

APPENDIX E
Technical Memorandum
Traffic Impacts: Comparison of SEIR Alternatives

Proposed Project (2016 Draft SEIR)
Alpine Alternative Land Use Map
Mid-density
Modified FCI Condition
No Project

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Prepared by
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TABLE OF CONTENTS

1.0 Background..... E-1

2.0 Introduction..... E-1

3.0 Project Impacts and Mitigation Needs E-4

4.0 Project Impact Assessment E-7

5.0 Conclusion E-20

Tables

E-1. Community-Level Forecast Average Daily Traffic (ADT) Generation
Comparison of Draft SEIR Alternatives E-3

E-2. ADT Generation for Focus Areas in the Alpine Community E-6

E-3. Summary of FCI Land GPA Impacts: Changes in Level of Service
(County Traffic Impact Assessment Technical Memorandum, Table D-7) E-8

E-4. Alpine Road Segments — Level of Service Comparison of Draft SEIR Alternatives E-10

E-5. ADT Comparison of FCI Lands GPA Draft SEIR Alternatives E-11

E-6. Comparison of FCI Lands GPA Impacts
Proposed Project and Alpine Alternative Land Use Map Alternatives E-12

E-7. Comparison of FCI Lands GPA Impacts
Proposed Project and Mid-Density Alternatives E-13

E-8. Comparison of FCI Lands GPA Impacts
Proposed Project and Modified FCI Condition Alternatives E-14

E-9. Comparison of FCI Lands GPA Impacts
Proposed Project and No Project Alternatives E-15

E-10. Summary of FCI Lands GPA Impacts — Changes in Level of Service E-18

E-11. Summary of FCI Lands GPA Impacts — Reclassification to Achieve LOS D E-19

Figures (Exhibits 24 - 26 of RBF TIA)

1. Alpine Community Focus Areas A-1 and A-2 E-21

2. Alpine Community Focus Areas A-3 and A-4 E-22

3. Alpine Community Focus Area A-5 E-23

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 2011 GPU Final EIR Volume IV, Appendix F: Impacted Roadway Segments and Supporting Rationale for LOS E/F Level Acceptance

1.0 Background

Alternatives Compared in this Technical Memorandum

This Technical Memorandum compares traffic impacts resulting from the four alternatives of the Supplemental Environmental Impact Report (SEIR) for the Forest Conservation Initiative (FCI) Lands General Plan Amendment (GPA):

- (1) Proposed Project (2016 Draft SEIR);
- (2) Alpine Alternative Land Use Map;
- (3) Mid-Density;
- (4) Modified FCI Condition; and
- (5) No Project.

Companion Documents

Two separate traffic impact analyses supplement the analysis provided in this Technical Memorandum. These analyses include the RBF Consulting Traffic Impact Analysis (January 16, 2013) and the County of San Diego-prepared Technical Memorandum (October 2015), which is Appendix D to this Draft SEIR; both are described below.

- 1) *Traffic Impact Assessment (RBF TIA)* — The Technical Memorandum prepared by RBF Consulting in January 2013 addressed the increased impacts of the 2012 Initial Draft Map, when compared to the impacts identified in the 2011 General Plan Update traffic analysis. The 2012 Initial Draft Map was the Proposed Project for a SEIR prepared for the FCI Lands GPA and circulated for public review from February 1 to March 18, 2013 (included as Attachment A to Appendix D, Draft SEIR Appendix D, Traffic Impact Assessment Technical Memorandum: Comparison of Proposed Project Traffic Impacts 2013 Draft SEIR to 2016 Revised Draft SEIR).
- 2) *Traffic Impact Assessment Technical Memorandum: Comparison of Proposed Project Traffic Impacts, 2013 Draft SEIR to Revised Draft SEIR, January 2016 (County TM)* — The Technical Memorandum for the SEIR Proposed Project prepared October 2015 by the County of San Diego Planning & Development Services compares the traffic impacts of the “2012 Initial Draft Map” identified in the RBF TIA with the Proposed Project for this 2016 Draft Revised SEIR (see Appendix D).

2.0 Introduction

The purpose of this Technical Memorandum (TM-Alternatives) is to compare traffic impacts resulting from build-out of five land use alternatives analyzed for the FCI Lands GPA. These five alternatives are described below.

- *Proposed Project (2016 Draft SEIR)* — This alternative, the most intensive, is being analyzed as the Proposed Project for the FCI Lands GPA Draft SEIR. The Proposed Project is based on land use designations provided by the Board of Supervisors (Board) on June 25, 2014. For parcels where the Board did not provide specific direction, the most intensive recommendation to the Board is proposed; which is generally the recommendation of the applicable community planning or sponsor group.

- *Alpine Alternative Land Use Map Alternative* — This alternative is the same as the Proposed Project for every community with the exception of Alpine. Three areas in Alpine are proposed for a lower density than the Proposed Project.
- *Mid-Density Alternative* — This alternative is based on the land use designations that staff recommended to the Board on June 25, 2014. This is the moderate intensity alternative.
- *Modified FCI Condition (Modified FCI)* — This alternative proposes land use designations assigned by the environmentally superior alternative (also referred to as the “Modified Project Alternative”) for the 2013 FCI Lands GPA SEIR, except for parcels where the land use designation for the Mid-Density and/or Proposed Project are less intensive. In these instances, the less intensive designation replaces the Modified Project Alternative designation. The Modified FCI Condition, overall the least intensive alternative, is different from the original FCI Condition because proposed land uses respond to specific physical and environmental conditions and stakeholder interests rather than the FCI’s arbitrary application of a Rural Lands 40 designation (one dwelling unit per 40 acres) to the entire FCI Lands GPA planning area.
- *No Project* — This alternative, the No Project Alternative for the FCI Lands GPA Draft SEIR, reflects the currently adopted land use designations, which are based on the General Plan designations in place when the FCI was enacted in 1993. The Draft SEIR discusses how this alternative does not meet project objectives.

Community Level Comparison

Table E-1 compares the average daily traffic (ADT) generation differences between the five Draft SEIR alternatives discussed above. Table E-1 identifies the total ADT for each of the nine communities included within the FCI Lands GPA’s planning area. The Alpine Alternative Land Use Map, Mid-Density, and Modified FCI Alternatives have the same or fewer ADT than the Proposed Project in every community, with the exception of North Mountain where the Mid-Density Alternative has twelve more ADT than the 2016 Proposed Project. The No Project Alternative would have more ADT than the other three alternatives in every community, with the exception of the Alpine community. In the Alpine community, the No Project Alternative would have the lowest ADT; 96,805 ADT fewer than the 2016 Proposed Project. In Alpine, the Proposed Project Alternative has the highest number of ADT due to the proposed increases in land use intensity east of the Alpine Village, including additional commercial land uses proposed by this GPA. However, the No Project Alternative is forecast to generate more ADT in all other communities.

For the communities of Desert, Jamul/Dulzura, and Pendleton/DeLuz the Proposed Project, Alpine Alternative Land Use Map, Mid-Density, and Modified FCI Alternatives are forecast to generate less ADT than the number analyzed by the 2011 General Plan EIR. Also, all four alternatives are forecast to generate fewer than 600 ADT more than the 2011 General Plan EIR for the communities of Julian, Mountain Empire, and Ramona. In addition, the Modified FCI Condition Alternative is forecast to generate less ADT than the 2011 General Plan EIR in Mountain Empire. For the Central Mountain and North Mountain communities, these four alternatives are forecast to generate a marginal increase (3,700 ADT or less) in ADT over the 2011 General Plan EIR primarily due to proposed changes from residential to commercial land use designations for a few parcels.

