

2.13 Transportation and Traffic

This section summarizes information from the *Traffic Impact Assessment* (RBF 2013) prepared for the proposed Project, included as Appendix D of this SEIR, and evaluates existing conditions for the transportation facilities within the Project areas addressed in this SEIR, as well as the potential traffic impacts that could result from implementation of the proposed Project.

2.13.1 Existing Conditions

The adequacy of the existing conditions information for this environmental topic as provided in the General Plan Update Program EIR has been confirmed through re-checking of the references pertaining to this section in Chapter 5.0 of the General Plan Update Program EIR, including all relevant listed persons, plans, policies, and websites. In addition, this information has been confirmed through consultation/interviews with appropriate County or other agency staff, as available, that were involved in the preparation/review of this section of the General Plan Update Program EIR and/or supporting technical studies; all of these sources are listed in Chapter 6.0 of the General Plan Update Program EIR. Therefore, the existing conditions information for this environmental topic as provided in the General Plan Update Program EIR applies equally to the Project areas addressed in this SEIR, and is therefore not repeated here.

2.13.2 Regulatory Framework

The regulatory framework discussion in the General Plan Update Program EIR, as it pertains to transportation and traffic, has not changed since adoption of the General Plan Update in August 2011. The County of San Diego still utilizes the performance measures provided in the County of San Diego Guidelines for Determining Significance, Transportation and Traffic (County of San Diego, August 2011), to evaluate traffic impacts. The County still utilizes the same Level of Service (LOS) measure to describe operational conditions on a transportation facility, such as a roadway or intersection.

2.13.3 Analysis of Project Effects and Cumulative Impacts

For the cumulative impact analyses, the geographic scope for each of the issues below would be the same as described and evaluated in the General Plan Update Program EIR, and as updated in Section 1.9 of this SEIR (Cumulative Project Assessment Overview). The geographic scope of the cumulative impact analysis consists of the County roadway network surrounding the Project areas within the following community and sub-regional planning areas: Alpine, Central Mountain, Desert, Jamul, Julian, Mountain Empire, North Mountain, Pendleton/De Luz, and Ramona.

2.13.3.1 *Unincorporated County Traffic and LOS Standards*

This section describes potential direct and cumulative impacts on the roadway network capacity and operations from trip generation and LOS as it pertains to the Project areas addressed in this SEIR.

Guidelines for the Determination of Significance

Based on Appendix G of the CEQA Guidelines and the County of San Diego Guidelines for Determining Significance, Transportation and Traffic, the proposed Project would have a significant impact if it would:

- a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections); or,
- b. Exceed, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated roads or highways.

Analysis

The General Plan Update Program EIR determined that buildout under the General Plan Update would result in potentially significant direct and cumulative impacts on in a total of 136 deficient roadway segments throughout the unincorporated County (approximately 31 State highway segments and 105 Mobility Element segments). This would be considered a significant impact.

In the General Plan Update Program EIR, roadway reclassifications were identified to achieve adequate LOS on those Mobility Element roads that were projected to operate at deficient levels. In other cases, no improvements were recommended and the Mobility Element roads were accepted at a deficient LOS. For development within the proposed Project area, a traffic analysis (see Appendix D) was prepared to evaluate the County roads in the Mobility Element forecast to operate at LOS E or F at buildout, and other roadways forecast to operate at LOS D were also evaluated. The Mobility Element Roadways forecast to operate at LOS E or F are shown in Table 2.13-1.

The traffic analysis identified the overall traffic impacts relative to the change in land use designations for the proposed Project as a whole. This analysis did not evaluate the detailed impacts of individual Project parcels that may develop within the affected communities in the future. The individual impacts from future development of these parcels would be addressed on a case-by-case basis and reviewed by County of San Diego when applications are filed.

Nine community and subregional planning areas are affected by the Project land use changes: Alpine, Central Mountain, Desert, Jamul, Julian, Mountain Empire, North Mountain, Pendleton/De Luz, and Ramona. Based on analyses of trip generation and forecast deficiencies in the General Plan Update, it was determined that Alpine would be the only community with a potential for significant traffic-related impacts. To determine the impacts, the parcels forecast to

have substantial increases in trips were grouped together into Focus Areas. The trips forecast for each Focus Area were loaded onto the roadway network and operating conditions were evaluated for Project conditions.

The five Focus Areas in the Alpine community are outlined in red in Figures 24-26 in Appendix D. The red-outlined areas identify Focus Areas where more than 500 trips per day are generated (collectively or individually by parcel). Table 2.13-2 summarizes the trips by Focus Area for the Alpine community. It should be noted that the sum of the net increase in average daily traffic (ADT) for the five Focus Areas does not match the sum shown in Table 2.13-3 for the Alpine community because not all of the FCI parcels in the Alpine community are located within the five Focus Areas. Therefore, the total net increase in ADT for the Alpine community is higher than the sum of the five focus areas shown in Table 2.13-2.

Table 2.13-4 summarizes the County of San Diego's traffic significance standards for roadway segments as defined in the Guidelines for Determining Significance – Transportation and Traffic (August 2011). The significance criteria shown in this table is used to determine the Project's traffic impact on the study roadway segments.

Table 2.13-5 summarizes the impacts of the proposed land use changes on Mobility Element roadways that are forecast to operate at LOS D, E, or F according to the General Plan Update Program EIR. The buildout ADT volumes on roadways that are forecast to operate at a deficient LOS E or F, before the addition of Project traffic, are taken directly from the County of San Diego General Plan Update Program EIR (EIR Volume IV Appendix E, July 5, 2011). Similarly, buildout volumes on roadways forecast to operate at LOS D, before the addition of Project traffic, are derived from the traffic forecast model developed for the County of San Diego General Plan Update Program EIR.

The impacts of the proposed land use changes for the Project areas on the affected roadway segments are limited to the community of Alpine. Table 2.13-5 shows that the contribution of Project ADT would worsen traffic operations for six out of the 16 affected roadway segments in Alpine that are forecast to operate at unacceptable LOS E or F conditions before the addition of Project traffic. In addition, the following six segments would deteriorate from an acceptable LOS D or better to a deficient LOS E or F with the addition of Project traffic:

- Alpine Boulevard from Tavern Road to Boulders Road (LOS F)
- Alpine Boulevard from Louise Drive to Viejas View Place (LOS F)
- Alpine Boulevard from West Willows Road to East Willows Road (LOS F)
- South Grade Road from Eltinge Drive to Olive View Road (LOS E)
- Viejas Casino Road from West Willows Road to East Willows Road (LOS E)
- East Willows Road from Viejas Casino Road to I-8 On-Ramp (LOS F)

As shown in Table 2.13-6 and listed below, 10 of the 12 impacted roadway segments would still operate at LOS E or F even with implementation of the roadway reclassifications needed to achieve LOS D (refer to the column titled “GPU EIR Reclassification to Achieve LOS D”), as identified in the GPU EIR Volume IV Appendix E Technical Memorandum.

