

2.3 Transportation/Traffic

2.3.S Executive Summary

This subchapter analyzes the project's impacts to roads, intersections, and Caltrans' facilities (freeway segments and intersections) and is based on the Traffic Impact Study (TIS) prepared by Chen Ryan Associates (2014). The complete TIS is included in this EIR as Appendix E.

As is often the case with traffic analysis, this subchapter is complex, and presents a lot of information which could be difficult for a lay reader to understand. This Executive Summary provides an overview of the results of the analysis by presenting a breakdown of the project's significant direct and cumulative traffic impacts, and whether the impacts would be mitigated to less than significant or remain significant and unavoidable. While the analysis presented in the body of the section identifies each impact by number, the summary that follows immediately below simply lists the impact location by name. In addition to the summary provided here, Table S-1 in the Executive Summary section of the EIR also provides a summary of project impacts, mitigation, and whether impacts are reduced to less than significant through mitigation measures or whether impacts would remain unavoidable.

2.3.S.1 *Significant Direct Impacts*

The project would have significant direct impacts to each of the road segments listed below. The road improvement mitigation for each impact is also listed, as well as the conclusion as to whether the impact would be mitigated.

- Gopher Canyon Road, between E. Vista Way and I-15 SB: Impact would be mitigated by the installation of a dedicated right-turn lane at the westbound Gopher Canyon Road approach to the East Vista Way/Gopher Canyon Road intersection. Impact would be mitigated to below a level of significance.
- West Lilac Road, between Old Highway 395 and Main Street: Impact would be mitigated through improvement of the road segment to Mobility Element Road Classification 2.2C, subject to exceptions as approved by the County. Impacts would be reduced to less than significant.
- E. Vista Way, between Gopher Canyon Road and Osborne Street: Impact would be mitigated by the installation of a dedicated right-turn lane at the northbound East Vista Way approach to the East Vista Way/Gopher Canyon Road intersection. Impact would be mitigated to below a level of significance.
- E. Vista Way, between SR-76 and Gopher Canyon Road: Impact would be mitigated by the installation of dedicated right-turn lanes at the westbound Gopher Canyon Road approach and northbound East Vista Way approach to the East Vista Way/Gopher Canyon Road intersection. Impact would be mitigated to below a level of significance.

The project also would have a significant direct impact to each of the intersections listed below. The road improvement mitigation for each impact is also listed, as well as the conclusion as to whether the impact would be mitigated.

- E. Vista Way/Gopher Canyon intersection: Impact would be mitigated by the installation of a dedicated right-turn lane at the westbound Gopher Canyon Road approach to the East Vista Way/Gopher Canyon Road intersection. Impact would be mitigated to below a level of significance.
- I-15 SB Ramps/Gopher Canyon Road intersection: This impact could be mitigated by signaling the intersection; however, the impact is considered ~~would remain~~ significant and unavoidable at this time because the improvement necessary to reduce the significant impact is within the jurisdiction and control responsibility of another ~~jurisdiction~~ agency (Caltrans) and implementation within the necessary timeframe cannot be assured.
- I-15 NB Ramps/Gopher Canyon Road intersection: This impact could be mitigated by signaling the intersection; however, the impact is considered ~~would remain~~ significant and unavoidable at this time because the improvement necessary to reduce the significant impact is within the jurisdiction and control responsibility of another ~~jurisdiction~~ agency (Caltrans) and implementation within the necessary timeframe cannot be assured.
- Old Highway 395/West Lilac Road: Impact would be mitigated through installation of a traffic signal and the construction of a left-turn lane at the westbound West Lilac Road approach. Impact would be reduced to less than significant.
- Old Highway 395/Circle R Drive: Impact would be mitigated through installation of a traffic signal. Impact would be reduced to less than significant.

2.3.S.2 Significant Cumulative Impacts

The project would have a significant cumulative impact to each of the road segments listed below. The mitigation for each impact is also listed, as well as the conclusion as to whether the impact would be mitigated.

- West Lilac Road, between Old Highway 395 and Main Street. Impact would be mitigated by (a) improvement of this road segment to Mobility Element Road Classification 2.2C and (b) constructing a traffic signal and a westbound left-turn lane at the Old Highway 395/ West Lilac Road intersection.
- Camino Del Rey between Old River Road and West Lilac Road: Impact would be mitigated through payment to the County Transportation Impact Fee (TIF) Program. Impact would be reduced to less than significant.
- Gopher Canyon Road between E. Vista Way and Little Gopher Canyon Road: While constructing this segment to Mobility Element 4.1B classification would mitigate the impact, such mitigation would not be proportional to the project impact, and is, therefore, infeasible. As such, the impact would remain significant and unavoidable.
- Gopher Canyon Road between Little Gopher Canyon Road and I-15 SB Ramps: Impact would be mitigated through payment to the TIF Program. Impact would be reduced to less than significant.
- E. Vista Way between SR-76 and Gopher Canyon Road: Impact would be mitigated through payment to the TIF Program. Impact would be reduced to less than significant.

- E. Vista Way between Gopher Canyon Road and Osborne Street: Impact would be mitigated through payment to the TIF Program. Impact would be reduced to less than significant.
- Pankey Road between Pala Mesa Drive and SR-76: While the applicant or designee constructing this segment to Mobility Element 4.2B classification would mitigate the impact, such mitigation would not be proportional to the project impact, and is, therefore, infeasible. As such, the impact would remain significant and unavoidable.
- Lilac Road between Old Castle Road and Anthony Road: Impact would be mitigated by constructing intermittent left-turn lanes at major access locations along Lilac Road, between Old Castle Road and Anthony Road. Impact would be reduced to less than significant.
- Cole Grade Road, between Fruitvale Road and Valley Center Road: Impact would be mitigated through payment to the TIF Program. Impact would be reduced to less than significant.

The project would also have a significant cumulative impact to each of the intersections listed below. The mitigation for each impact is also listed, as well as the conclusion as to whether the impact would be mitigated.

- E. Vista Way/Gopher Canyon Road: Impact would be mitigated through payment to the County TIF Program. Impact would be reduced to less than significant.
- SR-76/Pankey Road: Because improvements necessary to reduce significant cumulative impacts are the responsibility of another jurisdiction (Caltrans), and no program is available to which the applicant could make a fair-share contribution, no feasible mitigation measures are available. Impact would remain significant and unavoidable.
- SR-76/Old Highway 395: Because improvements necessary to reduce significant cumulative impacts are the responsibility of another jurisdiction (Caltrans), and no program is available to which the applicant could make a fair share contribution, no feasible mitigation measures are available. Impact would remain significant and unavoidable.
- Old Highway 395/E. Dulin Road: Impact would be mitigated by constructing a traffic signal. Impact would be reduced to less than significant.
- Old Highway 395/West Lilac Road: Impact would be mitigated through payment to the TIF Program. Impact would be reduced to less than significant.
- I-15 SB Ramps/Gopher Canyon Road: Impact would be mitigated through payment to the TIF Program. Impact would be reduced to less than significant.
- I-15 NB Ramps/Gopher Canyon Road: Impact would be mitigated through payment to the TIF Program. Impact would be reduced to less than significant.
- Old Highway 395/Circle R Drive: Impact would be mitigated by constructing a traffic signal. Impact would be reduced to less than significant.
- I-15 SB Ramps/Old Highway 395: Impact would be mitigated through payment to the TIF Program. Impact would be reduced to less than significant.

- I-15 NB Ramps/Old Highway 395: Impact would be mitigated through payment to the TIF Program. Impact would be reduced to less than significant.
- Miller Road/Valley Center Road: Impact would be mitigated by constructing a traffic signal. Impact would be reduced to less than significant.

The project would also have a significant cumulative impact to each of the segments of the I-15 listed below.

- Between Riverside County Boundary and Old Highway 395.
- Between Old Highway 395 and SR-76.
- Between SR-76 and Old Highway.
- Between Old Highway 395 and Gopher Canyon Road.
- Between Gopher Canyon Road and Deer Springs Road.
- Between Deer Springs Road and Centre City Parkway.
- Between Centre City Parkway and El Norte Parkway.
- Between El Norte Parkway and SR-78.

For each of these I-15 segments, improvements necessary to reduce significant cumulative impacts are the responsibility of another jurisdiction (Caltrans), and Caltrans has no present plans to construct the necessary improvements, nor is there a fee program available into which the applicant could make a fair share contribution; therefore, no feasible mitigation measures are available to reduce the significant cumulative impacts at these eight segments. The impacts would remain significant and unavoidable.

Traffic Analysis

The following discussion is based on the Traffic Impact Study (TIS) (Chen Ryan Associates 2014) to evaluate possible traffic impacts for the project. The complete traffic study is included in this EIR as Appendix E.

This subchapter includes analysis of the following seven scenarios to assess the project's immediate, near-term, and long-term impacts. The project would be developed in five phases, as shown on Figure 1-17, based on the most likely progression of phased construction, with each phase dependent on the preceding phases for infrastructure. The traffic analysis scenarios are based on that likely progression. Should the project construction not follow this phasing order, a specified number of equivalency dwelling units (EDU) have been assigned to each Traffic Scenario. An EDU is a unit of measure that standardizes all land use types (housing, retail, office, etc.) to the level of demand created by one single-family housing unit. The project would be conditioned to perform proposed mitigation measures upon the generation of the identified EDU. EDU is used instead of residential dwelling unit count to account for traffic generated not only by residential uses, but also by commercial uses and the other non-residential portions of the project. Prior to Final Map recordation for the identified EDU, the mitigation would be required.

- Existing Conditions – establishes the baseline traffic operations within the study area.
- Existing Plus Project (Traffic Scenario A) – represents the existing transportation network and the addition of traffic from Phase 1 of the proposed project.
- Existing Plus Project (Traffic Scenario B) – represents the existing transportation network and the addition of traffic from Phases 1 and 4 of the proposed project.
- Existing Plus Project (Traffic Scenario C) – represents the existing transportation network and the addition of traffic from Phases 1, 4, and 2 of the proposed project.
- Existing Plus Project (Traffic Scenario D) – represents the existing transportation network and the addition of traffic from Phases 1, 4, 2, and 5 of the proposed project.
- Existing Plus Project (Traffic Scenario E, Project Build-out) – represents the existing transportation network and the addition of traffic from build-out of all phases of the proposed project.
- Existing Plus Cumulative Projects Plus Project - represents cumulative traffic conditions, including existing baseline traffic, traffic from foreseeable land development projects, and traffic from build-out of the proposed project.

This subchapter also provides a discussion of the correlation between the General Plan Land Use Element and Mobility Element at build-out of the Land Use Element as amended by the proposed project and build-out under the existing General Plan Land Use Element/Mobility Element. SANDAG recently acquired the 902-acre Rancho Lilac property through its Environmental Mitigation Program (EMP) and recorded a conservation easement over the entire property. It is anticipated by the project applicant that this acquisition could prevent implementation of the County's planned Road 3 in its current alignment. Therefore, this correlation discussion addresses two scenarios, one without the construction of Road 3 and one with the construction of Road 3.

Build-out of the project includes road improvements subject to the 10 road exceptions to the County Road Standards as detailed in Chapter 1.0. The road exceptions do not affect road capacity; therefore, the traffic analysis would not be affected should any road exception requests be denied. A detailed analysis of the effects of the road exceptions on other environmental impact categories is provided in the No Road Standard Modifications Alternative in subchapter 4.8.

2.3.1 Existing Conditions

2.3.1.1 Existing Regulations

Several existing regulations provide transportation and traffic guidance, including federal, regional, and County programs and regulations. Applicable regulations are discussed below and include the Highway Capacity Manual (HCM), Regional Transportation Plan (RTP), State Transportation Improvement Program (STIP), Regional Transportation Improvement Program, CMP, Regional Growth Management Strategy,

Guide for the Preparation of Traffic Impact Studies, and the County General Plan Mobility Element.

Federal

2000 Highway Capacity Manual

Prepared by the Transportation Research Board, the 2000 HCM is a joint effort between the Transportation Research Board, Federal Highway Administration (FHWA), and American Association of State Highway and Transportation Officials to provide concepts, guidelines, and computational procedures for calculating capacity and quality of service for highway facilities, including freeways, intersections (signalized and unsignalized), and rural highways. In addition, the 2000 HCM addresses the effects of transit, pedestrians, and bicycles on transportation system performance.

Regional

Regional Transportation Plan

SANDAG's 2050 RTP serves as the regional transportation planning document for the San Diego region. It is a long-range advisory plan for transit, rail, and bus services, express or managed lanes, highways, local streets, bicycling, and walking. The RTP focuses on a Sustainable Communities Strategy (SCS) consistent with SB 375, which seeks to promote social equality in developing the transportation system, projections of reasonably available financial resources, and offering more travel choices.

State Transportation Improvement Program

The California STIP, approved by the U.S. Department of Transportation in October 2006, is a multi-year, statewide, intermodal program of transportation projects that is consistent with the statewide transportation plan and planning processes, metropolitan plans, and Title 23 of the Code of Federal Regulations. The STIP is prepared by Caltrans in cooperation with the Metropolitan Planning Organizations (MPOs) and the regional transportation planning agencies. In San Diego County, the MPO and regional transportation planning agency is SANDAG. The STIP contains all capital and non-capital transportation projects or identified phases of transportation projects for funding under the Federal Transit Act and Title 23 of the U.S. Code, including federally funded projects.

Regional Transportation Improvement Program

The Regional Transportation Improvement Program (RTIP) is also a multi-year program that includes all proposed major highway, arterial, transit, and non-motorized projects in the region. The 2008 RTIP was adopted in July 2008, for Fiscal Years 2008 to 2013.

Guide for the Preparation of Traffic Impact Studies

Caltrans' Guide for the Preparation of Traffic Impact Studies outlines recommended traffic study content. Thresholds are not identified in this guide; Caltrans staff typically considers freeway operations at or above LOS D to be acceptable. A significant freeway

impact is typically identified if a project traffic causes the operations to drop one letter grade in the unacceptable LOS range (i.e., from LOS E to LOS F).

County

General Plan Mobility Element

The General Plan Mobility Element “provides a framework for a balanced, multi-modal transportation system for the movement of people and goods within the unincorporated areas of the County of San Diego.” While the Mobility Element is focused on adequate transportation, guidance is provided to maintain community character, and to reduce VMT, gasoline consumption and greenhouse gas emissions as well.

Public and Private Road Standards

The County has road standards for both public and private roadways. These standards provide minimum design and construction requirements for roadways. The Mobility Element includes LOS standards for Mobility Element roads, which are based upon typical peak traffic periods. Non-Mobility Element roads are not evaluated by LOS standards, but by target design capacities. Mobility Element roads are constructed based on the Public Road Standards. Private roads are constructed based on the Private Road Standards, which are not based on LOS criteria, but are based on average daily trips (ADT).

Transportation Impact Fee Program and Ordinance

The County adopted the TIF Ordinance that establishes the TIF program. The primary purpose of the TIF is to fund the construction of identified roadway facilities needed to reduce or mitigate projected cumulative traffic impacts and to allocate the costs of these roadway facilities proportionally among future developing properties based upon their individual cumulative traffic impacts (County Guidelines for Determining Significance-Traffic). TIF fees provide for improvements to cumulatively impacted County or other identified roadway facilities (state highway and ramps). The TIF is collected as a condition of approval or prior to the issuance of a building permit. The program provides a mechanism for contributions towards improvements to mitigate cumulative impacts identified within each TIF Local Area and TIF Region. The TIF is designed to be updated when there is an adopted change to the General Plan land uses and/or Mobility Element. As stated in the TIF program, “[t]here is a reasonable relationship between the amount of the fee and the cost of transportation facilities, or portions thereof, attributable to future development because the TIF is derived from a TDU formula that considers trip generation rates and vehicle miles traveled by land use type to correlate impact to specific development types” (Section 77.203[5]).

2.3.1.2 Existing Roadway Characteristics for Study Area

The study area for the TIS, as shown in Figure 2.3-1, was delineated based on the area where the project would add 50 or more peak hour trips in either direction to a local roadway, and where the project would add trips that result in freeway ramp queues exceeding the ramp storage capacity. A summary of the existing roadways is provided below.

I-15 is a grade separated freeway and ranges from 8 to 10 lanes within the study area. The travel lanes are generally 12 feet wide and the shoulders are generally 10 to 12 feet wide. Two interchanges (at Old Highway 395 and at Gopher Canyon Road) are located within the study area providing regional access for the proposed project. The posted speed limit is 70 miles per hour (mph) along I-15 in the vicinity of the project.

SR-76 within the study area is a four-lane divided highway between E. Vista Way and Olive Hill Road; a six-lane divided highway between Olive Hill Road and S. Mission Road; transitioned to a 2-lane undivided highway between S. Mission Road and Old Highway 395; and 6 lanes between Old Highway 395 and just east of I-15. It is noted that SR-76, between S. Mission Road and Old Highway 395 is planned to be widened to four lanes by 2015. Class II bike lanes are planned along SR-76 within the study area.

Dulin Road east of Old Highway 395 is currently a two-lane undivided roadway with a posted speed limit of 25 mph. On-street parking is provided along both sides of the street in the residential area. The facility is classified as a Community Collector (2.1E) in the County General Plan Mobility Element.

West Lilac Road between Camino Del Rey and Old Highway 395, is generally a two-lane undivided roadway and is classified as a Light Collector (2.2E) with Class II bike lanes in the County General Plan Mobility Element. The segment from Old Highway 395 to Lilac Road is also a two-lane undivided roadway. West Lilac Road between Old Highway 395 and Covey Lane is classified as a Light Collector with intermittent turn lanes (2.2C) in the County General Plan Mobility Element, while the segment between Covey Lane and Lilac Road is classified as a Light Collector with reduced shoulder (2.2F). A posted speed limit was not observed along this road.

Camino Del Cielo is a two-lane roadway with a wide median or a two-way left-turn lane between Camino Del Rey and Via Casitas and a two-lane undivided roadway between Via Casitas and West Lilac Road. This road has a posted speed limit of 40 mph and is classified as a Light Collector (2.2E) in the County General Plan Mobility Element.

Camino Del Rey is generally a two-lane undivided roadway between SR-76 and Old Highway 395 with the exception of the segment (approximately 2,400 feet) east of West Lilac Road, which has either a striped median or a two-way left-turn lane. The posted speed limit along this road is 45 to 50 mph. Camino Del Rey is classified in the County General Plan Mobility Element as a Boulevard with intermittent turn lanes (4.2B) between SR-76 and Camino Del Cielo, and a Light Collector (2.2C) between Camino Del Cielo and Old Highway 395. Class II bikes lanes are planned along this road, between Old River Road and Old Highway 395.

Covey Lane is currently a two-lane undivided private road for its entirety. A speed limit is not posted along this facility. However, a recent travel speed survey (as shown in Appendix E of the TIS) conducted by NDS indicates that the 85th percentile travel speeds along Covey Lane are approximately 30–35 mph. It is proposed that this facility, approximately 600 feet west of West Lilac Road to the Lilac Hills Ranch project boundary, be designated as a public road due to the existing irrevocable offer for dedication (IOD) for road improvements in this area. Covey Lane would provide an unrestricted access to the project north of Covey Lane and a restricted access to the senior community.

Rodriguez Road is currently an unclassified, 40-foot-wide easement that is currently 40 feet in width. It would be paved 24 feet and would provide emergency access to the project site.

Gopher Canyon Road is a two-lane undivided roadway between E. Vista Way and I-15 southbound ramps and a four-lane roadway with a striped median between I-15 southbound ramps and Old Highway 395. This road has a posted speed limit of 50 mph and is classified as a Major Road with intermittent turn lanes (4.1B) and Class III bike routes in the County General Plan Mobility Element.

Circle R Drive is a two-lane undivided roadway between Old Highway 395 and West Lilac Road and is classified as a Light Collector (2.2E). A posted speed limit was not observed along this road.

Old Castle Road between Old Highway 395 and Lilac Road is a two-lane undivided roadway with a posted speed limit that varies from 45 mph to 55 mph. This road is classified as a Light Collector with improvement options (2.2D) in the County General Plan Mobility Element, and includes a Class III bike route.

E. Vista Way between SR-76 and Osborne Street is generally a two-lane roadway with a two-way left-turn lane and a posted speed limit of 50 mph. This road is classified as a Major Road with raised median (4.1A) and Class II bike lanes in the County General Plan Mobility Element.

Old River Road between SR-76 and Camino Del Rey is generally a two-lane undivided roadway with the exception of the segment southwest of Golf Club Drive (approximately 1,800 feet), which has a wide raised median and on-street parking along both sides. The posted speed limit in this area is 25 mph. Old River Road is classified as a Light Collector with intermittent turn lanes (2.2C) in the County General Plan Mobility Element.

Old Highway 395 between Pala Mesa Drive and Old Castle Road is generally a two-lane roadway with passing option and turn pocket/striped median at Pala Mesa Drive, Dulin Road (west), West Lilac Road, I-15 southbound and northbound ramps, Palos Verdes Drive, Camino Del Rey, the recreational vehicle (RV) campgrounds entrance/exit, Circle R Drive, Gopher Canyon Road, and Old Castle Road. Class II bike lanes are marked on both sides of this facility within the study area. A posted speed limit was not observed along this segment. Old Highway 395 is classified as a Boulevard with intermittent turn lanes (4.2B) between Pala Mesa Drive and SR-76, a Community Collector with improvement options (2.1D) between SR-76 and West Lilac Road, a Boulevard with intermittent turn lanes (4.2B) between West Lilac Road and I-15 northbound ramps, and a Major Road with intermittent turn lanes (4.1B) between I-15 northbound ramps and Old Castle Road in the County General Plan Mobility Element.

Champagne Boulevard between Old Castle Road and Lawrence Welk Drive is a two-lane roadway with passing options and turn lanes. The posted speed limit is 55 mph. Class II bike lanes are marked on both sides of this facility. Champagne Boulevard is classified as a Major Road with intermittent turn lanes (4.1B) within the study area in the County General Plan Mobility Element.

Mountain Ridge Road north of Circle R Drive is a two-lane undivided private road (not a Mobility Element road). A posted speed limit was not observed along this segment.

This road would connect to Lilac Hills Ranch Road and would provide access to the southern portion of the project for residents and guests of Phase 5 and for emergency vehicles.

Lilac Road is generally a two-lane roadway with turn lanes at Lilac School driveway, Old Castle Road, Anthony Road, Betsworth Road, and Valley Center Road. The posted speed limit is 55 mph just west of Valley Center Road. Lilac Road is classified as a Light Collector (2.2E) between Couser Canyon Road and Old Castle Road, a Community Collector with intermittent turn lanes (2.1C) between Old Castle Road and Anthony Road, and a Boulevard with intermittent turn lanes (4.2B) between Anthony Road and Valley Center Road in the County General Plan Mobility Element. Class III bike routes are also planned between Old Castle Road and Valley Center Road.

Valley Center Road between Woods Valley Road and Cole Grade Road is a four-lane roadway with a raised median or a two-way left-turn lane, Class II bike lanes, and a posted speed of 45 mph. East of Cole Grade Road, Valley Center Road is a two-lane undivided roadway. Valley Center Road is classified as a Boulevard with raised median (4.2A) between Woods Valley Road and Lilac Road and between Miller Road and Vesper Road and a Major Road with raised median (4.1A) between Lilac Road and Miller Road in the County General Plan Mobility Element.

Miller Road north of Valley Center Road is a two-lane undivided roadway and is classified as a Minor Collector with intermittent turn lanes (2.3B) and Class III bike routes in the County General Plan Mobility Update. A posted speed limit was not observed along this segment.

Cole Grade Road between Fruitvale Road and Valley Center Road is generally a two-lane roadway with a two-way left-turn lane, Class II bike lanes and a posted speed limit of 45 mph. A 25 mph school zone is located just north of Valley Center Road. This facility is classified as a Boulevard with raised median (4.2A) in the County General Plan Mobility Element.

The following 31 key study area intersections, including 23 under the County of San Diego's jurisdiction and 8 under Caltrans jurisdiction, were analyzed in the study area:

- 1) E. Vista Way/Gopher Canyon Road
- 2) SR-76/Old River Road/E. Vista Way (Caltrans)
- 3) SR-76/Olive Hill Road/Camino Del Rey (Caltrans)
- 4) Old River Road/Camino Del Rey
- 5) West Lilac Road/Camino Del Rey
- 6) Old Highway 395/SR-76 (Caltrans)
- 7) Pankey Road/SR-76 (Caltrans)
- 8) Old Highway 395/E. Dulin Road
- 9) Old Highway 395/West Lilac Road
- 10) I-15 Southbound Ramps/Old Highway 395 (Caltrans)
- 11) I-15 Northbound Ramps/Old Highway 395 (Caltrans)
- 12) Old Highway 395/Camino Del Rey
- 13) Old Highway 395/Circle R Drive
- 14) I-15 SB Ramps/Gopher Canyon Road (Caltrans)
- 15) I-15 NB Ramps/Gopher Canyon Road (Caltrans)
- 16) Old Highway 395/Gopher Canyon Road

- 17) Old Highway 395/Old Castle Road
- 18) West Lilac Road/Covey Lane
- 19) Mountain Ridge Road/Circle R Drive
- 20) West Lilac Road/Circle R Drive
- 21) Lilac Road/West Lilac Road
- 22) Lilac Road/Old Castle Road
- 23) Valley Center Rd/Lilac Road
- 24) Miller Road/Valley Center Road
- 25) Cole Grade Road/Valley Center Road
- 26) Street 'O'/West Lilac Road/Main Street
- 27) Main Street/Street 'C'
- 28) Lilac Hills Ranch Road/Main Street North
- 29) Lilac Hills Ranch Road/Main Street South
- 30) Street 'Z'/Main Street
- 31) West Lilac Road/Street 'F'/Main Street

Intersections 26 through 31 include new streets internal to the project and are therefore included in the “plus Project” assessments only.

An additional seven-mile radius sphere of influence that covers the entire project study area plus County roads and intersections that would receive 25 peak hour project trips (2-way peak hour total) is included in the cumulative study area. This is in conformance with the County of San Diego Traffic Impact Study Guidelines. In coordination with County staff, 171 cumulative projects were included for the cumulative impact assessment. In addition, potential regional growth was taken into account based upon the SANDAG's Series 12 regional model.

2.3.1.3 Existing Levels of Service (LOS)

LOS is a quantitative performance measure (speed, travel time, and comfort) that represents quality of service. Quality of service describes how well a transportation facility or service operates from a traveler's perspective. A vehicle LOS definition generally describes these conditions in terms of such factors as speed, travel time, freedom to maneuver, comfort, convenience, and safety. LOS A represents the best operating conditions from a driver's perspective (primarily free-flow operation), while LOS F represents the worst case where traffic flow is at extremely low speed.

The volume-to-capacity (V/C) ratio is a measure of traffic demand on a facility (expressed as volume; V) compared to its traffic-carrying capacity (C). In evaluating the performance of a roadway segment under the existing conditions, V/C is considered together with LOS. It also is noted that because some of the roadways within the study area are not fully built to County public road standards, the analysis presented in this section conservatively reduced the LOS D capacity threshold for certain existing roads that do not meet such standards, although the County's guidelines do not require such reduction. Several factors were considered in determining the appropriate amount of capacity reduction, including the number of travel lanes, shoulder width, and curve radii, and it was determined that the threshold would be reduced by 10 percent due to: (1) the limited portion of the roadways where shoulders are reduced and the minimal effect of shoulder width on roadway capacity, and (2) the limited roadway length where speeds are reduced due to substandard minimum curve radii. By reducing the capacity threshold by 10 percent, each of the County LOS thresholds for these roads were reduced by

10 percent, meaning that it would take a lower amount of traffic to trigger a significant impact than without the reduction. It is also noted that while reduced shoulders are located along certain roadways like Lilac Road, between Old Castle Road and Anthony Road, a capacity reduction was determined not to be warranted for such segments since adequate passing opportunities were available and the shoulder reduction did not affect capacity. Refer to Appendix E for additional details.

Traffic volumes on study area segments and intersections during AM and PM peak hours are based on daily roadway traffic counts and peak period manual traffic counts at intersections.

The existing roadway conditions are shown in Figure 2.3-2. The existing ADT volumes are shown on Figure 2.3-3. The intersection configuration and peak hour traffic volumes under the existing conditions are shown in Figures 2.3-4a and 2.3-4b.

Roadway Segments

As shown in Table 2.3-1, under existing conditions, all study roadways operate at LOS D or better with the exception of the following three segments:

- Gopher Canyon Road between E. Vista Way and I-15 SB Ramps (LOS F);
- E. Vista Way between SR-76 and Gopher Canyon Road (LOS E); and
- E. Vista Way between Gopher Canyon Road and Osborne Street (LOS F).

Intersections

As shown in Table 2.3-2, under existing conditions, all study area intersections operate at LOS D or better with the exception of the following three intersections:

- E. Vista Way/Gopher Canyon Road (LOS F – AM and PM peak hours);
- I-15 Southbound Ramps/Gopher Canyon Road (Caltrans) (LOS F - AM and PM peak hours); and
- I-15 Northbound Ramps/Gopher Canyon Road (Caltrans) (LOS F - PM peak hour).

Two-Lane Highway

As shown in Table 2.3-3, all of the study area segments along Old Highway 395 are currently operating at acceptable LOS D or better.

**TABLE 2.3-3
TWO-LANE HIGHWAY LEVEL OF SERVICE RESULTS
EXISTING CONDITIONS**

Two-Lane Highway	From	To	LOS Threshold (LOS D)	Traffic Count Date	Average Daily Traffic (ADT)	Level of Service (LOS)
Old Highway 395	Pala Mesa Drive	SR-76	16,200	Mar-12	4,770	D or better
	SR-76	E. Dulin Road	16,200	Mar-11	4,720	D or better
	E. Dulin Road	West Lilac Road	16,200	Mar-11	4,340	D or better
	West Lilac Road	I-15 SB Ramps	16,200	Mar-11	4,450	D or better
	I-15 SB Ramps	I-15 NB Ramps	16,200	Mar-11	3,600	D or better
	I-15 NB Ramps	Camino Del Rey	16,200	Mar-11	2,430	D or better
	Camino Del Rey	Circle R Drive	16,200	Mar-11	5,820	D or better
	Circle R Drive	Gopher Canyon Road	16,200	Mar-11	10,710	D or better
	Gopher Canyon Road	Old Castle Road	16,200	Mar-11	8,660	D or better

SOURCE: Appendix E.
ADT = average daily traffic
LOS = level of service

Freeway Segments

As shown in Table 2.3-4, all study area segments along I-15 currently operate at acceptable LOS D or better under the existing conditions.

It is noted that while SR-76 is near the project, the project would not add more than 50 peak hour trips in either direction to the SR-76 and, therefore was not included in the traffic analysis.

Freeway Ramp Intersection Capacity

The TIS provides an analysis of freeway ramp capacity in the existing and all Traffic Scenario conditions, including project build-out. This analysis is provided pursuant to Caltrans' requirements; all signalized intersections at freeway ramps were analyzed using Intersecting Lane Volume (ILV) procedures as described in Topic 406 of the Caltrans *Highway Design Manual* (HDM) (2012). As the freeway ramp intersection capacity analysis is not utilized for determining significant impacts under CEQA (County of San Diego 2011b), it is not included in this CEQA analysis. Details of the ILV analysis are discussed throughout the TIS pursuant to Caltrans requirements.

2.3.1.4 Existing Parking, Transit, and On-site Circulation

The project site generally consists primarily of agricultural uses. Based upon field reviews, parking and on-site circulation are adequately provided. Transit services are not currently provided on or within a ¼ mile of the project site.

2.3.2 Analysis of Project Effects and Determination of Significance

The project would result in a significant impact if it would:

1. *Circulation System Operations*: Conflict with an applicable plan, ordinance, or policy relating to the performance of the circulation system.
2. *Congestion Management*: Conflict with an applicable congestion management program. [SANDAG opted out of the CMP in 2009 and, therefore, there is no “applicable CMP” against which to assess potential conflicts.]
3. *Hazards*: Substantially increase a hazard due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
4. *Conflicts with Public Transit Plans*: Conflict with an adopted policy, plan, or program regarding public transit, bicycle, or pedestrian facilities.

The State CEQA Guidelines, Appendix G, XV Transportation/Traffic lists two other transportation/traffic-related questions (c and e), which are not addressed in this subchapter. In accordance with the County’s Guidelines for Determining Significance – Transportation and Traffic (San Diego County 2011b), emergency access is discussed in subchapter 2.7, Hazards and Hazardous Materials, and air traffic patterns are discussed in subchapter 3.2.

2.3.2.1 Issue 1: Circulation System Operations and Congestion Management

Guidelines for the Determination of Significance

The basis for the determination of significance is the County of San Diego Guidelines for Determining Significance – Transportation and Traffic (San Diego County 2011b). All of the guidelines are derived from accepted state and local standards for significant impacts based on levels of service. A significant direct or cumulative impact would occur if project traffic exceeds any of the following thresholds:

Roadway Segments

Traffic volume increases from public or private projects that result in one or more of the following criteria will have a significant traffic volume or LOS traffic impact on a road segment, unless specific facts show that there are circumstances that mitigate or avoid such impacts:

- The additional or redistributed ADT generated by the proposed project will significantly increase congestion on a Mobility Element Road or State Highway currently operating at LOS E or LOS F as identified in Table 2.3-5, or will cause a Mobility Element Road or State Highway to operate at LOS E or LOS F as a result of the proposed project, or
- The additional or redistributed ADT generated by the proposed project will cause a residential street to exceed its design capacity.

**TABLE 2.3-5
MEASURES OF SIGNIFICANT PROJECT IMPACTS TO CONGESTION ON ROAD
SEGMENTS: ALLOWABLE INCREASES ON CONGESTED ROAD SEGMENTS**

Level of Service	Two-Lane Road	Four-Lane Road	Six-Lane Road
LOS E	200 ADT	400 ADT	600 ADT
LOS F	100 ADT	200 ADT	300 ADT

SOURCE: San Diego County 2011b.

Two-Lane Highways with Signalized Intersection Spacing Over One Mile

Traffic volume increases from public or private projects that result in one or more of the following criteria will have a significant traffic volume or level of service traffic impact on a two-lane highway facility with signalized intersection spacing greater than one mile:

- The additional or redistributed ADT generated by the proposed project will significantly increase congestion on a two-lane highway segment currently operating at LOS E or LOS F, as identified in Table 2.3-6, or will cause a two-lane highway segment to operate at LOS E or LOS F as a result of the proposed project.

**TABLE 2.3-6
MEASURES OF SIGNIFICANT PROJECT IMPACTS TO CONGESTION:
ALLOWABLE INCREASES ON TWO-LANE HIGHWAYS
WITH SIGNALIZED INTERSECTION SPACING OVER ONE MILE**

Level of Service	LOS Criteria	Impact Significance Level
LOS E	> 16,200 ADT	> 325 ADT
LOS F	> 22,900 ADT	> 225 ADT

SOURCE: San Diego County 2011b.

NOTE: Where detailed data are available, the Director of Public Works may also accept a detailed level of service analysis based upon the two-lane highway analysis procedures provided in the Chapter 20 Highway Capacity Manual.

Two-Lane Highways with Signalized Intersection Spacing Under One Mile

Traffic volume increases from public or private projects that result in one or more of the following criteria will have a significant traffic volume or level of service traffic impact on a two-lane highway facility with signalized intersection spacing less than one mile:

- The additional or redistributed ADT generated by the proposed project will significantly increase congestion on a two-lane highway segment currently operating at LOS E or LOS F, as identified in Table 2.3-7, or will cause a two-lane highway segment to operate at LOS E or LOS F as a result of the proposed project.

**TABLE 2.3-7
MEASURES OF SIGNIFICANT PROJECT IMPACTS TO CONGESTION:
ALLOWABLE INCREASES ON TWO-LANE HIGHWAYS
WITH SIGNALIZED INTERSECTION SPACING UNDER ONE MILE**

Level of Service	LOS Criteria
LOS E	Intersection delay of 2 seconds
LOS F	Intersection delay of 1 second, or 5 peak hour trips on a critical movement

SOURCE: San Diego County 2011b.

NOTES:

1. A critical movement is one that is experiencing excessive queues.
2. By adding proposed project trips to all other trips from a list of projects, this same table is used to determine if total cumulative impacts are significant. If cumulative impacts are found to be significant, each project that contributes any trips must mitigate its share of the cumulative impacts.
3. The County may also determine impacts have occurred on roads even when a project's traffic or cumulative impacts do not trigger an unacceptable level of service, when such traffic uses a significant amount of remaining road capacity.