**Table E-1
Community-Level Forecast Average Daily Traffic (ADT) Generation
Comparison of Draft SEIR Alternatives**

Community	2011 General Plan	Proposed Project		Alpine Alternative Land Use Map		Mid-Density		Modified FCI Condition		No Project	
		Increase	Total	Increase	Total	Increase	Total	Increase	Total	Increase	Total
Alpine	18,937	108,222	127,159	100,676	119,613	102,150	121,087	16,162	35,063	11,417	30,354
Central Mountain	13,222	1,641	14,863	Same as Proposed Project	Same as Proposed Project	1,437	14,659	1,292	14,514	53,201	66,423
Desert	26	0	26			0	26	0	26	65	91
Jamul/Dulzura	804	(72) ⁽¹⁾	732			(72) ⁽¹⁾	732	(132) ⁽¹⁾	672	1,548	2,352
Julian	4,056	556	4,612			556	4,612	484	4,540	25,816	29,872
Mountain Empire	216	15	231			15	231	3	219	2,869	3,085
North Mountain	11,044	3,660	14,704			3,672	14,716	3,660	14,704	33,268	44,312
Pendleton/DeLuz	336	(72) ⁽¹⁾	264			(72) ⁽¹⁾	264	(72) ⁽¹⁾	264	2,352	2,688
Ramona	2,296	314	2,610			314	2,610	314	2,610	1,022	3,318
TOTAL	50,937	114,264	165,201			106,718	157,655	108,000	158,937	21,818	72,612

Note:

(1) Parentheses (XXX) indicate negative values.

Source: San Diego County, October 2015

Under this GPA, the Alpine community is forecast to generate nearly 95 percent of the total increase in ADT over the 2011 General Plan EIR with build-out of the Proposed Project, Alpine Alternative Land Use Map, and Mid-Density Alternatives. Also, Alpine is forecast to generate most of the total increase in ADT (74 percent) under the Modified FCI Condition Alternative; however, under the No Project Alternative, the Alpine community is forecast to generate less than 10 percent of the total increase in ADT resulting from this GPA.

Proposed Project Alternative

The Proposed Project Alternative is forecast to generate 165,201 ADT countywide, which is an 114,264 ADT increase over the volume analyzed in the 2011 General Plan EIR. Approximately 95 percent of the increase in ADT over the volume analyzed in the 2011 General Plan EIR is in Alpine—108,222 of the 114,264 ADT.

Alpine Alternative Land Use Map Alternative

The Alpine Alternative Land Use Map Alternative is forecast to generate 157,655 ADT countywide, which is a 106,718 ADT increase over the volume analyzed in the 2011 General Plan EIR, but 7,546 ADT less than the Proposed Project is forecast to generate. Approximately 94 percent of the forecast increase in ADT over the volume analyzed in the 2011 General Plan EIR is in Alpine—100,676 of the 106,718 ADT.

Mid-Density Alternative

The Mid-Density Alternative is forecast to generate 158,937 ADT countywide, which is a 108,000 ADT increase over the volume analyzed in the 2011 General Plan EIR, but 6,264 ADT less than the Proposed Project is forecast to generate. Approximately 95 percent of the forecast increase in ADT over the volume analyzed in the 2011 General Plan EIR is in Alpine—102,150 of the 108,000 ADT.

Modified FCI Condition Alternative

The Modified FCI Condition Alternative is forecast to generate the lowest total ADT (72,611), and the smallest increase (21,674 ADT) over the volume analyzed in the 2011 General Plan EIR. Approximately 80 percent (or 16,126 ADT) of the 21,674 ADT increase over the 2011 General Plan EIR is in Alpine. Buildout of this alternative would result in the lowest ADT in every community except Alpine where there are 4,709 ADT more forecast than for the No Project Alternative.

No Project Alternative

For the total GPA plan area, the No Project Alternative is forecast to generate 182,495 ADT for a 131,558 ADT increase over the volume analyzed in the 2011 General Plan EIR. This is the largest increase compared to the other three alternatives. The No Project Alternative would also generate the greatest ADT in every community, with the exception of Alpine, where it would generate the lowest increase ADT over the 2011 General Plan EIR (11,417 ADT).

3.0 Project Impacts and Mitigation Needs

Methodology

TM-Alternatives is based primarily on a comparison of four of the five Draft SEIR alternatives: (1) Proposed Project, (2) Alpine Alternative Land Use Map, (3) Mid-density, and (4) Modified FCI Condition. The RBF TIA determined that Alpine would be the only community with a potential for

significant traffic-related impacts since 95 percent of ADT generated by the Proposed Project for the FCI Lands GPA are generated in Alpine. The ADT estimated by the RBF TIA for the 2012 Initial Draft Map (analyzed as the Proposed Project for the 2013 Draft SEIR) serves as a basis for this Technical Memorandum. The ADT forecast for buildout of the 2012 Initial Draft Map, estimated in the RBF TIA, is modified by TM-Alternatives prepared for the 2016 Draft SEIR according to the traffic generation differences of each 2016 Draft SEIR alternative, as compared with the 2013 Draft SEIR (2012 Initial Draft Map).

As with the RBF TIA, the vast majority of ADT that would be generated by the FCI Lands GPA under the four primary alternatives are located in the community of Alpine. For all four of these alternatives, the increase in ADT over the volume analyzed in the 2011 General Plan EIR is 6,042 ADT or less for the total of all communities outside of Alpine. This increase in ADT over the 2011 General Plan EIR represents only five percent of the forecast total increase generated by the FCI Lands GPA for the Proposed Project and Mid-Density Alternatives, six percent for the Alpine Alternative Land Use Map Alternative, and only 20 percent of the total increase for the Modified FCI Condition Alternative.

While the fourth (No Project Alternative) is also included in this TM-Alternatives, the traffic impacts that would be generated by this alternative outside of Alpine are not included. Build-out of the No Project Alternative is forecast to generate over 120,000 more ADT outside of the Alpine community over what was analyzed by the 2011 General Plan EIR. There is the potential that roads in several communities would be impacted by the No Project Alternative. However, TM-Alternatives does not analyze traffic impacts of the No Project Alternative outside of the Alpine community because the No Project Alternative is not consistent with the current General Plan Guiding Principles and Policies. Therefore, TM-Alternatives will focus only on traffic impacts for the community of Alpine.

Focus Areas

The RBF TIA identified five Focus Areas in Alpine where the FCI Lands GPA is forecast to generate substantial increases in ADT. The ADT forecast for each Focus Area were loaded onto the roadway network and operating conditions were evaluated for GPA Project conditions. The Focus Areas, shown outlined in yellow on Figures 1 through 3 (Exhibits 24-26 from the RBF TIA), also serve as the basis for this TM-Alternatives. *[Note: 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.]* 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^a AL-1, AL-2. Focus Area A-1 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^b AL-3. Focus Area A-2 would directly impact Willows Road east of Viejas Casino Road.

^a 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. The areas of consideration were a primary reference source during the land use map planning process.

- A-3 – South of Interstate 8, north of Rancho Palos Verde Development and west of Casa de Roca Road, including areas of consideration^c AL-4, AL-5, and AL-11B, Focus Area A-3 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^d AL-6 and AL-7, Focus Area A-4 would directly impact Alpine Boulevard east of Casa de Roca Road.
- A-5 – South of Focus Area A-3, and including Rancho Palos Verde and area of consideration^e AL-11A, Focus Area A-5 would directly impact South Grade Road.

Increase in ADT over 2011 GPU

Table E-2 below compares the ADT in each of the five Focus Areas, both the total for the Focus Area and its increase over the ADT generated under the 2011 General Plan EIR. When compared to the Proposed Project, build-out of the alternatives would reduce the forecast ADT in the five focus areas as follows:

<u>Alternative</u>	<u>Reduction from Proposed Project</u>
Alpine Alternative Land Use Map	6.4%
Mid-density	4.7%
Modified FCI Condition	76.9%
No Project	84.8%

For Focus Areas A-1 and A-5, the four land use alternatives (Proposed Project, Alpine Alternative Land Use Map, Mid-Density, and Modified FCI) are forecast to generate the same ADT. For the remaining Focus Areas, the most significance difference in ADT generation is between the Proposed Project and Modified FCI alternatives; particularly in Focus Area A-2 where the Proposed Project would generate nearly 84,000 ADT, as compared to only 865 ADT by the Modified FCI Condition. Also, for Focus Area A-4 the forecast ADT of the Modified FCI Condition is significantly less than for the Proposed Project; 299 ADT as compared to 4,989 ADT. Overall when compared to the Proposed Project, the Modified FCI would only generate 27,467 ADT, or 23 percent of the 119,071 ADT generated by Proposed Project.

