

SUBCHAPTER 2.3
TRANSPORTATION/TRAFFIC

2.3 **Transportation/Traffic**

Traffic was addressed in Subchapters 3.14 and 7.9 in the 1981 EIR. That document assumed 9,072 ADT and concluded that project-generated traffic would have a less than significant impact. The 1981 EIR concluded that the existing roadway would be capable of handling this additional traffic, assuming that SR-76/Pala Road, west of the intersection of Pankey Road, would be widened to provide two travel lanes, left-turn lanes and paved shoulders. Although not identified as mitigation measures, the EIR recommended one travel lane in each direction along with left-turn, right-turn and acceleration lanes at SR-76/Pala Road and Pankey Road.

The 1983 EIR identified traffic concerns as significant but mitigable. It analyzed trips generated by employees associated with the Hewlett-Packard facility, as well as trips related to the mobile home park, condominiums, golf course, and commercial uses. Combined, these uses were projected to total 22,486 ADT at buildout. The 1983 EIR concluded that the project would have significant impacts to Pankey Road, SR-76/Pala Road, and the intersection of SR-76/Pala Road and Pala Mesa Drive.

Traffic volumes on area roads have changed since completion of the traffic technical studies for the previous EIRs. Overall development density in the area surrounding the Project (although not within the Project) has increased. (As an example, in 1982 there were 2,300 ADT on SR-76 east of I-15. Based on existing traffic counts, the current TIA reports 10,300 ADT for the same segment.) In addition, some internal capture is assumed, the geographic extent of Proposed Project effects is currently assessed as wider, and significant impacts are assessed and mitigation measures are proposed at additional locations. More detailed information is available by both segment and intersection/interchange. Cumulative conditions incorporating traffic generated by off-site conditions through 2030 also are included.

In addition, the County has adopted an ordinance to help finance the roadway network needed to serve future development within the unincorporated area. A Traffic Impact Fee (TIF) Program was adopted in 2005 and updated in 2008 and again in October 2012 to mitigate potential cumulative impacts caused by traffic from future development through funding of roadway improvements. This program is based on a summary of projections method contained in an adopted planning document, as referenced in the state CEQA Guidelines Section 15130(b)(1)(B), which evaluates regional or area-wide conditions contributing to cumulative transportation impacts. Based on SANDAG regional growth and land use forecasts, the SANDAG Regional Transportation Model was utilized to analyze projected Year 2030 development conditions on the existing Circulation Element roadway network throughout the unincorporated area of the County. Based on the results of the traffic modeling, funding necessary to construct transportation facilities that will mitigate cumulative impacts from new development was identified. Existing roadway deficiencies will be corrected through improvement projects funded by other public funding sources, such as TransNet, gas tax and grants. Potential cumulative impacts to the region's freeways have been addressed in SANDAG's Regional Transportation Plan (RTP). This plan, which considers freeway buildout over the next 40 years, will use funds from TransNet, state and federal funding to improve freeways to projected LOS objectives in the RTP.

These considerations lead to the need for new subsequent analysis based on substantial changes having occurred with respect to the circumstances under which the Project would be undertaken, as well as the fact that there is new information of substantial importance which would result in significant effects not previously discussed. The reader is referred to text below for new and/or revised evaluation of all issues related to traffic for the Project.

The following summary of transportation and circulation impacts is based on the TIA for Campus Park West prepared by LLG (2013). The Project study area evaluated in the TIA captures 15 roadway segments, 14 state route segments, 3 freeway segments, and 38 intersections, including future roadways and intersections. The TIA can be found in its entirety in Appendix D, including all supporting tables, figures, and traffic modeling results.

2.3.1 Existing Conditions

2.3.1.1 Existing Setting

To be consistent with traffic analyses completed for adjacent proposed projects (Campus Park and Meadowood), the Project TIA utilized the Campus Park project's select zone assignment prepared for the site in addition to the County's 25-peak period trip threshold for projects generating over 1,000 ADT.

Figure 2.3-1, Existing Roadway Segment Conditions, shows the existing roadway network and Figure 2.3-2, Existing Intersection Conditions, shows those intersections that were included in the traffic analysis. A brief description of the existing Project area roadways is below. Roadway widths in this description are approximate. It is noted that all roadway classifications identified below are cited from the August 2011 County Mobility Element map.

Existing Roadway Characteristics

I-15 in the vicinity of the Project is classified as a Freeway. I-15 from Rainbow Valley Boulevard to Old Highway 395 is constructed as an eight-lane Freeway with a center divider. The travel lanes are 12 feet in width and the shoulders are 10 to 12 feet in width. The posted speed limit is 70 mph along I-15 in the vicinity of the Project.

SR-76 (Pala Road) from Oceanside city limits to South Mission Road is classified as a 6.2 Prime Arterial. From South Mission Road to Couser Canyon Road, SR-76 is classified as a 4.1A Major Road with bike lanes. From Couser Canyon Road to the Pala/Pauma Subregion boundary, SR-76 is classified as a 2.1D Community Collector with improvement options (passing lanes) and bike lanes. It should be noted that the Mobility Element cites "special circumstances" for the segment of SR-76 between Old Highway 395 and I-15 as "*Accepted at LOS E,*" based on requirements to obtain increased right-of-way to provide for additional turn lanes in this area.

SR-76 from Melrose Drive to South Mission Road is generally constructed as a two-lane undivided roadway (one travel lane of approximately 12 feet in each direction) with shoulder widths ranging from one to five feet (total pavement width ranges from approximately 26 feet to approximately 34 feet). SR-76 from Via Monserate to Old Highway 395 is generally constructed

as a two-lane un-divided roadway (one travel lane of approximately 12 feet in each direction) with a shoulder width ranging from two to eight feet (total pavement width ranges from approximately 28 feet to approximately 40 feet). From Old Highway 395 to the I-15 southbound ramps, SR-76 is constructed within approximately 76 feet of pavement with a center two way left-turn lane of approximately 12 feet, two travel lanes in each direction for approximately 24 feet, and a paved shoulder in each direction of approximately eight feet. From the I-15 southbound ramps to the I-15 northbound ramps, SR-76 is constructed within approximately 56 feet of pavement with one travel lane of approximately 13 feet in each direction, a back-to-back left turn lane of approximately 14 feet, and a shoulder of approximately eight feet for each travel direction. From the I-15 northbound ramps to Pala Mission Road, SR-76 is constructed within approximately 28 feet with one travel lane of approximately 12 feet in each direction and a shoulder of approximately two feet in each direction. Speed limit signs of 55 MPH were observed on the segments between Melrose Drive and North River Road. Additionally, several horizontal alignment signs (arrows warning drivers of turns in the road) are posted along SR-76.

Two additional SR-76 widening projects have been proposed by Caltrans west of the Project site: the SR-76 Middle Project (from approximately Melrose Drive to South Mission Road) and the SR-76 East Project (from approximately South Mission Road to the SR-76/I-15 interchange). On October 24, 2008, the SANDAG Board approved the redistribution of funds between SR-76 corridor projects to fully fund the construction phase of the Caltrans SR-76 Middle Project. Construction of the SR-76 Middle Project began in early 2010 and the estimated completion date of construction is late 2012, with project close out estimated for fall 2014. The Caltrans SR-76 East Project has identified TransNet as a funding source. Construction of the SR-76 East Project began in 2012 and the current estimate for completion of construction is fall 2015, with project close out estimated for late 2017.

Horse Ranch Creek Road is currently being constructed by Palomar College to Mobility Element “Boulevard” standards. Horse Ranch Creek Road will connect to the existing portion of Pankey Road south of Stewart Canyon Road to SR-76, along a new alignment.

Old Highway 395 is classified as a 2.1D Community Collector from the Rainbow Community Plan Area (CPA) boundary to the I-15 interchange (northbound [NB] ramps). Old Highway 395 is classified as a 2.1A Community Collector from the I-15 interchange (southbound [SB] ramps) to Pala Mesa Drive. From Pala Mesa Drive to SR-76, Old Highway 395 is classified as a 4.2B Boulevard with intermittent turn lanes. From SR-76 to the Bonsall CPA boundary, Old Highway 395 is classified as a 2.1D Community Collector with “unspecified” improvement options.

It should be noted that the Mobility Element identifies two segments of Old Highway 395 (Rainbow CPA boundary to Stewart Canyon Road, and Dulin Road West to SR-76/Pala Road) as “Accepted at LOS E/F,” based on community input during the General Plan Update evaluations for the 2011-approved General Plan. This segment of roadway was not cleared as a General Plan override, however, and any exceedance of LOS standards is the responsibility of individual projects to either: (1) justify the exceedance with a statement of overriding considerations or (2) propose an increased classification to carry expected volumes.

Currently, Old Highway 395 between Mission Road and Dulin Road is generally constructed as a two-lane undivided roadway (one travel lane of approximately 12 feet in each direction) with a shoulder width ranging from two to eight feet (total pavement width ranges from approximately 28 feet to approximately 40 feet). The posted speed limit on Old Highway 395 from Mission Road to SR-76 is 55 mph. Between Dulin Road and West Lilac Road, Old Highway 395 is generally constructed as a two-lane undivided roadway (one travel lane of approximately 12 feet in each direction) with a shoulder width ranging from two to six feet (total pavement width ranges from approximately 28 feet to approximately 36 feet). A posted speed limit was not observed on this segment of Old Highway 395 south of Dulin Road.

Pankey Road from Pala Mesa Drive to SR-76 is classified as a 2.1A Community Collector. From Stewart Canyon Road to a terminus cul-de-sac approximately 0.7 mile to the south, Pankey Road is constructed with approximately 32 feet of pavement with a NB travel lane of approximately 20 feet and SB travel lane of approximately 12 feet.

The on-site portion of Pankey Road extends north from SR-76 and is currently a dirt road. The Campus Park West Project proposes to reclassify and construct Pankey Road to 4.2A Boulevard standards from Pala Mesa Drive to SR-76 prior to approval of the final map and/or provide security that such improvements will be made. Pankey Road includes a bridge segment and would need a reduction in classification to 2.1A Community Collector for this section. The 4.2A Boulevard classification would not continue south of SR-76, but this section would be built to a similar four-lane boulevard standard.

The Project would construct six total driveways on Pankey Road: one stop controlled “tee intersection” driveway north of Pala Mesa Drive, one two-way stop-controlled driveway south of Pala Mesa Drive, two signalized driveways between Pala Mesa Drive and Pankey Place, one right-in/right-out unsignalized driveway north of Pankey Place, and one signalized driveway south of SR-76.

From SR-76 south to Shearer Crossing (connects to Dulin Road), Pankey Road is constructed with approximately 40 feet of pavement and one travel lane in each direction. No posted speed limits were observed.

Pala Mesa Drive is classified as a 2.2F Light Collector on the Mobility Element network, and is an unclassified roadway from Old Highway 395 to Pankey Road. Pala Mesa Drive east of Old Highway 395 exists as a bridge over I-15 that is closed to traffic. From Old Highway 395 to Pankey Road, the Pala Mesa Drive alignment is proposed to be changed in order to avoid a biological wetland. The proposed alignment is shown throughout the various figures located within this section and would be a two lane roadway designed per County Standards to the satisfaction of the PDS staff in the Land Development Division.

The Campus Park West Project would be responsible for constructing this segment of Pala Mesa Drive before obtaining occupancy permits, should Campus Park West be constructed prior to Campus Park or Meadowood.

Stewart Canyon Road from Old Highway 395 to Horse Ranch Creek Road is classified as a 4.1B Major Road. Stewart Canyon Road from Old Highway 395 to Pankey Road is generally constructed as a two-lane undivided roadway within approximately 40 feet of pavement. A posted speed limit was not observed on this segment.

Reche Road is classified as a 2.2B Light Collector (continuous turn lane) from Stage Coach Lane to Green Canyon Road. From Green Canyon Road to Old Highway 395, Reche Road is classified as a 2.2C Light Collector (intermittent turn lane). Reche Road currently provides one lane in each direction within the Project study area. Turn lanes are located at several intersections along Reche Road between Green Canyon Road and Old Highway 395. Curbside parking is prohibited and bike lanes are not provided.

Existing Levels of Service

LOS designations comprise a professional industry standard by which the operating condition of a given roadway, state route, freeway segment, or intersection is measured. LOS designation is reported differently for signalized and unsignalized intersections, as well as for roadway segments. LOS is defined using letter designations from “A” to “F,” wherein LOS A represents the best operating conditions and LOS F represents the worst operating conditions (Table 2.3-1, Level of Service Thresholds for Roadway Segments, Table 2.3-2, Level of Service Thresholds for State Routes, Table 2.3-3, Level of Service Thresholds for Freeways, and Table 2.3-4, Level of Service Thresholds for Intersections). LOS A facilities are characterized as having free-flowing traffic conditions with no restrictions on maneuvering or operating speeds; traffic volumes are low and travel speeds are high. LOS F facilities are characterized as having highly unstable, congested conditions and low operating speeds. LOS E and F generally are considered not acceptable for urban design purposes.

The volume-to-capacity ratio (V/C) is a measure of traffic demand on state and local facilities (expressed as volume) compared to its traffic-carrying capacity. In evaluating the performance of roadway segments under the existing conditions, V/C is considered together with LOS. Existing traffic volumes are based on peak period counts and ADT volume counts conducted in May 2012. Figure 2.3-3, Existing Average Daily Traffic – Roadway Segments, shows existing ADT for the roadway segments in the study area. Existing roadway, state route, freeway, and intersection operations are provided in Table 2.3-5, Roadway Segment Operations Under Existing and Existing Plus Project Conditions; Table 2.3-6, State Route Segment Operations Under Existing and Existing Plus Project Conditions; Table 2.3-7, Freeway Segment Operations Under Existing and Existing Plus Project Conditions; Table 2.3-8, ILV Operations Under Existing and Existing Plus Project Conditions; and Table 2.3-9, Intersection Operations Under Existing and Existing Plus Project Conditions, respectively.

Existing Roadway Segments

Twenty-three total roadway segments were evaluated. All of the analyzed local roadway segments currently operate at LOS D or better (Table 2.3-5).

Existing State Route Segments

Fourteen state route segments along SR-76 were evaluated. The peak period segment analyses were conducted assuming two lanes along SR-76 from Melrose Drive to Pala Mission Road. SR-76 has recently been widened for approximately 1.4 miles east of the I-15 NB ramps from two to four lanes. For purposes of this analysis, the four-lane configuration is assumed to be complete.

A total of five analyzed state route segments currently operate at LOS E and/or F during peak periods, which is considered unacceptable (Table 2.3-6). These five segments are represented by stretches itemized below and include SR-76 between:

- Olive Hill Road to South Mission Road (LOS E)
- South Mission Road to Via Monserate (LOS E)
- Via Monserate to Gird Road (LOS F)
- Gird Road to Sage Road (LOS E)
- Sage Road to Old Highway 395 (LOS E)

All other state route segments currently operate at acceptable LOS D or better.

Existing Freeway Segments

All three I-15 freeway segments in the Project study area (between Old Highway 395 and Rainbow Valley Road) currently operate at an acceptable LOS C or better during the a.m. and p.m. peak periods (Table 2.3-7).

Existing Intersection Lane Vehicles (ILV) Operations

Figure 2.3-4, Existing Peak Period Traffic Volumes – Intersections, illustrates the ADT at the two signalized freeway ramps within the study area. Table 2.3-8 shows existing a.m. and p.m. peak period ILV traffic volumes in the study area. As shown in the table, the two studied ILV locations (SR-76 at I-15 SB ramps and SR-76 at I-15 NB ramps) currently operate under or near capacity in the a.m. and p.m. peak periods.

Existing Signalized Intersections

Figure 2.3-4 also illustrates the ADT at intersections within the study area. Table 2.3-9 shows existing a.m. and p.m. peak period intersection traffic volumes in the study area. As shown in the table, all signalized intersections within the study area operate at an acceptable LOS (A through D), with the exception of the following:

- East Mission Road/Old Highway 395, which operates at LOS E during the p.m. peak period
- SR-76/Olive Hill Road, which operates at LOS E during the p.m. peak period

Existing Unsignalized Intersections

As shown in Table 2.3-8, the following two unsignalized intersections within the study area operate at an unacceptable LOS during the a.m. and/or p.m. peak periods:

- Old Highway 395/Reche Road (LOS F during the p.m. peak period)
- SR-76/Via Monserate (LOS E during a.m. peak periods and LOS F during p.m. peak periods)

The remaining 14 unsignalized intersections that currently exist within the study area operate at acceptable LOS D or better during the peak periods.

Regulatory Framework

Transportation and circulation for the Proposed Project are directed by guidance from the federal government, regional transportation programs, and the County General Plan Mobility Element. Applicable federal, regional, and County programs and regulations are discussed below.

Federal

2000 Highway Capacity Manual

Prepared by the Transportation Research Board, the 2000 Highway Capacity Manual is a collaborative effort between the Transportation Research Board, 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 Highway Capacity Manual addresses the effects of transit, pedestrians, and bicycles on transportation system performance.

Regional

Regional Transportation Plan

The RTP was created and approved by SANDAG on March 23, 2003 and last updated in October 2011, with the intent of addressing challenges to mobility in the San Diego region due to population growth. The 2050 RTP outlines projects for transit, rail, and bus services; express or managed lanes; highways; local streets; bicycling; and walking. It also aims to maintain, manage, and improve the existing transportation system in the region as it shifts towards an integrated, multi-modal system.

State Transportation Improvement Program

The 2002 State Transportation Improvement Program (STIP) is a multi-year program of federally and state-funded projects that are developed locally and approved by the California Transportation Commission. Once approved, the STIP is incorporated into the Regional

Transportation Improvement Program (RTIP), which includes all other locally funded transportation projects.

Regional Transportation Improvement Program

The RTIP is also a multi-year program that includes all proposed major highway, arterial, transit, and non-motorized projects in the region, including TransNet projects. The 2010 RTIP was adopted in September 2010, for Fiscal Years 2010 through 2015. The projects listed in the initial years of the 2050 RTP are the same as those either already programmed in the current RTIP or are expected to be included in future near-term RTIP updates.

Regional Growth Management Strategy

The Regional Growth Management Strategy, as originally adopted in 1993 by SANDAG, is a comprehensive framework for dealing with regional growth impacts in order to preserve and improve the regional quality of life. One facet of quality of life considered in the Regional Growth Management Strategy is transportation and congestion management. The Regional Growth Management Strategy was amended in July 1999, at which time the new growth strategy was titled REGION2020.

Guide for the Preparation of Traffic Impact Studies

The Caltrans Guide for the Preparation of Traffic Impact Studies (2002) outlines recommended procedures for traffic study contents. While thresholds are not identified in this guide, Caltrans staff have indicated that freeway operations at or above LOS D are considered acceptable. For the San Diego region, Caltrans' staff have previously indicated that an impact to a freeway is generally identified when project traffic causes the operations to drop one letter grade (e.g., from LOS E to LOS F).

County

The Mobility Element of the adopted County General Plan identifies the general location and extent of existing and proposed major roads and bicycle routes.

The County of San Diego has developed LOS threshold tables based on the different functional street classifications and their ability to carry traffic. In addition, on August 2, 2006, the County Board of Supervisors approved the proposed Year 2020 road standards. Year 2020 road standards, identified as "GP Update" in this subchapter, evaluate road segments on the basis of capacity. A statement of "Under Capacity" (Un) is shown in the LOS threshold tables (no roadways were "Over Capacity"). These capacity statements are used in place of LOS where a proposed road would be implemented that is not part of the current Mobility Element (e.g., the "Light Collector" classification proposed for Pankey Place).¹

¹ Actual capacity on some segments may be higher due to intersection widening, restricted access, and/or lane widening.

The study area for the Existing Plus Project condition was defined based on the County's criterion of including all segments to which the Project would add 25 or more peak-period trips to existing roadway traffic.

The County General Plan states that new development shall provide improvements adequate to maintain LOS C on on-site circulation element roads during peak periods. New development shall provide improvements sufficient to contribute to the overall achievement of an LOS D on off-site circulation element roads.

2.3.2 Analysis of Project Effects and Determination as to Significance

As noted in Chapter 1 of this EIR, two design scenarios are evaluated in this document. **Scenario 1** assumes that Caltrans right-of-way abutting the southern edge of PA 2 and the northern edge of PA 5 would remain in its current condition. **Scenario 2** assumes that these properties are incorporated into the Project. Although no use is proposed for the property north of SR-76 (excluding a Project monument sign), in PA 5 an additional 10,000 s.f. of general commercial uses are assumed. In order to identify worst-case traffic generation, this use is assumed to be 16-fueling spaces gas station. These uses are projected to result in a fairly small change to **Scenario 1** numbers (2558 overall trips) relative to the overall Project. Of these trips, 537 would be daily primary trips, 1,305 would be daily diverted trips, and 716 would be daily pass-by trips. These trips are only anticipated to show notable changes to traffic loading on the SR-76/I-15 NB and SB ramps and on the segment of SR-76 between Old Highway 395 and I-15 SB ramps. All other Project uses, traffic generation, and travel patterns remain identical between the two scenarios. Variation between **Scenarios 1** and **2** is described in text below, as applicable.

2.3.2.1 Project Traffic Generation

The Proposed Project would generate 36,206 ADT. This includes 1,991 total a.m. peak period trips and 3,263 total p.m. peak period trips. These represent new trips at the Project's driveways, but these are not all new trips to the region, as further explained below. Table 2.3-10, Proposed Project Trip Generation, provides the trip generation rates for each land use, the projected volumes, and the a.m. and p.m. peak period volumes. Figure 2.3-5, Project Average Daily Traffic – Roadway Segments, and Figure 2.3-6, Project Peak Period Traffic Volumes – Intersections, depict the traffic volumes from the Proposed Project on study area roadway segments and intersections, respectively. The Project's traffic generation rates are based on SANDAG's most current (2002) trip generation rates for the various types of land uses proposed.

2.3.2.2 Project Traffic Distribution

The Proposed Project trips were distributed on the study area roadways based on the Campus Park Traffic Impact Study (LOS Engineering, Inc. 2009, as amended). Since the timing of the Proposed Project in conjunction with surrounding developments is currently unknown, a worst-case distribution was analyzed in the Existing Plus Project (near-term) condition, which assumes no interaction of vehicle trips among the Proposed Project and the surrounding Campus Park and Meadowood developments. This puts all Project-related off-site trips onto area

roadways, thereby providing a conservative analysis. The other near-term analysis (Existing Plus Cumulative Plus Project scenario) and the long-term analysis (Year 2030 Plus Project scenario) assumes that the surrounding developments (i.e., Campus Park and Meadowood) would be in place and that inter-project trips would occur. The potential impacts under the Existing Plus Project condition are discussed within this section and the cumulative and long-term (Year 2030) impacts are discussed in Section 2.3.3.

Based on discussions with County of San Diego and Caltrans staff, a 30-percent total “internal capture” rate was used in the Existing plus Project plus Cumulative and Horizon Year (Year 2030) analyses based on the mixed-use nature of the Proposed Project, which would include residential, general commercial, and office/limited impact industrial uses, and the resulting variety and complementary nature of the proposed land uses. “Internal capture” refers to the percentage of vehicle trips generated by the Proposed Project that would remain within the collective study area of the Campus Park West, Campus Park, and Meadowood projects. These trips would not include travel on external roadways since motorists would be traveling to internal Proposed Project or Campus Park or Meadowood uses instead of uses located outside of these three project sites. The internal capture reduction for the Proposed Project was applied only to the land uses north of SR-76. The use of a 30-percent internal capture rate for the Proposed Project is considered conservative given that: (1) Institute of Transportation Engineers (ITE) sources with similar land uses documented internal capture rates from 28 to 51 percent, with an average of 38 percent; (2) local internal capture rates in Fallbrook have been calculated at 58 percent; and (3) the Project is a walkable community, with residential uses adjacent to retail and employers. As noted above, the 30-percent internal capture rate was approved by both the County and Caltrans (refer to Appendix D of the TIA [EIR Appendix D]).