Signalized Intersections

Traffic volume increases from public or private projects that result in one or more of the following criteria will have a significant traffic volume or level of service traffic impact on a signalized intersection:

- The additional or redistributed ADT generated by the project will significantly increase congestion on a signalized intersection currently operating at LOS E or LOS F as identified in Table 2.3-8, or will cause a signalized intersection to operate at LOS E or LOS F.

**TABLE 2.3-8
MEASURES OF SIGNIFICANT PROJECT IMPACTS TO CONGESTION ON INTERSECTIONS:
ALLOWABLE INCREASES ON CONGESTED INTERSECTIONS**

Level of Service	Signalized	Unsignalized
LOS E	Delay of 2 seconds	20 peak hour trips on a critical movement
LOS F	Delay of 1 second, or 5 peak hour trips on a critical movement	5 peak hour trips on a critical movement

SOURCE: San Diego County 2011b.

NOTES:

1. A critical movement is one that is experiencing excessive queues.
2. By adding project trips to all other trips from a list of projects, this same table is used to determine if total cumulative impacts are significant. If cumulative impacts are found to be significant, each project that contributes any trips must mitigate its share of the cumulative impacts.
3. The County may also determine impacts have occurred on roads even when a project's traffic or cumulative impacts do not trigger an unacceptable level of service, when such traffic uses a significant amount of remaining road capacity.

Unsignalized Intersections

Traffic volume increases from public or private projects that result in one or more of the following criteria will have a significant traffic volume or level of service traffic impact on a road segment:

- The additional or redistributed ADT generated by the proposed project will add 20 or more peak hour trips to a critical movement of an unsignalized intersection, and cause an unsignalized intersection to operate below LOS D, or
- The additional or redistributed ADT generated by the proposed project will add 20 or more peak hour trips to a critical movement of an unsignalized intersection currently operating at LOS E, or
- The additional or redistributed ADT generated by the proposed project will add 5 or more peak hour trips to a critical movement of an unsignalized intersection, and cause the unsignalized intersection to operate at LOS F, or
- The additional or redistributed ADT generated by the proposed project will add 5 or more peak hour trips to a critical movement of an unsignalized intersection currently operating at LOS F, or
- Based upon an evaluation of existing accident rates, the signal priority list, intersection geometrics, proximity of adjacent driveways, sight distance or other factors, the project would significantly impact the operations of the intersection.

Caltrans Facilities

As shown in Table 2.3-9, the following SANTEC/ITE Guidelines were utilized to determine traffic impacts to facilities under the jurisdiction of Caltrans.

**TABLE 2.3-9
SANTEC/ITE MEASURE OF SIGNIFICANT PROJECT TRAFFIC IMPACTS**

Level of Service (LOS) with Project	Allowable Change Due to Project					
	Freeways		Roadway Segments		Signalized Intersections	Ramp Metering
E & F (or ramp meter delays above 15 min.)	V/C	Speed (mph)	V/C	Speed (mph)	Delay (sec)	Delay (min.)
	0.01	1	0.02	1	2	2

SOURCE: San Diego County 2011b.

NOTE: For County arterials which are not identified in SANDAG’s Regional Transportation Plan and County Management Program as regionally significant arterials, significance may be measured based upon an increase in ADT (see Table 2.3-5).

Analysis

Construction

Construction traffic would be generated primarily from construction workers, deliveries, and waste hauling. The TIS estimates a total (truck trips plus construction worker) of 537-1,327 daily trips at the peak of construction. Project construction is expected to be

phased over ~~20 years~~ 8–10 years. As discussed in the Chapter 1.0 and in Table 1-3, the project includes the creation of a traffic control plan and construction traffic would be subject to the conditions outlined in that plan. The project is designed to have the overall earthwork balanced on-site although spoil deposition or borrow permits may be needed for individual phases; therefore, no off-site import or export of soil is anticipated.

The primary function of a traffic control plan (TCP) is to provide for the safe and effective movement of road users through or around temporary traffic control zones. The TCP in this case would institute construction traffic management controls in accordance with County standards and the Caltrans California Manual of Uniform Traffic Control Devices (2014 edition). These traffic management controls will include measures determined on the basis of site-specific conditions, including the use of construction signs, delineators, and lane closures. The TCP will limit peak hour construction employee and delivery trips, and include graphics illustrating the placement of signage, striping, traffic personnel, and road cones, as applicable. (See Table 1-3, Project Design Considerations, Transportation/Traffic, for the project requirement to prepare and implement the TCP.) The worst-case scenario would occur during the last project phase when previous phases would be occupied. Therefore, the phase just prior to build-out plus construction traffic would be the worst-case scenario and would generate a total of 13,473 daily trips. It is reasonable to conclude that the worst-case scenario associated with construction (~~13,473~~14,263 ADT) would cause fewer impacts than those associated with build-out of the project (~~49,406~~15,151 ADT). Therefore, the project would result in a temporary increase in construction traffic on local area roadways; however, the amount of temporary construction traffic would be less than the amount of permanent project traffic analyzed below. Considering construction staging would occur on-site and construction trips would not be local trips, these trips would likely be distributed from the site to Circle R Road or West Lilac Road to the I-15. A traffic control plan would be ~~completed~~ implemented to manage construction traffic and ensure impacts are **less than significant**.

Project Trip Generation

Trip generation rates for the project were developed based on SANDAG's *Guide to Vehicular Traffic Generation Rates for the San Diego Region* (April 2002), *ITE (Institute of Transportation Engineers) Trip Generation Manual* (8th Edition). Table 2.3-10 (also see TIS [Appendix E] Table 4.8) lists the daily trip generation rate utilized for each of the land uses proposed as part of the project. Information specific to several of the land use trip generation rates is also provided below.

Specialty Retail

Lilac Hills Ranch will include an 80,000-square-foot mixed-use pedestrian-oriented town center, including a general store of up to 25,000 square feet in size. The general store would be located within walking distance of the other uses (i.e., within ½ mile of the proposed residences) it is intended to serve. As detailed in the TIS (see Appendix E), the impact analysis uses the SANDAG "Specialty Retail/Strip Commercial" trip generation rate of 40 vehicle trips per thousand feet for the proposed general store. As further explained in the TIS (see Appendix E), a detailed analysis was conducted by the project traffic engineer to determine the appropriateness of this rate. The analysis included a comparative review of the specific uses relied upon by SANDAG in deriving the trip rate, as well as a validation exercise conducted with SANDAG whereby a higher

substitute trip rate was utilized. The results of the analysis show that the SANDAG “Specialty Retail/Strip Commercial” trip generation rate is the most appropriate rate to use for the proposed project’s future commercial/retail uses (see TIS, Appendix E, Section 4.3, for additional information).

Office Space

Other allowable uses within the town center include office space, such as single-tenant offices and flex-office space. For these uses, the TIS (Appendix E) utilizes the SANDAG trip generation rate referred to as “Single-Tenant Office,” which is 14 vehicle trips per thousand square feet. As further explained in the TIS, the project traffic engineer conducted phone interviews with several San Diego region office spaces of the type proposed as part of the project to determine the average number of vehicle trips generated by these type uses. Based on that study, such office uses typically generate 13.3 trips per 1,000 square feet. This rate is less than the 14 trips per 1,000 square feet that is utilized in the TIS and, thus, the impact analysis presented in this section is conservative (see TIS, Appendix E, Section 4.3, for additional information).

Fire Station

While emergency response trips are already incorporated into each land use trip generation rate, this rate does not capture the trips generated by fire station employee travel. Neither the SANDAG nor ITE trip generation guidance document provides a fire station employee trip generation rate. Thus, the project traffic engineer surveyed nine fire stations and determined these fire stations had a trip generation rate of 4.34 to 5.33 trips per employee. To be conservative, the higher 5.33 trips per employee rate was utilized for this analysis.

The project fire service options include an interim/temporary fire station with up to three staff persons. Thus, the fire station staff at such facility would generate 16 ADT. As this use would be built in place of two single-family homes that would have generated 20 ADT, the temporary fire station would not result in any additional vehicle trips beyond those already included in the analysis.

The project also includes a fire station service option that would provide a permanent 4,500-square-foot fire station, in lieu of 4,500 additional square feet of recreation center on-site, staffed by three employees. The fire station would generate 16 ADT while the additional recreation center square-footage would generate 103 ADT. To account for the worst-case scenario, the impact analysis assumes the project would include the additional recreation center square-footage.

See TIS, Appendix E, Section 4.3, for additional fire station trip generation rate information.

Total Trip Generation

Based on the proposed land uses and corresponding trip generation rates, total trip generation was calculated for the project (see Table 2.3-10). Individual AM and PM peak hour trip breakdowns for each phase of the project are included in the TIS. As shown in Table 2.3-10, a total of 19,406 daily trips would be generated by the project at build-out, including 1,663 AM peak hour trips and 1,828 PM peak hour trips. These trips

would be added gradually over time as each new phase of the project, and corresponding land uses, is constructed.

While the total trip generation amount has been revised downward to 19,406 from 19,428 presented in the Draft EIR in order to more accurately reflect the proposed land uses and the associated SANDAG traffic generation rates, the impact analysis presented in both the TIS (see Appendix E) and this EIR utilizes the higher, more conservative trip generation number (19,428 ADT) rather than 19,406.

Project Traffic Distribution and Assignment

Project trips were distributed utilizing the Series 12 Year 2050 SANDAG Transportation Model, including 2008 base year, 2050 with Road 3 and without Road 3. The overall internal capture rate for the project based on the proposed land uses is 22 percent, and results in the total external project trips being 15,151 daily trips. Refer to the TIS (see Appendix E) for additional information regarding the internal capture rate.

Multiple sets of trip distributions were developed in conjunction with the varying roadway networks under each of the following scenarios:

- Existing Plus Project (phased project build-out land uses on existing network)
- Existing Plus Cumulative Projects Plus Project (build-out)

The Existing Plus Project is provided below, while the cumulative analysis scenario (Existing Plus Cumulative Projects Plus Project) is provided in subchapter 2.3.3. It is noted that Caltrans freeway facilities are analyzed based on a 2050 horizon year while County roadways are analyzed based on a 2030 horizon year.

The analysis of Existing Plus Project impacts is divided into five scenarios based on the construction of project phases (see Figure 1-4) that when combined represent all project-generated trips associated with build-out of the project added to the existing roadway network. The project is planned to be constructed in a series of phases. The Phasing Plan, as shown on Figure 1-17, is based on the most likely procession of phased construction, with each phase dependent on the preceding phases for infrastructure. This phasing would not require construction of all circulation improvements at once because the increase in trips as a result of the project would be phased along with development. Rather, such improvements would be constructed as needed by the phased development as discussed Traffic Scenarios A through E below. Separately, it also is noted that Phase 5 of the project would include gates to limit public access to the project to existing rural roadways, which affects traffic distribution.

Traffic Scenarios A through E represent the following: Traffic Scenario A includes Phase 1 of the Specific Plan; Traffic Scenario B includes Phases 1 and 4; Traffic Scenario C includes Phases 1, 2, and 4; Traffic Scenario D includes Phases 1, 2, 4, and 5; and Traffic Scenario E indicates project build-out. Table 2.3-9 shows the project land use assumptions by traffic analysis phasing which represents the anticipated construction phasing. Should project construction not follow this phasing order, a specified number of ~~equivalency dwelling units (EDUs)~~ have been assigned to each Traffic Scenario. An EDU is a unit of measure that standardizes all land use types (housing, retail, office, etc.) to the level of demand created by one single-family housing unit. The project would be conditioned to perform proposed mitigation measures upon

the generation of the identified EDU. EDU is used instead of residential dwelling unit count to account for traffic generated not only by residential uses, but also by commercial uses and the other non-residential portions of the project. The issuance of subsequent grading permits would be conditioned on the completion of the proposed mitigation measures from the previous construction phase.

Existing Plus Project (Traffic Scenario A)

The Existing Plus Project (Traffic Scenario A) (Figure 2.3-5a) includes existing traffic volumes with the addition of project traffic generated by the project's construction of Phase 1 (350 single-family units and a neighborhood/County park) of the project. The project includes construction of the roads and intersection improvements listed below. These on-site improvements are included in this existing condition because they provide access to and through the project site ~~the project is conditioned to construct the improvements as part of project design, and the improvements are needed to handle the traffic from Scenario A.~~ Intersection and roadway geometrics under Existing Plus Project conditions were assumed to be identical to existing conditions, with the exception of the following project frontage and access improvements:

- ~~• West Lilac Road (between Main Street and Road 3) at proposed classification 2.2F modified (frontage improvements) (Note: The project proposes to change the classification of this road from 2.2C to 2.2F. This change would reduce required right-of-way and shoulder width);~~
- Main Street, between West Lilac Road and Street "C" (proposed road);
- Main Street, between Street "Z" and West Lilac Road (proposed road);
- Street "C" and Street "Z" (proposed road);
- Birdsong Drive, between Street "Z" and West Lilac Road (proposed road);
- Intersection #26, Street "O"/West Lilac Road/Main Street – proposed roundabout;
- Intersection #27, Main Street/Street "C" – proposed roundabout;
- Intersection #30, Street "Z"/Main Street – proposed one-way stop (southbound Street "Z" approach) controlled L-intersection; and
- Intersection #31, Street "Z"/Main Street – proposed roundabout.

Note that Birdsong Drive, between Street "Z" and West Lilac Road would serve as an interim secondary access route for the initial phase of Traffic Scenario A. After the construction of Main Street, between Street "Z" and West Lilac Road, Birdsong Drive would be gated at its southern end at the project boundary and would provide driveway access only to the not a part (NAP) property it serves. After Traffic Scenario A, the project would not use Birdsong Drive.

Roadway Segments

The three roadway segments that operate at unacceptable levels under the Existing conditions would continue to operate at unacceptable levels with the addition of the project (Traffic Scenario A). Based on the significance criteria, the project (Traffic Scenario A) would have a **significant direct impact** to the following segment since it would add over 100 ADT to a County facility operating at LOS F:

- Gopher Canyon Road, between E. Vista Way and I-15 SB Ramps – LOS F (**Impact TR-1**).

The project would have a less than significant impact to E. Vista Way, between SR-76 and Gopher Canyon Road, as the project would add less than 200 ADT to this County segment operating at LOS E. The project would also have a less than significant impact to E. Vista Way, between Gopher Canyon Road and Osborne Street, as the project would add less than 100 ADT to this County segment operating at LOS F.

Intersections

The three intersections that operate at unacceptable levels in the Existing conditions would continue to operate at unacceptable levels in the Existing Plus Project (Traffic Scenario A) conditions. Based upon the significance criteria, the project (Traffic Scenario A) would have a **significant direct impact** at the following intersection since it would add over a 1 second delay to a County intersection operating at LOS F:

- E. Vista Way/Gopher Canyon Road (LOS F during both the AM and PM peak hours) (**Impact TR-2**).

The project would have less than significant impacts to I-15 SB Ramps/Gopher Canyon Road, and I-15 NB Ramps/Gopher Canyon Road since it would add less than two seconds of delay to these Caltrans intersections operating at LOS E or F.

Two-Lane Highway

All segments along Old Highway 395 would continue to operate at acceptable LOS D or better under Existing Plus Project (Traffic Scenario A) conditions. The additional traffic generated by the project would not cause any direct impacts to Old Highway 395 in the Existing Plus Traffic Scenario A.

Freeway Segments

All of the study area freeway segments along I-15 would continue to operate at LOS D or better under Existing Plus Project (Traffic Scenario A) conditions. Thus, the project (Traffic Scenario A) would have a less than significant impact to I-15 based on the significance thresholds.

Existing Plus Project (Traffic Scenario B)

The Existing Plus Project (Traffic Scenario B) (Figure 2.3-5b) includes existing traffic volumes with the addition of traffic generated by the project Phases 1 and 4. The project includes construction of the roads and intersection improvements listed below. These improvements are included in this existing condition because the project is conditioned

to construct the improvements as part of project design, and the improvements are needed to handle the traffic from Traffic Scenario B. Intersection and roadway geometrics were assumed to be identical to existing conditions, with the exception of the following roads and driveway intersections associated with project frontage and access:

- ~~West Lilac Road (between Main Street and Road 3) at proposed classification 2.2F modified (frontage improvements) (Note: The project proposes to change the classification of this road from 2.2C to 2.2F. This change would reduce required right-way and shoulder width);~~
- Main Street, between West Lilac Road and Street “C” (proposed road);
- Main Street, between Street “Z” and West Lilac Road (proposed road);
- Street “C” and Street “Z” (proposed road);
- Covey Lane, west of West Lilac Road (proposed road);
- Intersection #26, Street “O”/West Lilac Road/Main Street – proposed roundabout;
- Intersection #27, Main Street/Street “C” – proposed roundabout;
- Intersection #30, Street “Z”/Main Street – proposed one-way stop (southbound Street “Z” approach) controlled L-intersection; and
- Intersection #31, Street “Z”/Main Street – proposed roundabout.

Roadway Segments

The three roadway segments that operate at unacceptable levels under the Existing conditions would continue to operate at unacceptable levels with the addition of the project (Traffic Scenario B). Based on the significance criteria, the following roadway segment would be significantly impacted by project-related traffic under the Existing Plus Project (Traffic Scenario B) condition:

- Gopher Canyon Road, between E. Vista Way and I-15 SB Ramps – LOS F (**Impact TR-1**).

The project would have a less than significant impact to E. Vista Way, between SR-76 and Gopher Canyon Road, as the project would add less than 200 ADT to this segment operating at LOS E. The project would also have a less than significant impact to E. Vista Way, between Gopher Canyon Road and Osborne Street, as the project would add less than 100 ADT to this segment operating at LOS F.

Intersections

The three intersections that operate at unacceptable levels in the Existing conditions would continue to operate at unacceptable levels with the addition of the project (Traffic Scenario B). Based upon the significance criteria, the additional traffic generated by Traffic Scenario B would have a **significant direct impact** at the following three intersections:

- E. Vista Way/Gopher Canyon Road (LOS F during both the AM and PM peak hours) (**Impact TR-2**);
- I-15 SB Ramps/Gopher Canyon Road intersection (LOS F in the AM peak hour) (Caltrans) (**Impact TR-3**); and
- I-15 NB Ramps/Gopher Canyon Road intersection (LOS F in the PM peak hour) (Caltrans) (**Impact TR-4**).

While the I-15 SB ramps/Gopher Canyon Road intersection would operate at LOS F in the PM peak hour as well, the project (Traffic Scenario B) would add no delay to this intersection in the PM peak hour and, therefore, would not significantly impact this intersection in the PM peak hour.

Two-Lane Highway

As discussed in the TIS, all segments along Old Highway 395 would continue to operate at acceptable LOS D or better under Existing Plus Project (Traffic Scenario B) conditions.

Freeway Segments

The freeway segment level of service analysis was performed utilizing the methodology presented above. As discussed in the TIS, all of the study area freeway segments along I-15 would continue to operate at LOS D or better under Existing Plus Project (Traffic Scenario B) condition.

Existing Plus Project (Traffic Scenario C)

The Existing Plus Project (Traffic Scenario C) (Figure 2.3-5c) includes existing traffic volumes with the addition of traffic generated by project Phases 1, 2 and 4. The project includes construction of the roads and intersection improvements listed below. These improvements are included because the project is conditioned to construct the improvements as part of project design, and the improvements are needed to handle the traffic from Scenario C. Intersection and roadway geometrics were assumed to be identical to existing conditions, with the exception of the following roads and driveway intersections associated with project frontage and access:

- ~~West Lilac Road (between Main Street and Road 3) at proposed classification 2.2F modified (frontage improvements) (Note: This project proposes to change the classification of this road from 2.2C to 2.2F. This change would reduce required ROW and shoulder width);~~
- Main Street, between West Lilac Road and Street “C” (proposed road);
- Main Street, between Street “C” and Street “Z” (proposed road);
- Main Street, between Street “Z” and West Lilac Road (proposed road);
- Street “C” and Street “Z” (proposed road);
- Covey Lane, west of West Lilac Road (proposed road);
- Intersection #26, Street “O”/West Lilac Road/Main Street – proposed roundabout;
- Intersection #27, Main Street/Street “C” – proposed roundabout;

- Intersection #28, Lilac Hills Ranch Road/Main Street North – proposed all-way stop controlled intersection;
- Intersection #29, Lilac Hills Ranch Road/Main Street South – proposed all-way stop controlled intersection;
- Intersection #30, Street “Z”/Main Street – proposed one-way stop (southbound Street “Z” approach) controlled T-intersection; and
- Intersection #31, Street “Z”/Main Street – proposed roundabout.

Roadway Segments

Four roadway segments would operate at unacceptable levels under the Existing Plus Project (Traffic Scenario C) conditions. Based upon the significance criteria, the additional 100 ADT generated by Traffic Scenario C would have a **significant direct impact** at the following three County roadway segments operating at LOS F:

- Gopher Canyon Road, between E. Vista Way and I-15 SB Ramps – LOS F (**Impact TR-1**);
- West Lilac Road, between Old Highway 395 and Main Street - LOS F (**Impact TR-5**); and
- E. Vista Way, between Gopher Canyon Road and Osborne Street – LOS F (**Impact TR-6**).

The project (Traffic Scenario C) impact to E. Vista Way, between SR-76 and Gopher Canyon Road would be less than significant, as the project would add less than 200 ADT to this segment operating at LOS E.

Intersections

Four intersections would operate at unacceptable levels in the Existing Plus Project (Traffic Scenario C) conditions. Based upon the significance criteria, the additional traffic generated by Traffic Scenario C (i.e., the addition of over 5 trips to a County unsignalized intersection operating at LOS F, and the addition of over 2 seconds of delay to a Caltrans intersection operating at LOS F) would have a **significant direct impact** at the following four intersections:

- E. Vista Way/Gopher Canyon Road (LOS F during both the AM and PM peak hours) (**Impact TR-2**);
- I-15 SB Ramps/Gopher Canyon Road (Caltrans) – LOS F during both the AM and PM peak hours (**Impact TR-3**);
- I-15 NB Ramps/Gopher Canyon Road (Caltrans) – LOS F during the PM peak hour (**Impact TR-4**); and
- Old Highway 395/West Lilac Road (County) – LOS F during both the AM and PM peak hours (**Impact TR-7**).

Two-Lane Highway

As discussed in the TIS, all segments along Old Highway 395 would continue to operate at acceptable LOS D or better under Existing Plus Project (Traffic Scenario C) conditions.

Freeway Segments

The freeway segment level of service analysis was performed utilizing the methodology presented above. As discussed in the TIS, all of the study area freeway segments along I-15 would continue to operate at LOS D or better under Existing Plus Project (Traffic Scenario C) condition.

Existing Plus Project (Traffic Scenario D)

The Existing Plus Project (Traffic Scenario D) (Figure 2.3-5d) includes existing traffic volumes with the addition of traffic generated by project Phases 1, 2, 4, and 5. Intersection and roadway geometrics were assumed to be identical to existing conditions, with the exception of the following roads and driveway intersections associated with project frontage and access:

- ~~West Lilac Road (between Main Street and Road 3) at proposed classification 2.2F modified (frontage improvements) (Note: This project proposes to change the classification of this road from 2.2C to 2.2F. This change would reduce required right of way and shoulder width);~~
- Main Street, between West Lilac Road and Street “C” (proposed road);
- Main Street, between Street “C” and Street “Z” (proposed road);
- Main Street, between Street “Z” and West Lilac Road (proposed road);
- Street “C” and Street “Z” (proposed road);
- Covey Lane, west of West Lilac Road (proposed road);
- Lilac Hills Ranch Road, between Covey Lane and Mountain Ridge Road (proposed road);
- Intersection #26, Street “O”/West Lilac Road/Main Street – proposed roundabout;
- Intersection #27, Main Street/Street “C” – proposed roundabout;
- Intersection #28, Lilac Hills Ranch Road/Main Street North – proposed all-way stop controlled intersection;
- Intersection #29, Lilac Hills Ranch Road/Main Street South – proposed all-way stop controlled intersection;
- Intersection #30, Street “Z”/Main Street – proposed one-way stop (southbound Street “Z” approach) controlled T-intersection; and
- Intersection #31, Street “Z”/Main Street – proposed roundabout.

Roadway Segments

Four roadway segments would operate at unacceptable LOS E or F in the Existing Plus Project conditions (Traffic Scenario D). Based upon the significance criteria, the

additional traffic generated by Traffic Scenario D would result in the following three **significant direct impacts** to study roadway segments:

- Gopher Canyon Road, between E. Vista Way and I-15 SB Ramps – LOS F (**Impact TR-1**);
- West Lilac Road, between Old Highway 395 and Main Street - LOS F (**Impact TR-5**); and
- E. Vista Way, between Gopher Canyon Road and Osborne Street – LOS F (**Impact TR-6**).

Project (Traffic Scenario D) impacts to E. Vista Way, between SR-76 and Gopher Canyon Road would be less than significant since the project would add less than 200 ADT to this County segment operating at LOS E.

Intersections

Five intersections would operate at unacceptable levels in the Existing Plus Project (Traffic Scenario D) conditions. Based upon the significance criteria, the additional traffic generated by Traffic Scenario D (i.e., the addition of over 5 trips to a County unsignalized intersection operating at LOS F, and the addition of over 2 seconds of delay to a Caltrans intersection operating at LOS F) would have a **significant direct impact** at the following five intersections:

- E. Vista Way/Gopher Canyon Road (LOS F during both the AM and PM peak hours) (**Impact TR-2**);
- I-15 SB Ramps/Gopher Canyon Road (Caltrans) – LOS F during both the AM and PM peak hours (**Impact TR-3**);
- I-15 NB Ramps/Gopher Canyon Road (Caltrans) – LOS F during the PM peak hour (**Impact TR-4**);
- Old Highway 395/West Lilac Road (County) – LOS F during both the AM and PM peak hours (**Impact TR-7**); and
- Old Highway 395/Circle R Drive (County) –LOS F during the PM peak hour (**Impact TR-8**).

Two-Lane Highway

As discussed in the TIS, all segments along Old Highway 395 would continue to operate at acceptable LOS D or better under Existing Plus Project (Traffic Scenario D) conditions.

Freeway Segments

The freeway segment level of service analysis was performed utilizing the methodology presented above. As discussed in the TIS, all of the study area freeway segments along I-15 would continue to operate at LOS D or better under Existing Plus Project (Traffic Scenario D) condition.

Existing Plus Project (Traffic Scenario E, Build-out)

The Existing Plus Project (Traffic Scenario E, Build-out), shown in (Figure 2.3-5e), includes existing traffic volumes with the addition of traffic generated by Traffic Scenario A plus B plus C plus D. The project includes construction of the roads and intersection improvements listed below. These improvements are included in this existing condition because the project is conditioned to construct the improvements as part of project design, and the improvements are needed to handle the traffic from Traffic Scenario E, Build-out. Intersection and roadway geometrics were assumed to be identical to existing conditions, with the exception of the following roads and driveway intersections associated with project frontage and access:

- ~~West Lilac Road (between Main Street and Road 3) at proposed classification 2.2F modified (frontage improvements) (Note: This project proposes to change the classification of this road from 2.2C to 2.2F. This change would reduce required right-of-way and shoulder width);~~
- Main Street, between West Lilac Road and Street “C” (proposed road);
- Main Street, between Street “C” and Street “Z” (proposed road);
- Main Street, between Street “Z” and West Lilac Road (proposed road);
- Street “C” and Street “Z” (proposed road);
- Covey Lane, west of West Lilac Road (proposed road);
- Lilac Hills Ranch Road, north of Covey Lane (proposed road);
- Lilac Hills Ranch Road, between Covey Lane and Mountain Ridge Road (proposed road);
- Street “F”, between West Lilac Road and Lilac Hills Ranch Road (proposed road);
- Intersection #26, Street “O”/West Lilac Road/Main Street – proposed roundabout;
- Intersection #27, Main Street/Street “C” – proposed roundabout;
- Intersection #28, Lilac Hills Ranch Road/Main Street North – proposed all-way stop controlled intersection;
- Intersection #29, Lilac Hills Ranch Road/Main Street South – proposed all-way stop controlled intersection;
- Intersection #30, Street “Z”/Main Street – proposed one-way stop (southbound Street “Z” approach) controlled T-intersection; and
- Intersection #31, Street “Z”/Main Street – proposed roundabout.

Figure 2.3-5e shows the projected ADT for the Existing Plus Project (Traffic Scenario E, Build-out) roadway conditions.

Roadway Segments

Table 2.3-11 displays the level of service analysis results for key roadway segments under Existing plus Project (Traffic Scenario E, Build-out) conditions. As shown, four

roadway segments would operate at unacceptable levels in the Existing Plus Project (Traffic Scenario E) conditions. Based on the significance criteria, the project (Traffic Scenario E) would have a **significant impact** to the following roadway segments because it would add over 200 trips: to a County segment operating at substandard LOS E or 100 trips to a County segment operating at LOS F:

- Gopher Canyon Road, between E. Vista Way and I-15 SB Ramps – LOS F (**Impact TR-1**);
- West Lilac Road, between Old Highway 395 and Main Street - LOS F (**Impact TR-5**);
- E. Vista Way, between Gopher Canyon Road and Osborne Street – LOS F (**Impact TR-6**); and
- E. Vista Way, between SR-76 and Gopher Canyon Road – LOS E (**Impact TR 9**).

Intersections

Peak hour traffic volumes at the key study area intersections are displayed in Figure 2.3-6a-c. As shown in Table 2.3-12, five intersections would operate at unacceptable levels in the Existing Plus Project (Traffic Scenario E) conditions. Based on the significance guidelines, the project (Traffic Scenario E) would have **significant impacts** to all five because it would add more than two seconds of delay:

- E. Vista Way/Gopher Canyon Road (LOS F during both the AM and PM peak hours) (**Impact TR-2**);
- I-15 SB Ramps/Gopher Canyon Road (Caltrans) – LOS F during both the AM and PM peak hours (**Impact TR-3**);
- I-15 NB Ramps/Gopher Canyon Road (Caltrans) – LOS F during the PM peak hour (**Impact TR-4**);
- Old Highway 395/West Lilac Road (County) – LOS F during both the AM and PM peak hours (**Impact TR-7**); and
- Old Highway 395/Circle R Drive (County) – LOS F during the PM peak hour (**Impact TR-8**).

Two-Lane Highways

Table 2.3-13 displays two-lane highway level of service analysis results for Old Highway 395 under Existing Plus Project (Scenario E, Build-out) conditions. As shown in the table, all segments along Old Highway 395 would continue to operate at acceptable LOS D or better under Existing Plus Project (Traffic Scenario E, Build-out) conditions.

Freeway Segments

Table 2.3-14 displays the resulting level of service for I-15 under Existing Plus Project (Traffic Scenario E, Build out) conditions. As shown in the table, all of the study area freeway segments along I-15 would continue to operate at LOS D or better under Existing Plus Project (Traffic Scenario E, Build-out) conditions.

2.3.2.3 Issue 2: Transportation Hazard

Guidelines for the Determination of Significance

According to the County of San Diego Guidelines for Determining Significance – Transportation and Traffic (San Diego County 2011b), a significant transportation or traffic impact may occur if the project causes a transportation hazard.

According to County procedures, the determination of significant hazards to an existing transportation design feature shall be on a case-by-case basis, considering the following factors:

- Design features/physical configurations of access roads may adversely affect the safe movement of all users along the roadway.
- The percentage or magnitude of increased traffic on the road due to the project may affect the safety of the roadway.
- The physical conditions of the project site and surrounding area, such as curves, slopes, walls, landscaping or other barriers, may result in conflicts with other users or stationary objects.
- Conformance of existing and proposed roads to the requirements of the private or public road standards, as applicable.

According to County procedures, the determination of significant hazards to pedestrians or bicyclists shall be on a case-by-case basis, considering the following factors:

- Design features/physical configurations on a road segment or at an intersection that may adversely affect the visibility of pedestrians or bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.
- The amount of pedestrian activity at the project access points that may adversely affect pedestrian safety.
- The preclusion or substantial hindrance of the provision of a planned bike lane or pedestrian facility on a roadway adjacent to the project site.
- The percentage or magnitude of increased traffic on the road due to the proposed project that may adversely affect pedestrian and bicycle safety.
- The physical conditions of the project site and surrounding area, such as curves, slopes, walls, landscaping or other barriers that may result in vehicle/pedestrian, vehicle/bicycle conflicts.
- Conformance of existing and proposed roads to the requirements of the private or public road standards, as applicable.
- The potential for a substantial increase in pedestrian or bicycle activity without the presence of adequate facilities.

Analysis

Road System

A system of private roads, including Main Street, Lilac Hills Ranch Road, Street "F," Mountain Ridge Road, and Covey Lane, is proposed to provide site access and on- and off-site circulation for the project. Main Street, Lilac Hills Ranch Road, and Covey Lane would provide the general public access to the adjoining Public Road system. The internal private streets, maintained by the HOA, would be open to the public visiting residents or local businesses, making deliveries, and participating in community activities such as farmers markets. Main Street would serve as the primary access carrying approximately ~~6 percent of the project trips in the initial phase, and up to~~ 60 percent of project trips at project build-out (east to west). A small percent (9 percent) of the total project traffic would utilize Covey Lane.

Approximately 5.5 percent of the total project traffic would access Mountain Ridge Road as this access would be gated and restricted to the southern half of Phase 5 (SRS-5, SFS-6, and the institutional [church] site) uses only. Therefore, residents in the northern portions of the project would not be able to travel south onto Mountain Ridge Road through this gate. The southern third of the project would be a senior community with a gate between the main project and the senior community (at Lilac Hills Ranch Road/Covey Lane), another gate in the middle of the Phase 5 development along Lilac Hills Ranch Road (just north of SRS-5/SFS-6), as well as a gate at Lilac Hills Ranch Road/Mountain Ridge Road just north of the proposed institutional site. The institutional site would be served by two parking areas, one north of the Mountain Ridge Road gate and one to the south. This would allow all residents of the project access through the project gates after coordinating with the HOA and church personnel. The coordination would include identification through the use of gate codes provided to project residents. These residents would park north of the Mountain Ridge access point and would not be allowed to exit to the south via Mountain Ridge Road. Non-residents or visitors to the institutional site (from outside the project) would access the proposed institutional site from the south, using Mountain Ridge, and park in the parking area south of the gated access (Gate 6).

Proposed public roadway improvements would comply with the County's Public Road Standards (County of San Diego 2012a) except where exceptions have been requested. For example, the segment of West Lilac Road along the project frontage does not meet public road standards. Approximately 10 exceptions to current road standards are being proposed as part of the project. Six of the requested exceptions would affect West Lilac Road and would avoid significant grading of steep slopes and disruption of existing driveways. Project traffic would still be accommodated through widening and restriping the road, as well as the signalization of the intersection of West Lilac Road and Old Highway 395.

Two of the requested exceptions would allow Mountain Ridge Road to remain in its current state, with the exception of ~~minor~~ widening to ensure that there would be two 12-foot lanes consistent with County Private Road Standards, and lengthening of one of the vertical curves to increase the minimum design speed from 5 mph to 15 mph; and would avoid significant grading and disruption to existing driveways would be avoided. The remaining two exceptions would reduce the design speed (from 30 mph to 20 mph) of two short segments of two on-site roads within the project in residential areas, again

reducing the amount of grading that must be done. These two road segments are very short, making it unlikely that a 30 mph speed would ever be attained.

The County Public Road Standards are intended to “provide for the service and protection of the public”; however, where capacity and safety are not unduly affected, exceptions are granted. Proposed roadway improvements would also follow the County DPW Design Standards (County of San Diego 2009a), as applicable. Several roundabouts are proposed along the new West Lilac Road. Roundabouts would calm traffic, thereby enhancing the comfort and safety of both cyclists and pedestrians. Proposed roundabouts would be designed to meet applicable safety and design standards. Thus, proposed roadway improvements would be safe for vehicles, bicyclists, and/or pedestrians.

