

# **APPENDIX D**

**Traffic Impact Assessment Technical Memorandum:  
*Comparison of Proposed Project Traffic Impacts  
2013 Draft SEIR to Revised Draft SEIR, January 2016***

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**Attachment A**

County of San Diego GPA for FCI Lands Traffic Impact Assessment prepared by RBF Consulting dated January 16, 2013

**Attachment B**

Revisions to GPU EIR Volume IV, Appendix E: Technical Memorandum: 2011 County General Plan — Recommended Project Alternative (Traffic Model Results)

**Attachment C**

Revisions to 2011 General Plan EIR Volume IV, Appendix F: Impacted Roadway Segments and Supporting Rationale for LOS E/F Level Acceptance

## 1.0 Executive Summary

This Technical Memorandum (PDS-TM) supplements the Traffic Impact Analysis (RBF-TIA) prepared by RBF Consulting dated January 16, 2013 and included herein as Attachment A. The original RBF-TIA addressed impacts associated with what was previously referred to as the “Draft Plan” and is now referred to as the “2012 Initial Draft Map”. This 2012 Map was circulated for public review from February 1 to March 18, 2013 as part of the initial Supplemental Environmental Impact Report (SEIR) prepared for the Forest Conservation Initiative (FCI) Lands General Plan Amendment (GPA).

The RBF-TIA, along with this PDS-TM and the Technical Memorandum - Traffic Impacts: Comparison of SEIR Alternatives (Appendix E to this SEIR), the considered together with the traffic analysis for the 2011 General Plan Update (2011 General Plan), make up the FCI GPA’s complete traffic analysis. While the 2013 SEIR is based on the 2012 Initial Draft Map, this SEIR is based on a land use map referred to as the “Proposed Project” land use map. Below is a summary of traffic forecast changes between the 2013 RBF-TIA and this PDS-TM, based on the differences between buildout of the land use designations of the two maps (2012 Initial Draft Map and Proposed Project).

- Viejas Casino Road — Under the Proposed Project, this road would no longer operate at a deficient level of service (LOS)
- West Willows Road — Classification necessary to mitigate impacts would change from a six-lane 6.2 Prime Arterial to a four-lane 4.2A Boulevard with Raised Median.

## 2.0 Introduction

The FCI GPA traffic analysis is relying on the EIR prepared for the August 2011 General Plan Update (2011 General Plan). The analysis is being updated through preparation of a Supplemental EIR. Two traffic impact studies were prepared for the 2011 General Plan EIR. In Volume II (Appendix G) of the 2011 General Plan EIR, Wilson Company evaluates forecast roadway network operations associated with the Referral Map (proposed Project for the 2011 General Plan EIR). This study is available at:

[http://www.sandiegocounty.gov/content/dam/sdc/pds/gpupdate/docs/BOS\\_Aug2011/EIR/Appn\\_G\\_Traffic.pdf](http://www.sandiegocounty.gov/content/dam/sdc/pds/gpupdate/docs/BOS_Aug2011/EIR/Appn_G_Traffic.pdf). Then, in Volume IV, Appendix E of the 2011 General Plan EIR, Fehr & Peers (F&P) prepared a technical memorandum evaluating the “Recommended Project 2011”, which was the land use alternative ultimately adopted as the 2011 General Plan land use map. The F&P Technical Memorandum identifies the unincorporated county roadways that are forecast to operate at a deficient level of service (LOS) with buildout of the 2011 General Plan land use map—available at:

[http://www.sandiegocounty.gov/content/dam/sdc/pds/gpupdate/docs/BOS\\_Aug2011/EIR/G4\\_Apx\\_E.technical\\_memo\\_page.pdf](http://www.sandiegocounty.gov/content/dam/sdc/pds/gpupdate/docs/BOS_Aug2011/EIR/G4_Apx_E.technical_memo_page.pdf).

The RBF TIA identified the additional impacts to the unincorporated county road network associated with buildout of the 2012 Initial Draft Map for former FCI lands, which are in addition to the impacts identified in the F&P Technical Memorandum prepared for the 2011 General Plan EIR. This F&P Technical Memorandum is included herein as Attachment B. This PDS-TM

addresses the difference in traffic impacts between the 2012 Initial Draft Map analyzed in the RBF-TIA with the traffic impacts associated with the FCI GPA SEIR Proposed Project land use map and details what impacts would occur as a result of the 2016 Proposed Project. The 2016 Proposed Project is based on specific direction provided by the Board of Supervisors on June 25, 2014(1), or when specific direction was not provided, the Community Planning Group recommendation is incorporated so that the most intensive SEIR alternative is analyzed.

All conclusions in this recirculated SEIR are based on the RBF-TIA in combination with this PDS-TM. The Traffic Analysis from the 2011 General Plan, discussed above, is hereby included as Attachment C.

### 3.0 Trip Generation

Trip generation quantifies the volume of vehicle trips as a function of the type and intensity of the assumed land uses. Table D-1 below, also provided as Table 1 (page 3) of the RBF TIA, identifies trip generation rates used for purposes of this analysis. These trip generation rates are consistent with the rates used for the 2011 General Plan EIR and are consistent with those utilized in the SANDAG Regional Transportation Model, with additional refinements by SANDAG and County staff to reflect the more rural nature and lower densities of typical County land uses.