External trips, in contrast, would consist of three types of motorists: primary, pass-by, and diverted-linked. Primary trips are point A to point B round trips (new trips to the region). The traveler is assumed to be focused on Campus Park West as their primary destination and such trips would be distributed throughout the Campus Park West study area. Pass-by trips are point A to point B to point C and consist of travelers that are already passing through the area (i.e., existing trips largely on SR-76 or Pankey Road) but stop at the Project site (i.e., not new trips to the region). Diverted-linked trips are trips that are attracted from the existing traffic volume on roadways within the vicinity of the generator (i.e., largely on I-15) but that require a diversion, or exit, from that roadway to another to gain access to the Project site. Pass-by trips and diverted-linked trips are not new trips to the region.

2.3.2.3 Roadway Network Improvements

The following roadway improvements would be constructed as part of the Proposed Project:

1. The Project Applicant would install a traffic signal at SR-76/Pankey Road and widen/improve the intersection to the following configuration:
 - SB: Pankey Road north of SR-76 would be widened to add two WB right-turn lanes and one EB left-turn lane. The SB segment of Pankey Road south of SR-76 would be widened to add an additional SB lane, for a total of two SB lanes.

- WB: SR-76 east of Pankey Road would be widened to add an additional NB right-turn lane and a single SB left-turn lane; the existing bridge over Horse Ranch Creek would be widened by one lane on the north (WB).
 - NB: Pankey Road south of SR-76 would be widened to add two WB left-turn lanes and one EB right-turn lane. The NB segment of Pankey Road north of SR-76 would be widened to add an additional NB lane, for a total of two NB lanes.
 - EB: SR-76 west of Pankey Road would be widened to add an additional NB left-turn lane (for a total of two left-turn lanes) and a single SB right-turn lane.
2. The Proposed Project would include construction of signalized intersections at Pala Mesa Drive/Pankey Road, Pankey Road/Pankey Place, and Pankey Road South/Shearer Crossing, as well as numerous internal stop-controlled intersections at driveways along Pankey Road.
 3. The intersection of Old Highway 395 and Pala Mesa Drive, on the west side of I-15, would be widened and improved to provide additional turn capacity. Minor grading and drainage improvements are required to improve this intersection to the following configuration:
 - The NB segment of 395 south of Pala Mesa Drive currently has an adequate hardscape. The road would be re-striped to include an 80-foot long, 11-foot-wide EB right-turn lane onto Pala Mesa Drive.
 - The SB segment of 395 north of Pala Mesa Drive would be widened from a roadway surface width of approximately 40 to 50 feet to 47 feet for a distance of approximately 1,000 feet. An EB left-turn lane onto Pala Mesa Drive would be added.
 - The EB segment of Pala Mesa Drive west of Old Highway 395 would be widened from a roadway surface width of approximately 38 feet to 46 feet for a distance of approximately 600 feet. The right and left turn movements would be retained, and a through lane would be added.
 4. If the Proposed Project is constructed prior to the adjacent recently approved projects (i.e., Campus Park and Meadowood), the Project Applicant would construct Pankey Road from Pala Mesa Drive to south of SR-76 as a four-lane Boulevard roadway. If construction of the Proposed Project follows the adjacent recently approved projects, the Project Applicant would widen the existing roadway from two to four lanes per Mobility Element Boulevard road standards. Any portion of this roadway for secondary access for adjoining properties is the responsibility of the other project(s).
 5. If the Proposed Project is constructed prior to the adjacent recently approved projects (i.e., Campus Park and Meadowood), the Project Applicant would construct Pala Mesa Drive from Old Highway 395 to Pankey Road as a two-lane roadway. If construction of the Proposed Project follows the adjacent recently approved projects, the Project Applicant would not be required to construct this roadway segment.

2.3.2.4 Roadway and State Route Segments

Guidelines for the Determination of Significance

A significant traffic impact would occur if:

1. The additional or redistributed ADT generated by the Proposed Project would cause on-site Mobility Element roads to operate below LOS C during peak traffic hours.
2. The additional or redistributed ADT generated by the Proposed Project would significantly increase congestion on a Mobility Element road or state highway currently operating at LOS E or F, or would cause a Mobility Element road or state highway to operate at a LOS E or F as a result of the Proposed Project as identified in Matrix 1, below.

Matrix 1			
MEASURES OF SIGNIFICANT PROJECT IMPACTS TO CONGESTION ON MOBILITY ELEMENT ROAD SEGMENTS			
Allowable Increases on Congested Road Segments			
LOS	Two-lane Road	Four-lane Road	Six-lane Road
E	200 ADT	400 ADT	600 ADT
F	100 ADT	200 ADT	300 ADT

Notes:

1. 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 additional 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 LOS, when such traffic uses a significant amount of remaining road capacity.
3. The Proposed Project would cause a Mobility Element road to exceed the thresholds presented in Matrix 2, below.
4. The additional or redistributed ADT generated by the Proposed Project would cause a residential street to exceed its design capacity.

Matrix 2 MEASURE OF SIGNIFICANT PROJECT TRAFFIC IMPACTS FOR MOBILITY ELEMENT ROADS, SIGNALIZED INTERSECTIONS, AND RAMPS							
LOS with Project	Allowable Change Due to Project Impact						
	Freeways*		Roadway Segments ¹		Signalized Intersections	Ramps	Ramps with >15 min. delay
	V/C	Speed (mph)	V/C	Speed (mph)	Delay (sec.) ²	Delay (min.) ²	Delay (min.) ²
E and F	0.01	1	0.02	1	2	-	2

¹ For County arterials that are not identified in SANDAG's RTP as regionally significant arterials, significance may be measured based upon an increase in ADT. The allowable change in ADT due to Project impacts in this instance would be identified in Threshold Matrix 1.

² Delay = Average stopped delay per vehicle measured in seconds (sec.) or minutes (min.)

> = greater than

* It is noted that SANDAG does not have jurisdiction over freeways. Caltrans, the agency with jurisdiction over freeways within the study area, considers impacts to freeways significant if additional traffic causes the operations to drop one letter grade. The Caltrans thresholds are used in the analysis below.

Guideline Sources

These guidelines are based on the County Guidelines for Determining Significance – Transportation and Traffic (August 24, 2011).

Analysis

Construction Impacts

Construction traffic is anticipated to primarily access the site via I-15, with minor numbers of workers or delivery trucks using SR-76. As noted in Subchapter 1.2, Project grading is projected to be balanced and no import or export of earthwork is expected, thus minimizing the number of truck trips to and/or from the site during the construction phase.

Construction traffic associated with the Proposed Project may contribute to temporary congestion and/or traffic delays in the Project vicinity. Due to the length of the construction period and the fact that various components of construction would overlap, projecting the delays on specific road segments and intersections (including off site) for the full construction period would be speculative and would not result in a modification to the planned implementation of standard traffic control measures. Off-site roadway improvements would be limited to adding turn/through lanes and traffic signals to existing intersections. The Proposed Project would include the preparation and approval of a Traffic Control Plan (TCP), identified on Table 1-3, which would include measures to reduce traffic delays and minimize public safety impacts both on and off site. The TCP would include measures such as the use of flag persons; traffic cones; k-rails; lane-shifting; small, isolated detours and advanced notification signage; pedestrian/equestrian detours; and movement restrictions, as necessary. Because the Project site is located

immediately north and south of SR-76, no temporary road closures are anticipated. In addition, the construction contractor would provide a means for public liaison/contact information for public inquiries and concerns. The TCP would be part of the Project and is included in the list of discretionary Project approvals, Project design considerations enumerated on Table 1-3, and Chapter 7.0, List of Mitigation Measures and Environmental Design Considerations. The plan would have to be approved by the Director of the Land Development Division of PDS. While construction traffic would be a nuisance to motorists in the Project vicinity and could result in adverse short-term traffic impacts, these short-term effects would be lowered to a **less than significant** level via Project-mandated implementation of the TCP.

Although the precise location within roadbeds of off-site utilities associated with potable water and sewage conveyance facilities would be ultimately determined as part of final Project design, these utilities would be located within existing or planned roadways (e.g., Horse Ranch Creek Road, SR-76, Pankey Road, Pala Mesa Drive). Associated impacts to traffic would be temporary in nature, and would be addressed through preparation, approval and implementation of a TCP, as described above. As a result, impacts would be **less than significant**.

Existing Plus Project Roadway Segment Impacts

Roadway conditions under Existing Plus Project conditions are illustrated in Figure 2.3-7, Existing Plus Project Roadway Segment Conditions. Figure 2.3-8, Existing Plus Project Average Daily Traffic – Roadway Segments, illustrates the Existing Plus Project roadway ADT distribution. Under Existing Plus Project conditions, none of the analyzed roadway segments would operate at LOS E (Table 2.3-5). As a result, **no impact** to roadway segments under Existing Plus Project conditions would occur.

Existing Plus Project State Route Segment Impacts

Under Existing Plus Project conditions, seven analyzed state route segments would operate at LOS E or F (Table 2.3-6). Because the Proposed Project would contribute a significant amount of traffic to two-lane roadways (200 ADT for two-lane roadways currently operating at LOS E), and the V/C would be greater than 0.02, the Proposed Project would result in **significant impacts** to the following four roadway segments:

- Four segments of SR-76 from South Mission Road to Old Highway 395 (**Impact TR-1**)

As discussed under Existing Levels of Service above, five segments of SR-76 currently operate at an unacceptable LOS (E or F). Refer to Figures 2.3-7 and 2.3-8 for the state route segment Existing Plus Project conditions and ADT distribution, respectively. Under Existing Plus Project conditions, seven state route segments would continue to operate at LOS E or F, or would decrease from an acceptable LOS to LOS E or F (Table 2.3-6). Because the change in V/C along four of these seven segments between Existing and Existing Plus Project conditions would be greater than 0.02, impacts would be considered significant. These four SR-76 segments include:

- South Mission Road to Via Monserate (LOS F)
- Via Monserate to Gird Road (LOS F)

- Gird Road to Sage Road (LOS F)
- Sage Road to Old Highway 395 (LOS F)

Construction of the SR-76 Middle Project that is currently widening SR-76 to four lanes in this vicinity and will further improve segment operations is anticipated to be completed in 2014, prior to occupancy of the first residential or commercial unit that would be built as part of the Proposed Project. The remaining three SR-76 segments that would operate at LOS E or F under the Existing Plus Project condition (East Vista Way to North River Road, North River Road to Olive Hill Road, and Olive Hill Road to South Mission Road) are part of the SR-76 Middle Project. During widening associated with the Middle Project, minor street access in the vicinity is limited with signalized intersections spacing maximized to enhance flow. A secondary, peak hour segment analysis was conducted to calculate arterial operations during the peak commute times while construction associated with SR-76 widening is underway. (The peak hour segment analysis is based on signal timing input, lane geometrics, peak hour volumes, similar to signalized intersection parameters; whereas the daily segment analysis utilizes only the two parameters of 24-hour volume and generalized capacity.) As the peak hour arterial analysis for the remaining segments showed arterial operations of LOS D or better in both directions during the peak hours, this is considered to supersede the V/C method daily segment analysis. Therefore, based on the operations of LOS D or better during peak hours, the Proposed Project would result in **less than significant** impacts to the remaining three SR-76 segments.

As shown in Table 2.3-11, Scenario 2 Street Segment Operations, **Scenario 2** would affect three state route segments along SR-76 and one roadway segment along Pankey Road. The addition of **Scenario 2** trips would constitute an incremental change that would result in no change to the CEQA identification of significant impacts to these segments under **Scenario 1**. Consistent with conclusions drawn for **Scenario 1**, **Scenario 2** also would result in **less than significant impacts** to these segments.

The balance of roadway and state route segments in the study area would remain at LOS D or better with the addition of **Scenario 2** traffic and no new impacts would occur.

2.3.2.5 Freeway Segments

Guideline for the Determination of Significance

A significant traffic impact would occur if:

5. The Proposed Project would cause a freeway segment to exceed the thresholds presented in Matrix 2, above.

Guideline Source

This guideline is based on the County Guidelines for Determining Significance – Transportation and Traffic (August 24, 2011).

Analysis

As shown in Table 2.3-7, all three analyzed freeway segments would continue to operate at an acceptable LOS (A through C) during the a.m. and p.m. peak periods under Existing Plus Project conditions. The Proposed Project would therefore result in **less than significant** impacts to freeway segments.

2.3.2.6 Signalized Intersections

Guidelines for the Determination of Significance

A significant traffic impact would occur if:

6. The additional or redistributed ADT generated by the proposed project would significantly increase congestion on a signalized intersection currently operating at LOS E or LOS F, or would cause a signalized intersection to operate at a LOS E or LOS F as identified in Matrix 3, below.
7. 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.

Matrix 3 MEASURES OF SIGNIFICANT PROJECT IMPACTS TO CONGESTION ON INTERSECTIONS: ALLOWABLE INCREASES ON CONGESTED INTERSECTIONS		
LOS	Signalized	Unsignalized
E	Delay of 2 seconds or less	20 or less peak period trips on a critical movement
F	Either a delay of 1 second, or 5 or less peak period trips on a critical movement	5 or less peak period trips on a critical movement

Notes:

1. A critical movement is an intersection movement (right-turn, left-turn, through movement) that experiences excessive queues, which typically operate at LOS F. Also if a project adds significant volume to a minor roadway approach, a gap study should be provided that details the headways between vehicles on the major roadway.
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 is responsible for mitigating its share of the cumulative impact.
3. The County may also determine impacts have occurred on roads even when a project's direct or cumulative impacts do not trigger an unacceptable LOS, when such traffic uses a significant amount of remaining road capacity.
4. For determining significance at signalized intersections with LOS F conditions, the analysis must evaluate both the delay and the number of trips on a critical movement, exceedance of either criteria result in a significant impact.

Guideline Source

These guidelines are based on the County Guidelines for Determining Significance – Transportation and Traffic (August 24, 2011).

Because Caltrans currently does not have significance criteria for ILV analysis, the ILV impact analysis for the SR-76/I-15 freeway ramps is presented in this signalized intersections discussion, below.

Analysis

Intersection conditions under Existing Plus Project conditions are illustrated in Figure 2.3-9, Existing Plus Project Intersection Conditions. Figure 2.3-10, Existing Plus Project Peak Period Traffic Volumes – Intersections, shows the distribution of all Project trips at each of the analyzed intersections. Under Existing conditions, all of the signalized intersections within the study area operate at an acceptable LOS, with the exception of the intersections of Old Highway 395/East Mission Road and SR-76/Olive Hill Road, which both operate at an unacceptable LOS (E) during the p.m. peak period (Table 2.3-9). Under Existing Plus Project conditions, these two intersections would continue to operate at unacceptable LOS (E) during the p.m. peak period; because the increase in delay would be less than two seconds, impacts to these signalized intersections would be **less than significant**.

In the case of ILV freeway ramps under Existing Conditions, the two ramps within the study area operate under or near capacity. The Proposed Project would, however, cause the two signalized freeway ramp intersections to operate at LOS F during the p.m. peak period. Because these intersections experience an increase in delay of greater than two seconds under Existing Plus Project conditions when compared to Existing conditions, impacts to these two signalized intersections would be **significant**:

- SR-76/I-15 SB ramps (LOS F during the p.m. peak period) (**Impact TR-2**)
- SR-76/I-15 NB ramps (LOS F during the p.m. peak period) (**Impact TR-3**)

As shown in Table 2.3-12, Scenario 2 Intersection Operations, **Scenario 2** would affect four intersections. The addition of **Scenario 2** trips would constitute an incremental change that would result in no change to the CEQA identification of significant impacts to two of the four intersections under **Scenario 1**. Consistent with conclusions drawn for **Scenario 1** for the following two intersections, **Scenario 2** also would result in **significant impacts** to these intersections:

- SR-76/I-15 SB ramps (LOS F during the p.m. peak period) (**Impact TR-2a**)
- SR-76/I-15 NB ramps (LOS F during the p.m. peak period) (**Impact TR-3a**)

The balance of intersections in the study area would remain at LOS D or better with the addition of **Scenario 2** traffic and no new impacts would occur.

2.3.2.7 Unsignalized Intersections

Guidelines for the Determination of Significance

A significant traffic impact would occur if:

8. The additional or redistributed ADT generated by the Proposed Project would add 21 or more peak hour trips to a critical movement of an unsignalized intersection, and cause an unsignalized intersection to operate below LOS D.
9. The additional or redistributed ADT generated by the Proposed Project would add 21 or more peak hour trips to a critical movement of an unsignalized intersection currently operating at LOS E.
10. The additional or redistributed ADT generated by the Proposed Project would add six or more peak hour trips to a critical movement of an unsignalized intersection, and cause the unsignalized intersection to operate at LOS F.
11. The additional or redistributed ADT generated by the Proposed Project would add six or more peak hour trips to a critical movement of an unsignalized intersection currently operating at LOS F.
12. 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.

Guideline Source

These guidelines are based on the County Guidelines for Determining Significance – Transportation and Traffic (August 24, 2011).

Analysis

One unsignalized intersection within the study area (Old Highway 395/Reche Road) currently operates at an unacceptable LOS (F) during the p.m. peak period (Table 2.3-9). Under Existing Plus Project conditions, the Proposed Project would cause this intersection to decrease in LOS from D to F during the a.m. peak period and continue to operate at F during the p.m. peak period. The intersection of SR-76/Pankey Road, which currently operates at LOS B during a.m. and p.m. peak periods, would be reduced to LOS F during the a.m. and p.m. peak periods. Because the Proposed Project would result in an increase in delay for more than one second, impacts to Reche Road/Old Highway 395 and SR-76/Pankey Road would be **significant. (Impacts TR-4 and TR-5)**

Although Project traffic would decrease the LOS of SR-76/Via Monserate Road to LOS F during the a.m. and p.m. peak periods, because the Project would not add critical movement trips to the SB left-turn lane, impacts to this intersection would be **less than significant**.

2.3.2.8 Traffic Hazards Due to an Existing Transportation Design Feature

Guidelines for the Determination of Significance

The determination of significant hazards to an existing transportation design feature would be on a case-by-case basis, considering the following factors:

13. Design features/physical configurations of access roads may adversely affect the safe movement of all users along the roadway.
14. The percentage or magnitude of increased traffic on the road due to the proposed project may affect the safety of the roadway.
15. 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.
16. Conformance of existing and proposed roads to the requirements of the private or public road standards, as applicable.

Guideline Source

These guidelines are based on the County Guidelines for Determining Significance – Transportation and Traffic (August 24, 2011).

Analysis

The Proposed Project circulation system, including driveway corner sight distances, was designed in conformance with applicable County standards and requirements and would not significantly impact the safe movement of users along the area roadways. The main access to the Project site would be from Pankey Road, which would be extended north from SR-76. As part of the Project, improvements to the SR-76/Pankey Road intersection would be made, including installation of a traffic signal (if not previously constructed by the adjacent planned projects). The Proposed Project also would include the construction of numerous internal intersections, with the appropriate traffic control at each intersection (either stop signs or traffic signals dependent upon signal warrants). Therefore, although the Proposed Project would result in increased traffic on new and existing roadways, impacts associated with safety of those roadways would be **less than significant**.

East of the Granite Construction driveway (located east of the Project site), SR-76 currently is a two-lane conventional highway passing through hilly terrain and characterized by a number of curves and lack of passing opportunities. This area has experienced increased traffic due to development of a number of tribal gaming facilities on Native American reservations near SR-76.

In 2006/2007, LLG worked with Caltrans and the Reservation Transportation Authority (RTA) to investigate current roadway issues, as well as projected cumulative traffic effects related to existing and proposed developments along SR-76 between I-15 and Valley Center Road. The report identified near- and long-term essential operational and safety improvements along this section of SR-76, such as curve correction, left-turn channelization, etc., thus supporting efforts to improve mobility and foster economic development within the corridor area. The improvements identified in the RTA study would enhance roadway operations in this area.

Specific to the Proposed Project, the Project would add a maximum of 100 trips in the WB direction and 95 trips in the EB direction on SR-76 during the p.m. peak period (with p.m. peak period volumes constituting the higher peak period volumes). This translates to approximately two to three cars per minute that would be added as a result of the Proposed Project. Therefore, based on the low Project traffic volumes that would be added to this roadway segment, the magnitude of Project-related traffic would not affect existing roadway safety and impacts would be **less than significant**.

2.3.2.9 Traffic Hazard to Pedestrians or Bicyclists

Guidelines for the Determination of Significance

The determination of significant hazards to pedestrians or bicyclists would be on a case-by-case basis, considering the following factors:

17. 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.
18. The amount of pedestrian activity at the project access points that may adversely affect pedestrian safety.
19. The preclusion or substantial hindrance of the provision of a planned bike lane or pedestrian facility on a roadway adjacent to the project site.
20. The percentage or magnitude of increased traffic on the road due to the proposed project that may adversely affect pedestrian and bicycle safety.
21. 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 or vehicle/bicycle conflicts.
22. Conformance of existing and proposed roads to the requirements of the private or public road standards, as applicable.
23. The potential for a substantial increase in pedestrian or bicycle activity without the presence of adequate facilities.

Guideline Source

These guidelines are based on the County Guidelines for Determining Significance – Transportation and Traffic (August 24, 2011).

Analysis

New sidewalks and pathways for pedestrians and/or bicyclists are proposed within the Project. North of Pala Mesa Drive, two six-foot bike lanes and a five-foot wide sidewalk on the west side of the road are proposed. Between SR-76 and Pala Mesa Drive, two eight-foot wide Class II bike lanes are proposed on both sides of Pankey Road. South of SR-76, two eight-foot wide paved shoulders for Class II bike lanes are proposed; the bike lanes would continue along both sides of Pankey Road where it would trend west from Shearer Crossing. An eight-foot-wide soft-surface pathway for non-motorized users is proposed along the east side of Pankey Road north of SR-76 and along both sides of Pankey Road south of SR-76; the pathway would allow for a connection to the San Luis Rey River Park. Another eight-foot wide pathway is proposed along the north side of Pankey Place. These pathways would be used by both pedestrians and other non-motorized users. Five-foot-wide pedestrian sidewalks are proposed along the west side of Pankey Road north of SR-76, both sides of Pankey Road where it trends west from Shearer Crossing, the south side of Pala Mesa Drive, and the west side of Shearer Crossing. In light of these improvements, the increased traffic on the roads due to the Proposed Project would not adversely affect pedestrian and bicycle safety. Additionally, the proposed transportation improvements would be constructed in accordance with County standards and would not include design features or physical configurations on a road segment or at an intersection that would adversely affect the visibility of pedestrians, bicyclists, or other non-motorized users to drivers entering and exiting the site, and the visibility of cars to pedestrians, bicyclists, and other non-motorized users. The Proposed Project also would not preclude or substantially hinder the provision of a planned bike lane or pedestrian facility on a roadway adjacent to the Project site. For these reasons, impacts to pedestrian and bicyclist safety would be **less than significant**.

