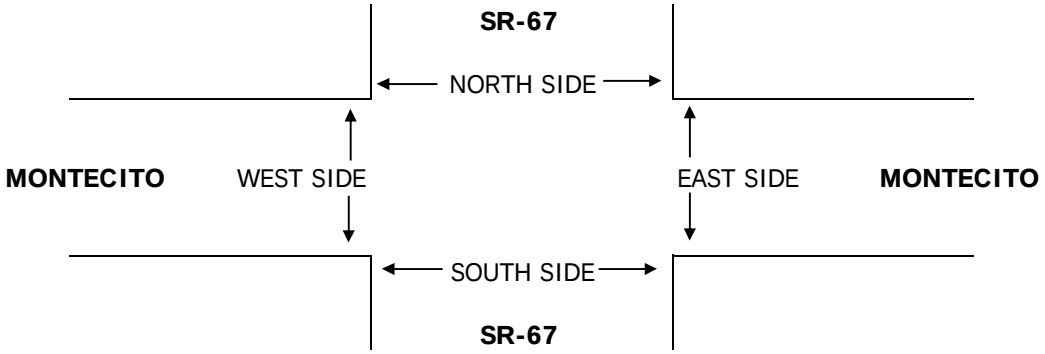
DATE:	LOCATION:	RAMONA	PROJECT #:	PTD14-0221-01
2/19/14	NORTH & SOUTH:	SR-67	LOCATION #:	2
WEDNESDAY	EAST & WEST:	MONTECITO	CONTROL:	SIGNAL

NOTES:

AM PM MD OTHER OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND SR-67			SOUTHBOUND SR-67			EASTBOUND MONTECITO			WESTBOUND MONTECITO			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	1	2	0	1	2	0	1	1	0	0	1	0	
AM	7:00 AM	7	108	3	1	194	9	14	1	20	4	0	0	361
	7:15 AM	12	120	10	1	172	11	15	1	23	3	1	2	371
	7:30 AM	10	146	5	1	182	9	19	1	14	2	2	1	392
	7:45 AM	12	178	5	2	206	24	30	0	19	5	1	2	484
	8:00 AM	15	126	12	1	190	7	14	1	19	5	1	2	393
	8:15 AM	15	142	8	1	210	10	14	2	15	6	0	5	428
	8:30 AM	12	148	6	3	191	8	11	3	14	11	0	1	408
	8:45 AM	16	158	21	5	181	12	19	1	10	7	2	5	437
	VOLUMES	99	1,126	70	15	1,526	90	136	10	134	43	7	18	3,274
	APPROACH %	8%	87%	5%	1%	94%	6%	49%	4%	48%	63%	10%	26%	
	APP/DEPART	1,295	/	1,280	1,631	/	1,703	280	/	95	68	/	196	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	54	594	31	7	797	49	69	6	67	27	2	10	1,713
	APPROACH %	8%	87%	5%	1%	93%	6%	49%	4%	47%	69%	5%	26%	
	PEAK HR FACTOR		0.871			0.919			0.724			0.813		0.885
	APP/DEPART	679	/	673	853	/	891	142	/	44	39	/	105	0
PM	4:00 PM	30	246	17	9	196	21	20	7	37	12	9	10	614
	4:15 PM	37	242	23	6	210	16	25	4	37	14	8	17	639
	4:30 PM	31	280	33	11	219	16	15	5	38	12	6	14	680
	4:45 PM	24	271	31	9	194	11	20	5	25	15	3	15	623
	5:00 PM	33	272	10	4	210	12	29	3	29	15	5	16	638
	5:15 PM	36	269	19	2	190	17	15	1	37	11	3	6	606
	5:30 PM	25	245	12	6	175	17	25	5	27	12	2	7	558
	5:45 PM	25	282	12	3	198	4	13	4	24	3	3	4	575
	VOLUMES	241	2,107	157	50	1,592	114	162	34	254	94	39	89	4,933
	APPROACH %	10%	84%	6%	3%	91%	6%	36%	8%	56%	42%	18%	40%	
	APP/DEPART	2,505	/	2,358	1,756	/	1,940	450	/	241	222	/	394	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	125	1,065	97	30	833	55	89	17	129	56	22	62	2,580
	APPROACH %	10%	83%	8%	3%	91%	6%	38%	7%	55%	40%	16%	44%	
	PEAK HR FACTOR		0.935			0.933			0.890			0.897		0.949
	APP/DEPART	1,287	/	1,216	918	/	1,018	235	/	144	140	/	202	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