**Table D-1  
Summary of Land Uses and Trip Generation Rates  
2011 General Plan EIR and Proposed FCI Lands GPA**

Designation	Land Use Definition	Unit	Daily Trip Rate
OS ( C )	Open Space (Conservation)	acre	0
OS (R)	Open Space (Recreation)	acre	50.2
P/SP	Public/ Semi-Public Facilities	acre	268
PAL	Public Agency Lands	acre	2
RC	Rural Commercial	acre	250 <sup>1</sup>
RL-20	Rural Lands- 20 (1 DU per 20 acres)	DU	12
RL-40	Rural Lands- 40 (1 DU per 40 acres)	DU	12
RL-80	Rural Land- 80 (1 DU per 80 acres)	DU	12
SPA	Specific Plan Area	NI	NI
SR-1	Single-Family Residence - 1 DU per 1 acre	DU	12
SR-2	Single-Family Residence - 1 DU per 2 acres	DU	12
SR-4	Single-Family Residence - 1 DU per 4 acres	DU	12
SR-10	Single-Family Residence - 1 DU per 10 acres	DU	12
Tribal	Tribal Lands	acre	0 <sup>2</sup>
VCMU	Village Core Mixed Use	acre	varies <sup>3</sup>
VR-2	Village Residential-2 - 2 DUs per 1 acre	DU	12
VR-4.3	Village Residential-4.3 - 4.3 DUs per 1 acre	DU	12

Source: County of San Diego GPA for FCI Lands Traffic Impact Assessment (Table 1), RBF January 2013

NI = Not Included

**Table D-1 (Continued)**

**Notes:**

1 – Trip rate of 250 trips per acre is applied to all Rural Commercial uses within County Water Authority (CWA) boundary. Acreage outside the CWA boundary is reduced by 50% to account for physical, environmental and infrastructure constraints not accounted for in the traffic forecast model.

2 – Applied to tribal lands without casinos and supporting facilities only. The SANDAG existing land use layer is applied to Tribal lands with casinos and supporting facilities.

3 – The Village Core Mixed Use is based on the average of the General Commercial trip rate (694 trips per acre) and a Multi-Family Residential trip rate calculated based on an assumed density and 6 trips per DU. The number of trips varies according to the assumed density as follows:

- 20 DU/acre = 407.0 ADT
- 14.5 DU/acre = 390.5 ADT
- 10.9 DU/acre = 379.7 ADT

The RBF TIA (Table 2, page 4) identified the forecast increase in average daily traffic (ADT) generated from build out of the 2012 Initial Draft Map over build out of the 2011 General Plan land use map for each of the nine communities included in the FCI Lands GPA. Table D-2 below updates Table 2 of the RBF TIA and compares the trip generation anticipated from the 2016 Proposed Project with the 2012 Initial Draft Map analyzed in the RBF TIA.

**Table D-2  
Forecast Trip Generation by Community  
Comparison of the 2012 Initial Draft Map and 2016 Proposed Project**

Community	Total Acres Affected	General Plan Update ADT	2012 Initial Draft Map ADT	Proposed Project ADT	Net Increase in ADT		Difference: 2012 Draft to Prop. Project
					2012 Initial Draft Map	Proposed Project	
Alpine	13,725	18,937	134,252	127,159	115,315	108,222 <sup>(1)</sup>	(7,093) <sup>(2)</sup>
Central Mountain	27,086	13,222	14,910	14,863	1,688	1,641	(47) <sup>(2)</sup>
Desert	188	26	26	26	0	0	0
Jamul	1,330	804	840	732	36	(72) <sup>(2)</sup>	(108) <sup>(2)</sup>
Julian	8,465	4,056	4,612	4,612	556	556	0
Mountain Empire	2,036	216	303	231	87	15	(72) <sup>(2)</sup>
North Mountain	17,298	11,044	14,776	14,704	3,732	3,660	(72) <sup>(2)</sup>
Pendleton/DeLuz	1,020	336	336	264	0	(72) <sup>(2)</sup>	(72) <sup>(2)</sup>
Ramona	832	2,296	2,610	2,610	314	314	0
<b>TOTAL</b>	<b>71,980</b>	<b>50,937</b>	<b>172,665</b>	<b>165,201</b>	<b>121,728</b>	<b>114,264</b>	<b>(7,464)<sup>(2)</sup></b>

**Notes:**

*Sources: RBF January 2013 & San Diego County, August 2015*

- 1) This does not include the 8,607 ADT forecasted reduction in trip generated by Viejas tribal gaming facilities (refer to Table D-5).
- 2) Parentheses (XXX) indicate negative values.

As shown in Table D-2, the 2012 Initial Draft and 2016 Proposed Project Land Use Maps result in a net increase of 121,728 and 114,264 ADT, respectively. Of the nine communities included in the FCI Lands GPA, approximately 95% of this increase in ADT is the result of proposed land use changes in Alpine. For Alpine, the 2012 Initial Draft Map was forecast to result in an 115,315 increase in ADT, but the Proposed Project would only result in a 108,222 ADT increase, 7,093 ADT less than the 2012 Initial Draft Map.

The 2016 Proposed Project is forecast to generate the same or less ADT than the 2012 Initial Draft Map for every community. Therefore, the Proposed Project would therefore have equivalent or lesser impacts than identified in the RBF TIA.

#### 4.0 County General Plan Mobility Element

The RBF TIA Table 4 identifies the roadways within the FCI GPA project area that the 2011 General Plan EIR traffic model forecast to operate at a deficient level of service (LOS E or F) with buildout of the land use map. Table D-3 below, an excerpt from Table 4 of the RBF TIA, summarizes the deficient segments and identifies mitigation measures (reclassification to achieve LOS D or better). Several roads throughout the county are accepted to operate at LOS E or F in accordance with criteria established by Mobility Element Policy M-2.1. As shown in Table D-3, not all roads within the FCI Lands GPA project area were mitigated by capacity increases via higher road classifications under the 2011 General Plan. These deficient roadways are located in the communities of Alpine, Jamul, and Ramona. However under the 2011 General Plan, there were no forecast deficient roadway segments identified in the remaining affected communities (Central Mountain, Julian, Mountain Empire, North Mountain, and Pendleton / DeLuz).

As discussed in the RBF TIA, of the three communities within the FCI Lands GPA project area that have roadway segments forecast to operate at LOS E or F with buildout of the 2011 General Plan land use map, the community of Alpine will likely be most affected by the FCI Lands GPA. The changes in ADT resulting from the FCI Lands GPA would have only a marginal impact on the road networks for Jamul and Ramona, as described below (see also Table D-2).

- Jamul — The 2016 Proposed Project would result in 72 ADT less than what was analyzed under buildout of the 2011 General Plan. This is a 108 ADT reduction over the 2012 Initial Draft Map analyzed by the RBF TIA.
- Ramona — Both the 2012 Initial Draft Map and the 2016 Proposed Project would result in a 314 ADT increase over buildout of the 2011 General Plan EIR. This minimal increase in ADT, which is distributed across large areas, will likely dissipate before reaching the deficient roadway segments and would be an imperceptible change to the average driver. Therefore, the added ADT would not have a measurable impact on the deficient segments.