Table E-2: ADT Generation for Focus Areas in the Alpine Community

Focus Area	2011 General Plan EIR	Proposed Project	Alpine Alternative Land Use Map	Mid-Density	Modified FCI Condition	No Project	Increase over 2011 General Plan EIR				
							Proposed Project	Alpine Alt. Land Use Map	Mid-Density	Modified FCI Condition	No Project
A-1	1,406	6,029	6,029	6,029	6,029	1,959	4,623	4,623	4,623	4,623	553
A-2	554	84,457	84,457	82,813	1,419	1,575	83,903	83,903	82,259	865	1,021
A-3	3,225	16,300	12,880	14,812	12,424	4,240	13,075	9,655	11,587	9,199	1,015
A-4	1,776	6,765	2,543	4,329	2,075	2,243	4,989	767	2,553	299	467
A-5	4,284	5,520	5,520	5,520	5,520	8,040	1,236	1,236	1,236	1,236	3,756
TOTAL	11,245	119,071	111,429	113,503	27,467	18,057	107,826	100,184	102,258	16,222	6,812

Source: San Diego County, October 2015

^b Ibid
^c Ibid
^d Ibid
^e Ibid

4.0 Project Impact Assessment

The County TM (Appendix D to this Draft SEIR) compares the traffic impacts of the Proposed Project for this Draft SEIR with the impacts of the 2012 Initial Draft Map (the proposed Project for the Draft SEIR circulated in 2013). Table E-3 below, taken directly from Table D-7 of the County TM, shows the increase in ADT for 13 road segments in Alpine that build-out of the Proposed Project would generate, when compared to the forecast ADT identified in the 2011 General Plan EIR.

Twelve of the 13 Alpine road segments included in Table E-3 are forecast to operate at LOS D, E, or F with build-out of the land use designations analyzed under the 2011 General Plan EIR. The exception is Viejas Casino Road where the ADT was adjusted due to revised assumptions for tribal gaming facilities at Viejas (see County TM, Table D-5). When the forecast ADT generated by build-out of the Proposed Project is added, all of these road segments would operate at LOS E or F, with the exception of Viejas Casino Road.

Six of the 13 Alpine segments shown in Table E-3 are not physically adjacent to any of the five Focus Areas. Since these segments of Alpine Boulevard are forecast to receive only a small portion of the ADT generated by any of the Focus Areas and are already included, or are being proposed for inclusion in, General Plan Mobility Element Table M-4^f by the FCI Lands GPA, they are not being analyzed any further in TM-Alternatives. These Alpine Boulevard segments include:

1. Tavern Road to Boulders Road
2. Boulders Road to Alpine Special Treatment Center
3. Alpine Special Treatment Center to West Victoria Drive
4. West Victoria Drive to Louise Drive
5. Louise Drive to South Grade Road
6. South Grade Road to Viejas View Place

While all 2016 Draft SEIR alternatives (Alpine Alternative Land Use Map, Mid-density, Modified FCI Condition, No Project) considered in this TM-Alternatives for these six segments would result in additional ADT over what was analyzed in the 2011 General Plan EIR, they would all add fewer ADT than the proposed Project analyzed by the RBF TIA. Therefore, none of these SEIR alternatives would require additional mitigation than what was identified by the RBF TIA.

^f 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 B.

**Table E-3: Summary of FCI Lands GPA Impacts: Changes in Level of Service
(October 2015 County Traffic Impact Assessment Technical Memorandum, Table D-7)**

Road	Segment	General Plan SEIR				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 with Raised Median	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 w/ Inter. Turn Lanes	C ⁽²⁾	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 with Improvement Options	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 ⁽²⁾	D		F*		
	West Willows Rd. to eastern end of Willows Rd.	1,300	A	2.1C Community Collector	23,171	24,471	D		2.1C Community Collector with Inter. Turn Lanes	F*	
South Grade Road	Eltinge Dr. to Olive View Rd.	13,500	D	2.2C Light Collector	N/A	1,714	15,214	2.1A Community Collector with Raised Median	D	2.2C Light Collector with Intermittent Turn Lanes	E*
Viejas Casino Road	Entire segment	13,293 ^(A)	B	4.2A Boulevard with Raised Medium		7,627	20,920 ^(A)	N/A	B	4.2A Boulevard with Raised Median	B
West Willows Road	Alpine Blvd. to Otto Ave./Willows Rd.	13,945 ^(B)	N/A	N/A	2.1C Community Collector with Intermittent Turn Lane	13,775	27,720 ^(B)	4.2A Boulevard with Raised Median	D	2.2C Light Collector with Intermittent Turn Lanes	F*
Willows Road	Otto Ave. to Viejas Casino Rd.	20,745 ^(B)	F	2.2E Light Collector	4.1B Major Road with Intermittent Turn Lanes	18,261	39,006 ^(B)	6.2 Prime Arterial	D	2.2E Light Collector	F*
	Viejas Casino Rd. east to WB I-8 on ramp	7,148 ^(C)	D		N/A	36,270	43,418 ^(C)		D	4.2B Boulevard with Inter. Turn Lanes	F*

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

* Road segment is being accepted at LOS E / F (Will be added to Mobility Element Table M-4)

1) Revised assumptions have reduced the Viejas tribal gaming ADT generation by 8,607 ADT (see SEIR Appendix D: October 2015 Traffic Impact Assessment Technical Memorandum, 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.

All of the ADT generated by the five Focus Areas are physically adjacent to seven of the 13 road segments. A description of each segment's relationship to the Focus Areas is provided below.

1. Alpine Boulevard (Viejas View Place to West Willows Road) — A portion of Focus Area A-3 is accessible only from this segment.
2. Alpine Boulevard (West Willows Road to eastern end of Willows Road) — A portion of Focus Area A-3 and all of Focus Area A-4 is accessible only from this segment.
3. South Grade Road (Eltinge Drive to Olive View Road) — All of Focus Area A-5 is only accessible from South Grade Road. The traffic traveling north on South Grade Road from Focus Area A-5 would traverse the segment from Eltinge Drive to Olive View Road.
4. Viejas Casino Road — A portion of Focus Area A-2 would traverse this segment.
5. West Willows Road (Alpine Boulevard to Otto Avenue) — All of Focus Area A-1 is only accessible from West Willows Road. Also, a portion of the ADT generated from Focus Areas A-2 and A-3 would traverse this segment.
6. Willows Road (West Willows Road to Viejas Casino Road) — All of Focus Area A-1 is only accessible this segment of Willows Road and a portion of the ADT generated from Focus Areas A 2 would traverse this road segment.
7. Willows Road (Viejas Casino Road east to westbound Interstate 8 on ramp) — All of Focus Area A-2 is accessible from this road segment.

Level of Service Comparison of Alternatives

Table E-4 compares the level of service for each of the seven Alpine road segments discussed above under build-out of the five alternatives of this Draft SEIR. As shown in Table E-4, six of the seven road segments would operate at LOS E or F with build-out of the Proposed Project. Viejas Casino Road is forecast to operate at LOS B and South Grade Road is forecast to operate at LOS E. With build-out of the Proposed Project, the following five segments are forecast to operate at LOS F:

- Two segments of Alpine Boulevard (Viejas View Place to West Willows Road and West Willows Road to the eastern end of Willows Road),
- West Willows Road, and
- Two segments of Willows Road (Otto Avenue to Viejas Casino Road and Viejas Casino Road east to westbound Interstate on-ramp).

Only four road segments would be forecast to operate at LOS F under both the Alpine Alternative Land Use Map and Mid-density alternatives. Under these alternatives, Alpine Boulevard from West Willows Road to the eastern end of Willows Road would operate at LOS D, rather than LOS F under build-out of the Proposed Project. Under both the Modified FCI and No Project Alternatives, only two road segments would operate at LOS F and two at LOS E.