2.3.2.10 Alternative Transportation

Guideline for the Determination of Significance

A significant impact to alternative transportation would occur if:

24. The Proposed Project would not comply with the County's General Plan PFE Objective 4, which states, "Reduction in the demand on the road system through increased public use of alternate forms of transportation and other means." This is consistent with current Conservation and Open Space Element Goal COS-16 pertaining to sustainable mobility. Goal COS-16 states, "Transportation and mobility systems that contribute to environmental and human sustainability and minimize GHG and other air pollutant emissions."

Guideline Source

These guidelines are based on the County Guidelines for Determining Significance – Transportation and Traffic (August 24, 2011). The PFE objective would be implemented through specific policies of the COS Element, as enumerated below.

Analysis

There are four policies under Goal 16, Sustainable Mobility, of the Conservation and Open Space Element that would be applicable to the Project, including:

- COS-16.1: Alternative Transportation Modes. Work with SANDAG and local transportation agencies to expand opportunities for transit use. Support the development of alternative transportation modes, as provided by Mobility Element policies.
- COS-16.2: Single-Occupancy Vehicles. Support transportation management programs that reduce the use of single-occupancy vehicles.
- COS-16.3: Low-Emissions Vehicles and Equipment. Require County operations and encourage private development to provide incentives (such as priority parking) for the use of low- and zero-emission vehicles and equipment to improve air quality and reduce GHG emissions. (Refer also to Policy M-9.3 [Preferred Parking] in the Mobility Element.)
- COS-16.5: Transit-Center Development. Encourage compact development patterns along major transit routes.

The Project site is located within a Special Use Center smart growth area designated by the SANDAG Smart Growth Concept Map. The area is identified as an area where employment opportunities consist primarily of medical or educational facilities; that features low-, mid- and high-rise buildings; is dominated by one non-residential land use; and that draws from throughout the region/subregion. While this does not characterize the Proposed Project, the Project does comply with smart growth concepts. For example, the Project would consist of a mixed-use development, resulting in a favorable internal trip capture to reduce trips to areas outside the Project site. In addition, the Project is part of a development suite being considered for this location, specifically designed to provide a mix of uses when combined together. The Project location adjacent to other projects (i.e., Palomar College, Campus Park, and Meadowood) would result in additional capture in the immediate area by locating housing closer to retail, services, schools, and jobs, thereby further reducing regional vehicle trips.

Regarding Policies 16.1, 16.2, and 16.5, the Project site is located near a future transit node to be built within the I-15/SR-76 quadrant, towards which Campus Park West would provide a fair share contribution. Minimum transit service characteristics associated with a Special Use Center is light rail/rapid bus. According to the 2050 RTP, the northeastern quadrant of I-15 and SR-76 is planned for Bus Rapid Transit and High Frequency Local bus service, both to be phased in by 2020. In addition, the mixed-use development proposed on site inherently is aimed at reducing

automobile trips (single-occupancy or otherwise) and being pedestrian and bicycle friendly. While not specific to the Proposed Project, the County recently updated the County-wide bikeway system as part of the update to the General Plan. Consistent with the County-wide bikeway system, appropriate bike opportunities (bike lanes and bike parking facilities) have been incorporated into the Project design. Class II or III bike lanes are proposed along all of the proposed internal roads, including Pankey Road. The Project also would provide bicycle racks throughout the development to help promote the use of bicycles. The Project Applicant would work with applicable transit authorities to promote transit service with bus turnouts serving the Proposed Project. In addition, Project pathways and sidewalks proposed throughout much of the Campus Park West development would provide easy accessibility to public transportation. Regarding Policy 16.3, the Project Applicant would not develop specific business uses within the development. As a result, the Project cannot commit to provisions of incentives for the use of zero- and low-emission vehicles and equipment upon site buildout. Because the Project anticipates that larger businesses would occupy some of the commercial space, however, it is likely that future on-site businesses could provide such programs and opportunities for their employees. The potential for such programs would be consistent with anticipated buildout and would not be prohibited by site design.

In summary, the Proposed Project incorporates and would facilitate smart growth principles and alternative transportation, including bicycle paths and transit facilities. The Project would be located near and would contribute to a future transit node within the I-15/SR-76 quadrant. As a result, the Project would be consistent and not conflict with the policies of the County's General Plan Open Space and Conservation Element Goal 16, Sustainable Mobility, which requires "transportation and mobility systems that contribute to environmental and human sustainability and minimize GHG and other air pollutant emissions." For these reasons, impacts to alternative transportation would be **less than significant**.

2.3.3 Cumulative Impact Analysis

Other future development projects in the vicinity of the Proposed Project have the potential to contribute additional vehicle trips and traffic impacts to the same road segments and intersections as those evaluated in the Proposed Project traffic analysis. The impacts associated with the Proposed Project in combination with this cumulative traffic are addressed in two cumulative analysis scenarios: (1) Existing Plus Cumulative Plus Project, in which existing traffic plus cumulative traffic projected to occur through Project buildout are combined with Proposed Project traffic and the Project's contribution to the impacts assessed, and (2) Year 2030 Plus Project, in which long-range 2030 traffic forecasts (prepared at SANDAG using the Series 10 Year 2030 model) are combined with Proposed Project traffic and the Project's contribution to the impacts assessed.

Cumulative projects were accounted for through a General Plan summary approach where SANDAG provided a Series 10 Year 2030 model that included all cumulative projects that are consistent with the current land use plan, all cumulative projects that will require a variance, such as a GPA, and all casino projects that have been submitted to the County. This cumulative traffic model approach was utilized by the County for the 2011 General Plan.

The reader should note that the cumulative analysis presented below is a conservative analysis in that it likely overstates impacts because it includes all of the traffic projected to result from cumulative projects but it does not assume that the mitigation (i.e., roadway improvements) proposed by these other projects are in place. In other words, the analysis is conservative because the projected roadway conditions that provide the basis for analysis do not include all roadway improvements likely to be constructed during the intervening years. (The reader should also note that the development applications submitted to the County for approval, and included as part of the analysis as projected cumulative conditions, frequently assume higher densities [with higher associated traffic generation] than what is ultimately permitted during project approvals.)

2.3.3.1 Existing Plus Cumulative Plus Project Impacts

Roadway improvements, the Pala Mesa Drive extension from Old Highway 395 to SR-76 (by the Campus Park and Meadowood projects), the construction of Pankey Place between Pankey Road and Horse Ranch Creek Road (by the Campus Park and Meadowood projects), and the construction of Horse Ranch Creek Road between Stewart Canyon Road and SR-76 (by the Palomar College, Campus Park and Meadowood projects) were incorporated into the cumulative analysis. These configurations are shown on Figure 2.3-11, Existing Plus Cumulative Plus Project Roadway Segment Conditions, and Figure 2.3-12, Existing Plus Cumulative Plus Project Intersection Conditions. Other roadway improvements also are planned by the Pala Tribe and Caltrans; however, in order to be conservative (provide a “worst-case” analysis) these improvements were not assumed to be present.

Road Segments

As shown on Figure 2.3-13, Existing Plus Cumulative Plus Project Average Daily Traffic – Roadway Segments, as well as Table 2.3-13, Roadway Segment Operations Under Existing and Existing Plus Cumulative Plus Project Conditions, eight roadway segments would operate at an unacceptable LOS in the Existing Plus Cumulative Plus Project scenario. The Proposed Project traffic in conjunction with cumulative traffic would exceed the ADT limits above levels indicated in Matrix 1, above, at each of these roadway segments that would operate at unacceptable levels (LOS E or F), and exceed the 200 or 100 ADT contribution threshold for LOS E and F, respectively. Cumulative impacts to the following eight roadway segments would be significant (**Impact TR-6**):

- Five segments of Old Highway 395 from East Mission Road to SR-76 (LOS E and F)
- Old Highway 395 from Dulin Road to West Lilac Road (LOS E)
- Reche Road from Live Oak Park Road to Gird Road (LOS E)
- Pala Mesa Drive from Wilt/Sage Road to Old Highway 395 (LOS E)

State Route Segments

As shown on Figure 2.3-13, as well as Table 2.3-14-, State Route Segment Operations Under Existing and Existing Plus Cumulative Plus Project Conditions, 12 segments of SR-76 would operate at an unacceptable LOS in the Existing Plus Cumulative Plus Project scenario. The

Proposed Project traffic in conjunction with cumulative traffic would result in **significant** impacts to the following 12 segments of SR-76 (**Impact TR-7**):

- Nine segments from Melrose Drive to I-15 SB ramps (LOS F)
- Two segments from Rice Canyon Road to Pala Mission Road (LOS F)

Under the Existing Plus Cumulative Plus Scenario 2 condition shown in Table 2.3-11, **Scenario 2** would affect three state route segments and one roadway segment. The addition of **Scenario 2** trips would constitute an incremental change that would result in no change to the CEQA identification of significant impacts to these four segments under **Scenario 1**. Consistent with the conclusion drawn for **Scenario 1** for the following segment of SR-76, **Scenario 2** also would result in a **significant impact** to the SR-76 segment from Old Highway 395 to I-15 SB Ramps (**Impact TR-7a**).

No additional cumulative impacts would occur in the study area with the addition of Scenario 2 traffic.

Freeway Segments

As shown on Figure 2.3-13, as well as Table 2.3-15, Freeway Segment Operations Under Existing and Existing Plus Cumulative Plus Project Conditions, all analyzed freeway segments would operate at LOS C or better (acceptable levels are LOS A through D) during peak periods in both directions with the addition of cumulative and Proposed Project traffic. Therefore, cumulative impacts to freeway segments would be **less than significant**.

Signalized Intersections

Figure 2.3-14, Existing Plus Cumulative Plus Project Peak Period Traffic Volumes – Intersections, illustrates the ADT for each intersection analyzed in the Existing Plus Cumulative Plus Project condition. Under this scenario, 11 signalized intersections (including the two ILV freeway ramps within the study area) would operate at an unacceptable LOS (E or F) with an increase in delay of greater than two seconds (Table 2.3-16, Intersection Operations Under Existing and Existing Plus Cumulative Plus Project conditions). The Proposed Project, along with other cumulative projects, would cause **significant** cumulative impacts to the following 11 signalized intersections (**Impact TR-8a**):

- East Mission Road/Old Highway 395 (LOS E during the a.m. peak period and LOS F during the p.m. peak period)
- Mission Road/I-15 SB ramps (LOS F during the p.m. peak period)
- Mission Road/I-15 NB ramps (LOS F during the p.m. peak period)
- SR-76/East Vista Way (LOS F during the a.m. and p.m. peak periods)
- SR-76/North River Road (LOS E during the p.m. peak period)
- SR-76/Olive Hill Road (LOS F during the a.m. and p.m. peak periods)
- SR-76/South Mission Road (LOS E during the p.m. peak period)
- SR-76/Gird Road (LOS E during the p.m. peak period)
- SR-76/Old Highway 395 (LOS F during the a.m. and p.m. peak periods)

- SR-76/I-15 SB ramps (LOS E during the a.m. peak period and LOS F during the p.m. peak period)
- SR-76/I-15 NB ramps (LOS E during the a.m. peak period and LOS F during the p.m. peak period)

Under the Existing Plus Cumulative Plus Scenario 2 condition shown in Table 2.3-12, **Scenario 2** would affect four intersections. The addition of **Scenario 2** trips would constitute an incremental change that would result in no change to the CEQA identification of significant impacts to these four intersections under **Scenario 1**. Consistent with the conclusion drawn for **Scenario 1** for the following two intersections, **Scenario 2** also would result in **significant impacts** to these intersections (**Impact TR-8b**):

- SR-76/I-15 SB ramps (LOS E during the a.m. peak period and LOS F during the p.m. peak period)
- SR-76/I-15 NB ramps (LOS E during the a.m. peak period and LOS F during the p.m. peak period)

No additional cumulative impacts would occur in the study area with the addition of Scenario 2 traffic.

Unsignalized Intersections

Under the Existing Plus Cumulative Plus Project scenario, nine unsignalized intersections would operate at an unacceptable LOS (E or F) with an increase in delay of greater than two seconds (Table 2.3-16). The Proposed Project, along with other cumulative projects, would cause **significant** cumulative impacts to the following unsignalized intersections (**Impact TR-9**):

- Reche Road/Old Highway 395 (LOS F during the a.m. and p.m. peak periods)
- Stewart Canyon Road/Old Highway 395 (LOS F during the a.m. and p.m. peak periods)
- Pala Mesa Drive/Old Highway 395 (LOS F during the a.m. and p.m. peak periods)
- SR-76/Via Monserate Road (LOS F during the a.m. and p.m. peak periods)
- SR-76/Sage Road (LOS F during the a.m. and p.m. peak periods)
- SR-76/Pankey Road (LOS F during the a.m. and p.m. peak periods)
- SR-76/Rice Canyon Road (LOS F during the a.m. and p.m. peak periods)
- SR-76/Couser Canyon Road (LOS F during the a.m. and p.m. peak periods)
- Dulin Road/Old Highway 395 (LOS F during the a.m. and p.m. peak periods)

2.3.3.2 Year 2030 Plus Project Impacts

The Year 2030 traffic analysis evaluated long-term future traffic conditions in the Project area, wherein the Proposed Project land uses are more traffic-intense than the General Plan land uses approved for the Project site. As such, the 2030 analysis presented below is a “plan to plan” comparison of the existing General Plan operations to the Proposed Project operations. The analysis evaluated whether the increased traffic intensity associated with the proposed General Plan Amendment would prevent the planned General Plan Mobility Element road network from operating at its planned LOS.

It should be noted that the General Plan land uses and densities are generalized, and quantified in either dwelling units (units) or acres. The Proposed Project (General Plan Amendment) land uses have been further quantified into specific uses and square footages (Table 2.3-10) for the purposes of the specific near-term impact analyses. For this plan-to-plan comparison, the Proposed Project has been translated into the same general units as used in the General Plan in order to provide direct comparison.

The Year 2030 roadway conditions assumed in the analysis below are illustrated in Figure 2.3-15, Buildout (Year 2030) General Plan Roadway Segment Conditions, and Figure 2.3-16, Buildout (Year 2030) General Plan Amendment Roadway Segment Conditions. The traffic generation summary for the approved General Plan land uses and densities are shown in Table 2.3-17, General Plan Land Uses Trip Generation. Table 2.3-18, General Plan Amendment Trip Generation, shows the traffic generation summary for the Proposed Project, using the same units as described above for the General Plan.

A comparison of Tables 2.3-15 and 2.3-16 shows that the General Plan Amendment-related increase in traffic volume over the approved General Plan is 2,068 trips, with 380 additional a.m. peak period trips and 210 additional p.m. peak period trips. In this assessment, no differences in the Mobility Element roadway classifications or capacities were assumed between the two scenarios, except for Pankey Road, which is proposed to be reclassified to a Boulevard series roadway as part of the Proposed Project. A capacity of 30,000 ADT, therefore, was assumed for this roadway in both scenarios.

The volumes in the buildout Series 10 General Plan traffic model for the Fallbrook area reflect the approved General Plan, and this model is also used to inform the County's decision making on Mobility Element roadway classifications as well as the Traffic Impact Fee (TIF) calculations for the area. To determine the effects of the proposed General Plan Amendment (i.e., the increase in 2,068 ADT), the difference between the two projects was calculated for each road segment.

Year 2030 Segment Operations: Adopted General Plan versus Proposed General Plan Amendment Land Uses

Table 2.3-19, Year 2030 Street Segment Operations: General Plan and General Plan Amendment, shows a comparison of the street segment operations between the approved General Plan and proposed General Plan Amendment (Proposed Project) land uses and densities, assuming the same network. Any changes in LOS between the two are attributable directly to proposed changes in land use associated with the General Plan Amendment. As shown in the table, the proposed General Plan Amendment would not result in the degradation of any roadways to worse than LOS D.

2.3.4 Significance of Impacts Prior to Mitigation

Prior to mitigation and under roadway conditions that do not include future roadway improvements that would be made by cumulative development, the Proposed Project would

result in the following significant direct and cumulative impacts to a number of roadway and state route segments and intersections (both signalized and unsignalized):

Direct Impacts

- | | |
|--------------|---|
| Impact TR-1 | Under Existing Plus Project conditions, <u>potential significant direct temporary impacts would occur along four segments of SR-76 from South Mission Road to Old Highway 395. Caltrans' SR-76 East Project (TransNet SR-76 Widening) is currently under construction and will improve these four segments to four lanes by 2017. If the Proposed Project were to be occupied prior to completion of these improvements, a short-term, unmitigated impact would occur until Caltrans completes the SR-76 East Project.</u> |
| Impact TR-2 | Under Existing Plus Project conditions, significant direct impacts would occur at the SR-76/I-15 SB ramps signalized intersection (LOS F during the p.m. peak period). |
| Impact TR-2a | Under Existing Plus Scenario 2 conditions, significant direct impacts would occur at the SR-76/I-15 SB ramps signalized intersection (LOS F during the p.m. peak period). |
| Impact TR-3 | Under Existing Plus Project conditions, significant direct impacts would occur at the SR-76/I-15 NB ramps signalized intersection (LOS F during the p.m. peak period). |
| Impact TR-3a | Under Existing Plus Scenario 2 conditions, significant direct impacts would occur at the SR-76/I-15 NB ramps signalized intersection (LOS F during the p.m. peak period). |
| Impact TR-4 | Under Existing Plus Project conditions, significant direct impacts would occur at the Reche Road/Old Highway 395 unsignalized intersection (LOS F during the a.m. and p.m. peak period). |
| Impact TR-5 | Under Existing Plus Project conditions, significant direct impacts would occur at the SR-76/Pankey Road unsignalized intersection (LOS F during the a.m. and p.m. peak period). |

Cumulative Impacts

- | | |
|-------------|---|
| Impact TR-6 | <p>Under Existing Plus Cumulative Plus Project conditions, <u>the Proposed Project would contribute to significant cumulative impacts would occur along eight analyzed roadway segments, including:</u></p> <ul style="list-style-type: none">• Five segments of Old Highway 395 from East Mission Road to SR-76 (all LOS E, except the segment from Reche Road to Stewart Canyon Road which is LOS F) |
|-------------|---|

- Old Highway 395 from Dulin Road to West Lilac Road (LOSE)
- Reche Road from Live Oak Park Road to Gird Road (LOS E)
- Pala Mesa Drive from Wilt/Sage Road to Old Highway 395 (LOS E)

Impact TR-7 Under Existing Plus Cumulative Plus Project conditions, the Proposed Project would contribute to significant cumulative impacts ~~would occur~~ along 11 segments of SR-76, including:

- Nine segments from Melrose Drive to I-15 SB ramps (LOS F)
- Rice Canyon Road to Couser Canyon Road (LOS F)
- Couser Canyon Road to Pala Mission Road (LOS F)

Impact TR-7a Under Existing Plus Cumulative Plus Scenario 2 conditions, the Proposed Project would contribute to significant cumulative impacts ~~would occur~~ along the segment of SR-76 from Old Highway 395 to I-15 SB Ramps.

Impact TR-8a Under Existing Plus Cumulative Plus Project conditions, the Proposed Project would contribute to significant cumulative impacts ~~would occur~~ at the following 11 signalized intersections:

- East Mission Road/Old Highway 395 (LOS E during the a.m. peak period and LOS F during the p.m. peak period)
- Mission Road/I-15 SB ramps (LOS F during the p.m. peak period)
- Mission Road/I-15 NB ramps (LOS F during the p.m. peak period)
- SR-76/East Vista Way (LOS F during the a.m. and p.m. peak periods)
- SR-76/North River Road (LOS E during the p.m. peak period)
- SR-76/Olive Hill Road (LOS F during the a.m. and p.m. peak periods)
- SR-76/South Mission Road (LOS E during the p.m. peak period)
- SR-76/Gird Road (LOS E during the p.m. peak period)
- SR-76/Old Highway 395 (LOS F during the a.m. and p.m. peak periods)
- SR-76/I-15 SB ramps (LOS E during the a.m. peak period and LOS F during the p.m. peak period)
- SR-76/I-15 NB ramps (LOS E during the a.m. peak period and LOS F during the p.m. peak period)

Impact TR-8b Under Existing Plus Cumulative Plus Scenario 2 conditions, the Proposed Project would contribute to significant cumulative impacts ~~would occur~~ at the following two signalized intersections:

- SR-76/I-15 SB ramps (LOS E during the a.m. peak period and LOS F during the p.m. peak period)
- SR-76/I-15 NB ramps (LOS E during the a.m. peak period and LOS F during the p.m. peak period)

Impact TR-9 Under Existing Plus Cumulative Plus Project conditions, the Proposed Project would contribute to significant cumulative impacts ~~would occur~~ at the following nine unsignalized intersections:

- Reche Road/Old Highway 395 (LOS F during the a.m. and p.m. peak periods)
- Stewart Canyon Road/Old Highway 395 (LOS F during the a.m. and p.m. peak periods)
- Pala Mesa Drive/Old Highway 395 (LOS F during the a.m. and p.m. peak periods)
- SR-76/Via Monserate (LOS F during the a.m. and p.m. peak periods)
- SR-76/Sage Road (LOS F during the a.m. and p.m. peak periods)
- SR-76/Pankey Road (LOS F during the a.m. and p.m. peak periods)
- SR-76/Rice Canyon Road (LOS F during the a.m. and p.m. peak periods)
- SR-76/Couser Canyon Road (LOS F during the a.m. and p.m. peak periods)
- Dulin Road/Old Highway 395 (LOS F during the a.m. and p.m. peak periods)

2.3.5 Mitigation

As enumerated in Section 2.3.4, the Proposed Project would result in significant direct and cumulative impacts to local roadway and state route segments, as well as intersections. Mitigation measures proposed to address Project-specific impacts, as well as the Project contribution to cumulative impacts are identified below.

The County has adopted a TIF Ordinance (April 2005, updated January 2008 and October 2012). The ordinance enables the County to implement TIF programs. The TIF Program requires payment of fees that constitute a proposed project's fair share contribution towards the construction costs of the planned transportation facilities that are affected by the proposed development. The TIF fees are collected as a condition of approval of a subdivision or prior to issuance of a development permit, including (and most typically) a building permit.

The TIF Program provides a mechanism for mitigating the impacts created by future growth within the unincorporated area. The TIF is offered to developers to facilitate compliance with the CEQA mandate that development projects mitigate their indirect, cumulative traffic impacts. The TIF Program assesses the fee on all new development that would result in new/added traffic. The primary purpose of the TIF is twofold: (1) to fund the construction of identified roadway facilities needed to reduce, or mitigate, projected cumulative traffic impacts resulting from future development within the County; and (2) to allocate the costs of these roadway facilities proportionally among future developing properties based upon their individual cumulative traffic impacts.

Cumulative impacts are those impacts caused collectively by all development within the community. Cumulative impacts can result from individually minor, but collectively significant projects taking place over a period of time (CEQA Guidelines §15355). The CEQA Guidelines

recognize that mitigation for cumulative impacts may involve the adoption of ordinances or regulations (CEQA Guidelines §15130) such as the County-adopted TIF Program.