#### 5.0 Project Impacts and Mitigation Needs

Approximately 95% of the net increase in ADT generated by the FCI Lands GPA is forecast for Alpine; therefore, the RBF TIA determined that Alpine would be the only community with a potential for significant traffic-related impacts. To determine the impacts, the RBF TIA grouped the parcels forecast to have substantial increases in trips together into five separate Focus Areas. The trips forecast for each Focus Area were loaded onto the roadway network and operating conditions were evaluated for GPA Project conditions.

**Table D-3  
Mobility Element Roadways Forecast to Operate at LOS E or LOS F  
in the 2011 General Plan EIR**

Roadway	Segment Limits	2011 General Plan ME Classification	LOS D Threshold	ADT	LOS	2011 General Plan EIR Reclassification to Achieve LOS D
<b>Alpine</b>						
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	20,000	F	4.2B
West Willows Road	Alpine Blvd. to Otto Ave.	2.2E	10,900	20,400	F	4.2B
Willows Road	Otto Ave. to Viejas Grade Rd.	2.2E	10,900	27,200	F	4.1B
<b>Jamul</b>						
Lyons Valley Road	Campo Rd. to Skyline Truck Trail	2.2B	13,500	18,200	E	4.2B
<b>Ramona</b>						
Main Street/ SR-78	9 <sup>th</sup> St. to 11 <sup>th</sup> St.	4-Ln State Highway	NA <sup>(1)</sup>	29,300	E <sup>(1)</sup>	6-Ln State Highway
7 <sup>th</sup> 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

Note 1: State Route LOS is based on peak demand rather than ADT

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

Focus Areas

Exhibits 24-26 from the RBF TIA show the five Focus Areas in the Alpine community outlined in yellow are included in this TM as Figures 1 through 3. [Note that these figures are included only to show the boundaries of the Focus Areas, as the “Net Difference in Trips” shown on these figures are based only on the Proposed Project for the 2013 Draft SEIR and do not necessary reflect the 2016 Draft SEIR alternatives.] The yellow-outlined areas identify Focus Areas where more than 500 ADT are generated (collectively or individually by parcel). A general description of the location of each Focus Area is provided below.

- A-1 – North of Interstate 8 at West Willows Road, this Focus Area includes areas of consideration AL-1, AL-2a. This Focus Area would directly impact West Willows Road and Willows Road from West Willows Road to Viejas Casino Road.
- A-2 – North of Interstate 8, east and south of the Viejas Reservation, including area of consideration AL-3. This Focus Area would directly impact Willows Road east of Viejas Casino Road.
- A-3 – South of Interstate 8, north of Rancho Palos Verde and west of Casa de Roca Road, including areas of consideration AL-4, AL-5, and AL-11B. This Focus Area would directly impact Alpine Boulevard between South Grade and Casa de Roca Roads.
- A-4 – South of Interstate 8 and east of focus Area A-3, including areas of consideration AL-6 and AL-7. This Focus Area would directly impact Alpine Boulevard east of Casa de Roca Road.
- A-5 – South of Focus Area A-3, includes Rancho Palos Verde and area of consideration AL-11A. This Focus Area would directly impact South Grade Road.

**Table D-4: Trip Generation for Focus Areas in Alpine Community**

Focus Area	2011 General Plan ADT	GPA ADT		Net Increase in ADT		ADT Reduction: 2012 Draft Map – Prop.Proj.
		2012 Initial Draft Map	2016 Proposed Project	2012 Initial Draft Map	2016 Proposed Project	
A-1	1,406	10,971	6,029	9,565	4,623	4,942
A-2	554	86,969	84,457	86,415	83,903	2,512
A-3	3,225 <sup>(1)</sup>	17,847 <sup>(1)</sup>	16,300	14,622	13,075	1,547
A-4	1,776	4,305	6,765	2,529	4,989	(2,460) <sup>(2)</sup>
A-5	4,284	5,940	5,520	1,656	1,236	420
<b>TOTAL</b>	<b>11,245</b>	<b>126,032</b>	<b>119,071</b>	<b>114,787</b>	<b>107,826</b>	<b>6,961</b>

Notes:

Sources: RBF January 2013 & San Diego County, August 2015

- 1) Figure was adjusted to include APN 4040503400, which was inadvertently left out of RBF TIA
- 2) Parentheses (XXX) indicate negative values.

<sup>a</sup> Areas of Consideration represent parcels where issues were raised during the initial public review of the 2013 Draft SEIR. Eleven different areas were identified in the Alpine community; however, only eight are included in the five Focus Areas.

Table D-4, derived from Table 5 in the RBF TIA, summarizes the forecast ADT for the Alpine community by Focus Area based on buildout of both the 2012 Initial Draft Map and 2016 Proposed Project. The last two columns of RBF Table 5 show the forecast increase in ADT for each Focus Area that would be generated with buildout of the FCI Lands GPA 2012 Initial Draft Map. Then Column 5 shows the forecast increase in ADT with buildout of the 2016 Proposed Project. Please note that the sum of the net increase in ADT for the five focus areas does not match the sum shown in Table D-2 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 D-4.

As shown in Table D-4, the 2016 Proposed Project is forecast to generate 6,961 ADT less than the 2012 Initial Draft Plan Map for the five Focus Areas. However, the 2016 Proposed Project would generate 2,460 ADT more in Focus Area A-4 than the 2012 Initial Draft Map analyzed in the RBF TIA.

**Tribal Gaming Assumptions**

Both the 2011 General Plan EIR traffic model (run in 2008) and the 2013 County traffic model (note, this model was not available when the RBF TIA was prepared) include existing and projected future trips that would be generated for Viejas and Ewiiapaayp tribal gaming facilities located or proposed along Willows Road in Alpine. Table D-5 compares the projected trip generation assumptions of the two traffic models. The 2013 traffic model trip generation assumptions for Viejas are 8,607 ADT less than the trip generation assumed for the 2011 General Plan EIR traffic model.

