

TRAFFIC IMPACT ANALYSIS

BORREGO 50

VESTING TM 5111, RPL1; STP 07-019;

LOG NO. 06-05-003

County of San Diego, California

January 10, 2008

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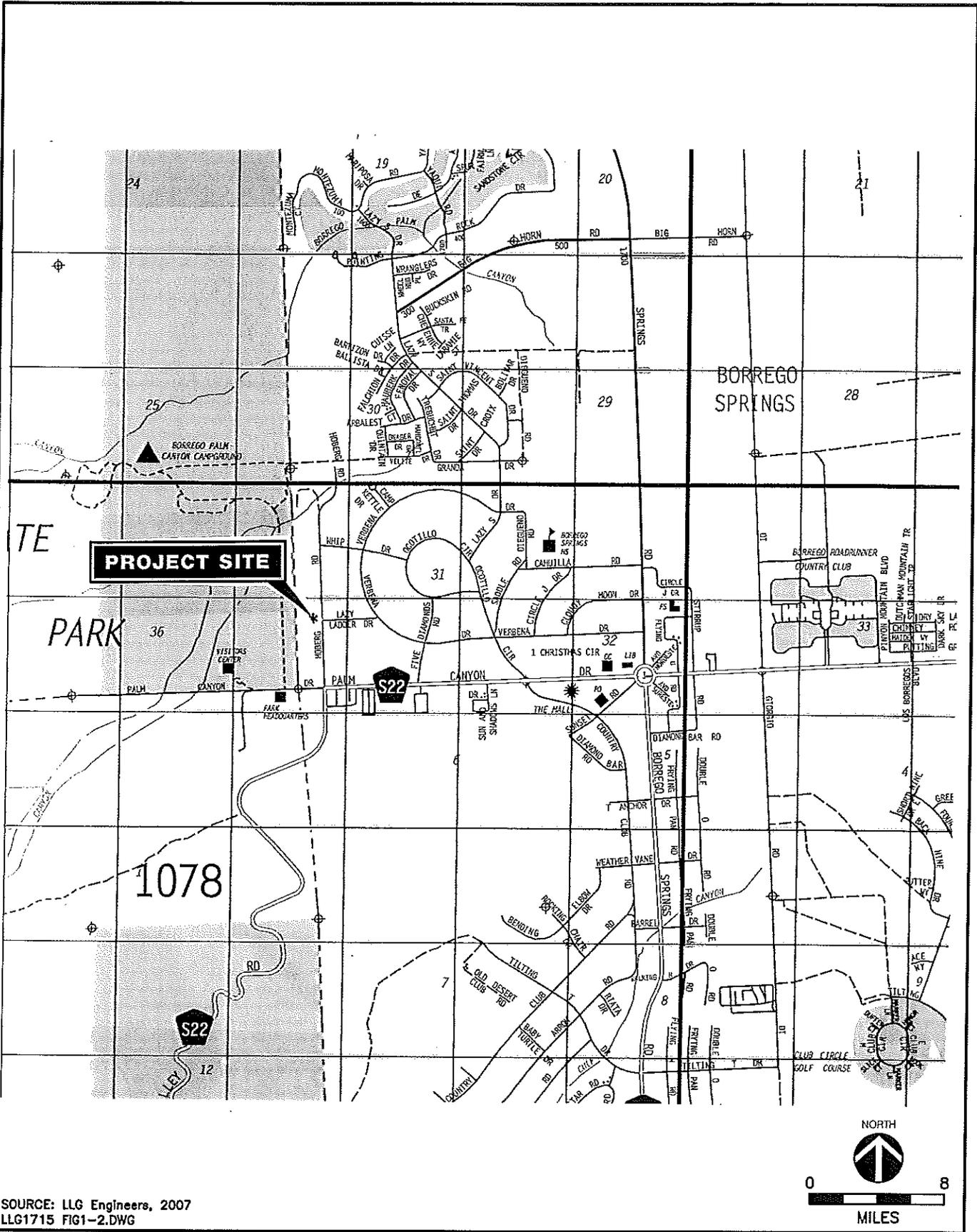
1.0 INTRODUCTION

The following traffic study has been prepared to determine and evaluate the traffic impacts on the surrounding circulation system due to the project. The single-family residential project proposes to develop a 17-unit estate home subdivision.

Figure 1-1 shows the project vicinity and *Figure 1-2* illustrates, in more detail, the site location.

The traffic analysis presented in this report includes the following:

- Project description
- Existing conditions assessment
- Analysis approach and methodology
- Project traffic generation/distribution/assignment
- Near-term cumulative projects discussion
- Significance Criteria
- Near-term intersection/street segment capacity analysis
- Significance of Impacts / Mitigation Measures



SOURCE: LLG Engineers, 2007
 LLG1715 FIG1-2.DWG

Figure 1-2

Project Area Map

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2.0 PROJECT DESCRIPTION

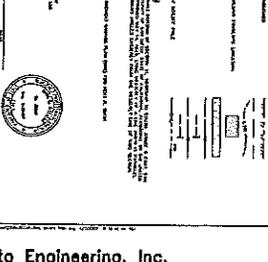
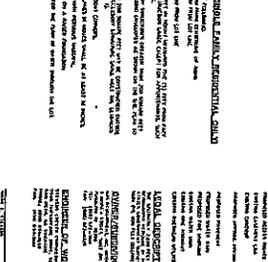
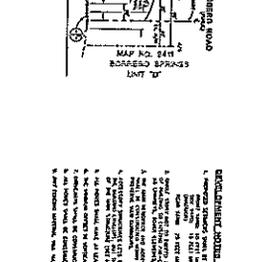
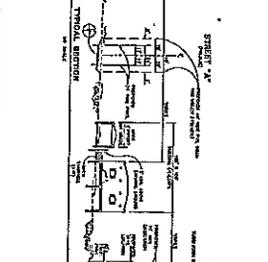
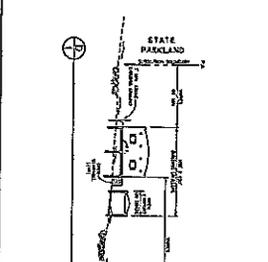
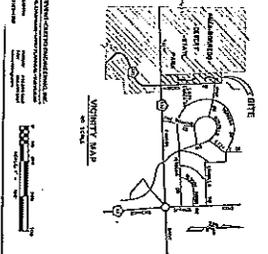
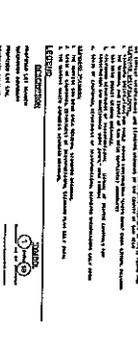
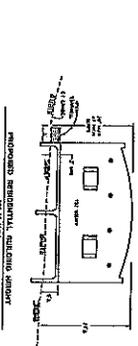
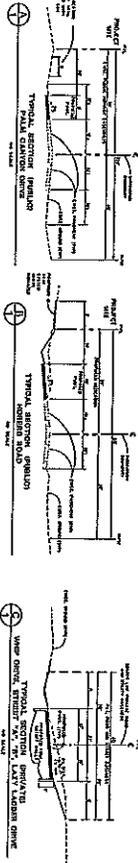
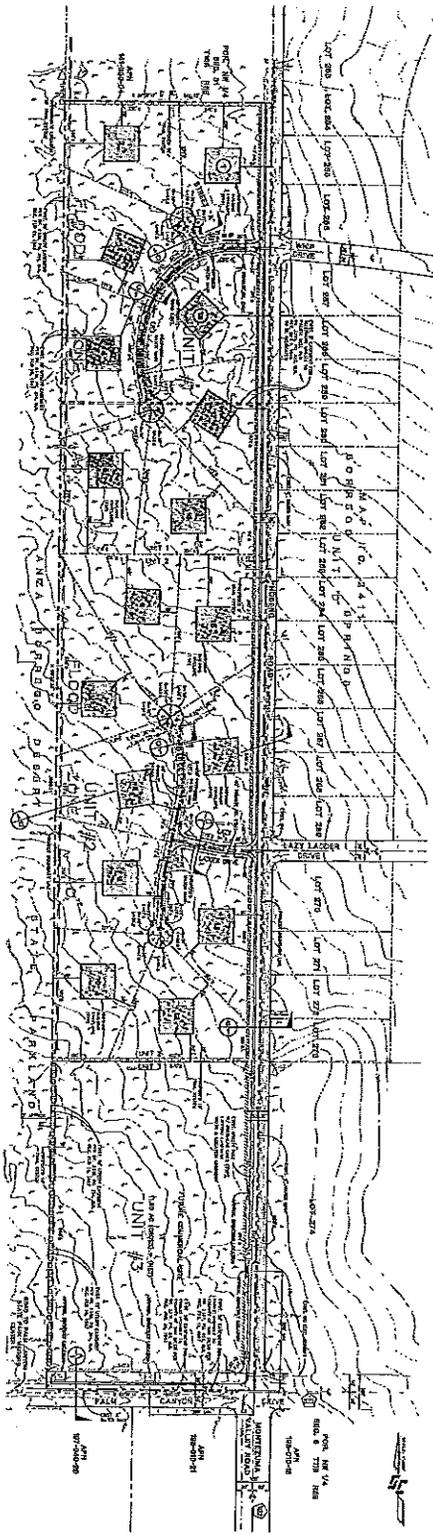
2.1 Project Description