There are two existing east-west public trail segments at the project site; one along the northern boundary of the project site (Old West Lilac Road) and the other travels through the southern portion of the project, along the Valley Center Municipal Water District (VCMWD) easement. The project proposes developing a system of multi-purpose trails that traverse the project site, linking the northern and southern public trails. This trail network would provide connectivity to parks, private recreation, schools, and commercial areas within the project site. The multi-purpose trail network is proposed as a combination of smaller feeder and natural trails in the open space area of the project site, and a community pathway that traverses the project site providing connectivity to the existing County Regional Trail System. All trails would be designed to County standards to ensure the safety of pedestrians and bicyclists.

The project is consistent with the County Mobility Element Goal 4, Safe and Compatible Roads. Please also refer to EIR subchapter 2.7.2.3 and 2.7.2.4 for the analysis of emergency evacuation. Relevant policies pursuant to Goal M-4 and the project’s consistency with each are listed below:

- Policy M-4.1 (Walkable Village Roads), the project would provide a walkable Town Center and two Neighborhood Centers that would encourage multi-modal transportation to enhance pedestrian usability and safety. The Specific Plan establishes a rural village that would be compact and configured to encourage residents to walk to major public areas. Single-family attached and mixed-use housing would be located adjacent to a central commercial area and a County park, encouraging residents to walk to these public areas.
- Policy M-4.2 (Interconnected Local Roads) requires the provision of an interconnected and appropriately scaled local public road network. The project would provide four connecting points to existing roads, ensuring that both local and surrounding residents have alternate routes. The internal road system within the project site would consist of private roads, open to the public, interconnected and appropriately scaled, allowing all internal roads to be two lanes, reinforcing a village atmosphere. As shown in EIR Figure 2.7-1, gates would be placed throughout Phases 4 and 5, for use by residents and/or emergency apparatus. The gates would be used by residents to go in and out of the project and would have automatic openers (for exiting) that are triggered by either a buried sensor or an optical sensor. During an emergency requiring evacuation of residents, the gates would open allowing surrounding residents to use Lilac Hills Ranch roads. The HOA would open the gates in an emergency using a special code that can be

entered remotely. Even with this gated system, the roads would still be interconnected because they allow traffic from off-site to enter the project, and also provide emergency evacuation routes.

- Policy M-4.4 (Accommodate Emergency Vehicles) requires the design and construction of public and private roads to allow for necessary access by appropriately sized fire apparatus and emergency vehicles while accommodating outgoing vehicles with residents evacuating from the project. Roads within the project site are designed to accommodate emergency vehicles and also allow residents to evacuate efficiently if necessary. Although the project includes gated access points throughout Phases 4 and 5 (see EIR Figure 2.7-1), the road system would be interconnected and would provide at least two ways in and out for all residents as required by current safety regulations.
- Policy M-4.5 (Context Sensitive Road Design) requires the design and construction of roads that are compatible with the local terrain and the uses, scale and pattern of the surrounding development. While the grading needed for the project would be similar to other local developments of its scale, earthwork would be minimized by focusing density in locations where slope is minimal. The road pattern within the project site would follow the site's terrain while still providing a safe and efficient road network.

Overall, the road network design for the project would provide adequate ingress and egress for residents as well as emergency access, safe trail system, and conform to Goal M-4 of the General Plan Mobility Element. Therefore, impacts associated with transportation hazards would be **less than significant**.

Sight Distance

As discussed in Chapter 1.0, Project Description, Location, and Environmental Setting, sight distance is adequate, except for the intersection of Covey Lane and West Lilac Road, and Mountain Ridge Road and Circle R Drive. As detailed in the Sight Distance Analysis (see Appendix C-1), per the County sight distance requirements, the minimum corner intersection sight distance at the Covey Lane and West Lilac Road intersection is 480 feet for a prevailing speed of 48 miles per hour, and 400 feet for a prevailing speed of 40 miles per hour. The existing maximum line of sight at the intersection of Covey Lane and West Lilac Road is 330 feet. A line-of-sight distance of 480 feet would be achieved by grading and clearing of approximately 0.25 acre on property APN 129-190-44.

Pursuant to the County sight distance requirements, the minimum corner intersection sight distance at the intersection of Mountain Ridge Road at Circle R Drive is 450 feet for a prevailing speed of 45 miles per hour. The existing maximum line of sight at this intersection is currently 450 feet due to recent clearing along the existing public road easement on property APN 129-390-18.

Standard County conditions of approval for a Tentative Map require all street intersections to conform to the intersectional sight distance criteria of the Public Road Standards of the Department of Public Works. Therefore, as discussed in Chapter 1.0, and Table 1-3, as part of the project the project proponent would request an off-site Clear Space Easement from the property owners of APN 129-190-44 (0.25 acre) and

APN 129-390-18 (0.23 acre) to assure maintenance of the sight distance. If the project proponent is unable to obtain required easements, the project proponent shall be required as part of the County's standard tentative map conditions, to request the Board of Supervisors to direct County staff to begin eminent domain proceedings for acquisition of property rights in accordance with Board Policy J-33. The developer is required to pay the full costs of eminent domain proceedings, including all easement costs. (San Diego County Standard Conditions for Tentative Subdivision Maps, Document Number 740858(a) approved by the Board of Supervisors, April 10, 1991.) Through these measures and proceedings, impacts associated with sight distance would be **less than significant**. For additional information regarding the Clear Space Easements, see subchapter 2.1, Visual Resources, subchapter 2.5, Biological Resources, and Global Response: Easements (Covey Lane and Mountain Ridge Roads).

2.3.2.4 Issue 3: Public Transit, Bicycle, and Pedestrian Facilities

Guidelines for the Determination of Significance

The Public Transit section of the County's Mobility Element identifies a number of guiding principles in support of a multi-modal transportation network. The principles are intended to enhance connectivity and support existing development patterns while retaining community character and maintaining environmental sustainability through reductions in gasoline consumption and greenhouse gas emissions. Specific goals and policies seek to maximize transit service opportunities and reduce travel demand. Goal M-8 (Public Transit System) supports a public transit system that reduces automobile dependence and serves all segments of the population and Goal M-9 (Effective Use of Existing Transportation Network) seeks to maximize use of alternative modes of travel and thus reduce the need to widen or build roads. These goals can be accomplished through reservation of adequate rights-of-way to accommodate existing and planned transit facilities, including bus stops, and by providing transit amenities, and park and ride facilities. The project's consistency with these policies is discussed below.

The County also established several Implementation measures as a means for the County to meet the goals and policies. As such, if a proposed project is not in conformance with the applicable alternative transportation policies in the Mobility Element, a significant conflict with the County's alternative transportation policies may occur.

Analysis

The project includes an opportunity for public transit by providing for bus stops within the Town Center, bicycle and pedestrian features, as described in subchapter 1.2.1 under Circulation, and an interim private transit service that connects to public transit. These features, as well as other features that reduce vehicle trips, are included in a TDM program included in the project (see Table 1-3). While mass transit service to the project site has not been established yet, it has been planned and would be available to provide mass transit. The project has been designed to be a pedestrian-friendly community and includes a sidewalk network and trails to provide pedestrian connections between uses and existing recreational trails. The proposed trails along Old West Lilac Road and the VCMWD easement would be consistent with the County's CTMP and Valley Center Community Plan Design Guidelines. The CTMP trails along the northern and southern edges of the project would allow horseback riding. The project would include two bike

lanes on the proposed West Lilac Road segment through the Town Center. The interim transit service included in the project would operate on demand and would operate until public transportation is proposed by the local transit district.

The project is consistent with the County Mobility Element Goal 8, Public Transit System. Relevant policies pursuant to Goal M-8 and the project's consistency with each are listed below.

- Policy M-8.3 (Transit Stops That Facilitate Ridership) requires coordination with SANDAG, North County Transit District (NCTD), and San Diego Metropolitan Transit System (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 ensuring that the planning of Town Centers and village cores incorporate uses that support the use of transit. The project proposes a Town Center with commercial/mixed-use and attached residential uses. An area for a transit stop would be provided should NCTD determine that such is necessary. The project's TDM program also includes coordination with NCTD/MTS and SANDAG as to the future siting of transit stops/stations within the project site. As previously noted, the TDM also includes an interim transit service to transport residents to existing public transit until public transit to the site is provided.
- Policy M-8.4 (Transit Amenities) requires transit stops that are accessible to pedestrians and bicyclists; and provide amenities for these users' convenience. While there is no public transit service available at the present time, a transit stop is an allowed use in the Town Center where it will be accessible to the most residents. As previously noted, the project would also include an interim transit service to transport residents to existing public transit until public transit is extended to the site.
- Policy M-9.4 (Park-and-Ride Facilities) requires 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. Park-and-ride facilities are available a short distance from the project site at the intersection of Old Highway 395 and Gopher Canyon Road.

The Bicycle, Pedestrian, and Trail Facilities section of the Mobility Element identifies goals and policies to improve the bicycle and pedestrian network and facilities. Goal M-11 addresses bicycle and pedestrian facilities with a focus on safety, efficiency, and providing attractive mobility options as well as recreational opportunities for County residents. Relevant policies pursuant to Goal M-11 are listed below.

- Policy M-11.2 (Bicycle and Pedestrian Facilities in Development) requires development and Town Center plans in villages to incorporate site design and on-site amenities for alternate modes of transportation, such as comprehensive bicycle and pedestrian networks and facilities. The project would provide an extensive system of multi-modal trails providing multiple opportunities for residents to walk and bike throughout the project site. These include bikeways along main project streets, and the Town Center as described in the Specific Plan and shown on the Parks and Trails Plan (see Figures 1-8 and 1-9). In addition, the project would include bike racks along travel corridors, commercial development, parks, and multi-family units.

- Policy M-11.3 (Bicycle Facilities on Roads Designated in the Mobility Element) requires maximization 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. The project proposes to dedicate and install the designated CTMP segment along the entire length of the south side of West Lilac Road. This public trail would be built as a Type D pathway.
- Policy M-11.4 (Pedestrian and Bicycle Network Connectivity) requires 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. A comprehensive network of public hard and soft surface trails is proposed throughout the project site. These trails vary in width depending upon their location near homes or within open space. There are two CTMP trails that cross the property. The project would dedicate and install the designated Community Trails segment along the entire length of the south side of West Lilac Road and along the southern part of the project.
- Policy M-11.8 (Coordination with the County Trails Program) requires coordination of proposed bicycle and pedestrian networks and facilities with the CTMP's proposed trails and pathways. As noted above, the project includes the construction of the two CTMP trails crossing the project site. Additional trails within the project site would connect to the CTMP trails. All trails except those located within Phases 4 and 5 would be available to the public.

The project would provide alternative transportation opportunities and would be consistent with County Mobility Element Goals 8 and 11 and associated policies as detailed above. Impacts associated with transit, bicycle and pedestrian facilities would be **less than significant**.

2.3.3 Cumulative Impact Analysis

2.3.3.1 Existing Plus Cumulative Projects Plus Project

The cumulative impact analysis was completed using SANDAG's Series 12 Year 2020 Transportation Model and cumulative projects within a seven-mile radius of the project (see EIR Table 1-6 and Figure 1-23). The cumulative impact analysis area is based on the County's Guidelines for Significance. A list of 171 cumulative projects was compiled, including:

- #1 - #96: The cumulative project list utilized for the recent Meadowood development project;
- #97 - #110: Geographically applicable projects from the County GPA Property Specific Workplan list of 56 projects, dated June 28, 2012; and
- #111 - #171: A list of discretionary projects obtained from SanGIS and refined to include projects with potentially relevant trip generation, such as Major Use Permits, General Plan Amendments, Specific Plans and Amendments, Tentative Maps, and Tentative Parcel Maps. Both County staff input and the KivaNet system were utilized to gather detailed project land use descriptions.

It is noted that, other than Pankey Road and improvements included as a part of the project, the analysis below did not assume any traffic mitigation and/or transportation system improvements by any of the anticipated cumulative land development projects. However, significant roadway improvements would in fact be forthcoming to satisfy CEQA requirements. Where appropriate, the cumulative analysis assumes the completion of all phased mitigation measures required to address significant direct impacts under the Traffic Scenario (see M-TR-1 through M-TR-5, in subchapter 2.3.5.1, below).

Intersection and roadway geometrics under Existing Plus Cumulative Projects Plus Project conditions were assumed to be largely identical to Existing conditions, with the following two exceptions:

- SR-76 is widened to 4 lanes – currently under construction; and
- Pankey Road, north of SR-76 would be constructed as a 2-lane roadway through construction associated with cumulative projects, and the need to provide direct access to those projects. Both the Meadowood and Campus Park projects have been approved and are required to construct this road. The Campus Park project is in the process of obtaining grading permits and the environmental impacts of the roadway improvements are disclosed in the Campus Park EIR.

Roadway Segments

Figure 2.3-7 shows the roadway segment ADT in the cumulative condition. With the addition of the project (all phases) and the cumulative projects to the existing conditions, 10 roadway segments would operate at substandard LOS E or F (Table 2.3-15): Based upon the applicable significance criteria, the additional traffic generated by the proposed project and the anticipated cumulative projects would result in **significant cumulative impacts** to the following nine roadway segments:

- West Lilac Road between Old Highway 395 and Main Street – LOS F, and the cumulative projects plus the proposed project would add more than 100 daily trips (**Impact TR-10**).
- Camino Del Rey between Old River Road and West Lilac Road - LOS E, and the cumulative projects plus the proposed project would add more than 200 daily trips (**Impact TR-11**).
- Gopher Canyon Road between E. Vista Way and Little Gopher Canyon Road– LOS F, and the cumulative projects plus the proposed project would add more than 100 daily trips (**Impact TR-12**).
- Gopher Canyon Road, between Little Gopher Canyon Road and I-15 SB Ramps – LOS F, and the cumulative projects plus the proposed project would add more than 100 daily trips (**Impact TR-13**).
- E. Vista Way between SR-76 and Gopher Canyon Road – LOS F, and the cumulative projects plus the proposed project would add more than 100 daily trips (**Impact TR-14**).
- E. Vista Way between Gopher Canyon Road and Osborne Street – LOS F, and the cumulative projects plus the proposed project would add more than 100 daily trips (**Impact TR-15**).

- Pankey Road between Pala Mesa Drive and SR-76 - LOS F, and the cumulative projects would add more than 100 daily trips (**Impact TR-16**).
- Lilac Road between Old Castle Road and Anthony Road - LOS E, and the cumulative projects plus the proposed project would add more than 200 daily trips (**Impact TR-17**).
- Cole Grade Road, between Fruitvale Road and Valley Center Road - LOS E, and the cumulative projects plus the proposed project would add more than 200 daily trips (**Impact TR-18**).

Intersections

As identified in Table 2.3-16, 14 study intersections would operate at substandard LOS E or F under the cumulative plus project conditions. Based on the significance guidelines, the project would contribute to a **significant cumulative impact** at the following 11 intersections:

- E. Vista Way/Gopher Canyon Road (County) (LOS F – AM and PM peak hours), and the cumulative projects plus project traffic would add more than 1 second of additional delay to this signalized intersection (**Impact TR-19**).
- SR-76/Old Highway 395 (Caltrans) (LOS F - AM and PM peak hours), and the cumulative projects plus project traffic would add two seconds or more of additional delay to this signalized intersection (**Impact TR-20**).
- SR-76/Pankey Road (Caltrans) (LOS F - AM and PM peak hours), and the cumulative projects plus project traffic would add two seconds or more additional delay to this unsignalized intersection (**Impact TR-21**).
- Old Highway 395/E. Dulin Road (County) (LOS F - AM and PM peak hours), and the cumulative projects plus project traffic would add more than 5 peak hour trips to the critical movement of this unsignalized intersection (**Impact TR-22**).
- Old Highway 395/West Lilac Road (County) (LOS F - AM and PM peak hours), and the cumulative projects plus project traffic would add more than 5 peak hour trips to the critical movement of this unsignalized intersection (**Impact TR-23**).
- I-15 SB Ramps/Old Highway 395 (Caltrans) –(LOS F during the AM and PM peak hours), and the cumulative projects plus project traffic would add two seconds or more additional delay to this unsignalized intersection (**Impact TR-24**).
- I-15 NB Ramps/Old Highway 395 (Caltrans) – (LOS F during the PM peak hour), and the cumulative projects plus project traffic would add two seconds or more additional delay to this unsignalized intersection (**Impact TR-25**).
- Old Highway 395/Circle R Drive (County) (LOS F - AM and PM peak hours), and the cumulative projects plus project traffic would add more than 5 peak hour trips to the critical movement of this unsignalized intersection (**Impact TR-26**).
- I-15 SB Ramps/Gopher Canyon Road (Caltrans) (LOS F - AM and PM peak hours), and the cumulative projects plus project traffic would add more than two seconds of additional delay to this unsignalized intersection (**Impact TR-27**).

- I-15 NB Ramps/Gopher Canyon Road (Caltrans) (LOS F - AM and PM peak hour), and the cumulative projects plus project traffic would add more than two seconds of additional delay to this unsignalized intersection (**Impact TR-28**).
- Miller Road/Valley Center Road (County) (LOS F - PM peak hour), and the cumulative projects plus project would add more than 5 peak hour trips to the critical movement of this unsignalized intersection (**Impact TR-29**).

The project and cumulative projects would add fewer than five peak hour trips to the critical movement of the Old River Road/Camino Del Rey intersection and, therefore, the cumulative impact would be less than significant.

Two-Lane Highways

Table 2.3-17 displays two-lane highway level of service analysis results for Old Highway 395 under the cumulative plus project conditions. As shown in the table, all segments along Old Highway 395 would operate at acceptable LOS D or better under this condition, and the additional traffic generated by the project and the other anticipated cumulative projects would not result in cumulative impacts to Old Highway 395.

Freeway Segments

As shown in Table 2.3-18, eight segments of the I-15 freeway would operate at substandard LOS E or F under Existing Plus Cumulative Projects Plus Project Conditions. As the project plus cumulative projects would increase the V/C by more than 0.01, a **significant cumulative impact** would occur at all of the following eight I-15 segments operating unacceptably:

- Between Riverside County Boundary and Old Highway 395 (LOS F) (**Impact TR-30**);
- Between Old Highway 395 and SR-76 (LOS F) (**Impact TR-31**);
- Between SR-76 and Old Highway 395 (LOS F) (**Impact TR-32**);
- Between Old Highway 395 and Gopher Canyon Road (LOS F) (**Impact TR-33**);
- Between Gopher Canyon Road and Deer Springs Road (LOS F) (**Impact TR-34**);
- Between Deer Springs Road and Centre City Parkway (LOS F) (**Impact TR-35**);
- Between Centre City Parkway and El Norte Parkway (LOS F) (**Impact TR-36**); and
- Between El Norte Parkway and SR-78 (LOS F) (**Impact TR-37**).

2.3.3.2 General Plan Land Use Element/ Mobility Element Correlation

This subchapter discusses the correlation between the General Plan Land Use Element and Mobility Element at build-out of the Land Use Element as amended by the proposed project. It also provides a General Plan conformance discussion including consistency with Mobility Element Policy 2.1, which addresses balancing adequate road capacity to reasonably accommodate build-out of the Land Use Element, with the need to support other General Plan goals such as providing environmental protections. Policy 2.1 acknowledges that the preservation of valuable resources may outweigh the benefits of

road improvements. Therefore, a lower LOS along specified roadways may be acceptable. Table M-4 of the Mobility Element identifies the deficient roadways and describes the rationale for accepting deficient roadway segments.

Mobility Element Policy 2.1 requires 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 specified criteria. The applicable situations for accepting a road classification where a LOS E or F is forecast includes those instances when the adverse impacts of adding travel lanes do not justify the resulting benefit of increased traffic capacity. This would include the following relevant situations:

- When marginal deficiencies are characterized along a short segment of a road and classifying the road with a designation that would add travel lanes for the entire road would be excessive; or
- When adding travel lanes to a road would adversely impact environmental and cultural resources or in areas with steep slopes where widening roads would require massive grading, which would result in adverse environmental impacts and other degradation of the physical environment.

SANDAG recently acquired the 902-acre Rancho Lilac property through its EMP and recorded a conservation easement over the entire property. It is possible that this acquisition could prevent implementation of the County’s planned Road 3 in its current alignment. Therefore, this discussion identifies two scenarios, one without the construction of Road 3 and one with the construction of Road 3.

Build-out Under the General Plan Without Road 3

As shown in Table 2.3-19, the following five study area roadway segments are projected to operate at substandard LOS E/F under Build-out of the General Plan (without Road 3) without the project:

- Old Highway 395, between SR-76 and E. Dulin Road – LOS E, and the County General Plan Update has accepted LOS E/F operations along this segment;
- Old Highway 395, between East Dulin Road and W. Lilac Road – LOS E;
- Lilac Road between New Road 19 (east of Betsworth Road) and Valley Center Road - LOS F, and the County General Plan Update has accepted LOS E/F operations along this segment;
- Valley Center Road, between Lilac Road and Miller Road – LOS E; and
- Valley Center Road between Miller Road and Indian Creek Road - LOS F, and the County General Plan Update has accepted LOS E/F operations along this segment.

With the addition of the project to the General Plan build-out condition, the following roadway segments would operate at substandard LOS E or F (Table 2.3-20):

- West Lilac Road, between Old Highway 395 and Main Street – LOS E, and the project would add more than 200 daily trips.

- Old Highway 395 between SR-76 and E. Dulin Road - LOS E, and the project would add more than 200 daily trips. The County General Plan Update has accepted LOS E/F operations along this segment.
- Old Highway 395 between E. Dulin Road and West Lilac Road– LOS F, and the project would add more than 100 daily trips.
- Lilac Road between New Road 19 (east of Betsworth Road and Valley Center Road); and – LOS F, and the project would add more than 200 daily trips. The County General Plan Update has accepted LOS E/F operations at this segment.
- Valley Center Road, between Lilac Road and Miller Road; and the project would add less than 400 daily trips.
- Valley Center Road between Miller Road and Indian Creek Road – LOS F; and the project would add less than 200 daily trips. The County General Plan Update has accepted LOS E/F operations at this segment.

The project would amend the Land Use Element to increase density on the project site, which would generate more traffic than was included in the County's General Plan Update forecast for the roadway segments identified above. Several of these roadway segments would operate at LOS E or F without the project at build-out of the General Plan. As noted above, the General Plan accepts several of these road segments operating at LOS E or F for reasons stated in the Mobility Element, which include environmental impacts and community character. However, the project would add additional traffic to these road segments that was not considered when the Mobility Element was adopted. Therefore, to maintain correlation between the Land Use Element and Mobility Element, the following roadways segments would require either an upgrade to the designated roadway classifications or a determination that the further reduction in LOS at build-out would be acceptable.

- West Lilac Road, between Old Highway 395 and Main Street – no upgrade recommended; however, roundabouts increase operational capacity, the project would improve pedestrian and bicycle facilities including a multi-purpose trail, the segment was found to operate at acceptable arterial speed, and the I-15 overpass would require widening (i.e., a new bridge) existence of ROW constraints at the I-15 overpass.
- Old Highway 395 between SR-76 and E. Dulin Road - upgrade to Mobility Element Road Classification 4.2B.
- Old Highway 395 between E. Dulin Road and West Lilac Road - upgrade to Mobility Element Road Classification 4.2B.
- Lilac Road between New Road 19 (east of Betsworth Road and Valley Center Road) - upgrade to Mobility Element Road Classification 6.2.

Build-out Under the General Plan With Road 3

This section examines the scenario which includes the construction of Road 3 as depicted on the General Plan Mobility Element.

As shown in Table 2.3-21, the following four study area roadway segments are projected to operate at substandard LOS E/F upon Build-out of the General Plan (with Road 3) without the proposed project:

- Old Highway 395, between SR-76 and E. Dulin Road – LOS E, and the County General Plan Update has accepted LOS E/F operations along this segment;
- Old Highway 395, between E. Dulin Road and West Lilac Road – LOS E;
- Lilac Road, between New Road 19 (east of Betsworth Road and Valley Center Road – LOS F, and the County General Plan Update has accepted LOS E/F operations along this segment; and
- Valley Center Road, between Miller Road and Indian Creek Road – LOS F, and the County General Plan Update has accepted LOS E/F operations along this segment.

With the addition of the project to the build-out condition (with Road 3), the following eight roadway segments would operate at unacceptable LOS E or F (Table 2.3-22):

- West Lilac Road, between Old Highway 395 and Main Street – LOS F; and the project would add more than 100 daily trips;
- West Lilac Road, between Main Street and Street “F” – LOS F; and the project would add more than 100 daily trips;
- West Lilac Road, between Street “F” and Road 3 – LOS F; and the project would add more than 100 daily trips;
- Old Highway 395, between SR-76 and E. Dulin Road – LOS E; and the project would add more than 200 daily trips. The County General Plan Update has accepted LOS E/F along this segment;
- Old Highway 395, between E. Dulin Road and West Lilac Road – LOS F; and the project would add more than 100 daily trips;
- Old Highway 395, between W. Lilac Road and I-15 SB Ramps – LOS E and the project would add more than 400 daily trips;
- Lilac Road, between New Road 19 (east of Betsworth Road and Valley Center Road – LOS F, and the project would add less than 200 daily trips. The County General Plan Update has accepted LOS E/F operations along this segment; and
- Valley Center Road, between Miller Road and Indian Creek Road – LOS F, and the project would add less than 200 daily trips. The County General Plan Update has accepted LOS E/F operations along this segment.

Like the Without Road 3 scenario, increased density on the project site would generate more traffic than was included in the County’s General Plan Update forecast for the roadway segments identified above. Four of these roadway segments would operate at LOS E or F without the project at build-out of the General Plan. The General Plan accepts these road segments operating at LOS E or F for reasons stated in the Mobility Element. The project would add additional traffic to these road segments that was not considered when the Mobility Element was adopted. West Lilac Road between Old Highway 395 to Main Street would operate at acceptable levels due to the increased operational capacity of the roundabouts to be constructed as part of the project at the

project entrances. However, to maintain correlation between the Land Use Element and Mobility Element, the remaining roadways would require either an upgrade to the roadway classifications listed below or a determination that the further reduction in LOS at build-out would be acceptable.

- West Lilac Road, between Old Highway 395 and Main Street - no upgrade recommended; however, roundabouts would increase operational capacity. The project would improve pedestrian and bicycle facilities including a multi-purpose trail. The segment was found to operate at acceptable arterial speed, and the I-15 overpass would require widening (i.e., a new bridge);
- West Lilac Road, between Main Street and Street “F” - no upgrade recommended; however, it is noted that this road would operate at acceptable LOS as a 2.2F road, as proposed by the project, without Road 3 and roundabouts would increase operational capacity;
- West Lilac Road, between Street “F” and Road 3 - no upgrade recommended; however, it is noted that this road would operate at acceptable LOS as a 2.2F road, as proposed by the project, without Road 3 and roundabouts would increase operational capacity;
- Old Highway 395, between SR-76 and E. Dulin Road - upgrade to Mobility Element Road Classification 4.2B;
- Old Highway 395, between E. Dulin Road and West Lilac Road - upgrade to Mobility Element Road Classification 4.2B; and
- Old Highway 395, between West Lilac Road and the I-15 SB Ramps – upgrade to Mobility Element Road Classification 4.1B.

Pursuant to Mobility Element Policy 2.1, a lower LOS along specified roadways may be acceptable as described above. The widening of segments of West Lilac Road to add travel lanes would require considerable grading that would adversely affect active agricultural operations and mature oak woodland habitat. Therefore, the adverse impacts of adding travel lanes would not justify the resulting benefit of increased traffic capacity and the segments of West Lilac Road from Main Street to Road 3 are proposed to be added to the list of Mobility Element roads for which LOS E or F is acceptable. The project is consistent with policy M-2.1 because all roadways would operate at LOS D or better under the build-out except for eight roadway segments as described under FEIR subchapter 2.3.3.2. The roadway segments that are not currently in Table M-4 are proposed to be added as part of the project’s General Plan Amendment with rationale for why the road should be accepted at LOS E/F and adding travel lanes is not justified. As a result of the proposed General Plan Amendment, the project would be consistent with Policy M-2.1.

2.3.4 Significance of Impacts Prior to Mitigation

2.3.4.1 Circulation System Operations

Existing Plus Project (Traffic Scenario A)

Roadway Segments

Under the Existing Plus Project (Traffic Scenario A) condition, the project would have a significant direct impact at the following roadway segment:

- Gopher Canyon Road, between E. Vista Way and I-15 SB Ramps (**Impact TR-1**).

Intersections

Under the Existing Plus Project (Traffic Scenario A) condition, the project would have a significant direct impact at the following intersection:

- E. Vista Way/Gopher Canyon Road (**Impact TR-2**).

Two-Lane Highway

All segments along Old Highway 395 within the study area would continue to operate at acceptable levels under Existing Plus Project (Traffic Scenario A) conditions. Impacts would be less than significant.

Freeway Segments

All segments of the I-15 within the study area would operate at acceptable levels under the Existing Plus Project (Scenario A) conditions. Impacts would be less than significant.

Existing Plus Project (Traffic Scenario B)

Roadway Segments

Under the Existing Plus Project (Traffic Scenario B) condition, the project would have a significant direct impact at the following segment:

- Gopher Canyon Road, between E. Vista Way and I-15 SB Ramps (**Impact TR-1**).

Intersections

Under the Existing Plus Project (Traffic Scenario B) condition, the project would have significant direct impacts to the following intersections:

- E. Vista Way / Gopher Canyon Road (**Impact TR-2**);
- I-15 SB Ramps/Gopher Canyon Road (**Impact TR-3**); and
- I-15 NB Ramps/Gopher Canyon Road (**Impact TR-4**).

Two-Lane Highway

All segments along Old Highway 395 within the study area would continue to operate at acceptable levels under Existing Plus Project (Traffic Scenario B) conditions. Impacts would be less than significant.

Freeway Segments

All segments of the I-15 within the study area under Existing Plus Project (Traffic Scenario B) conditions would operate at acceptable levels. Impacts would be less than significant.

Existing Plus Project (Traffic Scenario C)

Roadway Segments

The project would have a significant direct impact to the following three roadway segments under the Existing Plus Project (Traffic Scenario C) conditions:

- Gopher Canyon Road from E. Vista Way to I-15 SB Ramps (**Impact TR-1**);
- West Lilac Road from Old Highway 395 to Main Street (**Impact TR-5**); and
- E. Vista Way from Gopher Canyon Road to Osborne Street (**Impact TR-6**).

Intersections

Under the Existing Plus Project (Traffic Scenario C) condition, the project would have significant direct impacts at the following four intersections:

- E. Vista Way/Gopher Canyon Road (**Impact TR-2**);
- I-15 SB Ramps/Gopher Canyon Road (**Impact TR-3**);
- I-15 NB Ramps/Gopher Canyon Road (**Impact TR-4**); and
- Old Highway 395/West Lilac Road (**Impact TR-7**).

Two-Lane Highway

All segments along Old Highway 395 within the study area would continue to operate at acceptable levels under Existing Plus Project (Traffic Scenario C) conditions. Impacts would be less than significant.

Freeway Segments

All segments of the I-15 within the study area under Existing Plus Project (Traffic Scenario C) conditions would operate at acceptable levels. Impacts would be less than significant.

Existing Plus Project (Traffic Scenario D)

Roadway Segments

The project would have a significant direct impact to the following three roadway segments under the Existing Plus Project (Traffic Scenario D) conditions:

- Gopher Canyon Road from E. Vista Way to I-15 SB Ramps (**Impact TR-1**);
- West Lilac Road from Old Highway 395 to Main Street (**Impact TR-5**); and
- E. Vista Way from Gopher Canyon Road to Osborne Street (**Impact TR-6**).

Intersections

Under the Existing Plus Project (Traffic Scenario D) condition, the project would have significant direct impacts at the following five intersections:

- E. Vista Way/Gopher Canyon Road (**Impact TR-2**);
- I-15 SB Ramps/Gopher Canyon Road (**Impact TR-3**);
- I-15 NB Ramps/Gopher Canyon Road (**Impact TR-4**);
- Old Highway 395/West Lilac Road (**Impact TR-7**); and
- Old Highway 395/Circle R Drive (**Impact TR-8**).

Two-Lane Highway

All segments along Old Highway 395 within the study area would continue to operate at acceptable levels under Existing Plus Project (Traffic Scenario D) conditions. Impacts would be less than significant.

Freeway Segments

All segments of the I-15 within the study area under Existing Plus Project (Traffic Scenario D) conditions would operate at acceptable levels. Impacts would be less than significant.

Existing Plus Project (Traffic Scenario E, Build-out)

Roadway Segments

Under the Existing Plus Project (Traffic Scenario E, Build-out) condition, the project would have a significant direct impacts to the following four roadway segments:

- Gopher Canyon Road from E. Vista Way to I-15 (**Impact TR-1**);
- West Lilac Road from Old Highway 395 to Main Street (**Impact TR-5**);
- E. Vista Way from Gopher Canyon Road to Osborne Street (**Impact TR-6**); and
- E. Vista Way, from SR-76 to Gopher Canyon Road (**Impact TR-9**).

Intersections

Under the Existing Plus Project (Traffic Scenario E) condition, the project would have significant direct impacts to the following five intersections:

- E. Vista Way/Gopher Canyon Road (**Impact TR-2**);
- I-15 SB Ramps/Gopher Canyon Road (**Impact TR-3**);
- I-15 NB Ramps/Gopher Canyon Road (**Impact TR-4**);
- Old Highway 395/West Lilac Road (**Impact TR-7**); and
- Old Highway 395/Circle R Drive (**Impact TR-8**).

Two-Lane Highway

All segments along Old Highway 395 within the study area would continue to operate at acceptable levels under Existing Plus Project (Traffic Scenario E, Build-out) conditions. Impacts would be less than significant.

Freeway Segments

All segments of the I-15 within the study area under Existing Plus Project (Traffic Scenario E, Build-out) conditions would operate at acceptable levels. Impacts would be less than significant.

Existing Plus Cumulative Projects Plus Project

Roadway Segments

The project would have a significant cumulative impact to these nine roadway segments:

- West Lilac Road from Old Highway 395 and Main Street (**Impact TR-10**);
- Camino Del Rey from Old River Road to West Lilac Road (**Impact TR-11**);
- Gopher Canyon Road from E. Vista Way to Little Gopher Canyon Road (**Impact TR-12**);
- Gopher Canyon Road from Little Gopher Canyon Road to I-15 SB Ramps (**Impact TR-13**);
- E. Vista Way from SR-76 to Gopher Canyon Road (**Impact TR-14**);
- E. Vista Way from Gopher Canyon Road to Osborne Street (**Impact TR-15**);
- Pankey Road from Pala Mesa Drive to SR-76 (**Impact TR-16**);
- Lilac Road from Old Castle Road to Anthony Road (**Impact TR-17**); and
- Cole Grade Road from Fruitvale Road to Valley Center Road (**Impact TR-18**).

Intersections

The project would have a significant cumulative impact to these 11 intersections:

- E. Vista Way/Gopher Canyon Road (**Impact TR-19**);
- SR-76/Old Highway 395 (**Impact TR-20**);
- SR-76/Pankey Road (**Impact TR-21**);
- Old Highway 395/E. Dulin Road (**Impact TR-22**);
- Old Highway 395/West Lilac Road (**Impact TR-23**);
- I-15 SB Ramps/Old Highway 395 (**Impact TR-24**);
- I-15 NB Ramps/Old Highway 395 (**Impact TR-25**);
- Old Highway 395/Circle R Drive (**Impact TR-26**);
- I-15 SB Ramps/Gopher Canyon Road (**Impact TR-27**);
- I-15 NB Ramps/Gopher Canyon Road (**Impact TR-28**); and
- Miller Road/Valley Center Road (**Impact TR-29**).

Two-Lane Highway

All segments along Old Highway 395 within the study area would continue to operate at acceptable levels under cumulative conditions. Impacts would be less than significant.

Freeway Segments

The project would have a significant cumulative impact to the following 8 I-15 freeway segments:

- Between Riverside County Boundary and Old Highway 395 (**Impact TR-30**);
- Between Old Highway 395 and SR-76 (**Impact TR-31**);
- Between SR-76 and Old Highway 395 (**Impact TR-32**);
- Between Old Highway 395 and Gopher Canyon Road (**Impact TR-33**);
- Between Gopher Canyon Road and Deer Springs Road (**Impact TR-34**);
- Between Deer Springs Road and Centre City Parkway (**Impact TR-35**);
- Between Centre City Parkway and El Norte Parkway (**Impact TR-36**); and
- Between El Norte Parkway and SR-78 (**Impact TR-37**).