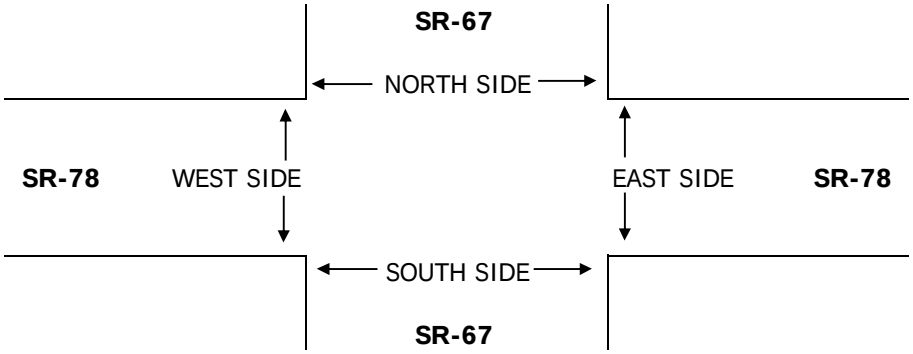
DATE:	LOCATION:	RAMONA	PROJECT #:	PTD14-0221-01
2/19/14	NORTH & SOUTH:	SR-67	LOCATION #:	3
WEDNESDAY	EAST & WEST:	SR-78	CONTROL:	SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

		NORTHBOUND SR-67			SOUTHBOUND SR-67			EASTBOUND SR-78			WESTBOUND SR-78			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	1	2	0	1	2	0	1	1	0	1	1	1	
AM	7:00 AM	43	57	5	23	157	9	16	48	43	25	40	32	498
	7:15 AM	40	90	10	13	113	10	11	27	26	35	78	29	482
	7:30 AM	35	112	12	12	131	8	24	38	33	25	44	9	483
	7:45 AM	31	139	18	8	150	9	15	27	44	38	35	20	534
	8:00 AM	43	117	14	12	130	17	18	22	40	48	38	16	515
	8:15 AM	42	96	20	5	139	25	12	9	36	33	43	20	480
	8:30 AM	37	89	17	9	138	14	19	20	42	34	30	18	467
	8:45 AM	50	106	14	8	124	12	20	23	32	53	29	13	484
	VOLUMES	321	806	110	90	1,082	104	135	214	296	291	337	157	3,943
	APPROACH %	26%	65%	9%	7%	85%	8%	21%	33%	46%	37%	43%	20%	
	APP/DEPART	1,237	/	1,098	1,276	/	1,669	645	/	414	785	/	762	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	149	458	54	45	524	44	68	114	143	146	195	74	2,014
	APPROACH %	23%	69%	8%	7%	85%	7%	21%	35%	44%	35%	47%	18%	
	PEAK HR FACTOR		0.879			0.918			0.855			0.731		0.943
	APP/DEPART	661	/	600	613	/	813	325	/	213	415	/	388	0
PM	4:00 PM	40	201	28	15	142	19	24	28	52	36	41	31	657
	4:15 PM	49	170	14	15	144	10	26	46	43	38	29	19	603
	4:30 PM	53	219	14	7	124	13	25	49	45	27	29	18	623
	4:45 PM	51	196	12	14	119	14	38	56	49	18	30	25	622
	5:00 PM	67	236	23	16	152	15	25	33	51	29	21	19	687
	5:15 PM	36	175	20	13	109	8	32	32	57	21	29	19	551
	5:30 PM	44	187	17	16	132	18	31	47	55	32	30	15	624
	5:45 PM	50	205	21	11	118	17	28	57	60	27	21	24	639
	VOLUMES	390	1,589	149	107	1,040	114	229	348	412	228	230	170	5,006
	APPROACH %	18%	75%	7%	8%	82%	9%	23%	35%	42%	36%	37%	27%	
	APP/DEPART	2,128	/	1,988	1,261	/	1,680	989	/	604	628	/	734	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	220	821	63	52	539	52	114	184	188	112	109	81	2,535
	APPROACH %	20%	74%	6%	8%	84%	8%	23%	38%	39%	37%	36%	27%	
	PEAK HR FACTOR		0.847			0.878			0.850			0.878		0.922
	APP/DEPART	1,104	/	1,016	643	/	839	486	/	299	302	/	381	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

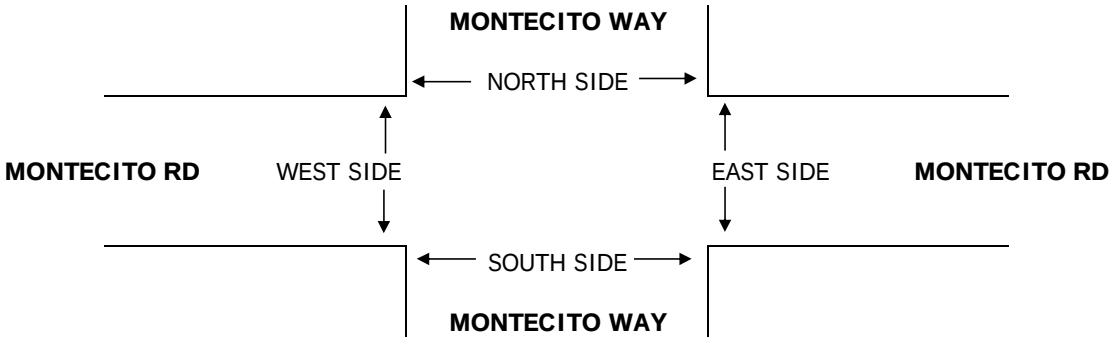
DATE:	LOCATION:	RAMONA	PROJECT #:	PTD14-0221-01
2/19/14	NORTH & SOUTH:	MONTECITO WAY	LOCATION #:	4
WEDNESDAY	EAST & WEST:	MONTECITO RD	CONTROL:	1-WAY STOP (SB)