**Table D-5  
Viejas and Ewiiapaayp Average Daily Trip Assumptions**

Land Use Type	Traffic Model Assumptions			
	2011 Gen. Plan (2008 Traffic Model)		2013 County Traffic Model	
	Land Use Units	Daily Trips	Land Use Units	Daily Trips
<b>VIEJAS</b>				
Gaming Area	133,000 sq. ft. <sup>(1)</sup>	13,300	Same as 2011 General Plan	13,300
Outlet Center	255,000 sq. ft. <sup>(2)</sup>	6,885		6,885
Casino Expansion	100,000 sq. ft. <sup>(1)</sup>	10,000		10,000
Hotel	600 rooms <sup>(3)</sup>	1,800	256 rooms <sup>(3)</sup>	768
Theater	1,000 seats <sup>(4)</sup>	606	500 seats <sup>(4)</sup>	303
Concert Venue	12,000 seats <sup>(4)</sup>	7,272	0	0
<b>TOTAL Viejas</b>		<b>39,863</b>	—	<b>31,256</b>

**Table D-5 (Continued)**

Land Use Type	Traffic Model Assumptions			
	2011 Gen. Plan (2008 Traffic Model)		2013 County Traffic Model	
	Land Use Units	Daily Trips	Land Use Units	Daily Trips
<b>Ewiiapaayp</b>				
Health Clinic	26,500 sq.ft. <sup>(5)</sup>	530	Same as 2011 General Plan	530
Gaming Area	80,500 sq. ft. <sup>(1)</sup>	8,050		8,050
<b>TOTAL Ewiiapaayp</b>		<b>8,580</b>	—	<b>8,580</b>
<b>TOTAL DAILY TRIPS GENERATED</b>		<b>48,443</b>	—	<b>39,836</b>

Trip Generation Rate Factors:

- 1) 100 trips/1000 square feet
- 2) 27 trips/1000 square feet
- 3) 3 trips/room
- 4) 0.606/seat
- 5) 20 trips/1000 square feet

*Source: San Diego County, August 2015*

## 6.0 Deficient Facilities

Table 7 in the RBF TIA summarizes the impacts of the FCI Lands GPA’s proposed land use changes on Mobility Element roadways that are forecast to operate at LOS D, E, or F according to the 2011 General Plan EIR. Per RBF TIA Table 7, only roadway segments in the Alpine community would be significantly impacted by buildout of the 2012 Initial Draft Map. RBF TIA Table 7 includes the forecast increase in ADT with buildout of the 2012 Initial Draft Map, along with the corresponding LOS and roadway classification type. Per RBF TIA Table 7, the FCI Lands GPA would have a significant impact on twelve road segments, based on buildout of the 2012 Initial Draft Map.

Table D-6 below includes the same twelve road segments included in the RBF TIA Table 7; however, Table D-6 also identifies whether the mitigated classification necessary for the segment to operate at LOS D resulting from buildout of the 2012 Initial Draft Map would change under buildout of the 2016 Proposed Project, based on the thresholds shown in Table 3 of the RBF TIA.

As shown in Table D-6, all roadways that would operate at LOS D or better with buildout of the land use map analyzed in the RBF TIA would also operate at LOS D or better with buildout of the 2016 Proposed Project. With two exceptions, the mitigated classification identified in the RBF TIA for the 2012 Initial Draft Map would be the same for the 2016 Proposed Project. For Viejas Casino Road and West Willows Road (shown shaded in Table D-6) the mitigated classification would be reduced. The forecast 8,607 ADT reduction in Viejas tribal gaming facilities (see Table D-5) is factored into the forecast ADT for Willows Road, West Willows Road, and Viejas Casino Road as described below.

### Alpine Boulevard

*Viejas View Place to West Willows Road* — Approximately 50% of the ADT generated in Focus Area A-3 would impact Alpine Boulevard from Viejas View Place to West Willows Road. The remaining 50% would impact Alpine Boulevard east of West Willows Road. The forecast increase in ADT by the FCI GPA for Focus Area A-3 is 10.4 percent less for the 2016 Proposed Project than for the 2012 Initial Draft Plan Map. Therefore, this segment’s ADT under the 2016 Proposed

Project is forecast to be less than under the 2012 Initial Draft Map. As such, the classification to mitigate traffic impacts would change from a four-lane 4.2A Boulevard with Raised Median to a four-lane 4.2B Boulevard with Intermittent Turn Lanes.

*West Willows Road to East Willows Road* — Approximately 50% of the ADT generated in Focus Area A-3 and 100% of the ADT generated from Focus Area A-4 would impact Alpine Boulevard from West Willows Road to the eastern end of Willows Road. The combined forecast ADT for these two Focus Areas is 17.3 percent greater under the 2016 Proposed Project than under the 2012 Initial Draft Map; however, the classification to mitigate traffic impacts would not change from a four-lane 4.2B Boulevard with Intermittent Turn Lanes.

#### Viejas Casino Road

The analysis in this Technical Memorandum assumes that Viejas Casino Road would be impacted by 55 percent of trips generated in Focus Area A-2. The remaining 45 percent of trips from A-2 would travel eastward to Interstate 8. Therefore, the 2016 Proposed Project would generate 2.9 percent less trips in Focus Area A-2 than the 2012 Initial Draft Map. This analysis further assumes that 8,541 ADT less Viejas tribal gaming trips would travel on Willows Road, east of Viejas Casino Road, which is the reduction in trip generation in the County 2013 traffic model; as compared to the 2011 General Plan EIR traffic model assumptions (see Table D-5). Based on this reduced ADT, the classification to mitigate traffic impacts would change from a 4.1B Major Road