2.3.4.2 Transportation Hazard

The project would comply with applicable regulations and would not result in a significant traffic hazard. Sight distance is adequate, except for the intersection of Covey Lane and West Lilac Road. As shown in the Sight Distance Analysis (attached as Appendix C-1), per the County sight distance requirements, the minimum corner intersection sight distance is 480 feet for a prevailing speed of 48 miles per hour, and 400 feet for a

prevailing speed of 40 miles per hour. The existing maximum line of sight at the intersection of Covey Lane and West Lilac Road is 330 feet. A line-of-sight distance of 480 feet would be achieved by grading and clearing on property APN 129-190-44. This area is comprised of ornamental trees and a number of coast live oaks. The bank would be lowered and a number of the oak trees would need to be trimmed back, i.e., removed. (Please refer to subchapter 2.5 for a discussion of biological impacts.)

Standard County conditions of approval for a Tentative Map require all street intersections to conform to the intersectional sight distance criteria of the Public Road Standards of the Department of Public Works. As part of the project, the project proponent would therefore, request an off-site clear space easement from the property owners. Should an easement not be granted, the County would acquire the sight distance by condemnation through funds provided by the project applicant. Likewise a clear space easement would be required at Mountain Ridge Road at Circle R Drive. Thus, potential transportation hazards would be less than significant.

2.3.4.3 Public Transit, Bicycle, and Pedestrian Facilities

The project would provide bicycle and pedestrian facilities consistent with regulations. A lot would also be provided for a public transit station and public transit along streets would not be precluded. Thus, the impact to public transit, bicycle, and pedestrian facilities would be less than significant.

2.3.5 Mitigation

2.3.5.1 Circulation System Operations

This section lists the significant impacts identified under each scenario (e.g., Existing Plus Project (Traffic Scenario A), Existing Plus Project (Traffic Scenario B), etc.), followed by the recommended mitigation measure. A table listing all of the project's significant impacts, with corresponding mitigation measures, is presented in Section 2.3.6, Conclusion.

Existing Plus Project (Traffic Scenario A)

The project (Traffic Scenario A) would have significant direct impacts on one roadway segment and one intersection within the study area. The improvements described below would mitigate the identified direct traffic impacts.

Roadway Segment and Intersection

To mitigate the project Impacts TR-1 (Gopher Canyon Road segment between East Vista Way and the I-15 southbound ramps) and TR-2 (East Vista Way/Gopher Canyon Road intersection), the project would implement the following mitigation:

M-TR-1: Prior to recordation of the Final Map associated with the 238th EDU of the Lilac Hills Ranch Specific Plan, the applicant, or its designee, shall install a dedicated right-turn lane at the westbound Gopher Canyon Road approach of the East Vista Way/Gopher Canyon Road intersection.

Existing Plus Project (Traffic Scenario B)

The project (Traffic Scenario B) would have significant direct impacts to one roadway segment and three intersections within the study area. The improvements described below would mitigate the identified direct traffic impacts.

Roadway Segments

The project (Traffic Scenario B) would implement M-TR-1 (see above) to mitigate Impact TR-1.

Intersections

The project (Traffic Scenario B) would implement M-TR-1 (see above) to mitigate Impact TR-2.

To mitigate project Impacts TR-3 (I-15 Southbound Ramps/Gopher Canyon Road) and TR-4 (I-15 Northbound Ramps/Gopher Canyon Road), the project shall implement the following mitigation:

M-TR-2: Prior to recordation of the Final Map associated with the 363rd EDU of the Lilac Hills Ranch Specific Plan, the applicant or its designee shall ~~contingent upon coordinate with Caltrans to approval, either: (1) a install a traffic signal at the I-15 SB Ramps/Gopher Canyon Road intersection, or (2) enter into an agreement with Caltrans whereby the applicant or its designee would provide funding equivalent to the cost to install a traffic signal at the I-15 SB Ramps/Gopher Canyon Road intersection and Caltrans would agree to install such signal prior to recordation of the Final Map associated with the 363rd EDU of the Lilac Hills Ranch Specific Plan.~~

M-TR-3: Prior to recordation of the Final Map associated with the 363rd EDU of the Lilac Hills Ranch Specific Plan, the applicant or its designee shall coordinate with Caltrans to install a traffic signal at the I-15 NB Ramps/Gopher Canyon Road intersection.

As described in subchapter 2.3.6 below, the improvements included in M-TR-2 and M-TR-3 are under the jurisdiction and control of Caltrans. Following circulation of the Draft REIR, Caltrans submitted three comment letters to the County. In letter dated June 24, 2014, Caltrans stated it "would most likely not be involved in installing direct impact mitigation for a land development regardless of it being funded by others." (Letter, Armstrong to Slovick, June 24, 2014.) For that reason, mitigation measure M-TR-2 has been revised to delete scenario (2). As to scenario (1), Caltrans commented that the agency is not opposed to the mitigation to install traffic signals at the I-15 Gopher Canyon Road intersection as long as appropriate assurances are provided to implement the mitigation when warranted. (Letter, Armstrong to Slovick, September 4, 2014; Letter, Armstrong to Slovick, October 22, 2014.) However, since the signals are within the jurisdiction and control of another agency, the County does not have the ability to enforce implementation of the improvements. There is no assurance that the improvements would be implemented within the necessary timeframe (i.e., prior to recordation of the Final Map associated with the 363rd EDU), or ~~no assurance that~~

Caltrans would approve the implementation of the recommended improvements. Finally, there is no assurance ~~or~~ that the improvements would ~~will~~ be completed in time to avoid the significant impacts at the Impact TR-3 and TR-4 locations. ~~Thus~~ Therefore, for purposes of this EIR, Mitigation Measures M-TR-2 and M-TR-3 are deemed infeasible and Impacts TR-3 and TR-4 are considered significant and unavoidable.

Existing Plus Project (Traffic Scenario C)

The project (Traffic Scenario C) would have significant direct impacts on three study area roadway segments and four intersections within the study area. No significant impacts to two-lane highways or freeways would occur under the Existing Plus Project (Traffic Scenario C) condition. The improvements described below would be implemented to mitigate the identified traffic impacts.

Roadway Segments

To mitigate the project (Traffic Scenario C) Impact TR-1, M-TR-1 (see above) would be implemented.

To mitigate project Impact TR-5 (West Lilac Road, between Old Highway 395 and Main Street), the project would implement the following:

M-TR-4: Prior to recordation of the Final Map associated with the 929th EDU of the Lilac Hills Ranch Specific Plan, the applicant, or its designee, shall improve West Lilac Road between Old Highway 395 and Main Street to meet the General Plan Mobility Element classification of 2.2C, subject to exceptions as approved by the County.

To mitigate project Impact TR-6 (East Vista Way, between Gopher Canyon Road and Osborne Street), the project would implement the following:

M-TR-5: Prior to recordation of the Final Map associated with the 476th EDU of the Lilac Hills Ranch Specific Plan, the applicant, or its designee, shall install of a dedicated right-turn lane at the northbound E. Vista Way approach of the East Vista Way/Gopher Canyon Road intersection.

Intersections

As described for the project in the Traffic Scenario A analysis above, the project (Traffic Scenario C) would implement M-TR-1 to mitigate Impact TR-2. As described above, M-TR-2 and M-TR-3 would provide mitigation for Impacts TR-3 and TR-4 if implemented, but, for the reasons previously explained, are considered infeasible.

To mitigate project Impact TR-7 (Old Highway 395/West Lilac Road), the project would implement the following:

M-TR-6: Prior to recordation of the Final Map associated with the 585th EDU of the Lilac Hills Ranch Specific Plan, the applicant, or its designee, shall signalize the Old Highway 395/West Lilac Road intersection and construct a left-turn lane at the westbound West Lilac Road intersection approach to the Old Highway 395/West Lilac Road intersection.

Existing Plus Project (Traffic Scenario D)

The project (Traffic Scenario D) would have significant direct impacts on three roadway segments and five intersections. No significant impacts to two-lane highways, freeways would occur under the Existing Plus Project (Traffic Scenario D) condition. The improvements described below would mitigate the identified traffic impacts.

Roadway Segments

To mitigate the project (Traffic Scenario D) Impacts TR-1, TR-5, TR-6, the project would implement M-TR-1, M-TR-4, and M-TR-5 (see above).

Intersections

To mitigate the project (Traffic Scenario D) Impacts TR-2 and TR-7, the project would implement M-TR-1, and M-TR-6 (see above). As described above, M-TR-2 and M-TR-3 would provide mitigation for Impacts TR-3 and TR-4 if implemented, but, for the reasons previously explained, are considered infeasible.

To mitigate project Impact TR-8 (Old Highway 395/Circle R Drive), the project would implement the following:

M-TR-7: Prior to recordation of the Final Map with associated with the 1,220th EDU of the Lilac Hills Ranch Specific Plan, the applicant, or its designee, shall install a traffic signal at the Old Highway 395/Circle R Drive intersection.

Existing Plus Project (Traffic Scenario E, Build-out)

The project (Traffic Scenario E) would have a significant direct impact on four study area roadway segment and five intersections in the study area. No significant impacts to two-lane roads or freeways would occur under the exiting plus project (Traffic Scenario E, Build-out) condition.

Roadway Segments

To mitigate the project (Traffic Scenario E) Impacts TR-1, TR-5, TR-6, the project would implement M-TR-1, M-TR-4, and M-TR-5 (see above).

To mitigate project Impact TR-9 (E. Vista Way, between SR-76 and Gopher Canyon Road), the project would implement measures M-TR-1 and M-TR-5.

Intersections

To mitigate the project (Traffic Scenario E) Impacts TR-2, TR-7, and TR-8, the project would implement M-TR-1, M-TR-6, and M-TR-7 (see above). As described above, M-TR-2 and M-TR-3 would provide mitigation for Impacts TR-3 and TR-4 if implemented, but, for the reasons previously explained, are considered infeasible.

Existing Plus Cumulative Projects Plus Project

Roadway Segments

The project would have a significant cumulative impact to nine roadway segments.

To mitigate for significant cumulative roadway segment Impact TR-10, the project would implement M-TR-4 and M-TR-6 identified above that require improvements to West Lilac Road between Old Highway 395 and Main Street and the Old Highway 395/West Lilac Road intersection.

The following mitigation measure would mitigate the significant cumulative traffic Impacts TR-11, TR-13, TR-14, TR-15, and TR-18.

M-TR-8: Prior to issuance of any building permit for new structures within the Lilac Hills Ranch Specific Plan, the applicant, or its designee, shall pay all applicable fees to the TIF Program, which should be updated to include the changes to the Land Use and Mobility Elements proposed by the project.

Cumulative Impact TR-12 would be mitigated by constructing Gopher Canyon Road from E. Vista Way to Little Gopher Canyon Road to a Mobility Element 4.1B classification. However, as described further in subchapter 2.3.6 below, such mitigation is infeasible because it would not be proportional to the project impact, and is, therefore, infeasible.

To mitigate for TR-16, the project would need to construct Pankey Road from Pala Mesa Drive to SR-76 to a Mobility Element 4.2B classification. However, as described further in subchapter 2.3.6 below, such mitigation is infeasible because it would not be proportional to the project impact, and is, therefore, infeasible.

To mitigate for TR-17, the following would be implemented:

M-TR-9: Prior to issuance of any building permit for new structures within the Lilac Hills Ranch Specific Plan, the applicant or its designee shall construct intermittent turn lanes at all major access locations along Lilac Road from Old Castle Road to Anthony Road, including the segment between Robles Lane and Cumbres Road, and the intersection of Sierra Rojo Road and Lilac Road.

Intersections

The project would have a significant cumulative impact to 11 intersections.

M-TR-8, identified above, would mitigate the significant cumulative traffic Impacts TR-19, TR-23, TR-24, TR-25, TR-27, and TR-28.

The intersections of SR-76 and Old Highway 395 (Impact TR-20), and SR 76 and Pankey Road (Impact TR-21) are Caltrans' facilities over which the County has no jurisdiction. To mitigate project Impact TR-20, the following improvements would be necessary: convert the current northbound left-through-right shared lane to a northbound through lane, add one dedicated northbound left-turn lane and one dedicated

northbound right-turn lane at the Old Highway 395 northbound approach, convert the current southbound left-through-right shared lane to a southbound through-right shared lane and add two dedicated southbound left-turn lanes at the Old Highway 395 southbound approach, convert the current eastbound through-right shared lane to an eastbound through lane, add one eastbound right-turn lane at the SR-76 approach and convert the current traffic signal phasing from northbound and southbound split phasing to a protected phase. However, this intersection is not under the jurisdiction and control of the County; it is a Caltrans controlled facility. Moreover, there is no Caltrans' project, funding, or program to improve this intersection to which the applicant could make a fair-share contribution. Therefore, because improvements necessary to reduce these significant cumulative impacts are the responsibility of another jurisdiction, and no program is available to which the applicant could make a fair-share contribution, no feasible mitigation measures are available to reduce the significant cumulative impacts to this intersection. Refer to subchapter 2.3.6 below for additional information.

To mitigate project Impact TR-21, the following improvements would be necessary: signalize the intersection, convert the current northbound left-through-right shared lane to a northbound through lane, add two dedicated northbound left-turn lanes, and one dedicated northbound right-turn lane at the Pankey Road approach, convert the current southbound left-through-right shared lane to a southbound through lane, add one dedicated southbound left-turn lane, and two dedicated southbound right-turn lanes with an overlap signal phasing at the Pankey Road approach, convert the current eastbound through-right shared lane to a through lane, add one dedicated eastbound left-turn lane and right-turn lane at the SR-76 EB approach, convert the current westbound through-right shared lane to a westbound through lane and add one westbound right-turn lane at the SR-76 WB approach. However, this intersection is not under the jurisdiction and control of the County; it is a Caltrans controlled facility. Moreover, there is no Caltrans' project, funding, or program to improve this intersection to which the applicant could make a fair-share contribution. Therefore, because improvements necessary to reduce these significant cumulative impacts are the responsibility of another jurisdiction, and no program is available to which the applicant could make a fair-share contribution, no feasible mitigation measures are available to reduce the significant cumulative impacts to this intersection. Refer to subchapter 2.3.6 below for additional information.

Impact TR-22 would be mitigated by the following measure:

M-TR-10: Prior to issuance of any building permit for new structures within the Lilac Hills Ranch Specific Plan, the applicant or its designee shall construct a traffic signal at the Old Highway 395/East Dulin Road intersection.

Impact TR-26 would be mitigated by M-TR-7 (Old Highway 395/Circle R Drive intersection signalization).

Impact TR-29 would be mitigated by the following measure:

M-TR-11: Prior to issuance of any building permit for new structures within the Lilac Hills Ranch Specific Plan, the applicant or its designee shall construct a traffic signal at the Miller Road/Valley Center Road intersection.

Freeway Segments

Significant cumulative impacts to eight freeway segments along the I-15 corridor were identified (Impacts TR-30 through TR-37). However, County staff has coordinated with Caltrans, and Caltrans has confirmed that it has no mitigation project, funding or program, which the EIR could rely upon, currently in place to improve these segments to which the applicant could make a fair-share contribution and, further, that based on the current SANDAG RTP, improvements to I-15 are not planned to be in place until sometime between 2040 and 2050. Therefore, because the improvements necessary to reduce these significant cumulative impacts are the responsibility of another jurisdiction, and no mitigation program is available to which the applicant could make a fair share contribution, no feasible mitigation measures to provide additional I-15 capacity are available to reduce the significant cumulative impacts to these freeway segments, and therefore, the cumulative freeway impacts would remain significant and unavoidable. The County notes that Caltrans supports any and all efforts by the County, SANDAG, private stakeholders, and other jurisdictional transportation agencies to work with Caltrans in developing a program to both plan and fund necessary capacity, multi-modal improvements, and transportation demand strategies along the I-15 corridor. (Letter from Jacob Armstrong, Caltrans, to Mark Slovick, County, dated October 22, 2014.)

2.3.6 Conclusion

A summary listing of the project’s direct and cumulative significant impacts, and corresponding mitigation measure, for each Traffic Scenario analysis is provided below in Tables 2.3-23 and 2.3-24, respectively.

2.3.6.1 Circulation System Operations

As indicated in Table 2.3-23, the project would result in nine significant direct impacts. The project would mitigate seven of the nine significant direct impacts to below a level of significance through the implementation of various roadway improvements. Two of the project’s direct intersection impacts would remain significant, as those two intersections are under Caltrans jurisdiction and the implementation of the recommended improvements, including the timing of those improvements, cannot be assured. A detailed analysis of each project impact, mitigation and significance after mitigation follows each respective table.

**TABLE 2.3-23
DIRECT TRAFFIC IMPACTS AND MITIGATION SUMMARY**

Impact	Mitigation
Traffic Scenario A	
Impact TR-1: Gopher Canyon Road, between E. Vista Way and I-15 SB Ramps	M-TR-1: Prior to recordation of the Final Map associated with the 238th equivalent dwelling unit (EDU) of the Lilac Hills Ranch Specific Plan, the applicant, or its designee, shall install a dedicated right-turn lane at the westbound Gopher Canyon Road approach of the East Vista Way/Gopher Canyon Road intersection.
Impact TR-2: E. Vista Way / Gopher Canyon Road	

**TABLE 2.3-23
DIRECT TRAFFIC IMPACTS AND MITIGATION SUMMARY
(continued)**

Impact	Mitigation
Traffic Scenario B	
Impacts TR-1 and TR-2 (see above)	M-TR-1 (see above)
Impact TR-3: I-15 SB Ramps / Gopher Canyon Road (Caltrans)	<p>M-TR-2: Prior to recordation of the Final Map associated with the 363rd EDU of the Lilac Hills Ranch Specific Plan, the applicant or its designee shall <u>coordinate with</u>, <u>contingent upon Caltrans to approval</u>, either (1) <u>a</u> install <u>a</u> traffic signal at the I-15 SB Ramps/Gopher Canyon Road intersection, <u>or</u> (2) <u>enter into an agreement with Caltrans whereby the applicant or its designee would provide funding equivalent to the cost to install a traffic signal at the I-15 SB Ramps/Gopher Canyon Road intersection and Caltrans would agree to install such signal prior to recordation of the Final Map associated with the 363rd EDU of the Lilac Hills Ranch Specific Plan.</u></p> <p>M-TR-3: Prior to recordation of the Final Map associated with the 363rd EDU of the Lilac Hills Ranch Specific Plan, the applicant or its designee shall <u>coordinate with</u>, <u>contingent upon Caltrans to approval</u>, either (1) <u>a</u> install <u>a</u> traffic signal at the I-15 NB Ramps/Gopher Canyon Road intersection, <u>or</u> (2) <u>enter into an agreement with Caltrans whereby the applicant or its designee would provide funding equivalent to the cost to install a traffic signal at the I-15 NB Ramps/Gopher Canyon Road intersection and Caltrans would agree to install such signal prior to recordation of the Final Map associated with the 363rd EDU of the Lilac Hills Ranch Specific Plan.</u></p> <p>While <u>s</u> Caltrans does not oppose the installation of the signals. However, since the signals are outside of the County's jurisdiction and control and there is no assurance they can be installed within the necessary timeframe, the impacts are deemed significant and unavoidable. <u>ignalization of these intersections would mitigate the project impact, such mitigation is infeasible because these intersections are under Caltrans jurisdiction.</u></p>
Impact TR-4: I-15 NB Ramps / Gopher Canyon Road (Caltrans)	
Traffic Scenario C	
Impacts TR-1 and TR-2 (see above)	M-TR-1 (see above)
Impacts TR-3 and TR-4 (see above)	Infeasible (see above)
Impact TR-5: West Lilac Road, between Old Highway 395 and Main Street	M-TR-4: Prior to recordation of the Final Map associated with the 929th EDU of the Lilac Hills Ranch Specific Plan, the applicant, or its designee, shall improve West Lilac Road between Old Highway 395 and Main Street to meet the General Plan Mobility Element classification of 2.2C, subject to exceptions as approved by the County.

**TABLE 2.3-23
DIRECT TRAFFIC IMPACTS AND MITIGATION SUMMARY
(continued)**

Impact	Mitigation
Impact TR-6: E. Vista Way, between Gopher Canyon Road and Osborne Street	M-TR-5: Prior to recordation of the Final Map associated with the 476th EDU of the Lilac Hills Ranch Specific Plan, the applicant, or its designee, shall install of a dedicated right-turn lane at the northbound E. Vista Way approach of the East Vista Way/Gopher Canyon Road intersection.
Impact TR-7: Old Highway 395/West Lilac Road (County)	M-TR-6: Prior to recordation of the Final Map associated with the 585 th EDU of the Lilac Hills Ranch Specific Plan, the applicant, or its designee, shall signalize the Old Highway 395/West Lilac Road intersection and construct a left-turn lane at the westbound West Lilac Road intersection approach to the Old Highway 395/West Lilac Road intersection.
Traffic Scenario D	
Impacts TR-1, TR-2, TR-5, TR-6, and TR-7 (see above)	M-TR-1, M-TR-4, M-TR-5, and M-TR-6 (see above)
Impacts TR-3 and TR-4 (see above)	Infeasible (see above)
Impact TR-8: Old Highway 395 / Circle R Drive (County)	M-TR-7: Prior to recordation of the Final Map with associated with the 1,220 th EDU of the Lilac Hills Ranch Specific Plan, the applicant, or its designee, shall install a traffic signal at the Old Highway 395/Circle R Drive intersection.
Traffic Scenario E (Build-out)	
Impacts TR-1, TR-2, TR-5, TR-6, TR-7, and TR-8 (see above)	M-TR-1, M-TR-4, M-TR-5, M-TR-6, and M-TR-7 (see above)
Impacts TR-3 and TR-4 (see above)	Infeasible (see above)
Impact TR-9: E. Vista Way, between SR-76 and Gopher Canyon Road	M-TR-1 and M-TR-5 (see above)

Existing Plus Project (Traffic Scenario A)

The project would have a direct significant impact at one intersection and one roadway segment in Traffic Scenario A:

- **Impact TR-1:** Gopher Canyon Road, between E. Vista Way and I-15 SB Ramps; and
- **Impact TR-2:** E. Vista Way/Gopher Canyon Road.

These impacts would be mitigated by M-TR-1, which requires the installation of a dedicated right-turn lane at the westbound Gopher Canyon Road approach to the East Vista Way/Gopher Canyon Road intersection prior to the recordation of the Final Map associated with the 238th EDU (see Appendix E, Figure 5-4). As shown by the arterial analysis (see Appendix E, Table 5.6), the implementation of M-TR-1 would increase the travel speed in the AM peak hour and maintain the PM peak hour travel speed relative to

the Existing Conditions. Thus, M-TR-1 would mitigate Impact TR-1. The intersection analysis (see Appendix E, Table 5.7) shows that implementation of M-TR-1 would reduce the Traffic Scenario A delay to below the Existing Conditions, thereby mitigating the project's E. Vista Way/Gopher Canyon Road (Impact TR-2) impact to below a level of significance.

All two-lane highways and freeway segments would operate at acceptable levels under the Existing Plus Project (Traffic Scenario A) conditions. Thus, Traffic Scenario A impacts to those facilities would be less than significant.

Existing Plus Project (Traffic Scenario B)

The project (Traffic Scenario B) would have a direct significant impact at one roadway segment and three intersections as follows:

- **Impact TR-1:** Gopher Canyon Road, between E. Vista Way and I-15 SB Ramps;
- **Impact TR-2:** E. Vista Way/Gopher Canyon Road;
- **Impact TR-3:** I-15 SB Ramps/Gopher Canyon Road intersection; and
- **Impact TR-4:** I-15 NB Ramps/Gopher Canyon Road intersection.

Impacts TR-1 and TR-2 would be mitigated through M-TR-1, as described above. As shown by the arterial analysis (see Appendix E, Table 5.10), the implementation of M-TR-1 would increase the travel speed in the AM peak hour and maintain the PM peak hour travel speed relative to the Existing Conditions. Thus, M-TR-1 would mitigate Impact TR-1. The intersection analysis (see Appendix E, Table 5.11) shows that implementation of M-TR-1 would reduce the Traffic Scenario B delay to below the Existing Conditions, thereby mitigating the project's E. Vista Way/Gopher Canyon Road (Impact TR-2) impact to below a level of significance.

Impacts TR-3 and TR-4 could be mitigated through M-TR-2 and M-TR-3, which would require the installation of a traffic signal at each of these locations, as it would improve traffic flow to acceptable levels (see Appendix E, Table 5.15). However, such improvements necessary to reduce these significant direct impacts are within the jurisdiction and control ~~the responsibility of another jurisdiction agency~~ (Caltrans) and it cannot be guaranteed that ~~Caltrans would implement~~ the recommended improvements or that the improvements would be completed in time to avoid the significant project impacts. Thus, for the purposes of this EIR, impacts TR-3 and TR-4 would remain ~~are~~ considered significant and unavoidable.

No significant impacts to roadway segments, two lane highways, or freeway segments would occur under the Existing Plus Project (Traffic Scenario B) condition.

Existing Plus Project (Traffic Scenario C)

The project (Traffic Scenario C) would have a direct significant impact on three roadway segments as follows:

- **Impact TR-5:** West Lilac Road between Old Highway 395 and Main Street;
- **Impact TR-1:** Gopher Canyon Road between E. Vista Way and I-15 SB; and

- **Impact TR-6:** E. Vista Way between Gopher Canyon Road and Osborne Street.

Impact TR-1 would be mitigated through M-TR-1, as described above. As shown by the arterial analysis (see Appendix E, Table 5.18), the implementation of M-TR-1 would increase the travel speed in the AM peak hour and maintain the PM peak hour travel speed relative to the Existing Conditions. Thus, M-TR-1 would mitigate Impact TR-1.

Impact TR-5 shall be mitigated through M-TR-4, which would require widening of the West Lilac Road segment between Old Highway 395 and Main Street to its current classification as a Mobility Element 2.2C road, subject to exceptions as approved by the County. The road widening to a 2.2C road would increase the capacity and allow the road to function at an acceptable LOS of D after the addition of traffic generated by this phase of the project. Therefore, implementation of M-TR-4 would reduce the direct Impact TR-5 to less than significant.

Impact TR-6 would be mitigated through M-TR-5, which requires the provision of a dedicated right-turn lane at the northbound approach of Gopher Canyon Road/East Vista Way intersection (see Appendix E Figure 5-4). Arterial analysis shows the implementation of this mitigation would improve the AM/PM peak hour average travel speed at E. Vista Way between Gopher Canyon Road and Osborne Street, relative to the Existing Conditions (see Appendix E, Table 5.23). Thus, mitigation M-TR-5 would mitigate the project (Traffic Scenario D) TR-6 impact.

The project (Traffic Scenario C) would have a direct significant impact on four intersections as follows:

- **Impact TR-2:** E. Vista Way/Gopher Canyon Road;
- **Impact TR-3:** I-15 SB Ramps/Gopher Canyon Road intersection;
- **Impact TR-4:** I-15 NB Ramps/Gopher Canyon Road intersection; and
- **Impact TR-7:** Old Highway 395/West Lilac Road.

Impact TR-2 would be mitigated through M-TR-1, as described above. The intersection analysis (see Appendix E, Tables 5.19 and 5.24) shows that implementation of M-TR-1 would reduce the Traffic Scenario C delay to below the Existing Conditions, thereby mitigating the project's E. Vista Way/Gopher Canyon Road (Impact TR-2) impact to below a level of significance.

Impacts TR-3 and TR-4 could be mitigated through the installation of a traffic signal at each of these locations (M-TR-2 and M-TR-3), as it would improve traffic flow to acceptable levels (see Appendix E, Table 5.24). However, such improvements necessary to reduce these significant direct impacts are within the jurisdiction and control ~~the responsibility of another jurisdiction agency~~ (Caltrans) and it cannot be guaranteed that ~~Caltrans would implement~~ the recommended improvements or that the improvements would be completed in time to avoid the significant project impacts. Thus, for purposes of this EIR, impacts TR-3 and TR-4 would remain ~~would remain~~ are considered significant and unavoidable.

Impact TR-7 would be mitigated by M-TR-6, which would require the installation of a traffic signal and construction of a left-turn lane at the westbound West Lilac Road

approach. The traffic signal and turn lane would provide steady regulation of traffic flow at this location, reducing intersection delay and improving operations to acceptable LOS C (see Appendix E, Table 5.24). Thus, implementation of M-TR-6 would reduce the direct Impact TR-7 to less than significant.

No significant impacts to two lane roads, or freeway segments would occur under the Exiting Plus Project (Traffic Scenario C) condition.

Existing Plus Project (Traffic Scenario D)

The project (Traffic Scenario D) would have a direct significant impact on three roadway segments as follows:

- **Impact TR-1:** Gopher Canyon Road between E. Vista Way and I-15 SB;
- **Impact TR-5:** West Lilac Road between Old Highway 395 and Main Street; and
- **Impact TR-6:** E. Vista Way between Gopher Canyon Road and Osborne Street.

Impacts TR-1 and TR-6 would be mitigated through M-TR-1 and M-TR-5. As shown by the arterial analysis (see Appendix E, Table 5.27), the implementation of M-TR-1 and M-TR-5 would improve or maintain the travel speeds for both the impacted TR-1 and TR-6 segments. Thus, M-TR-1 and M-TR-5 would mitigate Impacts TR-1 and TR-6.

Impact TR-5 shall be mitigated through M-TR-4, which would require widening of the West Lilac Road segment between Old Highway 395 and Main Street to its current classification as a Mobility Element 2.2C road, subject to exceptions as approved by the County. The road widening to a 2.2C road would increase the capacity and allow the road to function at an acceptable LOS of D after the addition of traffic generated by this phase of the project (see Appendix E, Table 5.26). Therefore, implementation of M-TR-4 would reduce the direct Impact TR-5 to less than significant.

The project (Traffic Scenario D) would have significant direct impacts at five intersections:

- **Impact TR-2:** E. Vista Way/Gopher Canyon Road;
- **Impact TR-3:** I-15 SB Ramps/Gopher Canyon Road intersection;
- **Impact TR-4:** I-15 NB Ramps/Gopher Canyon Road intersection;
- **Impact TR-7:** Old Highway 395/West Lilac Road; and
- **Impact TR-8:** Old Highway 395/Circle R Drive.

Impact TR-2 would be mitigated through M-TR-1 and M-TR-5. The intersection analysis (see Appendix E, Table 5.28) shows that implementation of M-TR-1 and M-TR-5 would reduce the Traffic Scenario D delay to below the Existing Conditions, thereby mitigating the project's E. Vista Way/Gopher Canyon Road (Impact TR-2) impact to below a level of significance.

Impacts TR-3 and TR-4 could be mitigated through the installation of a traffic signal at each of these locations (M-TR-2 and M-TR-3), as it would improve traffic flow to acceptable levels (see Appendix E, Table 5.32). However, such improvements

necessary to reduce these significant direct impacts are within the jurisdiction and control the responsibility of another agency jurisdiction (Caltrans) and it cannot be guaranteed that Caltrans would implement the recommended improvements or that the improvements would be completed in time to avoid the significant project impacts. Thus, for purposes of this EIR, impacts TR-3 and TR-4 would remain are considered significant and unavoidable.

Impact TR-7 would be mitigated by M-TR-6, which would improve operations to acceptable levels (see Appendix E, Table 5.28). Thus, implementation of M-TR-4 would reduce the direct Impact TR-7 to less than significant.

The Impact TR-8 would be mitigated by M-TR-7, which would require the installation of a traffic signal at this location. The traffic signal would provide steady regulation of traffic flow reducing intersection delay and improving intersection operations to acceptable levels (see Appendix E, Table 5.32). Thus, implementation of M-TR-7 would reduce the direct Impact TR-8 to less than significant.

No significant impacts to two lane highways, or freeway segments would occur under the Exiting Plus Project (Traffic Scenario D) condition.

Existing Plus Project (Traffic Scenario E, Build out)

The project (Traffic Scenario E) would have a significant direct impact at four roadway segments:

- **Impact TR-1:** Gopher Canyon Road between E. Vista Way and I-15 SB;
- **Impact TR-5:** West Lilac Road between Old Highway 395 and Main Street;
- **Impact TR-6:** E. Vista Way between Gopher Canyon Road and Osborne Street; and
- **Impact TR-9:** E. Vista Way, between SR-76 and Gopher Canyon Road.

Impacts TR-1 and TR-6 would be mitigated through M-TR-1 and M-TR-5. As shown by the arterial analysis (see Appendix E, Table 5.35), the implementation of M-TR-1 and M-TR-5 would improve or maintain the travel speeds for both the impacted TR-1 and TR-6 segments. Thus, M-TR-1 and M-TR-5 would mitigate Impacts TR-1 and TR-6 to less than significant.

Impact TR-5 shall be mitigated through M-TR-4, which would improve road to function to an acceptable LOS after the addition of traffic generated by this phase of the project (see Appendix E, Table 5.34). Therefore, implementation of M-TR-4 would reduce the direct Impact TR-5 to less than significant.

Impact TR-9 would be mitigated by M-TR-1 and M-TR-5. As shown by the arterial analysis (see Appendix E, Table 5.40), the implementation of this mitigation would increase the travel speed along this segment relative to the Existing Conditions. This would result in an increase of traffic flow through this segment and improve operations relative to the Existing Conditions. Thus, M-TR-1 and M-TR-5 would mitigate Impact TR-9 to below a level of significance.

The project (Traffic Scenario E) would have significant direct impacts at five intersections:

- **Impact TR-2:** E. Vista Way/Gopher Canyon Road;
- **Impact TR-3:** I-15 SB Ramps/Gopher Canyon Road intersection;
- **Impact TR-4:** I-15 NB Ramps/Gopher Canyon Road intersection;
- **Impact TR-7:** Old Highway 395/West Lilac Road; and
- **Impact TR-8:** Old Highway 395/Circle R Drive.

Impact TR-2 would be mitigated through M-TR-1 and M-TR-3. The intersection analysis (see Appendix E, Table 5.36) shows that implementation of M-TR-1 and M-TR-3 would reduce the Traffic Scenario E delay to below the Existing Conditions, thereby mitigating the project's E. Vista Way/Gopher Canyon Road (Impact TR-2) impact to below a level of significance.

Impacts TR-3 and TR-4 could be mitigated through the installation of a traffic signal at each of these locations (M-TR-2 and M-TR-3), as it would improve traffic flow to acceptable levels (see Appendix E, Table 5.41). However, such improvements necessary to reduce these significant direct impacts are within the jurisdiction and control ~~the responsibility of another jurisdiction agency~~ (Caltrans) and it cannot be guaranteed that ~~Caltrans would implement the recommended improvements or that the improvements would be completed in time to avoid the significant project impacts.~~ Thus, for purposes of this FEIR, impacts TR-3 and TR-4 would remain considered significant and unavoidable.

Impact TR-7 would be mitigated by M-TR-6, which would improve operations to acceptable levels (see Appendix E, Table 5.36). Thus, implementation of M-TR-6 would reduce the direct Impact TR-7 to less than significant.

The Impact TR-8 would be mitigated by M-TR-7, which would require the installation of a traffic signal at this location. The traffic signal would provide steady regulation of traffic flow reducing intersection delay and improving intersection operations to acceptable levels (see Appendix E, Table 5.36). Thus, implementation of M-TR-7 would reduce the direct Impact TR-8 to less than significant.

No significant impacts to two-lane highways, or freeway segments would occur under the Existing Plus Project (Traffic Scenario E, Build-out) condition.

Existing Plus Cumulative Projects Plus Project

As indicated in Table 2.3-24 below, the project would contribute to 28 significant cumulative traffic impacts. The project would mitigate 16 of the cumulative impacts to below a level of significance through payment into the TIF Program or the completion of roadway improvements. The remaining 12 significant cumulative impacts would be unavoidable, as mitigation is infeasible because there is no mechanism in place to provide a contribution towards improvements to those facilities and it cannot be guaranteed that improvements to those facilities required to mitigate the impacts would be approved by Caltrans. A detailed analysis of each project impact and mitigation is provided below.

