2.7 Traffic/Transportation

This section summarizes the results and recommendations of a Traffic Impact Study (TIS) prepared for the project by KOA Corporation (July 2015). The complete study is included in Appendix J. The TIS addresses the potential project-generated traffic impacts along the existing and proposed street system in the area.

The TIS analyzed three scenarios:

- ***Existing Conditions:*** Assessment of the existing traffic conditions in the study area, and included an inventory of roadway geometry, observations of traffic flow, and the collection of peak period and daily traffic volumes.
- ***Existing plus Project:*** Analysis of existing traffic conditions with the project's added traffic in order to identify significant direct impacts and recommended mitigation measures.
- ***Existing plus Project plus Cumulative:*** Analysis of existing traffic conditions with the project's added traffic plus cumulative projects in order to identify significant cumulative impacts and recommended mitigation measures.

2.7.1 Existing Conditions

2.7.1.1 Study Area

The study area for this project includes those locations that are expected to be affected by the project. The project location, key intersections, and roadway segments are shown in Figure 2.7-1. The scope of the study area is based on the County of San Diego Transportation and Traffic Guidelines for Determining Significance (County of San Diego August 24, 2011), which specifies that an intersection or roadway segment should be analyzed if it would carry 25 project peak hour directional trips. The specific study area includes 15 intersections, 16 roadway segments, and two freeway mainlines as detailed below:

Study Intersections

- Mapleview Street and Ashwood Street
- Mapleview Street and Pino Drive
- Lake Jennings Park Road and El Monte Road
- Lake Jennings Park Road Harritt Road
- Lake Jennings Park Road and Blossom Valley Road
- Lake Jennings Park Road and Interstate 8 (I-8) Westbound Off-Ramp
- Lake Jennings Park Road and I-8 Eastbound Off-Ramp
- Olde Highway 80 and Project Driveway 1
- Olde Highway 80 and Project Driveway 2
- Olde Highway 80 and Project Driveway 3
- Olde Highway 80 and Rios Canyon Road
- Olde Highway 80 and Pecan Park Lane West

- Olde Highway 80 and Pecan Park Lane East
- Ridge Hill Drive and Project Driveway 4
- Rios Canyon Road and Pecan Park Lane

Roadway Segments

- Olde Highway 80 from Lake Jennings Park Road to Project Driveway 1
- Olde Highway 80 from Project Driveway 1 to Project Driveway 2
- Olde Highway 80 from Project Driveway 2 to Project Driveway 3
- Olde Highway 80 from Project Driveway 3 to Rios Canyon Road
- Olde Highway 80 from Rios Canyon Road to Pecan Park Lane
- Olde Highway 80 from Pecan Park Lane to Chimney Rock Lane
- Mapleview Street from Ashwood Street to Pino Drive
- Lake Jennings Park Road from Pino Drive to El Monte Road
- Lake Jennings Park Road from El Monte Road to Jack Oak Road
- Lake Jennings Park Road from Jack Oak Road to Harritt Road
- Lake Jennings Park Road from Harritt Road to Blossom Valley Road
- Lake Jennings Park Road from Blossom Valley Road to I-8 Westbound Off-Ramp
- Lake Jennings Park Road from I-8 Westbound Off-Ramp to Olde Highway 80
- Lake Jennings Park Road from Olde Highway 80 to Project Driveway 4
- Ridge Hill Road from Lake Jennings Park Road to Cordial Road
- Rios Canyon Road south of Olde Highway 80

Freeway Mainlines

- I-8 west of Lake Jennings Park Road
- I-8 east of Lake Jennings Park Road

Daily Roadway Segment Roadway Conditions

The principal roadways in the project study area are described briefly below. The description includes the physical characteristics, adjacent land uses, and traffic control devices along these roadways. Figure 2.7-2 depicts the existing circulation network.

I-8 Freeway runs east/west connecting the northern communities in San Diego County from the Pacific Ocean to Cleveland National Forest. I-8 continues to extend eastward into the State of Arizona. Near the project study area, I-8 has two travel lanes in each direction. I-8 has a full interchange at Lake Jennings Park Road.

Olde Highway 80 runs east/west running parallel to I-8 from Lake Jennings Park Road to Chimney Rock Lane in the study area. It has a functional classification of a two lane collector with one lane in each direction. It has a striped two-way left lane in the study area. The roadway provides access to adjacent land uses. The posted limit is 50 miles per hour (MPH).

Lake Jennings Park Road runs north/south connecting Ridge Hill Road and Olde Highway 80 to Pino Drive where it becomes Mapleview Street. Lake Jennings Park Road varies from 2-4 lanes and the ultimate classification of this road from Mapleview Street to Olde Highway 80 is a 4.1B Major Road with intermittent Turn Lanes per the County of San Diego General Plan. It has a functional classification of a two lane collector road with one lane in each direction. The pavement width of the roadway varies throughout the length of the roadway with certain areas having two travel lanes in one direction, striped median, and/or bike lane. The posted speed limit is 50 MPH. I-8 has a full interchange at Lake Jennings Park Road.

Rios Canyon Road runs north/south connecting the residential community south of I-8 to Olde Highway 80 via Pecan Park Lane. It has a functional classification of a two lane rural collector with one lane in each direction. Rios Canyon Road would be extended northerly from Pecan Park Lane to Olde Highway 80 along the easterly project boundary.

2.7.1.2 Existing Levels of Service

Street system operating conditions are typically described in terms of "level of service" (LOS). LOS is a report card scale used to indicate the quality of traffic flow on roadway segments and at intersections. The LOS for traffic flow considers factors such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience and safety, types of roadway, and whether flow is interrupted or uninterrupted. LOS ranges from A through F, with LOS A representing uncongested, free-flowing conditions, and LOS F representing total breakdown with stop-and-go operation. Each LOS is defined by a range of volume-to-capacity (V/C) ratios that compare the level of traffic to the theoretical capacity of the facility.

Peak period traffic volumes were collected at the study area intersections. The intersection turning movement counts were conducted during the weekday morning peak period from 7:00 AM to 9:00 AM and during the weekday evening peak period from 4:00 PM to 6:00 PM in January 2014. Average daily traffic (ADT) volumes were obtained through machine data collection. Freeway mainline volumes were obtained from Caltrans online volume databank and are representative of 2014 freeway volumes.

Existing Roadway Segment Conditions

The existing daily traffic volumes are shown in Figure 2.7-3. As demonstrated in Table 2.7-1, all study area roadway segments operate at acceptable LOS D or better under existing traffic conditions, except for the following:

- Olde Highway 80 from Lake Jennings Park Road to Project Driveway 1 (LOS E)
- Olde Highway 80 from Project Driveway 1 to Project Driveway 2 (LOS E)
- Olde Highway 80 from Project Driveway 2 to Project Driveway 3 (LOS E)
- Olde Highway 80 from Project Driveway 3 to Rios Canyon Road (LOS E)
- Lake Jennings Park Road from Harritt Road to Blossom Valley Road (LOS E)
- Lake Jennings Park Road from Blossom Valley Road to I-8 Westbound Off-Ramp (LOS E)
- Lake Jennings Park Road from I-8 Westbound Off-Ramp to Olde Highway 80 (LOS F)

Existing Roadway Intersection Conditions

The existing weekday morning (AM) and evening (PM) peak hour intersection volumes are shown in Figure 2.7-4 and Figure 2.7-5, respectively. Table 2.7-2 summarizes the existing peak-hour

intersection operations at the intersections near the site. As shown in Table 2.7-2, all study intersections currently operate at LOS D or better.

Existing Freeway Mainline Conditions

Table 2.7-3 summarizes the existing levels of peak hour service on I-8 during the AM and PM Peak Hour. The freeway segments east and west of Lake Jennings Park Road operate at acceptable LOS levels under existing conditions.

2.7.1.3 Existing Public Transit

Transit service in the study area is offered by the San Diego County Metropolitan Transit System (MTS). MTS provides service via Route 864 along Olde Highway 80, Pecan Park Lane and Lake Jennings Park Road. This route services the Lakeside community. The west end of Route 864 is the El Cajon Transit Center and the east end of Route 864 is the Viejas Outlet Center and Viejas Casino. Currently, two MTS bus stops are located on or near the project site. These stops are associated with Route 864, which provides service seven days a week. One stop is located on Pecan Park Lane and Olde Highway 80 (Bus Stop ID: 40234), on the portion of Pecan Park Lane that is proposed for vacation. The other stop is on Pecan Park Lane and Rios Canyon Road (Bus Stop ID: 40235).

2.7.1.4 Pedestrian Network

The project site is bounded by Olde Highway 80 to the north, Rios Canyon Road to the east, and Ridge Hill Road to the west. Pecan Park Lane bisects the site from west to east. There are currently no sidewalks located along the project frontage along Ridge Hill Road, Olde Highway 80, or Rios Canyon Road. However, sidewalks exist off-site along the north side of Olde Highway 80, the east side of Rios Canyon Road and the south side of Pecan Park Lane (east of the Rios Canyon Road and Pecan Park Lane intersection). Currently, there are no continuous sidewalks connecting adjoining land uses along Olde Highway 80, Lake Jennings Park Road and Rios Canyon Road in the study area.

2.7.1.5 Bicycle Lanes

Class II on-street bicycle lanes are currently available on both directions along Olde Highway 80 east of the project site past Pecan Park Lane. No bicycle lanes currently exist along the project frontage on Olde Highway 80 and Ridge Hill Road.

2.7.2 Analysis of Project Effects and Determination of Significance

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

1. ***Circulation System Operations:*** Conflict with an applicable plan, ordinance, or policy relating to the performance of the circulation system.
2. ***Congestion Management*****:** Conflict with an applicable congestion management program.
3. ***Hazards*****:** Substantially increase a hazard due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
4. ***Conflicts with Public Transit Plans*****:** Conflict with an adopted policy, plan, or program regarding public transit, bicycle, or pedestrian facilities.

The State CEQA Guidelines, Appendix G, XVI Transportation/Traffic lists two other transportation/traffic-related questions (emergency access and air traffic patterns), which are not addressed in this subchapter. The lead agency determined in the NOP and Initial Study (see

Appendix A) that these environmental issue areas resulted in no impact or less than significant impact and were scoped out of requiring further review in the EIR. Please refer to Appendix A of this EIR for a copy of the NOP and Initial Study, and Chapter 3.0 for additional information regarding these issue areas.

2.7.2.1 Issue 1: Circulation System Operations and Congestion Management

Guidelines for the Determination of Significance

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

Roadway Segments

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

- The additional or redistributed ADT generated by the proposed project would significantly increase congestion on a Mobility Element Road or State Highway currently operating at LOS E or LOS F (see Allowable Increases on Congested Road Segments table below), or would cause a Mobility Element Road or State Highway to operate at LOS E or LOS F as a result of the proposed project, or
- The additional or redistributed ADT generated by the proposed project would cause a residential street to exceed its design capacity.

Allowable Increases on Congested Road Segments

Existing LOS	Two-Lane Road	Four-Lane Road	Six-Lane Road
LOS "E"	200 ADT	400 ADT	600 ADT
LOS "F"	100 ADT	200 ADT	300 ADT

Two-Lane Highways with Signalized Intersection Spacing Over One Mile

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

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

Two-Lane Highways with Signalized Intersection Spacing Under One Mile

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

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

Signalized Intersections

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

- The additional or redistributed ADT generated by the 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 LOS E or LOS F.

Allowable Increases on Signalized Intersections

LOS E	Delay of 2 seconds
LOS F	Delay of 1 second, or 5 peak hour trips on a critical movement

Note: This table is also used to determine if cumulative impacts are significant.