TIF funds are collected into 23 local Community Planning Area accounts, three regional accounts, and three regional freeway ramp accounts. TIF funds are only used to pay for improvements to roadway facilities identified for inclusion in the TIF Program, which include both County roads and Caltrans highway facilities. TIF funds collected for a specific local or regional area must be spent in the same area. For example, the TIF collected in the North Region TIF account may only be used for improvements to TIF facilities in the North Region. By ensuring TIF funds are spent for the specific roadway improvements identified in the TIF Program, the CEQA mitigation requirement is satisfied and the Mitigation Fee Act nexus is met.

As part of the TIF Program process, the transportation infrastructure needs are characterized as one of the following: existing deficiencies; direct impacts of future development; or indirect (cumulative) impacts of future development. Existing roadway deficiencies are the responsibility of existing developed land uses and government agencies, and cannot be financed with impact fees. The TIF Program is not intended to mitigate direct impacts that will continue to be the responsibility of individual development projects. Therefore, the TIF Program is only designed to address the cumulative impacts associated with new growth.

Recognizing that an individual development project is not wholly responsible for cumulative traffic impacts, each development project is required to mitigate in proportion to the project's estimated traffic generation. The TIF Program enables projects to achieve CEQA compliance by paying a fair share toward the cost of improving roads in the future as the levels of service become unacceptable due to the increased traffic volume caused by the cumulative impacts of various developments. The County's TIF Program goes into great detail in identifying anticipated development, roads affected, roadway costs, and existing and projected levels of service on those roads. As sufficient funds become available, the County will implement the improvements for which it has committed.

2.3.5.1 Mitigation for Direct Significant Impacts

M-TR-1 ~~Under TransNet SR-76 Widening, Caltrans is currently constructing the SR-76 East Project (TransNet SR-76 Widening), which will improve these segments to four lanes by 2017 and mitigate the Project's direct impacts. In addition the Applicant has agreed to pay Caltrans \$2.28 million toward the SR-76 East Project. The Applicant will pay this amount over build out of the Project. the SR-76 East Project is currently under construction and will result in the improvement of this segment to four lanes by 2017, at which time no significant direct Project impacts would occur. Due to timing considerations, if the Proposed Project were to be occupied prior to this improvement, a short term, unmitigated impact would occur until the SR-76 East Project is completed, and a Statement of Overriding Considerations would be required. In this case, the applicant would pay a fair share towards the appropriate uncompleted improvements to SR-76.~~

M-TR-2 and 2a and M-TR-3 and 3a Caltrans is currently constructing the SR-76 East Project (TransNet SR-76 Widening) and has completed improvements to the SB and NB ramp intersections identified in these impacts. In addition the Applicant has agreed to pay Caltrans \$2.28 million toward the SR-76 East Project. The Applicant will pay this amount over build out of the Project. Under TransNet SR-76 Widening, the SR-76 East Project is currently under construction and will result in the improvement of SB and NB ramps intersections by 2017, at which time no significant direct Project impacts would occur. Due to timing considerations, if the Proposed Project were to be occupied prior to this improvement, a short term, unmitigated impact would occur until the SR-76 East Project is completed, and a Statement of Overriding Considerations would be required. In this case, the applicant would pay a fair share towards the appropriate uncompleted improvements to the SR 76/I 15 SB and NB ramps intersections.

M-TR-4 A traffic signal warrant analysis will be performed prior to construction of the first unit to determine the need for a traffic signal. The Project Applicant shall install a traffic signal at Reche Road/Old Highway 395 ~~or conduct other applicable intersection improvements required for full mitigation,~~ based on the warrant analysis and final engineering to the satisfaction of the Director of PDS.

M-TR-5 Development of the Project will require signalization, widening and improvement of the SR-76/Pankey Road intersection, as follows:

- NB approach: provide two left lanes, one through lane and one right lane
- SB approach: provide one left lane, one through lane and two right lanes (with overlap phase)
- EB approach: provide two left lanes, two through lanes and one right lane
- WB approach: provide one left lane, one through lane and one right lane

2.3.5.2 Mitigation for Cumulative Significant Impacts

M-TR-6 Payment of the TIF is the Proposed Project's mitigation responsibility to this road segments impact.

M-TR-7 and 7a Payment of the TIF is the Proposed Project's mitigation responsibility to this SR-76 segments impact.

M-TR-8a and 8b Payment of the TIF is the Proposed Project's mitigation responsibility to this signalized intersections impact.

M-TR-9 Payment of the TIF is the Proposed Project's mitigation responsibility to this unsignalized intersections impact.

2.3.6 Conclusion

Development of the Proposed Project would result in potentially significant direct and cumulative traffic impacts to a number of study area road segments and intersections. As mentioned above, the Project would have direct impacts to 4 roadway segments and 3 intersections, and cumulative impacts to 8 roadway segments, 12 state route segments, and 19 intersections.

Direct segment impacts addressed under TR-1 and direct intersection impacts TR-2, TR-2a, TR-3, TR-3a, TR-4, and TR-5 are associated with segments being addressed by the SR-76 East roadway widening project, which is currently under construction and scheduled for completion in 2017. If the Caltrans SR-76 East project is completed by Caltrans prior to occupancy of the first residential or commercial units within Campus Park West, the direct impacts attributable to the Campus Park West Project would be fully mitigated. ~~If the first residential, or commercial, office or industrial components units within Campus Park West are occupied prior to completion of the before Caltrans completes the SR-76 East project, the Proposed Project would result in a temporary (short-term), unmitigated impact to certain segments of SR-76 until Caltrans completes the SR-76 East project. If the ongoing SR-76 East widening is completed prior to Project implementation, no significant direct temporary Project impacts would occur. The mitigation for impacts to SR-76 from South Mission Road to Old Highway 395 (widening SR-76) would improve the LOS along these segments to acceptable levels, thereby mitigating the impact to a less than significant level. The improvements to the SR-76/I-15 ramp signalized intersections would improve the operation of these intersections to acceptable levels, thereby mitigating the impact to a less than significant level. The changes or alterations to SR-76 needed to mitigate the impacts are within the responsibility and jurisdiction of another government agency, Caltrans, and Caltrans is constructing them (SR-76 East project). These improvements to a state highway are outside the jurisdiction of the County, and a Statement of Overriding Considerations would be required. In that case, the applicant would be responsible for making a fair share contribution toward the Caltrans project improvements to mitigate the direct impacts associated with the Campus Park West Project.~~

Direct impacts to Reche Road/Old Highway 395 (TR-4) would require signalization of that intersection. Direct impacts to SR-76/Pankey Road (TR-5) would require signalization, widening, and additional improvements. These improvements would control vehicular movements, ensuring that traffic from minor roads such as Reche Road/all directions could enter the intersections. This would balance queuing on any one approach, reduce intersection overall delay (wait time), and resulting in improved intersection LOS. The proposed improvements would improve the intersections to operate at acceptable levels, thereby adequately mitigating the impacts.

With regard to the Proposed Project's cumulative impacts to roadway and state route segments and associated intersections (TR-6 through TR-9), the Project would mitigate impacts through payment to participation in the County's TIF Program. The TIF Pprogram was specifically designed to address cumulative traffic impacts to roads throughout the unincorporated area that would result from development in accordance with the County General Plan issues (i.e., Project-level impacts which, when combined with the incremental adverse effects of other area-wide

~~projects, reach a level of impact requiring mitigation).~~ The Program covers roads that will be improved using TIF Program funds that the County collects from new development at the building permit stage, as well as describing roads that will be improved using other sources of funds, such as Gas Tax, TransNet, state and federal grants, and private development improvements. If a project, such as Campus Park West, includes amendments to the General Plan and that project is approved, the TIF Program should be updated to account for the changes to the General Plan. The update would include revising the TIF Program fees. ~~The TIF Program addresses improvements required to support adequate circulation through Year 2030. Required improvements are specified and funds are collected from projects coming on line in order to collect fees to cover costs of those improvements when implemented.~~ Since the TIF Program was designed to address cumulative ~~concerns~~ impacts and the associated appropriate payment for specified improvements, and the County will undertake a Program update to incorporate this Project, participation in the TIF Program constitutes effective and adequate mitigation for this issue. With participation in the TIF Program, the Proposed Project would reduce cumulative impacts to below a level of significance.

Table 2.3-1
LEVEL OF SERVICE THRESHOLDS FOR ROADWAY SEGMENTS

Street Classification	Lanes	Cross Sections (Approx.) ¹	LOS with ADT ²				
			A	B	C	D	E
Expressway	6 lanes	102-160/122-200	30,000	42,000	60,000	70,000	80,000
Prime Arterial	6 lanes	102-108/122-128	25,000	35,000	50,000	55,000	60,000
Major Arterial	6 lanes	102/122	20,000	28,000	40,000	45,000	50,000
Major Arterial	4 lanes	78-82/98-102	15,000	21,000	30,000	35,000	40,000
Secondary Arterial/Collector	4 lanes	64-72/84-92	10,000	14,000	20,000	25,000	30,000
Collector (no center lane)	4 lanes	64/84	5,000	7,000	10,000	13,000	15,000
Collector (continuous left-turn lane)	2 lanes	50/70					
Collector (no fronting property)	2 lanes	40/60	4,000	5,500	7,500	9,000	10,000
Collector (commercial-industrial fronting)	2 lanes	50/70	2,500	3,500	5,000	6,500	8,000
Collector (multi-family)	2 lanes	40/60	2,500	3,500	5,000	6,500	8,000
Collector (single-family)	2 lanes	36/56	--	--	2,200	--	--

Source: SANDAG 2006

¹ Curb to curb width/right of way width (feet); based upon the City of San Diego Street Manual and other jurisdictions within the San Diego region.

² Approximate recommended ADT based upon the City of San Diego Street Design Manual.

Table 2.3-2
LEVEL OF SERVICE THRESHOLDS FOR STATE ROUTES

Measure of Effectiveness	LOS A - C	LOS D	LOS E	LOS F
Volume/Capacity Ratio	0.00 - 0.70	0.71 - 0.85	0.86 - 0.99	> 1.00

Source: SANDAG 2006

Table 2.3-3
LEVEL OF SERVICE THRESHOLDS FOR FREEWAYS

Measure of Effectiveness	LOS A - C	LOS D	LOS E	LOS F
Volume/Capacity Ratio	0.00 - 0.79	0.80 - 0.92	0.93 - 1.00	> 1.00

Source: SANDAG 2006

Table 2.3-4
LEVEL OF SERVICE THRESHOLDS FOR INTERSECTIONS

Signalized Vehicles Total Control Delay Per Vehicle*	Unsignalized Intersections Average Control Delay per Vehicle*	LOS
0 - 10	0 - 10	A
10 - 20	10 - 15	B
20 - 35	15 - 25	C
35 - 55	25 - 35	D
55 - 80	35 - 50	E
more than 80	more than 50	F

Source: Highway Capacity Manual 2000

*Delay measured in seconds per vehicle

**Table 2.3-5
ROADWAY SEGMENT OPERATIONS UNDER EXISTING AND EXISTING PLUS PROJECT CONDITIONS**

Table 2.3-5 ROADWAY SEGMENT OPERATIONS UNDER EXISTING AND EXISTING PLUS PROJECT CONDITIONS							
Street Segments	Existing Capacity (LOS E) ^a	Existing		Existing + Project		Δ ^d	Sig?
		ADT ^b	LOS ^c	ADT	LOS		
Old Highway 395							
East Mission Road to Reche Road	22,900	5,500	B	8,020	C	2,520	No
Reche Road to Stewart Canyon Road	22,900	6,200	C	11,480	D	5,260	No
Stewart Canyon Road to Tecalote Lane	22,900	6,900	B	13,390	D	6,490	No
Tecalote Lane to Pala Mesa Drive	22,900	7,100	B	13,810	D	6,710	No
Pala Mesa Drive to SR-76 (Pala Road)	22,900	8,000	C	8,490	C	490	No
SR-76 (Pala Road) to Dulin Road	22,900	5,000	B	5,080	B	80	No
Dulin Road to W. Lilac Road	22,900	4,900	B	7,080	C	2,180	No
Reche Road							
Green Canyon Norte to Live Oak Park Road	19,000	10,900	D	12,480	D	1,560	No
Live Oak Park Road to Gird Road	19,000	11,100	D	12,660	D	1,560	No
Gird Road to Wilt Road	19,000	9,100	C	11,260	D	2,160	No
Wilt Road to Tecalote Road	19,000	8,400	C	11,140	D	2,740	No
Tecalote Road to Old Hwy 395	19,000	8,100	C	10,850	D	2,750	No
Stewart Canyon Road							
Old Hwy 395 to Horse Ranch Creek Road	16,200	900	A	1,920	B	1,020	No
Pankey Road							
Pala Mesa Drive to Project Driveway # 2	16,200	DNE	–	7,600	A	7,600	No
Project Driveway # 2 to Project Driveway # 3	30,000	DNE	–	10,160	A	10,160	No
Project Driveway # 3 to Project Driveway # 4	30,000	DNE	–	13,450	A	13,450	No
Project Driveway # 4 to Project Driveway # 5	30,000	DNE	–	19,050	B	19,050	No
Project Driveway # 5 to Pankey Place	30,000	DNE	–	21,830	C	21,830	No
Pankey Place to SR-76 (Pala Road)	30,000	DNE	–	16,160	A	16,160	No
SR-76 (Pala Road) to Shearer Crossing	30,000	3,700	A	9,000	A	5,300	No
Shearer Crossing to Old Highway 395	16,200	3,700	B	5,880	A	2,180	No

Table 2.3-5 (cont.) ROADWAY SEGMENT OPERATIONS UNDER EXISTING AND EXISTING PLUS PROJECT CONDITIONS							
Street Segments	Existing Capacity (LOS E) ^a	Existing		Existing + Project		Δ ^d	Sig?
		ADT ^b	LOS ^c	ADT	LOS		
Pala Mesa Drive							
Wilt/Sage Road to Old Highway 395	9,700	600	A	2,440	A	1,840	No
Old Highway 395 to Pankey Road	16,200	DNE	–	6,370	C	6,370	No
Pankey Place							
Pankey Road to Horse Ranch Creek Road	16,200	DNE	–	DNE	–	–	No
Horse Ranch Creek Road							
North of SR-76 (Pala Road)	32,500	DNE	–	DNE	–	–	No

Source: LLG 2013

a. Capacities based on County of San Diego Roadway Classification & LOS table (See Appendix C).

b. Average Daily Traffic

c. Level of Service

d. Δ denotes an increase in ADT due to project traffic.

General Notes:

DNE – Does not exist

Table 2.3-6 STATE ROUTE SEGMENT OPERATIONS UNDER EXISTING AND EXISTING PLUS PROJECT CONDITIONS							
Street Segments	Existing Capacity (LOS E) ^a	Existing		Existing + Project		Δ ^d	Sig?
		ADT ^b	LOS ^c	ADT	LOS		
SR-76 (Pala Road)							
Melrose Drive to E. Vista Way	37,000	28,800	C	29,950	D	1,150	No
E. Vista Way to N. River Road	37,000	32,500	D	34,080	E	1,580	No ^e
North River Road to Olive Hill Road	37,000	32,500	D	34,550	E	2,050	No ^e
Olive Hill Road to South Mission Road	37,000	36,100	E	38,400	F	2,300	No ^e
South Mission Road to Via Monserate	22,900	22,400	E	26,070	F	3,670	Yes
Via Monserate to Gird Road	22,900	25,600	F	29,270	F	3,670	Yes
Gird Road to Sage Road	22,900	22,900	E	27,170	F	4,270	Yes
Sage Road to Old Highway 395	22,900	22,700	E	26,970	F	4,270	Yes
Old Highway 395 to I-15 Southbound Ramps	37,000	26,500	C	30,710	D	4,210	No
I-15 Northbound Ramps to Pankey Road	37,000	10,600	A	33,230	D	22,630	No
Pankey Road to Horse Ranch Creek Road	37,000	10,300	A	12,470	A	2,170	No
Horse Ranch Creek Road to Rice Canyon Road	22,900	10,000	A	12,170	B	2,170	No
Rice Canyon Road to Couser Canyon Road	22,900	9,800	A	11,970	A	2,170	No
Couser Canyon Road to Pala Mission Road	22,900	9,400	A	10,710	A	1,310	No

Source: LLG 2013

a. Capacities based on County of San Diego Roadway Classification & LOS table (See Appendix C).

b. Average Daily Traffic

c. Level of Service

d. Δ denotes an increase in ADT due to project traffic.

e. This 4-lane segment is not considered to be significantly impacted due to acceptable arterial operations (LOS D or better) during the peak hours. See Appendix G for details.

Table 2.3-7
FREEWAY SEGMENT OPERATIONS UNDER EXISTING AND EXISTING PLUS PROJECT CONDITIONS

Table 2.3-7 FREEWAY SEGMENT OPERATIONS UNDER EXISTING AND EXISTING PLUS PROJECT CONDITIONS																		
Freeway Segment	Direction & Number of Lanes ^a	Capacity ^b	Existing						Existing + Project						Δ ^c		Significant?	
			Volume		V/C		LOS		Volume		V/C		LOS					
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Interstate 15																		
Rainbow Valley Blvd. to Mission Road	NB Mainlines 4M	9,400	2,062	5,948	0.219	0.633	A	C	2,149	6,199	0.229	0.659	A	C	0.010	0.026	No	No
	SB Mainlines 4M		5,841	3,139	0.621	0.334	C	A	5,987	3,330	0.637	0.354	C	A	0.016	0.020	No	No
Mission Road to SR-76	NB Mainlines 4M	9,400	1,705	5,621	0.181	0.598	A	B	1,758	5,798	0.187	0.617	A	B	0.006	0.019	No	No
	SB Mainlines 4M		5,310	2,898	0.565	0.308	B	A	5,370	3,023	0.571	0.322	B	B	0.006	0.014	No	No
SR-76 to Old Highway 395	NB Mainlines 4M	9,400	1,484	5,422	0.158	0.577	A	B	1,644	5,680	0.174	0.604	A	B	0.016	0.027	No	No
	SB Mainlines 4M		5,278	2,752	0.561	0.293	B	A	5,395	2,972	0.574	0.316	B	A	0.013	0.023	No	No

Source: LLG 2013

a. ADT Volumes, K, D and truck factors referenced from SR-76 East Project completed by *LLG Engineers for Caltrans* (March 2009).

b. Capacity based on 2,350 vehicles/hour/lane for mainlines and 1,200 vehicles/hour/lane for auxiliary lanes.

c. Δ denotes an increase in V/C due to project traffic volumes.

General Notes:

Bold typeface indicates segments calculated to operate at LOS E or F.

LOS	V/C
A	<0.41
B	0.62
C	0.8
D	0.92
E	1
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

Table 2.3-8
ILV OPERATIONS UNDER EXISTING AND EXISTING PLUS PROJECT CONDITIONS

Intersection	Peak Hour	Existing		Existing + Project	
		Total Operating Level (ILV/Hr)	Capacity	Total Operating Level (ILV/Hr)	Capacity
SR-76 / I-15 Southbound Ramps	AM	937	Under	1,267	Near
	PM	1,247	Near	1,983	Over
SR-76 / I-15 Northbound Ramps	AM	733	Under	1,244	Near
	PM	1,276	Near	2,124	Over

Source: LLG 2013

General Notes:

1. ILV – Intersection Lane Volume

Status	
≤ 1,200 ILV/hr	Under Capacity
> 1,200 ≤ 1,500 ILV/hr	Near Capacity
> 1,500 ILV/hr	Over Capacity

**Table 2.3-9
INTERSECTION OPERATIONS UNDER EXISTING AND EXISTING PLUS PROJECT CONDITIONS**

Intersection	Control Type	Peak Hour	Existing		Existing + Project		Δ^c	Sig?
			Delay ^a	LOS ^b	Delay	LOS		
1. E. Mission Road/Old Hwy 395	Signal	AM	24.7	C	29.0	C	4.3	No
		PM	77.0	E	78.8	E	1.1	No
2. Mission Road/I-15 SB Ramps	Signal	AM	27.6	C	31.0	C	3.4	No
		PM	53.3	D	54.4	D	1.1	No
3. Mission Road/I-15 NB Ramps	Signal	AM	28.8	C	29.6	C	0.8	No
		PM	27.0	C	41.2	D	17.5	
4. Reche Road/Green Canyon Norte	Signal	AM	13.1	B	13.5	B	0.4	No
		PM	10.5	B	11.0	B	0.5	
5. Reche Road/Live Oak Park Road	TWSC ^d	AM	20.3	C	23.9	C	3.6	No
		PM	19.1	C	23.2	C	4.1	
6. Reche Road/Gird Road	Signal	AM	11.9	B	13.3	B	1.4	No
		PM	12.4	B	14.7	B	2.3	
7. Reche Road/Wilt Road	TWSC	AM	14.2	B	15.9	C	1.7	No
		PM	14.9	B	16.1	C	1.2	
8. Reche Road/Tecalote Road	TWSC	AM	13.4	B	15.6	C	2.2	No
		PM	15.3	C	20.0	C	4.7	
9. Reche Road/Old Hwy 395	TWSC	AM	33.0	D	>100.1 343.1	F	>5.0	Yes
		PM	60.0	F	>50100.1	F	>5.0	
10. Stewart Canyon Road/Old Hwy 395	TWSC	AM	12.6	B	20.3	C	7.7	No
		PM	12.8	B	20.0	C	7.2	No
11. Stewart Canyon Road/ Horse Ranch Creek Road	TWSC	AM	8.6	A	8.8	A	0.2	No
		PM	5.7	A	7.3	A	1.6	
12. Pala Mesa Drive/Sage Road	TWSC	AM	8.9	A	8.9	A	0.0	No
		PM	8.9	A	8.9	A	0.0	
13. Pala Mesa Drive/Old Hwy 395	TWSC	AM	13.2	B	15.8	B	2.6	No
		PM	11.7	B	27.8	C	16.1	
14. SR-76/Melrose Drive	Signal	AM	22.4	C	22.7	C	0.3	No
		PM	12.4	B	12.7	B	0.3	
15. SR-76/E. Vista Way	Signal	AM	43.7	D	45.6	D	1.9	No
		PM	39.4	D	41.0	D	1.6	
16. SR-76/N. River Road	Signal	AM	14.9	B	18.1	B	3.2	No
		PM	19.0	B	22.8	C	3.8	
17. SR-76/Olive Hill Road	Signal	AM	32.3	C	33.4	D	1.1	No
		PM	62.4	E	62.4	E	1.6	No
18. SR-76/S. Mission Road	Signal	AM	11.5	B	13.0	B	1.5	No
		PM	10.8	B	13.4	B	2.6	
19. SR-76/Via Monserate Road	TWSC	AM	36.1	E	63.2	F	0	No ^e
		PM	50.9	F	111.0	F	0	
20. SR-76 Gird Road	Signal	AM	9.7	A	10.8	B	1.1	No
		PM	10.7	B	13.0	B	2.3	
21. SR-76/Sage Road	TWSC	AM	20.2	C	27.4	D	7.2	No
		PM	26.1	D	41.6	E	0	No ^e
22. SR-76/Old Hwy 395	Signal	AM	39.2	D	40.9	D	1.7	No
		PM	36.8	D	37.0	D	0.2	
23. SR-76/I-15 SB Ramps	Signal	AM	26.7	C	34.1	C	7.4	No
		PM	22.6	C	>100.1 108.3	F	>80.1 85.7	Yes

Table 2.3-9 (cont.)
INTERSECTION OPERATIONS UNDER EXISTING AND EXISTING PLUS PROJECT CONDITIONS

Intersection	Control Type	Peak Hour	Existing		Existing + Project		Δ^c	Sig?
			Delay ^a	LOS ^b	Delay	LOS		
24. SR-76/I-15 NB Ramps	Signal	AM	29.1	C	34.5	C	2.8	No
		PM	50.1	D	>100.1 142.2	F	>80.1	Yes
25. Project Driveway #1/Pankey Road	TWSC	AM	DNE	–	8.4	A	–	No
		PM	DNE	–	9.4	A	–	
26. Pala Mesa Drive/Pankey Road	Signal	AM	DNE	–	8.4 10.2	A B	–	No
		PM	DNE	–	15.3 13.7	B	–	
27. Project Driveway # 2/ Pankey Road	TWSC	AM	DNE	–	14.2	B	–	No
		PM	DNE	–	21.3	C	–	
28. Project Driveway # 3/Pankey Road	Signal	AM	DNE	–	12.8	B	–	No
		PM	DNE	–	19.0	B	–	
29. Project Driveway # 4/Pankey Road	Signal	AM	DNE	–	13.2	B	–	No
		PM	DNE	–	19.7	B	–	
30. Project Driveway # 5/Pankey Road	TWSC	AM	DNE	–	9.8	A	–	No
		PM	DNE	–	11.1	B	–	
31. Pankey Place/Pankey Road	TWSC	AM	DNE	–	DNE	–	–	No
		PM	DNE	–	DNE	–	–	
32. SR-76/Pankey Road	TWSC ^f	AM	12.2	B	>100.1	F	>5.0	Yes
		PM	11.8	B	>100.1	F	>5.0	
33. Project Driveway # 6/Pankey Road	Signal	AM	DNE	–	12.0	B	–	No
		PM	DNE	–	15.5	B	–	
34. SR-76/Horse Ranch Creek Road	Signal	AM	DNE	–	7.9	B	–	No
		PM	DNE	–	18.2	B	–	
35. SR-76/Rice Canyon Road	TWSC	AM	10.6	B	11.6	B	1.0	No
		PM	12.5	B	14.5	B	2.0	
36. SR-76/Couser Canyon Road	TWSC	AM	12.5	B	15.0	C	2.5	No
		PM	15.8	C	22.3	C	6.5	
37. SR-76/Pala Mission Road	Signal	AM	11.9	B	11.9	B	0.0	No
		PM	18.6	B	19.0	B	0.4	
38. Dulin Road/Old Highway 395	TWSC	AM	20.3	C	30.9	D	10.6	No
		PM	10.5	B	14.0	B	3.5	

Source: LLG 2013

a. Average delay expressed in seconds per vehicle.

b. Level of Service.

c. Δ denotes an increase in delay due to project traffic volumes.

d. TWSC – Two-Way Stop Controlled Intersection. Project-related minor street vehicle totals reported.

e. The intersection is calculated to have no significant impacts as the project does not add trips to the critical movement.

f. Traffic Signal and intersection improvements are proposed in the Existing + Project scenarios. However, the intersection is analyzed as unsignalized to provide a conservative analysis.