**TABLE 2.3-24
CUMULATIVE TRAFFIC IMPACTS AND MITIGATION SUMMARY**

Impact	Mitigation
Impact TR-10: West- Lilac Road, Old Highway 395 and Main Street	M-TR-4 and M-TR-6 (see above)
Impact TR-11: Camino Del Rey, Old River Road and West Lilac Road	M-TR-8: Prior to issuance of any building permit for new structures within the Lilac Hills Ranch Specific Plan, the applicant, or its designee, shall pay all applicable fees to the TIF Program, which the County should be updates to include the changes to the Land Use and Mobility Elements proposed by the project.
Impact TR-12: Gopher Canyon Road, E. Vista Way to Little Gopher Canyon Road	While improvement of this segment to a 4.1B classification would mitigate the project impact, such mitigation is infeasible.
Impact TR-13: Gopher Canyon Road, Little Gopher Canyon Road to I-15 SB Ramps	M-TR-8 (see above)
Impact TR-14: E. Vista Way between SR-76 and Gopher Canyon Road	M-TR-8 (see above)
Impact TR-15: E. Vista Way between Gopher Canyon Road and Osborne Street	M-TR-8 (see above)
Impact TR-16: Pankey Road between Pala Mesa Drive and SR-76	While improvement of this segment to a 4.2B classification would mitigate the project impact, such mitigation is infeasible.
Impact TR-17: Lilac Road between Old Castle Road and Anthony Road	M-TR-9: Prior to issuance of any building permit for new structures within the Lilac Hills Ranch Specific Plan, the applicant or its designee shall construct intermittent turn lanes at all major access locations along Lilac Road from Old Castle Road to Anthony Road, including the segment between Robles Lane and Cumbres Road, and the intersection of Sierra Rojo Road and Lilac Road.
Impact TR-18: Cole Grade Road, between Fruitvale Road and Valley Center Road	M-TR-8 (see above)
Impact TR-19: E. Vista Way/Gopher Canyon Road	M-TR-8 (see above)
Impact TR-20: SR-76/Old Highway 395 (Caltrans)	While intersection improvements would reduce these project impacts to below a level of significance, such mitigation is infeasible because these intersections are under Caltrans jurisdiction.-
Impact TR-21: SR-76/Pankey Road (Caltrans)	
Impact TR-22: Old Highway 395/E. Dulin Road	M-TR-10: Prior to issuance of any building permit for new structures within the Lilac Hills Ranch Specific Plan, the applicant or its designee shall construct a traffic signal at the Old Highway 395/East Dulin Road intersection.
Impact TR-23: Old Highway 395/West Lilac Road	M-TR-8 (see above)
Impact TR-24: I-15 SB Ramps/Old Highway 395 (Caltrans)	M-TR-8 (see above)
Impact TR-25: I-15 SB Ramps/Old Highway 395 (Caltrans)	M-TR-8 (see above)
Impact TR-26: Old Highway 395/Circle R Drive	M-TR-5 (see above)
Impact TR-27: I-15 SB Ramps/Gopher Canyon Road (Caltrans)	M-TR-8 (see above)
Impact TR-28: I-15 NB Ramps/Gopher Canyon Road (Caltrans)	M-TR-8 (see above)
Impact TR-29: Miller Road/Valley Center Road	M-TR-11: Prior to issuance of any building permit for new structures within the Lilac Hills Ranch Specific Plan, the applicant or its designee shall construct a traffic signal at the Miller Road/Valley Center Road intersection.

**TABLE 2.3-24
CUMULATIVE TRAFFIC IMPACTS AND MITIGATION SUMMARY
(continued)**

Impact	Mitigation
Impact TR-30: I-15 between Riverside County Boundary and Old Highway 395	While there are plans to widen I-15 between Riverside County and SR-78 that would mitigate cumulative I-15 impacts, there is no secured funding for the improvement and there is no mechanism in place to provide contributions to the improvement. Ultimately, mitigation is infeasible because the I-15 is under Caltrans jurisdiction.
Impact TR-31: I-15 between Old Highway 395 and SR-76	
Impact TR-32: I-15 between SR-76 and Old Highway 395	
Impact TR-33: I-15 between Old Highway 395 and Gopher Canyon Road	
Impact TR-34: I-15 between Gopher Canyon Road and Deer Springs Road	
Impact TR-35: I-15 between Deer Springs Road and Centre City Parkway	
Impact TR-36: I-15 between Centre City Parkway and El Norte Parkway	
Impact TR-37: I-15 between El Norte Parkway and SR-78	

Roadway Segments

The project would have a significant cumulative impact to nine roadway segments:

- **Impact TR-10:** ~~West~~ Lilac Road, between Old Highway 395 and Main Street;
- **Impact TR-11:** Camino Del Rey, from Old River Road to West Lilac Road;
- **Impact TR-12:** Gopher Canyon Road, E. Vista Way to Little Gopher Canyon Road;
- **Impact TR-13:** Gopher Canyon Road, Little Gopher Canyon Road to I-15 SB Ramps;
- **Impact TR-14:** E. Vista Way, from SR-76 to Gopher Canyon Road;
- **Impact TR-15:** E. Vista Way, from Gopher Canyon Road to Osborne Street;
- **Impact TR-16:** Pankey Road, from Pala Mesa Drive to SR-76;
- **Impact TR-17:** Lilac Road, from Old Castle Road to Anthony Road; and
- **Impact TR-18:** Cole Grade Road, between Fruitvale Road and Valley Center Road.

To mitigate cumulative Impact TR-10, the project would implement M-TR-4 (improvement to 2.2C classification) and M-TR-6 (West Lilac Road/Old Highway 395 intersection signalization and addition of a left-turn lane at the westbound approach). The arterial analysis shows that the West Lilac Road segment between Old Highway 395 and Main Street would operate acceptably after the implementation of M-TR-4 and M-TR-6 (see Appendix E, Table 6.7). In addition, the project includes roundabouts along this segment that increase the capacity of the intersections beyond the traffic expected in the cumulative plus project condition. Thus, TR-10 would be mitigated to below a level of significance by M-TR-4 and M-TR-6.

Impacts TR-11, TR-13, TR-14, TR-15, and TR-18 would be mitigated through M-TR-8 which requires the applicant to participate in the TIF Program. The TIF Program was specifically designed to address cumulative impacts. The TIF Program includes road improvements required to provide adequate circulation through Year 2030. Required improvements are specified and funds are collected from projects to pay for the road improvements. Since the TIF Program was designed to address cumulative traffic impacts, participation in the TIF Program constitutes effective and adequate mitigation for cumulative traffic impacts. These identified roadway segments are included in the TIF and payment of the TIF fees would mitigate the cumulative impact. Therefore, payment of TIF fees would reduce these cumulative impacts to less than significant.

Impacts TR-12, TR-16 and TR-17 affect roadway segments that are not currently included in the TIF Program. These cumulative impacts would be mitigated by providing physical improvements as feasible that would, at a minimum, lessen the impact proportional to the project impact.

While Impact TR-12 would be mitigated by constructing this segment of Gopher Canyon Road to Mobility Element 4.1B classification, such mitigation is infeasible because the mitigation would not be proportional to the project's proportional share of the impact. The proposed project contributes approximately 3.5 percent of the total trips to this road segment in the cumulative traffic condition. The cost of improving this 1.2-mile segment would be \$8.5 million (equivalent to \$7,097,000/mile) according to the County of San Diego TIF Update Facilities Cost Analysis (2012). The project's small contribution to the cumulative condition would not be roughly proportional to the cost of mitigation of improving this segment of Gopher Canyon Road to a 4.1B classification. Pursuant to CEQA Guidelines Section 15126.4(a)(4)(B), mitigation measures must be roughly proportional to the environmental impacts caused by the project. Therefore, because the project's contribution to the cumulative traffic condition is not roughly proportional to the improvements required to mitigate the impact, conditioning this project to construct the road improvements is not feasible under CEQA, and the impact would remain significant and unavoidable. There are no other feasible mitigation measures to mitigate this cumulative impact since the projected daily traffic volume along this segment would far exceed the threshold for a 2-lane roadway and, therefore, construction to Mobility Element 4.1B classification is necessary.

As with Impact TR-12, Impact TR-16 would be mitigated by constructing Pankey Road from Pala Mesa Drive to SR-76 to Mobility Element 4.2B classification, such mitigation is infeasible because it would not be proportional to the project impact. The proposed project contributes approximately 5.2 percent of the total trips to this road segment in the cumulative traffic condition. The cost of improving this 0.7-mile segment would be ~~\$2.25.0~~ million (equivalent to ~~\$3,082,000~~ 7,165,000/mile) according to the County of San Diego TIF Update Facilities Cost Analysis (2012). (See also County of San Diego General Plan Mobility Element Tables M-1a, M-1b and M-2). Thus, the project's small contribution to the cumulative condition would not be roughly proportional to the cost of mitigation of improving Pankey Road to a 4.2B classification. Pursuant to CEQA Section 15126.4(a)(4)(B), mitigation measures must be roughly proportional to the environmental impacts caused by the project. Therefore, because the project's contribution to the cumulative traffic condition is not roughly proportional to the improvements required to mitigate the impact, conditioning this project to construct the road improvements is not feasible under CEQA, and the impact would remain significant and unavoidable. The roadway segment would also provide access to the Campus Park West project, which is

still being processed. The environmental impacts associated with the improvement of Pankey Road are described in the Campus Park EIR. It is noted that the Pankey Road segment is already required to be improved by the Campus Park and Meadowood projects, which have been conditioned to construct the roadway to its current Mobility Element Road Classification of 2.1A.

Cumulative roadway segment Impact TR-17 would be mitigated by M-TR-9 that requires intermittent turn lanes along this segment. Specifically, the intermittent left-turn lanes shall be provided at major access locations along Lilac Road, between Old Castle Road and Anthony Road, identified as (1) the segment between Robles Lane and Cumbres Road; and (2) the intersection at Sierra Rojo Road and Lilac Road. With the addition of left-turn lanes at these locations, left-turning vehicles would not block through traffic moving in the same direction, resulting in the increase of roadway capacity and an improvement of traffic operations along Lilac Road. These improvements would allow the roadway to operate at LOS D or better. Overall, M-TR-9 would mitigate M-TR-17 to less than significant.

Intersections

The project would have a significant cumulative impact to the following 11 intersections:

- **Impact TR-19:** E. Vista Way/Gopher Canyon Road;
- **Impact TR-20:** SR-76/Old Highway 395;
- **Impact TR-21:** SR-76/Pankey Road;
- **Impact TR-22:** Old Highway 395/E. Dulin Road;
- **Impact TR-23:** Old Highway 395/West Lilac Road;
- **Impact TR-24:** I-15 SB Ramps/Old Highway 395;
- **Impact TR-25:** I-15 SB Ramps/Old Highway 395;
- **Impact TR-26:** Old Highway 395/Circle R Drive;
- **Impact TR-27:** I-15 SB Ramps/Gopher Canyon Road;
- **Impact TR-28:** I-15 NB/Gopher Canyon Road; and
- **Impact TR-29:** Miller Road/Valley Center Road.

Impacts TR-19, TR-23, TR-24, TR-25, TR-27 and TR-28 would be mitigated through M-TR-8 which requires the applicant to participate in the TIF Program. The TIF Program was specifically designed to address cumulative issues. The TIF Program includes the improvements to these roadways required to provide adequate circulation through Year 2030. Required improvements are specified and funds are collected from projects to pay for the road improvements. Since the TIF Program was designed to address cumulative traffic impacts to these specified facilities, participation in the TIF Program constitutes effective and adequate mitigation for these cumulative traffic impacts. These identified roadway segments would operate at an acceptable LOS once upgraded as identified in the TIF program. Therefore, payment of TIF fees would reduce impacts to less than significant.

Cumulative Impact TR-26 would be mitigated through M-TR-7 that requires the installation of a traffic signal at Old Highway 395/E. Dulin Road. As shown in the intersection analysis (see Appendix E, Table 6.8), this improvement would reduce delay and result in the intersection operating at acceptable levels. Thus, this impact would be mitigated to below a level of significance.

Impacts TR-22 and TR-29 affect intersections that are not currently included in the TIF Program. The project would mitigate these two impacts by signaling these intersections, which would reduce delay and improve the intersection operations to acceptable levels (see Appendix E, Table 6.8). Thus, mitigation measures M-TR-10 and M-TR-11 would mitigate the project's contribution to the cumulative impact at these two intersections (TR-22 and TR-29) to less than significant.

Significant cumulative impacts identified as TR-20 and TR-21 affect Caltrans facilities. County staff coordinated with Caltrans, and Caltrans confirmed that it has no project, funding, or program to make the necessary improvements to which the applicant can make a fair-share contribution. Therefore, because improvements necessary to reduce significant cumulative impacts are the responsibility of another jurisdiction, and no program is available to which the applicant could contribute, mitigation is infeasible. No other feasible mitigation measures are available to reduce the significant cumulative impacts at these three intersections. The impacts would remain significant and unavoidable.

Freeway Segments

The project would have a significant cumulative impact to the following eight I-15 freeway segments:

- **Impact TR-30:** Between Riverside County Boundary and Old Highway 395;
- **Impact TR-31:** Between Old Highway 395 and SR-76;
- **Impact TR-32:** Between SR-76 and Old Highway 395;
- **Impact TR-33:** Between Old Highway 395 and Gopher Canyon Road;
- **Impact TR-34:** Between Gopher Canyon Road and Deer Springs Road;
- **Impact TR-35:** Between Deer Springs Road and Centre City Parkway;
- **Impact TR-36:** Between Centre City Parkway and El Norte Parkway; and
- **Impact TR-37:** Between El Norte Parkway and SR-78.

As disclosed above, these freeway segments are under the jurisdiction of Caltrans and are outside of the jurisdiction and control of the County. Caltrans has no project, funding, or program to which the applicant can make a fair-share contribution. Therefore, because these intersections are outside the control of the County and there is no mechanism to provide mitigation for these cumulative impacts the cumulative freeway impacts would remain significant and unavoidable.

Potential Impacts of Traffic Mitigation Measures

The mitigation measures that only require signalization (M-TR-7, M-TR-10, and M-TR-11) or payment into the TIF program (M-TR-8) would not result in any significant impacts to the environment based on the minimal improvements necessary and the location of the improvement within the existing roadway area.

Measures (M-TR-1 and M-TR-5) that involve the addition of lanes to the East Vista Way/Gopher Canyon Road intersection also are not expected to result in direct environmental impacts considering the improvement impact area consists of a graded dirt roadway shoulder and ornamental landscaping. While the risk for unknown, subsurface cultural resources is considered low due to the soils already being disturbed by past grading activities, it is noted that the project mitigation measure M-CR-2 would

also require an archaeological monitor be present during grading at this mitigation improvement location. Indirect impacts to nesting raptors or migratory birds would be avoided, as the project includes design features (i.e., preconstruction nesting surveys and, as needed, avoidance measures) to avoid such impacts. Roadways are considered compatible with the surrounding uses in this improvement area, including surrounding agricultural uses. As described for the other roadway improvements included in the project, construction noise impacts would be less than significant but vibration impacts could be potential significant if heavy earthmoving equipment is utilized within 150 feet of a residence (see subchapter 2.8, Impact N-15). As identified in subchapter 2.8.6 for the project, measure M-N-12 would avoid this potentially significant mitigation measure impact.

Mitigation Measures (M-TR-4 and M-TR-6) that requires potential widening to of West Lilac Road between Old Highway 395 and Main Street to meet the General Plan Mobility Element classification of 2.2C. No additional impacts would occur because the project includes a GPA that would allow the road to be downgraded to a classification 2.2F and be added to Mobility Element Table M-4 (roads operating below acceptable levels of service). and to the Old Highway 395/West Lilac Road intersection are part of the project and, therefore, are already included in the analysis in the EIR.

Measure M-TR-9 that requires intermittent turn lanes along Lilac Road from Old Castle Road to Anthony Road has potential to result in additional environmental impacts, related to biological resources, cultural resources, and noise (vibration). No agricultural uses are located along this roadway improvement area, and no impacts to significant agricultural resources are expected to result from the implementation of this mitigation measure.

Should the M-TR-9 improvements require additional grading outside the currently disturbed areas, potential direct impacts could result to surrounding biological resources. Pursuant to the County's vegetation mapping, the additional widening of Lilac Road necessary to add the turn lanes at the Robles Lane and Cumbres Road intersection could impact approximately 0.17 acre of chaparral. Impacts at Sierra Rojo and Lilac Road would affect approximately 0.14 acre of woodlands. Impacts to sensitive resources would be mitigated in accordance with the County's Biology Guidelines or relevant regulations, as required by measure M-BIO-1g. Indirect impacts to nesting raptors or migratory birds would be avoided, as the project includes design features (i.e., preconstruction nesting surveys and, as needed, avoidance measures) to avoid such impacts.

Implementation of M-TR-9 would have a risk to impact unknown subsurface archaeological resources given the undisturbed nature of the areas adjacent to the existing roadway. As already required by M-CR-2, mitigation includes an archaeological grading monitor to be present to assure the identification and proper handling of potential archeological resources that may be disturbed during grading of the limits of the road.

2.3.6.2 Transportation Hazard

The project would comply with applicable regulations and would not result in a significant traffic hazard. Thus, the project transportation hazard impact would be less than significant.

2.3.6.3 Public Transit, Bicycle, and Pedestrian Facilities

A TDM program is included in the project that promotes alternative transportation opportunities, including pedestrian, bicycle, and public transit. The project would provide bicycle and pedestrian facilities consistent with regulations. A lot would also be provided for a public transit station and public transit along streets would not be precluded. While public transit service to the site currently does not exist, the project would include an interim transit program to transport residents to existing public transportation connections in the area until transit to the site is planned. As the project would provide alternative transportation opportunities, the project would be consistent with County Mobility Element Goals 8 and 9. Thus, the project impact to public transit, bicycle, and pedestrian facilities would be less than significant.

2.3.6.4 Alternative Project Design

In accordance with Section 15126.6(a), Chapter 4.0 of the EIR includes an analysis of alternatives to the proposed project that would reduce or avoid significant impacts. Table 4-2 shows those alternatives that would reduce significant and unavoidable traffic impacts associated with the project. Refer to Chapter 4.0 for a detailed analysis of the alternatives.

**TABLE 2.3-1
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
EXISTING CONDITIONS**

Roadway	From	To	Cross-Section	LOS Threshold (LOS D)	Traffic Count Date	Average Daily Traffic (ADT)	Level of Service (LOS)
E. Dulin Road	Old Highway 395	SR-76	2-Ln	9,800	Dec-12	1,830	B
W. Lilac Road	Camino Del Rey	Camino Del Cielo	2-Ln	7,800	Dec-12	2,270	A
W. Lilac Road	Camino Del Cielo	Old Highway 395	2-Ln	7,800	Mar-12	2,140	A
W. Lilac Road	Old Highway 395	Main Street	2-Ln	8,700	Oct-12	1,150	A
W. Lilac Road	Main Street	Street "F"	2-Ln	7,800	Oct-12	1,150	A
W. Lilac Road	Street "F"	Covey Lane	2-Ln	7,800	Oct-12	1,150	A
W. Lilac Road	Covey Lane	Circle R Drive	2-Ln	7,800	Mar-11	480	A
W. Lilac Road	Circle R Drive	Lilac Road	2-Ln	7,800	Mar-11	1,170	A
Camino Del Cielo	Camino Del Rey	W. Lilac Road	2-Ln	10,900	Dec-12	630	A
Olive Hill Road	Shamrock Road	SR-76	2-Ln	8,700	Dec-12	3,380	A
Camino Del Rey	SR-76	Old River Road	2-Ln	10,900	Sep-11	9,350	D
Camino Del Rey	Old River Road	W. Lilac Road	2-Ln	9,800	Dec-12	8,640	D
Camino Del Rey	W. Lilac Road	Camino Del Cielo	2-Ln w/ SM	13,500	Dec-12	6,730	C
Camino Del Rey	Camino Del Cielo	Old Highway 395	2-Ln	7,800	Dec-12	4,850	A
Gopher Canyon Road	E. Vista Way	I-15 SB Ramps	2-Ln	9,800	Dec-12	15,320	F
Gopher Canyon Road	I-15 SB Ramps	I-15 NB Ramps	4-Ln	30,800	Nov-11	12,390	A
Gopher Canyon Road	I-15 NB Ramps	Old Highway 395	4-Ln	30,800	Nov-11	11,870	A
Circle R Drive	Old Highway 395	Mountain Ridge Road	2-Ln	9,800	Aug-11	4,030	C
Circle R Drive	Mountain Ridge Road	W. Lilac Road	2-Ln	9,800	Mar-11	1,770	B
Old Castle Road	Old Highway 395	Lilac Road	2-Ln	9,800	Mar-11	6,840	D
E. Vista Way	SR-76	Gopher Canyon Road	2-Ln w/ TWLTL	13,500	Dec-12	15,120	E
E. Vista Way	Gopher Canyon Road	Osborne Street	2-Ln w/ TWLTL	13,500	Dec-12	21,020	F
Old River Road	SR-76	Camino Del Rey	2-Ln	9,800	Dec-12	4,070	C
Champagne Boulevard	Old Castle Road	Lawrence Welk Drive	2-Ln	10,900/13,500	Mar-12	4,170	CB
Pankey Road	Pala Mesa Drive	SR-76	2-Ln	4,500	Dec-12	70	A
Lilac Road	Couser Canyon Road	W. Lilac Road	2-Ln	7,800	Dec-12	1,150	A
Lilac Road	W. Lilac Road	Old Castle Road	2-Ln	7,800	Mar-11	2,640	A
Lilac Road	Old Castle Road	Anthony Road	2-Ln	10,900	Sep-11	9,010	D
Lilac Road	Anthony Road	Betsworth Road	2-Ln	10,900	Sep-11	8,740	D
Lilac Road	Betsworth Road	Valley Center Road	2-Ln	13,500	Sep-11	9,620	D

**TABLE 2.3-1
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
EXISTING CONDITIONS
(continued)**

Roadway	From	To	Cross-Section	LOS Threshold (LOS D)	Traffic Count Date	Average Daily Traffic (ADT)	Level of Service (LOS)
Valley Center Road	Woods Valley Road	Lilac Road	4/Ln w/ TWLTL/RM	27,000	Dec-12	21,290	C
Valley Center Road	Lilac Road	Miller Road	4-Ln w/ RM	33,400	Sep-11	24,280	B
Valley Center Road	Miller Road	Cole Grade Road	4-Ln w/ RM	27,000	Sep-11	22,440	C
Valley Center Road	Cole Grade Road	Vesper Road	2-Ln	13,500	Sep-11	11,490	D
Miller Road	Misty Oak Road	Valley Center Road	2-Ln	7,000	Sep-11	1,460	A
Cole Grade Road	Fruitvale Road	Valley Center Road	2-Ln w/ TWLTL	13,500	Sep-11	10,660	D

SOURCE: Appendix E.

Notes:

Bold letter indicates unacceptable LOS E or F.

RM = Raised Median.

SM = Striped Median.

TWLTL = Two-Way Left-Turn Lane.

**TABLE 2.3-2
PEAK HOUR INTERSECTION LEVEL OF SERVICE RESULTS
EXISTING CONDITIONS**

Intersection	Traffic Control	Traffic Count Date	AM Peak Hour		PM Peak Hour	
			Average Delay (sec.)	LOS	Average Delay (sec.)	LOS
1. E. Vista Way / Gopher Canyon Road	Signal	Nov-11	172.8	F	212.0	F
2. SR-76 / Old River Road/E. Vista Way	Signal	Nov-08	23.7	C	52.3	C
3. SR-76 / Olive Hill Road/Camino Del Rey	Signal	Sep-11	21.6	C	60.8	C
4. Old River Road / Camino Del Rey	OWSC	Nov-12	23.2	D	12.2	B
5. W. Lilac Road / Camino Del Rey	OWSC	Jan-11	15.7	C	11.0	B
6. Old Highway 395 / SR-76	Signal	Mar-11	29.0	C	42.2	D
7. Pankey Road / SR-76	TWSC	Dec-11	12.5	B	15.2	C
8. Old Highway 395 / E. Dulin Road	OWSC	Mar-11	12.8	B	11.2	B
9. Old Highway 395 / W. Lilac Road	TWSC	Mar-11	14.7	C	13.3	B
10. I-15 SB Ramps / Old Highway 395	OWSC	Mar-11	10.6	B	12.1	B
11. I-15 NB Ramps / Old Highway 395	OWSC	Mar-11	9.8	A	11.2	B
12. Old Highway 395 / Camino Del Rey	OWSC	Mar-11	10.1	B	11.0	B
13. Old Highway 395 / Circle R Drive	OWSC	Mar-11	20.4	C	22.5	C
14. I-15 SB Ramps / Gopher Canyon Road	OWSC	Nov-11	468.2	F	173.0	F
15. I-15 NB Ramps / Gopher Canyon Road	OWSC	Nov-11	30.5	D	1945.4	F
16. Old Highway 395 / Gopher Canyon Road	Signal	Mar-11	11.0	B	14.7	B
17. Old Highway 395 / Old Castle Road	Signal	Mar-11	13.9	B	15.7	B
18. W. Lilac Road / Covey Lane	TWSC	Oct-12	8.8	B	9.3	A
19. Mountain Ridge Road / Circle R Drive	TWSC	Mar-11	9.3	A	9.6	A
20. W. Lilac Road / Circle R Drive	OWSC	Mar-11	9.3	A	9.3	A
21. Lilac Road / W. Lilac Road	OWSC	Mar-11	9.6	A	9.9	A
22. Lilac Road / Old Castle Road	OWSC	Mar-11	11.8	B	17.8	C
23. Valley Center Rd / Lilac Road	Signal	Mar-11	10.5	B	22.6	C
24. Miller Road / Valley Center Road	OWSC	Sep-11	16.9	C	25.0	D
25. Cole Grade Road / Valley Center Road	Signal	Sep-11	31.1	C	34.9	C

SOURCE:Appendix E.

Notes:

LOS = level of service

Bold letter indicates unacceptable LOS E or F.

AWSC = All-Way Stop Controlled.

TWSC = Two-Way Stop Controlled.

OWSC = One-Way Stop Controlled.

For OWSC and TWSC intersections, the delay shown is the worst delay experienced by any of the approaches.

**TABLE 2.3-4
 FREEWAY SEGMENT LEVEL OF SERVICE RESULTS
 EXISTING CONDITIONS**

Freeway	Segment	ADT	Peak Hour %	Peak Hour Volume	Directional Split	# of Lanes Per Direction	Peak Hour Factor (PHF)	% of Heavy Vehicle	Volume (pc/h/ln)	V/C	LOS
I-15	Riverside County Boundary to Old Highway 395	134,000	8.4%	11,321	0.64	4	0.95	6.75%	1,957	0.833	D
I-15	Old Highway 395 to SR-76	134,000	7.4%	9,969	0.73	4	0.95	6.75%	1,984	0.844	D
I-15	SR-76 to Old Highway 395	113,000	7.8%	8,839	0.69	4	0.95	8.40%	1,661	0.707	C
I-15	Old Highway 395 to Gopher Canyon Road	110,000	8.1%	8,884	0.67	4	0.95	8.40%	1,627	0.692	C
I-15	Gopher Canyon Road to Deer Springs Road	117,000	8.1%	9,449	0.67	4	0.95	13.20%	1,770	0.753	C
I-15	Deer Springs Road to Centre City Parkway	117,000	8.0%	9,400	0.66	4	0.95	13.20%	1,752	0.745	C
I-15	Centre City Parkway to El Norte Parkway	111,000	8.0%	8,918	0.66	4	0.95	13.20%	1,662	0.707	C
I-15	El Norte Parkway to SR-78	127,000	7.9%	9,996	0.66	4	0.95	10.00%	1,836	0.781	C
I-15	SR-78 to W Valley Parkway	192,000	8.1%	15,626	0.60	5+2ML	0.95	10.00%	1,480	0.630	B
I-15	W Valley Parkway to Auto Parkway	179,000	8.1%	14,568	0.60	5+2ML	0.95	10.00%	1,380	0.587	B
I-15	Auto Parkway to W Citracado Parkway	172,000	7.8%	13,340	0.60	5+2ML	0.95	10.00%	1,256	0.534	B
I-15	W Citracado Parkway to Via Rancho Parkway	196,000	7.8%	15,201	0.60	5+2ML	0.95	7.00%	1,411	0.600	B
I-15	Via Rancho Parkway to Bernardo Drive	198,000	7.4%	14,572	0.58	5+2ML	0.95	7.00%	1,312	0.558	B
I-15	Bernardo Drive to Rancho Bernardo Road	201,000	7.4%	14,793	0.58	5+2ML	0.95	7.00%	1,332	0.567	B
I-15	Rancho Bernardo Road to Bernardo Center Drive	209,000	7.3%	15,345	0.54	5+2ML	0.95	7.00%	1,280	0.545	B
I-15	Bernardo Center Drive to Camino Del Norte	214,000	7.3%	15,712	0.54	5+2ML	0.95	7.00%	1,311	0.558	B

SOURCE: Appendix E.

Notes:

Bold letter indicates unacceptable LOS E or F.

ML = Managed Lane.

pc/h/ln = passenger-cars per hour per lane

V/C = volume/capacity

LOS = level of service

**TABLE 2.3-10
LILAC HILLS RANCH PROJECT TRIP GENERATION BY PHASE**

SANDAG Equivalent Land Use	Trip Gen	Phase A		Phase B		Phase C		Phase D		Phase E	
		Units	ADT	Units	ADT	Units	ADT	Units	ADT	Units	ADT
Single Family	10 / DU	352	3,520	352	3,520	548	5,480	548	5,480	903	9,030
Multi-Family	6 / DU	-	-	-	-	270	1,620	270	1,620	375	2,250
Senior Community	4 / DU	-	-	171	684	171	684	468	1,872	468	1,872
Assisted Living	2.5 / Bed	-	-	200	500	200	500	200	500	200	500
Specialty Retail / Strip Commercial	40 / KSF	-	-	-	-	55.0	2,200	57.5	2,300	61.5	2,460
Office	14 / KSF	-	-	-	-	25.0	350	25	350	28.5	399
Country Inn / B&B	9 / Room	-	-	-	-	50	450	50	450	50	450
Church	30 / AC	-	-	-	-	-	-	10	300	10.0	300
Elementary School (K-5)	1.6 / Student	-	-	-	-	-	-	-	-	568	909
Middle School (6-8)	1.4 / Student	-	-	-	-	-	-	-	-	132	185
CPF (Recreation Center / Potential Fire Station)	22.88 / KSF ¹	-	-	-	-	-	-	-	-	40.0	915
Neighborhood/County Park	5 / AC	4.5	23	8.2	41	9.0	45	-10.1	51	23.6	118
Water Reclamation	6 / AC	-	-	-	-	-	-	-	-	2.4	14
Recycling Center	6 / AC	-	-	-	-	0.6	4	0.6	4	0.6	4
Total Trips (100%)		-	3,543	-	4,745	-	11,333	-	12,927	-	19,406
External Trips (78% of total) ²		-	-	-	-	-	-	-	-	-	15,151

SOURCE: Appendix E.

¹A 40,000-square-foot CPF area comprised of a 35,500-square-foot private recreational facility, and a potential 4,500-square-foot fire station.

²Trip generation rate is based on ITE Trip Generation Manual 8th Edition.

**TABLE 2.3-11
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
EXISTING PLUS PROJECT (TRAFFIC SCENARIO E – BUILD-OUT) CONDITIONS¹**

Roadway	From	To	With Project Build-out				Existing		Project Build-out ADT	Direct Impact?
			Cross-Section	LOS Threshold (LOS D)	ADT	LOS	ADT	LOS		
E. Dulin Road	Old Highway 395	SR-76	2-Ln	9,800	3,960	C	1,830	B	2,130	No
W. Lilac Road	Camino Del Rey	Camino Del Cielo	2-Ln	7,800	3,160	A	2,270	A	890	No
W. Lilac Road	Camino Del Cielo	Old Highway 395	2-Ln	7,800	3,290	A	2,140	A	1,150	No
W. Lilac Road	Old Highway 395	Main Street	2.2C	13,500	13,400	D	1,150	A	12,250	Yes* (TR-5)
W. Lilac Road	Main Street	Street "F"	2-Ln	7,800	2,960	A	1,150	A	1,810	No
W. Lilac Road	Street "F"	Covey Lane	2-Ln	7,800	1,810	A	1,150	A	660	No
W. Lilac Road	Covey Lane	Circle R Drive	2-Ln	7,800	2,130	A	480	A	1,650	No
W. Lilac Road	Circle R Drive	Lilac Road	2-Ln	7,800	2,470	A	1,170	A	1,300	No
Camino Del Cielo	Camino Del Rey	W. Lilac Road	2-Ln	10,900	680	A	630	A	50	No
Olive Hill Road	Shamrock Road	SR-76	2-Ln	8,700	3,470	A	3,380	A	90	No
Camino Del Rey	SR-76	Old River Road	2-Ln	10,900	9,660	D	9,350	D	310	No
Camino Del Rey	Old River Road	W. Lilac Road	2-Ln	9,800	9,560	D	8,640	D	920	No
Camino Del Rey	W. Lilac Road	Camino Del Cielo	2-Ln w/ SM	13,500	6,790	C	6,730	C	60	No
Camino Del Rey	Camino Del Cielo	Old Highway 395	2-Ln	7,800	4,950	A	4,850	A	100	No
Gopher Canyon Road	E. Vista Way	I-15 SB Ramps	2-Ln	9,800	15,890	F	15,310	F	580	Yes (TR-1)* > 100 ADT
Gopher Canyon Road	I-15 SB Ramps	I-15 NB Ramps	4-Ln	30,800	13,320	A	12,390	A	930	No
Gopher Canyon Road	I-15 NB Ramps	Old Highway 395	4-Ln	30,800	13,140	A	11,870	A	1,270	No
Circle R Drive	Old Highway 395	Mountain Ridge Road	2-Ln	9,800	5,210	C	4,030	C	1,180	No
Circle R Drive	Mountain Ridge Road	W. Lilac Road	2-Ln	9,800	2,380	B	1,770	B	610	No
Old Castle Road	Old Highway 395	Lilac Road	2-Ln	9,800	6,970	D	6,840	D	130	No
E. Vista Way	SR-76	Gopher Canyon Road	2-Ln w/ TWLTL	13,500	15,330	E	15,120	E	210	Yes (TR-9) > 200 ADT
E. Vista Way	Gopher Canyon Road	Osborne Street	2-Ln w/ TWLTL	13,500	21,340	F	21,020	F	320	Yes(TR-6)* > 100 ADT
Old River Road	SR-76	Camino Del Rey	2-Ln	9,800	4,690	C	4,070	C	620	No
Champagne Boulevard	Old Castle Road	Lawrence Welk Drive	2-Ln	10,900	4,440	C	4,170	C	270	No
Pankey Road	Pala Mesa Drive	SR-76	2-Ln	4,500	70	A	70	A	0	No
Lilac Road	Couser Canyon Road	W. Lilac Road	2-Ln	7,800	1,380	A	1,150	A	230	No
Lilac Road	W. Lilac Road	Old Castle Road	2-Ln	7,800	3,720	A	2,640	A	1,080	No
Lilac Road	Old Castle Road	Anthony Road	2-Ln	10,900	10,020	D	9,010	D	1,010	No
Lilac Road	Anthony Road	Betsworth Road	2-Ln	10,900	9,330	D	8,740	D	590	No
Lilac Road	Betsworth Road	Valley Center Road	2-Ln	13,500	10,100	D	9,620	D	480	No
Valley Center Road	Woods Valley Road	Lilac Road	4/Ln w/ TWLTL/ RM	27,000	21,370	C	21,290	C	80	No
Valley Center Road	Lilac Road	Miller Road	4-Ln w/ RM	33,400	24,670	B	24,280	B	390	No
Valley Center Road	Miller Road	Cole Grade Road	4-Ln w/ RM	27,000	22,820	C	22,440	C	380	No

**TABLE 2.3-11
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
EXISTING PLUS PROJECT (TRAFFIC SCENARIO E – BUILD-OUT) CONDITIONS
(continued)**

Roadway	From	To	With Project Build-out				Existing		Project Build-out ADT	Direct Impact?
			Cross-Section	LOS Threshold (LOS D)	ADT	LOS	ADT	LOS		
Valley Center Road	Cole Grade Road	Vesper Road	2-Ln	13,500	11,710	D	11,490	D	220	No
Miller Road	Misty Oak Road	Valley Center Road	2-Ln	7,000	1,480	A	1,460	A	20	No
Cole Grade Road	Fruitvale Road	Valley Center Road	2-Ln w/ TWLTL	13,500	10,780	D	10,660	D	120	No

SOURCE: Appendix E.