Table E-5 compares the forecast ADT of the five alternatives for the seven road segments discussed above. As shown in Table E-5, the 2011 General Plan EIR forecast two of these segments to operate at LOS E: (1) Alpine Boulevard (Viejas View Place to West Willows Road), and (2) West Willows Road; and one segment, Willows Road (Otto Avenue to Viejas Casino Road)

to operate at LOS F. The remaining four segments were forecast to operate at LOS D or better under the 2011 General Plan EIR.

**Table E-4
Alpine Road Segments — Level of Service Comparison of Draft SEIR Alternatives**

Road	Segment	Classification	Forecast LOS				
			Proposed Project	Alpine Alt. Land Use Map	Mid-density	Modified FCI	No Project
Alpine Boulevard	Viejas View Pl. to West Willows Rd.	2.1D Community Collector with Improvement Options	F	F	F	F	F
	West Willows Rd. to Willows Rd. (east end)	2.1C Community Collector with Intermittent Turn Lanes	F	D	E	D	A
South Grade Road	Eltinge Dr. to Olive View Rd.	2.2C Light Collector with Intermittent Turn Lanes	E	E	E	E	E
Viejas Casino Road	Entire segment	4.2A Boulevard with Raised Median	B	B	B	A	A
West Willows Road	Alpine Blvd. to Otto Ave./Willows Rd.	2.2E Light Collector	F	F	F	E	E
Willows Road	Otto Ave. to Viejas Casino Rd.	2.2E Light Collector	F	F	F	F	F
	Viejas Casino Rd. east to WB I-8 on ramp	2.2E Light Collector	F	F	F	C	C

Source: San Diego County, October 2015

Table E-5 shows that there is a significant difference in ADT generated by the Proposed Project, as compared to both the Modified FCI and No Project Alternatives. The following sections compare the forecast ADT generated from buildout of the Proposed Project with each of the other four alternatives.

Proposed Project and Alpine Alternative Land Use Map

Table E-6 also compares the ADT generation of the Proposed Project with the Alpine Alternative Land Use Map Alternative. The primary difference between the Proposed Project and Alpine Alternative Land Use Map Alternatives is that under the Alpine Alternative Land Use Map Alternative, Alpine Boulevard from West Willows Road to the eastern end of Willows Road is forecast to operate at LOS D, rather than LOS F as under the Proposed Project. This segment of Alpine Boulevard has the largest decrease in forecast ADT: 12,546 for the Alpine Alternative Land Use Map Alternative as compared to 24,471 for the Proposed Project, for a 11,925 ADT reduction under the Alpine Alternative Land Use Map Alternative.

Proposed Project and Mid-Density

Table E-7 also compares the ADT generation of the Proposed Project with the Mid-density Alternative. The primary difference between these two alternatives is that under the Mid-density Alternative, Alpine Boulevard from West Willows Road to the eastern end of Willows Road is forecast to operate at LOS E, rather than LOS F as under the Proposed Project. This segment of Alpine Boulevard has the largest decrease in forecast ADT: 18,079 for the Mid-density Alternative versus 24,471 for the Proposed Project, for a 6,392 ADT reduction under the Mid-density Alternative.

**Table E-5
Average Daily Traffic Comparison of FCI Lands GPA Draft SEIR Alternatives**

Road	Segment	2011 General Plan EIR				GPA: Additional ADT					GPA: Total ADT				
		Classification	ADT: LOS D	Actual ADT	Actual LOS	Proposed Project	Alpine Alternative	Mid-density	Modified FCI Condition	No Project	Proposed Project	Alpine Alternative	Mid-density	Modified FCI Condition	No Project
Alpine Boulevard	Viejas View Pl. to West Willows Rd.	2.1D Community Collector with Improvement Options	13,500	14,300	E	11,023	9,662	10,431	9,481	6,223	25,323	23,962	24,731	23,781	20,523
	West Willows Rd. to Willows Rd. (eastern end)	2.1C Community Collector with Intermittent Turn Lanes	13,500	1,300	A	23,171	11,246	16,779	9,847	1,959	24,471	12,546	18,079	11,147	3,259
South Grade Road	Eltinge Dr. to Olive View Rd.	2.2C Light Collector with Intermittent Turn Lanes	13,500	13,500	D	1,714	1,714	1,714	1,714	3,756	15,214	15,214	15,214	15,214	17,256
Viejas Casino Road	Entire segment ^(a)	4.2A Boulevard with Raised Median	27,000	13,293	A	7,627	7,627	7,546	3,531	3,538	20,920	20,920	20,839	16,824	16,831
West Willows Road	Alpine Blvd. to Otto Ave./Willows Rd.(b)	2.2E Light Collector	10,900	13,945	E ⁽²⁾	13,775	13,248	13,343	2,947	452	27,720	27,193	27,288	16,892	14,397
Willows Road	Otto Ave. to Viejas Casino Rd.(b)	2.2E Light Collector	10,900	20,745	F	18,261	18,261	17,936	1,834	401	39,006	39,006	38,681	22,579	21,146
	Viejas Casino Rd. east to WB I-8 on ramp ^(c)	2.2E Light Collector	10.9	7,148	C ⁽²⁾	36,270	36,270	35,559	374	441	43,418	43,418	42,708	7,522	7,590

Notes:

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

(1) A change in assumptions reduced the Viejas tribal gaming ADT generation by 8,607 ADT (see SEIR Appendix D: October 2015 County Traffic Impact Assessment Technical Memorandum, Table D-5).

Percent of reductions applied to road segments is specified below.

- a. 100 percent
- b. 75 percent
- c. 25 percent

(2) Exceeds LOS threshold, but within 10 percent margin of error.

**Table E-6
Comparison of FCI Lands GPA Impacts
Proposed Project and Alpine Alternative Land Use Map Alternatives**

Road	Segment	2011 General Plan EIR				Proposed Project			Alpine Alternative			Difference: Prop. Proj. – Alpine Alt.
		ADT	LOS	Classification	ADT: LOS D	ADT	LOS	Reclassification to Achieve LOS D	ADT	LOS	Reclassification to Achieve LOS D	
Alpine Boulevard	Viejas View Pl. to West Willows Rd.	14,300	E	2.1D Community Collector with Improvement Options	13,500	25,323	F	4.2B Boulevard with Intermittent Turn Lanes	23,962	F	4.2B Boulevard with Intermittent Turn Lanes	1,361
	West Willows Rd. to Willows Rd. (eastern end)	1,300	A	2.1C Community Collector with Intermittent Turn Lanes	13,500	24,471	F	4.2B Boulevard with Intermittent Turn Lanes	12,546	D	Not necessary	11,925
South Grade Road	Eltinge Dr. to Olive View Rd.	13,500	D	2.2C Light Collector with Intermittent Turn Lanes	13,500	15,214	E	2.1A Community Collector with Raised Median	15,214	E	2.1A Community Collector with Raised Median	0
Viejas Casino Road	Entire segment ^(a)	13,293	A	4.2A Boulevard with Raised Median	27,000	20,920	B	Not necessary	20,920	B	Not necessary	0
West Willows Road	Alpine Blvd. to Otto Ave./Willows Rd. ^(b)	13,945	E ⁽²⁾	2.2E Light Collector	10,900	27,720	F	4.2A Boulevard with Raised Median	27,193	F	4.2A Boulevard with Raised Median	547
Willows Road	Otto Ave. to Viejas Casino Rd. ^(b)	20,745	F	2.2E Light Collector	10,900	39,006	F	6.2 Prime Arterial	39,006	F	6.2 Prime Arterial	0
	Viejas Casino Rd. east to WB I-8 on ramp ^(c)	7,148	C ⁽²⁾	2.2E Light Collector	10,900	43,418	F	6.2 Prime Arterial	43,418	F	6.2 Prime Arterial	0

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

- (1) A change in assumptions reduced the Viejas tribal gaming ADT generation by 8,607 ADT (see SEIR Appendix D: October 2015 County Traffic Impact Assessment Technical Memorandum, Table D-5). Percent of reductions applied to road segments is specified below.
 - a. 100 percent
 - b. 75 percent
 - c. 25 percent
- (2) Exceeds LOS threshold, but within 10 percent margin of error.