Unsignalized Intersections

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

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

Impact Analysis

Project Trip Generation

Any traffic that can be attributed to the project site is known as project-related traffic. Project-related traffic consists of trips on the street system that begin or end on the project site as a result of the development of the project. Project-related traffic is a function of the extent and type of development proposed for the site.

Trip generation estimates for the proposed development were calculated based on SANDAG's (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region (April 2002). This manual provides standards and recommendations for the probable traffic generation for various land uses based upon local, regional, and nationwide studies of existing developments in comparable settings.

Building square footage excluding outdoor space was used to calculate project trip generation. As shown in Table 2.7-4, the project is anticipated to generate an overall 10,992 daily trips with 514 AM peak hour trips and 1,080 PM peak hour trips. For a commercial project, "passer-by" and "diverted" trips are considered in addition to the "primary" amount of trips. In essence, there are an overall 10,992 daily trips at the project's driveways and lesser amount further away at the off-site locations with the reduction of the passer-by and diverted trips. The project's primary trips at the off-site analysis locations include 4,683 daily trips with 203 AM peak hour trips and 464 PM peak hour trips, based on the adjustments of the passer-by and diverted trip reduction.

In other words, the 4,683 "primary" daily trips account for all new trips that travel to and from the project site and does not include trips that are already existing on the roadway network that are just "passing-by" or "diverting" a short distance to the project site before returning to their original trip route. Therefore, the net new trips to the community as a whole consists of the 4,683 daily trips.

Existing Plus Project Conditions

Daily Roadway Segment Operations

The Existing with Project daily traffic volumes are shown in Figure 2.7-6. Table 2.7-5 summarizes the results of the daily roadway segment analysis for existing conditions with and without the addition of traffic from the project. Based on the significance criteria, study area roadway segments would be significantly impacted by project-related traffic under the Existing Plus Project Conditions. As shown in Table 2.7-5, with the addition of project traffic, all roadway segments are calculated to continue to operate at acceptable LOS D or better except for the following:

- Olde Highway 80 from Lake Jennings Park Road to Project Driveway 1 (LOS F) (**Impact TR-1**)
- Olde Highway 80 from Project Driveway 1 to Project Driveway 2 (LOS F) (**Impact TR-2**)
- Olde Highway 80 from Project Driveway 2 to Project Driveway 3 (LOS E) (**Impact TR-3)**
- Olde Highway 80 from Project Driveway 3 to Rios Canyon Road extension (LOS E) (**Impact TR-4**)
- Olde Highway 80 from Rios Canyon Road to Pecan Park Lane east (LOS E) (**Impact TR-5**)
- Lake Jennings Park Road from Harritt Road to Blossom Valley Road (LOS E) (**Impact TR-6**)
- Lake Jennings Park Road from Blossom Valley Road to I-8 Westbound Off-Ramp (LOS F) (**Impact TR-7**).
- Lake Jennings Park Road from I-8 Westbound Off-Ramp to Olde Highway 80 (LOS F) (**Impact TR-8**).

Existing Plus Project Peak Hour Intersection Conditions

The Existing with Project AM and PM peak hour intersection volumes are shown Figure 2.7-7 and Figure 2.7-8, respectively. Table 2.7-6 summarizes the existing peak hour intersection operations

with and without the addition of traffic from the project at the intersections near the site. Based on the significance criteria, study area intersections would be significantly impacted by project-related traffic under the Existing Plus Project Conditions. As shown in Table 2.7-6, all intersections would operate at acceptable LOS with the exception of two intersections. The addition of traffic from the project would significantly impact the following intersections during the PM Peak Hour:

- Lake Jennings Park Road and I-8 Westbound Off-Ramp (PM Peak Hour- LOS F) (**Impact TR-9**)
- Lake Jennings Park Road and I-8 Eastbound Off-Ramp (PM Peak Hour- LOS F) (**Impact TR-10**)

Based on a signal warrant analysis, Project Driveway 2 at Olde Highway 80 warrants a traffic signal (**Impact TR-11**). The signal warrant analysis can be found in the Traffic Impact Study (Appendix J).

Mainline Freeway Segment Conditions

Table 2.7-7 summarizes the existing levels of peak hour service on I-8 during the AM and PM Peak Hours with the addition of traffic from the project. The freeway segments east and west of Lake Jennings Park Road operate at LOS C or better with the addition of traffic from the project. No significant impacts to the freeway segments on I-8 were identified for the project.

General Plan Buildout Conditions

General Plan Buildout conditions represent long-range traffic conditions in 2035. Traffic growth on area roadways is a function of the expected land development, economic activity, and changes in demographics. Several methods can be used to estimate this growth. For this analysis, SANDAG Series 12 traffic forecast model was used to develop General Plan Buildout baseline volumes. The segment classification was assumed to be built out per the Mobility Element, therefore was used in the analysis.

General Plan Buildout Without Project

The General Plan Buildout Without Project daily traffic volumes are shown in Figure 2.7-9. Table 2.7-8 summarizes the roadway segment analysis results for General Plan Buildout conditions without and with the project. As shown in Table 2.7-8, all roadway segments operate at acceptable LOS C or better under General Plan Buildout Without Project conditions.

General Plan Buildout With Project

The General Plan Buildout With Project daily traffic volumes are shown in Figure 2.7-10. As shown in Table 2.7-8, all roadway segments operate at acceptable LOS D or better under General Plan Buildout With Project conditions. Therefore, a less than significant impact would occur.

2.7.2.2 Issue 2: Transportation Hazard

Guidelines for the Determination of Significance

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

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

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

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

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

Impact Analysis

The project proposes a vacation of the western spur of Pecan Park Lane between Olde Highway 80 and Rios Canyon Road. In its current configuration, this intersection is currently skewed and is a traffic hazard because it does not comply with current road standards which state that streets shall intersect at as close to 90-degree right angles as possible. ~~This~~ The vacated portion of Pecan Park Lane West would become part of the project area. This road vacation would remove the current skewed intersection of Pecan Park Lane West and Olde Highway 80, which would improve safety by replacing it with a 90-degree intersection.

Site Access

The project would have a total of four access points with three access points on Olde Highway 80 and one access point on Lake Jennings Parks Road as described below:

- ***Project Driveway 1*** – A right-in only access located on Olde Highway 80 approximately 200 feet east of Lake Jennings Park Road.
- ***Project Driveway 2*** – The main access to the project site would be a signalized full access, and located on Olde Highway 80 approximately 550 feet east of Lake Jennings Park Road.
- ***Project Driveway 3*** – A right-in/right-out only access located on Olde Highway 80 approximately 750 feet east of Lake Jennings Park Road. A northbound stop sign would be installed at Project Driveway 3.
- ***Project Driveway 4*** – A full access driveway located on Ridge Hill Road approximately 200 feet south of Olde Highway 80. A westbound stop sign would be installed at Project Driveway 4.

Section 6.1, Item C.2 of the Public Road Standards, County of San Diego Department of Public Works dated March 2012 states that Non-Mobility Element roads entering into a Mobility Element road shall have their centerlines separated by at least 300 feet. A request for exceptions to public road standards was submitted to the Department of Planning and Development Services (PDS) on December 22, 2014. A design exception was requested for the proposed project driveways on the south side of Olde Highway 80 where centerlines are not separated by at least 300 feet, and for the proposed project driveways and future driveways of the Lakeside Tractor Supply Project (PDS2014-MUP-14-015) located on the north side of Olde Highway 80. On February 5, 2015, PDS released a letter that waived the 300-foot driveway separation requirements of Section 6.1C.2 for the proposed project driveways on Olde Highway 80 along the project frontage. The sight distances in both directions along Olde Highway 80 from the project's driveways are complying with County Public Road Standards, Section 6.1.E. However, meeting the standard would only allow the project to have two driveways. Three driveways are necessary to support the commercial use and are optimally located based on site constraints and the location of Rios Canyon Road. Adequate sight distances from the driveways has been certified per Public Road Standards. The design exception request was reviewed and supported by the County of San Diego. Therefore, the proposed project's driveways would not result in a significant traffic hazard.

Customer Access to Businesses on Olde Highway 80

Existing businesses on the north side of Olde Highway 80 across from the project site include a gas station and mini-market, family restaurant, liquor store and fast-food restaurant. The project proposes widening of Olde Highway 80 and the addition of travel lanes to make the road a four-lane Collector with bike lanes and no parking. This improvement would remove some of the current turning lane, but would not construct any medians or other barriers to limit access to existing businesses on the north side of Olde Highway 80. Drivers on eastbound Olde Highway 80 can make a left turn to access the building businesses from the reduced center turn lane, though it may not be as convenient as in the pre-project condition. The overall length of the center turn island would be reduced to allow for installation of intersection control devices for the proposed project. The Olde Highway 80 street improvements, including center turning island, would be constructed to the County of San Diego Public Roads standards and no hazards are expected. Vehicles that do not wish to make the left turn across the west-bound traffic can make a u-turn at the light at intersection of Olde Highway 80/Project Driveway 3. Therefore, access would not be blocked to the businesses.

Pedestrian Safety

The existing pedestrian network does not currently provide a continuous sidewalk connecting adjoining land uses along Olde Highway 80, Ridge Hill Road, and Rios Canyon Road in the study area. These discontinuous pedestrian facilities are not expected to be impacted during construction of

the proposed project. A Traffic Control Plan would be prepared to alleviate any vehicular, pedestrian, transit, bicycle and parking impacts to the extent possible. Contractors will be required to follow the approved Traffic Control Plan to ensure that safe routes throughout the construction zones are provided for all modes of transportation.

The project proponent would provide sidewalk, curb and gutter improvements along the project frontage along Ridge Hill Road, Olde Highway 80 and the northerly extension of Rios Canyon Road. The proposed traffic signal and striping improvements at the intersection of Lake Jennings Park Road and Olde Highway 80 will include a crosswalk on the west leg connecting the new sidewalk along the project frontage to the existing sidewalk on the north side of Olde Highway 80. The project would enhance the overall neighborhood pedestrian network by providing the "missing link" between the existing sidewalk on the north side of Olde Highway 80 and the existing sidewalk on the east side of Rios Canyon Road. These improvements would enhance pedestrian access and safety. All internal pedestrian networks will be constructed to meet County standards as they relate to pedestrians. Therefore, the proposed project would not result in a significant transportation hazard to pedestrians.

Bicycle Safety

To the extent that any construction activity within the right of way would affect an existing Class II bike lane, the contractor shall make provisions for the safe passage of bicyclists through the construction zone as part of the permit process for right of way encroachment with the responsible agency. A traffic control plan would be prepared to alleviate any vehicular, pedestrian, transit, bicycle and parking impacts to the extent possible. Contractors will be required to follow the approved traffic control plan to ensure that safe routes throughout the construction zones are provided for all modes of transportation. Therefore, the proposed project would not result in a significant transportation hazard to bicyclists.

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

Guidelines for the Determination of Significance

Alternative transportation (cycling, walking, and transit use) is addressed in the County's General Plan Mobility Element (ME). The County's stated goal for alternative transportation is addressed by the ME, Goal M-9. Goal M-9 asks to "Reduce the need to widen or build roads through effective use of the existing transportation network and maximizing the use of alternative modes of travel throughout the County.

Pursuant to Goal M-9, Policies M-9.1 through M-9.4 (listed below) establish a means for the County to meet the goal. As such, if a proposed project is not in conformance with the applicable alternative transportation policies in the ME, a significant conflict with the County's alternative transportation policies may occur.