- Alpine Boulevard from:
 - Tavern Road to Boulders Road (LOS E)
 - West Victoria Drive to Louise Drive (LOS E)
 - Louise Drive to Viejas View Place (LOS F)
 - Viejas View Place to West Willows Road (LOS F)
 - West Willows Road to East Willows Road (LOS F)
- South Grade Road from Eltinge Drive to Olive View Road (LOS E)
- Viejas Casino Road from West Willows Road to East Willows Road (LOS E)
- West Willows Road from:
 - Alpine Boulevard to Otto Avenue (LOS F)
 - Otto Avenue to Viejas Grade Road (LOS F)
- East Willows Road from Viejas Casino Road to I-8 On-Ramp (LOS F)

As such, the Project would result in significant traffic impacts on the 10 Alpine roadway segments listed above. Cumulative projects would also have a significant cumulative impact to these deficient roadway segments, and the proposed Project’s contribution would be cumulatively considerable.

2.13.3.2 Rural Road Safety

This section describes potential direct and cumulative impacts on rural road safety as it pertains to the Project areas addressed in this SEIR.

Guidelines for the Determination of Significance

Based on Appendix G of the CEQA Guidelines and the County of San Diego Guidelines for Determining Significance, Transportation and Traffic, the proposed County General Plan Update would have a significant impact if it would substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

Analysis

The General Plan Update Program EIR determined that buildout under the General Plan Update would result in would result in the adoption of a Mobility Element network that includes existing roadways with horizontal and vertical curves that are sharper than existing standards. The

General Plan Update policies and mitigation measures, in addition to compliance with applicable regulations, would reduce General Plan buildout impacts related to rural road safety; however, not to below a level of significance. Therefore, direct and cumulative impacts would be significant and unavoidable.

Similar direct and cumulative impacts related to rural road safety would occur with the proposed Project. For example, the proposed Project would increase trips on two lane roads in rural areas that are not developed to current road safety standards. The proposed Project will also add traffic to roads with slow moving agricultural equipment. Additional traffic from the proposed Project would contribute to the road safety conflicts with alternative transportation (pedestrians and bicyclists) and at grade railroad crossings. In addition, there may be older rural roadways surrounding some of the Project areas that would not be adequate by existing roadway standards. Such impacts would also be cumulative in nature; however, such potentially significant impacts resulting from implementation of the proposed Project would be reduced by the same regulations, implementation programs (General Plan Update goals/policies) and mitigation measures from the General Plan Update Program EIR and repeated in Section 2.13.4.2 (Mitigation for Rural Road Safety) below.

2.13.3.3 *Emergency Access*

This section describes potential direct and cumulative impacts on emergency access as it pertains to the Project areas addressed in this SEIR.

Guidelines for the Determination of Significance

Based on Appendix G of the CEQA Guidelines and the County of San Diego Guidelines for Determining Significance, Transportation and Traffic, the proposed County General Plan Update would have a significant impact if it would result in inadequate emergency access.

Analysis

The General Plan Update Program EIR determined that buildout under the General Plan Update would result in existing inadequate roadway widths, dead end roads, and one-way roads, and gated communities would continue to occur in the unincorporated County, all of which have the potential to impair emergency access; however, these potentially significant direct and cumulative impacts to emergency access would be reduced to below a level of significance with implementation of General Plan Update policies and mitigation measures, in addition to compliance with applicable regulations.

Similar direct and cumulative impacts related to emergency access would occur as a result of the proposed Project adding additional traffic on a roadway network that is incomplete or not fully connected; on roadways that are dead-end and one-way; or within gated communities. Similar to the General Plan Update, the proposed Project would result in a potentially significant direct impact to emergency access; however, such potentially significant impacts resulting from

implementation of the proposed Project would be reduced by the same regulations, implementation programs (General Plan Update goals/policies) and mitigation measures from the General Plan Update Program EIR and repeated in Section 2.13.4.3 (Mitigation for Emergency Access) below.

In addition, cumulative projects in this area would encounter similar emergency access impairment issues as the proposed Project with respect to existing inadequate roadway widths, dead-end roads, one-way roads, and gated communities, all of which have the potential to impair emergency access; however, cumulative emergency access impacts would be limited to the immediate vicinity of the impact, such as multiple obstructions to emergency access along the same route to an emergency care facility hospital. Therefore, cumulative Project impacts would be considered less than significant because emergency access impacts would be limited to the immediate vicinity of the Project area and associated impacts would be considered direct, not cumulative. The proposed project would not contribute to a significant cumulative impact associated with emergency access.

2.13.3.4 *Parking Capacity*

This section describes potential direct and cumulative impacts resulting from parking capacity effects as pertains to the Project areas addressed in this SEIR.

Guidelines for the Determination of Significance

At the time of preparation of the General Plan Update Program EIR, Appendix G of the CEQA Guidelines (2010) and the County of San Diego Guidelines for Determining Significance, Transportation and Traffic, included significance criteria to evaluate potential impacts with regard to parking. The Guidelines stated that a project would have a significant impact if it would result in inadequate parking capacity; however, this significance criterion was removed from the Guidelines in 2010. For consistency with the analysis provided in the General Plan Update Program EIR, and to ensure that the proposed Project would not result in adverse effects with regard to parking, the following analysis is therefore included.

Analysis

The General Plan Update Program EIR determined that buildout under the General Plan Update would designate land uses throughout the unincorporated County that would require the development of parking facilities. All future development of parking facilities associated with these land uses would be required to follow existing parking standards and requirements, such as the County's Zoning Ordinance and roadway standards. The General Plan Update policies and mitigation measures, in addition to compliance with existing County parking regulations, would reduce General Plan buildout impacts related to parking capacity to below a level of significance.

Similar impacts from implementation of the proposed Project would be addressed through parking standards set forth in the County of San Diego Zoning Ordinance, Parking Regulations,

Sections 6750-6799 and the County of San Diego Off-Street Parking Design Manual, which implements Section 6793(c) of the County Zoning Ordinance. Almost all land uses under the proposed Project would require parking facilities when developed. The regulations are intended to require projects to provide adequate off-street parking and loading, thereby reducing traffic congestion, allowing more efficient utilization of on-street parking, promoting more efficient loading operations, and reducing the use of public streets for loading purposes. Additionally, the regulations are intended to minimize the secondary effects of vehicles, such as vehicular noise or visual impacts from headlights and unscreened parked vehicles. Therefore, the proposed Project would not result in a potentially significant direct impact with respect to parking capacity.

The area of analysis for cumulative parking capacity includes the Project area and the immediate vicinity of land uses requiring parking. Cumulative projects in this area would face similar parking capacity issues as the proposed Project. Most future cumulative projects would be required to comply with existing regulations pertaining to parking facilities, such as jurisdictional parking, zoning and road standards. Therefore, cumulative projects would not result in a significant cumulative impact because impacts associated with parking would be limited to the immediate vicinity of the Project area and associated impacts would be considered direct, not cumulative. The proposed Project would not contribute to a significant cumulative impact associated with parking capacity.