**Table E-7
Comparison of FCI Lands GPA Impacts
Proposed Project and Mid-density Alternatives**

Road	Segment	2011 General Plan EIR				Proposed Project				Mid-density			Difference: Prop. Proj. - Mid-density
		ADT	LOS	Classification	ADT: LOS D	ADT	LOS	Reclassification to Achieve LOS D	ADT	LOS	Reclassification to Achieve LOS D		
Alpine Boulevard	Viejas View Pl. to West Willows Rd.	14,300	E	2.1D Community Collector with Improvement Options	13,500	25,323	F	4.2B Boulevard with Intermittent Turn Lanes	24,731	F	4.2B Boulevard with Intermittent Turn Lanes	592	
	West Willows Rd. to Willows Rd. (eastern end)	1,300	A	2.1C Community Collector with Intermittent Turn Lanes	13,500	24,471	F	4.2B Boulevard with Intermittent Turn Lanes	18,079	E	4.2B Boulevard with Intermittent Turn Lanes	6,392	
South Grade Road	Eltिंगe Dr. to Olive View Rd.	13,500	D	2.2C Light Collector with Intermittent Turn Lanes	13,500	15,214	E	2.1A Community Collector with Raised Median	15,214	E	2.1A Community Collector with Raised Median	0	
Viejas Casino Road	Entire segment ^(a)	13,293	A	4.2A Boulevard with Raised Median	27,000	20,920	B	Not necessary	20,839	B	Not necessary	81	
West Willows Road	Alpine Blvd. to Otto Ave./Willows Rd. ^(b)	13,945	E ⁽²⁾	2.2E Light Collector	10,900	27,720	F	4.2A Boulevard with Raised Median	27,288	F	4.2A Boulevard with Raised Median	432	
Willows Road	Otto Ave. to Viejas Casino Rd. ^(b)	20,745	F	2.2E Light Collector	10,900	39,006	F	6.2 Prime Arterial	38,681	F	6.2 Prime Arterial	325	
	Viejas Casino Rd. east to WB I-8 on ramp ^(c)	7,148	C ⁽²⁾	2.2E Light Collector	10,900	43,418	F	6.2 Prime Arterial	42,708	F	6.2 Prime Arterial	711	

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

- (1) A change in assumptions reduced the Viejas tribal gaming ADT generation by 8,607 ADT (see SEIR Appendix D: October 2015 County Traffic Impact Assessment Technical Memorandum, Table D-5). Percent of reductions applied to road segments is specified below.
 - d. 100 percent
 - e. 75 percent
 - f. 25 percent
- (2) Exceeds LOS threshold, but within 10 percent margin of error.

**Table E-8
Forecast FCI Lands GPA Impacts
Proposed Project and Modified FCI Condition Alternatives**

Road	Segment	2011 General Plan EIR				Proposed Project			Modified FCI Condition			Difference: Prop. Proj. – Mod. FCI
		ADT	LOS	Classification	ADT: LOS D	ADT	LOS	Reclassification to Achieve LOS D	ADT	LOS	Reclassification to Achieve LOS D	
Alpine Boulevard	Viejas View Pl. to West Willows Rd.	14,300	E	2.1D Community Collector with Improvement Options	13,500	25,323	F	4.2B Boulevard with Intermittent Turn Lanes	23,781	F	4.2B Boulevard with Intermittent Turn Lanes	1,542
	West Willows Rd. to Willows Rd. (eastern end)	1,300	A	2.1C Community Collector with Intermittent Turn Lanes	13,500	24,471	F	4.2B Boulevard with Intermittent Turn Lanes	11,147	D	Not necessary	13,324
South Grade Road	Eltinge Dr. to Olive View Rd.	13,500	D	2.2C Light Collector with Intermittent Turn Lanes	13,500	15,214	E	2.1A Community Collector with Raised Median	15,214	E	2.1A Community Collector with Raised Median	0
Viejas Casino Road	Entire segment ^(a)	13,293	A	4.2A Boulevard with Raised Median	27,000	20,920	B	Not necessary	16,824	A	Not necessary	4,096
West Willows Road	Alpine Blvd. to Otto Ave./Willows Rd. ^(b)	13,945	E ⁽²⁾	2.2E Light Collector	10,900	27,720	F	4.2A Boulevard with Raised Median	16,892	E ⁽²⁾	4.2B Boulevard with Intermittent Turn Lanes	10,828
Willows Road	Otto Ave. to Viejas Casino Rd. ^(b)	20,745	F	2.2E Light Collector	10,900	39,006	F	6.2 Prime Arterial	22,579	F	4.2B Boulevard with Intermittent Turn Lanes	16,428
	Viejas Casino Rd. east to WB I-8 on ramp ^(c)	7,148	C ⁽²⁾	2.2E Light Collector	10,900	43,418	F	6.2 Prime Arterial	7,522	C ⁽²⁾	Not necessary	35,896

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

- (1) A change in assumptions reduced the Viejas tribal gaming ADT generation by 8,607 ADT (see SEIR Appendix D: October 2015 County Traffic Impact Assessment Technical Memorandum, Table D-5). Percent of reductions applied to road segments is specified below.
 - a. 100 percent
 - b. 75 percent
 - c. 25 percent
- (2) Exceeds LOS threshold, but within 10 percent margin of error.

**Table E-9
Forecast FCI Lands GPA Impacts
Proposed Project and No Project Alternatives**

Road	Segment	2011 General Plan EIR				Proposed Project				No Project			Difference: Prop. Proj. – No Proj.
		ADT	LOS	Classification	ADT: LOS D	ADT	LOS	Reclassification to Achieve LOS D	ADT	LOS	Reclassification to Achieve LOS D		
Alpine Boulevard	Viejas View Pl. to West Willows Rd.	14,300	E	2.1D Community Collector with Improvement Options	13,500	25,323	F	4.2B Boulevard with Intermittent Turn Lanes	20,523	F	4.2B Boulevard with Intermittent Turn Lanes	4,800	
	West Willows Rd. to Willows Rd. (eastern end)	1,300	A	2.1C Community Collector with Intermittent Turn Lanes	13,500	24,471	F	4.2B Boulevard with Intermittent Turn Lanes	3,259 ⁽²⁾	A	Not necessary	21,212	
South Grade Road	Eltinge Dr. to Olive View Rd.	13,500	D	2.2C Light Collector with Intermittent Turn Lanes	13,500	15,214	E	2.1A Community Collector with Raised Median	17,256	E	4.2B Boulevard with Intermittent Turn Lanes	(2,042)	
Viejas Casino Road	Entire segment ^(a)	13,293	A	4.2A Boulevard with Raised Median	27,000	20,920	B	Not necessary	16,831	A	Not necessary	4,089	
West Willows Road	Alpine Blvd. to Otto Ave./Willows Rd. ^(b)	13,945	E ⁽²⁾	2.2E Light Collector	10,900	27,720	F	4.2A Boulevard with Raised Median	14,397	E	2.1C Community Collector with Raised Median	13,323	
Willows Road	Otto Ave. to Viejas Casino Rd. ^(b)	20,745	F	2.2E Light Collector	10,900	39,006	F	6.2 Prime Arterial	21,146	F	4.2B Boulevard with Intermittent Turn Lanes	17,861	
	Viejas Casino Rd. east to WB I-8 on ramp ^(c)	7,148	C ⁽²⁾	2.2E Light Collector	10,900	43,418	F	6.2 Prime Arterial	7,590	C ⁽²⁾	Not necessary	35,829	

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

- (1) A change in assumptions reduced the Viejas tribal gaming ADT generation by 8,607 ADT (see Appendix D: October 2015 County Traffic Impact Assessment Technical Memorandum, Table D-5). Percent of reductions applied to road segments is specified below.
 - a. 100 percent
 - b. 75 percent
 - c. 25 percent
- (2) Exceeds LOS threshold, but within 10 percent margin of error.