General Notes:

Bold typeface indicates significant direct project impact.

DNE – Does not exist.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

Table 2.3-10 PROPOSED PROJECT TRIP GENERATION													
Land Use	Quantity	Daily Trip Ends (ADT)		AM Peak Hour					PM Peak Hour				
		Rate ^a	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume		
						In	Out	Total			In	Out	Total
North of SR-76													
Area A – North of Pala Mesa Drive													
Office/Industrial	120,000 SF	20 /KSF	2,400	14%	9:1	302	34	336	13%	2:8	62	250	312
Internal Capture (30%)			720	14%	9:1	91	10	101	13%	2:8	19	75	94
Total External Trips			1,680	14%	9:1	211	24	235	13%	2:8	43	175	218
Primary External (100%)			1,680	0	9:1	211	24	235	0	2:8	43	175	218
Area B – Pala Mesa Drive to SR-76													
Retail – W. of Pankey Rd.	476,000 SF	50 /KSF	23,800	4%	7:3	666	286	952	9%	5:5	1,071	1,071	2,142
Internal Capture (30%)			7,140	4%	7:3	200	86	286	9%	5:5	322	321	643
Total External Trips			16,600	4%	7:3	466	200	666	9%	5:5	749	750	1,499
Primary External (100%)			16,660	0	7:3	466	200	666	0	5:5	749	750	1,499
Mixed Use Residential (Condominium) – W. of Pankey Rd.	35 Dwelling Units	8 /Dwelling	280	8%	2:8	5	18	23	10%	7:3	20	8	28
Internal Capture (30%)			84	8%	2:8	1	6	7	10%	7:3	6	3	9
Total External Trips			196	8%	2:8	3	13	16	10%	7:3	13	6	19
Primary External (100%)			196	8%	2:8	3	13	16	10%	7:3	13	6	19
Residential (Condominium) – E. of Pankey Rd.	252 Dwelling Units	8 /Dwelling	2,016	8%	2:8	32	130	162	10%	7:3	141	61	202
Internal Capture (30%)			605	8%	2:8	10	39	49	10%	7:3	43	18	61
Total External Trips (100%)			1,411	8%	2:8	23	90	113	10%	7:3	99	42	141
Primary External (100%)			1,411	8%	2:8	23	90	113	10%	7:3	99	42	141
South of SR-76													
Area C – South of SR-76													
Commercial – W. of Pankey Rd. Drive Through Restaurant	3,500 SF	650 /KSF	2,275	7%	5:5	80	80	160	7%	5:5	80	80	160
Internal Capture (30%)			0	7%	5:5	0	0	0	7%	5:5	0	0	0
Total External Trips			2,275	0	5:5	80	80	160	0	5:5	80	80	160
Primary External (51%)			Primary (51%)	1,159	0%	0	41	41	82	0	5:5	41	41
Diverted External (37%)		Diverted (37%)	841	7%	5:5	0	0	0	7%	5:5	30	29	59
Pass-By External (12%)		Pass-By (12%)	272	7%	5:5	0	0	0	7%	5:5	9	9	18

Table 2.3-10 (cont.) PROPOSED PROJECT TRIP GENERATION													
Land Use	Quantity	Daily Trip Ends (ADT)		AM Peak Hour					PM Peak Hour				
		Rate ^a	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume		
						In	Out	Total			In	Out	Total
South of SR-76													
Retail – W. of Pankey Rd.	15,000 SF	40 / KSF	600	3%	6:4	11	7	18	9%	5:5	27	27	54
Internal Capture (30%)			0	3%	5:5	0	0	0	9%	5:5	0	0	0
Total External Trips			600	0	5:5	9	9	18	0	5:5	27	27	54
Primary External (45%)		Primary (45%)	269	0%	5:5	9	9	18	0	5:5	13	12	25
Diverted External (45%)		Diverted (45%)	239	3%	5:5	0	0	0	9%	5:5	11	11	22
Pass-By External (15%)		Pass-By (15%)	89	3%	5:5	0	0	0	9%	5:5	3	2	5
Commercial – E. of Pankey Rd. Drive Through Restaurant (est. based on GSF)	3,500 SF	650 /KSF	2,275	7%	5:5	80	80	160	7%	5:5	80	80	160
Internal Capture (30%)			0	7%	5:5	0	0	0	7%	5:5	0	0	0
Total External Trips			2,275	0	5:5	80	80	160	0	5:5	80	80	160
Primary External (51%)		Primary (51%)	1,159	0	5:5	80	80	160	0	5:5	41	41	82
Diverted External (37%)		Diverted (37%)	841	7%	5:5	0	0	0	7%	5:5	30	29	59
Pass-By External (12%)		Pass-By (12%)	272	7%	5:5	0	0	0	7%	5:5	9	9	18
Gas Station – E. of Pankey Rd.	16	160 /Fueling Space	2,560	7%	5:5	90	90	180	8%	5:5	103	102	205
Internal Capture (30%)			0	7%	5:5	0	0	0	8%	5:5	0	0	0
Total External Trips			2,560	0	5:5	108	72	180	0	5:5	103	102	205
Primary External (21%)		Primary (21%)	537	0	5:5	108	72	180	0	5:5	22	21	43
Diverted External (51%)		Diverted (51%)	1,305	7%	5:5	0	0	0	8%	5:5	53	52	105
Pass-By External (28%)		Pass-By (28%)	716	7%	5:5	0	0	0	8%	5:5	12	12	24
Trip Generation Summary													
Gross Trip Generation ^c			36,206	-	-	1,266	725	1,991	-	-	1,584	1,679	3,263
Average Internal Capture Reduction (average 30%) ^d			8,549	-	-	302	141	443	-	-	390	417	807
Total External Trips			27,657	-	-	980	568	1,548	-	-	1,194	1,262	2,456
Total Primary External Trips			23,071	-	-	813	437	1,250	-	-	1,021	1,088	2,109
Total Diverted External Trips			3,226	-	-	N/A	N/A	N/A	-	-	124	121	245
Total Pass-by External Trips			1,349	-	-	N/A	N/A	N/A	-	-	33	32	65

Source: LLG 2013
a. Trip Generation rates based on published SANDAG Trip Generation Rates (Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, 2002).
b. Pass-By trips only assumed for the Daily Trip Ends (ADT) and PM Peak Hour, for Parcels South of SR-76, per County/Caltrans 3-22-09 letter.
c. Total Trip Generation assumes no Pass-By or Diverted trip reductions.
d. A 30% Internal Capture reduction was applied to Gross Trip Generation for parcels located north of SR-76, per County/Caltrans 3-22-09 letter

Table 2.3-11
SCENARIO 2 STREET SEGMENT OPERATIONS

Table 2.3-11 SCENARIO 2 STREET SEGMENT OPERATIONS										
Street Segments	Existing Capacity (LOS E) ^a	Existing		Existing + Scenario 2			Existing + Scenario 2 + Cumulative Projects			Sig?
		ADT ^b	LOS ^c	ADT	LOS	Δ ^d	ADT	LOS	Δ ^e	
SR-76 (Pala Road)										
Old Highway 395 to I-15 Southbound Ramps	37,000	26,500	C	30,860	D	4,360	40,540	F	9,680	Yes
I-15 Northbound Ramps to Pankey Road	37,000	10,600	A	28,369	C	17,769	30,559	D	2,190	No
Pankey Road to Horse Ranch Creek Road	37,000	10,300	A	12,526	A	2,226	30,226	D	17,700	No
Pankey Road										
Shearer Crossing to Old Highway 395	16,200	3,700	B	5,936	C	2,236	8,016	D	2,136	No

Source: LLG 2013

- a. Capacities based on County of San Diego Roadway Classification & LOS table (See Appendix C).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Δ denotes an increase in ADT due to project traffic.
- e. Δ denotes an increase in ADT due to cumulative project traffic.

General Notes:

Bold typeface indicates significant direct or cumulative project impact.

Table 2.3-12
SCENARIO 2 INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing		Existing + Scenario 2			Existing + Scenario 2 + Cumulative Projects			Sig?
			Delay ^a	LOS ^b	Delay	LOS	Δ^c	Delay	LOS	Δ^d	
23. SR-76/ I-15 SB Ramps	Signal	AM	26.7	C	36.6	D	9.9	79.5	E	42.9	Yes
		PM	22.6	C	114.3	F	>80.1	132.5	F	18.2	Yes
24. SR-76/ I-15 NB Ramps	Signal	AM	29.1	C	43.7	D	14.6	82.6	F	38.9	Yes
		PM	50.1	D	150.6	F	>80.1	167.1	F	16.5	Yes
32. SR-76/ Pankey Road	Signal	AM	12.2	B	18.6	B	6.4	25.6	C	7.0	No
		PM	11.8	B	27.1	C	15.3	36.6	D	9.5	No
33. Pankey Road/ Driveway #4	Signal	AM	<i>DNE</i>	–	12.6	B	–	14.6	B	2.0	No
		PM	<i>DNE</i>	–	19.6	B	–	21.8	C	2.2	No

Source: LLG 2013

a. Average delay expressed in seconds per vehicle.

b. Level of Service.

c. Δ denotes an increase in delay/vehicles due to project traffic.

d. Δ denotes an increase in delay/vehicles due to cumulative project traffic.

General Notes:

Bold typeface indicates significant direct or cumulative project impact.

SIGNALIZED

DELAY/LOS THRESHOLDS

Delay	LOS
0.0 ≤ 10.0	A
10.1 to 20.0	B
20.1 to 35.0	C
35.1 to 55.0	D
55.1 to 80.0	E
≥ 80.1	F

Table 2.3-13
ROADWAY SEGMENT OPERATIONS UNDER EXISTING AND EXISTING PLUS CUMULATIVE PLUS PROJECT CONDITIONS

Street Segments	Existing Capacity (LOS E) ^a	Existing		Existing + Project			Existing + Project + Cumulative Projects			Sig?
		ADT ^b	LOS ^c	ADT	LOS	Δ ^d	ADT	LOS	Δ ^e	
Old Highway 395										
East Mission Road to Reche Road	22,900	5,500	B	8,020	C	2,520	19,660	E	11,640	Yes
Reche Road to Stewart Canyon Road	22,900	6,200	C	11,480	D	5,260	33,940	F	22,460	Yes
Stewart Canyon Road to Tecalote Lane	22,900	6,900	B	13,390	D	6,490	17,060	E	3,670	Yes
Tecalote Lane to Pala Mesa Drive	22,900	7,100	B	13,810	D	6,710	18,820	E	5,010	Yes
Pala Mesa Drive to SR-76 (Pala Road)	22,900	8,000	C	8,490	C	490	19,520	E	11,030	Yes
SR-76 (Pala Road) to Dulin Road	22,900	5,000	B	5,080	B	80	12,940	D	7,860	No
Dulin Road to W. Lilac Road	22,900	4,900	B	7,080	C	2,180	17,600	E	10,520	Yes
Reche Road										
Green Canyon Norte to Live Oak Park Road	19,000	10,900	D	12,480	D	1,560	13,480	D	1,000	No
Live Oak Park Road to Gird Road	19,000	11,100	D	12,660	D	1,560	13,700	E	1,040	Yes
Gird Road to Wilt Road	19,000	9,100	C	11,260	D	2,160	12,090	D	830	No
Wilt Road to Tecalote Road	19,000	8,400	C	11,140	D	2,740	11,930	D	790	No
Tecalote Road to Old Hwy 395	19,000	8,100	C	10,850	D	2,750	11,600	D	750	No
Stewart Canyon Road										
Old Hwy 395 to Horse Ranch Creek Road	16,200	900	A	1,920	B	1,020	8,240	D	6,320	No
Pankey Road										
Pala Mesa Drive to Project Driveway # 2	16,200	DNE	–	7,600	A	7,600	11,330	A	3,730	No
Project Driveway # 2 to Project Driveway # 3	30,000	DNE	–	10,160	A	10,160	13,890	A	3,730	No
Project Driveway # 3 to Project Driveway # 4	30,000	DNE	–	13,450	A	13,450	17,180	A	3,730	No
Project Driveway # 4 to Project Driveway # 5	30,000	DNE	–	19,050	B	19,050	22,780	C	3,730	No
Project Driveway # 5 to Pankey Place	30,000	DNE	–	21,830	C	21,830	25,560	D	3,730	No
Pankey Place to SR-76 (Pala Road)	30,000	DNE	–	16,160	A	16,160	17,030	A	870	No
SR-76 (Pala Road) to Shearer Crossing	30,000	3,700	A	9,000	A	5,300	13,960	A	4,960	No
Shearer Crossing to Old Highway 395	16,200	3,700	B	5,880	A	2,180	7,960	A	2,080	No

Table 2.3-13 (cont.) ROADWAY SEGMENT OPERATIONS UNDER EXISTING AND EXISTING PLUS CUMULATIVE PLUS PROJECT CONDITIONS										
Street Segments	Existing Capacity (LOS E) ^a	Existing		Existing + Project			Existing + Project + Cumulative Projects			Sig?
Pala Mesa Drive										
Wilt/Sage Road to Old Highway 395	9,700	600	A	2,440	A	1,840	11,270	E	9,430	Yes
Old Highway 395 to Pankey Road	16,200	DNE	–	6,370	C	6,370	10,100	D	3,730	No
Pankey Place										
Pankey Road to Horse Ranch Creek Road	16,200	DNE	–	DNE	–	–	10,370	D	10,370	No
Horse Ranch Creek Road										
North of SR-76 (Pala Road)	32,500	DNE	–	DNE	–	–	21,920	D	21,920	No

Source: LLG 2013

a. Capacities based on County of San Diego Roadway Classification & LOS table (See Appendix C) with Project improvements.

b. Average Daily Traffic

c. Level of Service

d. Δ denotes an increase in ADT due to project traffic.

e. Δ denotes an increase in ADT due to cumulative project traffic.

Table 2.3-14
STATE ROUTE SEGMENT OPERATIONS UNDER EXISTING AND EXISTING PLUS CUMULATIVE PLUS PROJECT CONDITIONS

Street Segments	Existing Capacity (LOS E) ^a	Existing		Existing + Project			Existing + Project + Cumulative Projects			Sig?
		ADT ^b	LOS ^c	ADT	LOS	Δ ^d	ADT	LOS	Δ ^e	
SR-76 (Pala Road)										
Melrose Drive to E. Vista Way	37,000	28,800	C	29,950	D	1,150	64,060	F	34,110	Yes
E. Vista Way to N. River Road	37,000	32,500	D	34,080	E	1,580	53,200	F	19,120	Yes
North River Road to Olive Hill Road	37,000	32,500	D	34,550	E	2,050	63,730	F	29,180	Yes
Olive Hill Road to South Mission Road	37,000	36,100	E	38,400	F	2,300	67,470	F	29,070	Yes
South Mission Road to Via Monserate	22,900	22,400	E	26,070	F	3,670	46,860	F	20,790	Yes
Via Monserate to Gird Road	22,900	25,600	F	29,270	F	3,670	46,760	F	17,490	Yes
Gird Road to Sage Road	22,900	22,900	E	27,170	F	4,270	37,450	F	10,280	Yes
Sage Road to Old Highway 395	22,900	22,700	E	26,970	F	4,270	39,790	F	12,820	Yes
Old Highway 395 to I-15 Southbound Ramps	37,000	26,500	C	30,710	D	4,210	40,390	F	9,680	Yes
I-15 Northbound Ramps to Pankey Road	37,000	10,600	A	33,230	D	22,630	28,260	C	2,190	No
Pankey Road to Horse Ranch Creek Road	37,000	10,300	A	12,470	A	2,170	30,170	D	17,700	No
Horse Ranch Creek Road to Rice Canyon Road	22,900	10,000	A	12,170	B	2,170	25,270	F	13,100	Yes
Rice Canyon Road to Couser Canyon Road	22,900	9,800	A	11,970	A	2,170	27,070	F	15,100	Yes
Couser Canyon Road to Pala Mission Road	22,900	9,400	A	10,710	A	1,310	23,600	F	12,890	Yes

Source: LLG 2013

a. Capacities based on County of San Diego Roadway Classification & LOS table (See Appendix C).

b. Average Daily Traffic

c. Level of Service

d. Δ denotes an increase in ADT due to project traffic.

e. Δ denotes an increase in ADT due to cumulative project traffic.

**Table 2.3-15
FREEWAY SEGMENT OPERATIONS UNDER EXISTING AND EXISTING PLUS CUMULATIVE PLUS PROJECT CONDITIONS**

Freeway and Segment	Peak Hour	Direction/ Capacity ^a		Existing			Existing + Project			Existing + Project + Cumulative Projects			Δ^e	Sig?
				PHV ^b	V/C ^c	LOS ^d	PHV	V/C	LOS	PHV	V/C	LOS		
I-15														
Rainbow Valley Blvd. to Mission Road	AM	NB	9,400	2,062	0.219	A	2,149	0.229	A	2,504	0.266	A	0.037	No
	PM	NB	9,400	5,948	0.633	C	6,199	0.659	C	6,376	0.678	C	0.019	No
	AM	SB	9,400	5,841	0.621	C	5,987	0.637	C	6,213	0.661	C	0.024	No
	PM	SB	9,400	3,139	0.334	A	3,330	0.354	A	3,753	0.399	A	0.042	No
Mission Road to SR-76	AM	NB	9,400	1,705	0.181	A	1,758	0.187	A	1,957	0.208	A	0.021	No
	PM	NB	9,400	5,621	0.598	B	5,798	0.617	B	5,922	0.630	C	0.013	No
	AM	SB	9,400	5,310	0.565	C	5,370	0.571	C	5,566	0.592	C	0.021	No
	PM	SB	9,400	2,898	0.308	A	3,023	0.322	A	3,229	0.344	A	0.022	No
SR-76 to Old Highway 395	AM	NB	9,400	1,484	0.158	A	1,644	0.174	A	2,756	0.293	A	0.119	No
	PM	NB	9,400	5,422	0.577	B	5,680	0.604	B	7,368	0.784	C	0.180	No
	AM	SB	9,400	5,278	0.561	B	5,395	0.574	B	6,361	0.678	B	0.104	No
	PM	SB	9,400	2,752	0.293	A	2,972	0.316	B	3,602	0.383	B	0.067	No

Source: LLG 2013

a. Capacity based on 2,350 vehicles/hour/lane for mainlines and 1,200 vehicles/hour/lane for auxiliary lanes

b. PHV = Peak Hour Volumes

c. V/C = Volume/ Capacity

d. LOS = Level of Service

e. Δ = Denotes an increase in the V/C with due to cumulative project traffic

LOS	V/C
A	<0.41
B	0.62
C	0.8
D	0.92
E	1
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

Table 2.3-16
INTERSECTION OPERATIONS UNDER EXISTING AND EXISTING PLUS CUMULATIVE PLUS PROJECT CONDITIONS

Intersection	Control Type	Peak Hour	Existing		Existing + Project			Existing + Project + Cumulative Projects			Sig?
			Delay ^a	LOS ^b	Delay	LOS	Δ ^c	Delay	LOS	Δ ^d	
1. E. Mission Road/Old Hwy 395	Signal	AM	24.7	C	29.0 1	C	4.3 4	59.2	E	30.21	Yes
		PM	77.0	E	78.8	E	1.1	118.4	F	23.239.6	Yes
2. Mission Road/I-15 SB Ramps	Signal	AM	27.6	C	31.0	C	3.4	48.3	D	17.3	None
		PM	53.3	D	54.4	D	1.1	133.7	F	45.6	Yes
3. Mission Road/I-15 NB Ramps	Signal	AM	28.8	C	29.6	C	0.8	31.3	C	1.7	No
		PM	27.0	C	41.2	<u>D</u>	17.5 14.2	81.1	F	36.6	Yes
4. Reche Road/Green Canyon Norte	Signal	AM	13.1	B	13.5	B	0.4	21.5	C	8.0	No
		PM	10.5	B	11.0	B	0.5	16.9	B	5.9	No
5. Reche Road/Live Oak Park Road	TWSC ^e	AM	20.3	C	23.9	C	3.6	33.6	D	9.7	No
		PM	19.1	C	23.2	C	4.1	29.5	D	6.3	No
6. Reche Road/Gird Road	Signal	AM	11.9	B	13.3	B	1.4	14.9 8	B	1.6 7	No
		PM	12.4	B	14.7	B	2.3	17.7	B	3.0	No
7. Reche Road/Wilt Road	TWSC	AM	14.2	B	15.9	C	1.7	16.5	C	0.6	No
		PM	14.9	B	16.1	C	1.2	16.7	C	0.6	No
8. Reche Road/Tecalote Road	TWSC	AM	13.4	B	15.6	C	2.2	16.5	C	0.9	No
		PM	15.3	C	20.0	C	4.7	20.6	C	0.6	No
9. Reche Road/Old Hwy 395	TWSC	AM	33.0	D	≥100.1 343.1	F	107	>200.01	F	>5.0	Yes
		PM	60.0	F	≥100.1 >50.1	F	115	>200.01	F	>5.0	Yes
10. Stewart Canyon Road/Old Hwy 395	TWSC	AM	12.6	B	20.3	C	7.7	>200.01	F	>5.0	Yes
		PM	12.8	B	20.0	C	7.2	>200.01	F	>5.0	Yes
11. Stewart Canyon Road/Horse Ranch Creek Road	TWSC	AM	8.6	A	8.8	A	0.2	10.8	B	2.0	No
		PM	5.7	A	7.3 2	A	1.6 5	13.9	B	6.6 7	No