2.13.3.5 *Alternative Transportation*

Guidelines for the Determination of Significance

Based on Appendix G of the CEQA Guidelines and the County of San Diego Guidelines for Determining Significance, Transportation and Traffic, the proposed County General Plan Update would have a significant impact if it would conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

Analysis

The General Plan Update Program EIR determined that buildout under the General Plan Update would create provisions for alternative modes of transportation, including bike lanes, bus stops, trails, and sidewalks. Many policies in the General Plan Update require coordination between the County and the agencies responsible for public transportation planning; however, previous alternative transportation plans and policies would require modification to be consistent with the goals and policies contained in the General Plan Update. This potentially significant impact would be reduced to below a level of significance through the implementation of policies and mitigation measures, in addition to compliance with applicable regulations the adopted General Plan Update goals and policies identified in the General Plan Update Program EIR.

Similar impacts on alternative transportation would occur with the proposed Project. While existing County policies and regulations and General Plan Update goals and policies are intended to promote alternative transportation plans and policies, implementation of the proposed Project

would require coordination between the County and the agencies responsible for public transportation planning, including the San Diego Association of Governments (SANDAG), Caltrans, transit agencies, and adjacent jurisdictions. Therefore, the proposed Project is concluded to result in a potentially significant direct impact to alternative transportation plans and policies; however, such potentially significant impacts resulting from implementation of the proposed Project would be reduced by the same regulations, implementation programs (General Plan Update goals/policies) and mitigation measures from the General Plan Update Program EIR and repeated in Section 2.13.4.5 (Mitigation for Alternative Transportation) below.

Similar to the proposed Project, cumulative projects would potentially impair existing alternative transportation plans, policies, or programs. Future development projects, consistent with applicable general plans, would locate land uses that are dependent on alternative transportation in areas that were not planned for in existing public transportation, plans and programs, such as the SANDAG Regional Transportation Plan (RTP); however, since the majority of cumulative projects would be required to comply with existing regulations, cumulative project impacts would be considered less than significant. Therefore, the proposed Project would not contribute to a significant cumulative impact associated with alternative transportation.

2.13.5 Mitigation

2.13.5.1 Traffic and LOS Standards

In addition to implementation of the same applicable General Plan Update policies and mitigation measures identified in the General Plan Update Program EIR, and repeated below, the listed reclassifications of the following Mobility Element roads (to meet the LOS D standards of County Policy M-2.1) would reduce Project traffic impacts to below a level of significance (with the exception of two roadway segments):

- Alpine Boulevard from Tavern Road to Boulders Road: Reclassify roadway segment from a Light Collector with Raised Median (2.2A) to a Boulevard with Intermittent Turn Lanes (4.2B).
- Alpine Boulevard from West Victoria Drive to Louise Drive: Reclassify roadway segment from a Light Collector with Raised Median (2.2A) to a Major Road with Intermittent Turn Lanes (4.1B).
- Alpine Boulevard from Louise Drive to Viejas View Place: Reclassify roadway segment from a Community Collector with Improvement Options (2.1D) to a Boulevard with Intermittent Turn Lanes (4.2B).
- Alpine Boulevard from Viejas View Place to West Willows Road: Reclassify roadway segment from a Community Collector with Improvement Options (2.1D) to a Boulevard with Raised Median (4.2A).

SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT

- Alpine Boulevard from West Willows Road to East Willows Road: Reclassify roadway segment from a Community Collector with Intermittent Turn Lanes (2.1C) to a Boulevard with Intermittent Turn Lanes (4.2B).
- South Grade Road from Eltinge Drive to Olive View Road: Reclassify roadway segment from a Light Collector with Intermittent Turn Lanes (2.2C) to a Boulevard with Intermittent Turn Lanes (4.2B).
- Viejas Casino Road from West Willows Road to East Willows Road: Reclassify roadway segment from a Boulevard with Intermittent Turn Lanes (4.2B) to a Major Road with Intermittent Turn Lanes (4.1B).
- West Willows Road from Alpine Boulevard to Otto Avenue: Reclassify roadway segment from a Light Collector (2.2E) to a Prime Arterial (6.2).
- West Willows Road from Otto Avenue to Viejas Grade Road: Reclassify roadway segment from a Light Collector (2.2E) to a Prime Arterial (6.2).
- East Willows Road from Viejas Casino Road to I-8 On-Ramp: Reclassify roadway segment from a Light Collector (2.2E) to a Prime Arterial (6.2).

In accordance with Goal M-2 under Policy M-2.1, the County has determined that it is more appropriate to maintain deficient LOS E or F operations on the following two roadway segments listed above:

- Alpine Boulevard from West Victoria Drive to Louise Drive
- West Willows Road from Otto Avenue to Viejas Grade Road

With respect to these two roadway segments, the County has established the following LOS E/F criteria to define the conditions where a deficient LOS is acceptable, because mitigation to fully reduce the impact would be infeasible for one or more of the reasons described below:

Environmental Impacts: Construction of some roads would significantly impact important habitats, destroy archaeological sites, impact waterways, or require the demolition of historic landmarks.

Established Land Development: Existing businesses, historic buildings, established neighborhoods, and a pedestrian-friendly environment are essential components of a healthy town center. Road improvements that negatively affect these components can be undesirable. Wider roads may divide a town and change its character.

Town Centers: Roadways may be exempted from County LOS standards when widening the road would obstruct pedestrian movements, impede the economic vitality of existing/planned businesses, require the demolition of historic structures, or negatively alter the overall character of the area.

Marginal Deficiencies: Exempting a road from County LOS standards may be the more preferable choice when a road failure results from only a marginal deficiency in performance. If the projected volume is not anticipated to affect overall traffic operation, planning for a wider road to accommodate the additional traffic may not be required. Acceptance of a lower LOS is particularly appropriate when underutilized, alternate routes are available.

Environmental Constraints: Major physical and environmental constraints can severely hinder construction of needed improvements for some failing roads. The General Plan policies seek to minimize environmental impacts and minimize road construction costs.

Because the measures listed above have been found to be infeasible, impacts would remain significant and unavoidable.

General Plan Update Policies

Implementation of the following policies would reduce Project traffic impacts, but not to below a level of significance for the reasons stated above:

Policy LU-5.1: Reduction of Vehicle Trips within Communities. Incorporate a mixture of uses within Villages and Rural Villages and plan residential densities at a level that support multi-modal transportation, including walking, bicycling, and the use of public transit, when appropriate.

Policy LU-10.4: Commercial and Industrial Development. Limit the establishment of commercial and industrial uses in Semi-Rural and Rural areas that are outside of Villages (including Rural Villages) to minimize vehicle trips and environmental impacts.