Proposed Project and Modified FCI Condition

Table E-8 compares the ADT of the Proposed Project with the Modified FCI Condition Alternative. The Modified FCI Condition Alternative would significantly (10,000 or more) reduce ADT for four segments, which would also change the LOS for three of these four segments, as shown below.

1. Alpine Boulevard (West Willows Road to eastern end of Willows Road) changes from LOS F to LOS D;
2. West Willows Road changes from LOS F to LOS E;
3. Willows Road (Otto Avenue to Viejas Casino Road) remains LOS F for both alternatives; and
4. Willows Road (Viejas Casino Road east to westbound Interstate on-ramp) changes from LOS F to LOS C.

For South Grade Road, the forecast ADT is the same under both the Proposed Project and Modified FCI Condition Alternatives. However, the forecast LOS for Viejas Casino Road would improve under the Modified FCI Condition Alternative to LOS A, as compared to the LOS B forecast under the Proposed Project. Finally, although the LOS is not forecast to change for Willows Road (Otto Avenue to Viejas Grade Road), the reclassification necessary to achieve LOS D would change from a six-lane 6.2 Prime Arterial under the Proposed Project to a four-lane 4.2B Boulevard with Intermittent Turn Lanes.

Proposed Project and No Project Alternative

As shown in Table E-9, the forecast LOS for the Proposed Project and No Project Alternatives are the same for two segments forecast to operate as LOS F: Alpine Boulevard (Viejas View Place to West Willows Road) and Willows Road (Otto Avenue to Viejas Casino Road). However, the LOS is forecast to improve for the following segments under the No Project Alternative:

1. Alpine Boulevard (West Willows Road to eastern end of Willows Road) changes from LOS F to LOS A;
2. Viejas Casino Road changes from LOS B to LOS A;
3. West Willows Road changes from LOS F to LOS E;
4. Willows Road (Viejas Casino Road east to WB Interstate 8 on-ramp) changes from LOS F to LOS C.

Although the LOS is not forecast to change for South Grade Road, the reclassification necessary to achieve LOS D would change from a two-lane 2.1A Community Collector with Raised Median under the Proposed Project to a four-lane 4.2B Boulevard with Intermittent Turn Lanes under the No Project alternative.

Reclassification to Achieve LOS D

Table E-1- compares the ADT and LOS for the seven segments that are physically adjacent to one or more of the Focus Areas. Table E-11 identifies the reclassification necessary to achieve LOS D for each alternative. Both Tables E-10 and E-11 include an asterisk for segments proposed for inclusion on General Plan Mobility Element Table M-4. A comparison of the five alternatives for each road segment is provided below.

- *Alpine Boulevard (Viejas View Place to West Willows Road)* is the only road segment where the reclassification is the same for every alternative—from a 2.1D Community Collector with Improvement Options to a 4.2B Boulevard with Intermittent Turn Lanes.

- *Alpine Boulevard (West Willows Road to the eastern end of Willows Road)*: The ADT generation forecast for both the Proposed Project and Mid-Density Alternatives would require reclassification of this segment from a 2.1D Community Collector with Improvement Options to a 4.2B Boulevard with Intermittent Turn Lanes; however, the segment would operate at LOS D or better with the forecast ADT from build-out of the Alpine Alternative Land Use Map, Modified FCI Condition, and No Project Alternatives.
- *South Grade Road (Eltinge Drive to Olive View Road)* is the only road segment where the reclassification for the No Project Alternative requires greater right-of-way (from a two- to four-lane classification) than for the other four alternatives. The current 2.2C Light Collector with Intermittent Turn Lanes would need to be reclassified as follows:
 - No Project Alternative — 4.2B Boulevard with Intermittent Turn Lanes
 - Other four alternatives — 2.1A Community Collector with Raised Median
- *Viejas Casino Road* is the only road segment that would not require reclassification under any of the alternatives. A 4.2A Boulevard with Raised Median would operate at LOS B under the Proposed Project, Alpine Alternative Land Use Map, and Mid-density Alternatives and LOS A under the Modified FCI Condition and No Project Alternatives.
- *West Willows Road*: The ADT generation forecast for the Proposed Project, Alpine Alternative Land Use Map, and Mid-Density Alternatives would require reclassification of this segment from a 2.2E Light Collector to a 4.2A Boulevard with Raised Median. The Modified FCI Condition Alternative would require reclassification to a 4.2B Boulevard with Intermittent Turn Lanes; however, the No Project Alternative would only require reclassification to a two-lane 2.1A Community Collector with Raised Median to achieve LOS D.
- *Willows Road (West Willows Road to Viejas Casino Road)*: The ADT generation forecast for the Proposed Project, Alpine Alternative Land Use Map, and Mid-Density Alternatives would require reclassification of this segment from a two-lane 2.2E Light Collector to a six-lane 6.2 Prime Arterial. The Modified FCI Condition and No Project Alternatives would require reclassification to a four-lane 4.2B Boulevard with Intermittent Turn Lanes.
- *Willows Road (Viejas Casino Road east to westbound Interstate 8 on-ramp)*: The ADT generation forecast for the Proposed Project, Alpine Alternative Land Use Map, and Mid-Density Alternatives would require reclassification of this segment from a 2.2E Light Collector to a six-lane 6.2 Prime Arterial. With build-out of both the Modified FCI Condition and No Project Alternatives the segment would operate at LOS C.

**Table E-10
Summary of FCI Lands GPA Impacts
Changes in Level of Service**

Road	Segment	2011 General Plan Classification	Proposed Project		Alpine Alternative		Mid-density		Modified FCI Condition		No Project	
			ADT	ADT	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS
Alpine Boulevard	Viejas View Pl. to West Willows Road	2.1D Community Collector with Improvement Options	25,323	F [□]	23,962	F	24,731	F [□]	23,781	F [□]	20,523	F [□]
	West Willows Rd. to Willows Rd. (eastern end)	2.1C Community Collector with Intermittent Turn Lanes	24,471	F [□]	12,546	D	18,079	E [□]	11,147	D	3,259	A
South Grade Road	Eltinge Dr. to Olive View Rd.	2.2C Light Collector with Intermittent Turn Lanes	15,214	E [□]	15,214	E	15,214	E [□]	15,214	E [□]	17,256	E [□]
Viejas Casino Road	Entire Segment	4.2A Boulevard with Raised Median	20,920	B	20,920	B	20,839	B	16,824	A	16,831	A
West Willows Road	Alpine Blvd. to Otto Ave./Willows Rd.	2.2E Light Collector	27,720	F [□]	27,193	F	27,288	F [□]	16,892	E ⁽²⁾	14,397	E [□]
Willows Road	Otto Ave. to Viejas Casino Rd.	2.2E Light Collector	39,006	F [□]	39,006	F	38,681	F [□]	22,579	F [□]	21,146	F [□]
	Viejas Casino Rd. east to WB I-8 on-ramp	2.2E Light Collector	43,418	F ⁽¹⁾	43,418	F	42,708	F ⁽¹⁾	7,522	C	7,590	C
TOTAL			196,072		182,259		187,484		114,015		101,002	

Notes:

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

□ Forecast LOS E or F

* Include, or proposed for inclusion, on General Plan Mobility Element Table M-4, Road Segments Where Adding Travel Lanes is Not Justified.

(1) Proposed reclassification to 4.2B Boulevard with Intermittent Turn Lanes & include on General Plan Mobility Element Table M-4.

(2) Assumes a 10 percent margin of error.