- **Policy M-9.1: Transportation Systems Management.** Explore the provision of operational improvements (i.e., adding turn lanes, acceleration lanes, intersection improvements, etc.) that increase the effective vehicular capacity of the public road network prior to increasing the number of road lanes. Ensure operational improvements do not adversely impact the transit, bicycle, and pedestrian networks.
- **Policy M-9.2: Transportation Demand Management.** Require large commercial and office development to use TDM programs to reduce single-occupant vehicle traffic generation, particularly during peak periods to maximize the capacity of existing or improved road facilities.

- **Policy M-9.3: Preferred Parking.** Encourage and provide incentives for commercial, office, and industrial development to provide preferred parking for carpools, vanpools, electric vehicles and flex cars. [Refer also to Policy COS-16.3 (Low-Emission Vehicles) in the Conservation and Open Space Element.] Encourage parking cash out programs to reimburse employees for the cost of "free" on-site parking to provide incentives to use alternate modes of travel and to reduce parking requirements (see also Policy M-10.5).
- **Policy M-9.4: Park-and-Ride Facilities.** Require developers of large projects to provide, or to contribute to, park-and-ride facilities near freeway interchanges and other appropriate locations that provide convenient access to congested regional arterials. Require park-and-ride facilities that are accessible to pedestrians and bicyclists, and include bicycle lockers and transit stops whenever feasible.

Impact Analysis

Public Transit

Transit service in the study area is offered by the San Diego County Metropolitan Transit System (MTS). MTS provides service via Route 864 along Olde Highway 80, Pecan Park Lane and Lake Jennings Park Road. This route services the Lakeside Community. The west end of Route 864 is the El Cajon Transit Center and the east end of Route 864 is the Viejas Outlet Center and Viejas Casino.

The westerly segment of Pecan Park Lane between Rios Canyon Road and Olde Highway 80 would be eliminated with the development of the project. This portion of Pecan Park Lane contains an MTS bus stop (Bus Stop ID: 40234) associated with the east-bound leg of Route 864. The vacation of Pecan Park Lane would result in the relocation of the existing MTS bus stop. The proposed project would include a new (relocated) bus stop along the project frontage along Olde Highway 80, between Project Driveways 1 and 2. In the event that an existing bus stop is temporarily affected by construction within an existing street right of way that has transit service, the contractor shall coordinate with MTS to temporarily relocate the affected transit stop location. Any impacts to area transportation facilities/resources during the construction period of the project frontage are expected to be short-term in nature and, therefore, less than significant in terms of transportation network operations.

Although the proposed project would not provide a park-and-ride facility, the proposed project would encourage the use of public transportation by providing on-site amenities. As part of the project, 40 bicycle stalls would be provided on the project site. Improved bicycle facilities can increase access to and from transit hubs, thereby expanding the "catchment area" of the transit stop or station and increasing ridership. The proposed project would not conflict with Policy M-9.4 of the ME.

Pedestrians

The existing pedestrian network does not currently provide a continuous sidewalk connecting adjoining land uses along Olde Highway 80, Lake Jennings Park Road and Rios Canyon Road in the study area. These discontinuous pedestrian facilities are not expected to be impacted during construction of the proposed project. Temporary traffic control facilities would be designed and implemented such that vehicles, bicycles, and pedestrians would be able to navigate the surrounding public roads during construction. Temporary traffic control facilities would be designed in accordance with the current edition of the California Manual on Uniform Traffic Control Devices.
The project proponent would provide sidewalk, curb and gutter improvements along the project frontage along Lake Jennings Park Road, Olde Highway 80 and the northerly extension of Rios Canyon Road. The proposed traffic signal and striping improvements at the intersection of Lake

Jennings Park Road and Olde Highway 80 would include a crosswalk on the west leg connecting the new sidewalk along the project frontage to the existing sidewalk on the north side of Olde Highway 80. The project would enhance the overall neighborhood pedestrian network by providing the "missing link" between the existing sidewalk on the north side of Olde Highway 80 and the existing sidewalk on the east side of Rios Canyon Road. The proposed project would be in conformance with Policy M-9.1 of the ME because ~~T~~the improved pedestrian network would enhance the pedestrian access for the residential neighborhood located along Rios Canyon Road to utilize the retail and transit opportunities available along Olde Highway 80.

Bicycle

No bicycle lanes currently exist along the project frontage on Olde Highway 80 and Lake Jennings Park Road. Class II on-street bike lanes are currently available on both directions along Olde Highway 80 east of the project site past Pecan Park Lane. To the extent that any construction activity within the right of way would affect an existing Class II bike lane, the contractor shall make provisions for the safe passage of bicyclists through the construction zone as part of the permit process for right of way encroachment with the responsible agency. The project proponent would provide for a standard 8-foot shoulder serving a bicycle lane with the frontage improvements. All project trails and bike paths would have numerous ingress/egress access to the site, to enhance bicycle accessibility. Furthermore, the proposed project would provide 40 bicycle stalls on the project site. Based on these considerations, the proposed project would not adversely impact the bicycle network and would be in conformance with Policy M-9.1 of the ME.

Conclusion

As described above, the proposed project would provide improvements (i.e., sidewalk, curb and gutter, traffic signal and striping) that would enhance pedestrian access. The project proponent would also provide for a standard 8-foot shoulder serving a bicycle lane with the frontage improvements. These improvements would encourage the use of alternative modes of transportation. For example, the improved pedestrian network would enhance the pedestrian access for the residential neighborhood located along Rios Canyon Road to utilize the retail and transit opportunities available along Olde Highway 80.

Based on these considerations, the proposed project would not result in a conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. A less than significant impact is identified for this issue area.

2.7.3 Cumulative Impact Analysis

2.7.3.1 Issue 1: Circulation System Operations and Congestion Management

Cumulative baseline conditions represent opening day of the proposed project. Project traffic is added to the Cumulative baseline volumes to create the "With Project" scenario.

Cumulative Baseline Traffic Volumes

Traffic growth on roadways is a function of the expected land development, economic activity, and changes in demographics. Several methods can be used to estimate this growth.

For this analysis it is conservatively assumed that every parcel builds out to the General Plan designation as modeled by SANDAG for the year 2035; and that all General Plan Amendments within the study area are approved and implemented. Three cumulative projects have been identified

that are included in this analysis: Lakeside Tractor Supply Project, Lake Jennings Park Road Subdivision Project, and the Peter Rios Estates Apartment Complex Project. The Lakeside Tractor Supply Project is located directly across the street from the proposed shopping center which has approximately 900 daily trips. The Lake Jennings Park Road Subdivision Project is an 18 unit residential project on Lake Jennings Park Road just to the north of I-8 which generates 180 daily trips. The Peter Rios Estates Apartment Complex Project is located south of the project site on Rios Canyon Road and would generate approximately 256 daily trips. On August 28, 2015, the County approved the Peter Rios Estates Apartment Complex Project and found the project to be exempt from CEQA because the project is consistent with the Community Plan, General Plan, and Zoning. Because the project is consistent with the Community Plan, General Plan, and Zoning, it is assumed to be built out to the General Plan designation as modeled by SANDAG for the year 2035. Therefore, the traffic volumes for the Peter Rios Estates Apartment Complex Project is included in the SANDAG Series 12 traffic forecast model. The Eastern Service Area Secondary Connection Project would generate no daily trips; therefore, this cumulative project is not included in this analysis.

Roadway Segments

The Cumulative Without Project daily traffic volumes are shown in Figure 2.7-11. Cumulative without project roadway segment conditions are shown in Table 2.7-9. As shown in Table 2.7-9, all roadway segments operate at acceptable LOS D or better, except for the following:

- Olde Highway 80 from Lake Jennings Park Road to Driveway 1 (LOS E)
- Olde Highway 80 from Project Driveway 1 to Project Driveway 2 (LOS E)
- Olde Highway 80 from Project Driveway 2 to Project Driveway 3 (LOS E)
- Olde Highway 80 from Project Driveway 3 to Rios Canyon Road (LOS E)
- Lake Jennings Park Road from Harritt Road to Blossom Valley Road (LOS E)
- Lake Jennings Park Road from Blossom Valley Road to I-8 Westbound Off-Ramp (LOS F)
- Lake Jennings Park Road from I-8 Westbound Off-Ramp to Olde Highway 80 (LOS F)

Intersections

The Cumulative Without Project AM and PM peak hour intersection volumes are shown in Figure 2.7-12 and Figure 2.7-13, respectively. Cumulative without project intersection conditions are shown in Table 2.7-10. As shown in Table 2.7-10, all intersections operate at LOS D or better.

Cumulative Plus Project Segment Conditions

The Cumulative with Project daily traffic volumes are shown in Figure 2.7-14. Table 2.7-9 summarizes the results of the roadway segment analysis results for Cumulative conditions without and with the project. Based on the significance criteria, study area roadway segments would be significantly impacted by project-related traffic under the Cumulative Plus Project Conditions. As shown in Table 2.7-9, with the addition of project traffic, all roadway segments are calculated to continue to operate at acceptable LOS D or better except for the following:

- Olde Highway 80 from Lake Jennings Park Road to Project Driveway 1 (LOS F) (**Impact TR-12**)
- Olde Highway 80 from Project Driveway 1 to Project Driveway 2 (LOS F) (**Impact TR-13**)
- Olde Highway 80 from Project Driveway 2 to Project Driveway 3 (LOS F) (**Impact TR-14**)

- Olde Highway 80 from Project Driveway 3 to Rios Canyon Road (LOS F) (**Impact TR-15**)
- Olde Highway 80 from Rios Canyon Road to Pecan Park Lane east (LOS E) (**Impact TR-16**)
- Lake Jennings Park Road from Jack Oak Road to Harritt Road (LOS E) (**Impact TR-17**)
- Lake Jennings Park Road from Harritt Road to Blossom Valley Road (LOS E) (**Impact TR-18**)
- Lake Jennings Park Road from Blossom Valley Road to I-8 Westbound Off-Ramp (LOS F) (**Impact TR-19**)
- Lake Jennings Park Road from I-8 Westbound Off-Ramp to Olde Highway 80 (LOS F) (**Impact TR-20**)

Cumulative Plus Project Intersection Conditions

The Cumulative Plus Project AM and PM peak hour intersection volumes are shown in Figure 2.7-15 and Figure 2.7-16, respectively. Cumulative plus project intersection conditions are shown in Table 2.7-10. Based on the significance criteria, study area intersections would be significantly impacted by project-related traffic under the Cumulative Plus Project Conditions. As shown in Table 2.7-10, all intersections would operate at acceptable LOS with the exception of three intersections. The addition of traffic from the project would significantly impact the following intersections during the PM Peak Hour:

- Lake Jennings Park Road and Blossom Valley Road (PM Peak Hour- LOS F) (**Impact TR-21**)
- Lake Jennings Park Road and I-8 Westbound Off-Ramp (PM Peak Hour- LOS F) (**Impact TR-22**)
- Lake Jennings Park Road and I-8 Eastbound Off-Ramp (PM Peak Hour- LOS F) (**Impact TR-23**)

Mainline Freeway Segment Conditions

Table 2.7-11 summarizes the existing levels of peak hour service on I-8 during the AM and PM Peak Hour with the addition of traffic from the project. The freeway segments east and west of Lake Jennings Park Road operate at LOS D or better with the addition of traffic from the project. Therefore, no cumulative impacts to freeway segments on I-8 were identified for the project.