Notes:

Bold letter indicates unacceptable LOS E or F.

RM = Raised Median; SM = Striped Median; TWLTL = Two-Way Left-Turn Lane.

*The TIS (Appendix E) shows this impact would be less than significant with the implementation of mitigation for a prior phase. To provide full disclosure, the analysis presented in this EIR subchapter identifies this impact as significant and identifies that the previous phase mitigation is required to mitigate this impact.

¹The numbers presented in this table reflect the numbers presented in TIS (Appendix E) Table 5.34, which assumes the implementation of mitigation from prior scenarios. As noted above, the impact analysis presented in this EIR subchapter does not assume implementation of the mitigation from prior scenarios and, therefore, the numbers in this table are provided for informational purposes. However, the direct impact column has been modified from the TIS (Appendix E) to reflect the analysis presented in this subchapter that does not assume implementation of mitigation from prior scenarios. The identification of direct impacts reflects the without mitigation scenario to provide full disclosure of impacts.

**TABLE 2.3-12
PEAK HOUR INTERSECTION LEVEL OF SERVICE RESULTS
EXISTING PLUS PROJECT (TRAFFIC SCENARIO E, BUILD-OUT) CONDITIONS¹**

Intersection	Traffic Control	Existing		With Project Build-out				Change	Significant?
		Delay AM/PM	LOS AM/PM	AM Peak Hour		PM Peak Hour			
				Delay	LOS	Delay	LOS		
1. E. Vista Way/Gopher Canyon Road	Signal*	172.8/ 212.0	F/F	47.3	D	51.9	D	-125.5/ -160.1	Yes* (TR-2)
2. SR-76/Old River Road/E. Vista Way	Signal	23.7/32	C/C	24.9	C	32.4	C	2.0/0.4	No
3. SR-76/Olive Hill Road/Camino Del Rey	Signal	21.6/34.5	C/C	26.6	C	34.8	C	5.0/0.3	No
4. Old River Road/Camino Del Rey	OWSC	31.2/10.7	D/B	33.2	D	12.6	B	2.0/1.9	No
5. W. Lilac Road/ Camino Del Rey	OWSC	15.7/11.0	C/B	17.8	C	11.4	B	2.1/0.4	No
6. Old Highway 395/SR-76	Signal	29.0/39.8	C/D	32.7	C	46.6	D	3.7/6.4	No
7. Pankey Road/SR-76	TWSC	12.5/15.2	B/C	15.2	B	19.3	C	2.7/4.1	No
8. Old Highway 395/E. Dulin Road	OWSC	12.8/11.2	B /B	23.2	C	27.2	D	10.4/16.0	No
9. Old Highway 395/W. Lilac Road	Signal*	14.7/13.3	C/B	28.7	C	38.1	D	14.0/24.8	Yes* (TR-7)
10. I-15 SB Ramps/Old Highway 395	OWSC	10.6/12.1	B/B	13.1	B	17.9	C	2.5/5.8	No
11. I-15 NB Ramps/Old Highway 395	OWSC	9.8/11.2	A/B	12.1	B	24.8	C	2.3/13.6	No
12. Old Highway 395/Camino Del Rey	OWSC	10.1/11.0	B/B	10.5	B	12.2	B	0.4/1.2	No
13. Old Highway 395/Circle R Drive	Signal*	20.4/22.5	C/C	10.8	B	11.5	B	-9.6/-11.0	Yes* (TR-8)
14. I-15 SB Ramps/Gopher Canyon Road	OWSC	468.2/173.0	F/F	649.3	F	288.9	F	181.1/115.9	Yes (TR-3) Caltrans Int. > 2 sec.
15. I-15 NB Ramps/Gopher Canyon Road	OWSC	30.5/1945.4	D/F	36.0	E	2240.9	F	5.5/295.0	Yes (TR-4) Caltrans Int. > 2 sec.
16. Old Highway 395/Gopher Canyon Road	Signal	11.0/14.7	B/B	18.5	B	15.9	B	7.5/1.2	No
17. Old Highway 395/Old Castle Road	Signal	13.9/15.7	B/B	14.2	B	17.0	B	0.3/1.3	No
18. W. Lilac Road/Covey Lane	TWSC	8.8/9.3	B/A	10.3	B	10.9	B	1.5/1.6	No
19. Mountain Ridge Road/Circle R Drive	TWSC	9.3/9.6	A/A	9.7	A	15.9	C	0.4/6.3	No
20. W. Lilac Road/Circle R Drive	OWSC	9.3/9.3	A/A	10.8	B	11.0	B	1.5/1.7	No
21. Lilac Road/W. Lilac Road	OWSC	9.6/9.9	A/A	10.4	B	11.0	B	0.8/1.1	No

**TABLE 2.3-12
PEAK HOUR INTERSECTION LEVEL OF SERVICE RESULTS
EXISTING PLUS PROJECT (TRAFFIC SCENARIO E, BUILD-OUT) CONDITIONS
(continued)**

Intersection	Traffic Control	Existing		With Project Build-out				Change	Sig?
		Delay AM/PM	LOS AM/PM	AM Peak Hour		PM Peak Hour			
				Delay	LOS	Delay	LOS		
22. Lilac Road/Old Castle Road	OWSC	11.8/17.8	B/C	11.9	B	17.9	C	0.1/0.1	No
23. Valley Center Rd/Lilac Road	Signal	10.5/22.6	B/C	10.9	B	31.5	C	0.4/8.9	No
24. Miller Road/Valley Center Road	OWSC	16.9/25.0	C/D	17.3	C	26.4	D	0.4/1.4	No
25. Cole Grade Road/Valley Center Road	Signal	31.1/34.9	C/C	32.7	C	35.3	D	1.6/0.4	No
26. Street "O"/W. Lilac Road/Main Street	RA	DNE	DNE	10.4	B	13.4	B	10.4/13.4	No
27. Main Street/Street "C"	RA	DNE	DNE	7.7	A	9.1	A	7.7/9.1	No
28. Lilac Hills Ranch Road/Main Street North	AWSC	DNE	DNE	9.0	A	8.8	A	9.0/8.8	No
29. Lilac Hills Ranch Road/Main Street South	AWSC	DNE	DNE	8.9	A	11.1	B	8.9/11.1	No
30. Street "Z"/Main Street	OWSC	DNE	DNE	8.7	A	9.0	A	8.7/9.0	No
31. W. Lilac Road/Street "F"/Main Street	RA	DNE	DNE	3.8	A	3.8	A	3.8/3.8	No

SOURCE: Appendix E.

Notes:

Bold letter indicates unacceptable LOS E of F.

AWSC = All-Way Stop Controlled.

TWSC = Two-Way Stop Controlled.

OWSC = One-Way Stop Controlled.

RA = Roundabout.

DNE = Does Not Exist.

For OWSC and TWSC intersections, the delay shown is the worst delay experienced by any of the approaches.

*The TIS (Appendix E) shows this impact would be less than significant with the implementation of mitigation for a prior phase. To provide full disclosure, the analysis presented in this EIR subchapter identifies this impact as significant and identifies that the previous phase mitigation is required to mitigate this impact.

¹The numbers presented in this table reflect the numbers presented in TIS (Appendix E) Table 5.36, which assumes the implementation of mitigation from prior scenarios. As noted above, the impact analysis presented in this EIR subchapter does not assume implementation of the mitigation from prior scenarios and, therefore, the numbers in this table are provided for informational purposes. However, the direct impact column has been modified from the TIS (Appendix E) to reflect the analysis presented in this subchapter that does not assume implementation of mitigation from prior scenarios. The identification of direct impacts reflects the without mitigation scenario to provide full disclosure of impacts.

**TABLE 2.3-13
TWO-LANE HIGHWAY LEVEL OF SERVICE RESULTS
EXISTING PLUS PROJECT (PHASE E – BUILDOUT) CONDITIONS**

2-Lane Highway	From	To	With Project Build-out			Existing		Project Build-out ADT	Direct Impact?
			LOS Threshold (LOS D)	ADT	LOS	ADT	LOS		
Old Highway 395	Pala Mesa Drive	SR-76	16,200	5,210	D or better	4,770	D or better	440	No
	SR-76	E. Dulin Road	16,200	6,230	D or better	4,720	D or better	1,520	No
	E. Dulin Road	W. Lilac Road	16,200	8,010	D or better	4,340	D or better	3,670	No
	W. Lilac Road	I-15 SB Ramps	16,200	11,340	D or better	4,450	D or better	6,890	No
	I-15 SB Ramps	I-15 NB Ramps	16,200	7,450	D or better	3,600	D or better	3,850	No
	I-15 NB Ramps	Camino Del Rey	16,200	3,640	D or better	2,430	D or better	1,210	No
	Camino Del Rey	Circle R Drive	16,200	7,100	D or better	5,820	D or better	1,280	No
	Circle R Drive	Gopher Canyon Road	16,200	12,370	D or better	10,710	D or better	1,660	No
Gopher Canyon Road	Old Castle Road	16,200	9,050	D or better	8,660	D or better	390	No	

SOURCE: Appendix E.
ADT = average daily traffic
LOS = level of service

**TABLE 2.3-14
 FREEWAY SEGMENT LEVEL OF SERVICE RESULTS
 EXISTING PLUS PROJECT (PHASE E – BUILD-OUT) CONDITIONS**

Freeway	Segment	ADT	Peak Hour %	Peak Hour Volume	Directional Split	# of Lanes Per Direction	PHF	% of Heavy Vehicle	Volume (pc/h/ln)	V/C	LOS w/ Project	Change in V/C (compare to Existing)	Significant Impact?
I-15	Riverside County Boundary to Old Highway 395	136,550	8.4%	11,536	0.64	4	0.95	6.75%	1,994	0.849	D	0.016	No
I-15	Old Highway 395 to SR-76	136,640	7.4%	10,165	0.73	4	0.95	6.75%	2,023	0.861	D	0.017	No
I-15	SR-76 to Old Highway 395	115,320	7.8%	9,020	0.69	4	0.95	8.40%	1,695	0.721	C	0.015	No
I-15	Old Highway 395 to Gopher Canyon Road	114,000	8.1%	9,207	0.67	4	0.95	8.40%	1,686	0.717	C	0.025	No
I-15	Gopher Canyon Road to Deer Springs Road	121,580	8.1%	9,819	0.67	4	0.95	13.20%	1,839	0.783	C	0.029	No
I-15	Deer Springs Road to Centre City Parkway	121,350 121,050	8.0%	9,749 9,725	0.66	4	0.95	13.20%	1,817 1,813	0.773 0.774	C	0.028 0.026	No
I-15	Centre City Parkway to El Norte Parkway	114,510 114,210	8.0%	9,200 9,176	0.66	4	0.95	13.20%	1,715 1,710	0.730 0.728	C	0.022 0.020	No
I-15	El Norte Parkway to SR-78	130,270 129,970	7.9%	10,253 10,230	0.66	4	0.95	10.00%	1,884 1,879	0.802 0.800	D C	0.020 0.018	No
I-15	SR-78 to W Valley Parkway	194,200	8.1%	15,805	0.60	5+2ML	0.95	10.00%	1,497	0.637	C	0.007	No
I-15	W Valley Parkway to Auto Parkway	180,850	8.1%	14,718	0.60	5+2ML	0.95	10.00%	1,394	0.593	B	0.006	No
I-15	Auto Parkway to W Citracado Parkway	173,800	7.8%	13,479	0.60	5+2ML	0.95	10.00%	1,269	0.540	B	0.006	No
I-15	W Citracado Parkway to Via Rancho Parkway	197,590	7.8%	15,324	0.60	5+2ML	0.95	7.00%	1,422	0.605	B	0.005	No

**TABLE 2.3-14
 FREEWAY SEGMENT LEVEL OF SERVICE RESULTS
 EXISTING PLUS PROJECT (PHASE E – BUILD-OUT) CONDITIONS
 (continued)**

Freeway	Segment	ADT	Peak Hour %	Peak Hour Volume	Directional Split	# of Lanes Per Direction	PHF	% of Heavy Vehicle	Volume (pc/h/ln)	V/C	LOS w/ Project	Change in V/C (compare to Existing)	Significant Impact?
I-15	Via Rancho Parkway to Bernardo Drive	199,470	7.4%	14,680	0.58	5+2ML	0.95	7.00%	1,322	0.562	B	0.004	No
I-15	Bernardo Drive to Rancho Bernardo Road	202,380	7.4%	14,895	0.58	5+2ML	0.95	7.00%	1,341	0.571	B	0.004	No
I-15	Rancho Bernardo Road to Bernardo Center Drive	210,290	7.3%	15,439	0.54	5+2ML	0.95	7.00%	1,288	0.548	B	0.003	No
I-15	Bernardo Center Drive to Camino Del Norte	215,230	7.3%	15,802	0.54	5+2ML	0.95	7.00%	1,318	0.561	B	0.003	No

SOURCE: Appendix E.

Notes:

Bold letter indicates unacceptable LOS E or F.

ML = Managed Lane.

**TABLE 2.3-15
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
EXISTING PLUS CUMULATIVE PROJECTS PLUS PROJECT CONDITIONS**

Roadway	From	To	With Cumulative Projects + Project				Existing		Cumulative Projects + Project ADT	Cumulative Impact?
			Cross-Section	LOS Threshold (LOS D)	ADT	LOS	ADT	LOS		
E. Dulin Road	Old Highway 395	SR-76	2-Ln	9,800	7,330	D	1,830	B	5,500	No
W. Lilac Road	Camino Del Rey	Camino Del Cielo	2-Ln	7,800	3,330	A	2,270	A	1,060	No
W. Lilac Road	Camino Del Cielo	Old Highway 395	2-Ln	7,800	3,530	A	2,140	A	1,390	No
W. Lilac Road	Old Highway 395	Main Street	2-Ln	8,700	14,580	F	1,150	A	12,350	Yes > 100 ADT (TR-10)
W. Lilac Road	Main Street	Street "F"	2-Ln	7,800	4,150	A	1,150	A	2,000	No
W. Lilac Road	Street "F"	Covey Lane	2-Ln	7,800	2,910	A	1,150	A	760	No
W. Lilac Road	Covey Lane	Circle R Drive	2-Ln	7,800	3,120	A	480	A	2,140	No
W. Lilac Road	Circle R Drive	Lilac Road	2-Ln	7,800	3,820	A	1,170	A	2,400	No
Camino Del Cielo	Camino Del Rey	W. Lilac Road	2-Ln	10,900	980	A	630	A	350	No
Olive Hill Road	Shamrock Road	SR-76	2-Ln	8,700	4,410	A	3,380	A	1,030	No
Camino Del Rey	SR-76	Old River Road	2-Ln	10,900	10,300	D	9,350	D	950	No
Camino Del Rey	Old River Road	W. Lilac Road	2-Ln	9,800	11,960	E	8,640	D	3,320	Yes > 200 ADT (TR-11)
Camino Del Rey	W. Lilac Road	Camino Del Cielo	2-Ln w/ SM	13,500	9,550	D	6,730	C	2,820	No
Camino Del Rey	Camino Del Cielo	Old Highway 395	2-Ln	7,800	5,600	B	4,850	A	750	No
Gopher Canyon Road	E. Vista Way	I-15 SB Ramps	2-Ln	9,800	17,370	F	15,310	F	1,960	Yes > 100 ADT (TR-12 and TR-13)
Gopher Canyon Road	I-15 SB Ramps	I-15 NB Ramps	4-Ln	30,800	19,440	B	12,390	A	5,950	No
Gopher Canyon Road	I-15 NB Ramps	Old Highway 395	4-Ln	30,800	18,260	B	11,870	A	6,290	No
Circle R Drive	Old Highway 395	Mountain Ridge Road	2-Ln	9,800	7,720	D	4,030	C	2,690	No
Circle R Drive	Mountain Ridge Road	W. Lilac Road	2-Ln	9,800	3,040	B	1,770	B	770	No
Old Castle Road	Old Highway 395	Lilac Road	2-Ln	9,800	9,780	D	6,840	D	3,540	No
E. Vista Way	SR-76	Gopher Canyon Road	2-Ln w/ TWLTL	13,500	20,520	F	15,120	E	5,400	Yes > 100 ADT (TR-14)

**TABLE 2.3-15
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
EXISTING PLUS CUMULATIVE PROJECTS PLUS PROJECT CONDITIONS
(continued)**

Roadway	From	To	With Cumulative Projects + Project				Existing		Cumulative Projects + Project ADT	Cumulative Impact?
			Cross-Section	LOS Threshold (LOS D)	ADT	LOS	ADT	LOS		
E. Vista Way	Gopher Canyon Road	Osborne Street	2-Ln w/ TWLTL	13,500	26,990	F	21,020	F	5,970	Yes > 100 ADT (TR-15)
Old River Road	SR-76	Camino Del Rey	2-Ln	9,800	4,790	C	4,070	C	720	No
Champagne Blvd	Old Castle Road	Lawrence Welk Drive	2-Ln	10,700	8,270	D	4,170	C	3,600	No
Pankey Road	Pala Mesa Drive	SR-76	2-Ln	4,500	16,520	F	70	A	16,450	Yes > 100 ADT (TR-16)
Lilac Road	Couser Canyon Road	W. Lilac Road	2-Ln	7,800	1,970	A	1,150	A	820	No
Lilac Road	W. Lilac Road	Old Castle Road	2-Ln	7,800	3,830	A	2,640	A	1,190	No
Lilac Road	Old Castle Road	Anthony Road	2-Ln	10,900	11,590	E	9,010	D	2,580	Yes > 200 ADT (TR-17)
Lilac Road	Anthony Road	Betsworth Road	2-Ln	10,900	10,760	D	8,740	D	2,020	No
Lilac Road	Betsworth Road	Valley Center Road	2-Ln	13,500	11,920	D	9,620	D	2,300	No
Valley Center Road	Woods Valley Road	Lilac Road	4/Ln w/ TWLTL/RM	27,000	24,280	D	21,290	C	2,990	No
Valley Center Road	Lilac Road	Miller Road	4-Ln w/ RM	33,400	27,000	C	24,280	B	2,720	No
Valley Center Road	Miller Road	Cole Grade Road	4-Ln w/ RM	27,000	24,950	D	22,440	C	2,510	No
Valley Center Road	Cole Grade Road	Vesper Road	2-Ln	13,500	12,760	D	11,490	D	1,270	No
Miller Road	Misty Oak Road	Valley Center Road	2-Ln	7,000	2,280	A	1,460	A	820	No
Cole Grade Road	Fruitvale Road	Valley Center Road	2-Ln w/ TWLTL	13,500	16,650	E	10,660	D	5,990	Yes > 200 ADT (TR-18)

SOURCE: Appendix E.

Notes:

Bold letter indicates unacceptable LOS E or F; RM = Raised Median; SM = Striped Median; TWLTL = Two-Way Left-Turn Lane.

**TABLE 2.3-16
PEAK HOUR INTERSECTION LEVEL OF SERVICE RESULTS
EXISTING PLUS CUMULATIVE PROJECTS PLUS PROJECT CONDITIONS**

Intersection	Traffic Control	With Cumulative Projects + Project				Existing		Change in Delay (seconds) AM/PM	Cumulative Projects + Project Traffic to Critical Movements AM/PM	Cumulative Impact?
		AM Peak Hour		PM Peak Hour		Delay (seconds) AM/PM	LOS AM/PM			
		Average Delay (seconds)	LOS	Average Delay (seconds)	LOS					
1. E. Vista Way/Gopher Canyon Road	Signal	250.5	F	275.5	F	172.8/212.0	F/F	77.2/63.5	-	Yes (TR-19) County Int. LOS Degrade & > 1 sec.
2. SR-76/Old River Road/E. Vista Way	Signal	40.4	D	51.4	D	23.7/32.0	C/C	16.7/19.4	-	No
3. SR-76/Olive Hill Road/Camino Del Rey	Signal	40.8	D	51.2	D	21.6/34.5	C/C	19.2/16.7	-	No
4. Old River Road/Camino Del Rey	OWSC	109.1	F	27.3	C	23.2/12.2	D/B	85.9/15.1	AM: NBL +3	No County Int. < 5 trips
5. W. Lilac Road/Camino Del Rey	OWSC	21.9	C	15.4	B	15.7/11.0	C/B	6.2/4.4	-	No
6. Old Highway 395/SR-76	Signal	190.3	F	190.7	F	29.0/30.8	C/D	161.3/150.9	-	Yes (TR-20) Caltrans Int. > 2 sec.
7. Pankey Road/SR-76	TWSC	OVFL	F	OVFL	F	12.5/15.2	B/C	OVFL/OVFL	-	Yes (TR-21) Caltrans Int. > 2 sec.
8. Old Highway 395/E. Dulin Road	OWSC	364.5	F	179.1	F	12.8/11.2	B/B	351.7/167.9	AM : WBL +89 PM : WBL +180	Yes (TR-22) County Int. > 5 trips

**TABLE 2.3-16
PEAK HOUR INTERSECTION LEVEL OF SERVICE RESULTS
EXISTING PLUS CUMULATIVE PROJECTS PLUS PROJECT CONDITIONS (continued)**

Intersection	Traffic Control	With Cumulative Projects + Project				Existing		Change in Delay (seconds) AM/PM	Cumulative Projects + Project Traffic to Critical Movements AM/PM	Cumulative Impact?
		AM Peak Hour		PM Peak Hour		Delay (seconds) AM/PM	LOS AM/PM			
		Average Delay (seconds)	LOS	Average Delay (seconds)	LOS					
9. Old Highway 395/W. Lilac Road	TWSC	OVFL	F	OVFL	F	14.7/13.3	C/B	OVFL/OVFL	AM : WBL +352 PM : WBL +266	Yes (TR-23) County Int. > 5 trips
10. I-15 SB Ramps/Old Highway 395	OWSC	71.0	F	344.3	F	10.6/12.1	B/B	60.4/332.2	-	Yes (TR-24) Caltrans Int. > 2 sec.
11. I-15 NB Ramps/Old Highway 395	OWSC	20.6	C	129.9	F	9.8/11.2	A/B	10.8/118.7	-	Yes (TR-25) Caltrans Int. > 2 sec.
12. Old Highway 395/Camino Del Rey	OWSC	14.4	B	20.4	C	10.1/11.0	B/B	4.3/9.4	-	No
13. Old Highway 395/Circle R Drive	OWSC	354.5	F	742.3	F	20.4/22.5	C/C	334.1/719.8	AM : WBL +156 PM : WBL +107	Yes (TR-26) County Int. > 5 trips
14. I-15 SB Ramps/Gopher Canyon Road	OWSC	OVFL	F	OVFL	F	468.2/173.0	F/F	OVFL/OVFL	-	Yes (TR-27) Caltrans Int. > 2 sec.
15. I-15 NB Ramps/Gopher Canyon Road	OWSC	549.7	F	OVFL	F	30.5/1945.4	D/F	519.2/OVFL	-	Yes (TR-28) Caltrans Int. > 2 sec.
16. Old Highway 395/Gopher Canyon Road	Signal	23.1	C	30.4	C	11.0/14.7	B/B	12.1/15.7	-	No
17. Old Highway 395/Old Castle Road	Signal	14.9	B	18.3	B	13.9/15.7	B/B	1.0/2.6	-	No
18. W. Lilac Road/Covey Lane	TWSC	11.3	B	13.4	B	8.8/9.3	B/A	2.5/4.1	-	No

**TABLE 2.3-16
PEAK HOUR INTERSECTION LEVEL OF SERVICE RESULTS
EXISTING PLUS CUMULATIVE PROJECTS PLUS PROJECT CONDITIONS (continued)**

Intersection	Traffic Control	With Cumulative Projects + Project				Existing		Change in Delay (seconds) AM/PM	Cumulative Projects + Project Traffic to Critical Movements AM/PM	Cumulative Impact?
		AM Peak Hour		PM Peak Hour		Delay (seconds) AM/PM	LOS AM/PM			
		Average Delay (seconds)	LOS	Average Delay (seconds)	LOS					
19. Mountain Ridge Road/Circle R Drive	TWSC	12.2	B	13.1	B	9.3/9.6	A/A	2.9/3.5	-	No
20. W. Lilac Road/Circle R Drive	OWSC	14.6	B	12.4	B	9.3/9.3	A/A	5.3/3.1	-	No
21. Lilac Road/W. Lilac Road	OWSC	11.1	B	12.0	B	9.6/9.9	A/A	1.5/2.1	-	No
22. Lilac Road/Old Castle Road	OWSC	17.0	B	32.6	D	11.8/17.8	B/C	5.2/14.8	-	No
23. Valley Center Rd/Lilac Road	Signal	38.9	D	52.7	D	10.5/22.6	B/C	28.4/30.1	-	No
24. Miller Road/Valley Center Road	OWSC	23.3	C	103.0	F	16.9/25.0	C/D	6.4/77.8	PM : SB +29	Yes (TR-29) County Int. > 5 trips
25. Cole Grade Road/Valley Center Road	Signal	36.6	D	48.8	D	31.1/34.9	C/C	5.5/13.9	-	No
26. Street "O"/W. Lilac Road/Main Street	RA	12.3	B	16.9	C	DNE	DNE	12.3/16.9	-	No
27. Main Street/Street "C"	RA	7.9	A	9.1	A	DNE	DNE	7.7/9.1	-	No
28. Lilac Hills Ranch Road/Main Street North	AWSC	8.9	A	8.8	A	DNE	DNE	8.9/8.8	-	No
29. Lilac Hills Ranch Road/Main Street South	AWSC	8.9	A	11.1	A	DNE	DNE	8.9/11.1	-	No
30. Street "Z"/Main Street	OWSC	8.7	A	9.0	A	DNE	DNE	8.7/9.0	-	No
31. W. Lilac Road/Street "F"/Main Street	RA	4.4	A	4.6	A	DNE	DNE	4.4/4.6	-	No

SOURCE: Appendix E. Notes:

Bold letter indicates unacceptable LOS E of F.

AWSC = All-Way Stop Controlled; TWSC = Two-Way Stop Controlled; OWSC = One-Way Stop Controlled; RA = Roundabout.

DNE = Does Not Exist; For OWSC and TWSC intersections, the delay shown is the worst delay experienced by any of the approaches.

**TABLE 2.3-17
TWO-LANE HIGHWAY LEVEL OF SERVICE RESULTS
EXISTING PLUS CUMULATIVE PROJECTS PLUS PROJECT CONDITIONS**

2-Lane Highway	From	To	With Project Build-out			Existing		Project Build-out ADT	Direct Impact?
			LOS Threshold (LOS D)	ADT	LOS	ADT	LOS		
Old Highway 395	Pala Mesa Drive	SR-76	16,200	11,230	D or better	4,770	D or better	6,460	No
	SR-76	E. Dulin Road	16,200	9,890	D or better	4,720	D or better	5,170	No
	E. Dulin Road	W. Lilac Road	16,200	13,280	D or better	4,340	D or better	8,440	No
	W. Lilac Road	I-15 SB Ramps	16,200	15,060	D or better	4,450	D or better	9,610	No
	I-15 SB Ramps	I-15 NB Ramps	16,200	11,600	D or better	3,600	D or better	7,500	No
	I-15 NB Ramps	Camino Del Rey	16,200	7,070	D or better	2,430	D or better	4,390	No
	Camino Del Rey	Circle R Drive	16,200	9,770	D or better	5,820	D or better	3,700	No
	Circle R Drive	Gopher Canyon Road	16,200	15,590	D or better	10,710	D or better	4,680	No
	Gopher Canyon Road	Old Castle Road	16,200	10,310	D or better	8,660	D or better	1,380	No

SOURCE: Appendix E.

ADT = average daily traffic

LOS = level of service

**TABLE 2.3-18
FREEWAY SEGMENT LEVEL OF SERVICE RESULTS
EXISTING PLUS CUMULATIVE PROJECTS PLUS PROJECT CONDITIONS**

Freeway	Segment	ADT	Peak Hour %	Peak Hour Volume	Directional Split	# of Lanes Per Direction	PHF	% of Heavy Vehicle	Volume (pc/h/ln)	V/C	LOS w/ Project	Change in V/C (compare to Existing)	Cumulative Impact?
I-15	Riverside County Boundary to Old Highway 395	203,380	8.4%	17,182	0.64	4	0.95	6.75%	2,970	1.264	F	0.431	Yes (TR-30) > 0.01
I-15	Old Highway 395 to SR-76	239,120	7.4%	17,789	0.73	4	0.95	6.75%	3,540	1.506	F	0.662	Yes (TR-31) > 0.01
I-15	SR-76 to Old Highway 395	169,920	7.8%	13,291	0.69	4	0.95	8.40%	2,498	1.063	F	0.356	Yes (TR-32) > 0.01
I-15	Old Highway 395 to Gopher Canyon Road	167,800	8.1%	13,551	0.67	4	0.95	8.40%	2,481	1.056	F	0.364	Yes (TR-33) > 0.01
I-15	Gopher Canyon Road to Deer Springs Road	166,120	8.1%	13,496	0.67	4	0.95	13.20%	2,528	1.076	F	0.3123	Yes (TR-34) > 0.01
I-15	Deer Springs Road to Centre City Parkway	166,830 166,530	8.0%	13,403 13,379	0.66	4	0.95	13.20%	2,498 2,494	1.063 1.064	F	0.318 0.3160	Yes (TR-35) > 0.01
I-15	Centre City Parkway to El Norte Parkway	158,030 157,730	8.0%	12,696 12,672	0.66	4	0.95	13.20%	2,366 2,362	1.007 1.005	F	0.300 0.298	Yes (TR-36) > 0.01
I-15	El Norte Parkway to SR-78	172,020 171,220	7.9%	13,540 13,516	0.66	4	0.95	10.00%	2,487 2,483	1.058 1.057	F	0.277 0.275	Yes (TR-37) > 0.01
I-15	SR-78 to W Valley Parkway	217,370	8.1%	17,691	0.60	5+2ML	0.95	10.00%	1,676	0.713	C	0.083	No
I-15	W Valley Parkway to Auto Parkway	199,990	8.1%	16,276	0.60	5+2ML	0.95	10.00%	1,542	0.656	C	0.069	No
I-15	Auto Parkway to W Citracado Parkway	191,830	7.8%	14,878	0.60	5+2ML	0.95	10.00%	1,401	0.596	B	0.062	No
I-15	W Citracado Parkway to Via Rancho Parkway	208,840	7.8%	16,197	0.60	5+2ML	0.95	7.00%	1,503	0.640	C	0.039	No
I-15	Via Rancho Parkway to Bernardo Drive	238,980	7.4%	17,558	0.58	5+2ML	0.95	7.00%	1,583	0.674	C	0.116	No
I-15	Bernardo Drive to Rancho Bernardo Road	214,110	7.4%	15,758	0.58	5+2ML	0.95	7.00%	1,419	0.604	B	0.037	No
I-15	Rancho Bernardo Road to Bernardo Center Drive	215,670	7.3%	15,832	0.54	5+2ML	0.95	7.00%	1,321	0.562	B	0.017	No
I-15	Bernardo Center Drive to Camino Del Norte	216,670	7.3%	15,908	0.54	5+2ML	0.95	7.00%	1,327	0.565	B	0.070	No

SOURCE: Appendix E. Notes:

Bold letter indicates unacceptable LOS E or F.

ML = Managed Lane

pc/h/ln = passenger-cars per hour per lane

V/C = volume/capacity;

LOS = level of service

TABLE 2.3-19
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
BUILD-OUT UNDER THE EXISTING GENERAL PLAN WITHOUT THE PROJECT (without Road 3)

Roadway	From	To	Classification	LOS Threshold (LOS D)	ADT	LOS
E. Dulin Road	Old Highway 395	SR-76	2.1E	10,900	6,700	C
W. Lilac Road	Camino Del Rey	Camino Del Cielo	2.2E	10,900	4,700	C
W. Lilac Road	Camino Del Cielo	Old Highway 395	2.2E	10,900	6,200	C
W. Lilac Road	Old Highway 395	Main Street	2.2C	13,500	1,870	B
W. Lilac Road	Main Street	Street "F"	2.2C	13,500	4,400	B
W. Lilac Road	Street "F"	Running Creek Road	2.2C	13,500	5,300	B
W. Lilac Road	Running Creek Road	Covey Lane	2.2F	8,700	3,000	A
W. Lilac Road	Covey Lane	Circle R Drive	2.2F	8,700	1,300	A
W. Lilac Road	Circle R Drive	Lilac Road	2.2F	8,700	1,900	A
Camino Del Cielo	Camino Del Rey	W. Lilac Road	2.2E	10,900	4,900	C
Olive Hill Road	Shamrock Road	SR-76	2.2E	10,900	8,400	D
Camino Del Rey	SR-76	Old River Road	4.2B	25,000	18,400	B
Camino Del Rey	Old River Road	W. Lilac Road	4.2B	25,000	12,850	A
Camino Del Rey	W. Lilac Road	Camino Del Cielo	4.2B	25,000	8,080	A
Camino Del Rey	Camino Del Cielo	Old Highway 395	2.2C	13,500	8,180	C
Gopher Canyon Road	E. Vista Way	I-15 SB Ramps	4.1B	30,800	19,300	B
Gopher Canyon Road	I-15 SB Ramps	I-15 NB Ramps	4.1B	30,800	18,610	B
Gopher Canyon Road	I-15 NB Ramps	Old Highway 395	4.1B	30,800	18,560	B
Circle R Drive	Old Highway 395	Mountain Ridge Road	2.2E	10,900	5,460	C
Circle R Drive	Mountain Ridge Road	W. Lilac Road	2.2E	10,900	1,380	B
Old Castle Road	Old Highway 395	Lilac Road	2.2D	13,500	8,510	C
E. Vista Way	SR-76	Gopher Canyon Road	4.1A	33,400	20,680	B
E. Vista Way	Gopher Canyon Road	Osborne Street	4.1A	33,400	27,250	C
Old River Road	SR-76	Camino Del Rey	2.2C	13,500	8,370	C
Old Highway 395	Pala Mesa Drive	SR-76	4.2B	25,000	17,200	B
Old Highway 395	SR-76	E. Dulin Road	2.1D	13,500	13,960	E
Old Highway 395	E. Dulin Road	W. Lilac Road	2.1D	13,500	13,310	E
Old Highway 395	W. Lilac Road	I-15 SB Ramps	4.2B	25,000	17,680	B
Old Highway 395	I-15 SB Ramps	I-15 NB Ramps	4.2B	25,000	15,730	B
Old Highway 395	I-15 NB Ramps	Camino Del Rey	4.1B	30,800	15,250	B
Old Highway 395	Camino Del Rey	Circle R Drive	4.1B	30,800	22,540	C

TABLE 2.3-19
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
BUILD-OUT UNDER THE EXISTING GENERAL PLAN WITHOUT THE PROJECT (without Road 3)
(continued)

Roadway	From	To	Classification	LOS Threshold (LOS D)	ADT	LOS
Old Highway 395	Circle R Drive	Gopher Canyon Road	4.1B	30,800	27,180	D
Old Highway 395	Gopher Canyon Road	Old Castle Road	4.1B	30,800	27,030	C
Champagne Boulevard	Old Castle Road	Lawrence Welk Drive	4.1B	30,800	19,450	B
Pankey Road	Pala Mesa Drive	SR-76	2.1A	15,000	9,460	A
Lilac Road	Couser Canyon Road	W. Lilac Road	2.2E	10,900	4,280	C
Lilac Road	W. Lilac Road	Old Castle Road	2.2E	10,900	7,650	D
Lilac Road	Old Castle Road	Anthony Road	2.1C	13,500	12,570	D
Lilac Road	Anthony Road	New Road 19 (east of Betsworth Road)	4.2B	25,000	23,340	D
Lilac Road	New Road 19 (east of Betsworth Road)	Valley Center Road	4.2B	25,000	40,280	F accepted at LOS E/F
Valley Center Road	Woods Valley Road	Lilac Road	4.2A	27,000	23,160	C
Valley Center Road	Lilac Road	Miller Road	4.1A	33,400	34,720	E
Valley Center Road	Miller Road	Indian Creek Road	4.2A	27,000	35,340	F accepted at LOS E/F
Valley Center Road	Indian Creek Road	Cole Grade Road	4.2A	27,000	25,690	D
Valley Center Road	Cole Grade Road	Vesper Road	4.2A	27,000	16,370	A
Miller Road	Misty Oak Road	Valley Center Road	2.3B	8,000	2,490	A
Cole Grade Road	Fruitvale Road	Valley Center Road	4.2A	27,000	20,080	B

SOURCE: Appendix E

Notes:

Bold letter indicates unacceptable LOS E or F.