Policy LU-11.8: Permitted Secondary Uses. Provide a process where secondary land uses may be permitted when appropriate and compatible with the primary commercial, office, and light industrial uses, in order to better serve the daily needs of employees and to reduce the frequency of related automobile trips. This policy is not intended for high impact industrial uses.

Policy LU-12.2: Maintenance of Adequate Services. Require development to mitigate significant impacts to existing service levels of public facilities or services for existing residents and businesses. Provide improvements for Mobility Element roads in accordance with the Mobility Element Network Appendix matrices, which may result in ultimate build-out conditions that achieve an improved LOS but do not achieve a LOS of D or better.

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, and pedestrian, bicycle and equestrian facilities.

Policy M-4.2: Interconnected Local Roads. Provide an interconnected and appropriately scaled local public road network in Village and Rural Villages that reinforces the compact development patterns promoted by the Land Use Element and individual community plans.

Policy M-5.1: Regional Coordination. Coordinate with regional planning agencies, transit agencies, and adjacent jurisdictions to provide a transportation system with the following:

- Sufficient capacity consistent with the County General Plan Land Use Map
- Travel choices, including multiple routes and modes of travel to provide the opportunity for reducing vehicle miles traveled
- Facilities sited and designed to be compatible with the differing scales, intensities, and characteristics of the unincorporated communities while still accommodating regional, community, and neighborhood travel demands
- Maximized efficiency to enhance connectivity between different modes of travel

Policy M-5.2: Impact Mitigation for New Roadways and Improvements. Coordinate with Caltrans to mitigate negative impacts from existing, expanded, or new State freeways or highways and to reduce impacts of road improvements and/or design modifications to State facilities on adjacent communities.

Policy M-9.1: Transportation Systems Management. Explore the provision of operational improvements (i.e., adding turn lanes, acceleration lanes, intersection improvements, etc.) that increase the effective vehicular capacity of the public road network prior to increasing the number of road lanes. Ensure operational improvements do not adversely impact the transit, bicycle, and pedestrian networks.

Policy M-9.2: Transportation Demand Management. Require large commercial and office development to use TDM programs to reduce single-occupant vehicle traffic generation, particularly during peak periods to maximize the capacity of existing or improved road facilities.

Mitigation Measures

Implementation of the following mitigation measures would reduce Project traffic impacts, but not to below a level of significance for the reasons stated above:

Tra-1.1 Coordinate with SANDAG and adjacent cities during updates to the RTP to identify a transportation network that maximizes efficiency, enhances connectivity between different modes of travel, and minimizes impacts when locating new freeways and State highways.

Tra-1.2 Coordinate with Caltrans and adjacent jurisdictions during planning and design for improvements to the freeway and State highway network.

Tra-1.3 Implement the County Public Road Standards during review of new development projects. Also revise the Public Road Standards to include a range of road types according to Regional Category context.

- Tra-1.4** Implement and revise as necessary the County Guidelines for Determining Significance for Transportation and Traffic to evaluate adverse environmental effects of projects and require mitigation when significant impacts are identified.
- Tra-1.5** Implement the Congestion Management Strategies identified in the Regional Transportation Plan and require large projects to mitigate impacts to State highways and freeways.
- Tra-1.6** Develop project review procedures to require large commercial and office development to use Transportation Demand Management Programs to reduce single-occupant vehicle traffic generation and to prepare and forward annual reports to the County on the effectiveness of the program.
- Tra-1.7** Implement the San Diego County TIF Ordinance, which defrays the costs of constructing planned transportation facilities necessary to accommodate increased traffic generated by future development.

2.13.5.2 Rural Road Safety

Direct and cumulative impacts on rural road safety as a result of the proposed Project would be reduced to below a level of significance with implementation of the same applicable General Plan Update policies and mitigation measures identified in the General Plan Update Program EIR, and repeated below; however, the County determined that implementation of the additional measures would be infeasible for the following reasons:

- 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. 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. 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.

General Plan Update Policies

The following policies would reduce impacts associated rural road safety, but not to below a level of significance for the reasons stated above:

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.

Policy LU-6.10: Protection from Hazards. Require that development be located and designed to protect property and residents from the risks of natural and man-induced hazards.

Policy M-4.3: Rural Roads Compatible with Rural Character. Design and construct public roads to meet travel demands in Semi-Rural and Rural Lands that are consistent with rural character while safely accommodating transit stops when deemed necessary, along with bicyclists, pedestrians, and equestrians. Where feasible, utilize rural road design features (e.g., no curb and gutter improvements) to maintain community character. [See applicable community plan for possible relevant policies.]

Policy M-4.4: Accommodate Emergency Vehicles. Design and construct public and private roads to allow for necessary access for appropriately sized fire apparatus and emergency vehicles while accommodating outgoing vehicles from evacuating residents.

Policy M-4.5: Context Sensitive Road Design. Design and construct roads that are compatible with the local terrain and the uses, scale and pattern of the surrounding development. Provide wildlife crossings in road design and construction where it would minimize impacts in wildlife corridors.

Policy M-9.1: Transportation Systems Management. Explore the provision of operational improvements (i.e., adding turn lanes, acceleration lanes, intersection improvements, etc.) that increase the effective vehicular capacity of the public road network prior to increasing the number of road lanes. Ensure operational improvements do not adversely impact the transit, bicycle, and pedestrian networks.

Mitigation Measures

In addition to Mitigation Measures Tra-1.3, Tra-1.4, and 1.6 above, the following mitigation measure would further reduce impacts associated with rural road safety, but not to below a level of significance for the reasons stated above:

Tra-3.1 Coordinate with SANDAG to obtain funding for operational improvements to State highways and freeways in the unincorporated area.

2.13.5.3 Emergency Access

Direct impacts associated with emergency access as a result of the proposed Project would be reduced to below a level of significance with implementation of the same applicable General

Plan Update policies and mitigation measures identified in the General Plan Update Program EIR, and repeated below:

General Plan Update Policies

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.

Policy LU-6.10: Protection from Hazards. Require that development be located and designed to protect property and residents from the risks of natural and man-induced hazards.

Policy LU-12.2: Maintenance of Adequate Services. Require development to mitigate significant impacts to existing service levels of public facilities or services for existing residents and businesses. Provide improvements for Mobility Element roads in accordance with the Mobility Element Network Appendix matrices, which may result in ultimate build-out conditions that achieve an improved LOS but do not achieve a LOS of D or better.

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-3.3: Multiple Ingress and Egress. Require development to provide multiple ingress/egress routes in conformance with State law, and local regulations.

Policy M-4.4: Accommodate Emergency Vehicles. Design and construct public and private roads to allow for necessary access for appropriately sized fire apparatus and emergency vehicles while accommodating outgoing vehicles from evacuating residents.

Policy S-3.4: Service Availability. Plan for development where fire and emergency services are available or planned.