**Table D-6  
Forecast Project Impacts  
Comparison of 2012 Initial Draft Map and 2016 Proposed Project**

Segment	Location	2011 General Plan ADT	2012 Initial Draft Map			2016 Proposed Project			Mitigated Classification Change?
			ADT	Mitigated Classification	LOS	ADT	Mitigated Classification	LOS	
Alpine Boulevard	Tavern Rd. to Boulders Rd.	13,500	16,349	4.2B	C	≤16,349 <sup>(1)</sup>	4.2B	C	No
	Boulders Rd. to Alpine Special Treatment Center	20,300	23,551	4.2B	D	≤23,551 <sup>(1)</sup>	4.2B	D	No
	Alpine Special Treatment Center to W. Victoria Dr.	15,200	18,854	4.2B	B	≤18,854 <sup>(1)</sup>	4.2B	B	No
	W. Victoria Dr. to Louise Dr.	20,400	27,739	4.1B	D	≤27,739 <sup>(1)</sup>	4.1B	D	No
	Louise Dr. to South Grade Rd	12,200	22,297	4.2B	D	≤22,297 <sup>(1)</sup>	4.2B	C	No
	South Grade Rd. to Viejas View Pl.								
	Viejas View Pl. to West Willows Rd.	14,300	25,939	4.2A	D	25,323 <sup>(6)</sup>	4.2B	D	Yes
West Willows Rd. to East Willows Rd.	1,300	21,081	4.2B	D	24,471	4.2B	D	No	
South Grade Road	Eltinge Dr. to Olive View Rd.	13,500	15,796	4.2B	C	<15,796 <sup>(2)</sup>	4.2B	C	No
Viejas Casino Road	Entire segment	13,293 <sup>(3)</sup>	29,651	4.1B	D	20,920 <sup>(3)</sup>	4.2B	D	Yes
West Willows Road	Alpine Blvd. to Otto Ave./Willows Rd.	13,945 <sup>(4)</sup>	36,245	6.2	B	27,720 <sup>(4) (6)</sup>	4.2A	D	Yes
Willows Road	Otto Ave. to Viejas Casino Rd.	20,745 <sup>(4)</sup>	47,736	6.2	D	39,006 <sup>(4)</sup>	6.2	C	No
	Viejas Casino Rd. east to WB I-8 on-ramp	7,148 <sup>(5)</sup>	46,656	6.2	D	43,418 <sup>(5)</sup>	6.2	C	No

**Notes:**

*Sources: RBF January 2013 & San Diego County, August 2015*

- 1) None of the Focus Areas directly impact this segment. Since the total increase in ADT for the five Focus Areas by this GPA is forecast to be less for the 2016 Proposed Project than for the 2012 Initial Draft Map, the segment's ADT under the 2016 Proposed Project is forecast to be less than or equal to the ADT under the 2012 Initial Draft Map.
- 2) Focus Areas A-5 directly impacts South Grade Road, including the segment from Eltinge Drive to Olive View Road. Since the forecast increase in ADT by the FCI GPA for Focus Area A-5 is less for the 2016 Proposed Project than for the 2012 Initial Draft Plan Map, this segment's ADT under the 2016 Proposed Project is forecast to be less than to the ADT under the 2012 Initial Draft Map.
- 3) Viejas tribal gaming trip generation assumptions were reduced by 8,607 ADT (see Table D-5).
- 4) Viejas tribal gaming trip generation assumptions were reduced by 75 percent of 8,607 ADT (see Table D-5).
- 5) Viejas tribal gaming trip generation assumptions were reduced by 25 percent of 8,607 ADT (see Table D-5).
- 6) Exceeds LOS threshold, but within 10 percent margin of error.

 Gray shading identifies road segments where the mitigation differs between the 2012 Initial Draft Map and the 2016 Proposed Project.

with Intermittent Turn Lanes to a 4.2B Boulevard with Intermittent Turn Lanes. Since the road is currently built as a Boulevard with a Raised Median, no further improvements would be necessary.

#### West Willows Road

The analysis assumes that West Willows Road would be impacted by all trips generated by Focus Area A-1, 40 percent of trips generated by Focus Area A-2, and 50 percent of trips generated by Focus Area A-3. The remaining 60 percent of trips from A-2 would travel eastward to Interstate 8 and the other 50 percent of trips generated by A-3 would travel from Interstate 8 to the Focus Area A-3 without traversing West Willows Road. Based on this assignment of trips, the 2016 Proposed Project would generate only 87.0 percent of the trips generated by the 2012 Initial Draft Map. This analysis further assumes that 6,606 ADT less Viejas tribal gaming trips would travel on West Willows Road, which is 75 percent of the reduction in trip generation in the County 2013 traffic model; as compared to the 2011 General Plan EIR traffic model assumptions (see Table D-5). As a result of these reductions, the classification to mitigate traffic impacts with buildout of the 2016 Proposed Project would be a four-lane 4.2A Boulevard with Raised Median rather than a six-lane 6.2 Prime Arterial forecast in the RBF TIA with buildout of the 2012 Initial Draft Map.

#### Willows Road

*Otto Avenue / West Willows Road to Viejas Casino Road* — The analysis assumes that all of the trips generated by Focus Area A-1 and 55% of the trips generated by Focus Area A-2 would traverse Willows Road, west of Viejas Casino Road. The other 45 percent of trips from A-2 would travel eastward to Interstate 8. Based on this assignment of trips, the 2016 Proposed Project would generate only 88.9 percent of the trips generated by the 2012 Initial Draft Map. This analysis further assumes that 6,606 ADT less Viejas tribal gaming trips would travel on Willows Road, west of Viejas Casino Road, which is 75 percent of the reduction in trip generation in the County 2013 traffic model; as compared to the 2011 General Plan traffic model assumptions (see Table D-5). However, the classification to mitigate traffic impact would not change from a 6.2 Prime Arterial.

*Viejas Casino Road east to westbound onramp to Interstate 8* — This analysis assumes that Willows Road east of Viejas Casino Road would be impacted by all the trips generated in Focus Area A-2. Therefore, the 2016 Proposed Project would generate 2.9 percent less trips in Focus Area A-2 than the 2012 Initial Draft Map. This analysis further assumes that 2,135 ADT less Viejas tribal gaming trips would travel on Willows Road, east of Viejas Casino Road, which is 25 percent of the reduction in trip generation in the County 2013 traffic model; as compared to the GPU traffic model assumptions (see Table D-5). However, the classification to mitigate traffic impact would not change from a six-lane 6.2 Prime Arterial.