**Table E-11
Summary of FCI Lands GPA Impacts
Reclassification to Achieve LOS D**

Road	Segment	2011 General Plan Classification	Reclassification to Achieve LOS D				
			Proposed Project	Alpine Alternative	Mid-density	Modified FCI Condition	No Project
Alpine Boulevard	Viejas View Pl. to West Willows Road	2.1D Community Collector with Improvement Options	4.2B Boulevard with Intermittent Turn Lanes ^{(1) *}	Same as Proposed Project*	Same as Proposed Project*	Same as Proposed Project*	Same as Proposed Project*
	West Willows Rd. to Willows Rd. (eastern end)	2.1C Community Collector with Intermittent Turn Lanes	4.2B Boulevard with Intermittent Turn Lanes *	Not Necessary	Same as Proposed Project*	Not Necessary	Not Necessary
South Grade Road	Eltinge Dr. to Olive View Rd.	2.2C Light Collector with Intermittent Turn Lanes	2.1A Community Collector with Raised Median ^{(1) *}	Same as Proposed Project *	Same as Proposed Project *	Same as Proposed Project *	4.2B Boulevard with Intermittent Turn Lanes *
Viejas Casino Road	Entire Segment	4.2A Boulevard with Raised Median	Not Necessary	Not Necessary	Not Necessary	Not Necessary	Not Necessary
West Willows Road	Alpine Blvd. to Otto Ave./Willows Rd.	2.2E Light Collector	4.2A Boulevard with Raised Median ^{(1) *}	Same as Proposed Project *	Same as Proposed Project *	4.2B Boulevard with Intermittent Turn Lanes*	2.1A Community Collector with Raised Median *
Willows Road	Otto Ave. to Viejas Casino Rd.	2.2E Light Collector	6.2 Prime Arterial *	Same as Proposed Project *	Same as Proposed Project *	4.2B Boulevard with Intermittent Turn Lanes*	4.2B Boulevard with Intermittent Turn Lanes*
	Viejas Casino Rd. east to WB I-8 on-ramp	2.2E Light Collector	6.2 Prime Arterial *	Same as Proposed Project *	Same as Proposed Project *	Not Necessary	Not Necessary

Notes: :

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

* Include, or proposed for inclusion on General Plan Mobility Element Table M-4, Road Segments Where Adding Travel Lanes is Not Justified

(1) Assumes a 10 percent margin of error.

5.0 Conclusion

The total forecast ADT for the seven road segments physically adjacent to one or more of the Focus Areas ranges from a high of 196,072 for buildout of the Proposed Project Alternative to a low of 101,002 for buildout of the No Project Alternative. Six of these seven segments under the Proposed Project and Mid-Density Alternatives; five under the Alpine Alternative Land Use Map; and four under the Modified FCI Condition and No Project Alternatives are forecast to operate at E or F (see the grey-shaded cells in Table E-10).

New Road Classification for a Segment of Willows Road

Under the Proposed Project, Alpine Alternative Land Use Map, and Mid-density Alternatives, this FCI Lands GPA proposes to change the classification for Willows Road (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. Even with this classification change, this 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 proposed land use map changes under these three alternatives. Therefore, the segment would also be added to General Plan Mobility Element Table M-4, Road Segments Where Adding Travel Lanes is Not Justified.

Under both the Modified FCI Condition and No Project Alternatives, this segment of Willows Road would not require a reclassification from a two-lane 2.2E Light Collector because the road would operate at LOS C based on the forecast ADT.

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

The road segments shown with an asterisk in Table E-11 would be added to Table M-4 rather than be reclassified, with the exception of Willows Road from Viejas Casino Road east to westbound Interstate 8 on-ramp, which would be both reclassified and added to Table M-4.

The Proposed Project and Mid-density Alternatives would require six of the seven segments shown in Table E-10 be included in Mobility Element M-4. The Alpine Alternative Land Use Map Alternative would include five of seven segments. These segments include:

- Alpine Boulevard:
 - Viejas View Place to West Willows Road
 - West Willows Road to eastern end of Willows Rd. (does not include Alpine Alternative)
- South Grade Road (Eltinge Drive to Olive View Road)
- West Willows Road
- Willows Road
 - Otto Avenue to Viejas Casino Road
 - Viejas Casino Road east to westbound Interstate 8 on-ramp

The Modified FCI and No Project Alternatives would only require four of the seven segments be included in Table M-4, these include:

- Alpine Boulevard (Viejas View Place to West Willows Road)
- South Grade Road (Eltinge Drive to Olive View Road)
- West Willows Road
- Willows Road (Otto Avenue to Viejas Casino Road)

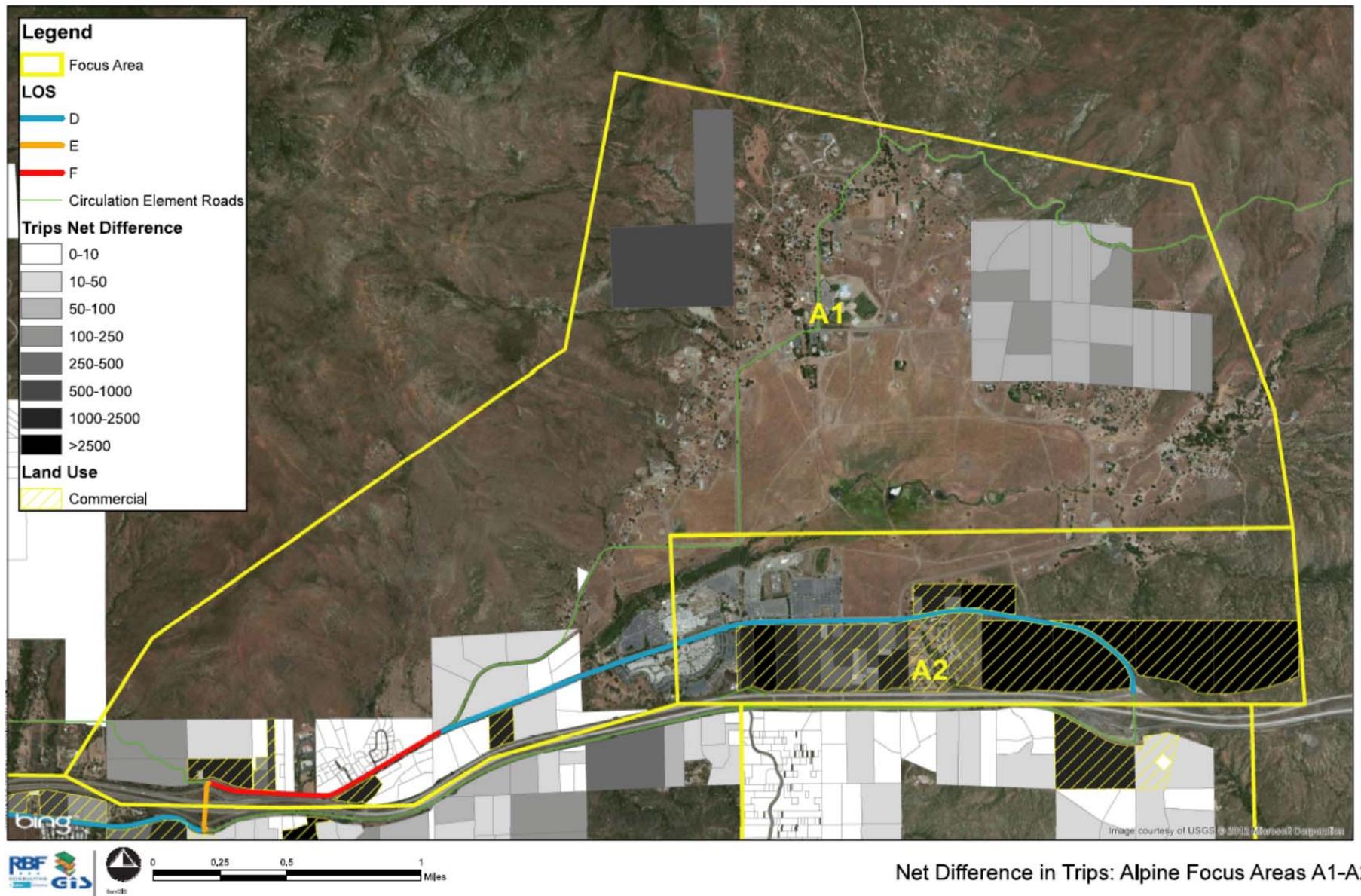
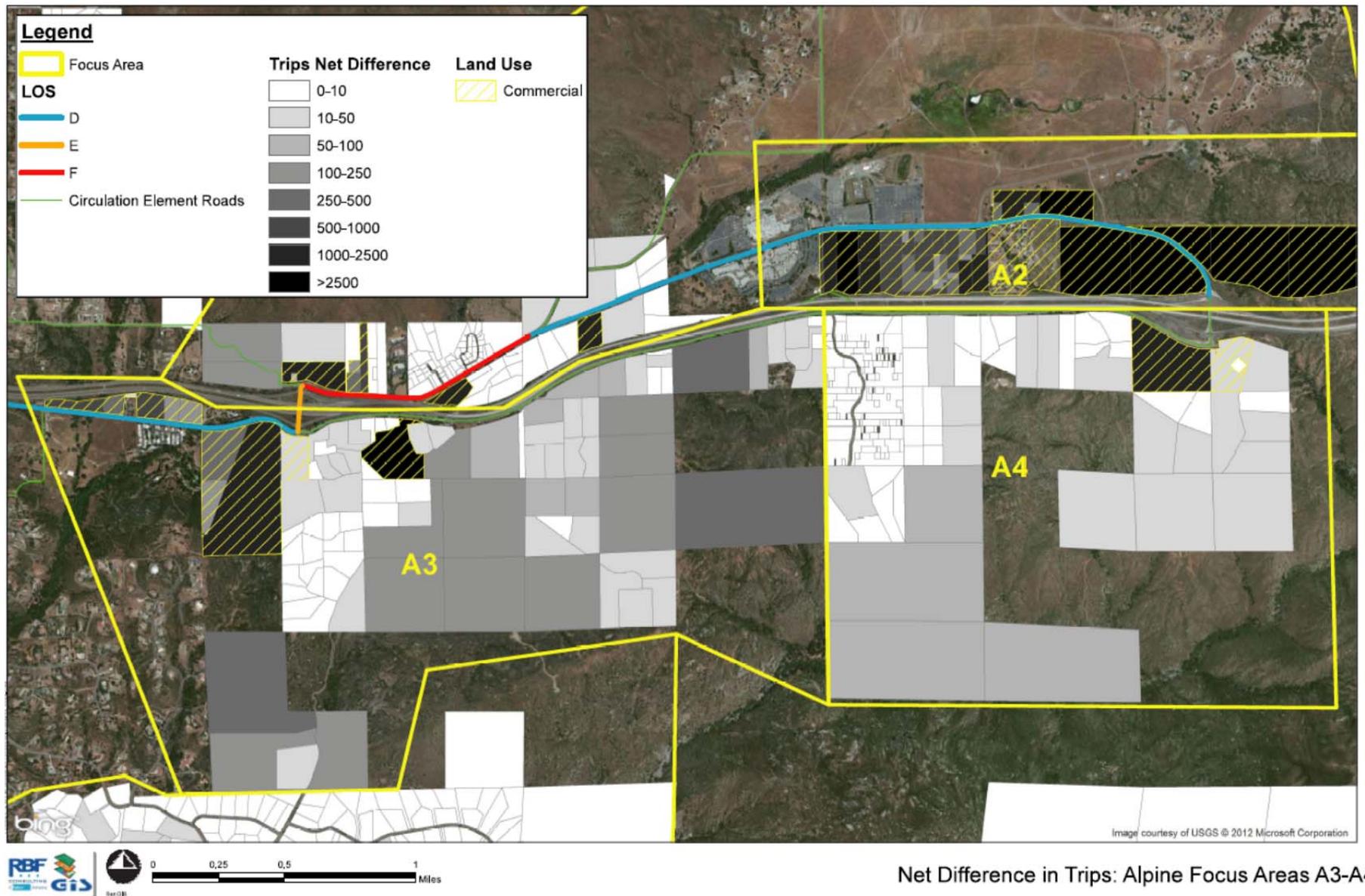