Policy S-3.5: Access Roads. Require development to provide additional access roads when necessary to provide for safe access of emergency equipment and civilian evacuation concurrently.

Policy S-14.1: Vehicular Access to Development. Require development to provide vehicular connections that reduce response times and facilitate access for law enforcement personnel, whenever feasible.

Mitigation Measures

In addition to Mitigation Measures Tra-1.3, Tra-1.4, and Tra-1.6 above, the following mitigation measures would further reduce impacts associated with emergency access to below a level of significance:

- Tra-4.1** Update Community Plans to identify local public road and community emergency evacuation route networks and pedestrian routes as appropriate.
- Tra-4.2** Implement the Building and Fire Codes to ensure there are adequate service levels in place associated with the construction of structures and their accessibility and egress.
- Tra-4.3** Implement and revise as necessary the County Guidelines for Determining Significance for Wildland Fire and Fire Protection to evaluate adverse environmental effects of projects. Require fire protection plans to ensure the requirements of the County Fire Code and other applicable regulations are being met.
- Tra-4.4** Implement and revise as necessary the Subdivision Ordinance to ensure that proposed subdivisions meet current design and accessibility standards.

2.13.5.4 *Parking Capacity*

Direct impacts associated with parking capacity as a result of the proposed Project would be reduced to below a level of significance with implementation of the same applicable General Plan Update policies and mitigation measures identified in the General Plan Update Program EIR, and repeated below:

General Plan Update Policies

Policy M-8.6: Park and Ride Facilities. Coordinate with SANDAG, Caltrans, and tribal governments to study transit connectivity and address improving regional opportunities for park-and-ride facilities and transit service to gaming facilities and surrounding rural areas to reduce congestion on rural roads.

Policy M-9.3: Preferred Parking. Encourage and provide incentives for commercial, office, and industrial development to provide preferred parking for carpools, vanpools, electric vehicles and flex cars. Encourage parking cash out programs to reimburse employees for the cost of “free” on-site parking to provide incentives to use alternate modes of travel and to reduce parking requirements.

Policy M-9.4: Park-and-Ride Facilities. Require developers of large projects to provide, or to contribute to, park-and-ride facilities near freeway interchanges and other appropriate locations that provide convenient access to congested regional arterials. Require park-and-ride facilities that are accessible to pedestrians and bicyclists, and include bicycle lockers and transit stops whenever feasible.

Policy M-10.1: Parking Capacity. Require new development to:

- Provide sufficient parking capacity for motor vehicles consistent with the project's location, use, and intensity
- Provide parking facilities for motorcycles and bicycles
- Provide staging areas for regional and community trails

Policy M-10.2: Parking for Pedestrian Activity. Require the design and placement of on-site automobile, motorcycle, and bicycle parking in Villages and Rural Villages that encourages pedestrian activity by providing a clear separation between vehicle and pedestrian areas and prohibit parking areas from restricting pedestrian circulation patterns.

Policy M-10.3: Maximize On-street Parking. Encourage the use of on-street parking in commercial and/or high-density residential town center areas to calm traffic and improve pedestrian interaction. Traffic operations and pedestrian safety must not be compromised.

Policy M-10.4: Shared Parking. Support town center plans when desired by the community that incorporate on-street and/or shared vehicular parking facilities to reduce on-site parking requirements.

Mitigation Measures

In addition to Mitigation Measure Tra-1.4 above, the following mitigation measures would further reduce impacts associated with parking capacity to below a level of significance:

- Tra-5.1** When updating the Zoning Ordinance, review and revise parking regulations for senior housing and affordable housing, utilizing data from studies conducted for these groups.
- Tra-5.2** Prepare town center plans for village areas that incorporate shared parking facilities and include in Community Plans or other appropriate documents.
- Tra-5.3** Revise the Public Road Standards to include standards for the provision of parallel and diagonal on-street parking, according to Regional Category.

2.13.5.5 Alternative Transportation

Direct impacts associated with alternative transportation as a result of the proposed Project would be reduced to below a level of significance with implementation of the same applicable General Plan Update policies and mitigation measures identified in the General Plan Update Program EIR, and repeated below:

General Plan Update Policies

Policy LU-5.1: Reduction of Vehicle Trips within Communities. Incorporate a mixture of uses within Villages and Rural Villages and plan residential densities at a level that support

multi-modal transportation, including walking, bicycling, and the use of public transit, when appropriate.

Policy LU-5.4: Planning Support. Undertake planning efforts that promote infill and redevelopment of uses that accommodate walking and biking within communities.

Policy LU-5.5: Projects that Impede Non-Motorized Travel. Ensure that development projects and road improvements do not impede bicycle and pedestrian access. Where impacts to existing planned routes would occur, ensure that impacts are mitigated and acceptable alternative routes are implemented. Examples include large parking areas that cannot be crossed by non-motorized vehicles, and new developments that block through access on existing or potential bicycle and pedestrian routes.

Policy LU-9.8: Village Connectivity and Compatibility with Adjoining Areas. Require new development within Villages to include road networks, pedestrian routes, and amenities that create or maintain connectivity; and site, building, and landscape design that is compatible with surrounding areas. [See applicable community plan for possible relevant policies.]

Policy LU-11.6: Office Development. Locate new office development complexes within village areas where services are available, in proximity to housing, and along primary vehicular arterials (ideally with transit access) with internal vehicular and pedestrian linkages that integrate the new development into the multi-modal transportation network where feasible.

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, bicycle, and equestrian facilities.

Policy M-4.3: Rural Roads Compatible with Rural Character. Design and construct public roads to meet travel demands in Semi-Rural and Rural Lands that are consistent with rural character while safely accommodating transit stops when deemed necessary, along with bicyclists, pedestrians, and equestrians. Where feasible, utilize rural road design features (e.g., no curb and gutter improvements) to maintain community character. [See applicable community plan for possible relevant policies.]

Policy M-8.1: Maximize Transit Service Opportunities. Coordinate with SANDAG, the Consolidated Transportation Services Agency (CTSA), North County Transit District (NCTD),

and Metropolitan Transit Service (MTS) to provide capital facilities and funding, where appropriate, to:

- Maximize opportunities for transit services in unincorporated communities
- Maximize the speed and efficiency of transit service through the development of transit priority treatments such as transit signal priority, transit queue jump lanes, and dedicated transit only lanes
- Provide for transit-dependent segments of the population, such as the disabled, seniors, low income, and children, where possible
- Reserve adequate rights-of-way to accommodate existing and planned transit facilities including bus stops

Policy M-8.2: Transit Service to Key Community Facilities and Services. Locate key county facilities, healthcare services, educational institutions, and other civic facilities so that they are accessible by transit in areas where transit is available. Require those facilities to be designed so that they are easily accessible by transit.