The single-family residential project proposes to subdivide a 50-acre parcel into 17 single-family estate lots within the community of Borrego Springs in the eastern portion of San Diego County. The parcel is located in the unincorporated community of Borrego Springs approximately 1.5 miles westerly from the center of town. The project site is situated north of Palm Canyon Drive along the west side of Hoberg Road. The site is at the northwest corner of the intersection of Palm Canyon Drive and Hoberg Road, being the most westerly parcel in the community of Borrego Springs. The site shares a common boundary (project's westerly boundary) with the Anza-Borrego Desert State Park. This project site is currently undeveloped and access to and from the site is proposed via two project-constructed private roads to Hoberg Road.

Figure 2-1 details the conceptual site plan.

COUNTY OF SAN DIEGO TRACT 5514-RP1
 VESTING SITE PLAN (S 07-_____)

TYPICAL INDUSTRIAL RESIDENTIAL LOT MEASUREMENTS
 (SEE LEGEND FOR MEASUREMENTS)
 (SEE LEGEND FOR MEASUREMENTS)
 (SEE LEGEND FOR MEASUREMENTS)



NOT TO BE USED

THIS PLAN IS A PRELIMINARY PLAN AND IS NOT TO BE USED FOR CONSTRUCTION OR AS A BASIS FOR ANY OTHER PLAN OR SPECIFICATION. THE PLAN IS SUBJECT TO CHANGE WITHOUT NOTICE AND WITHOUT LIABILITY TO THE ENGINEER. THE ENGINEER'S RESPONSIBILITY IS LIMITED TO THE DESIGN AND CONSTRUCTION OF THE PROJECT AS SHOWN ON THIS PLAN. THE ENGINEER DOES NOT WARRANT THE ACCURACY OF THE INFORMATION PROVIDED HEREON. THE ENGINEER'S LIABILITY IS LIMITED TO THE DESIGN AND CONSTRUCTION OF THE PROJECT AS SHOWN ON THIS PLAN. THE ENGINEER DOES NOT WARRANT THE ACCURACY OF THE INFORMATION PROVIDED HEREON.

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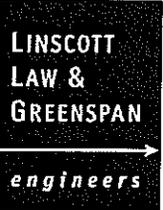
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Source: Stevens-Cresto Engineering, Inc.
 LLG1735 FIG2-1

Figure 2-1
 Site Plan



3.0 EXISTING CONDITIONS

Following is a brief description of the street segments within the study area. The study area is defined in Section 4.0 of this report. *Figure 3-1* illustrates the existing conditions, including the lane geometry, for the key intersections in the study area.

3.1 Existing Street Network

Hoberg Road is an unclassified north-south roadway within the study area. Currently, Hoberg Road is constructed as a two lane undivided roadway with a general roadway width of 25 feet. Hoberg Road does not provide curb, gutters, or sidewalks, along both sides of the roadway, but parking is available along both sides of the roadway. No bus stops or bike lanes are provided and the prima facie speed was observed at 25 mph.

Montezuma Valley Road (S22) is a north-south roadway within the study area. Montezuma Valley Road is classified as a Collector Road on the County of San Diego Circulation Element. Currently, Montezuma Valley Road is constructed as a two lane undivided roadway with a general roadway width of 54 feet. Montezuma Valley Road does not provide curb, gutters, sidewalks or parking on either side of the roadway. Montezuma Road (S22) turns easterly at the intersection of Palm Canyon Drive and Hoberg Road. A bus stop is provided at the southwest corner of the Montezuma Valley Road/Palm Canyon Drive intersection, but bike lanes are not provided. The posted speed limit is 55 mph.

Ocotillo Circle is an unclassified north-south roadway within the study area. Currently, Ocotillo Circle is constructed as a two lane undivided roadway with a general roadway width of 52 feet. Ocotillo Circle does provide curb, gutters, sidewalks, and curbside parking along both sides of the roadway. No bus stops or bike lanes are provided and the speed limit is 25 mph.

Palm Canyon Drive is an east-west roadway within the study area. Palm Canyon Drive is classified as a Collector Road between Hoberg Road and Ocotillo Circle but changes classification to a Major Road from Ocotillo Circle to the Airport before changing back to a Collector Road east of the airport. Palm Canyon is designated S22 as it traverses east-west through the community of Borrego Springs. Palm Canyon terminates in the Anza-Borrego State Park, approximately 1.0 miles from its intersection with Hoberg Road. Currently, Palm Canyon Drive is constructed as a two lane undivided roadway with a Two-Way Left Turn Lane (TWLTL) median and a general roadway width of 82 feet. Palm Canyon Drive provides curb, gutters, sidewalks, and curbside parking (off pavement) along both sides of the roadway. Bus stops and bike lanes are provided and the speed limit ranges from 35 mph to 45 mph.

3.2 Existing Traffic Volumes

Table 3-1 is a summary of daily traffic volumes (ADTs) conducted by LLG in December 2006. In addition, Linscott, Law & Greenspan Engineers (LLG) conducted weekday AM/PM peak hour intersection turning movement volume counts at the following study area intersections in December 2006.

- Palm Canyon Drive / Hoberg Road-Montezuma Valley Road
- Palm Canyon Drive / Ocotillo Circle-Country Club Road

It should be noted that the traffic volumes were not considered affected by the Christmas holiday since the project is the most western parcel in the community of Borrego Springs adjacent to the Anza-Borrego State Park. In addition, it was perceived that the number of holiday vacationers coming from San Diego and going either to the Anza-Borrego State Park or the desert easterly of Borrego Springs would offset traffic lost from the local schools being closed for winter break. There are no single family residences westerly or southerly of the project site because the Anza-Borrego State Park encompasses this area; therefore, it was considered that there would be more vacationing traffic than local school traffic.

Appendix A contains the manual and ADT count sheets. Figure 3-2 illustrates existing peak hour turning movement counts and street segment ADTs respectively.