2.7.3.2 Issue 2: Transportation Hazard

As discussed in Section 2.7.2.2, the proposed project would not result in a significant transportation hazard. Based on the Initial Study/Mitigated Negative Declaration (IS/MND) for the Eastern Service Area Secondary Connection Project (Helix Environmental Planning, Inc., 2015), the project would not result in changes to the roads. The project would not include design features that would affect traffic safety, nor would it cause incompatible uses on local roads. Therefore, the Eastern Service Area Secondary Connection Project would not result in an increase in hazards associated with a design feature. The Lakeside Tractor Supply ~~project~~ Project would not significantly alter traffic safety on Olde Highway 80. ~~An engineer would be required to provide evidence that there is a minimum unobstructed sight distance in easterly along Olde Highway 80 from the proposed driveways, for the prevailing operating speed of traffic on Olde Highway 80, to the satisfaction of the Director of the Department of Public Works.~~ The proposed project and Lakeside Tractor Supply Project worked together to develop mutually compatible intersection controlled driveways. The

Lakeside Tractor Supply Project has been constructed and went through the necessary County of San Diego permit issuance procedures which included a sight distance analysis. Based on the proposed project's sight distance analysis, the sight distance at the future signalized entrance/exit on Olde Highway 80 meets the County of San Diego's Public Road Standards for sight distance. The Lake Jennings Park Road Subdivision Project and Peter Rios Estates Apartment Complex Project would not alter traffic patterns, roadway design, place incompatible uses (e.g., farm equipment) on existing roadways, or create curves, slopes or walls which would impede adequate sight distance on a road. The project in conjunction with other cumulative projects would result in a less than significant cumulative impact.

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

As discussed in Section 2.7.2.3, the proposed project would provide improvements (i.e., sidewalk, curb and gutter, traffic signal and striping) that would enhance pedestrian access. The project proponent would also provide for a standard 8-foot shoulder serving a bicycle lane with the frontage improvements. These improvements would encourage the use of alternative modes of transportation. The proposed project would not result in a conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Based on the Initial Study/Mitigated Negative Declaration (IS/MND) for the Eastern Service Area Secondary Connection Project (Helix Environmental Planning, Inc., 2015), users of bus stops located on Pecan Park Lane could be temporarily inconvenienced as a result of project construction activities. However, a Traffic Management Plan would be prepared for the project. Roadways would remain open to traffic, including modes of alternative transportation. Impacts would be less than significant. The Lakeside Tractor Supply Project would result in direct impacts to Olde Highway 80 and Lake Jennings Park Road. To mitigate the project's direct impacts, a re-stripping plan for Lake Jennings Park Road and road improvements to the frontage of Olde Highway 80 were reviewed and approved. The re-stripping plan on Lake Jennings Park road would provide 4-lanes of roadway capacity and bike lanes. The frontage improvements to Olde Highway 80 include 20 feet of road widening, five foot wide sidewalk, curb and gutter. Similar to the proposed project, these improvements would encourage the use of alternative modes of transportation. The Lakeside Tractor Supply Project would not result in a conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. The Lake Jennings Park Road Subdivision Project and Peter Rios Estates Apartment Complex Project would not result in the construction of any road improvements or new road design features that would interfere with the provision of public transit, bicycle or pedestrian facilities. In addition, the project does not generate sufficient travel demand to increase demand for transit, pedestrian or bicycle facilities. The project in conjunction with other cumulative projects would result in a less than significant cumulative impact.

2.7.4 Significance of Impacts Prior to Mitigation

2.7.4.1 Circulation System Operations and Congestion Management

Existing Plus Project Conditions

Daily Roadway Segment Operations

Under the Existing Plus Project condition, the proposed project would have a significant direct impact at the following roadway segments:

- Olde Highway 80 from Lake Jennings Park Road to Project Driveway 1 (LOS F) (**Impact TR-1**)
- Olde Highway 80 from Project Driveway 1 to Project Driveway 2 (LOS F) (**Impact TR-2**)
- Olde Highway 80 from Project Driveway 2 to Project Driveway 3 (LOS E) (**Impact TR-3)**
- Olde Highway 80 from Project Driveway 3 to Rios Canyon Road extension (LOS E) (**Impact TR-4**)
- Olde Highway 80 from Rios Canyon Road to Pecan Park Lane east (LOS E) (**Impact TR-5**)
- Lake Jennings Park Road from Harritt Road to Blossom Valley Road (LOS E) (**Impact TR-6**)
- Lake Jennings Park Road from Blossom Valley Road to I-8 Westbound Off-Ramp (LOS F) (**Impact TR-7**).
- Lake Jennings Park Road from I-8 Westbound Off-Ramp to Olde Highway 80 (LOS F) (**Impact TR-8**).

Existing Plus Project Peak Hour Intersection Conditions

Under the Existing Plus Project condition, the proposed project would have a significant direct impact at the following intersections:

- Lake Jennings Park Road and I-8 Westbound Off-Ramp (PM Peak Hour- LOS F) (**Impact TR-9**)
- Lake Jennings Park Road and I-8 Eastbound Off-Ramp (PM Peak Hour- LOS F) (**Impact TR-10**)

Based on a signal warrant analysis, Project Driveway 2 at Olde Highway 80 warrants a traffic signal (**Impact TR-11**).

Cumulative Plus Project Conditions

Roadway Segments

Under the Cumulative Plus Project condition, the proposed project would have a significant cumulative impact to the following roadway segments:

- Olde Highway 80 from Lake Jennings Park Road to Project Driveway 1 – LOS F (**Impact TR-12**)
- Olde Highway 80 from Project Driveway 1 to Project Driveway 2 – LOS F (**Impact TR-13**)
- Olde Highway 80 from Project Driveway 2 to Project Driveway 3 – LOS F (**Impact TR-14**)
- Olde Highway 80 from Project Driveway 3 to Rios Canyon Road – LOS F (**Impact TR-15**)
- Olde Highway 80 from Rios Canyon Road to Pecan Park Lane – LOS E (**Impact TR-16**)
- Lake Jennings Park Road from Jack Oak Road to Harritt Road – LOS E (**Impact TR-17**)
- Lake Jennings Park Road from Harritt Road to Blossom Valley Road – LOS E (**Impact TR-18**)

- Lake Jennings Park Road from Blossom Valley Road to I-8 Westbound Off-Ramp – LOS F (**Impact TR-19**)
- Lake Jennings Park Road from I-8 Westbound Off-Ramp to Olde Highway 80 – LOS F (**Impact TR-20**)

Intersections

Under the Cumulative Plus Project condition, the proposed project would have a significant cumulative impact to the following three intersections:

- Lake Jennings Park Road and Blossom Valley Road (PM Peak Hour- LOS F) (**ImpactTR-21**)
- Lake Jennings Park Road and I-8 Westbound Off-Ramp (PM Peak Hour- LOS F) (**Impact TR-22**)
- Lake Jennings Park Road and I-8 Eastbound Off-Ramp (PM Peak Hour- LOS F) (**Impact TR-23**)

2.7.5 Mitigation

Under CEQA, mitigation is required for all significant traffic impacts. The Mobility Element requires mitigation as a condition of project approval for all discretionary projects which have a significant impact on roadways. The following measures would be placed as conditions on the project. Traffic mitigation would consist of a combination of roadway, intersection, and signalization improvements, as well as payment of the County's Traffic Impact Fee (TIF). Mitigation, per traffic impact, is discussed below and summarized in Table 2.7-12.

Also, certain roadway segment and intersection impacts (**Impacts TR-7 through TR-10, TR-19, TR-20, TR-22, and TR-23**) related to the I-8 eastbound and westbound off-ramps can be mitigated through off-site improvements as required by, and under the jurisdiction of Caltrans. Although the proposed traditional intersection improvements have been determined to be feasible, Caltrans is in the process of analyzing the feasibility of developing full or partial roundabout improvements at these locations, which if implemented, would also reduce the traffic/circulation impact to a level less than significant, should these roundabout improvements be determined to be feasible. However, due to the fact that the I-8 interchange related improvements are the responsibility of another agency (Caltrans) and that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the County of San Diego, and the exact timing of the improvements are unknown, these impacts are considered significant and unmitigable.

M-TR-1: Roadway Segment: Olde Highway 80 from Lake Jennings Park Road to Rios Canyon Road

- Widen Olde Highway 80 from Lake Jennings Park Road to Rios Canyon Road to provide 4-lanes with intermittent turn lanes between Lake Jennings Park Road and Rios Canyon Road.

M-TR-2: Roadway Segment: Olde Highway 80 from Rios Canyon Road to Pecan Park Lane

- Improve Olde Highway 80 from Rios Canyon Road to Pecan Park Lane to one lane each way with a two-way left-turn lane between new Rios Canyon Road and Pecan Park Lane (east).

M-TR-3: Roadway Segment: Lake Jennings Park Road from Harritt Road to Blossom Valley Road

- Add northbound through lane from Blossom Valley Road to Jennings Vista Drive.
- Improve transition from one southbound through lane to two southbound through lanes from Harritt Road to Jennings Vista Drive.
- Add southbound through lane from Jennings Vista Drive to Blossom Valley Road.
- Add two-way left-turn south of Harritt Road to Rancho Del Villa.
- Extend northbound left-turn pocket at Blossom Valley Road to 115 feet.
- Modify the southbound right turn lane at Blossom Valley Road to a shared through/right lane.

M-TR-4: Roadway Segment: Lake Jennings Park Road from Blossom Valley Road to I-8 Westbound Off-Ramp

- Extend the northbound left-turn pocket at Blossom Valley Road to 115 feet.
- Widen Lake Jennings Park Road from Blossom Valley Road to I-8 Westbound Off-Ramp to provide 4 lanes and bicycle lanes.

M-TR-5: Roadway Segment: Lake Jennings Park Road from I-8 Westbound Off-ramp to Olde Highway 80

- Widen Lake Jennings Park Road from I-8 Westbound Off-Ramp to Olde Highway 80 to provide 4 lanes plus bicycle lanes.

M-TR-6: Intersection: Lake Jennings Park Road and I-8 Westbound Off-Ramp

- Provide additional capacity at intersection according to segmental improvements above.
- Provide southbound refuge lane for the westbound left-turn movement from the I-8 Westbound Off-Ramp.
- Alternatively, ~~Caltrans may install~~ full~~,~~ or partial roundabout improvements may be installed at this location.

M-TR-7: Intersection: Lake Jennings Park Road and I-8 Eastbound Off-Ramp

- Install a traffic signal at the intersection of Lake Jennings Park Road and Olde Highway 80/I-8 EB off-ramp.
- Widen off-ramp for 320 feet to have a third lane to accommodate a left-turn lane, a left through lane, and a through right lane.
- Alternatively, ~~Caltrans may install~~ full or partial roundabout improvements may be installed at this location.

M-TR-8: Intersection: Olde Highway 80 and Project Driveway 2

- Install a traffic signal at the intersection opposite the Lakeside Tractor Supply Project.

M-TR-9: Transportation Impact Fee

The project will also pay the County's Transportation Impact Fee (TIF) at time of building permit which would mitigate any significant local and regional cumulative impacts not included in the project study area. As a General Plan Amendment project, if approved the County would need to update the TIF Program to reflect the changes to the General Plan land uses. The project applicant will be conditioned to pay a fair-share contribution towards the cost of updating the TIF Program in order to incorporate the approved changes to the General Plan land uses.

2.7.6 Conclusions

The project would meet the County requirements for site access, circulation and parking; therefore, less than significant impacts would occur to these topic areas. Implementation of the project would add an estimated 4,683 "primary" daily vehicle trips to San Diego's Circulation System. Daily roadway segment analysis determined that project traffic would result in significant impacts to eight roadway segments. Traffic counts and trip distribution analysis determined that project traffic would result in significant impacts to two intersections. As part of the design of the project, existing transit stops on Pecan Park Lane would be relocated to Olde Highway 80. Therefore, impacts to public transit would be less than significant. Finally, there would be significant cumulative impacts due to the addition of project traffic to already degraded roadways.