Policy M-8.3: Transit Stops That Facilitate Ridership. Coordinate with SANDAG, NCTD, and MTS to locate transit stops and facilities in areas that facilitate transit ridership, and designate such locations as part of planning efforts for town centers, transit nodes, and large-scale commercial or residential development projects. Ensure that the planning of town centers and village cores incorporates uses that support the use of transit, including multi-family residential and mixed-use transit-oriented development, when appropriate.

Policy M-8.4: Transit Amenities. Require transit stops that are accessible to pedestrians and bicyclists; and provide amenities for these users' convenience.

Policy M-8.5: Improved Transit Facilities. Require development projects, when appropriate, to improve existing nearby transit and/or park and ride facilities, including the provision of bicycle and pedestrian facilities, provisions for bus transit in coordination with NCTD and MTS as appropriate including, but not limited to, shelters, benches, boarding pads, and/or trash cans, and to provide safe, convenient, and attractive pedestrian connections.

Policy M-8.6: Park and Ride Facilities. Coordinate with SANDAG, Caltrans, and tribal governments to study transit connectivity and address improving regional opportunities for park-and-ride facilities and transit service to gaming facilities and surrounding rural areas to reduce congestion on rural roads.

Policy M-8.7: Inter-Regional Travel Modes. Coordinate with SANDAG, Caltrans, and the California High-Speed Rail Authority, where appropriate, to identify alternative methods for inter-regional travel to serve the unincorporated County residents.

Policy M-9.2: Transportation Demand Management. Require large commercial and office development to use TDM programs to reduce single-occupant vehicle traffic generation, particularly during peak periods to maximize the capacity of existing or improved road facilities.

Policy M-9.4: Park-and-Ride Facilities. Require developers of large projects to provide, or to contribute to, park-and-ride facilities near freeway interchanges and other appropriate locations that provide convenient access to congested regional arterials. Require park-and-ride facilities that are accessible to pedestrians and bicyclists, and include bicycle lockers and transit stops whenever feasible.

Policy M-11.1: Bicycle Facility Design. Support regional and community-scaled planning of pedestrian and bicycle networks.

Policy M-11.2: Bicycle and Pedestrian Facilities in Development. Require development and town center plans in villages and rural villages to incorporate site design and on-site amenities for alternate modes of transportation, such as comprehensive bicycle and pedestrian networks and facilities. This will include both on-street facilities as well as off-street bikeways, to safely serve the full range of intended users. Also designate areas for transit facilities, where appropriate and coordinated with the transit service provider.

Policy M-11.3: Bicycle Facilities on Roads Designated in the Mobility Element. Maximize the provision of bicycle facilities on County Mobility Element roads in semi-rural and rural lands to provide a safe and continuous bicycle network in rural areas that can be used for recreation or transportation purposes, while retaining rural character.

Policy M-11.4: Pedestrian and Bicycle Network Connectivity. Require development in Villages and Rural Villages to provide comprehensive internal pedestrian and bicycle networks that connect to existing or planned adjacent community and countywide networks.

Policy M-11.5: Funding for Bicycle Network Improvements. Seek outside funding opportunities for bicycle and pedestrian network improvement projects, particularly those that provide safe and continuous pedestrian and bicycle routes to schools, town centers, parks, park-and-ride facilities, and major transit stops.

Policy M-11.6: Coordination for Bicycle and Pedestrian Facility Connectivity. Coordinate with Caltrans to provide alternate connections for past, existing, or planned bicycle and pedestrian routes that were or would be severed by State freeway and highway projects that intersect pathways or divide communities. Caltrans endeavors to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility. Caltrans is committed to working with the County to complete bicycle and pedestrian

Policy M-11.7: Bicycle and Pedestrian Facility Design. Promote pedestrian and bicycle facility standards for facility design that are tailored to a variety of urban and rural contexts according to their location within or outside a village or rural village.

Mitigation Measures

In addition to Mitigation Measures Tra-5.1 and Tra-5.2 above, the following mitigation measures would further reduce impacts associated with alternative transportation to below a level of significance:

- Tra-6.1** During Community Plan updates, establish policies and design guidelines that encourage commercial centers in compact walkable configurations and discourage “strip” commercial development.
- Tra-6.2** Establish comprehensive planning principles for transit nodes such as the SPRINTER Station located in North County Metro.
- Tra-6.3** Locate County facilities near transit facilities, whenever feasible.
- Tra-6.4** Coordinate with SANDAG, Caltrans, and tribal governments to maximize opportunities to locate park and ride facilities.
- Tra-6.5** Coordinate with SANDAG, Caltrans, and transit agencies to expand the mass transit opportunities in the unincorporated county and to review the location and design of transit stops. Establish a Planning and Development Services transit coordinator to ensure land use issues are being addressed.
- Tra-6.6** Review the improvement plans for railroad facilities in the unincorporated County.
- Tra-6.7** Implement and revise the County Bicycle Transportation Plan every five years, or as necessary, to identify a long range County bicycle network and qualify for State or other funding sources. Coordinate revisions to the County Bicycle Transportation Plan with the County Trails Program.
- Tra-6.8** Coordinate with SANDAG in the development of a Regional Bicycle Plan to ensure consistency with County transportation plans. Coordinate revisions to the SANDAG Regional Bicycle Plan with the County Trails Program.
- Tra-6.9** Implement and revise as necessary the County Trails Program for trail development and management. Implement and revise as necessary the Community Trails Master Plan, which incorporates adopted individual community trail and pathway plans, based on community goals, policies, and implementation criteria.

**TABLE 2.13-1
MOBILITY ELEMENT ROADWAYS FORECAST TO OPERATE AT LOS E OR LOS F
IN THE GENERAL PLAN UPDATE EIR (2011)**

Roadway	Segment Limits	Current GPU ME Classification	LOS D Threshold	ADT	LOS	GPU EIR Reclassification to Achieve LOS D
Alpine						
Alpine Boulevard	Boulders Rd to Alpine Special Treatment Center	2.2A	13,500	20,300	F	4.2B
	Alpine Special Treatment Center to W. Victoria Dr.	2.2A	13,500	15,200	E	4.2B
	W. Victoria Dr to Louise Dr.	2.2A	13,500	20,400	F	4.2B
Willows Road (West)	Alpine Blvd to Otto Ave	2.2E	10,900	20,400	F	4.2B
	Otto Ave to Viejas Grade Rd	2.2E	10,900	27,200	F	4.1B
Jamul						
Lyons Valley Road	Campo Rd to Skyline Truck Trail	2.2B	13,500	18,200	E	4.2B
Ramona						
Main Street/ SR-78	9 th St to 11 th St	4-Ln State Highway	NA ⁽¹⁾	29,300	E ⁽¹⁾	6-Ln State Highway
7 th Street	Elm St to A St	2.2E	10,900	12,900	E	2.1D
	Main St to D St	2.2E	10,900	14,500	F	2.1D
Wildcat Canyon Rd	Harry Hertzberg Rd to Lakeside/ Ramona CPA	2.1D	13,500	35,100	F	6.2

⁽¹⁾ Note: State Route LOS is based on peak demand rather than ADTs.