**TABLE 3-1
EXISTING TRAFFIC VOLUMES**

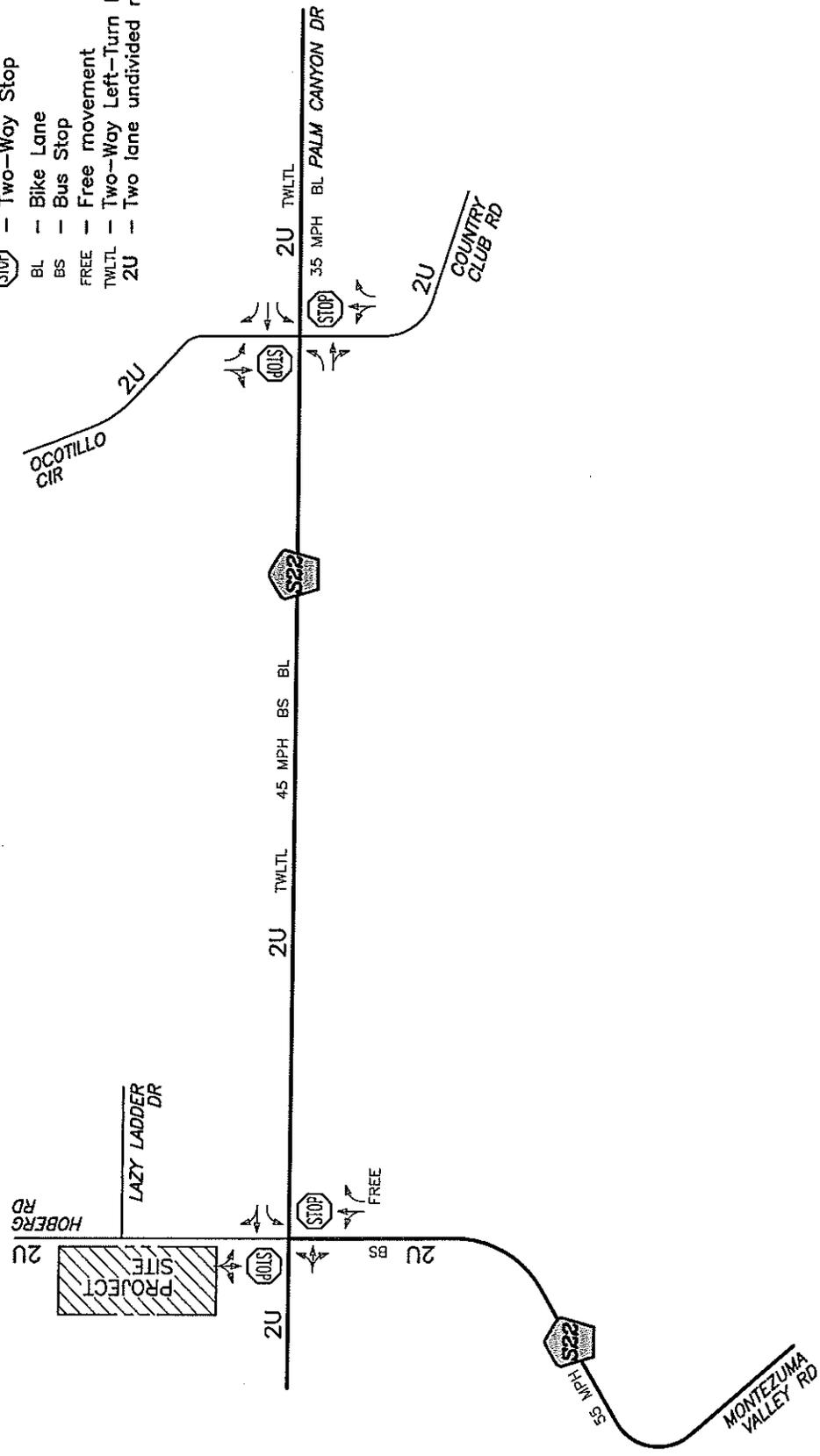
Street Segment	ADT ^a	Date	Source ^b
Hoberg Road			
North of Palm Canyon Drive	200	2006	LLG
Palm Canyon Drive			
Hoberg Road to Ocotillo Circle	1,700	2006	LLG

Footnotes:

- a. Average Daily Traffic Volumes.
- b. LLG commissioned counts in December 2006.

LEGEND

-  - Two-Way Stop
- BL - Bike Lane
- BS - Bus Stop
- FREE - Free movement
- TWLT - Two-Way Left-Turn Lane
- 2U - Two lane undivided roadway



REV. 1/18/07
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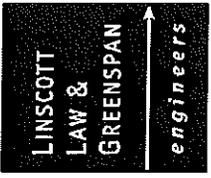
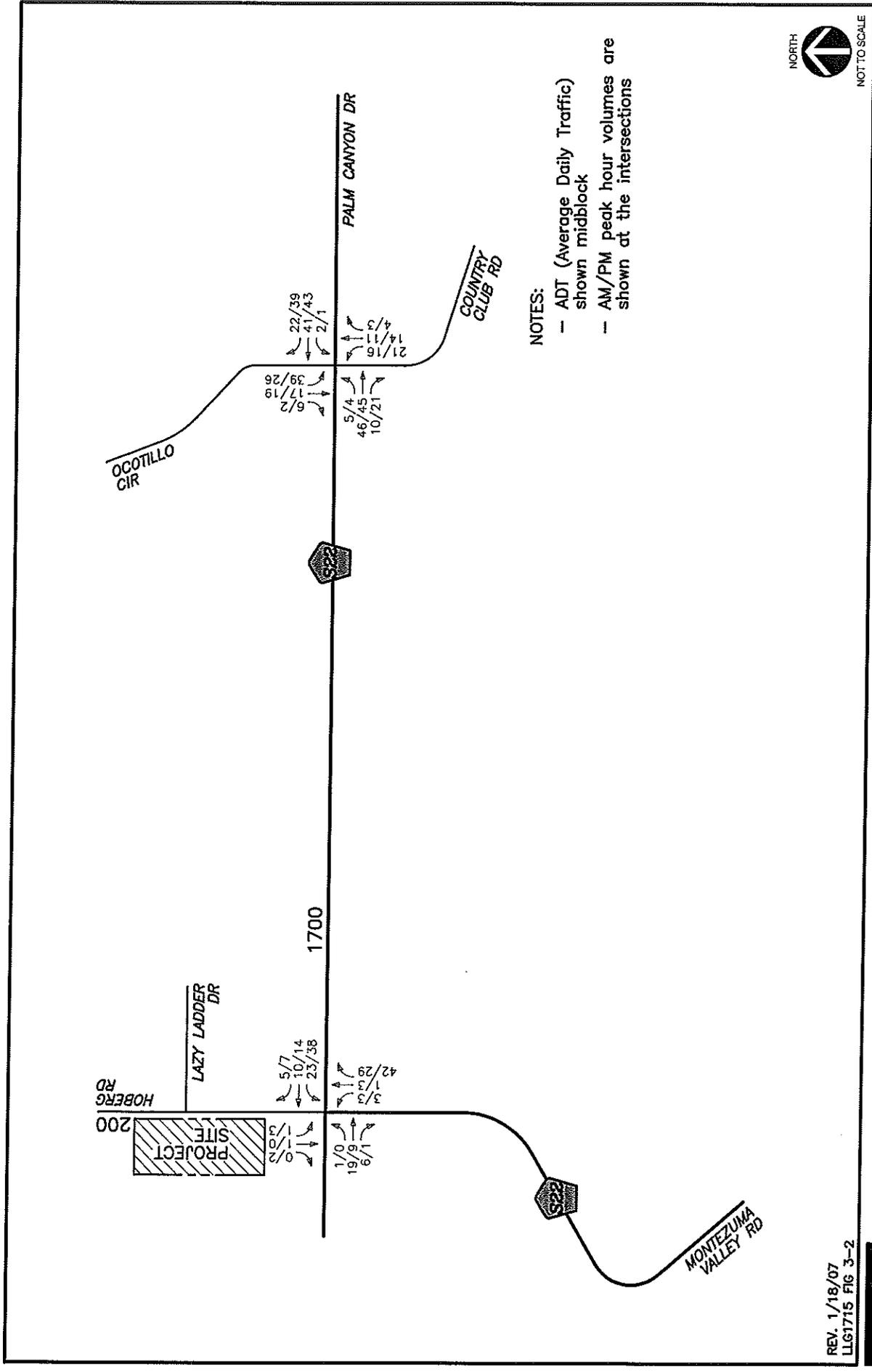