Table 2.3-16 (cont.)
INTERSECTION OPERATIONS UNDER EXISTING AND EXISTING PLUS CUMULATIVE PLUS PROJECT CONDITIONS

Intersection	Control Type	Peak Hour	Existing		Existing + Project			Existing + Project + Cumulative Projects			Sig?
			Delay ^a	LOS ^b	Delay	LOS	Δ ^c	Delay	LOS	Δ ^d	
12. Pala Mesa Drive/Sage Road	TWSC	AM	8.9	A	8.99 7	A	0.08	10.0	A	1.1	No
		PM	8.9	A	8.9 10.1	A B	0.01 2	10.2	B	1.3	No
13. Pala Mesa Drive/Old Hwy 395	TWSC	AM	13.2	B	15.8	B	2.6	>200.0 1	F	>5.0	Yes
		PM	11.7	B	27.8	C	16.1	>200.0 1	F	>5.0	Yes
14. SR-76/Melrose Drive	Signal	AM	22.4	C	22.7	C	0.3	49.4	D	26.7	No
		PM	12.4	B	12.7	B	0.3	27.9	C	15.2	No
15. SR-76/E. Vista Way	Signal	AM	43.7	D	45.6	D	1.9	>200.0 1	F	>50.0	Yes
		PM	39.4	D	41.0	D	1.6	>200.0 1	F	>50.0	Yes
16. SR-76/N. River Road	Signal	AM	14.9	B	18.1	B	3.2	22.98	C	4.87	No
		PM	19.0	B	22.8	C	3.8	79.6	E	>50.0	Yes
17. SR-76/Olive Hill Road	Signal	AM	32.3	C	33.4	D	1.1	>100.0 1	F	>50.0	Yes
		PM	62.4	E	62.4 63.9	E	1.65	>200.0 1	F	>50.0	Yes
18. SR-76/S Mission Road	Signal	AM	11.5	B	13.0	B	1.5	23.9	C	10.9	No
		PM	10.8	B	13.4	B	2.6	59.7	E	46.3	Yes
19. SR-76/Via Monserate Road	TWSC	AM	36.1	E	63.2	F	0	>200.0 1	F	>5.0	Yes
		PM	50.9	F	111.0	F	0	>200.0 1	F	>5.0	Yes
20. SR-76/Gird Road	Signal	AM	9.7	A	10.8	B	1.1	27.0	C	16.2	No
		PM	10.7	B	13.0	B	2.3	77.5	E	>50.0	Yes
21. SR-76/Sage Road	TWSC	AM	20.2	C	27.4	D	7.20	>100.1	F	0	Yes
		PM	26.1	D	41.6	E	0	>200.0 1	F	0	Yes

Table 2.3-16 (cont.)
INTERSECTION OPERATIONS UNDER EXISTING AND EXISTING PLUS CUMULATIVE PLUS PROJECT CONDITIONS

Intersection	Control Type	Peak Hour	Existing		Existing + Project			Existing + Project + Cumulative Projects			Sig?
			Delay ^a	LOS ^b	Delay	LOS	Δ ^c	Delay	LOS	Δ ^d	
22. SR-76/Old Hwy 395	Signal	AM	39.2	D	40.9	D	1.7	>100.0 1	F	>50.0	Yes
		PM	36.8	D	37.0	D	0.2	>100.0 1	F	>50.0	Yes
23. SR-76/I-15 SB Ramps	Signal	AM	26.7	C	34.1	C	7.4	74.14	E	1.240.3	Yes
		PM	22.6	C	>100.1 108.3	F	>85.7 80.1	>100.11 23.2	F	14.9	Yes
24. SR-76/I-15 NB Ramps	Signal	AM	29.1	C	34.5	C	2.8	78.8	E	41.5 44.3	Yes
		PM	50.1	D	>100.1 142.2	F	>80.1	>100.1 151.2	F	9.0	Yes
25. Project Driveway #1/Pankey Road	TWSC	AM	DNE	–	8.4	A	–	8.4	A	0.0	No
		PM	DNE	–	9.4	A	–	9.4	A	0.0	No
26. Pala Mesa Drive/Pankey Road	Signal	AM	DNE	–	10.2	B	–	10.4	A	0.92	No
		PM	DNE	–	13.7	B	–	15.2	B	9.3	No
27. Project Driveway # 2/Pankey Road	TWSC	AM	DNE	–	14.2	B	–	18.5	C	4.3	No
		PM	DNE	–	21.3	C	–	34.8	D	13.5	No
28. Project Driveway # 3/Pankey Road	Signal	AM	DNE	–	12.8	B	–	13.6	B	0.6	No
		PM	DNE	–	19.0	B	–	19.9	B	0.8	No
29. Project Driveway # 4/Pankey Road	Signal	AM	DNE	–	13.2	B	–	14.0	B	6.0	No
		PM	DNE	–	19.7	B	–	20.6	C	1.0	No
30. Project Driveway # 5/Pankey Road	TWSC	AM	DNE	–	9.8	A	–	9.3	A	0.0	No
		PM	DNE	–	11.1	B	–	11.6	B	0.6	No
31. Pankey Place/Pankey Road	TWSC	AM	DNE	–	DNE	–	–	13.1	B	6.7	No
		PM	DNE	–	DNE	–	–	17.3	B	16.4	No
32. SR-76/Pankey Road	TWSC ^f	AM	12.2	B	>100.01	F	>5.0	>100.01	F	>5.0	Yes
		PM	11.8	B	>100.01	F	>5.0	>100.01	F	>5.0	Yes
33. Project Driveway # 6/Pankey Road	Signal	AM	DNE	–	12.0	B	–	13.6	B	1.6	No
		PM	DNE	–	15.5	B	–	20.9	C	5.4	No

Table 2.3-16 (cont.)
INTERSECTION OPERATIONS UNDER EXISTING AND EXISTING PLUS CUMULATIVE PLUS PROJECT CONDITIONS

Intersection	Control Type	Peak Hour	Existing		Existing + Project			Existing + Project + Cumulative Projects			Sig?
			Delay ^a	LOS ^b	Delay	LOS	Δ ^c	Delay	LOS	Δ ^d	
34. SR-76/Horse Ranch Creek Road	Signal	AM	DNE	–	7.9	B	–	15.6	B	7.7	No
		PM	DNE	–	18.2	B	–	31.9	C	13.7	No
35. SR-76/Rice Canyon Road	TWSC	AM	10.6	B	11.6	B	1.0	>200.01	F	>5.0	Yes
		PM	12.5	B	14.5	B	2.0	>200.01	F	>5.0	Yes
36. SR-76/Couser Canyon Road	TWSC	AM	12.5	B	15.0	C	2.5	>100.01	F	>5.0	Yes
		PM	15.8	C	22.3	C	6.5	>200.01	F	>5.0	Yes
37. SR-76/Pala Mission Road	Signal	AM	11.9	B	11.9	B	0.0	17.2	B	5.3	No
		PM	18.6	B	19.0	B	0.4	37.9	D	18.9	No
38. Dulin Road/Old Highway 395	TWSC	AM	20.3	C	30.9	D	10.6	>200.01	F	>5.0	Yes
		PM	10.5	B	14.0	B	3.5	>200.01	F	>5.0	Yes

Source: LLG 2013

a. Average delay expressed in seconds per vehicle.

b. Level of Service.

c. Δ denotes an increase in delay/vehicles due to project traffic.

d. Δ denotes an increase in delay/vehicles due to cumulative project traffic.

e. TWSC – Two-Way Stop Controlled Intersection. Cumulative Project contribution to minor street critical movement reported.

f. Traffic Signal and intersection improvements are proposed by the Project, although the analysis is conducted as a TWSC to be conservative.

General Notes:

Bold typeface indicates significant cumulative project impact.

DNE – Does Not Exist

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

**Table 2.3-17
GENERAL PLAN LAND USES TRIP GENERATION**

Land Use	Size	Daily Trip Ends (ADTs)		AM Peak Hour				PM Peak Hour			
		Rate	Volume	% of ADT	In:Out	Volume		% of ADT	In:Out	Volume	
					Split	In	Out		Split	In	Out
Light Industrial	3 Acres	200/ AC	600	12%	80:20	58	14	12%	20:80	14	58
Village Residential 7.3	91 Units	8/ DU	728	8%	20:80	12	46	10%	70:30	51	22
General Commercial	56 Acres	500/ DU	28,000	4%	70:30	784	336	9%	50:50	1,260	1,260
Specific Plan	7 Acres	—	0	—	—	0	0	—	—	0	0
Total		—	29,328	—	—	854	396	—	—	1,325	1,340

Source: LLG 2013

**Table 2.3-18
GENERAL PLAN AMENDMENT TRIP GENERATION**

Land Use	Size	Daily Trip Ends (ADTs)		AM Peak Hour				PM Peak Hour			
		Rate	Volume	% of ADT	In:Out	Volume		% of ADT	In:Out	Volume	
					Split	In	Out		Split	In	Out
General Commercial	53 Ac	500/Ac	26,500	4%	70:30	742	318	9%	50:50	1,192	1,193
Light Industrial	13 Ac	200/Ac	2,600	12%	80:20	250	62	10%	20:80	52	208
Multi Family Residential	287 DU	8/DU	2,296	8%	20:80	37	221	10%	70:30	161	69
Total		—	31,396	—	—	1,029	601	—	—	1,405	1,470

Source: LLG 2013

**Table 2.3-19
YEAR 2030 STREET SEGMENT OPERATIONS: GENERAL PLAN AND
GENERAL PLAN AMENDMENT**

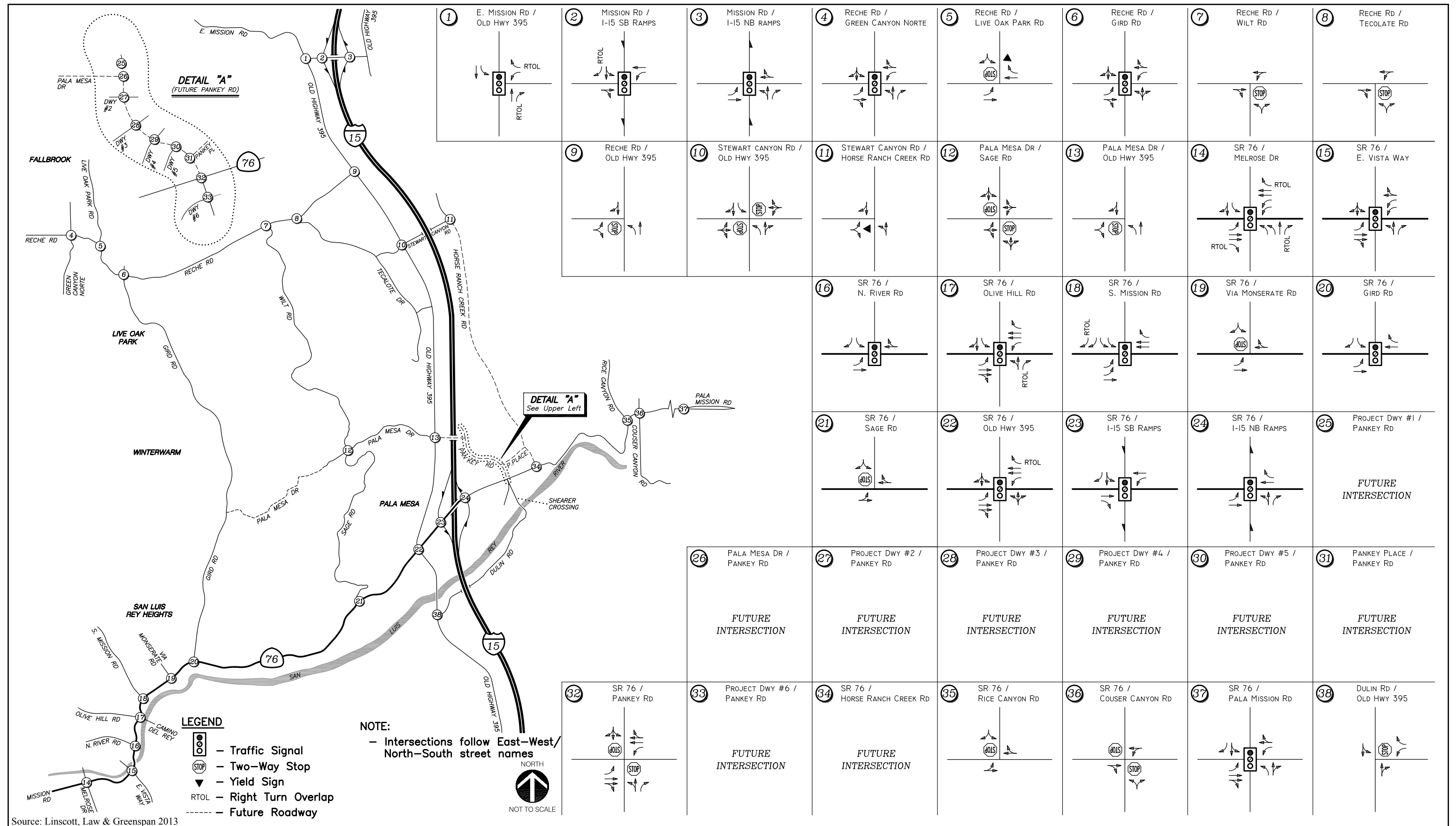
Street Segment	ME Capacity (LOS E) ^a	GPU		GPA	
		ADT ^b	LOS ^c	ADT	LOS
SR-76 (Pala Road)					
Melrose Drive to E. Vista Way	57,000	55,200	E	55,400	E
E. Vista Way to N. River Road	57,000	44,600	C	44,830	D
North River Road to Olive Hill Road	57,000	54,900	E	55,160	E
Olive Hill Road to South Mission Road	57,000	57,900	F	58,210	F
South Mission Road to Via Monserate	37,000	43,300	F	43,690	F
Via Monserate to Gird Road	37,000	42,800	F	43,190	F
Gird Road to Sage Road	37,000	34,400	E	34,770	E
Sage Road to Old Highway 395	37,000	35,600	E	35,970	E
Old Highway 395 to I-15 Southbound Ramps	37,000	40,400	F	40,720	F
I-15 Northbound Ramps to Pankey Road	37,000	29,900	D	31,260	D
Pankey Road to Horse Ranch Creek Road	37,000	32,400	E	32,450	E
Horse Ranch Creek Road to Rice Canyon Road	37,000	30,100	D	30,150	D
Rice Canyon Road to Couser Canyon Road	37,000	31,900	D	31,950	D
Couser Canyon Road to Pala Mission Road	22,900	25,800	C	25,820	C
Old Highway 395					
East Mission Road to Reche Road	22,900	21,060	E	21,220	E
Reche Road to Stewart Canyon Road	22,900	23,890	F	24,070	F
Stewart Canyon Road to Tecalote Lane	22,900	19,830	E	20,000	E
Tecalote Lane to Pala Mesa Drive	22,900	21,670	E	21,840	E
Pala Mesa Drive to SR-76 (Pala Road)	28,000	21,950	C	22,360	E
SR-76 (Pala Road) to Dulin Road	22,900	9,050	C	9,120	A
Dulin Road to W. Lilac Road	22,900	10,400	C	10,470	A
Reche Road					
Green Canyon Norte to Live Oak Park Road	19,000	19,270	F	19,340	F
Live Oak Park Road to Gird Road	19,000	16,770	E	16,840	E
Gird Road to Wilt Road	19,000	10,870	D	10,910	D
Wilt Road to Tecalote Road	19,000	11,270	D	11,270	D
Tecalote Road to Old Hwy 395	19,000	12,460	D	12,470	D
Stewart Canyon Road					
Old Hwy 395 to Horse Ranch Creek Road	34,200	8,700	A	8,680	A
Pankey Road					
Pala Mesa Drive to Project Driveway # 2	30,000	10,060	A	11,140	A
Project Driveway # 2 to Project Driveway # 3	30,000	11,070	A	12,310	A
Project Driveway # 3 to Project Driveway # 4	30,000	15,470	A	17,350	A
Project Driveway # 4 to Project Driveway # 5	30,000	22,650	C	23,800	C
Project Driveway # 5 to Pankey Place	30,000	25,870	D	26,850	D
Pankey Place to SR-76 (Pala Road)	30,000	15,210	A	16,050	A
SR-76 (Pala Road) to Shearer Crossing	30,000	9,240	A	9,270	A
Shearer Crossing to Old Highway 395	19,000	9,240	A	9,270	A
Pala Mesa Drive					
Wilt/Sage Road to Old Highway 395	9,700	7,610	C	7,590	C
Old Highway 395 to Pankey Road	9,700	11,950	F	12,010	F

Source: LLG 2013

a. Capacities based on County of San Diego Roadway Classification & LOS table (See Appendix C).