## 7.0 Conclusion

Table D-7 below identifies how impacts from FCI GPA increase over impacts resulting from the 2011 GPU for applicable road segments in Alpine. For road segments that are forecast to operate at LOS E or F, the FCI GPA either proposes a new classification that increases the road capacity to mitigate the impacts or adds the segment to General Plan Mobility Element Table

M-4, Road Segments Where Adding Travel Lanes is Not Justified, in accordance with criteria established by Mobility Element Policy M-2.1 Level of Service Criteria<sup>b</sup>. Policy M-2.1 is on page 4-13 of the Mobility Element and available at:

<http://www.sandiegocounty.gov/content/dam/sdc/pds/gpupdate/docs/GP/MobilityElement.pdf>.

#### New Road Classification

The FCI GPA proposes to change the classification for Willows Road from Viejas Casino Road east to Interstate 8 on-ramp from a two-lane 2.2E Light Collector to a four-lane 4.2B Boulevard with Intermittent Turn Lanes. However, even with the classification change, this road segment would still operate at LOS F because a 6.2 Prime Arterial classification would be required to fully mitigate forecasted traffic as a result of the land use map changes. Therefore, the segment is also identified below as a segment to add to Table M-4.

#### Additions to Table M-4

The 2011 General Plan identified significant impacts for the three road segments listed below, but rather than propose a new classification the 2011 General Plan included these segments in Table M-4. The three road segments identified below would continue to operate at LOS E or F with additional ADT generated by the FCI GPA. Therefore, under the currently adopted General Plan, the following three road segments are included in Table M-4.

- Alpine Boulevard [Boulder Road to Louise Drive]
- West Willows Road [entire segment]
- Willows Road [Otto Avenue/West Willows Road to Viejas Grade Road]

In addition to the three road segments identified above, the FCI GPA would have a significant impact on seven roads segments (see also Table D-7 below) where they would operate at LOS E or F with the additional ADT generated by the FCI GPA. In lieu of proposing the new road classification as shown in Table D-7 that would mitigate the impacts, the FCI GPA proposes to add the eight road segments shown below to General Plan Mobility Element Table M-4.

- Alpine Boulevard
  - Tavern Rd. to Boulders Rd.
  - Louise Dr. to South Grade Rd.
  - South Grade Rd. to Viejas View Pl.
  - Viejas View Pl. to W. Willows Rd.
  - W. Willows Rd. to eastern end of Willows Rd.
- South Grade Rd. [Eltinge Dr. to Olive View Rd.]
- Willows Road
  - Viejas Grade Rd. to Viejas Casino Rd.
  - Viejas Casino Rd. east to Interstate 8 westbound on-ramp

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<sup>b</sup> General Plan Mobility Element Table M-4, Accepted Road Classifications with Level of Service (LOS) E/F, identifies road segments where the County considers it more appropriate to retain a road classification that could result in a LOS E / F rather than increase the number of travel lanes. The rationale for accepting LOS E/F is included as Attachment C.

**Table D-7: Forecast Project Impacts  
Summary of Project Impacts: Changes in Level of Service**

Road	Segment	2011 General Plan				2016 Proposed Project					
		ADT	LOS	Classification	Reclassification to Achieve LOS D	Additional ADT	ADT	Reclassification to Achieve LOS D	LOS	FCI GPA Proposed Classification	LOS
Alpine Boulevard	Tavern Rd. to Boulders Rd.	13,500	D	2.2A Light Collector	N/A	≤2,849	≤16,349	4.2B Boulevard with Intermittent Turn Lanes	C	2.2A Light Collector	E*
	Boulders Rd. to Alpine Special Treatment Center	20,300	F		≤3,251	≤23,551	D		F*		
	Alpine Special Treatment Center to W. Victoria Dr.	15,200	E		≤3,654	≤18,854	B		E*		
	W. Victoria Dr. to Louise Dr.	20,400	F		≤7,339	≤27,739	4.1B Major Road with Intermittent Turn Lanes	D	F*		
	Louise Dr. to South Grade Rd.	12,200	D	2.1D Community Collector	N/A	≤10,097	≤22,297	4.2B Boulevard with Intermittent Turn Lanes	D	2.1D Community Collector	F*
	South Grade Rd. to Viejas View Pl.	12,200							D		F*
	Viejas View Pl. to West Willows Rd.	14,300	E	2.1A Community Collector with Raised Median	11,023	25,323 <sup>(2)</sup>	D	2.1C Community Collector	F*		
	West Willows Rd. to eastern end of Willows Rd.	1,300	A	2.1C Community Collector	23,171	24,471			D	F*	
South Grade Road	Eltinge Dr. to Olive View Rd.	13,500	D	2.2C Light Collector	N/A	2,296	15,796	4.2B Boulevard with Intermittent Turn Lanes	C	2.2C Light Collector	E*
Viejas Casino Road	Entire segment	13,293 <sup>(A)</sup>	C	4.2A Boulevard with Raised Median		7,627	20,920 <sup>(A)</sup>	4.2B Boulevard with Intermittent Turn	D	4.2A Boulevard with Raised Median	C
West Willows Road	Alpine Blvd. to Otto Ave./Willows Rd.	13,945 <sup>(B)</sup>	N/A	N/A	2.1C Community Collector with Inter. Turn Lane	13,775	27,720 <sup>(B)(2)</sup>	4.2A Boulevard with Raised Median	D	2.2C Light Collector with Intermittent Turn Lanes	F*
Willows Road	Otto Ave. to Viejas Grade Rd.	20,745 <sup>(B)</sup>	F	2.2E Light Collector	4.1B Major Road with Intermittent Turn Lanes	18,261	39,006 <sup>(B)</sup>	6.2 Prime Arterial	C	2.2E Light Collector	F*
	Viejas Grade Rd. to Viejas Casino Rd.										
	Viejas Casino Rd. east to WB I-8 on ramp	7,148 <sup>(C)</sup>	D		N/A	36,270	43,418 <sup>(C)</sup>		C	4.2B Boulevard with Inter. Turn Lanes	F*

Notes: Sources: RBF January 2013 & San Diego County, August 2015

- \* Road segment is being accepted at LOS E / F (Will be added to General Plan Mobility Element Table M-4)
- 1) Revised assumptions have reduced the Viejas tribal gaming ADT generation by 8,607 ADT (see Table D-5); percent reduction, as applied is specified below.
  - A. 100 percent
  - B. 75 percent
  - C. 25 percent
- 2) Exceeds LOS threshold, but within 10 percent margin of error