ADT = average daily traffic

LOS = level of service

**TABLE 2.3-20
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
BUILD-OUT UNDER THE EXISTING GENERAL PLAN WITH THE PROJECT (without Road 3)**

Roadway	From	To	Horizon Year with Project				Horizon Year w/o Project		Project ADT
			Classification	LOS Threshold (LOS D)	ADT	LOS	ADT	LOS	
E. Dulin Road	Old Highway 395	SR-76	2.1E	10,900	9,740	D	6,700	C	3,040
W. Lilac Road	Camino Del Rey	Camino Del Cielo	2.2E	10,900	5,600	C	4,700	C	900
W. Lilac Road	Camino Del Cielo	Old Highway 395	2.2E	10,900	7,290	D	6,200	C	1,090
W. Lilac Road	Old Highway 395	Main Street	2.2C	13,500	14,790	E	3,600	B	11,190
W. Lilac Road	Main Street	Street "F"	2.2F*	8,700	6,060	B	4,400	B	1,660
W. Lilac Road	Street "F"	Running Creek Road	2.2F*	8,700	5,910	A	5,300	B	610
W. Lilac Road	Running Creek Road	Covey Lane	2.2F	8,700	3,610	B	3,000	A	610
W. Lilac Road	Covey Lane	Circle R Drive	2.2F	8,700	2,710	A	1,300	A	1,410
W. Lilac Road	Circle R Drive	Lilac Road	2.2F	8,700	3,020	A	1,900	A	1,120
Camino Del Cielo	Camino Del Rey	W. Lilac Road	2.2E	10,900	4,930	C	4,900	C	30
Olive Hill Road	Shamrock Road	SR-76	2.2E	10,900	8,430	D	8,400	D	30
Camino Del Rey	SR-76	Old River Road	4.2B	25,000	18,830	B	18,400	B	430
Camino Del Rey	Old River Road	W. Lilac Road	4.2B	25,000	14,010	A	13,100	A	910
Camino Del Rey	W. Lilac Road	Camino Del Cielo	4.2B	25,000	8,160	A	8,100	A	60
Camino Del Rey	Camino Del Cielo	Old Highway 395	2.2C	13,500	8,270	C	8,200	C	70
Gopher Canyon Rd	E. Vista Way	I-15 SB Ramps	4.1B	30,800	20,150	B	19,600	B	550
Gopher Canyon Rd	I-15 SB Ramps	I-15 NB Ramps	4.1B	30,800	19,690	B	19,100	B	590
Gopher Canyon Rd	I-15 NB Ramps	Old Highway 395	4.1B	30,800	19,740	B	19,100	B	640
Circle R Drive	Old Highway 395	Mountain Ridge Road	2.2E	10,900	7,480	C	6,500	C	980
Circle R Drive	Mountain Ridge Road	W. Lilac Road	2.2E	10,900	2,620	B	2,000	B	620
Old Castle Road	Old Highway 395	Lilac Road	2.2D	13,500	9,180	C	9,100	C	80
E. Vista Way	SR-76	Gopher Canyon Road	4.1A	33,400	20,988	B	20,800	B	180
E. Vista Way	Gopher Canyon Road	Osborne Street	4.1A	33,400	27,690	C	27,400	C	290
Old River Road	SR-76	Camino Del Rey	2.2C	13,500	8,980	C	8,500	C	480
Old Highway 395	Pala Mesa Drive	SR-76	4.2B	25,000	18,130	B	17,400	B	730
Old Highway 395	SR-76	E. Dulin Road	2.1D	13,500	15,500	E accepted at LOS E/F	14,300	E accepted at LOS E/F	1,200
Old Highway 395	E. Dulin Road	W. Lilac Road	2.1D	13,500	19,960	F	15,700	E	4,260
Old Highway 395	W. Lilac Road	I-15 SB Ramps	4.2B	25,000	24,900	D	18,100	B	5,800
Old Highway 395	I-15 SB Ramps	I-15 NB Ramps	4.2B	25,000	20,620	B	16,900	B	3,720

**TABLE 2.3-20
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
BUILD-OUT UNDER THE EXISTING GENERAL PLAN WITH THE PROJECT (without Road 3)
(continued)**

Roadway	From	To	Horizon Year with Project				Horizon Year w/o Project		Project ADT
			Classification	LOS Threshold (LOS D)	ADT	LOS	ADT	LOS	
Old Highway 395	I-15 NB Ramps	Camino Del Rey	4.1B	30,800	17,600	B	15,900	B	1,700
Old Highway 395	Camino Del Rey	Circle R Drive	4.1B	30,800	24,960	C	23,200	C	1,760
Old Highway 395	Circle R Drive	Gopher Canyon Road	4.1B	30,800	29,260	D	28,000	D	1,620
Old Highway 395	Gopher Canyon Road	Old Castle Road	4.1B	30,800	28,280	D	27,300	C	980
Champagne Boulevard	Old Castle Road	Lawrence Welk Drive	4.1B	30,800	20,600	B	19,700	B	900
Pankey Road	Pala Mesa Drive	SR-76	2.1A	15,000	10,540	B	9,700	A	840
Lilac Road	Couser Canyon Road	W. Lilac Road	2.2E	10,900	6,070	C	5,700	C	370
Lilac Road	W. Lilac Road	Old Castle Road	2.2E	10,900	9,310	D	8,600	D	710
Lilac Road	Old Castle Road	Anthony Road	2.1C	13,500	13,150	D	12,500	D	650
Lilac Road	Anthony Road	New Road 19 (east of Betsworth Road)	4.2B	25,000	24,590	D	24,200	D	390
Lilac Road	New Road 19 (east of Betsworth Road)	Valley Center Road	4.2B	25,000	41,360	F accepted at LOS E/F	41,100	F accepted at LOS E/F	260
Valley Center Road	Woods Valley Road	Lilac Road	4.2A	27,000	23,710	C	23,700	C	10
Valley Center Road	Lilac Road	Miller Road	4.1A	33,400	35,250	E	35,000	E	250
Valley Center Road	Miller Road	Indian Creek Road	4.2A	27,000	35,790	F accepted at LOS E/F	35,600	F accepted at LOS E/F	190
Valley Center Road	Indian Creek Road	Cole Grade Road	4.2A	27,000	25,890	D	25,680	D	190
Valley Center Road	Cole Grade Road	Vesper Road	4.2A	27,000	16,680	A	16,600	A	80
Miller Road	Misty Oak Road	Valley Center Road	2.3B	8,000	2,530	A	2,500	A	30
Cole Grade Road	Fruitvale Road	Valley Center Road	4.2A	27,000	20,180	B	20,100	B	80

SOURCE: Appendix E

Notes:

Bold letter indicates unacceptable LOS E or F.

*Proposed downgrade from 2.2C to 2.2F.

ADT = average daily traffic

LOS = level of service

**TABLE 2.3-21
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
BUILD-OUT UNDER THE EXISTING GENERAL PLAN WITHOUT THE PROJECT (with Road 3)**

Roadway	From	To	Classification	LOS Threshold (LOS D)	ADT	LOS
E. Dulin Road	Old Highway 395	SR-76	2.1E	10,900	6,600	C
W. Lilac Road	Camino Del Rey	Camino Del Cielo	2.2E	10,900	5,200	C
W. Lilac Road	Camino Del Cielo	Old Highway 395	2.2E	10,900	6,600	C
W. Lilac Road	Old Highway 395	Main Street	2.2C	13,500	11,400	D
W. Lilac Road	Main Street	Street "F"	2.2C	13,500	11,000	D
W. Lilac Road	Street "F"	Road 3	2.2C	13,500	8,200	C
W. Lilac Road	Road 3	Covey Lane	2.2F	8,700	1,200	A
W. Lilac Road	Covey Lane	Circle R Drive	2.2F	8,700	1,200	A
W. Lilac Road	Circle R Drive	Lilac Road	2.2F	8,700	1,800	A
Camino Del Cielo	Camino Del Rey	W. Lilac Road	2.2E	10,900	4,900	C
Olive Hill Road	Shamrock Road	SR-76	2.2E	10,900	9,200	D
Camino Del Rey	SR-76	Old River Road	4.2B	25,000	18,900	B
Camino Del Rey	Old River Road	W. Lilac Road	4.2B	25,000	13,500	A
Camino Del Rey	W. Lilac Road	Camino Del Cielo	4.2B	25,000	8,100	A
Camino Del Rey	Camino Del Cielo	Old Highway 395	2.2C	13,500	8,100	C
Gopher Canyon Road	E. Vista Way	I-15 SB Ramps	4.1B	30,800	20,000	B
Gopher Canyon Road	I-15 SB Ramps	I-15 NB Ramps	4.1B	30,800	19,500	B
Gopher Canyon Road	I-15 NB Ramps	Old Highway 395	4.1B	30,800	19,600	B
Circle R Drive	Old Highway 395	Mountain Ridge Road	2.2E	10,900	7,100	D
Circle R Drive	Mountain Ridge Road	W. Lilac Road	2.2E	10,900	2,700	B
Old Castle Road	Old Highway 395	Lilac Road	2.2D	13,500	7,800	C
E. Vista Way	SR-76	Gopher Canyon Road	4.1A	33,400	20,800	B
E. Vista Way	Gopher Canyon Road	Osborne Street	4.1A	33,400	27,600	C
Old River Road	SR-76	Camino Del Rey	2.2C	13,500	8,500	C
Old Highway 395	Pala Mesa Drive	SR-76	4.2B	25,000	15,900	A
Old Highway 395	SR-76	E. Dulin Road	2.1D	13,500	14,900	E accepted at LOS E/F
Old Highway 395	E. Dulin Road	W. Lilac Road	2.1D	13,500	16,100	E
Old Highway 395	W. Lilac Road	I-15 SB Ramps	4.2B	25,000	20,900	C
Old Highway 395	I-15 SB Ramps	I-15 NB Ramps	4.2B	25,000	17,100	B
Old Highway 395	I-15 NB Ramps	Camino Del Rey	4.1B	30,800	14,300	B
Old Highway 395	Camino Del Rey	Circle R Drive	4.1B	30,800	20,900	B
Old Highway 395	Circle R Drive	Gopher Canyon Road	4.1B	30,800	27,800	D
Old Highway 395	Gopher Canyon Road	Old Castle Road	4.1B	30,800	25,000	C

**TABLE 2.3-21
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
BUILD-OUT UNDER THE EXISTING GENERAL PLAN WITHOUT THE PROJECT (with Road 3)**

Roadway	From	To	Classification	LOS Threshold (LOS D)	ADT	LOS
Champagne Boulevard	Old Castle Road	Lawrence Welk Drive	4.1B	30,800	19,600	B
Pankey Road	Pala Mesa Drive	SR-76	2.1A	15,000	9,600	A
Lilac Road	Couser Canyon Road	W. Lilac Road	2.2E	10,900	7,900	D
Lilac Road	W. Lilac Road	Old Castle Road	2.2E	10,900	8,300	D
Lilac Road	Old Castle Road	Anthony Road	2.1C	13,500	11,300	D
Lilac Road	Anthony Road	New Road 19 (east of Betsworth Road)	4.2B	25,000	19,200	B
Lilac Road	New Road 19 (east of Betsworth Road)	Valley Center Road	4.2B	25,000	33,900	F accepted at LOS E/F
Valley Center Road	Woods Valley Road	Lilac Road	4.2A	27,000	23,200	C
Valley Center Road	Lilac Road	Miller Road	4.1A	33,400	32,100	D
Valley Center Road	Miller Road	Indian Creek Road	4.2A	27,000	33,000	F accepted at LOS E/F
Valley Center Road	Indian Creek Road	Cole Grade Road	4.2A	27,000	23,790	C
Valley Center Road	Cole Grade Road	Vesper Road	4.2A	27,000	16,900	A
Miller Road	Misty Oak Road	Valley Center Road	2.3B	8,000	2,400	A
Cole Grade Road	Fruitvale Road	Valley Center Road	4.2A	27,000	18,000	B

SOURCE: Appendix E

Notes:

Bold letter indicates unacceptable LOS E or F.

LOS = level of service

ADT = average daily traffic

**TABLE 2.3-22
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
BUILD-OUT UNDER THE EXISTING GENERAL PLAN WITH THE PROJECT (with Road 3)**

Roadway	From	To	Horizon Year with Project				Horizon Year w/o Project		Project ADT
			Classification	LOS Threshold (LOS D)	ADT	LOS	ADT	LOS	
E. Dulin Road	Old Highway 395	SR-76	2.1E	10,900	9,440	D	6,600	C	2,840
W. Lilac Road	Camino Del Rey	Camino Del Cielo	2.2E	10,900	6,070	C	5,200	C	870
W. Lilac Road	Camino Del Cielo	Old Highway 395	2.2E	10,900	7,660	D	6,600	C	1,060
W. Lilac Road	Old Highway 395	Main Street	2.2C	13,500	22,020	F	11,400	D	10,620
W. Lilac Road	Main Street	Street "F"	2.2F*	8,700	12,300	F	11,000	D	1,330
W. Lilac Road	Street "F"	Road 3	2.2F*	8,700	12,230	F	11,000	D	1,230
W. Lilac Road	Road 3	Covey Lane	2.2F	8,700	9,430	A	1,200	A	1,230
W. Lilac Road	Covey Lane	Circle R Drive	2.2F	8,700	1,890	A	1,200	A	690
W. Lilac Road	Circle R Drive	Lilac Road	2.2F	8,700	2,020	A	1,800	A	220
Camino Del Cielo	Camino Del Rey	W. Lilac Road	2.2E	10,900	4,930	C	4,900	C	30
Olive Hill Road	Shamrock Road	SR-76	2.2E	10,900	9,230	D	9,200	D	30
Camino Del Rey	SR-76	Old River Road	4.2B	25,000	19,310	B	18,900	B	410
Camino Del Rey	Old River Road	W. Lilac Road	4.2B	25,000	14,400	A	13,500	A	900
Camino Del Rey	W. Lilac Road	Camino Del Cielo	4.2B	25,000	8,160	A	8,100	A	60
Camino Del Rey	Camino Del Cielo	Old Highway 395	2.2C	13,500	8,170	C	8,100	C	70
Gopher Canyon Road	E. Vista Way	I-15 SB Ramps	4.1B	30,800	20,540	B	20,000	B	540
Gopher Canyon Road	I-15 SB Ramps	I-15 NB Ramps	4.1B	30,800	20,080	B	19,500	B	580
Gopher Canyon Road	I-15 NB Ramps	Old Highway 395	4.1B	30,800	20,220	B	19,600	B	620
Circle R Drive	Old Highway 395	Mountain Ridge Road	2.2E	10,900	8,050	D	7,100	D	950
Circle R Drive	Mountain Ridge Road	W. Lilac Road	2.2E	10,900	3,350	B	2,700	B	650
Old Castle Road	Old Highway 395	Lilac Road	2.2D	13,500	7,880	C	7,800	C	80
E. Vista Way	SR-76	Gopher Canyon Road	4.1A	33,400	20,980	B	20,800	B	180
E. Vista Way	Gopher Canyon Road	Osborne Street	4.1A	33,400	27,890	C	27,600	C	290
Old River Road	SR-76	Camino Del Rey	2.2C	13,500	8,980	C	8,500	C	480
Old Highway 395	Pala Mesa Drive	SR-76	4.2B	25,000	16,510	A	15,900	A	610
Old Highway 395	SR-76	E. Dulin Road	2.1D	13,500	16,030	E accepted at LOS E/F	14,900	E accepted at LOS E/F	1,130

**TABLE 2.3-22
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
BUILD-OUT UNDER THE EXISTING GENERAL PLAN WITH THE PROJECT (with Road 3)
(continued)**

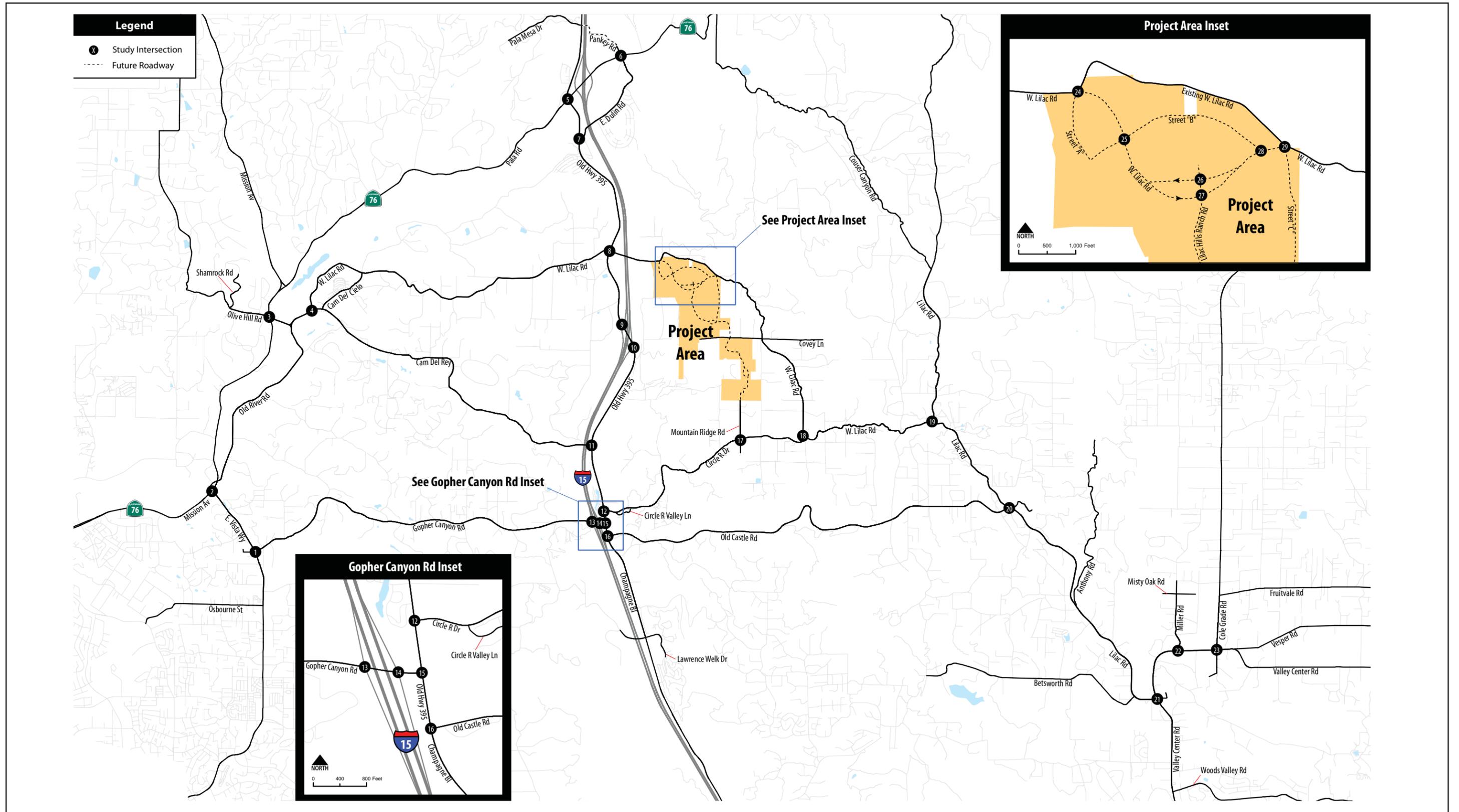
Roadway	From	To	Horizon Year with Project				Horizon Year w/o Project		Project ADT
			Classification	LOS Threshold (LOS D)	ADT	LOS	ADT	LOS	
Old Highway 395	E. Dulin Road	W. Lilac Road	2.1D	13,500	20,080	F	16,100	E	3,980
Old Highway 395	W. Lilac Road	I-15 SB Ramps	4.2B	25,000	26,540	E	20,900	C	5,640
Old Highway 395	I-15 SB Ramps	I-15 NB Ramps	4.2B	25,000	20,710	C	17,100	B	3,610
Old Highway 395	I-15 NB Ramps	Camino Del Rey	4.1B	30,800	15,950	B	14,300	B	1,650
Old Highway 395	Camino Del Rey	Circle R Drive	4.1B	30,800	22,600	B	20,900	B	1,700
Old Highway 395	Circle R Drive	Gopher Canyon Road	4.1B	30,800	29,360	D	27,800	D	1,560
Old Highway 395	Gopher Canyon Road	Old Castle Road	4.1B	30,800	25,940	C	25,000	C	940
Champagne Boulevard	Old Castle Road	Lawrence Welk Drive	4.1B	30,800	20,460	B	19,600	B	860
Pankey Road	Pala Mesa Drive	SR-76	2.1A	15,000	10,460	B	9,600	A	860
Lilac Road	Couser Canyon Road	W. Lilac Road	2.2E	10,900	8,450	D	7,900	D	550
Lilac Road	W. Lilac Road	Old Castle Road	2.2E	10,900	8,910	D	8,300	D	610
Lilac Road	Old Castle Road	Anthony Road	2.1C	13,500	11,830	D	11,300	D	530
Lilac Road	Anthony Road	New Road 19 (east of Betsworth Road)	4.2B	25,000	19,420	B	19,200	B	220
Lilac Road	New Road 19 (east of Betsworth Road)	Valley Center Road	4.2B	25,000	33,960	F accepted at LOS E/F	33,900	F accepted at LOS E/F	60
Valley Center Road	Woods Valley Road	Lilac Road	4.2A	27,000	23,210	C	23,200	C	10
Valley Center Road	Lilac Road	Miller Road	4.1A	33,400	32,140	D	32,100	D	40
Valley Center Road	Miller Road	Indian Creek Road	4.2A	27,000	33,030	F accepted at LOS E/F	32,000	F accepted at LOS E/F	30
Valley Center Road	Indian Creek Road	Cole Grade Road	4.2A	27,000	23,820	C	23,790	C	30
Valley Center Road	Cole Grade Road	Vesper Road	4.2A	27,000	16,900	A	16,900	A	0
Miller Road	Misty Oak Road	Valley Center Road	2.3B	8,000	2,410	A	2,400	A	10
Cole Grade Road	Fruitvale Road	Valley Center Road	4.2A	27,000	18,030	B	18,000	B	30

SOURCE: Appendix E.

Notes:

Bold letter indicates unacceptable LOS E or F.

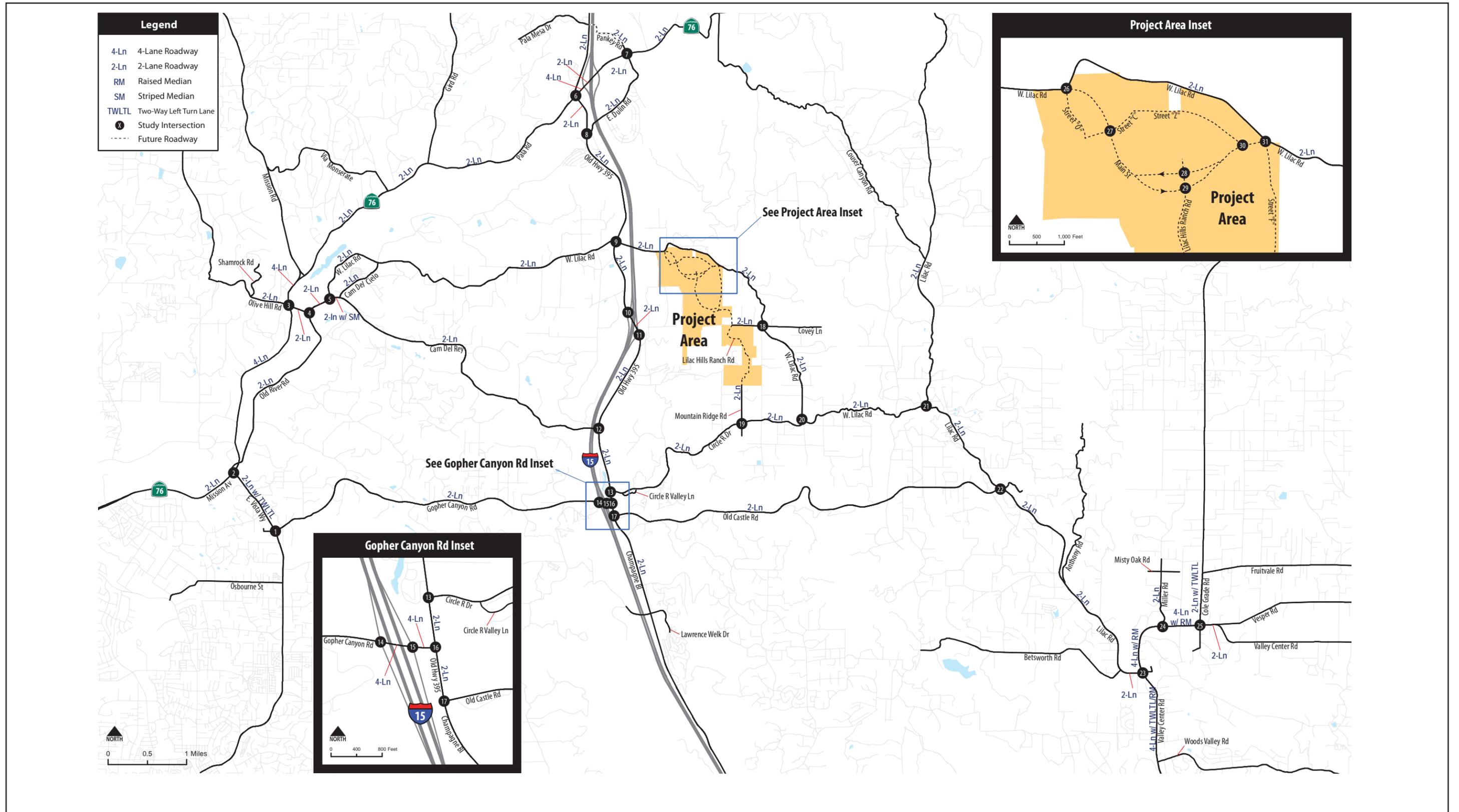
*Proposed downgrade from 2.2C to 2.2F.



Not to Scale



FIGURE 2.3-1
Transportation and Traffic Study Area



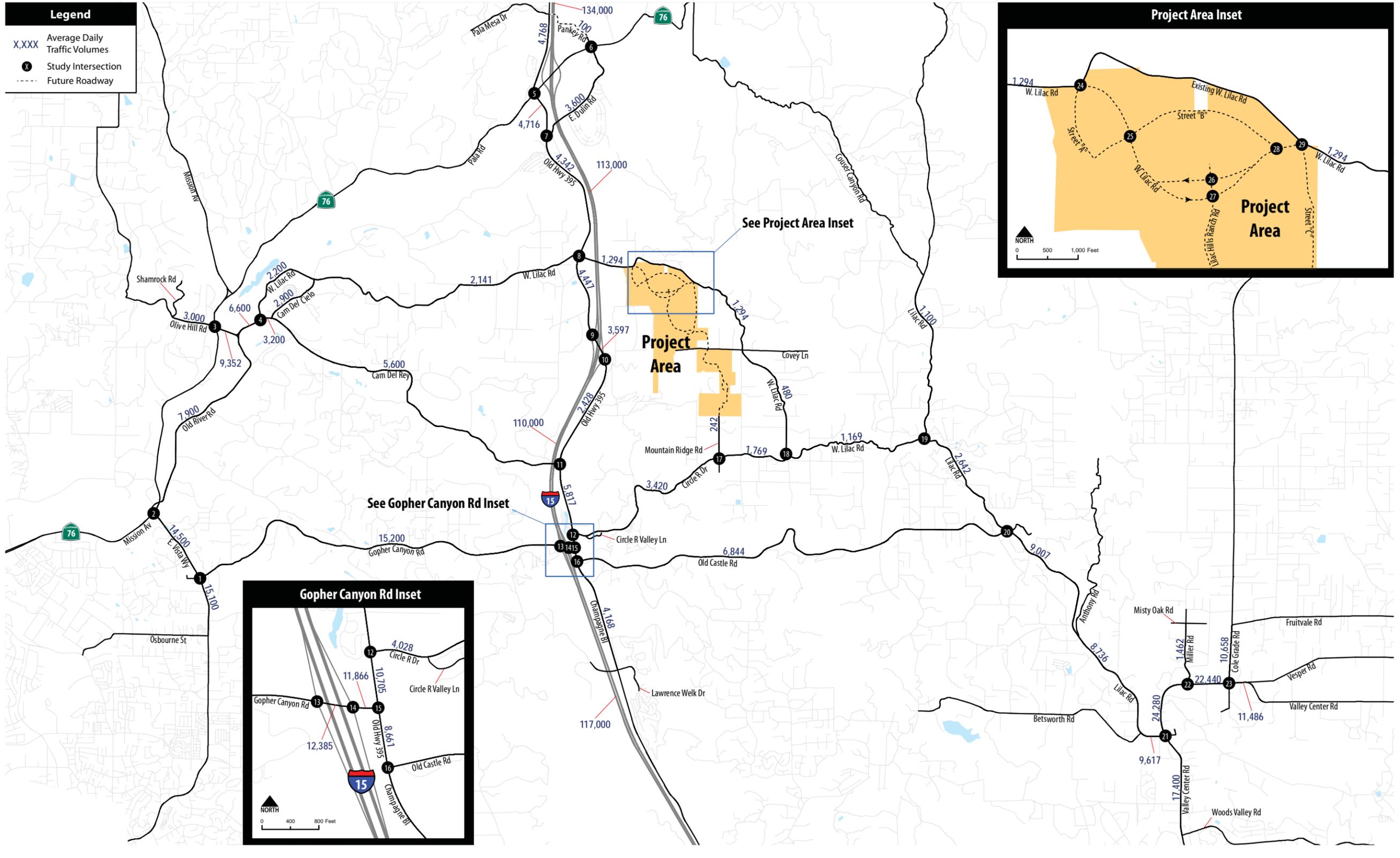
Not to Scale



FIGURE 2.3-2
Existing Roadway Network

Legend

- X,XXX Average Daily Traffic Volumes
- X Study Intersection
- Future Roadway



Not to Scale 

FIGURE 2.3-3
Existing Roadway ADT

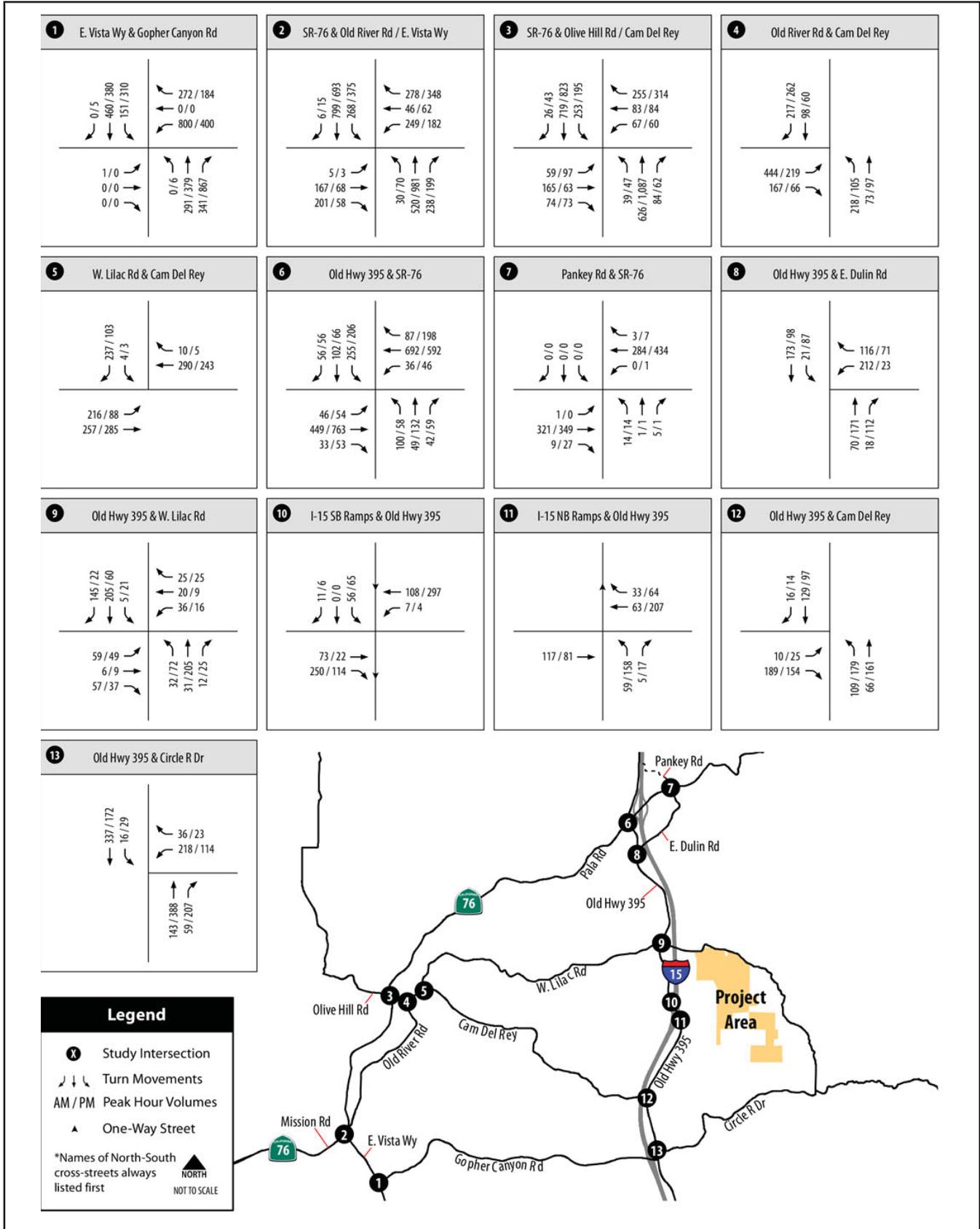


FIGURE 2.3-4a Existing Intersection Peak Hour Traffic (Intersections 1-13)