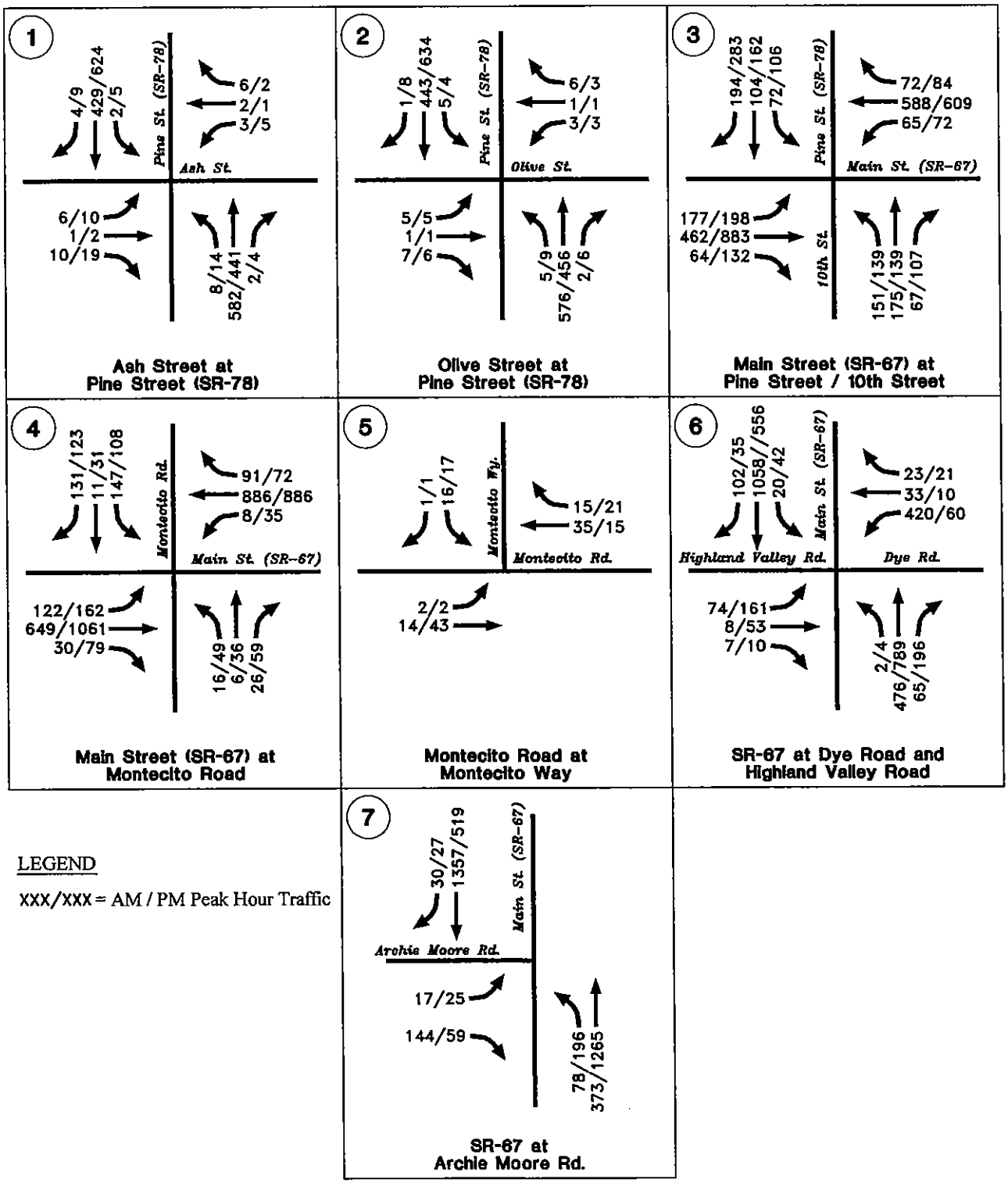
NOTES:

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

		NORTHBOUND MONTECITO WAY			SOUTHBOUND MONTECITO WAY			EASTBOUND MONTECITO RD			WESTBOUND MONTECITO RD			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	X	X	X	0.5	X	0.5	0	1	X	X	1	0	
AM	7:00 AM				1		0	0	1			4	2	8
	7:15 AM				1		0	0	3			5	0	9
	7:30 AM				2		0	0	0			4	5	11
	7:45 AM				4		1	0	2			3	5	15
	8:00 AM				1		0	0	0			2	4	7
	8:15 AM				1		0	0	1			3	2	7
	8:30 AM				1		0	0	0			3	2	6
	8:45 AM				2		0	0	2			5	1	10
	VOLUMES	0	0	0	13	0	1	0	9	0	0	29	21	73
	APPROACH %	0%	0%	0%	93%	0%	7%	0%	100%	0%	0%	58%	42%	
	APP/DEPART	0	/	21	14	/	0	9	/	22	50	/	30	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	0	0	0	8	0	1	0	6	0	0	16	12	43
	APPROACH %	0%	0%	0%	89%	0%	11%	0%	100%	0%	0%	57%	43%	
	PEAK HR FACTOR		0.000			0.450			0.500			0.778		0.717
	APP/DEPART	0	/	12	9	/	0	6	/	14	28	/	17	0
PM	4:00 PM				2		0	0	3			2	3	10
	4:15 PM				3		0	0	2			2	2	9
	4:30 PM				1		0	0	10			1	4	16
	4:45 PM				5		0	1	5			3	3	17
	5:00 PM				2		0	2	12			2	5	23
	5:15 PM				3		0	1	9			4	4	21
	5:30 PM				5		0	1	7			3	5	21
	5:45 PM				11		0	0	2			3	3	19
	VOLUMES	0	0	0	32	0	0	5	50	0	0	20	29	136
	APPROACH %	0%	0%	0%	100%	0%	0%	9%	91%	0%	0%	41%	59%	
	APP/DEPART	0	/	34	32	/	0	55	/	82	49	/	20	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	0	0	0	21	0	0	4	30	0	0	12	17	84
	APPROACH %	0%	0%	0%	100%	0%	0%	12%	88%	0%	0%	41%	59%	
	PEAK HR FACTOR		0.000			0.477			0.607			0.906		0.913
	APP/DEPART	0	/	21	21	/	0	34	/	51	29	/	12	0





LEGEND

XXX/XXX = AM / PM Peak Hour Traffic

FIGURE 4-3

Existing AM/PM Peak Hour Traffic

ATTACHMENT D: Montecito Ranch Road

Without the connection of Montecito Ranch Road between Alice Street and Montecito Way, only a portion of the project can be occupied without exceeding the project volumes or LOS delays as analyzed in the EIR along SR-67, SR-78, intersection of SR-78/Ash St, the intersection of SR-78/SR-67 (Main St), and the intersection of SR-67/Montecito Road. As long as the project traffic or LOS does not exceed what was analyzed in the EIR, then the findings and mitigation measures remain unchanged.

At the intersection of SR-78/SR-67, only 152 units can be occupied before the project assignment in the USA traffic study is exceeded. The assignment below accounts for the shift in distribution from the previous 23% going through this intersection (with the Montecito Ranch Road connection to Montecito Way) increasing to 69% going through this intersection (without the Montecito Ranch Road connection to Montecito Way).

Proposed Land Use	Rate	Size & Units		ADT	%	Split		AM IN	AM OUT	%	Split		PM IN	PM OUT
Residential - Estate	12 /DU	152	DU	**1,824**	8%	0.3	0.7	**44**	**102**	10%	0.7	0.3	**128**	**55**

Source: SANDAG *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, April 2002. DU Dwelling Unit
ADT-Average Daily Traffic; Split-percent inbound & outbound. Excel rounding may cause values to be slighly higher or lower than whole number.

	Distribution		IN	OUT		IN	OUT
			44	**102**		**128**	**55**
SR-67 (Main) at SR-87 (Pine St)	0.09	Shifted P	4	9		(11)	(5)
	To/from SR-78 east	USA P	7	10		(11)	(6)
		Check	Ok	Ok		Ok	Ok
	0.24	Shifted P	11	25		(31)	(13)
	To/from 10th St south	USA P	19	27		(31)	(16)
		Check	Ok	Ok		Ok	Ok
	0.36	Shifted P	16	37		(46)	(20)
	To/from SR-78 west	USA P	28	40		(46)	(24)
		Check	Ok	Ok		Ok	Ok

Notes: Shifted P stands for a shift in project traffic. USA P stands for original EIR traffic study project traffic. Check notes if shifted P is less than or equal to USA P with an "Ok".

At the intersection of SR-78/Ash St, only 155 units can be occupied before the project assignment in the USA traffic study is exceeded. The assignment below accounts for the shift in distribution from the previous 31% (as shown in the USA figure on the next page) going to/from the south on SR-87 (with the Montecito Ranch Road connection to Montecito Way) increasing to 92% going to/from the south on SR-87 (without the Montecito Ranch Road connection to Montecito Way).

Proposed Land Use	Rate	Size & Units		ADT	%	Split		AM IN	AM OUT	%	Split		PM IN	PM OUT
Residential - Estate	12 /DU	155	DU	**1,860**	8%	0.3	0.7	**45**	**104**	10%	0.7	0.3	**130**	**56**

Source: SANDAG *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, April 2002. DU Dwelling Unit
ADT-Average Daily Traffic; Split-percent inbound & outbound. Excel rounding may cause values to be slighly higher or lower than whole number.