Figure 3-1
Existing Conditions Diagram



NOTES:

- ADT (Average Daily Traffic) shown midblock
- AM/PM peak hour volumes are shown at the intersections



Figure 3-2
Existing Traffic Volumes
AM/PM Peak Hours & ADT

REV. 1/18/07
 LLG1715 FIG 3-2

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4.0 ANALYSIS APPROACH AND METHODOLOGY

This traffic analysis assesses the key intersections and street segments in the study area. These locations were identified based on the projected forecasted trip generation and distribution.

Unsignalized Intersections

- Palm Canyon Drive / Hoberg Road-Montezuma Valley Road
- Palm Canyon Drive / Ocotillo Circle-Country Club Road

Street Segments

- Hoberg Road: north of Palm Canyon Drive
- Palm Canyon Drive: between Hoberg Road and Ocotillo Circle

The study area intersections and segments were analyzed for the following scenarios to determine the impacts to the road network:

- Existing
- Existing + Project
- Existing + Project + Cumulative projects

4.1 Methodology

Level of service (LOS) is the term used to denote the different operating conditions which occur on a given roadway segment under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis taking into account factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. Level of service provides an index to the operational qualities of a roadway segment or an intersection. Level of service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. Level of service designation is reported differently for unsignalized intersections, as well as for roadway segments.

4.2 Intersections

Unsignalized intersections were analyzed under AM and PM peak hour conditions. Average vehicle delay and Levels of Service (LOS) was determined based upon the procedures found in Chapter 17 of the *2000 Highway Capacity Manual (HCM)*, with the assistance of the *Trafix* (version 7.8R2) computer software. Unsignalized intersection calculation worksheets and a more detailed explanation of the methodology are attached in *Appendix B*. It should be noted that both study area intersections are unsignalized.

4.3 Street Segments

Street segment analysis is based upon the comparison of daily traffic volumes (ADTs) to the County of San Diego's *Roadway Classification, Level of Service, and ADT Table*. This table provides segment capacities for different street classifications, based on traffic volumes and roadway characteristics. The County of San Diego's *Roadway Classification, Level of Service, and ADT Table* is attached in *Appendix C*.

5.0 PROJECT TRIPS

5.1 Trip Generation

Trip generation estimates for the development were calculated based on SANDAG rates provided in the *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002*. The specific land use designations used for the trip generation was "Single Family Estate Home" as it best fits the description of the project.

Table 5-1 tabulates the total project traffic generation. The total project is calculated to generate approximately 204 ADT with 5 inbound / 11 outbound trips during the AM peak hour and 14 inbound / 6 outbound trips during the PM peak hour.

TABLE 5-1
PROJECT TRIP GENERATION

Use	Size	Daily Trip Ends (ADTs)		AM Peak Hour				PM Peak Hour					
		Rate ^a	Volume	% of ADT	In:Out		Volume		% of ADT	In:Out		Volume	
					Split	In	Out	Split		In	Out		
Single Family Detached: Residential - Estate	17 SF	12.0 /DU	204	8%	30:70	5	11	10%	70:30	14	6		

Footnotes:

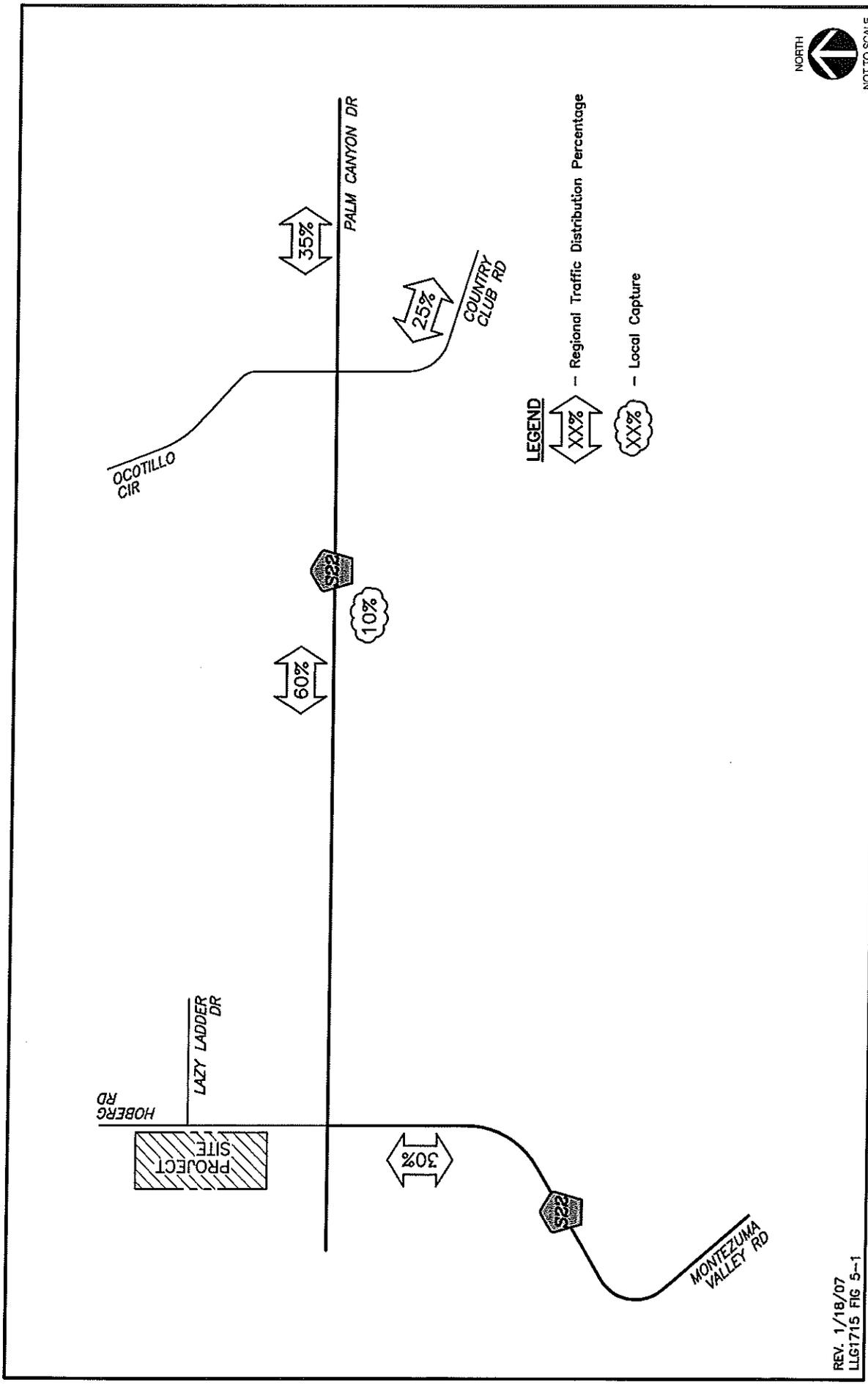
a. Rate is based on SANDAG's (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002.