b. Average Daily Traffic

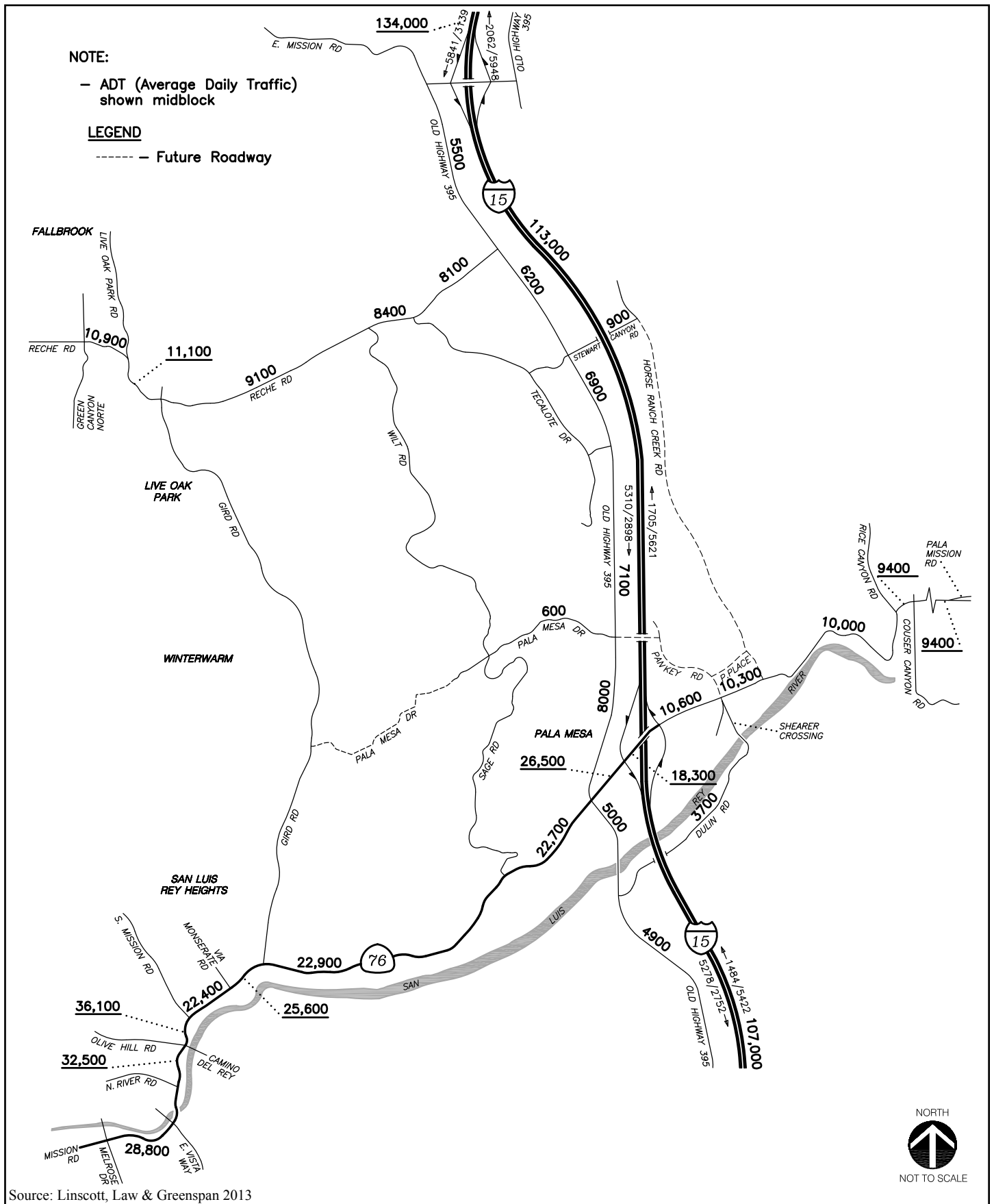
c. Level of Service



Existing Intersection Conditions

CAMPUS PARK WEST

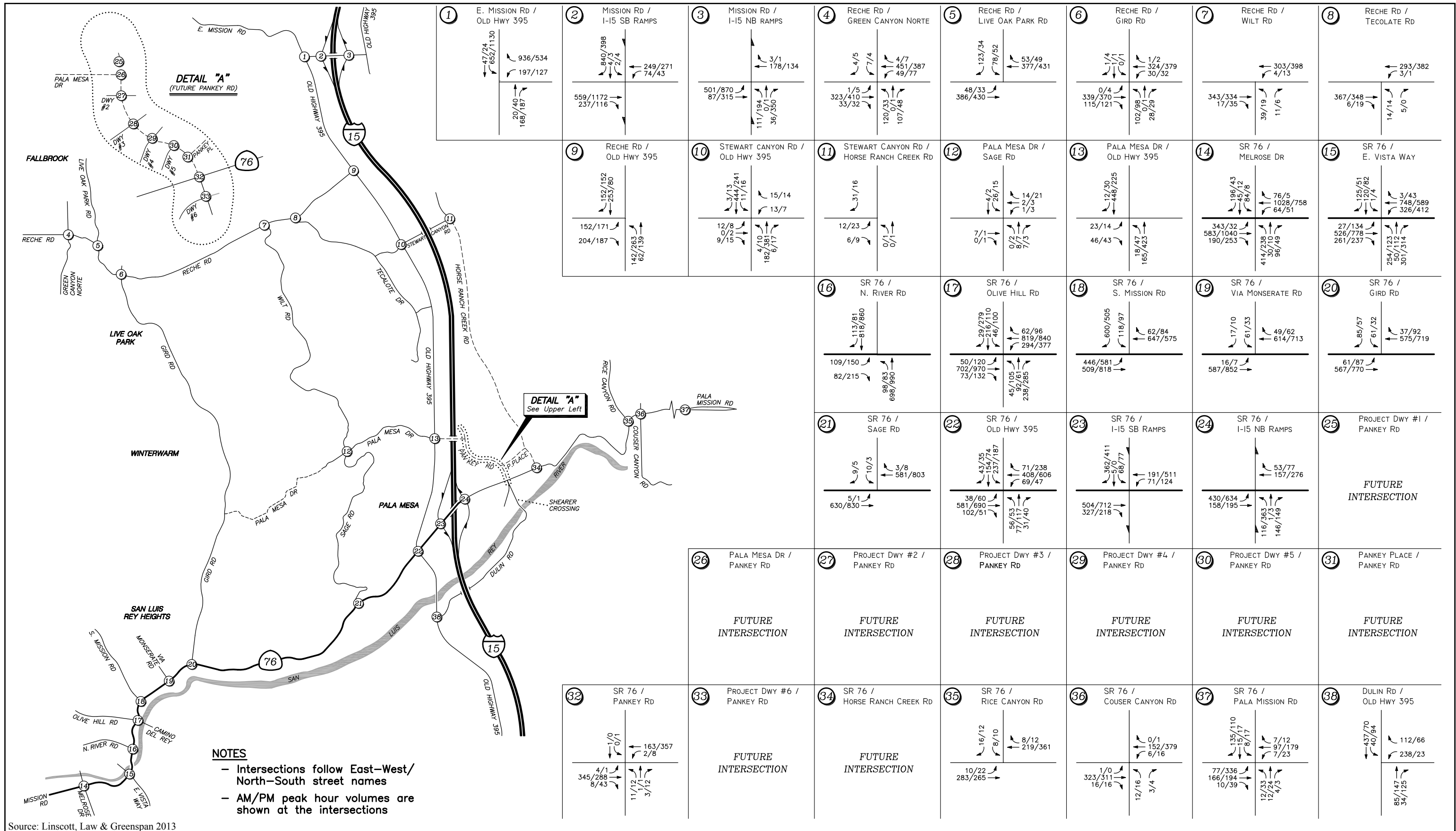
Figure 2.3-2



Existing Average Daily Traffic – Roadway Segments

CAMPUS PARK WEST

Figure 2.3-3

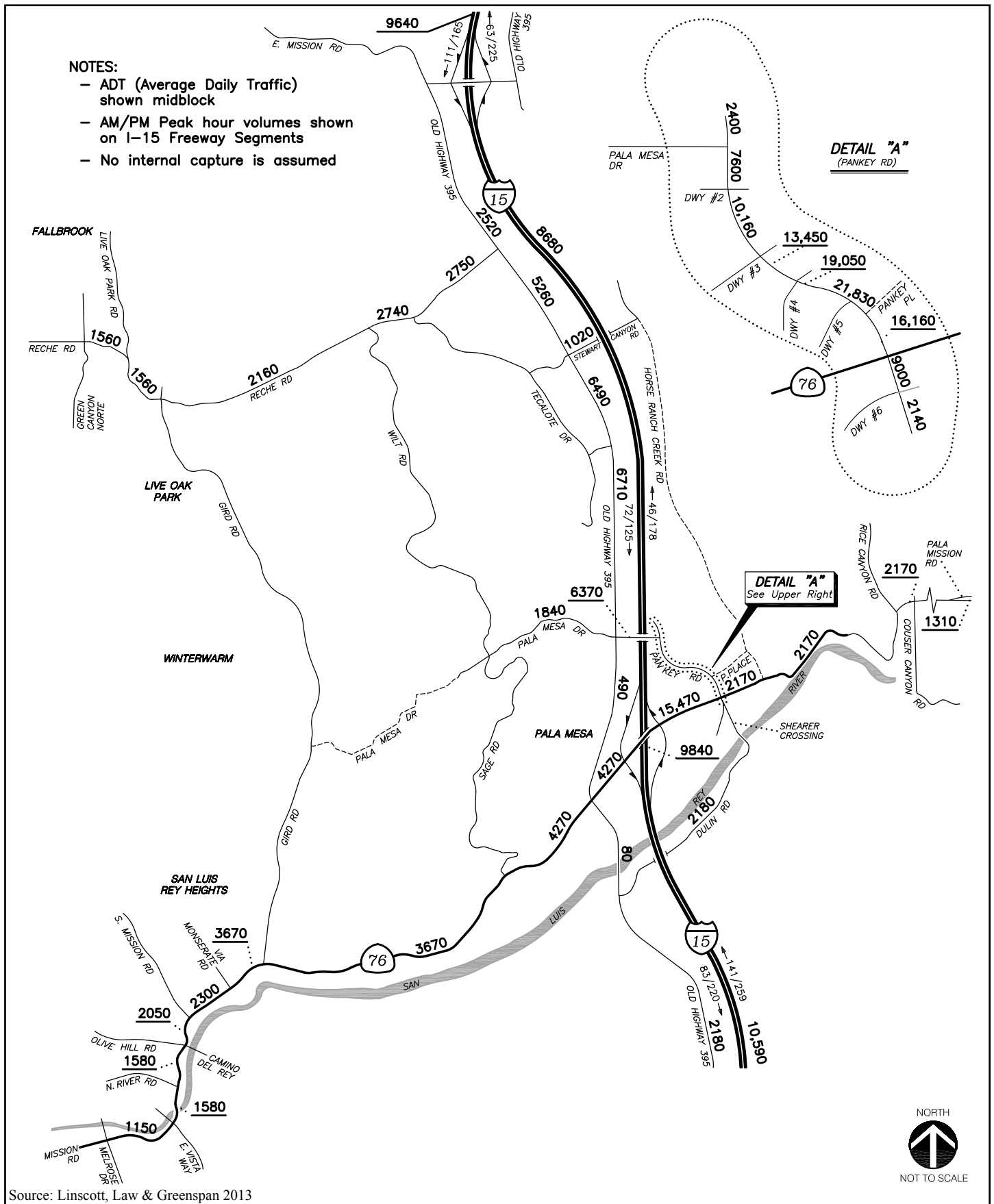


Source: Linscott, Law & Greenspan 2013
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Existing Peak Period Traffic Volumes – Intersections

CAMPUS PARK WEST

Figure 2.3-4



Project Average Daily Traffic – Roadway Segments

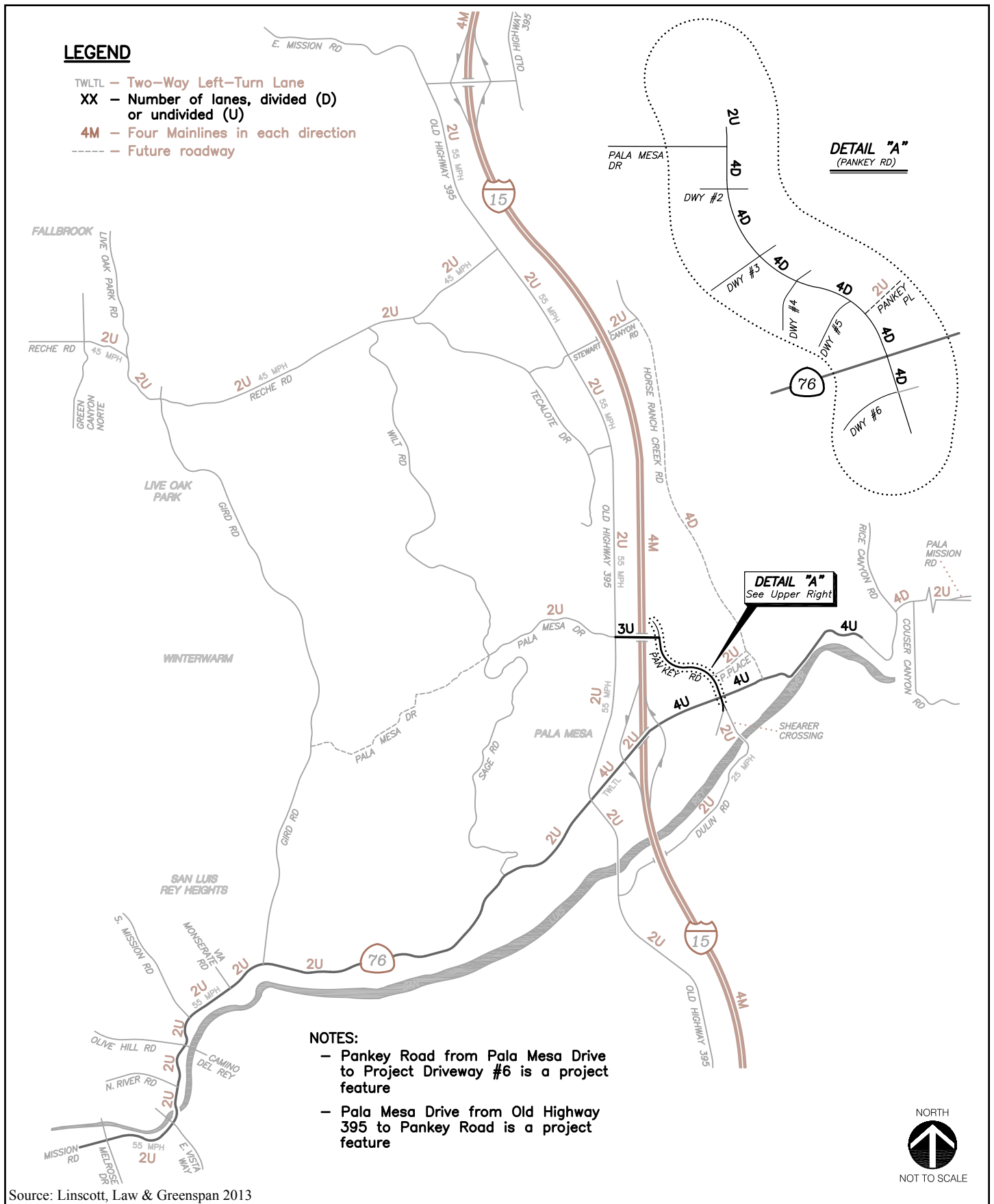
CAMPUS PARK WEST

Figure 2.3-5



CAMPUS PARK WEST

Figure 2.3-6

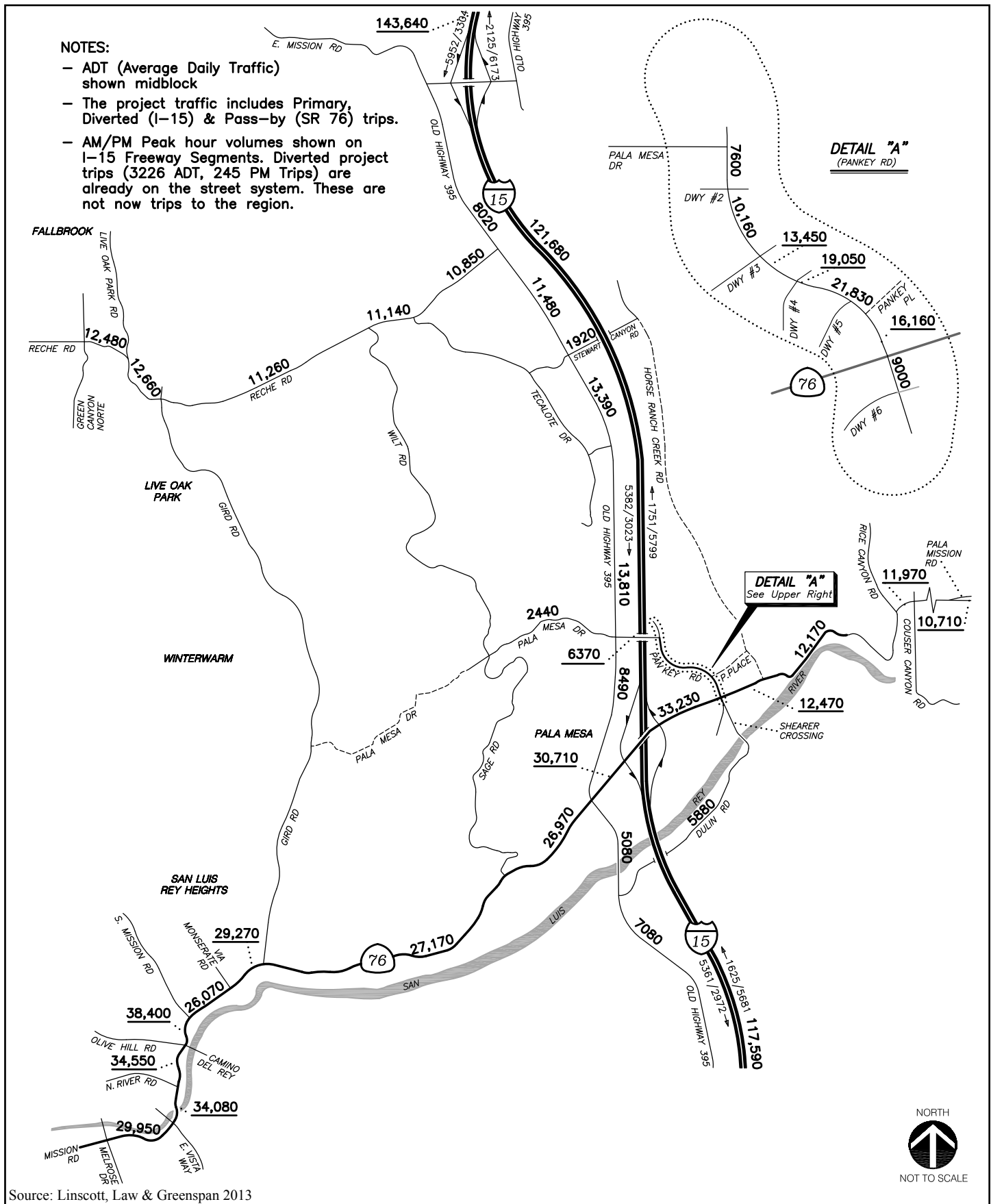


Existing Plus Project Roadway Segment Conditions

CAMPUS PARK WEST

Figure 2.3-7

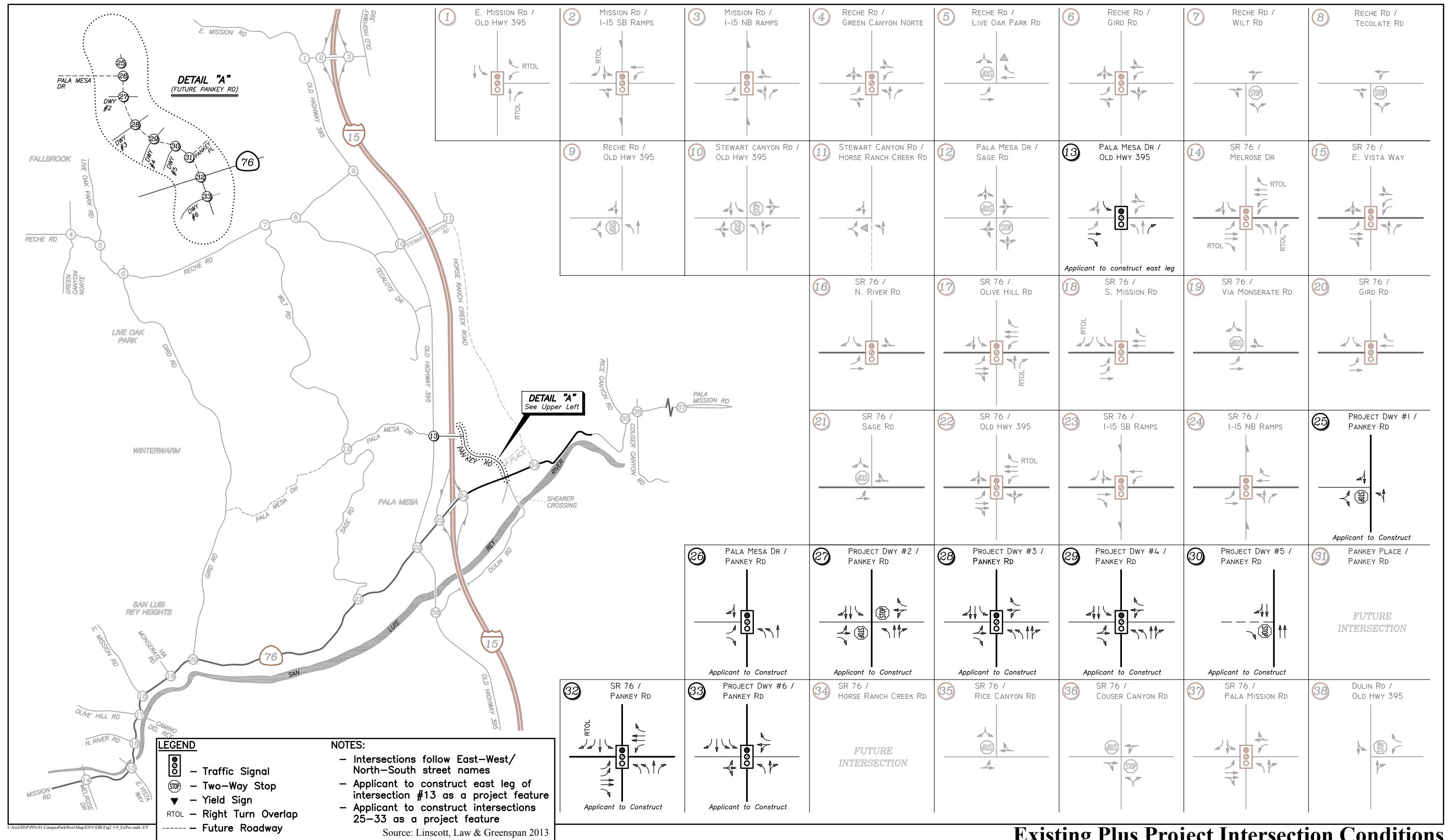
- ADT (Average Daily Traffic) shown midblock
- The project traffic includes Primary, Diverted (I-15) & Pass-by (SR 76) trips.
- AM/PM Peak hour volumes shown on I-15 Freeway Segments. Diverted project trips (3226 ADT, 245 PM Trips) are already on the street system. These are not new trips to the region.



Existing Plus Project Average Daily Traffic – Roadway Segments

CAMPUS PARK WEST

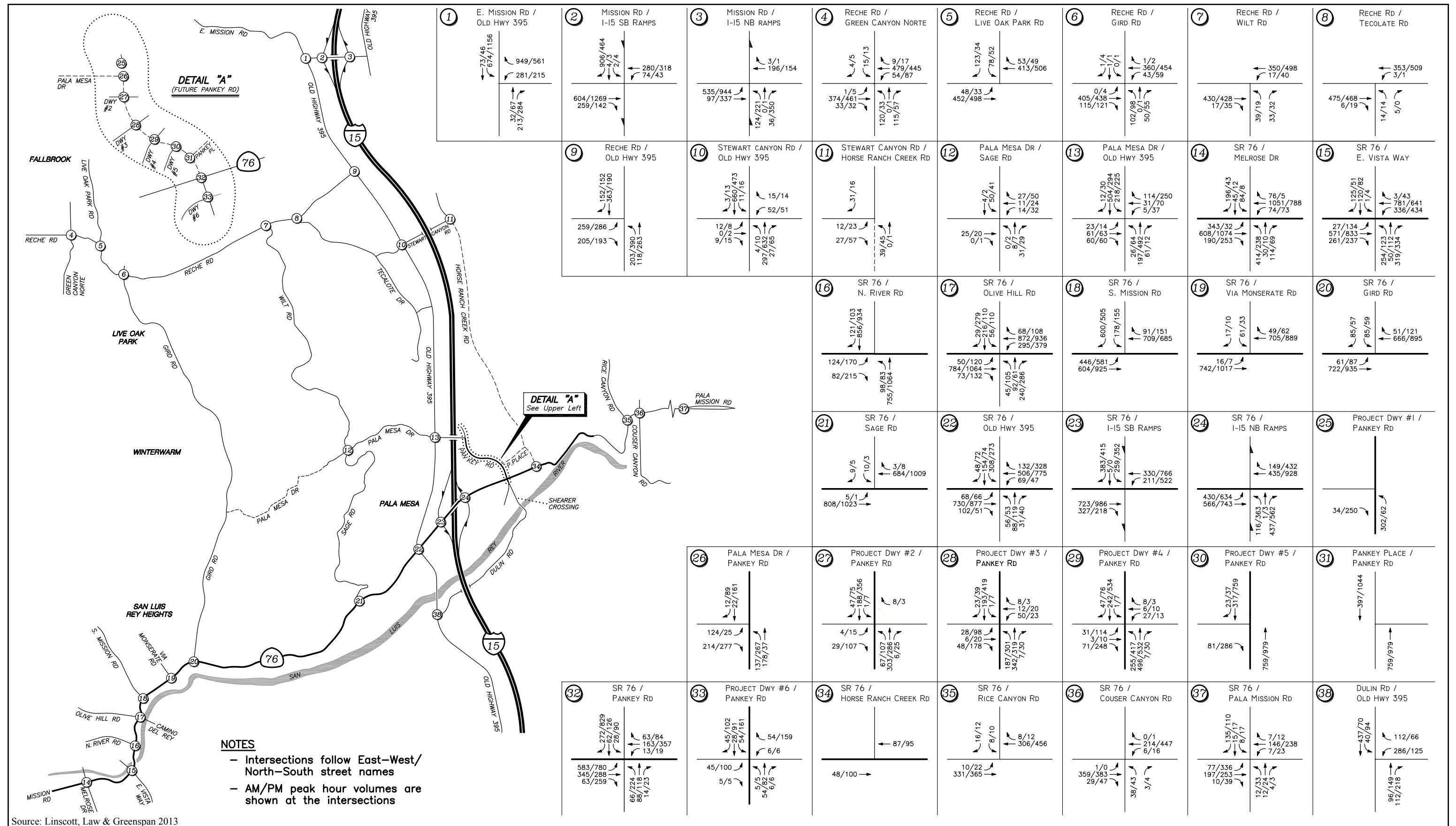
Figure 2.3-8



Existing Plus Project Intersection Conditions

CAMPUS PARK WEST

Figure 2.3-9



Source: Linscott, Law & Greenspan 2013
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Existing Plus Project Peak Period Traffic Volumes – Intersections