	Distribution		IN	OUT		IN	OUT
			45	**104**		**130**	**56**
Ash Street at Pine Street (SR-87)	0.03	Shifted P	1	3		(4)	(2)
	To/From Ash east	USA P	11	17		(19)	(10)
		Check	Ok	Ok		Ok	Ok
	0.05	Shifted P	2	5		(7)	(3)
	To/from SR-78 north	USA P	11	17		(19)	(10)
		Check	Ok	Ok		Ok	Ok
	0.92	Shifted P	41	96		(120)	(51)
	To/from SR-78 south	USA P	73	103		(120)	(62)
		Check	Ok	Ok		Ok	Ok

Notes: Shifted P stands for a shift in project traffic. USA P stands for original EIR traffic study project traffic. Check notes if shifted P is less than or equal to USA P with an "Ok".

At the intersection of SR-67/Montecito Road, 152 units were tested to see if the shift in project traffic from using Montecito Road to SR-67 would exceed the USA reported LOS. A count of 152 units was used because that was a trigger as noted previously. The shift in traffic from 152 units is shown below.

Proposed Land Use	Rate	Size & Units	ADT	%	Split		AM IN	AM OUT	%	Split		PM IN	PM OUT
Residential - Estate	12 /DU	152 DU	**1,824**	8%	0.3	0.7	**44**	**102**	10%	0.7	0.3	**128**	**55**

Source: SANDAG *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region,* April 2002. DU Dwelling Unit

ADT-Average Daily Traffic; Split-percent inbound & outbound. Excel rounding may cause values to be slighly higher or lower than whole number.

	Distribution		**44**	**102**		**128**	**55**
SR-67 (Main) at SR-87 (Pine St)	0	Shifted P	0	0		()	()
	To/from SR-67 east	USA P	7	10		(12)	(6)
		Check	Ok	Ok		Ok	Ok
	0.33	Shifted P	14	34		(42)	(18)
	Along SR-67	USA P	12	17		(19)	(10)
	0	Shifted P	0	0		()	()
	To/from SR-67 west	USA P	71	100		(116)	(61)
		Check	Ok	Ok		Ok	Ok

Notes: Shifted P stands for a shift in project traffic. USA P stands for original EIR traffic study project traffic. Check notes if shifted P is less than or equal to USA P with an "Ok".

At 152 units, the PM peak hour operations is calculated at LOS D with 40.5 seconds of delay; therefore, a shift in project traffic from 152 units would not exceed what the EIR reported for the LOS (calculations included on the following pages).

Without Montecito Ranch Road, the residential units would be shifted to use SR-67 (from Montecito Road to SR-78), and SR-78 (from SR-67 to Ash St). Using the 152 unit threshold as established above, the shift of project traffic to using Ash Street is shown below.

Roadway and limits	USA Project ADTs	Shift Percentage and 152 unit ADT	Shifted Project ADTs	Are shifted ADTs less than USA ADTs?
SR-78 (Ash to Olive)	1824	92% x 1,824 ADT =	1678	Yes, less project traffic
SR-78 (Olive to SR-67)	1354	68% x 1,824 ADT =	1240	Yes, less project traffic
SR-67 (Montecito to SR-78)	706	33% x 1,824 ADT =	602	Yes, less project traffic

As shown above, the shift of traffic from 152 units does not exceed what was analyzed is the EIR.

Without Montecito Ranch Road, the project traffic would shift and change the number of project trips or LOS along three segments and three intersections. The highest number of units is 152 before a previous threshold is exceeded. At the 153rd unit, Montecito Ranch Road will need to be completed to continue matching the EIR findings.