5.2 Project Distribution

The project traffic was distributed to the street system based on existing traffic volumes and the project's proximity to neighboring cities (El Centro, San Diego) and highways such as I-8, SR 86, and SR 111. The distribution is illustrated in *Figure 5-1*.

5.3 Project Assignment

The assignment of project traffic is based on the distribution shown on Figure 5-1 with the majority (70%) of the project traffic distributed east of the project site, with a small portion (10%) of these traffic trips being localized trips (such as commercial and school). The remaining 30% was distributed south of the project site along Montezuma Valley Road towards San Diego. *Figure 5-2* illustrates the traffic volume assignment for the project. *Figure 5-3* shows the existing traffic volumes with the addition of the project traffic.



REV. 1/18/07
LLG1715 FIG 5-1

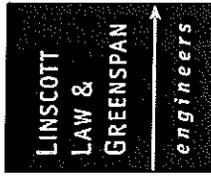
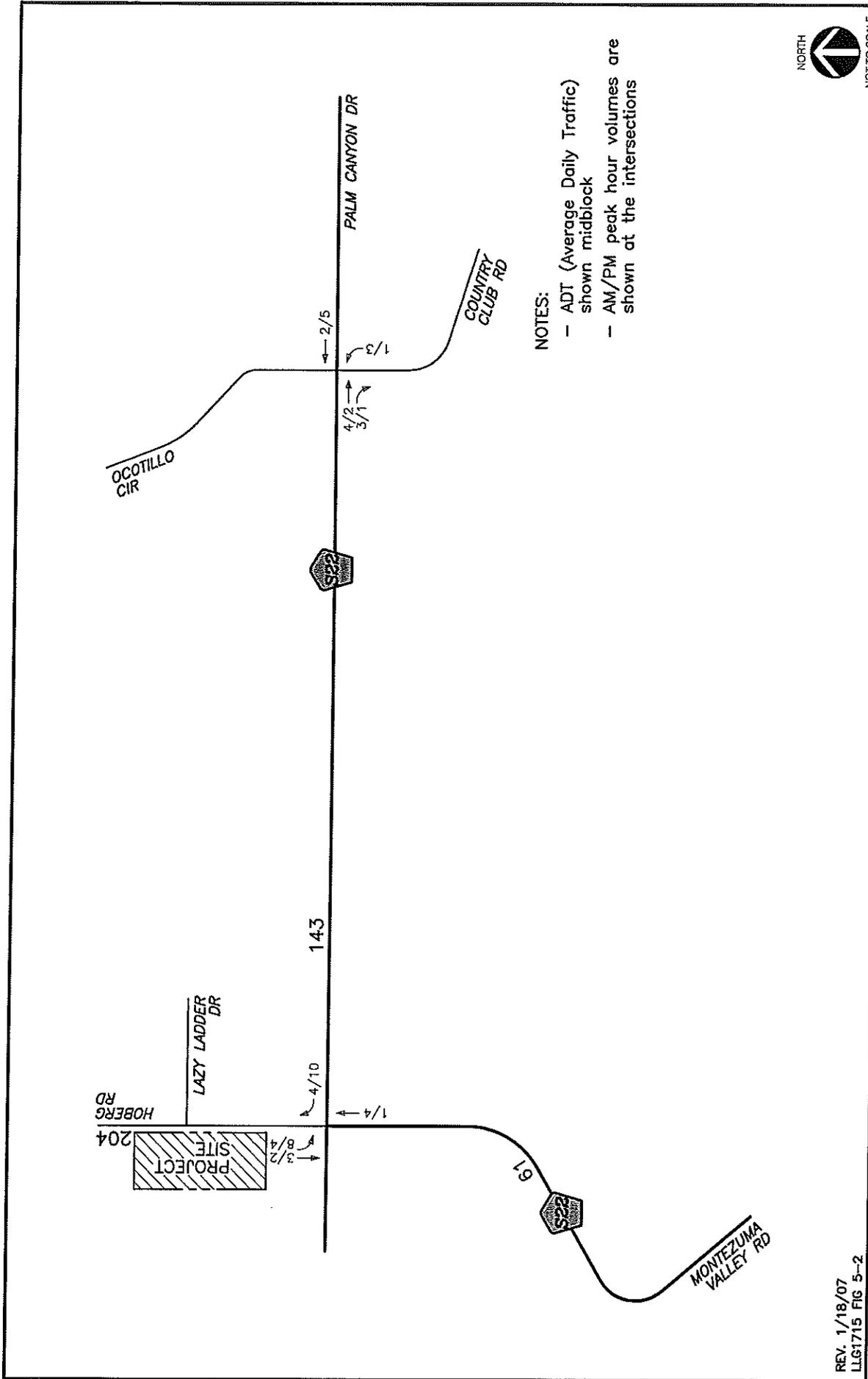


Figure 5-1

Regional Traffic Distribution



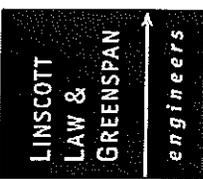
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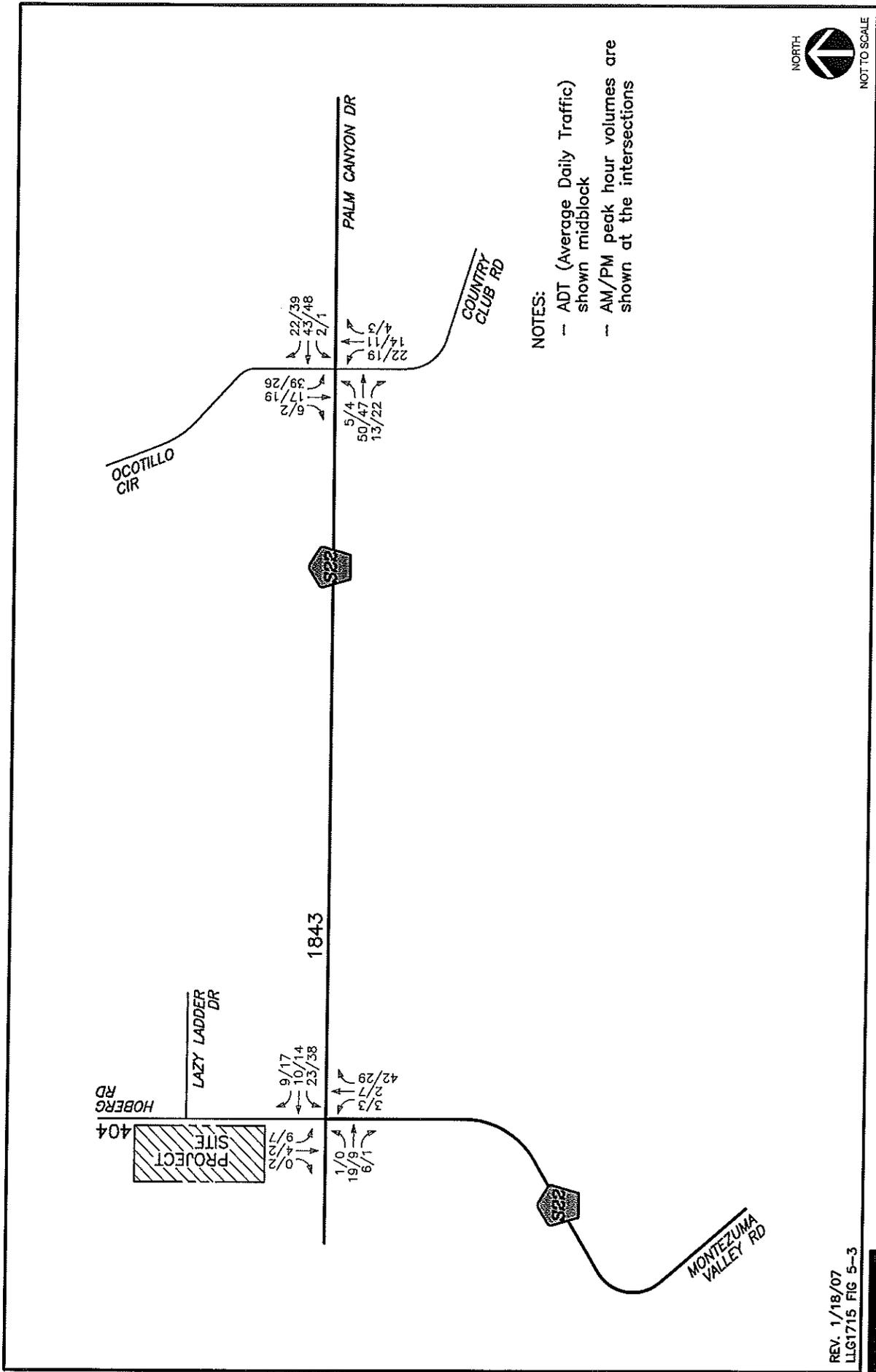
- ADT (Average Daily Traffic) shown midblock
- AM/PM peak hour volumes are shown at the intersections