CAMPUS PARK WEST

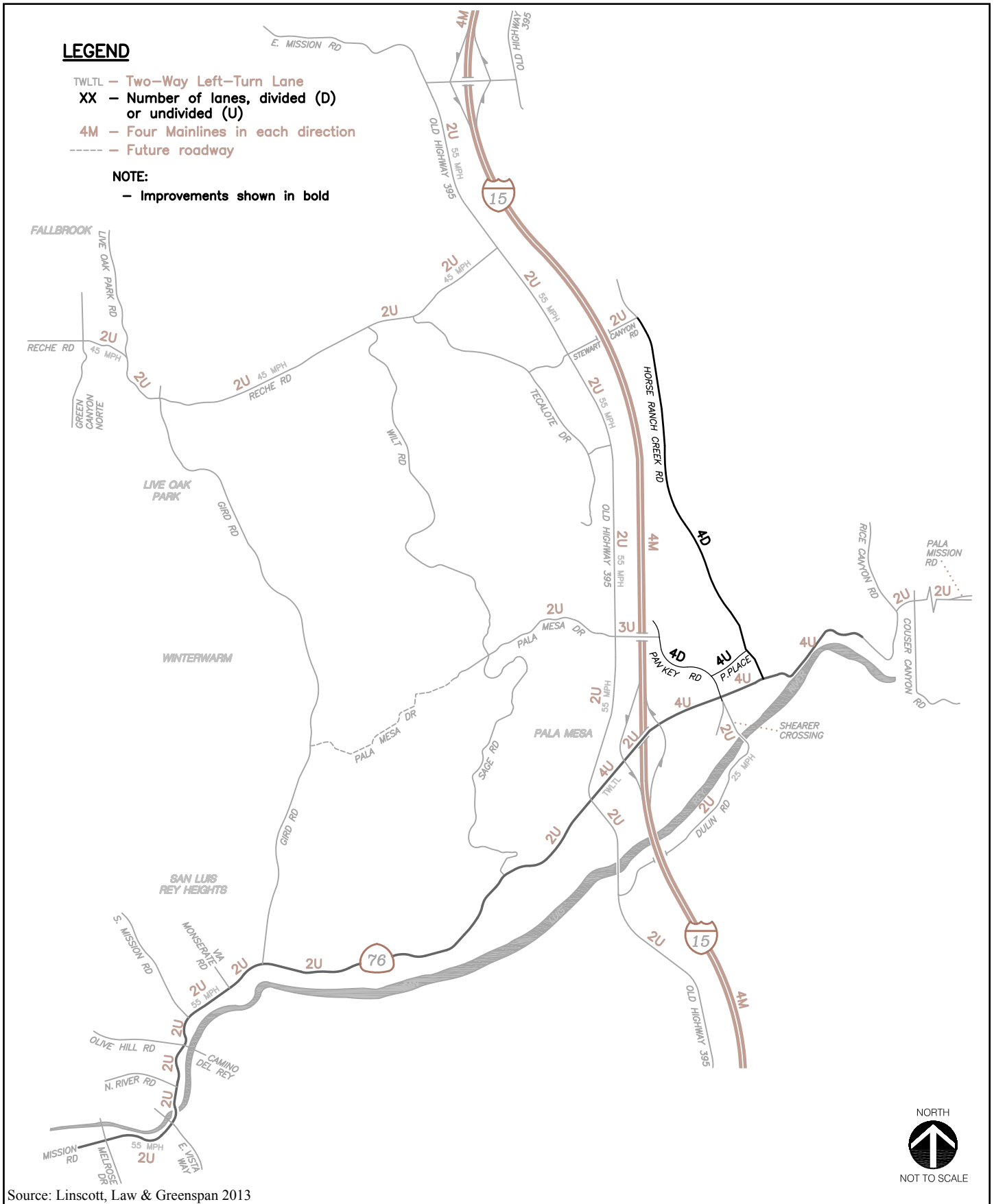
Figure 2.3-10

LEGEND

- TWLTL — Two-Way Left-Turn Lane
- XX — Number of lanes, divided (D) or undivided (U)
- 4M — Four Mainlines in each direction
- — Future roadway

NOTE:

- Improvements shown in bold

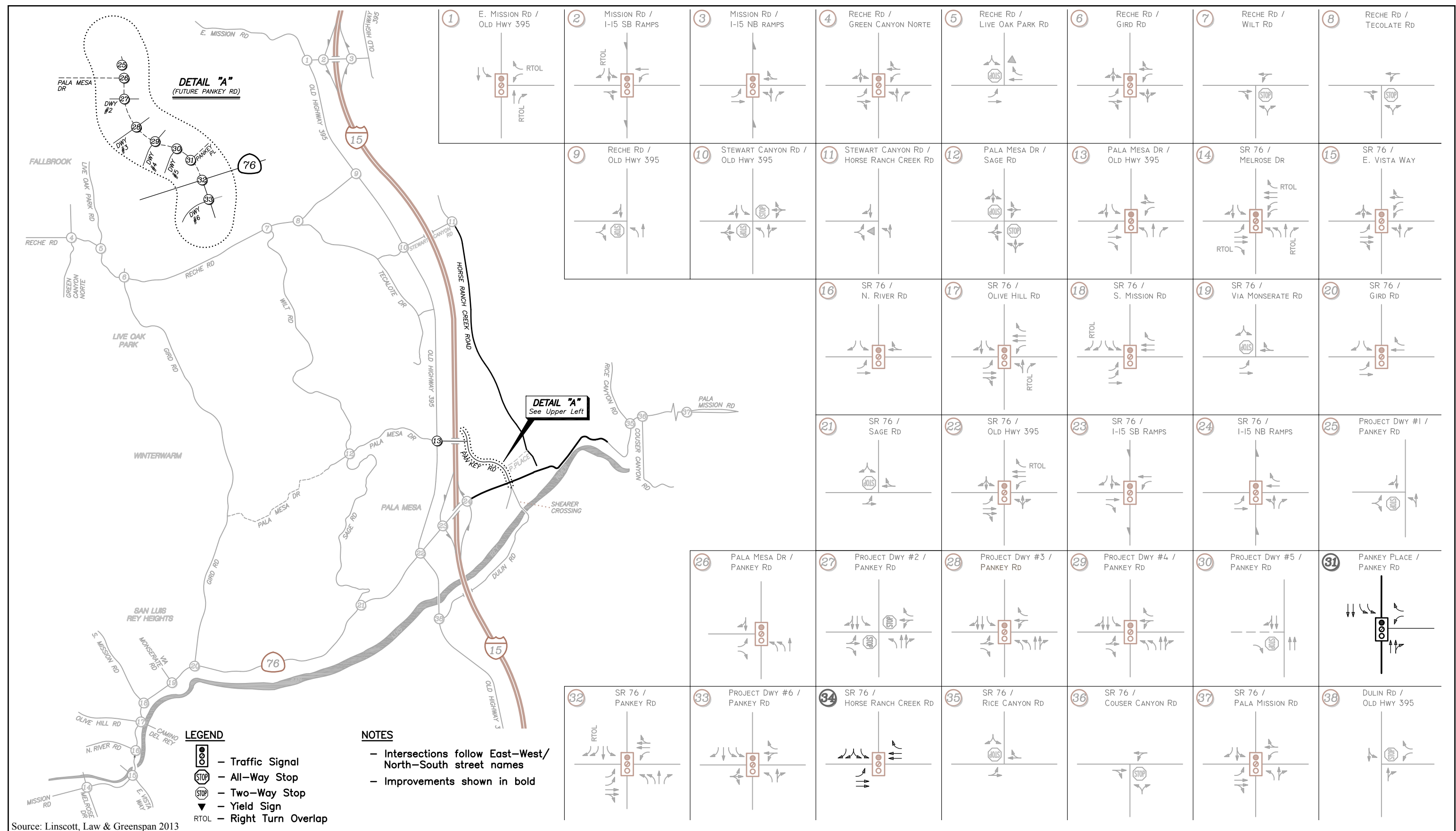


Source: Linscott, Law & Greenspan 2013

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Existing Plus Cumulative Plus Project Roadway Segment Conditions

CAMPUS PARK WEST



Source: Linscott, Law & Greenspan 2013
I:\ArcGIS\PPIN-01 CampusParkWest\Map\ENV\EIR\Fig2.3-12_ExProPeak.indd -EV

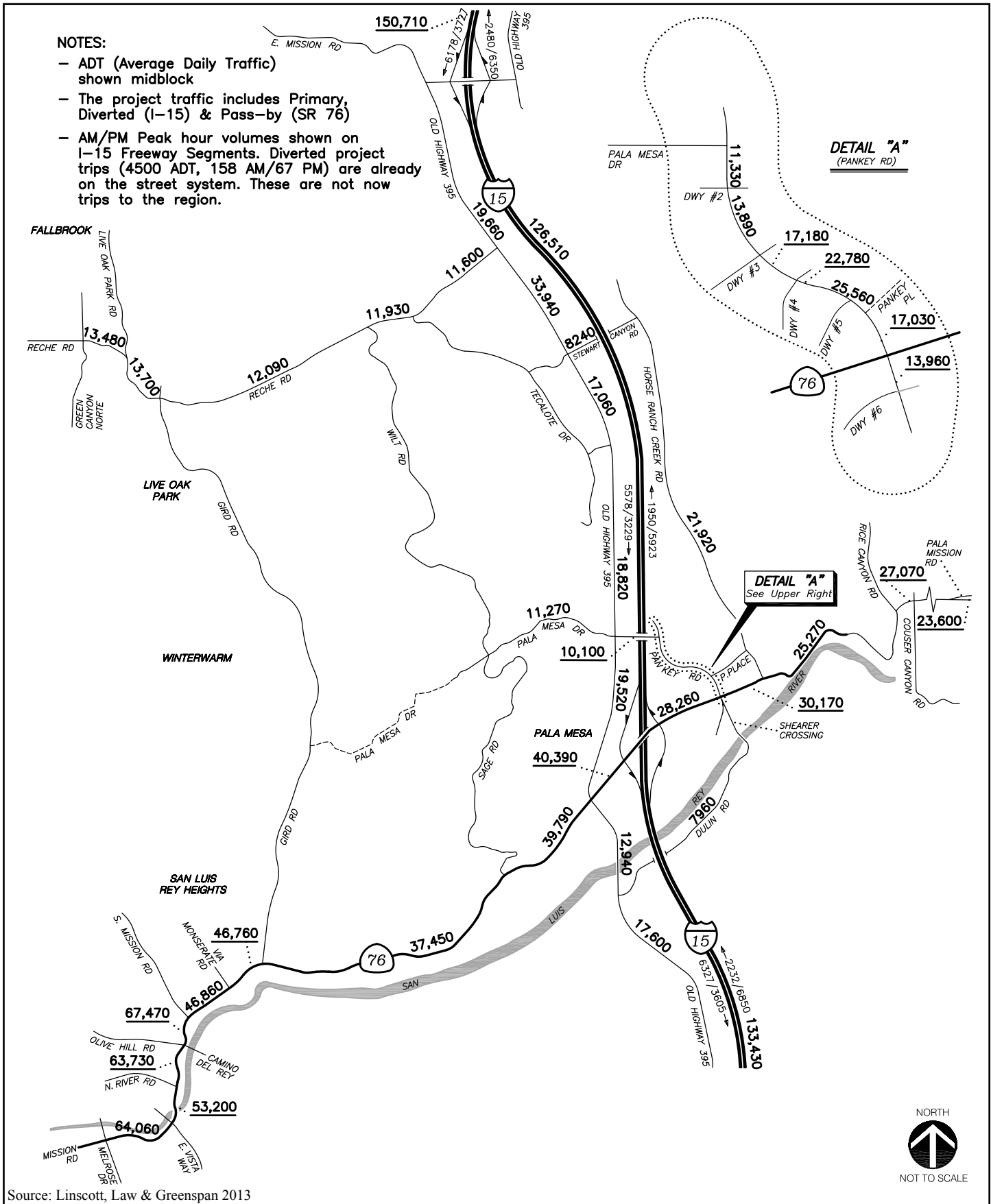
Existing Plus Cumulative Plus Project Intersection Conditions

CAMPUS PARK WEST

Figure 2.3-12

NOTES:

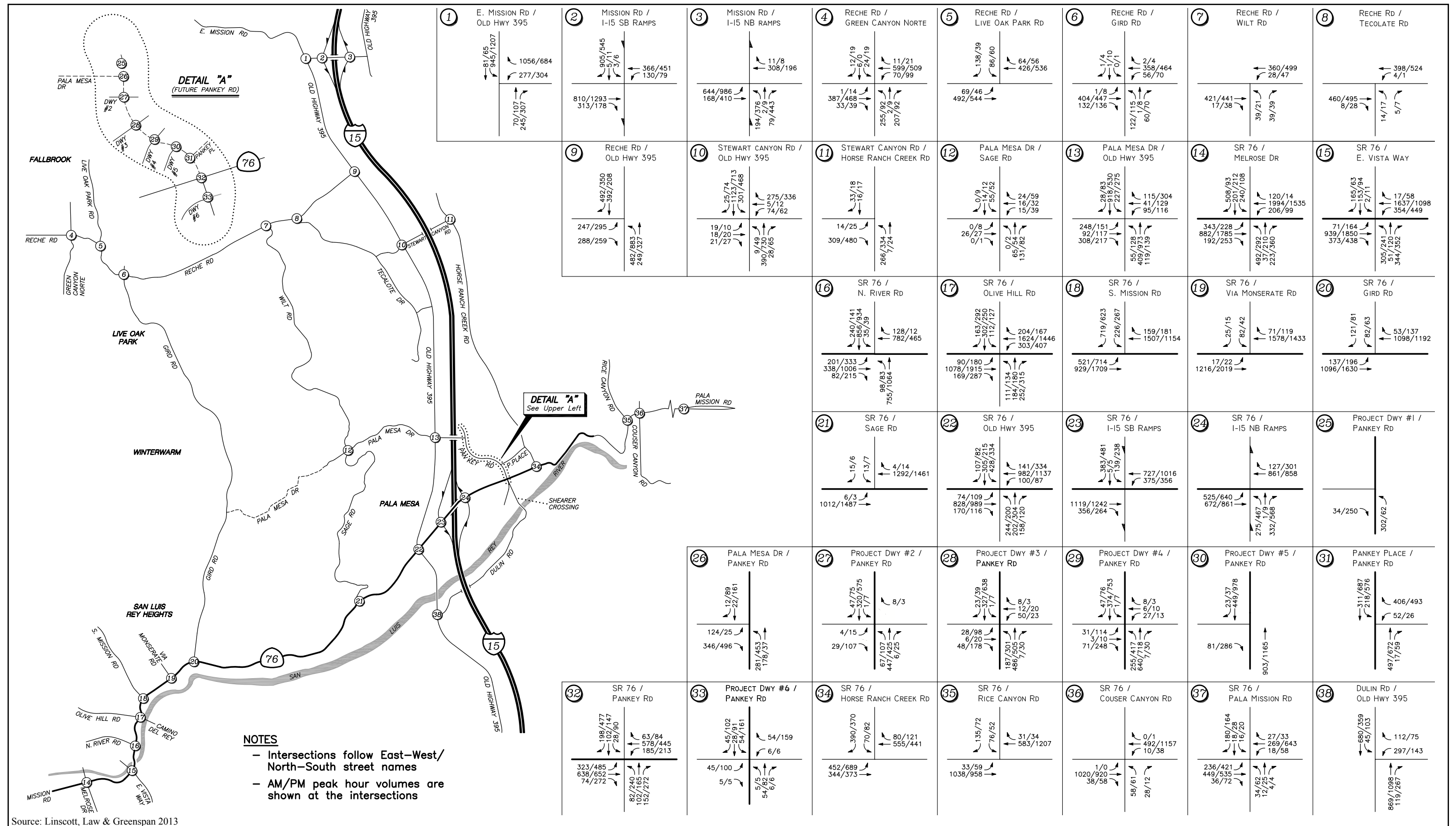
- ADT (Average Daily Traffic) shown midblock
- The project traffic includes Primary, Diverted (I-15) & Pass-by (SR 76)
- AM/PM Peak hour volumes shown on I-15 Freeway Segments. Diverted project trips (4500 ADT, 158 AM/67 PM) are already on the street system. These are not now trips to the region.



Existing Plus Cumulative Plus Project Average Daily Traffic – Roadway Segments

CAMPUS PARK WEST

Figure 2.3-13



Source: Linscott, Law & Greenspan 2013
I:\ArcGIS\PPIN-01 CampusParkWestMap\ENV\EIR\Fig2.3-14_ExtProC.mxd -EV

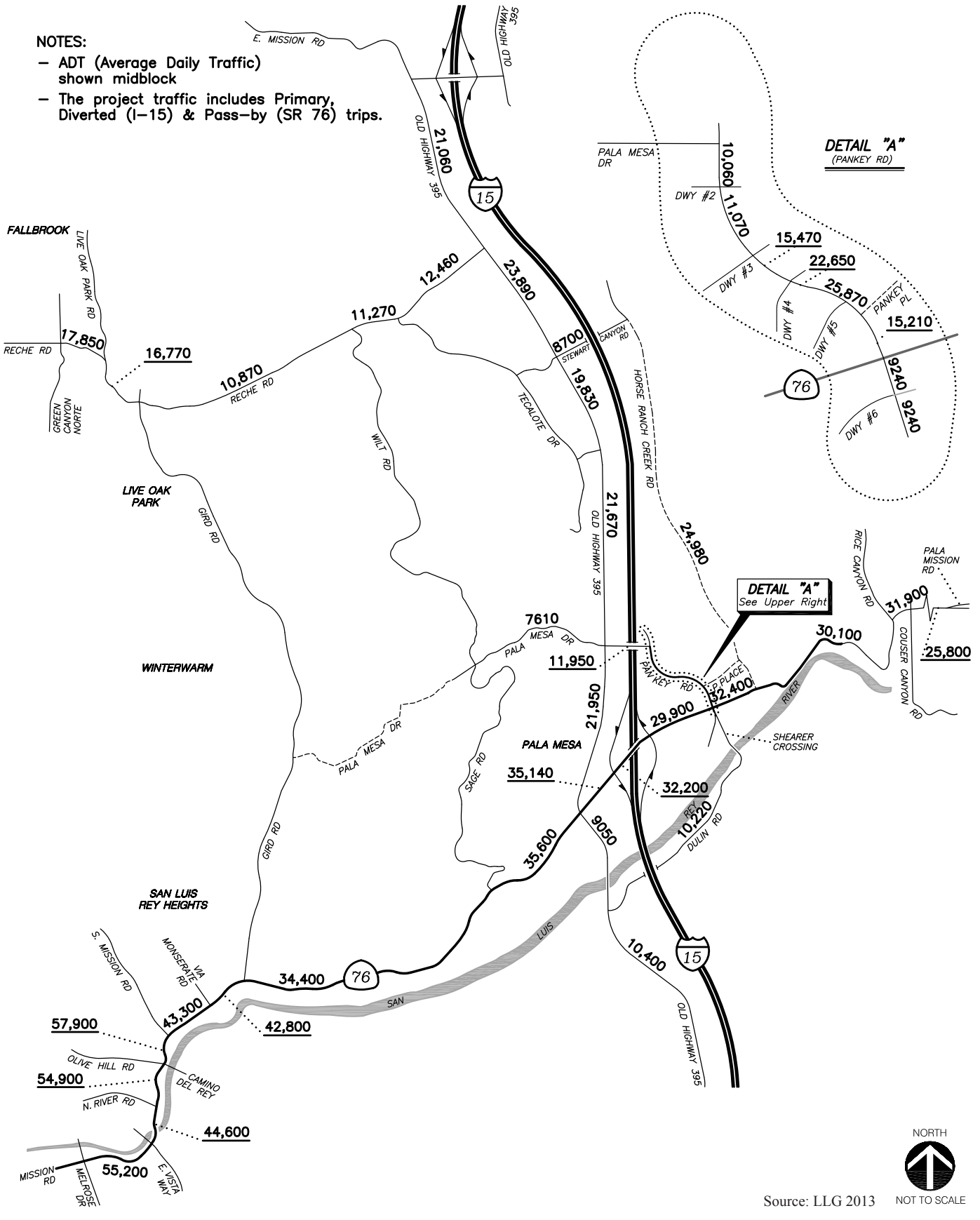
Existing Plus Cumulative Plus Project Peak Period Traffic Volumes – Intersections

CAMPUS PARK WEST

Figure 2.3-14

NOTES:

- ADT (Average Daily Traffic) shown midblock
- The project traffic includes Primary, Diverted (I-15) & Pass-by (SR 76) trips.



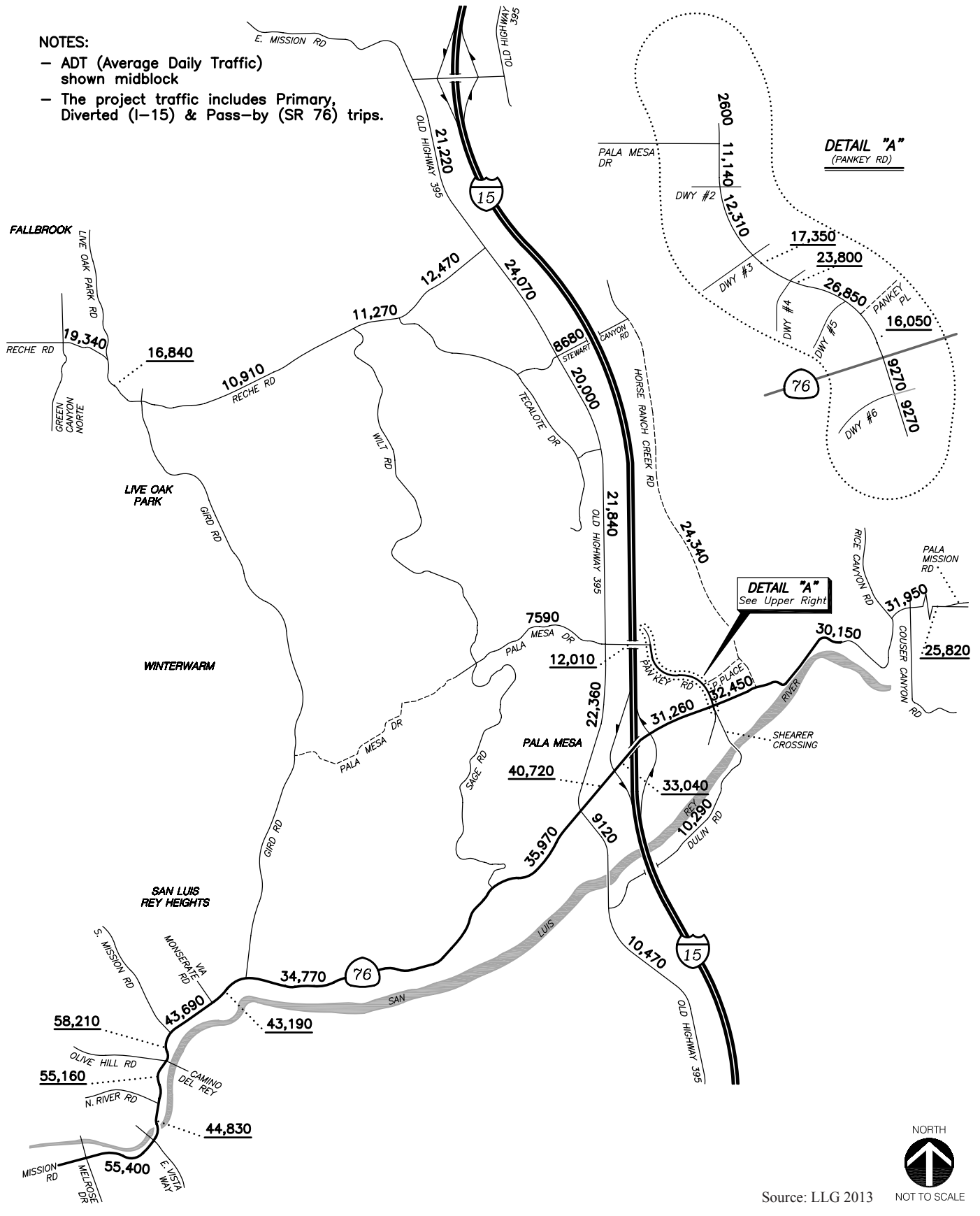
Buildout (Year 2030) General Plan Roadway Segment Conditions

CAMPUS PARK WEST

Figure 2.3-15

NOTES:

- ADT (Average Daily Traffic) shown midblock
- The project traffic includes Primary, Diverted (I-15) & Pass-by (SR 76) trips.



Buildout (Year 2030) General Plan Amendment Roadway Segment Conditions

CAMPUS PARK WEST

Figure 2.3-16