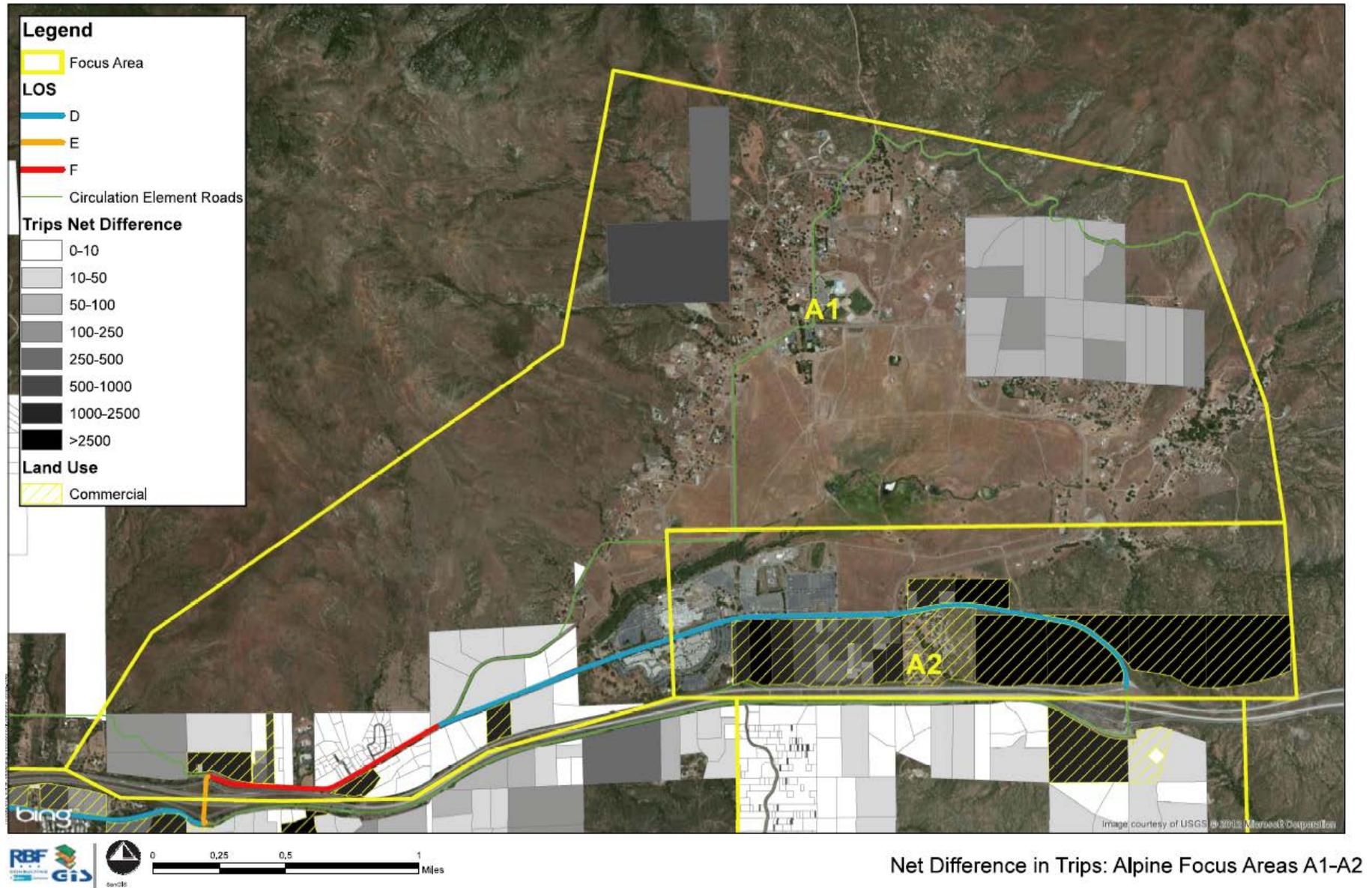


Figure 1: Alpine Community Focus Areas A-1 and A-2 (Exhibit 24 of RBF TIA)