Source: County of San Diego General Plan Update Program EIR Volume IV Appendix E (August 2011).

SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT

**TABLE 2.13-2
TRIP GENERATION FOR FOCUS AREAS IN ALPINE COMMUNITY**

Focus Area	Total Acres Affected	General Plan Update ADT	General Plan Amendment ADT	Net Increase in ADT
Focus Area A-1	523	1,406	10,971	9,565
Focus Area A-2	252	554	86,969	86,415
Focus Area A-3	921	3,213	16,767	13,556
Focus Area A-4	791	1,776	4,305	2,529
Focus Area A-5	1,324	4,284	5,940	1,656

Source: County of San Diego GPA for FCI Lands Traffic Impact Assessment. Prepared by RBF Consulting. January 2013.

**TABLE 2.13-3
FORECAST TRIP GENERATION BY COMMUNITY**

Community	Total Acres Affected	General Plan Update ADT	General Plan Amendment ADT	Net Increase in ADT
Alpine	13,725	18,937	134,252	115,317
Central Mountain	27,086	13,222	14,910	1,688
Desert	188	26	26	0
Jamul	1,330	804	840	36
Julian	8,465	4,056	4,612	556
Mountain Empire	2,036	216	303	88
North Mountain	17,298	11,044	14,776	3,732
Pendleton/De Luz	1,020	336	336	0
Ramona	832	2,296	2,610	314

Source: County of San Diego GPA for FCI Lands Traffic Impact Assessment. Prepared by RBF Consulting. January 2013.

**TABLE 2.13-4
COUNTY OF SAN DIEGO PROJECT TRAFFIC SIGNIFICANCE CRITERIA**

Level of Service	2-Lane Road	4-Lane Road	6-Lane Road
LOS E	200 ADT	400 ADT	600 ADT
LOS F	100 ADT	200 ADT	300 ADT

Source: County of San Diego Guidelines for Determining Significance – Transportation and Traffic (August 2011).

SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT

**TABLE 2.13-5
FORECAST PROJECT IMPACTS: GENERAL PLAN AMENDMENT (FCI LANDS)**

Roadway	Segment Limits	Current GPU ME Classification	LOS D Threshold	GPU EIR		FCI Added ADT	GPA (Project)		Significant Impact ?
				ADT	LOS		ADT	LOS	
Alpine									
Alpine Boulevard	Tavern Rd to Boulders Rd	2.2A	13,500	13,500 ⁽²⁾	D	2,849	16,349	E	Yes
	Boulders Rd to Alpine Special Treatment Center	2.2A	13,500	20,300 ⁽¹⁾	F	3,251	23,551	F	Yes
	Alpine Special Treatment Center to W. Victoria Dr.	2.2A	13,500	15,200 ⁽¹⁾	E	3,654	18,854	E	Yes
	W. Victoria Dr to Louise Dr.	2.2A	13,500	20,000 ⁽¹⁾	F	7,339	27,339	F	Yes
	Louise Dr. to Viejas View Pl	2.1D	13,500	12,200	D	10,097	22,297	F	Yes
	Viejas View Pl to West Willows Rd	2.1D	13,500	14,300	E	11,639	25,939	F	Yes
	West Willows Rd to East Willows Rd	2.1C	13,500	1,300	A	19,781	21,081	F	Yes
Harbison Canyon Rd	Arnold Way to Bridle Run	2.2A	13,500	9,900	D	0	9,900	D	No
South Grade Road	Eltinge Dr to Olive View Rd	2.2C	13,500	13,500 ⁽²⁾	D	2,296	15,796	E	Yes
Tavern Road	Victoria Park Terrace to Alpine Boulevard	4.1A	33,400	30,100	D	588	30,688	D	No
	Arnold Way to Huey Ln/White Oak Dr	2.2D	13,500	9,900	D	1,839	11,739	D	No
Victoria Park Terrace	New Road 11 to Gentian Way	2.2A	13,500	9,900	D	0	9,900	D	No
Viejas Casino Rd.	West Willows Rd. to East Willows Rd	4.2B	25,000	21,900	D	7,751	29,651	E	Yes
Willows Road (West)	Alpine Blvd to Otto Ave	2.2E	10,900	20,400 ⁽¹⁾	F	15,845	36,245	F	Yes
	Otto Ave to Viejas Grade Rd	2.2E	10,900	27,200 ⁽¹⁾	F	20,536	47,736	F	Yes
Willows Road (East)	Viejas Casino Rd. to I-8 on ramp	2.2E	10,900	9,300	D	37,356	46,656	F	Yes
Desert									
Borrego Springs Road	Cloudy Moon Dr to Diamond Bar Dr	2.2D	13,500	13,200	D	0	13,200	D	No
	Diamond Bar Rd to Tilting T Dr	2.2D	13,500	13,500 ⁽²⁾	D	0	13,500	D	No
	Tilting T Dr to Country Club Dr	2.2D	13,500	9,900	D	0	9,900	D	No
Palm Canyon Drive	Ocotillo Cir to Borrego Springs Rd	2.2A	13,500	13,500 ⁽²⁾	D	0	13,500	D	No
	Borrego Springs Rd to Stirrup Rd	2.2A	13,500	11,200	D	0	11,200	D	No
Jamul									
Lyons Valley Road	Campo Rd to Skyline Truck Trail	2.2B	13,500	18,200 ⁽¹⁾	E	0	18,200	E	No

SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT

TABLE 2.13-5, CONTINUED

Roadway	Segment Limits	Current GPU ME Classification	LOS D Threshold	GPU EIR		FCI Added ADT	GPA (Project)		Significant Impact ?
				ADT	LOS		ADT	LOS	
North Mountain									
East Grade Rd/S7	Will Valley Rd to SR 76	2.3C	7,000	6,000	D	0	6,000	D	No
Ramona									
Julian Road/ SR-67	Poway city limits to Archie Moore Rd	4-Ln State Highway	NA ⁽³⁾	32,300	D ⁽³⁾	0	32,300	D ⁽³⁾	No
	Rancho de Oro Rd to Mussey Grade Rd	4-Ln State Highway	NA ⁽³⁾	32,200	D ⁽³⁾	0	32,200	D ⁽³⁾	No
	Mussey Grade Rd to Highland Valley Rd	4-Ln State Highway	NA ⁽³⁾	28,600	D ⁽³⁾	0	28,600	D ⁽³⁾	No
Main Street/ SR-78	Ramona St to Montecito Rd	4-Ln State Highway	NA ⁽³⁾	28,900	D ⁽³⁾	0	28,900	D ⁽³⁾	No
	9 th St to 11 th St	4-Ln State Highway	NA ⁽³⁾	29,300 ⁽¹⁾	E ⁽³⁾	0	29,300	E ⁽³⁾	No
Julian Road/ SR-78	3 rd St to East Julian Rd	2-Ln State Highway	NA ⁽³⁾	9,800	D ⁽³⁾	0	9,800	D ⁽³⁾	No
	Amigos Rd to Magnolia Ave	2-Ln State Highway	NA ⁽³⁾	9,800	D ⁽³⁾	0	9,800	D ⁽³⁾	No
3 rd Street	SR78 to Via Aligre Dr	2.2E	10,900	8,200	D	0	8,200	D	No
7 th Street	Elm St to A St	2.2E	10,900	12,900 ⁽¹⁾	E	0	12,900	E	No
	Main St to D St	2.2E	10,900	14,500 ⁽¹⁾	E	0	14,500	E	No
	E St to G St	2.2E	10,900	10,800	D	0	10,800	D	No
10 th Street	SR67 / Main St to H St	2.1B	13,500	12,500	D	0	12,500	D	No
San Vicente Rd	H St to 11 th St	2.1B	13,500	13,500 ⁽¹⁾	D	0	13,500	D	No
	11 St to Warnock Dr	2.1B	13,500	12,500	D	0	12,500	D	No
	Warnock Dr to Vicente Meadow Dr	2.1B	13,500	12,500	D	0	12,500	D	No
Wildcat Canyon Rd	San Vicente Rd to Painted Rock Rd	2.1D	13,500	10,200	D	0	10,200	D	No
	Painted Rock Rd to Harry Hertzberg Rd	2.1D	13,500	13,500 ⁽¹⁾	D	0	13,500	D	No
	Harry Hertzberg Rd to Lakeside/ Ramona CPA	2.1D	13,500	35,100 ⁽¹⁾	F	0	35,100	F	No

⁽¹⁾ Source: County of San Diego General Plan Update Program EIR (EIR Volume IV Appendix E, July 5, 2011).

⁽²⁾ The General Plan Update (EIR Volume IV Appendix E, July 5, 2011) identified these segments at LOS D; however, the volumes on these segments were not specifically reported. It was determined that the volumes are approaching the LOS D threshold. Therefore, for this analysis, the GPU EIR volumes are assumed to be equal to the LOS D capacity. The FCI Lands volumes were then added to the LOS D capacity to determine the GPA ADT volumes for the study roadway segments.

⁽³⁾ Note: State Route LOS is based on peak demand rather than ADTs.

SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT

**TABLE 2.13-6
ROADWAY SEGMENT LOS WITH GPU EIR RECLASSIFICATION
ALPINE COMMUNITY**

Roadway	Segment Limits	GPU EIR Reclassification to Achieve LOS D	LOS D Threshold	GPU EIR ADT	GPU EIR LOS	FCI Added ADT	GPA ADT	GPA LOS	Impact Mitigated?
Alpine Boulevard	Tavern Rd to Boulders Rd	2.2A	13,500	13,500 ⁽²⁾	D	2,849	16,349	E	No
	Boulders Rd to Alpine Special Treatment Center	4.2B	25,000	20,300 ⁽¹⁾	C	3,251	23,551	D	Yes
	Alpine Special Treatment Center to W. Victoria Dr	4.2B	25,000	15,200 ⁽¹⁾	C	3,654	18,854	C	Yes
	W. Victoria Dr to Louise Dr	4.2B	25,000	20,400 ⁽¹⁾	D	7,339	27,739	E	No
	Louise Dr to Viejas View Pl	2.1D	13,500	12,200	D	10,097	22,297	F	No
	Viejas View Pl to West Willows Rd	2.1D	13,500	14,300	D	11,639	25,939	F	No
	West Willows Rd to East Willows Rd	2.1C	13,500	1,300	A	19,781	21,081	F	No
South Grade Road	Eltinge Dr to Olive View Rd	2.2C	13,500	13,500 ⁽²⁾	D	2,296	15,796	E	No
Tavern Road	Victoria Park Terrace to Alpine Boulevard	4.1A	33,400	30,100	D	588	30,688	D	Yes
	Arnold Way to Huey Ln/White Oak Dr	2.2A	13,500	9,900	D	1,839	11,739	D	Yes
Viejas Casino Rd.	West Willows Rd to East Willows Rd	4.2B	25,000	21,900	D	7,751	29,651	E	No
Willows Road (West)	Alpine Blvd to Otto Ave	4.2B	25,000	20,400 ⁽¹⁾	D	15,845	36,245	F	No
	Otto Ave to Viejas Grade Rd	4.2A	27,000	27,200 ⁽¹⁾	D	20,536	47,736	F	No
Willows Road (East)	Viejas Casino Rd to I-8 on ramp	2.2E	10,900	9,300	D	37,356	46,656	F	No

⁽¹⁾ Source: County of San Diego General Plan Update Program EIR (EIR Volume IV Appendix E, July 5, 2011).

⁽²⁾ The General Plan Update (EIR Volume IV Appendix E (July 5, 2011) identified these segments at LOS D; however, the volumes on these segments were not specifically reported. It was determined that the volumes are approaching the LOS D threshold. Therefore, for this analysis, the GPU EIR volumes are assumed to be equal to the LOS D capacity. The FCI Lands volumes were then added to the LOS D capacity to determine the GPA ADT volumes for the study roadway segments.

SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT

**TABLE 2.13-7
ROADWAY SEGMENT LOS WITH RECLASSIFICATIONS TO MEET POLICY M.2-1 (LOS D):
ALPINE COMMUNITY**

Segment	Location	Reclassification to Achieve LOS D	LOS D Threshold	With GPA LU		Impact Mitigated?
				ADT	LOS	
Alpine Boulevard	Tavern Rd to Boulders Rd	4.2B	25,000	16,349	C	Yes
	W. Victoria Dr. to Louise Dr.	4.1B	30,800	27,739	D	Yes
	Louise Dr. to Viejas View PI	4.2B	25,000	22,297	D	Yes
	Viejas View PI to West Willows Rd	4.2A	27,000	25,939	D	Yes
	West Willows Rd to East Willows Rd	4.2B	25,000	21,081	D	Yes
South Grade Road	Eltinge Dr to Olive View Rd	4.2B	25,000	15,796	C	Yes
Viejas Casino Rd.	West Willows Rd. to East Willows Rd	4.1B	30,800	29,651	D	Yes
Willows Road (West)	Alpine Blvd to Otto Ave	6.2	50,000	36,245	B	Yes
	Otto Ave to Viejas Grade Rd	6.2	50,000	47,736	D	Yes
Willows Road (East)	Viejas Casino Rd. to I-8 on ramp	6.2	50,000	46,656	D	Yes

Source: County of San Diego GPA for FCI Lands Traffic Impact Analysis. Prepared by RBF Consulting. January 2013.

THIS PAGE INTENTIONALLY LEFT BLANK.