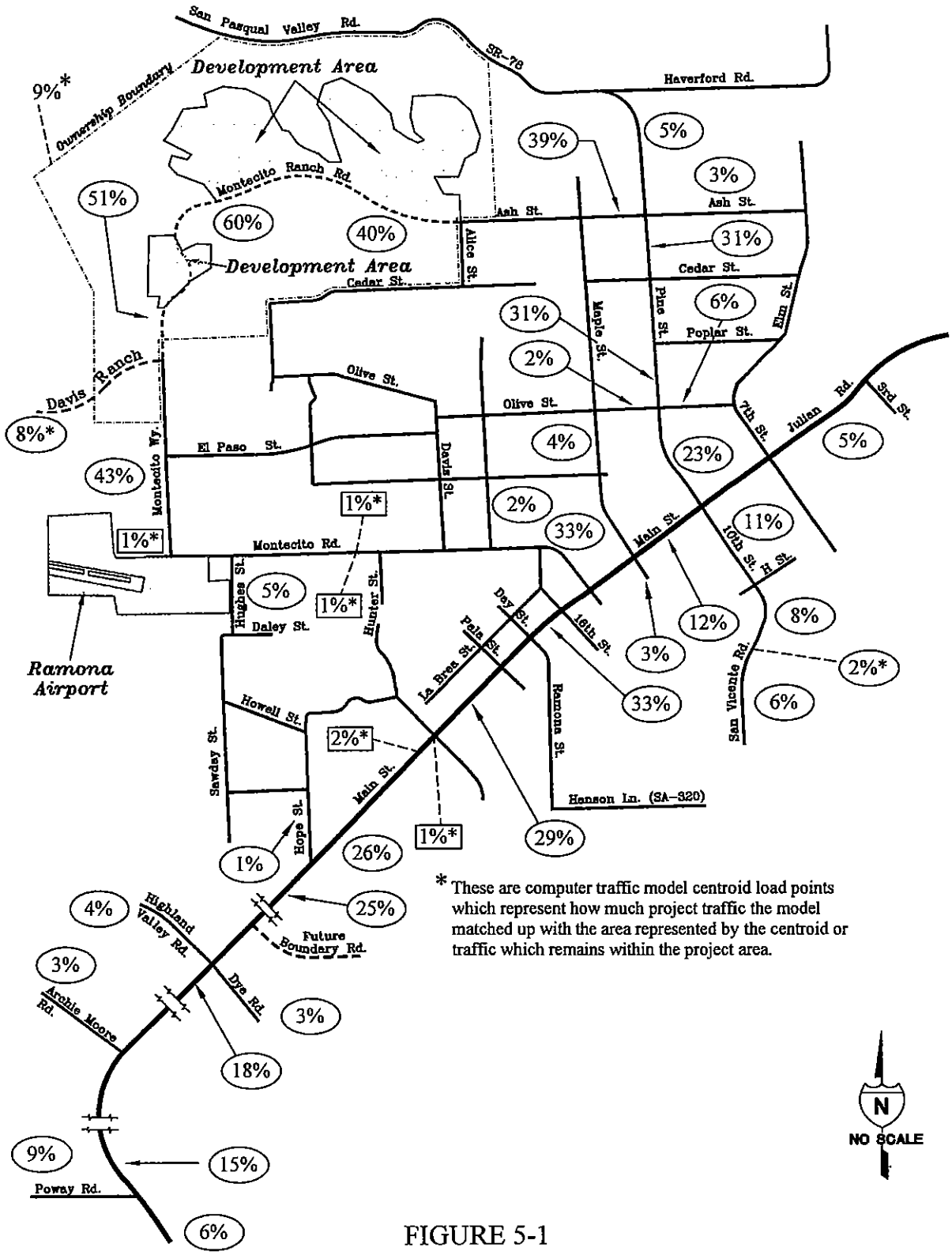
TABLE 4-2

Existing Intersection Levels of Service

Number	Intersection	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
1	Ash Street at Pine Street (SR-78)[1]	16.8	C	22.2	C
2	Pine Street (SR-78) at Olive Street[1]	16.7	C	19.3	C
3	Pine Street (SR-78) at Main Street[2]	33.7	C	58.7	E
4	Main Street (SR-67) at Montecito Road[2]	26.0	C	30.2	C
5	Montecito Way at Montecito Road[1]	8.8	A	8.9	A
6	Main Street (SR-67) at Highland Valley Road / Dye Road*[2]	54.7	D	22.3	C
7	Main Street (SR-67) at Archie Moore Road[1]	141.0	F	27.4	D

Notes:

LOS = Level of Service
[1] = Unsignalized, worst approach delay
[2] = Signalized
* = Peak Hour Factor (PHF) is 0.95



* These are computer traffic model centroid load points which represent how much project traffic the model matched up with the area represented by the centroid or traffic which remains within the project area.

FIGURE 5-1

Project Only Traffic Distribution Percentages

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	162	1103	79	35	904	72	49	36	59	108	31	123
Ideal Flow (vphpl)	1900	1900	1700	1700	1900	1900	1700	1900	1700	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	0.99		1.00	0.99			0.94			0.94	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.98	
Satd. Flow (prot)	1770	3504		1583	3500			1730			1709	
Flt Permitted	0.95	1.00		0.95	1.00			0.98			0.98	
Satd. Flow (perm)	1770	3504		1583	3500			1730			1709	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	180	1226	88	39	1004	80	54	40	66	120	34	137
RTOR Reduction (vph)	0	6	0	0	7	0	0	37	0	0	43	0
Lane Group Flow (vph)	180	1308	0	39	1077	0	0	123	0	0	248	0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	7.1	26.7		2.3	21.9			9.9			13.5	
Effective Green, g (s)	7.1	26.7		2.3	21.9			9.9			13.5	
Actuated g/C Ratio	0.10	0.39		0.03	0.32			0.14			0.20	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	184	1368		53	1121			250			337	
v/s Ratio Prot	c0.10	c0.37		0.02	0.31			c0.07			c0.14	
v/s Ratio Perm												
v/c Ratio	0.98	0.96		0.74	0.96			0.49			0.73	
Uniform Delay, d1	30.6	20.3		32.7	22.8			26.9			25.8	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	59.3	15.0		41.0	18.1			1.5			8.1	
Delay (s)	89.9	35.3		73.7	40.9			28.5			33.8	
Level of Service	F	D		E	D			C			C	
Approach Delay (s)		41.8			42.0			28.5			33.8	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM Average Control Delay	40.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	68.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