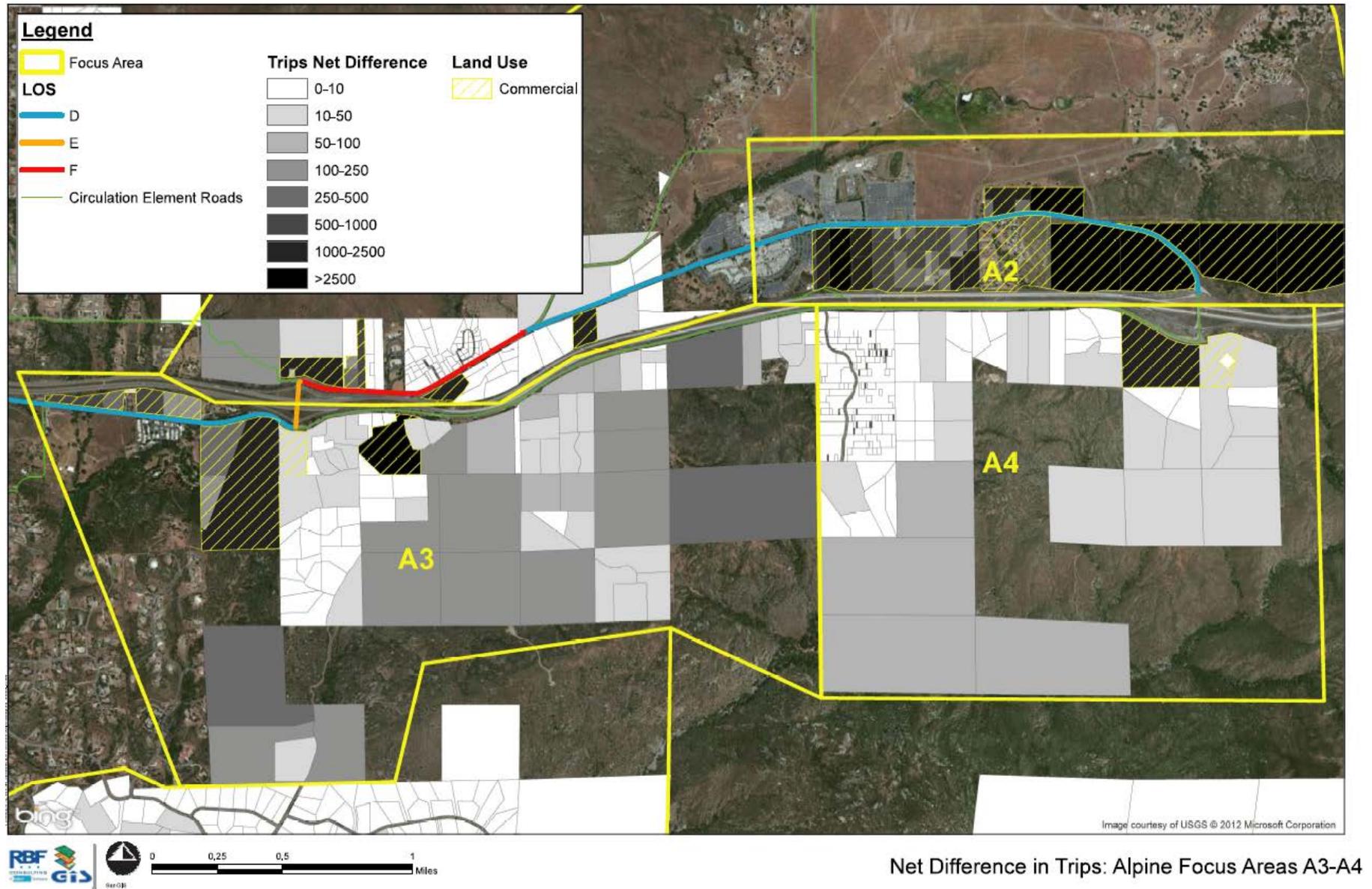


Figure 2: Alpine Community Focus Areas A-3 and A-4 (Exhibit 25 of RBF TIA)

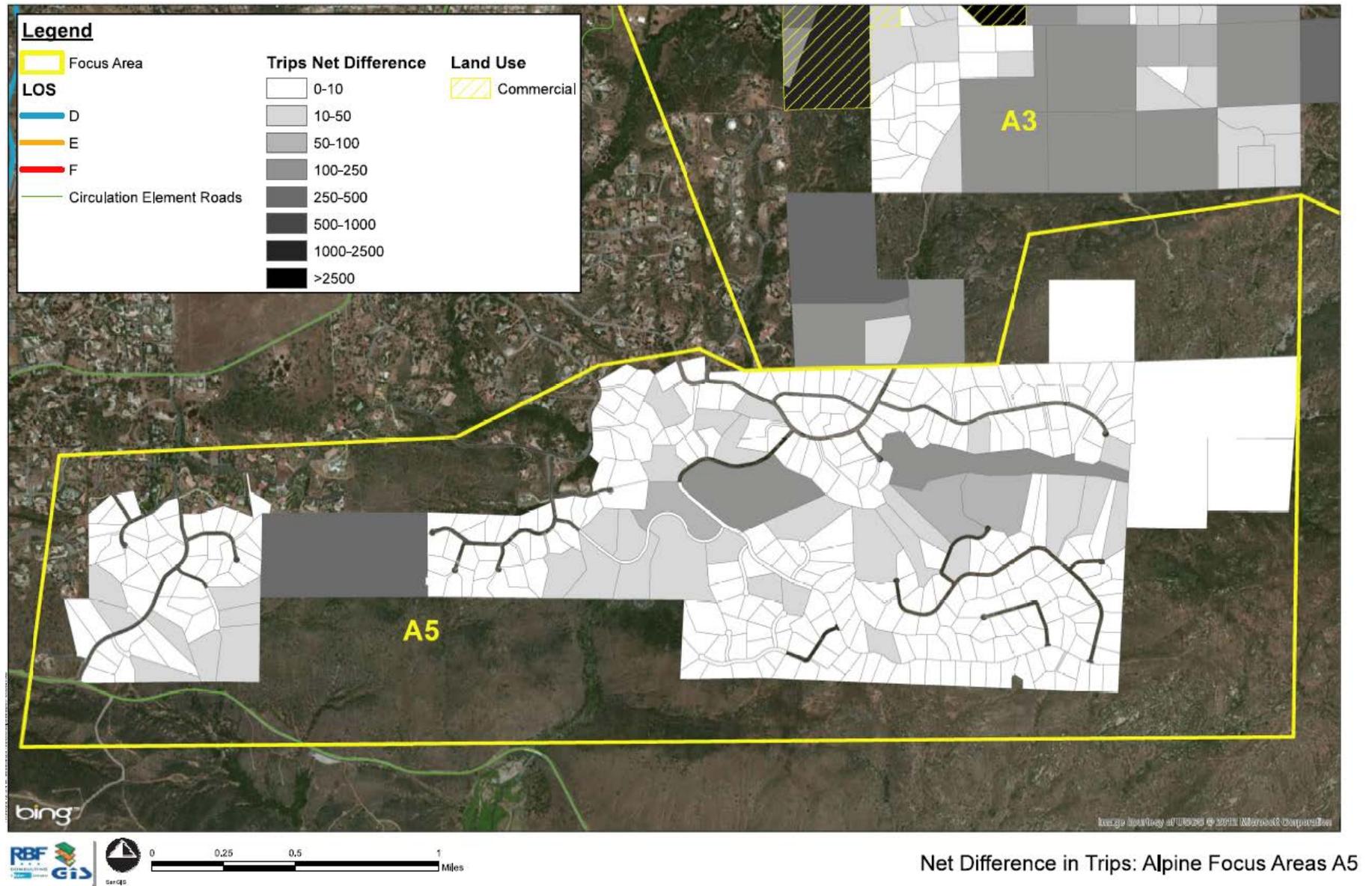


Figure 3: Alpine Community Focus Area A-5 (Exhibit 26 of RBF TIA)