Figure 5-2
Project Traffic Volumes
AM/PM Peak Hours & ADT

REV. 1/18/07
 LLG1715 FIG 5-2





NOTES:

- ADT (Average Daily Traffic) shown midblock
- AM/PM peak hour volumes are shown at the intersections



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LLG1715 FIG 5-3

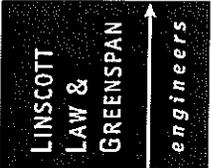


Figure 5-3
Existing + Project Traffic Volumes
AM/PM Peak Hours & ADT

6.0 CUMULATIVE PROJECTS

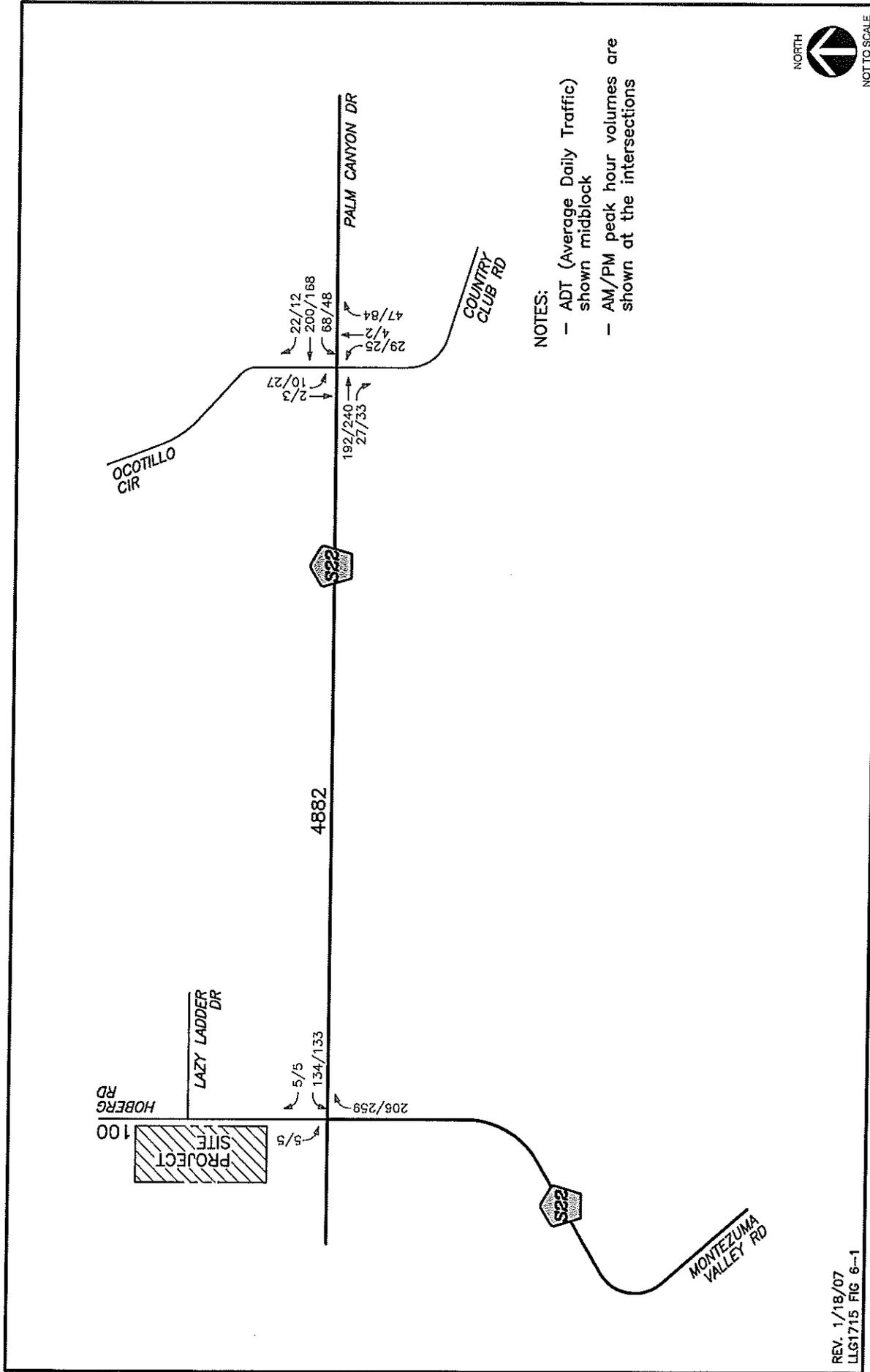
LLG conducted research at the County of San Diego, Department of Planning and Land Use to identify the potential cumulative projects within the project area. This research yielded eleven (11) specific cumulative development projects that are either planned or ongoing in the vicinity of the study area.