Mitigation Measures M-TR-1 through M-TR-3 listed in Section 2.7.5 would reduce significant direct impacts to roadway segments (**Impacts TR-1 through TR-6**) to below levels of significance as demonstrated in Table 2.7-13. As noted above, due to the fact that the I-8 interchange related improvements are the responsibility of another agency (Caltrans) and that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the County of San Diego, and the exact timing of the improvements are unknown, **Impacts TR-7 throughTR-10** are considered significant and unmitigable (see Table 2.7-13 and Table 2.7-14).

Based on a signal warrant analysis, Project Driveway 2 at Olde Highway 80 warrants a traffic signal (**Impact TR-11**). Mitigation Measure M-TR-8 requires the installation of a traffic signal at the intersection of Olde Highway 80- and Project Driveway 2. All segments and intersections are expected to be at acceptable levels (LOS D or above) after mitigation. Therefore, all significant direct impacts would be mitigated to below a level of significance.

As demonstrated in Table 2.7-15 and Table 2.7-16, implementation of Mitigation Measures M-TR-1 through M-TR-3 would reduce cumulative impacts to roadway segments (**Impacts TR-12 through TR-16 and TR-18**) and intersection (**Impact TR-21**) to below levels of significance. In addition, the project applicant, or its designee will be required to pay the County's TIF at time of building permit to mitigate any significant local and regional cumulative impacts not included in the project study area (Mitigation Measure M-TR-9). The segment of Lake Jennings Park Road from Jack Oak Road to Harritt Road would experience LOS E for Cumulative With Project conditions (**Impact TR-17**), and the project would normally have a cumulative impact at this segment. However, this portion of roadway does not conform to the normal list of facilities given the availability of a climbing lane southbound and southerly from El Monte Road, the painted median just south of Jack Oak Road, and the width of the pavement and limited conflicts from there to Harritt Road further to the south. Also, as demonstrated by the intersection analysis along this portion of Lake Jennings Park Road it would be operating acceptably (LOS = A-C) despite this LOS anomaly when compared to the normal acceptable daily volumes. Therefore, the practical capacity is indeed something greater than the values used in the tables for making an assessment of adequacy. The improvements proposed by the applicant to Lake Jennings Park Road between Harritt Road and Olde Highway 80 (Mitigation

Measures M-TR-3 through M-TR-5) ~~constitutes a substantial proportional contribution to the project's effects throughout this area~~would mitigate impacts to below a level of significance. As noted above, due to the fact that the I-8 interchange related improvements are the responsibility of another agency (Caltrans) and that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the County of San Diego, and the exact timing of the improvements are unknown, Impacts **TR-19, TR-20, TR-22, and TR-23** are considered significant and unmitigable.

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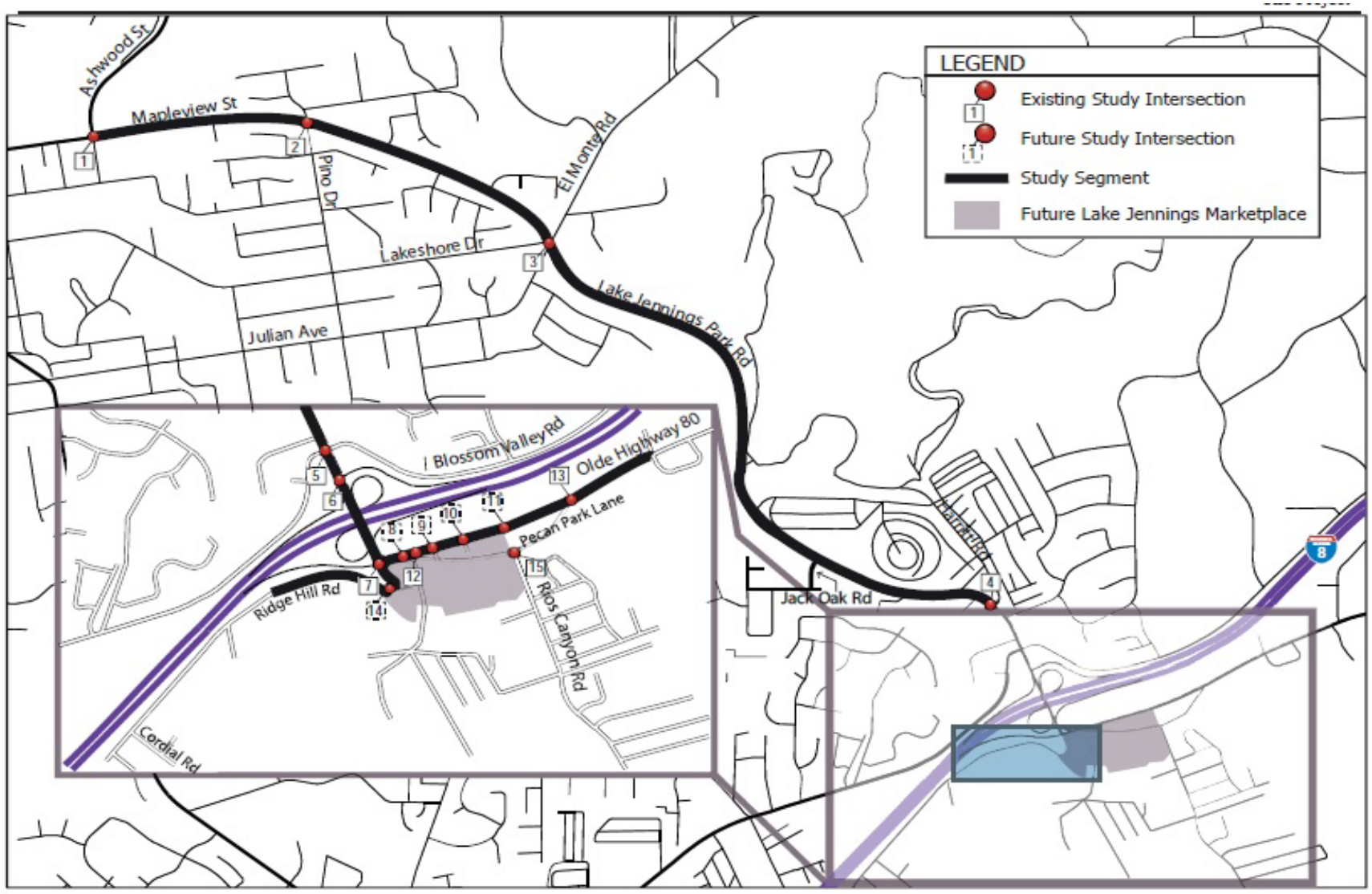