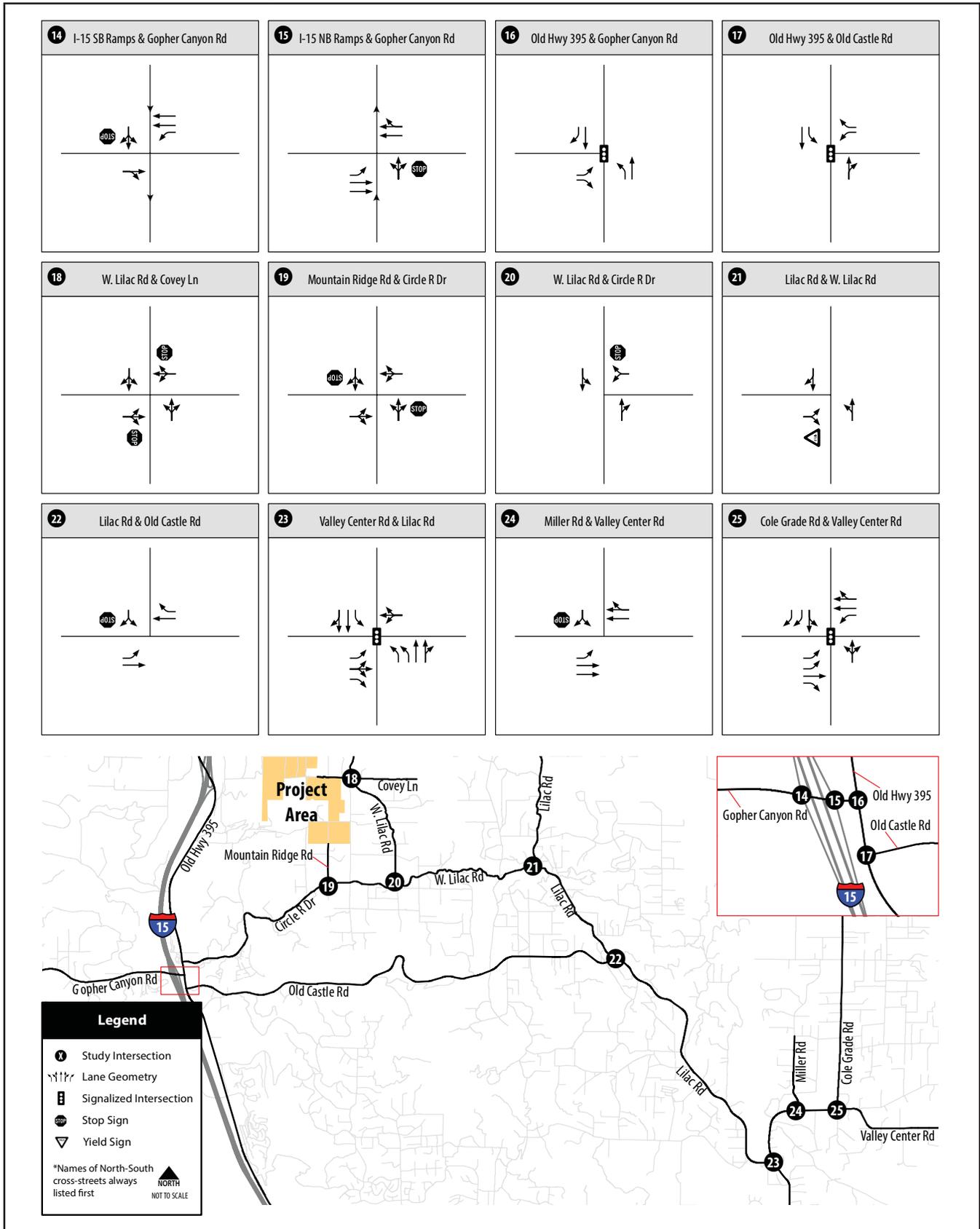
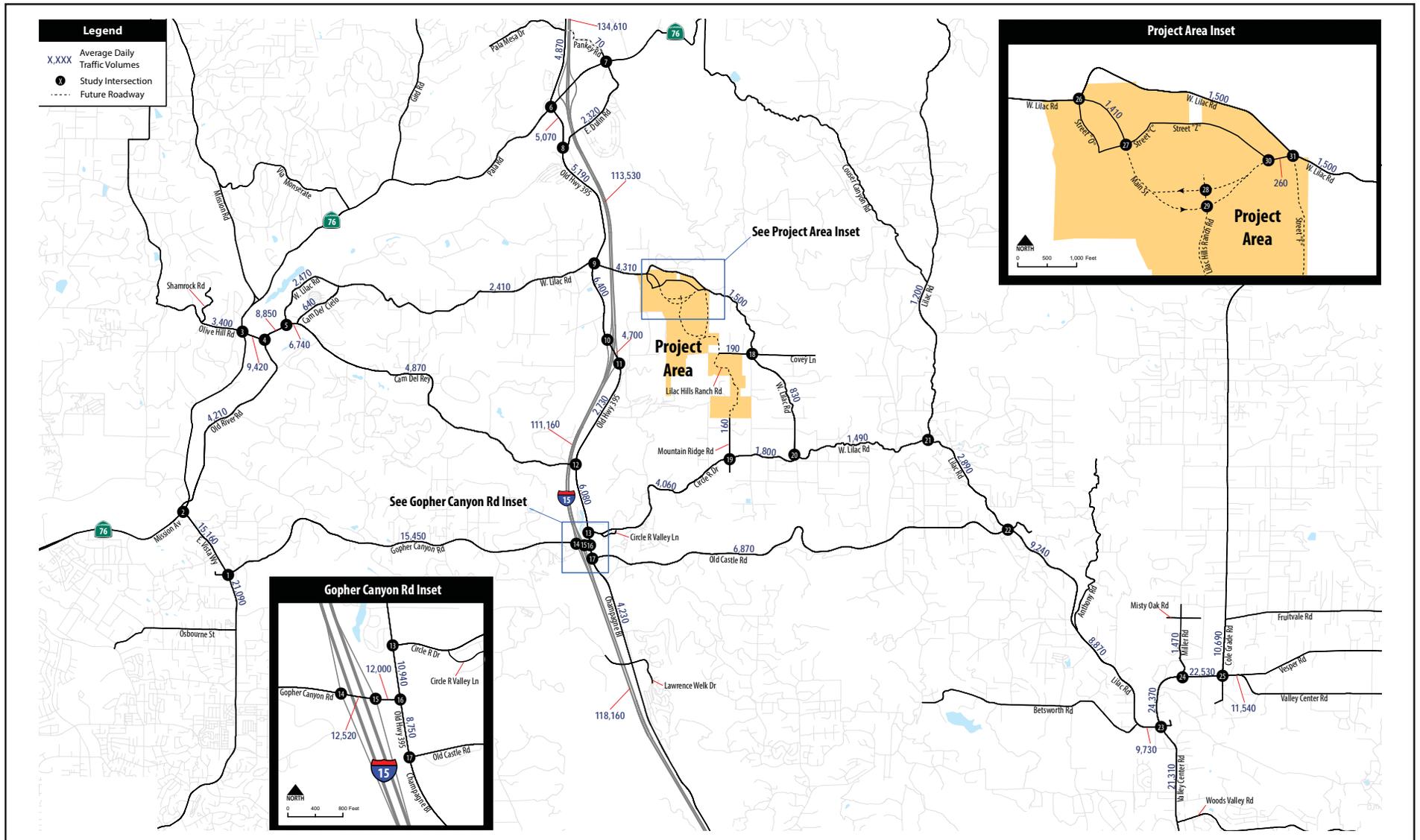
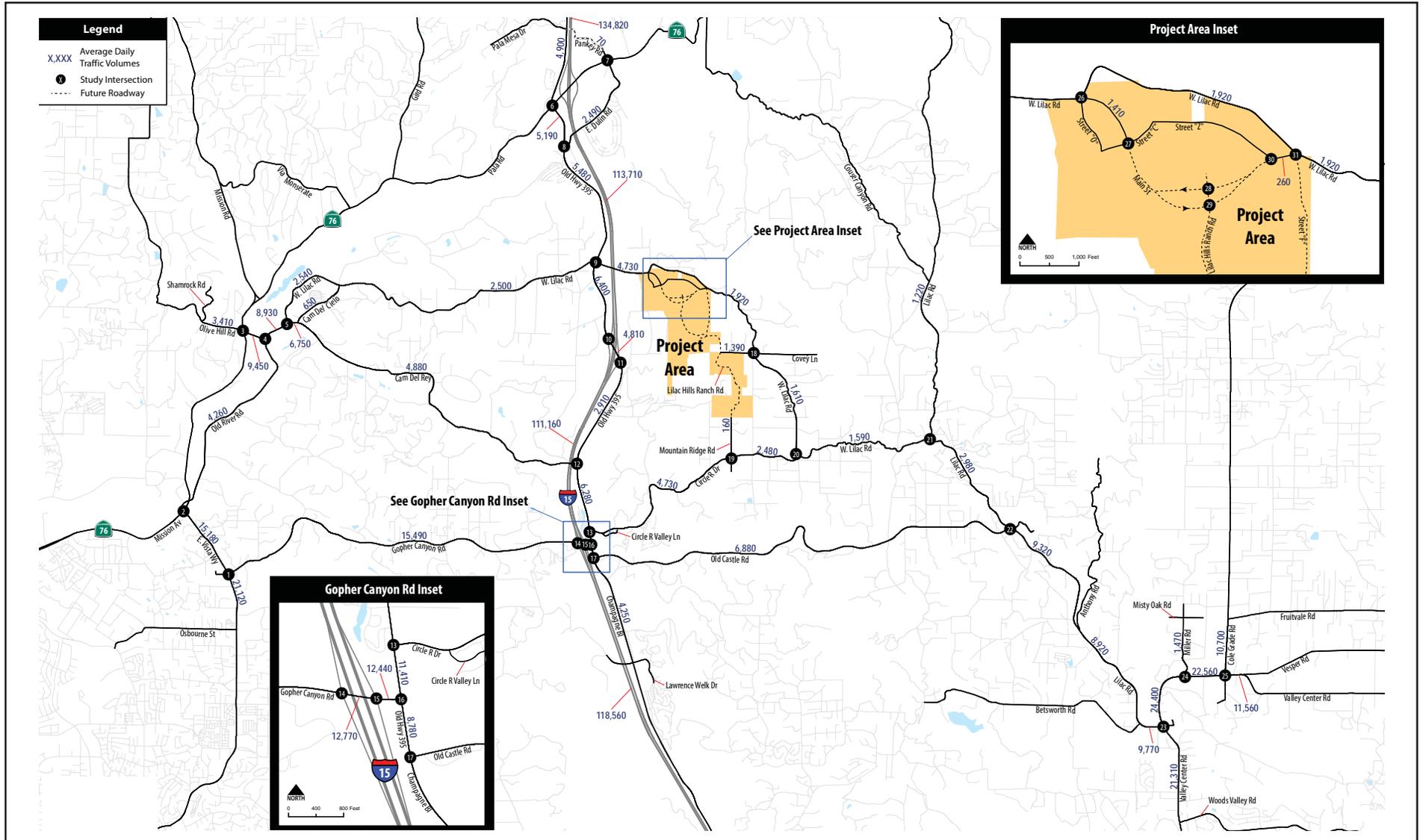


FIGURE 2.3-4b
Existing Intersection Peak Hour Traffic (Intersections 14-25)



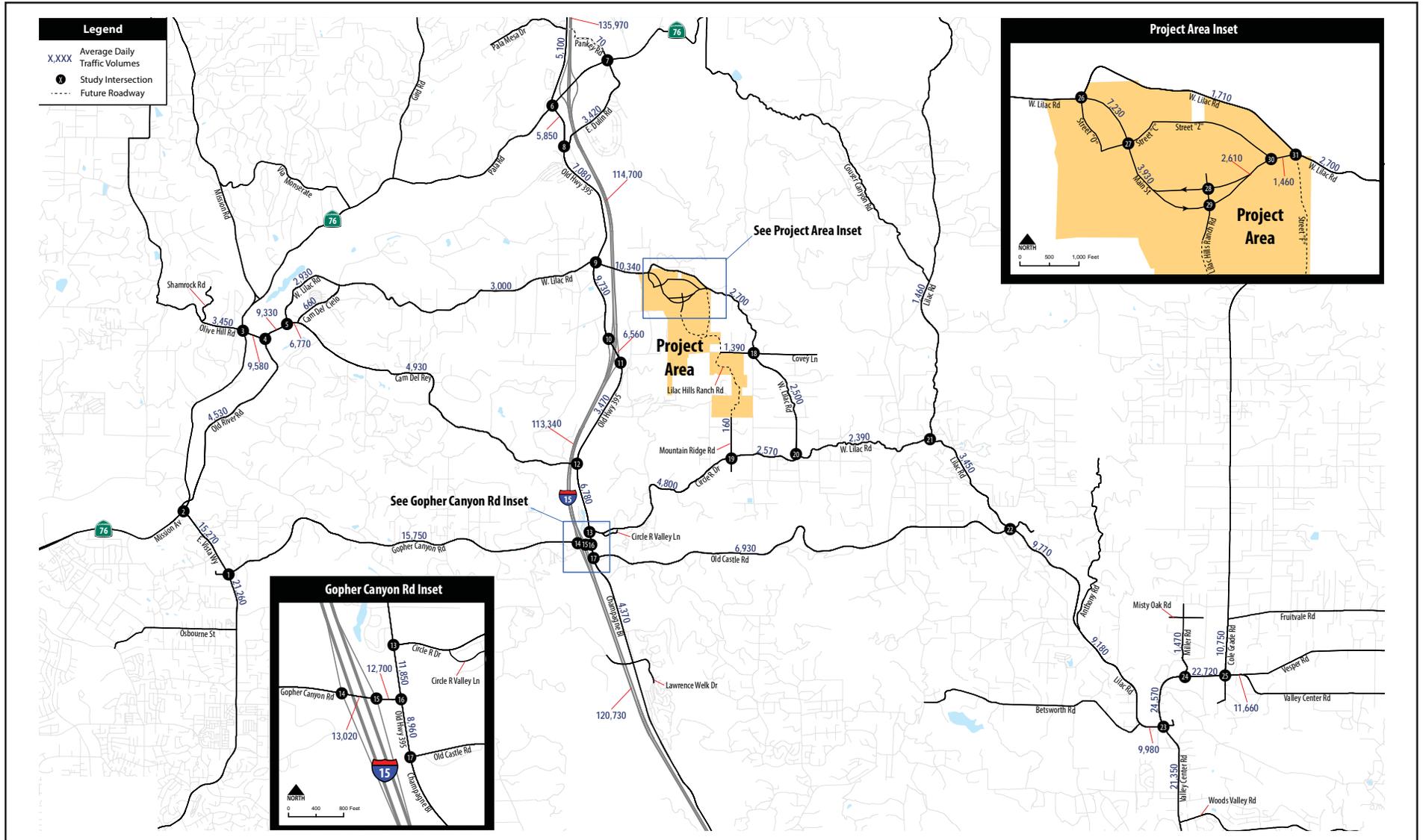
Not to Scale 

FIGURE 2.3-5a
Roadway Average Daily Traffic Volumes- Existing Plus Project (Traffic Scenario A)



Not to Scale 

FIGURE 2.3-5b
Roadway Average Daily Traffic Volumes- Existing Plus Project (Traffic Scenario B)



Not to Scale 

FIGURE 2.3-5c
Roadway Average Daily Traffic Volumes- Existing Plus Project (Traffic Scenario C)

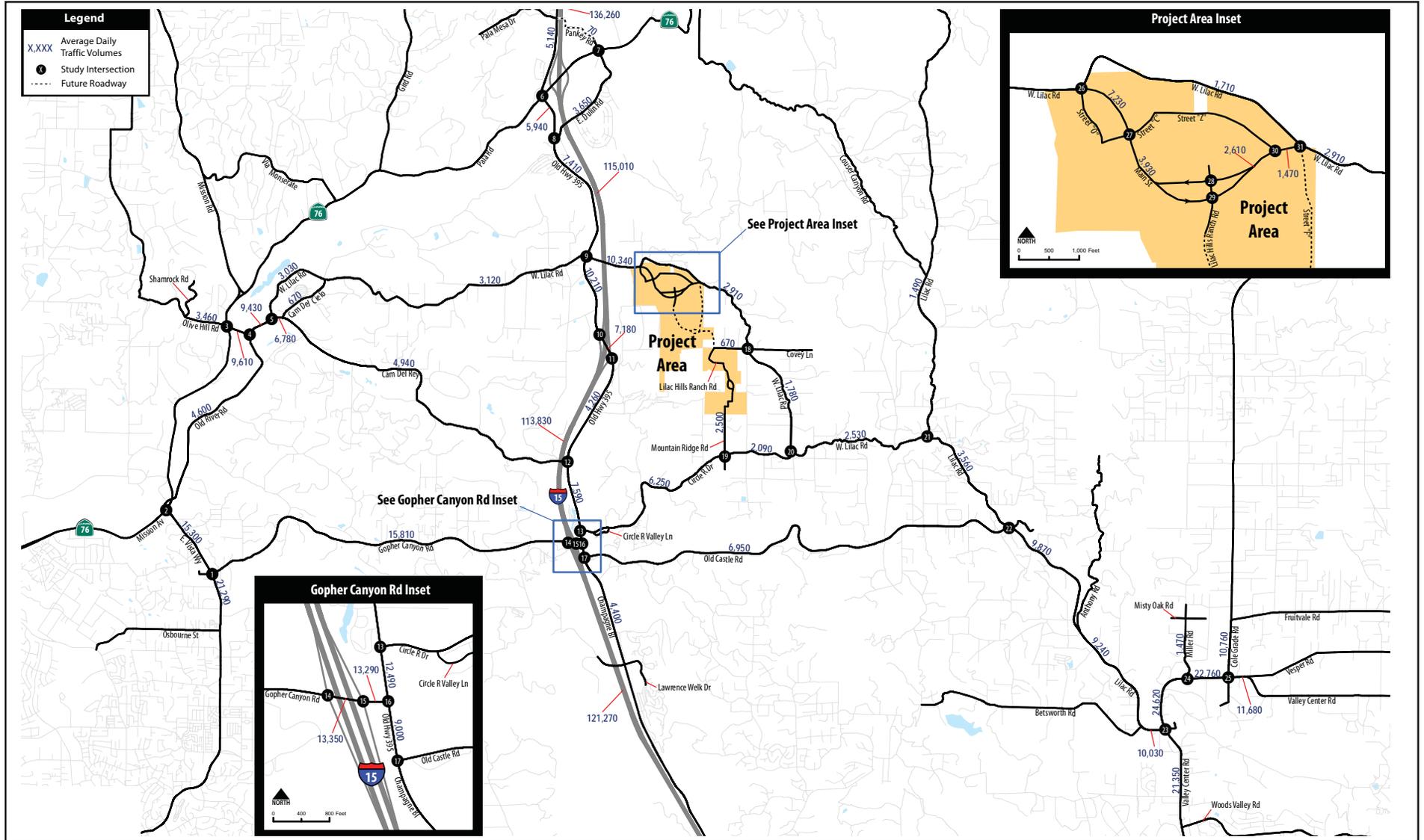
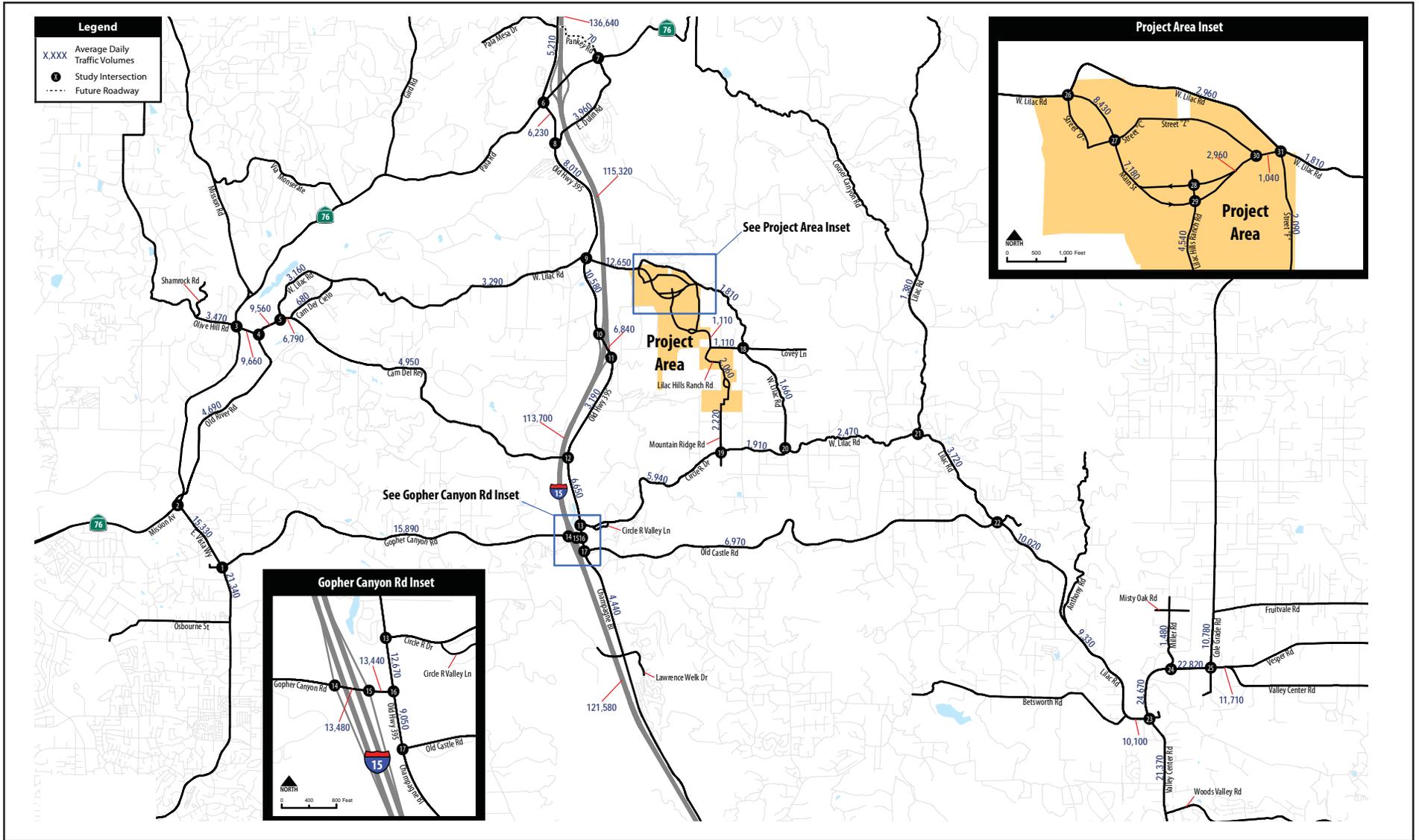


FIGURE 2.3-5d

Roadway Average Daily Traffic Volumes- Existing Plus Project (Traffic Scenario D)



Not to Scale 

FIGURE 2.3-5e
Roadway Average Daily Traffic Volumes- Existing Plus Project (Scenario E, Build-out)

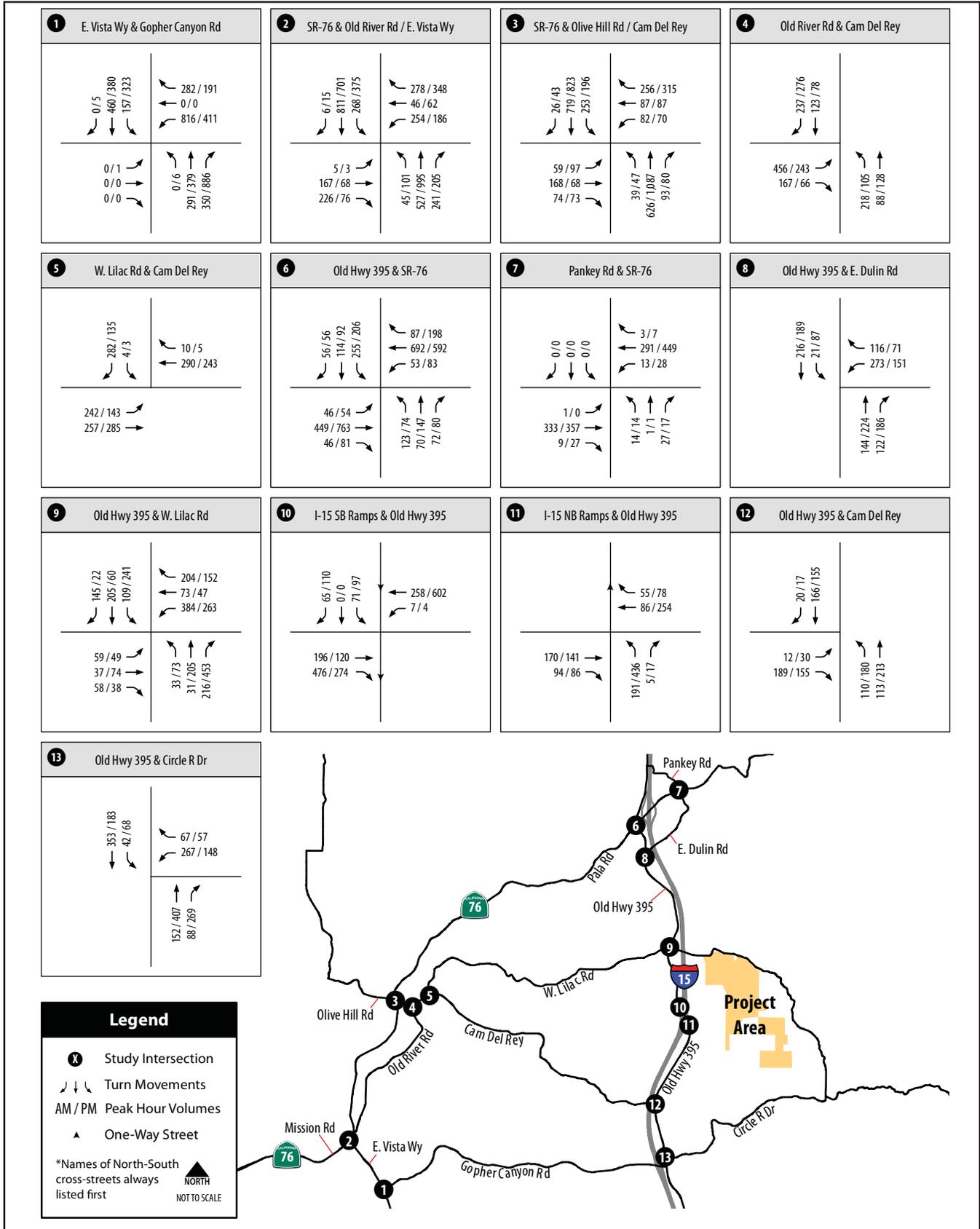


FIGURE 2.3-6a
Existing Plus Project Intersection
Peak Hour Traffic (Intersections 1-13)

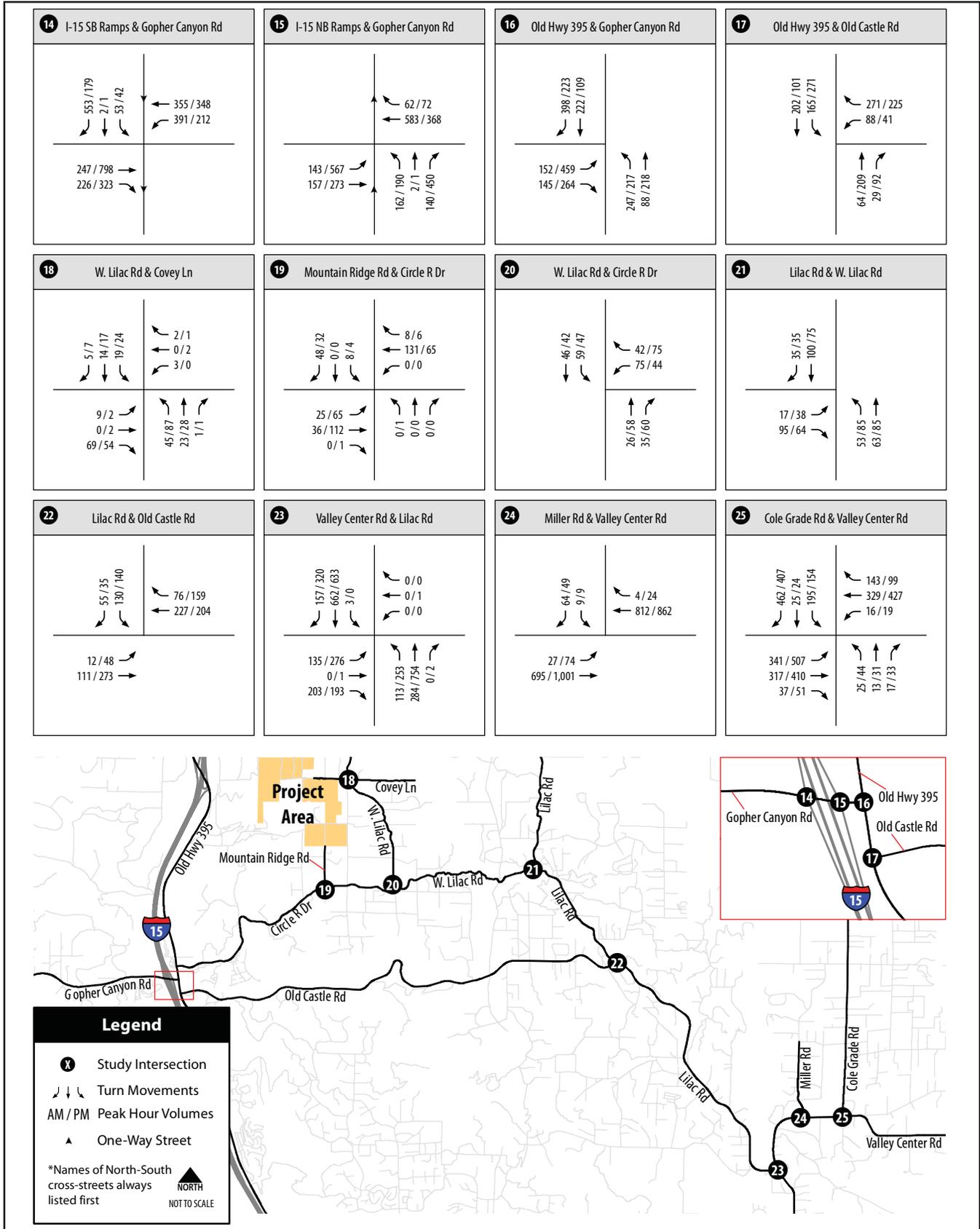


FIGURE 2.3-6b
Existing Plus Project Intersection
Peak Hour Traffic (Intersections 14-25)

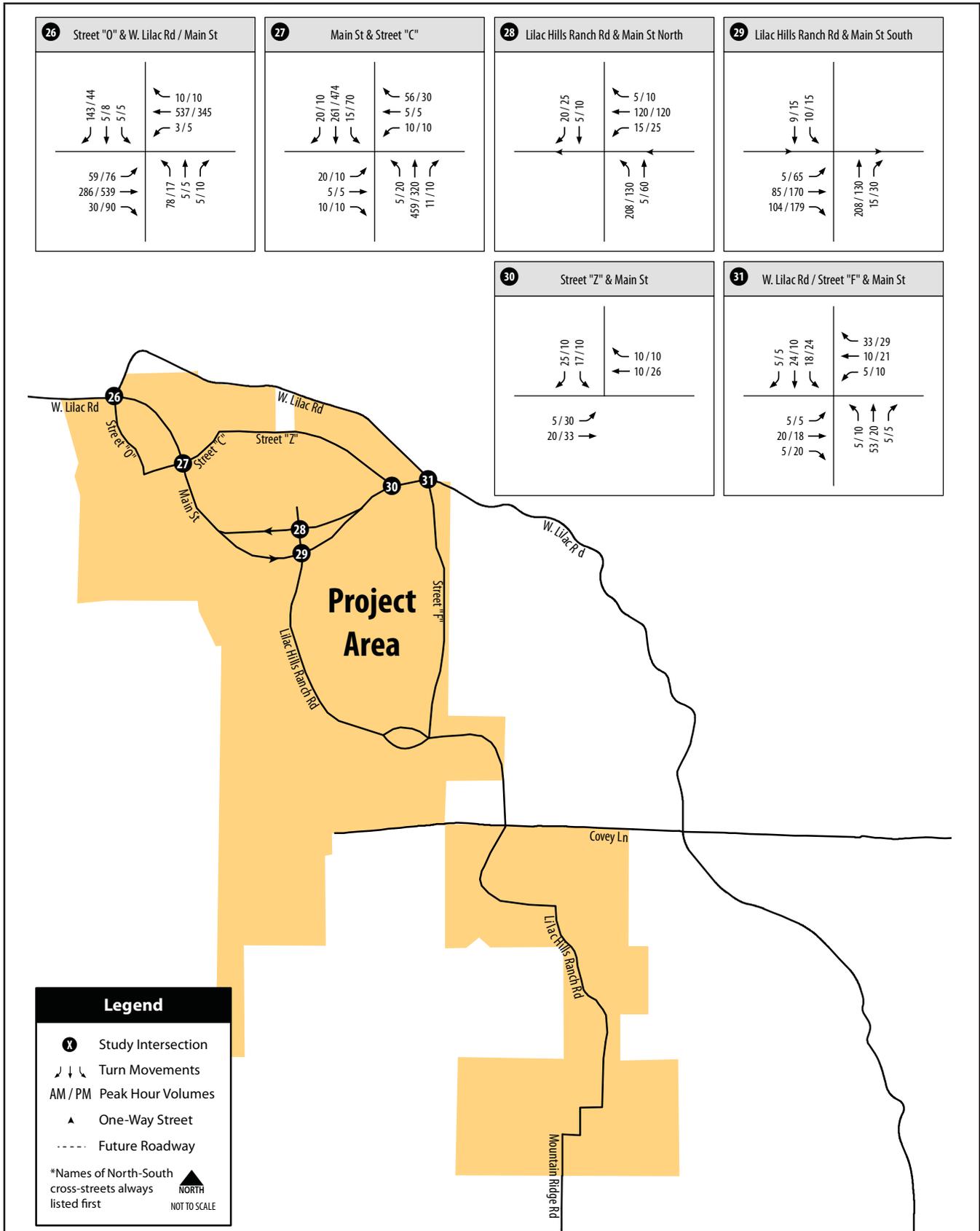


FIGURE 2.3-6c
Existing Plus Project Intersection
Peak Hour Traffic (Intersections 25-31)

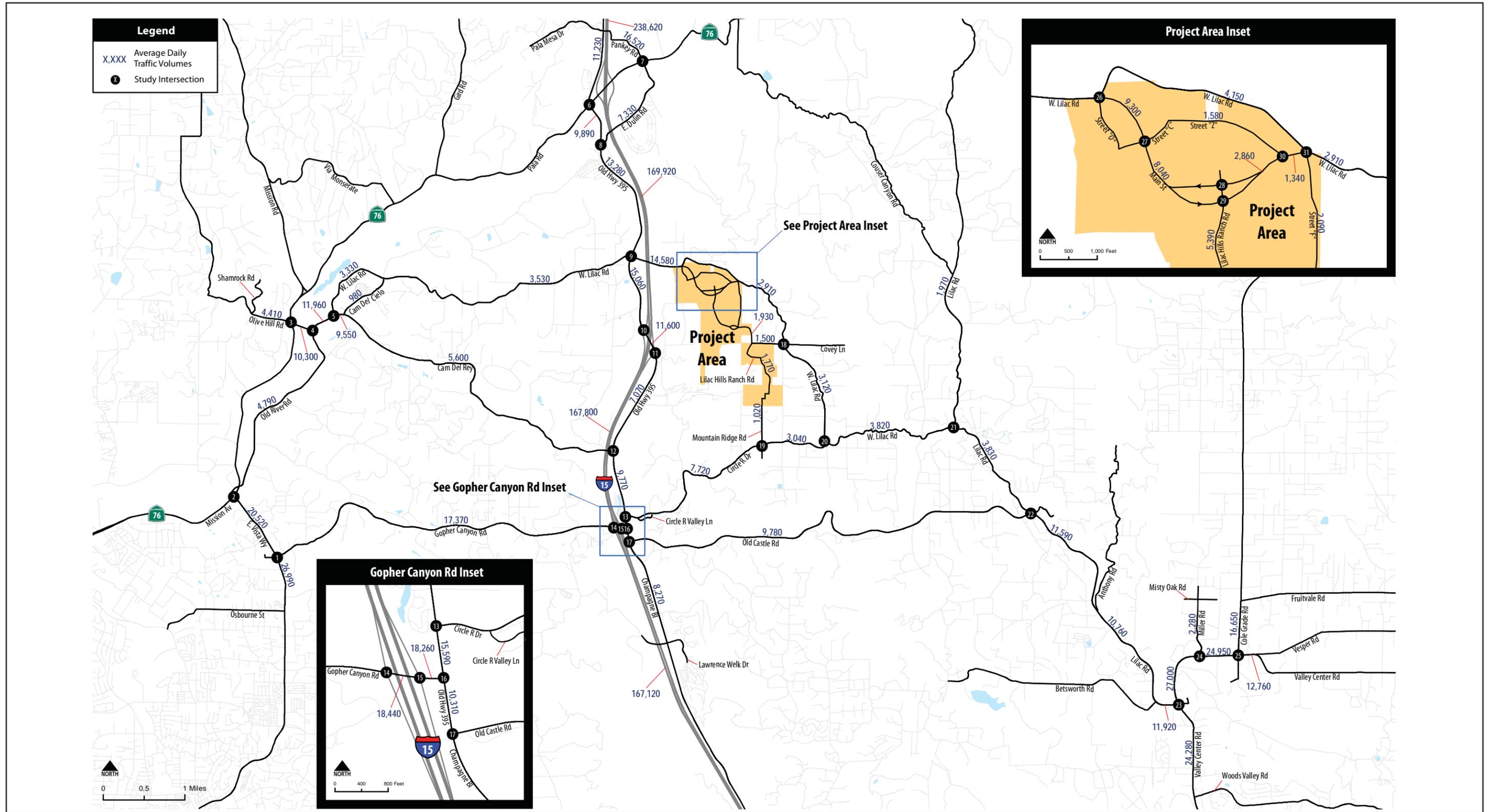


FIGURE 2.3-7
Existing Plus Cumulative Projects Plus Project Roadway ADT