Figure 1: Alpine Community Focus Areas A-1 and A-2 (Exhibit 24 of RBF TIA)



Net Difference in Trips: Alpine Focus Areas A3-A4

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

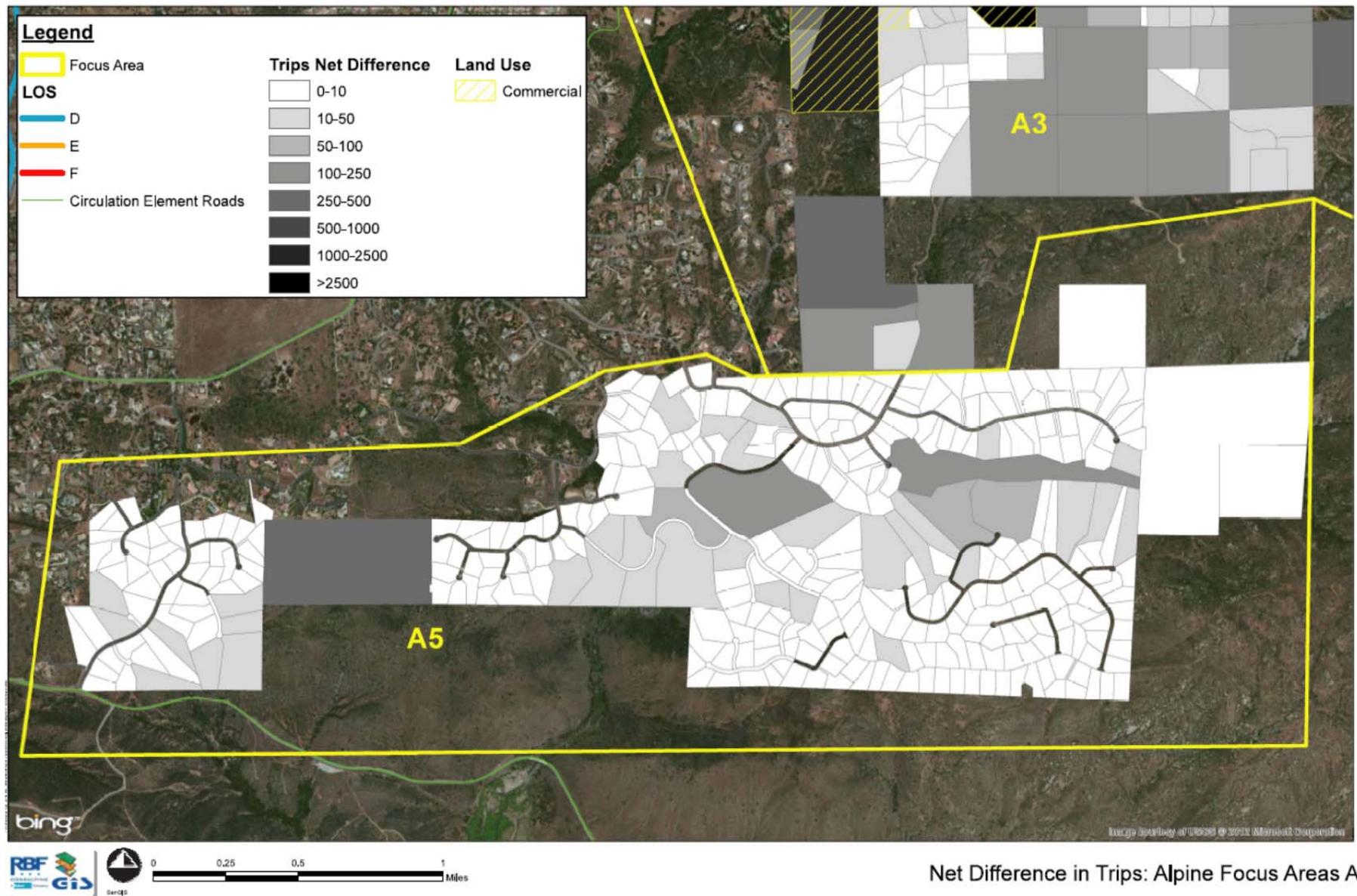


Figure 3: Alpine Community Focus Area A-5 (Exhibit 26 of RBF TIA)