Figure 2.7-1.
Traffic Study Area

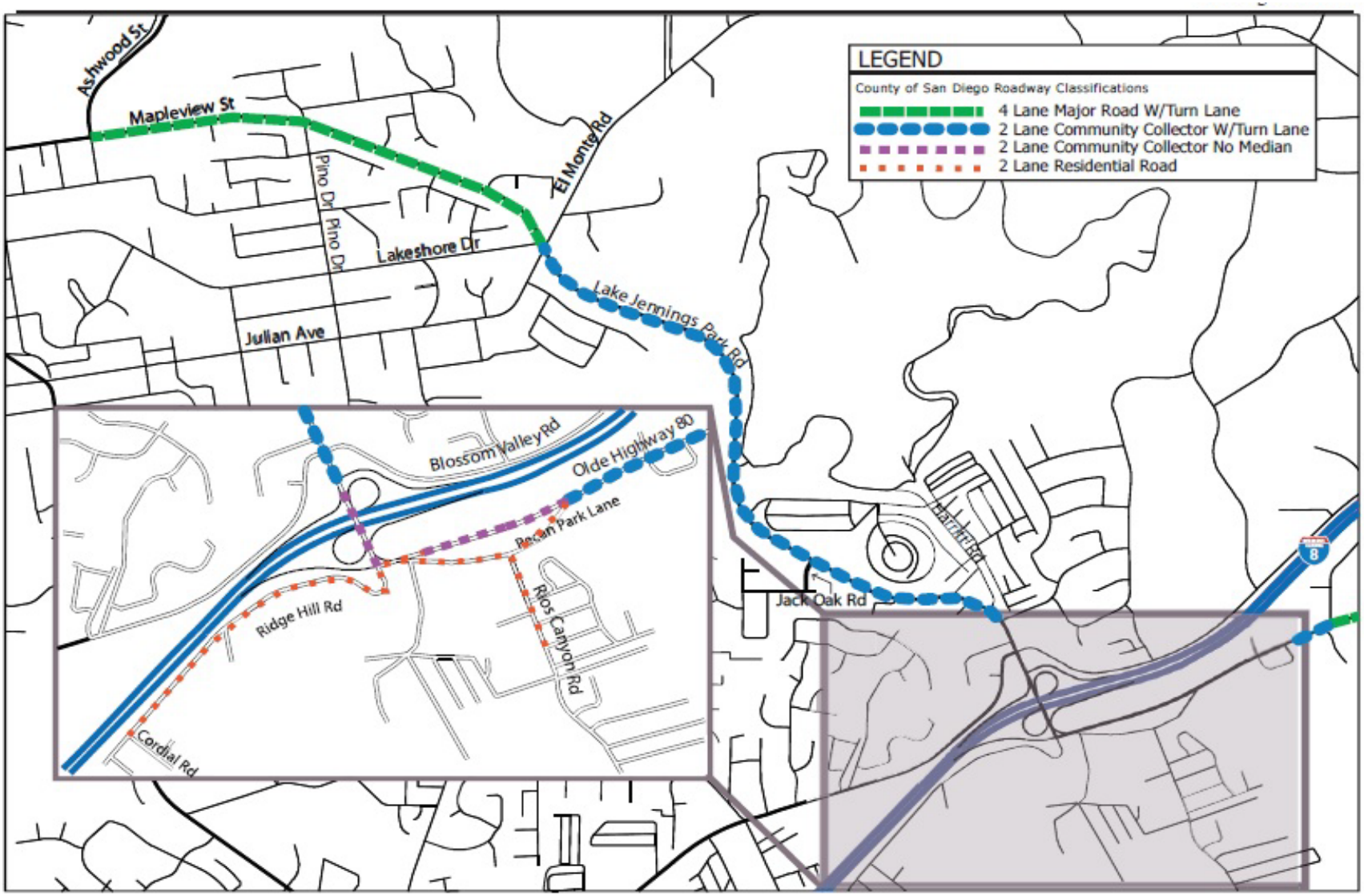

Figure 2.7-2.
Existing Circulation Network

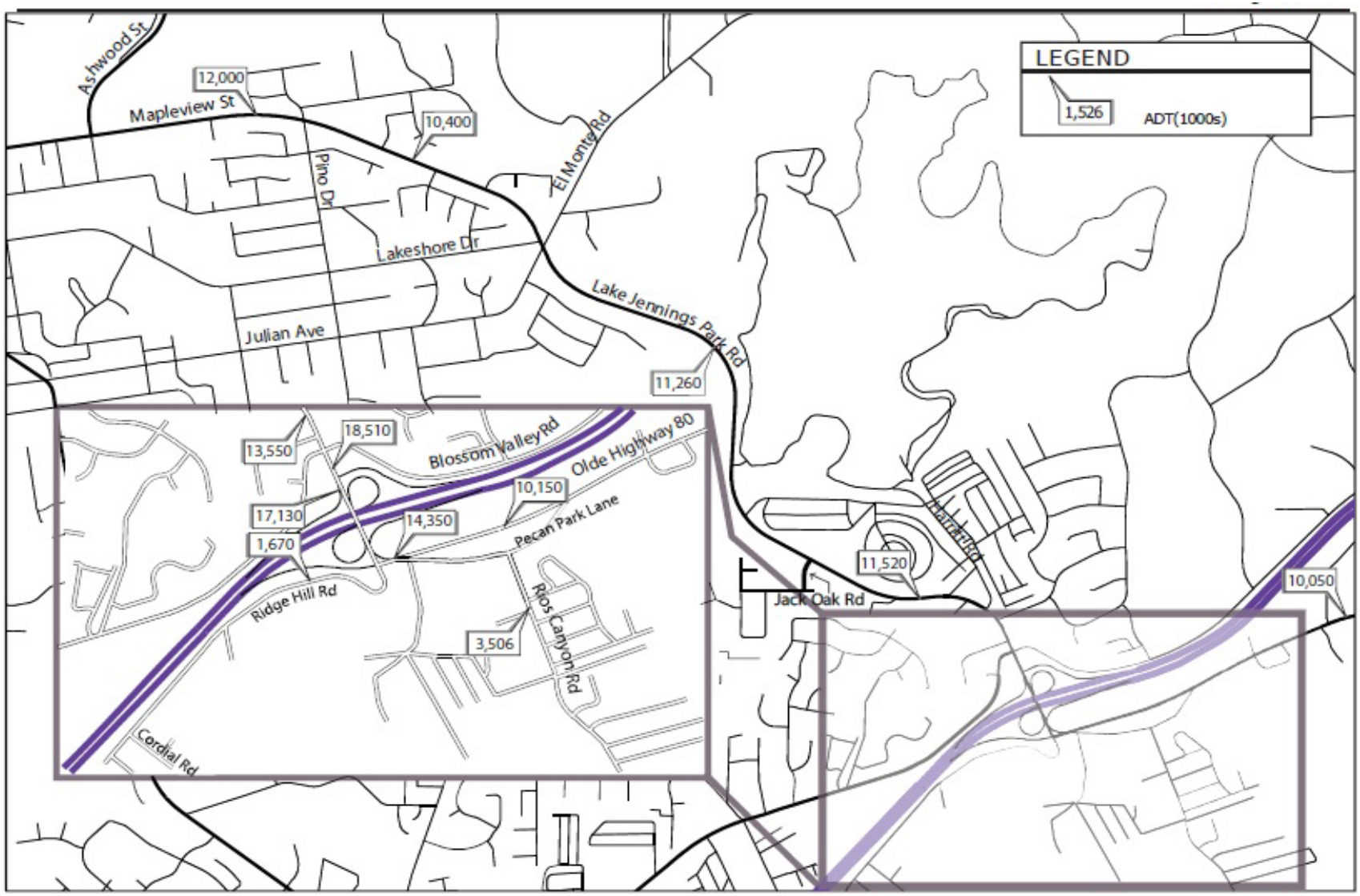

Figure 2.7-3.
Existing Daily Roadway Segment Volumes

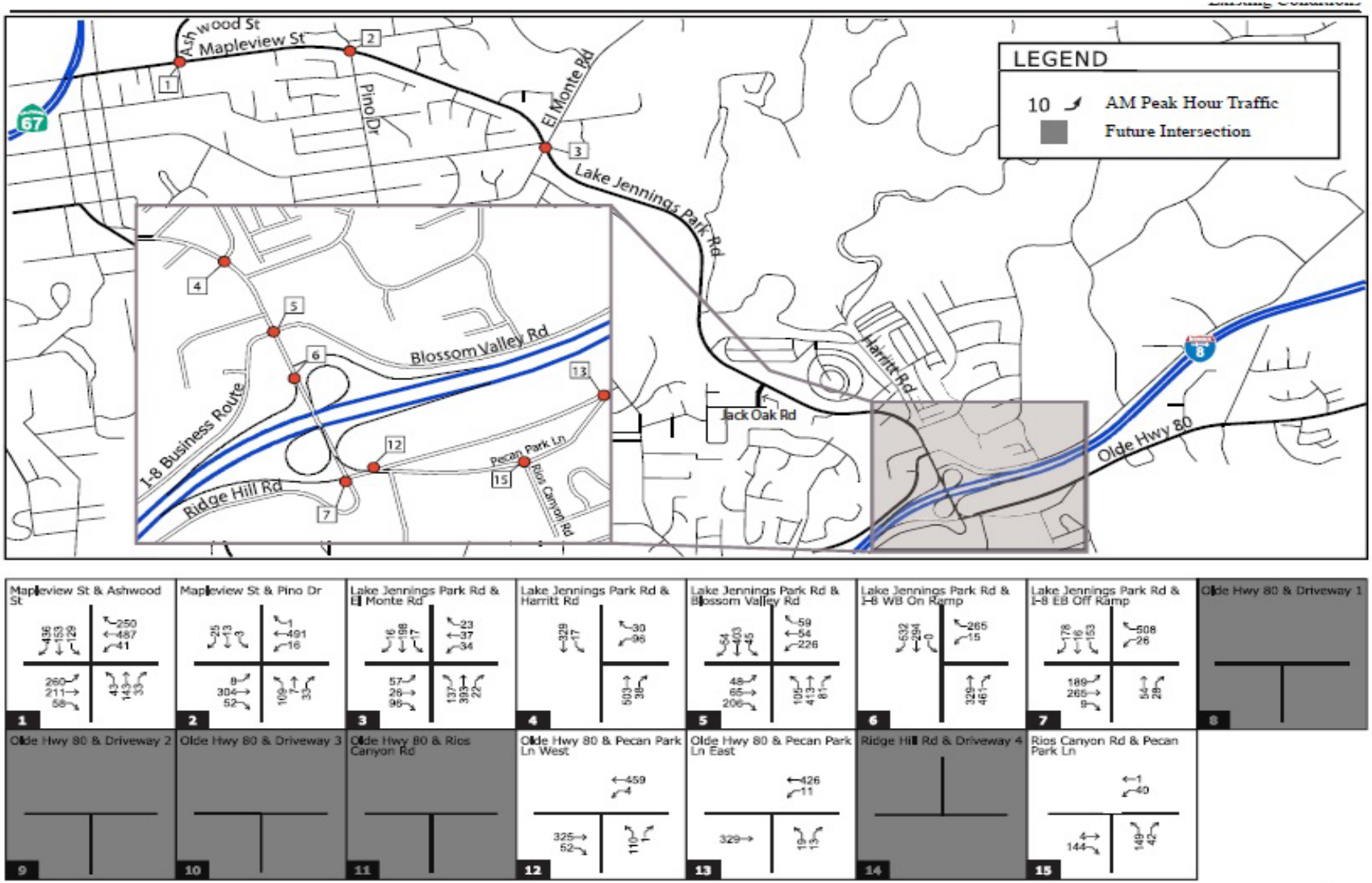

Figure 2.7-4.
Existing AM Peak Hour Intersection Volumes

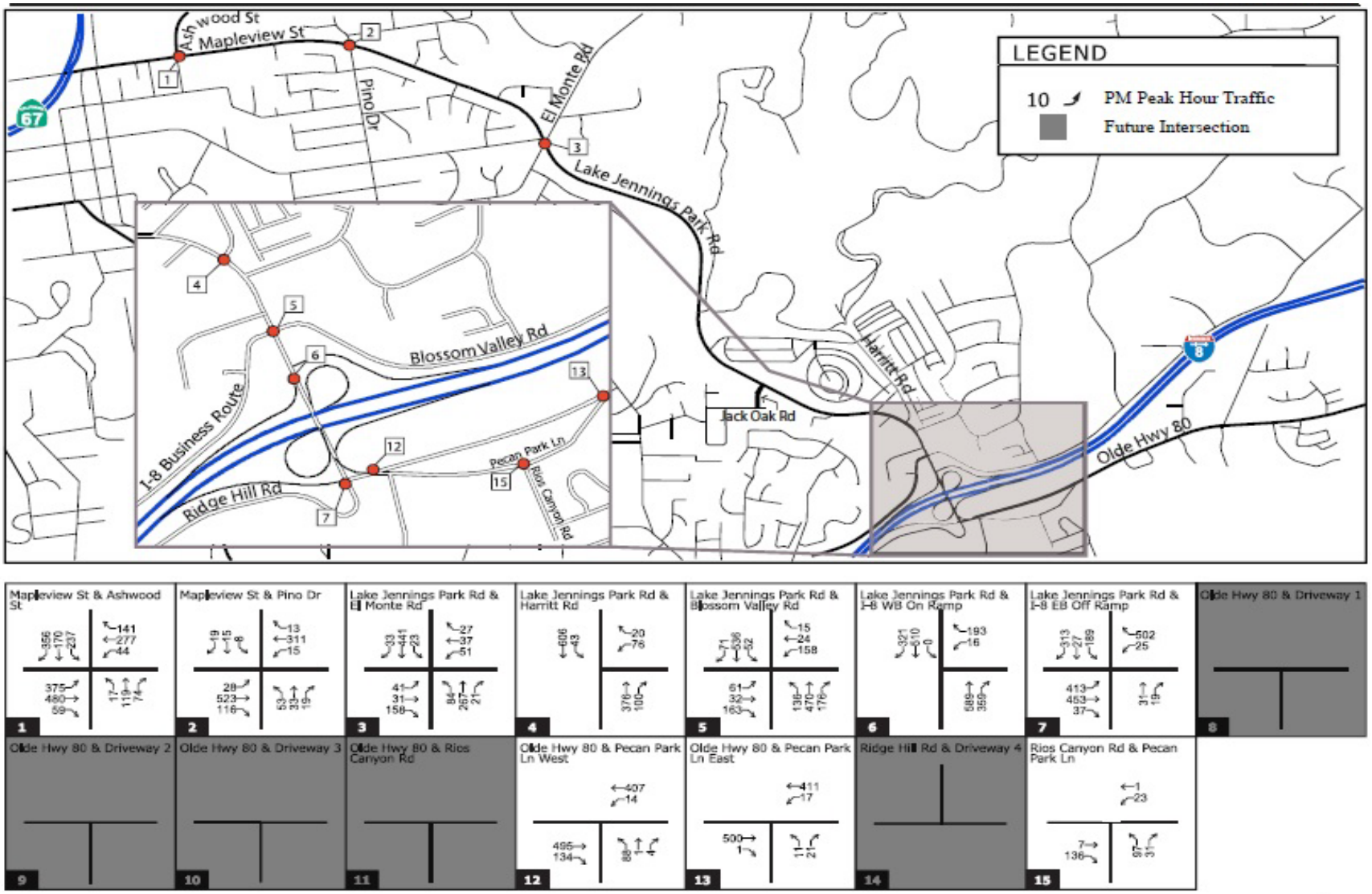

Figure 2.7-5.