1. **Rams Hill Country Club Specific Planning Area (SPA 86-006)** is partially built but proposes to eventually construct 1,570 dwelling units, (2) 18-hole golf courses, club facilities, a commercial area, and resort hotel and complex on 3,150 acres. The project is located at the southeast corner of the Yaqui Pass Road/Borrego Springs Road intersection, within the community of Borrego Springs.
2. **Mesquite Trails Ranch SPA (SPA 01-001)** proposes to construct a recreational vehicle park. The project is located southeast of the Palm Canyon Drive/Borrego Springs Road intersection, within the community of Borrego Springs.
3. **The Roadrunner SPA** proposes to construct a 25-space mini mobilehome park and expand the existing mobilehome park to 571 spaces with a tennis court and swim club. The project is located south of the Palm Canyon Drive/Borrego Springs Road intersection, within the community of Borrego Springs.
4. **Borrego Senior Condominiums (TM 5512)** proposes to construct a 122-unit Senior Condominium complex. The project is located northeast of the Palm Canyon Drive/Hoberg Road intersection, within the community of Borrego Springs.
5. **Yaqui Pass (TM 5513)** proposes to construct a 72-residential units along with six commercial lots. The project is located southeast of the Palm Canyon Drive/Hoberg Road intersection, within the community of Borrego Springs.
6. **Desert Diamond (TPM 21017)** proposes to construct a 4-residential units. The project is located northeast of the Palm Canyon Drive/Hoberg Road intersection, within the community of Borrego Springs.
7. **Bowen Jonas (TPM 21027)** proposes to construct a 4-residential units. The project is located southeast of the Palm Canyon Drive/Hoberg Road intersection, within the community of Borrego Springs.
8. **Borrego Country Club Estates (TM 5487)** proposes to construct a 300-residential units. The project is located southeast of the Palm Canyon Drive/Hoberg Road intersection, within the community of Borrego Springs.
9. **TM 5528** proposes to construct 289 lots on 144 acres. The project is located near the intersection of Palm Canyon Drive and Borrego Valley Road within the community of Borrego Springs.

10. **TPM 21058** proposes to construct 5 lots with a minimum size of 4 acres. The project is located south of Borrego Springs Road at Henderson Canyon Road within the community of Borrego Springs.

It should be noted that a 50-Dwelling Unit residential project was added as the eleventh cumulative project. The project was added as a growth buffer to capture any unforeseen discretionary projects within the Borrego Springs area.

Figure 6-1 illustrates the total cumulative project's traffic volumes. *Figure 6-2* shows the existing + project + cumulative projects traffic volumes. *Appendix D* contains the traffic assignments for the identified cumulative projects.



NOTES:

- ADT (Average Daily Traffic) shown midblock
- AM/PM peak hour volumes are shown at the intersections



REV. 1/18/07
LLG1715 FIG 6-1

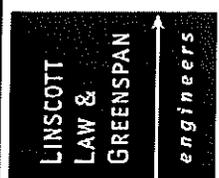
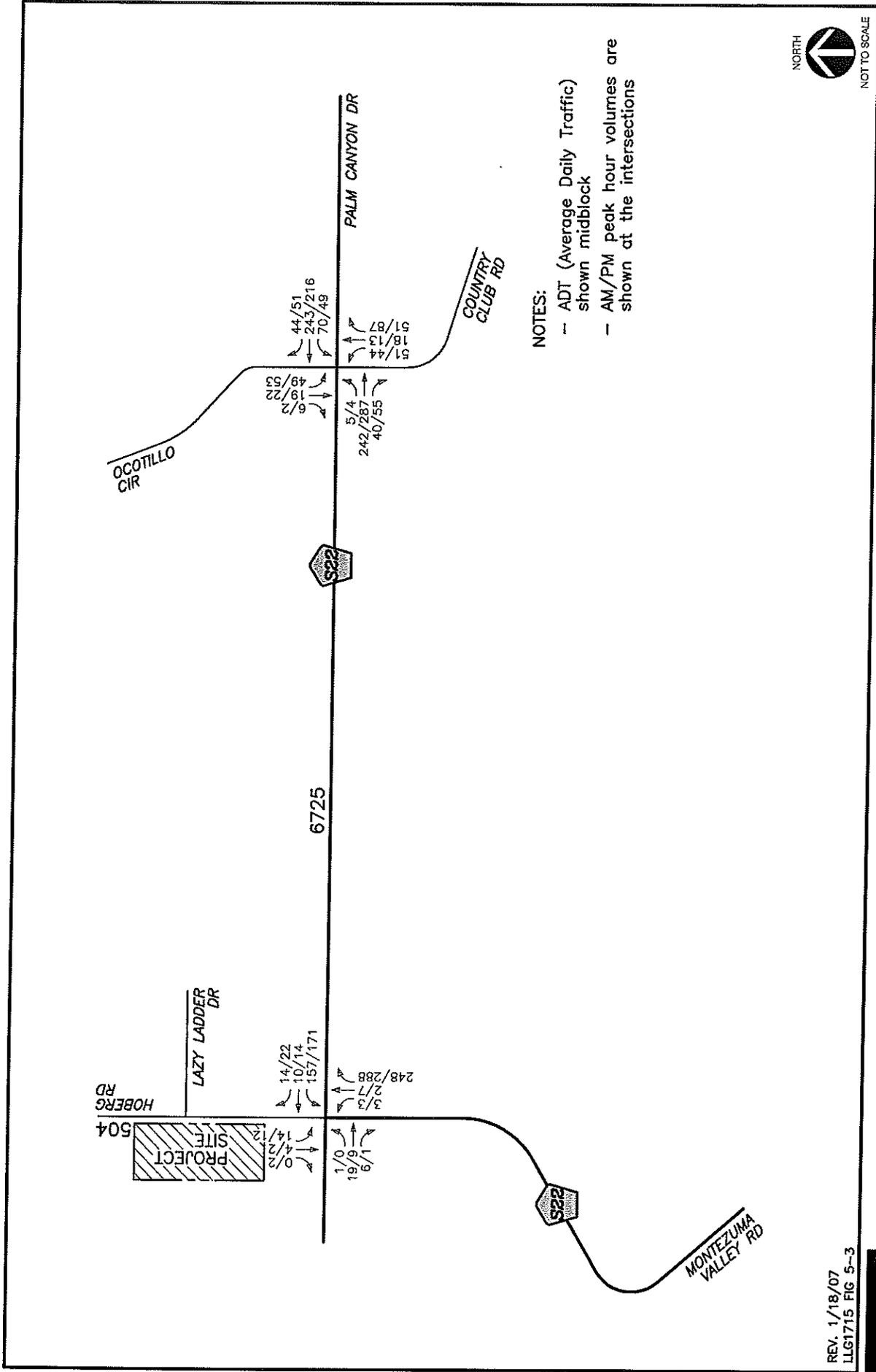


Figure 6-1
Cumulative Project Traffic Volumes
AM/PM Peak Hours & ADT



NOTES:
 - ADT (Average Daily Traffic) shown midblock
 - AM/PM peak hour volumes are shown at the intersections



REV. 1/18/07
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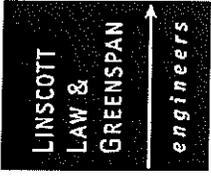


Figure 6-2
Existing + Project + Cumulative Project Traffic Volumes
AM/PM Peak Hours & ADT

7.0 SIGNIFICANCE CRITERIA

The following criterion was utilized to evaluate potential significant impacts, based on the County's documents "Guidelines for Determining Significance, Sep 26, 2006".

7.1 Road Segments

Pursuant to the County's General Plan Public Facilities Element (PFE), a new development must provide improvements or other measures to mitigate traffic impacts to avoid:

- a. Reduction in Level of Service (LOS) below "C" for on-site Circulation Element roads;
- b. Reduction in LOS below "D" for off-site and on-site abutting Circulation Element roads; *and*
- c. "Significantly impacting congestion" on roads that operate at LOS "E" or "F". If impacts cannot be mitigated, the project will be denied unless a statement of overriding findings is made pursuant to the State CEQA Guidelines. The PFE, however, does not include specific guidelines/thresholds for determining the amount of additional traffic that would "significantly impact congestion" on such roads as used in the PFE.

The County has created the following guidelines to evaluate likely traffic impacts of a proposed project for road segments and intersections serving that project site, for purposes of determining whether the development would "significantly impact congestion" on the referenced LOS E and F roads. The guidelines are summarized in Table 1 (hereinafter, referred to as *Table 7-1* in this report). The thresholds in *Table 7-1* are based upon average operating conditions on County roadways. It should be noted that these thresholds only establish general guidelines, and that the specific project location must be taken into account in conducting an analysis of traffic impact from new development.