ATTACHMENT E: SR-67 at Montecito Road Trigger Calculations

A significant impact is triggered at the intersection of SR-67/Montecito Road when the project traffic exceeds the allowable threshold and is at LOS E. This analysis is based on a project assignment with Montecito Ranch Road in place. From the USA traffic study, the existing without project LOS is 26.0 seconds of delay (LOS C) in the AM and 30.2 seconds of delay (LOS C) in the PM. The LOS and volumes throughout this report are from the *Traffic Impact Analysis for Montecito Ranch (TM 5250)* prepared by Urban Systems Associates, Inc., dated April 24, 2008 (see next page). The PM has higher delays; therefore, the threshold is based on the PM LOS. At 252 dwelling units, the project generates the following trips.

Proposed							AM					PM	
Land Use	**Rate**	**Size & Units**		**ADT**	**%**	**Split**	**IN**	**OUT**	**%**	**Split**		**IN**	**OUT**
Residential - Estate	12 /DU	252	DU	**3,024**	8%	0.3 0.7	**73**	**169**	10%	0.7 0.3		**212**	**91**

Source: SANDAG *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region,* April 2002. DU Dwelling Unit

ADT-Average Daily Traffic; Split-percent inbound & outbound. Excel rounding may cause values to be slighly higher or lower than whole number.

	Distribution		**73**	**169**		**212**	**91**
SR-67 (Main) at SR-87 (Pine St)	0.03	P	2	5		(6)	(3)
	To/from SR-67 east	E	91	147		(72)	(108)
		E+P	93	152		(78)	(111)
	0.03	P	2	5		(6)	(3)
	Along SR-67	E	649	886		(1061)	(886)
		E+P	651	891		(1067)	(889)
	0.3	P	22	51		(64)	(27)
	To/from SR-67 west	E	122	131		(162)	(123)
		E+P	144	182		(226)	(150)

Notes: Shifted P stands for a shift in project traffic. USA P stands for original EIR traffic study project traffic. Check notes if shifted P is less than or equal to USA P with an "Ok".

At 252 dwelling units, the PM operations are calculated at LOS E as shown in the following pages. Therefore, at 252 occupied dwelling units, the project is required to mitigate the impact at the intersection of SR-67/Montecito Road as identified in the EIR.

TRAFFIC IMPACT ANALYSIS

for

MONTECITO RANCH (TM 5250)

Prepared for

THE COUNTY OF SAN DIEGO

AND

MONTECITO RANCH, LLC

April 24, 2008

© URBAN SYSTEMS ASSOCIATES, INC.
TRAFFIC PLANNING& ENGINEERING, MARKETING & PROJECT SUPPORT
CONSULTANTS TO INDUSTRY AND GOVERNMENT
4540 Kearny Villa Road, Suite 106
San Diego, California 92123-1573
(858) 560-4911

TABLE 4-2

Existing Intersection Levels of Service

Number	Intersection	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
1	Ash Street at Pine Street (SR-78)[1]	16.8	C	22.2	C
2	Pine Street (SR-78) at Olive Street[1]	16.7	C	19.3	C
3	Pine Street (SR-78) at Main Street[2]	33.7	C	58.7	E
4	Main Street (SR-67) at Montecito Road[2]	26.0	C	30.2	C
5	Montecito Way at Montecito Road[1]	8.8	A	8.9	A
6	Main Street (SR-67) at Highland Valley Road / Dye Road*[2]	54.7	D	22.3	C
7	Main Street (SR-67) at Archie Moore Road[1]	141.0	F	27.4	D

Notes:

LOS = Level of Service
[1] = Unsignalized, worst approach delay
[2] = Signalized
* = Peak Hour Factor (PHF) is 0.95

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	226	1067	79	35	889	78	49	36	59	111	31	150
Ideal Flow (vphpl)	1900	1900	1700	1700	1900	1900	1700	1900	1700	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	0.99		1.00	0.99			0.94			0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.98	
Satd. Flow (prot)	1770	3503		1583	3496			1730			1701	
Flt Permitted	0.95	1.00		0.95	1.00			0.98			0.98	
Satd. Flow (perm)	1770	3503		1583	3496			1730			1701	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	251	1186	88	39	988	87	54	40	66	123	34	167
RTOR Reduction (vph)	0	6	0	0	8	0	0	38	0	0	52	0
Lane Group Flow (vph)	251	1268	0	39	1067	0	0	122	0	0	272	0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	8.1	25.7		2.3	19.9			9.9			14.1	
Effective Green, g (s)	8.1	25.7		2.3	19.9			9.9			14.1	
Actuated g/C Ratio	0.12	0.38		0.03	0.29			0.15			0.21	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	211	1324		54	1023			252			353	
v/s Ratio Prot	c0.14	c0.36		0.02	0.31			c0.07			c0.16	
v/s Ratio Perm												
v/c Ratio	1.19	0.96		0.72	1.04			0.49			0.77	
Uniform Delay, d1	29.9	20.6		32.5	24.1			26.7			25.4	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	122.6	15.6		37.8	40.1			1.5			10.0	
Delay (s)	152.5	36.2		70.3	64.1			28.2			35.5	
Level of Service	F	D		E	E			C			D	
Approach Delay (s)		55.3			64.3			28.2			35.5	
Approach LOS		E			E			C			D	