Existing PM Peak Hour Intersection Volumes

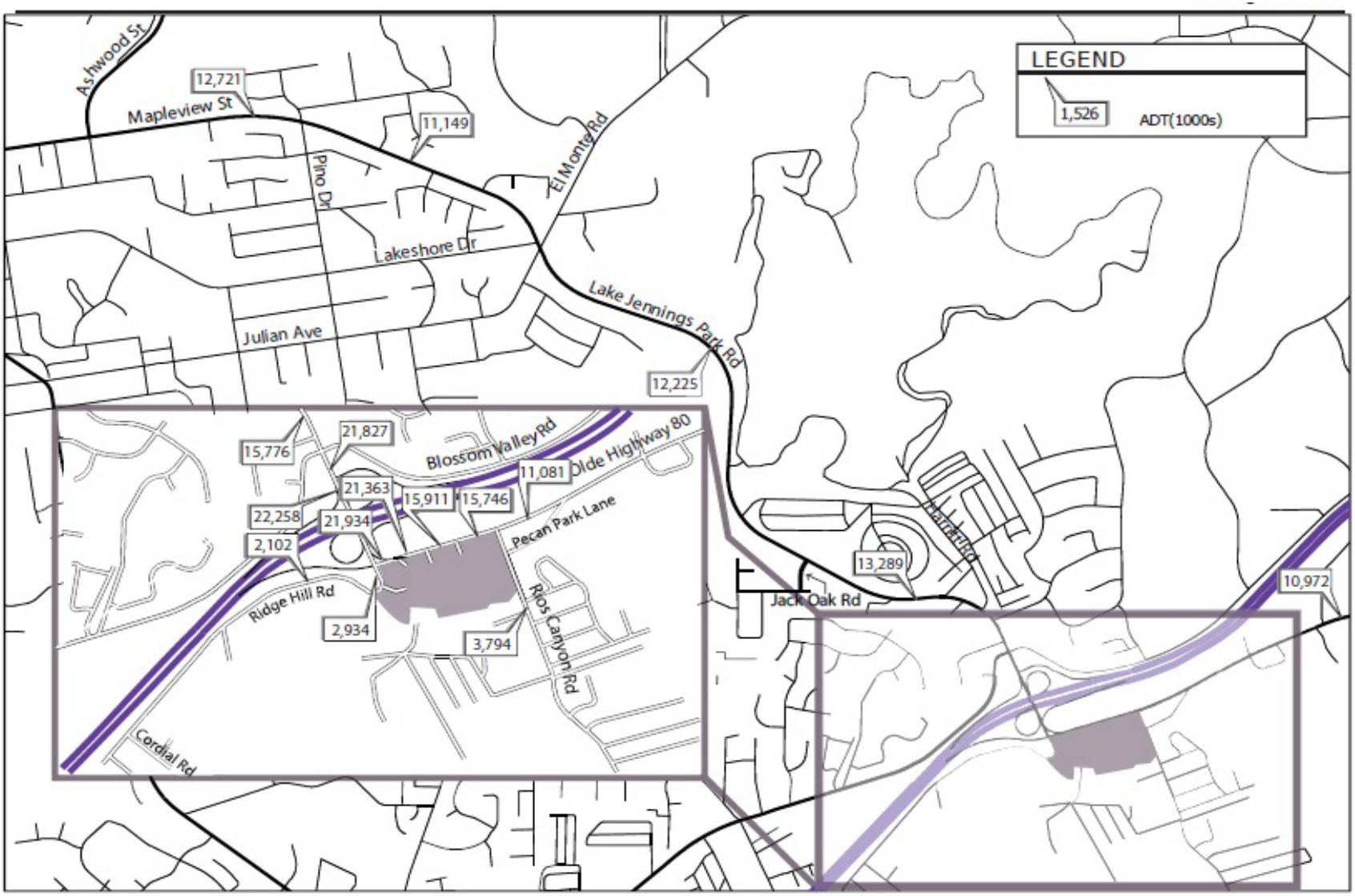

Figure 2.7-6.
Existing With Project Daily Roadway Segment Volumes

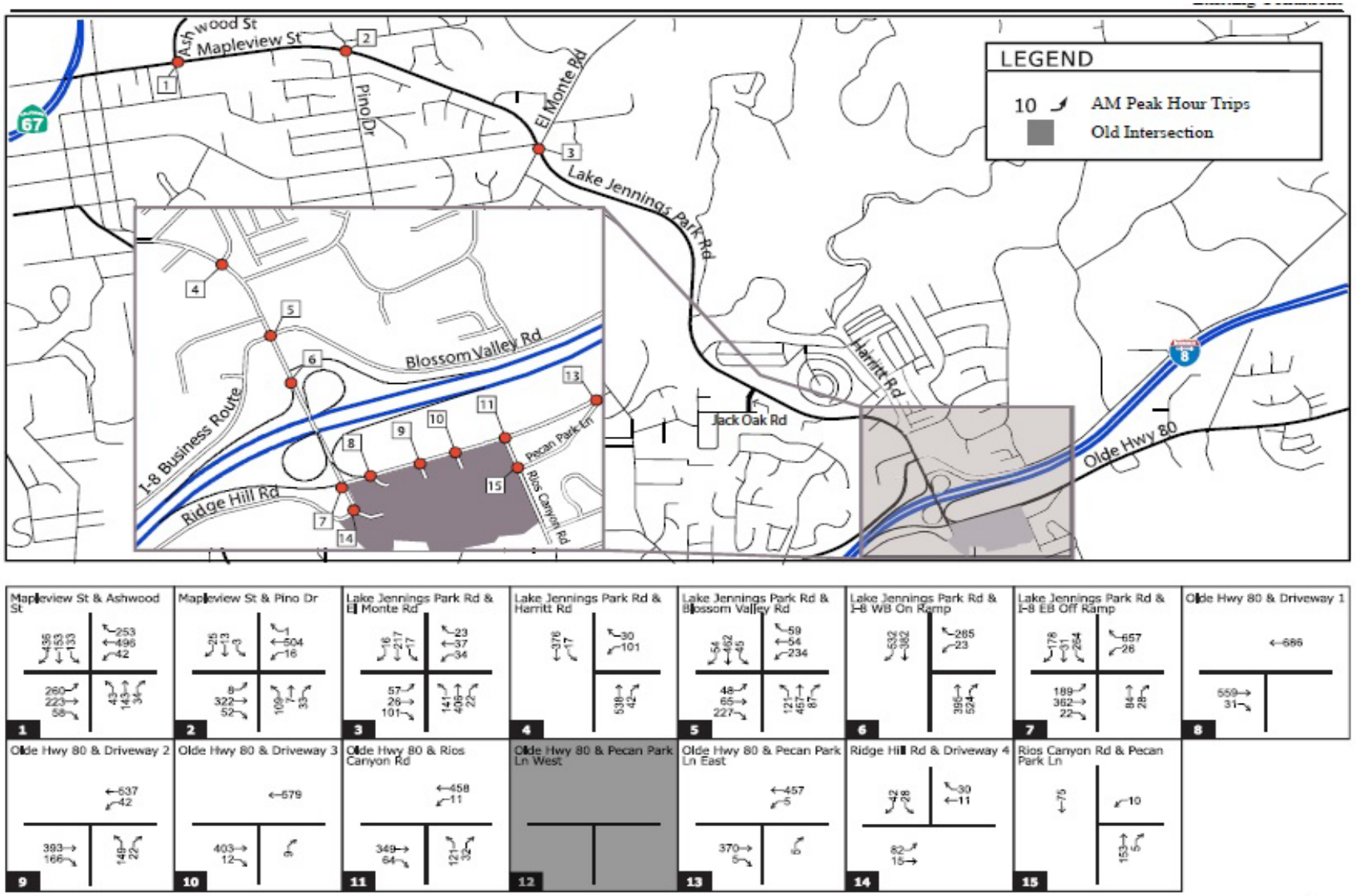

Figure 2.7-7.
Existing With Project AM Peak Hour Intersection Volumes

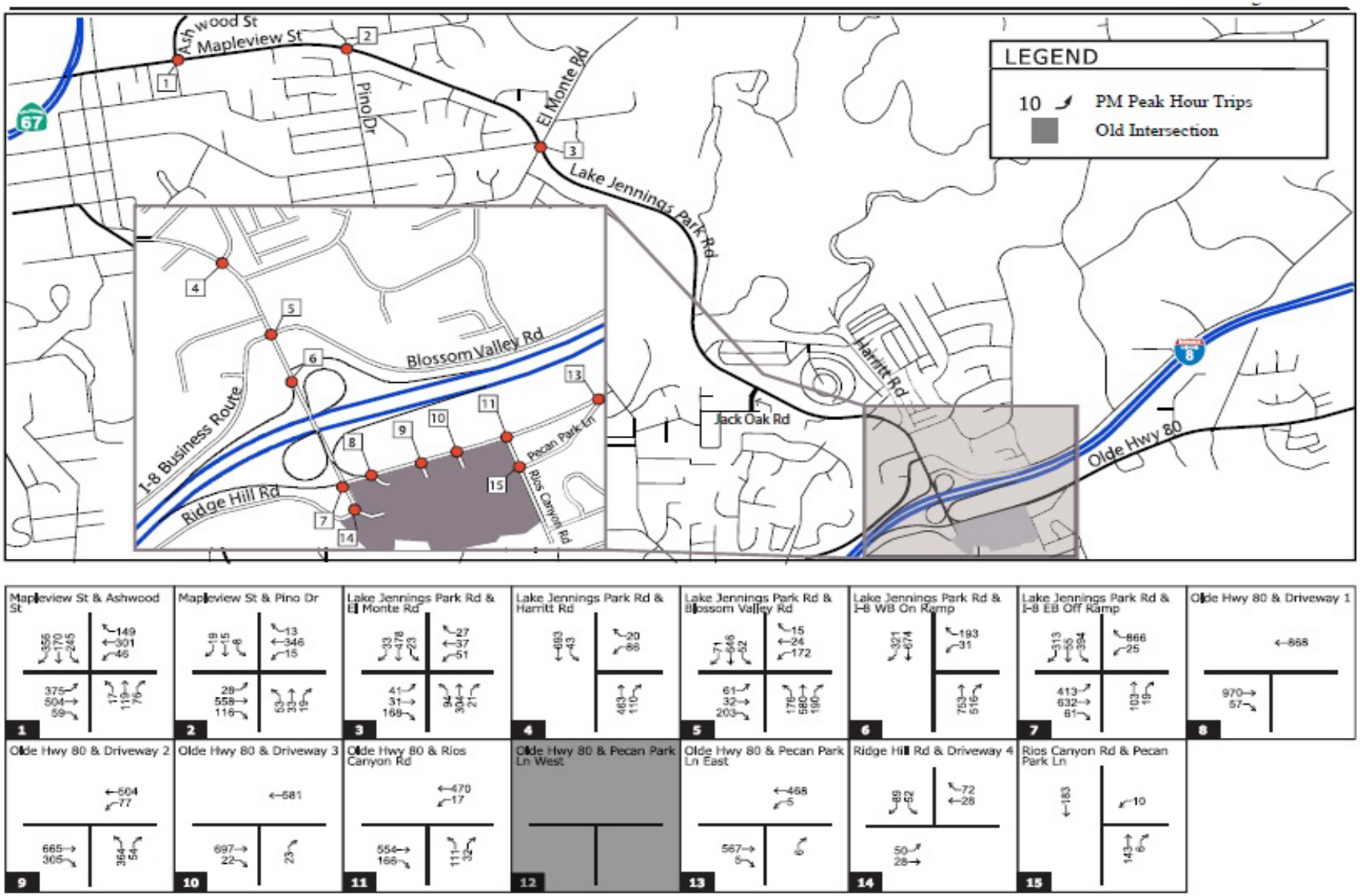

Figure 2.7-8.
Existing With Project PM Peak Hour Intersection Volumes