7.1.1 On-site Circulation Element Roads

PFE, Transportation, Policy 1.1 states that "new development shall provide needed roadway expansion and improvements on-site to meet demand created by the development, and to maintain a Level of Service C on Circulation Element Roads during peak traffic hours". Pursuant to this policy, a significant traffic impact would result if:

- The additional or redistributed ADT generated by the proposed land development project will cause on-site Circulation Element Roads to operate below LOS C during peak traffic hours.

7.1.2 Off-site Circulation Element Roads

PFE, Transportation, Policy 1.1 also states that, "new development shall provide needed roadway expansion and improvements off-site to meet demand created by the development, and to maintain a Level of Service D on Circulation Element Roads." "New development that would significantly impact congestion on roads operating at LOS E or F, either currently or as a result of the project, will

be denied unless improvements are scheduled to improve the LOS to D or better or appropriate mitigation is provided.” The PFE, however, does not specify what would significantly impact congestion or establish criteria for evaluating when increased traffic volumes would significantly impact congestion. The following significance guidelines provided are the County’s preferred method for evaluating whether or not increased traffic volumes generated or redistributed from a proposed project will “significantly impact congestion” on County roads, operating at LOS E or F, either currently or as a result of the project.

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

- The additional or redistributed ADT generated by the proposed project will significantly increase congestion on a Circulation Element Road or State Highway currently operating at LOS E or LOS F, or will cause a Circulation Element Road or State Highway to operate at a LOS E or LOS F as a result of the proposed project as identified in *Table 7-1*, or
- The additional or redistributed ADT generated by the proposed project will cause a residential street to exceed its design capacity.

**TABLE 7-1
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

General Notes:

1. By adding proposed project trips to all other trips from a list of projects, this same table must be 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 a share of the cumulative impacts.
2. 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.

7.2 Intersections

This section provides guidance for evaluating adverse environmental effects a project may have on unsignalized intersections.

7.2.1 Unsignalized

The operating parameters and conditions for unsignalized intersections differ dramatically from those of signalized intersections. Very small volume increases on one leg or turn and/or through

movement of an unsignalized intersection can substantially affect the calculated delay for the entire intersection. Significance criteria for unsignalized intersections are based upon a minimum number of trips added to a critical movement at an unsignalized intersection.

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 an unsignalized intersection:

- 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, it is found that the generation rate is less than those specified above, and would significantly impact the operations of the intersection.

**TABLE 7-2
MEASURES OF SIGNIFICANT PROJECT IMPACTS TO CONGESTION ON INTERSECTIONS
ALLOWABLE INCREASES ON CONGESTED INTERSECTIONS**

Level of service	Unsignalized
LOS E	20 peak hour trips on a critical movement
LOS F	5 peak hour trips on a critical movement

General 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, these same tables are 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 a 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.

8.0 ANALYSIS OF NEAR-TERM CONDITIONS

8.1 Existing Conditions

8.1.1 Intersection Operations

Intersection capacity analysis was conducted for the study intersections under existing conditions. As shown in *Table 8-1*, both study area intersections are calculated to currently operate at an acceptable LOS A during both the AM and PM peak hours.

8.1.2 Street Segment Operations

Table 8-2 shows the existing street segment analysis for both segments. As shown in *Table 8-2*, both segments are calculated to currently operate at an acceptable LOS A on a daily basis.

8.2 Existing + Project

8.2.1 Intersection Operations

As shown in *Table 8-1*, with the addition of project traffic, the study area intersections are calculated to continue to operate at an acceptable LOS A during both the AM and PM peak hours with a nominal increase in delays.

8.2.2 Street Segment Operations

Table 8-2 shows that with the addition of project traffic, both segments calculated to continue to operate at an acceptable LOS A on a daily basis.

8.3 Existing + Project + Cumulative Projects

8.3.1 Intersection Operations

As shown in *Table 8-1*, with the addition of cumulative projects traffic, the study area intersections are calculated to operate at LOS C or better conditions during both the AM and PM peak hours with a nominal increase in delays.

8.3.2 Street Segment Operations

Table 8-2 shows that with the addition of cumulative projects traffic, both segments are calculated to operate at LOS C or better on a daily basis.

**Table 8-1
Near-Term Intersection Operations**

Intersection	Control Type	Peak Hour	Existing		Existing + Project		Δ^d	Existing + Project + Cumulative Projects		Impact Type
			Delay ^a	LOS ^b	Delay	LOS		Delay	LOS	
Palm Canyon Drive / Hoberg Road / Montezuma Valley Road	TWSC ^c	AM	9.3	A	9.3	A	0.0	12.2	B	None
		PM	9.5	A	9.7	A	0.2	12.7	B	
Palm Canyon Drive / Ocotillo Circle	TWSC ^c	AM	9.7	A	9.7	A	0.0	19.1	C	None
		PM	9.7	A	9.8	A	0.1	20.2	C	

Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. TWSC – Two Way Stop Controlled Intersection. Average delay expressed in seconds per vehicle and represents the worse case minor street movement.
- d. Increase in delay due to project traffic.

UNSIGNALIZED	
DELAY/LOS THRESHOLDS	
Delay	LOS
0.0 < 10.0	A
10.1 to 15.0	B
15.1 to 25.0	C
25.1 to 35.0	D
35.1 to 50.0	E
> 50.1	F

**TABLE 8-2
NEAR-TERM STREET SEGMENT OPERATIONS**

Street Segment	Existing Capacity (LOS E) ^a	Existing		Existing + Project		Existing + Project + Cumulative Projects		Impact Type
		ADT ^b	LOS ^c	ADT	LOS	ADT	LOS	
Palm Canyon Drive Hoberg Road to Ocoillo Circle	16,200	1,700	A	1,843	A	6,725	C	None
Hoberg Road North of Palm Canyon Drive	4,500	200	A	404	A	504	A	None

Footnotes:

- a. Capacity based on the San Diego County Street Classification Table.
- b. ADT – Average Daily Traffic.
- c. LOS – Level of Service.

9.0 SIGNIFICANCE OF IMPACTS / MITIGATION MEASURES

Based on the County of San Diego's established significance criteria, no direct project traffic impacts are calculated. Therefore, no direct related mitigation measures are necessary.

In accordance with the County of San Diego Subdivision Ordinance, the project's conditions of approval should require dedication of one-half right-of-way width along the project frontage for Hoberg Road and Palm Canyon Drive. Hoberg Road should be improved in accordance with the Public Road Standards for a Residential Collector and Palm Canyon Drive should be improved in accordance with the Public Road Standards for a Light Collector Road. *Appendix E* contains a copy of the preliminary grading plan.

The project could contribute to cumulative impacts on the regional facilities located in the East TIF Region. Cumulative impacts are those impacts caused collectively by all development within the community. The proposed TM 5511 is adding 204 ADT to the road network that is part of the County's TIF program. The County of San Diego Traffic Impact Fee Report did not identify any existing base year deficiencies in the area, but it did identify build-out deficiencies. The Traffic Impact Fee is to fund construction of the following County identified transportation facilities among others:

1. Palm Canyon Drive - approximately 2.37 additional lane miles
2. Borrego Springs Road - approximately 0.42 additional lane miles
3. Christmas north - approximately 0.13 additional lane miles
4. Christmas south - approximately 0.14 additional lane miles

The project will mitigate its cumulative impact by paying the applicable Traffic Impact Fee at the time building permits are obtained for each single-family residence.