Intersection Summary			
HCM Average Control Delay	55.1	HCM Level of Service	E
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	68.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

ATTACHMENT F: SR-67 at SR-78 Trigger Calculations

A significant impact is triggered at the intersection of SR-67 (Main St)/SR-78 (Pine St) when the project traffic exceeds the allowable threshold of 2 seconds at LOS E. This analysis is based on a project assignment with access from Ash Street; therefore, project traffic has been shifted from Montecito Road to Ash Street. From the USA traffic study, the existing without project LOS is 33.7 seconds of delay (LOS C) in the AM and 58.7 seconds of delay (LOS E) in the PM (shown previously). The PM has higher delays; therefore, the threshold is based on the PM LOS. At 35 dwelling units, the project generates the following trips.

Proposed							AM					PM	
Land Use	**Rate**	**Size & Units**		**ADT**	**%**	**Split**	**IN**	**OUT**	**%**	**Split**		**IN**	**OUT**
Residential - Estate	12 /DU	35	DU	**420**	8%	0.3 0.7	**10**	**24**	10%	0.7 0.3		**29**	**13**

Source: SANDAG *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, April 2002. DU Dwelling Unit

ADT-Average Daily Traffic; Split-percent inbound & outbound. Excel rounding may cause values to be slighly higher or lower than whole number.

			PM	
			IN	**OUT**
	Distribution		**29**	**13**
SR-67 (Main) at SR-87 (Pine St)	0.09	p	(3)	(1)
	To/from SR-78 east	e	(84)	(106)
		ep	(87)	(107)
	0.24	p	(7)	(3)
	To/from 10th St south	e	(139)	(162)
		ep	(146)	(165)
	0.36	p	(11)	(5)
	To/from SR-78 west	e	(198)	(283)
		ep	(209)	(288)

Notes: Shifted P stands for a shift in project traffic. USA P stands for original EIR traffic study project traffic. Check notes if shifted P is less than or equal to USA P with an "Ok".

At 35 dwelling units, the PM operations are calculated to exceed the allowable 2 seconds of delay increase as shown in the following pages. Therefore, at 35 occupied dwelling units, the project is required to mitigate the impact at the intersection of SR-67 (Main St)/SR-78 (Pine St) as identified in the EIR.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	209	883	132	72	609	87	139	146	107	107	165	288
Ideal Flow (vphpl)	1700	1900	1700	1700	1900	1700	1700	1900	1700	1700	1900	1700
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00		1.00	
Frt	1.00	0.98		1.00	0.98		1.00	1.00	0.85		0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		0.99	
Satd. Flow (prot)	1583	3470		1583	3473		1583	1863	1417		1717	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00		0.99	
Satd. Flow (perm)	1583	3470		1583	3473		1583	1863	1417		1717	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	220	929	139	76	641	92	146	154	113	113	174	303
RTOR Reduction (vph)	0	13	0	0	12	0	0	0	97	0	39	0
Lane Group Flow (vph)	220	1055	0	76	721	0	146	154	16	0	551	0
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases									2			
Actuated Green, G (s)	13.0	28.0		5.0	20.0		13.0	13.0	13.0		30.0	
Effective Green, g (s)	13.0	28.0		5.0	20.0		13.0	13.0	13.0		30.0	
Actuated g/C Ratio	0.14	0.30		0.05	0.22		0.14	0.14	0.14		0.33	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	224	1056		86	755		224	263	200		560	
v/s Ratio Prot	c0.14	c0.30		0.05	0.21		c0.09	0.08			c0.32	
v/s Ratio Perm									0.01			
v/c Ratio	0.98	1.00		0.88	0.96		0.65	0.59	0.08		0.98	
Uniform Delay, d1	39.4	32.0		43.2	35.6		37.4	37.0	34.3		30.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	54.8	27.4		59.9	22.3		6.6	3.3	0.2		33.6	
Delay (s)	94.1	59.3		103.1	57.8		44.0	40.3	34.5		64.4	
Level of Service	F	E		F	E		D	D	C		E	
Approach Delay (s)		65.3			62.1			40.0			64.4	
Approach LOS		E			E			D			E	

Intersection Summary			
HCM Average Control Delay	60.9	HCM Level of Service	E
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	92.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	87.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			