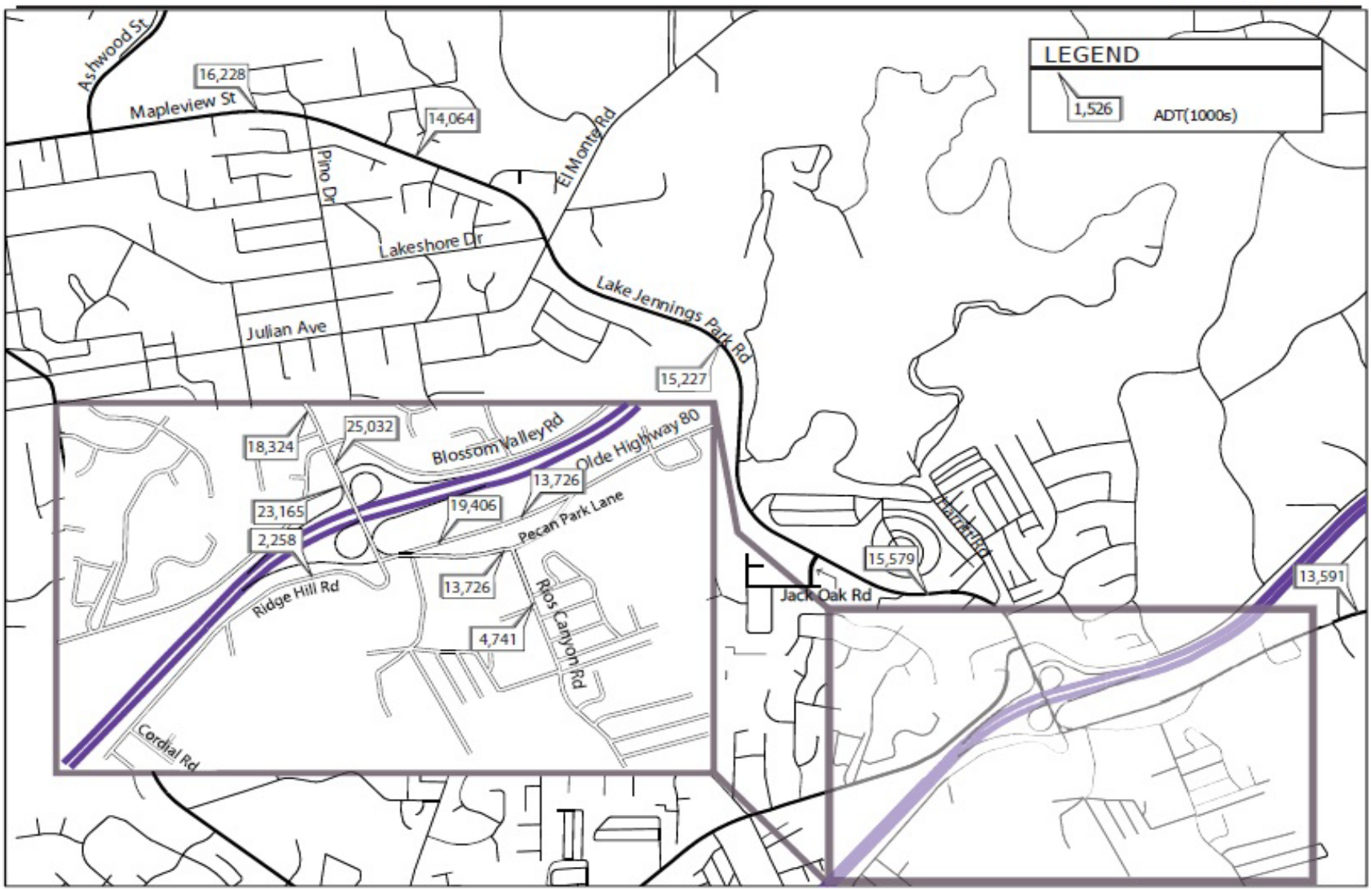

Figure 2.7-9.
General Plan Buildout Without Project Daily Roadway Segment Volumes

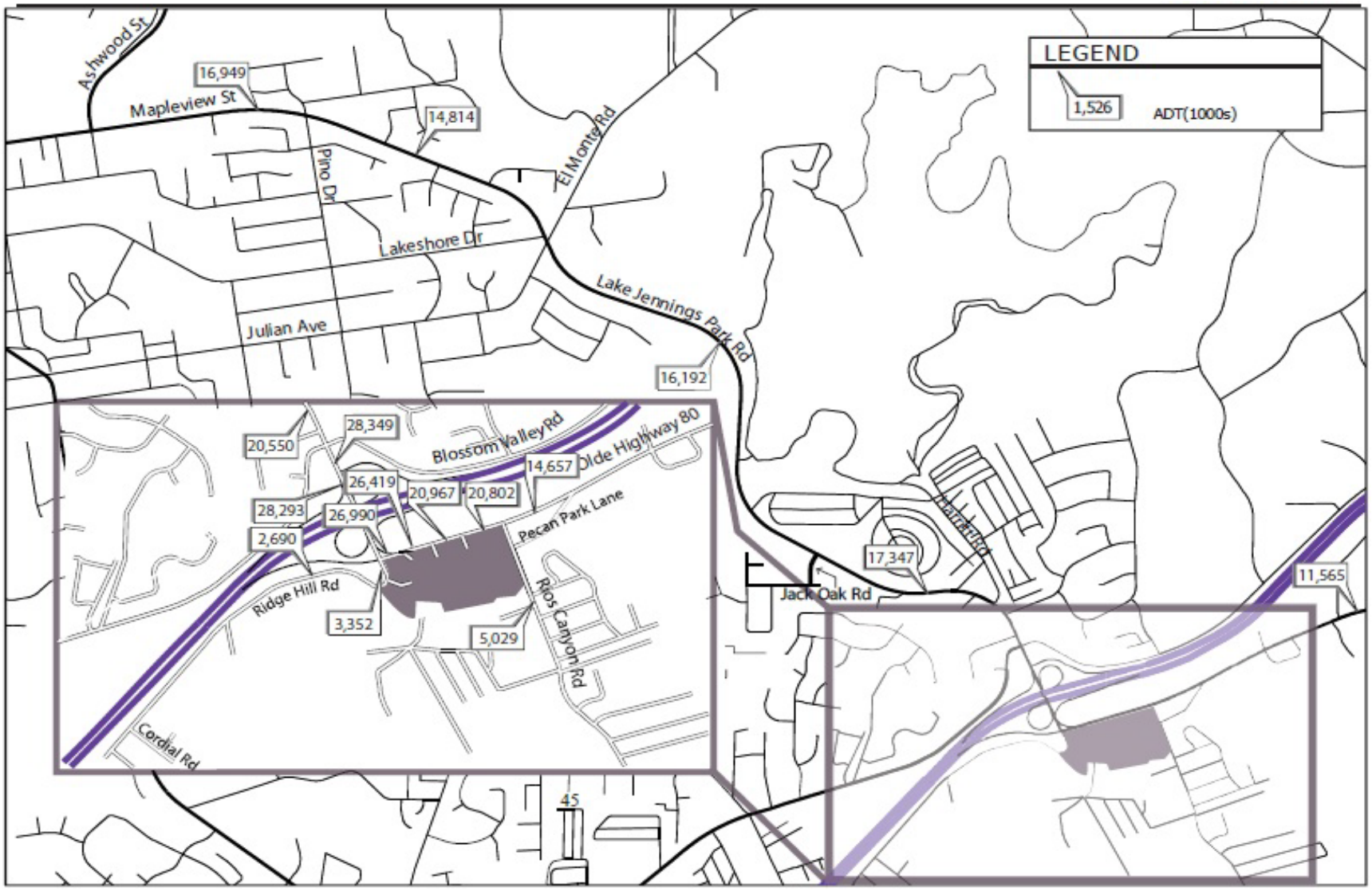

Figure 2.7-10.
General Plan Buildout With Project Daily Roadway Segment Volumes

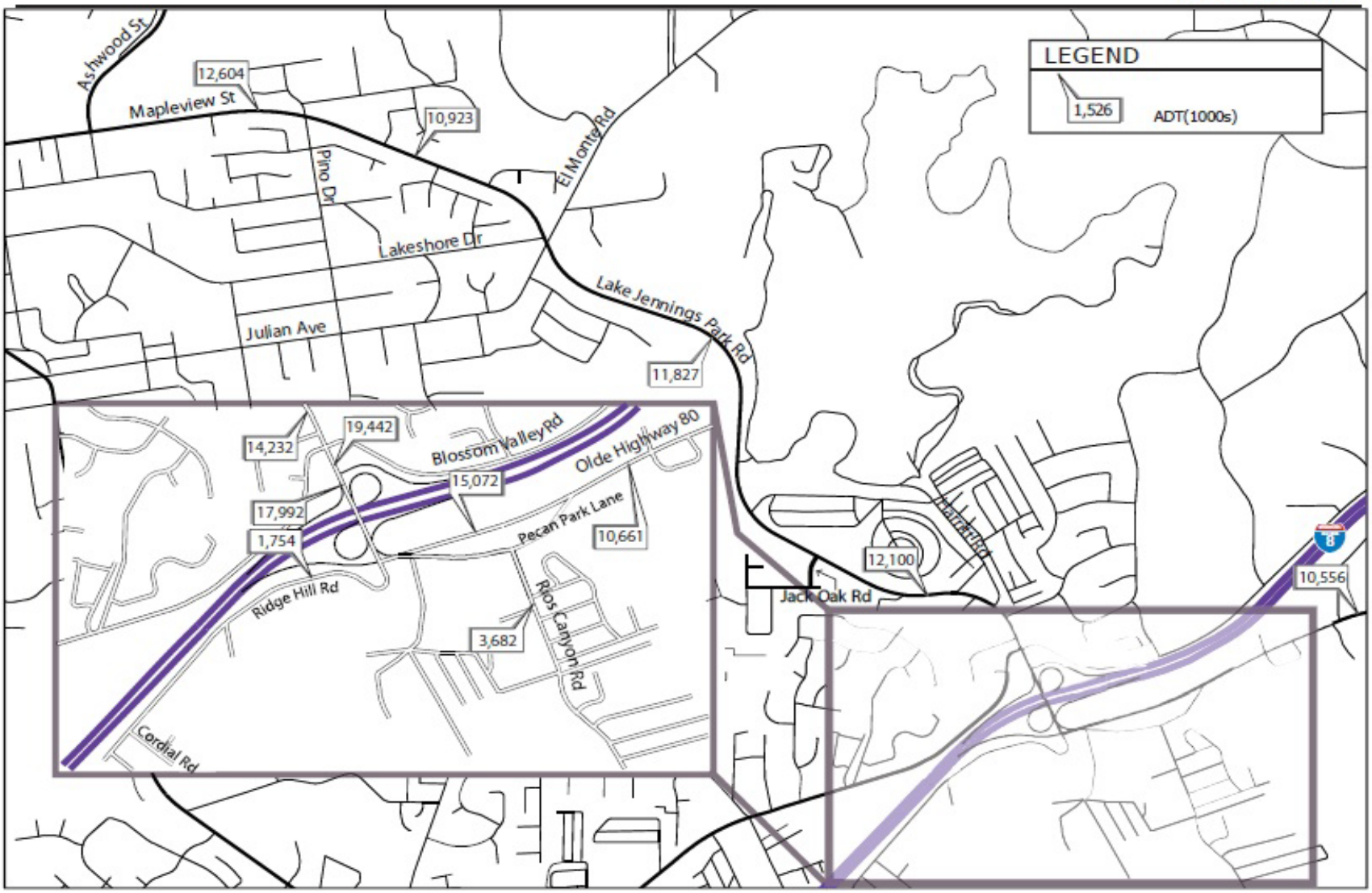

Figure 2.7-11.
Cumulative Without Project Daily Roadway Segment Volumes

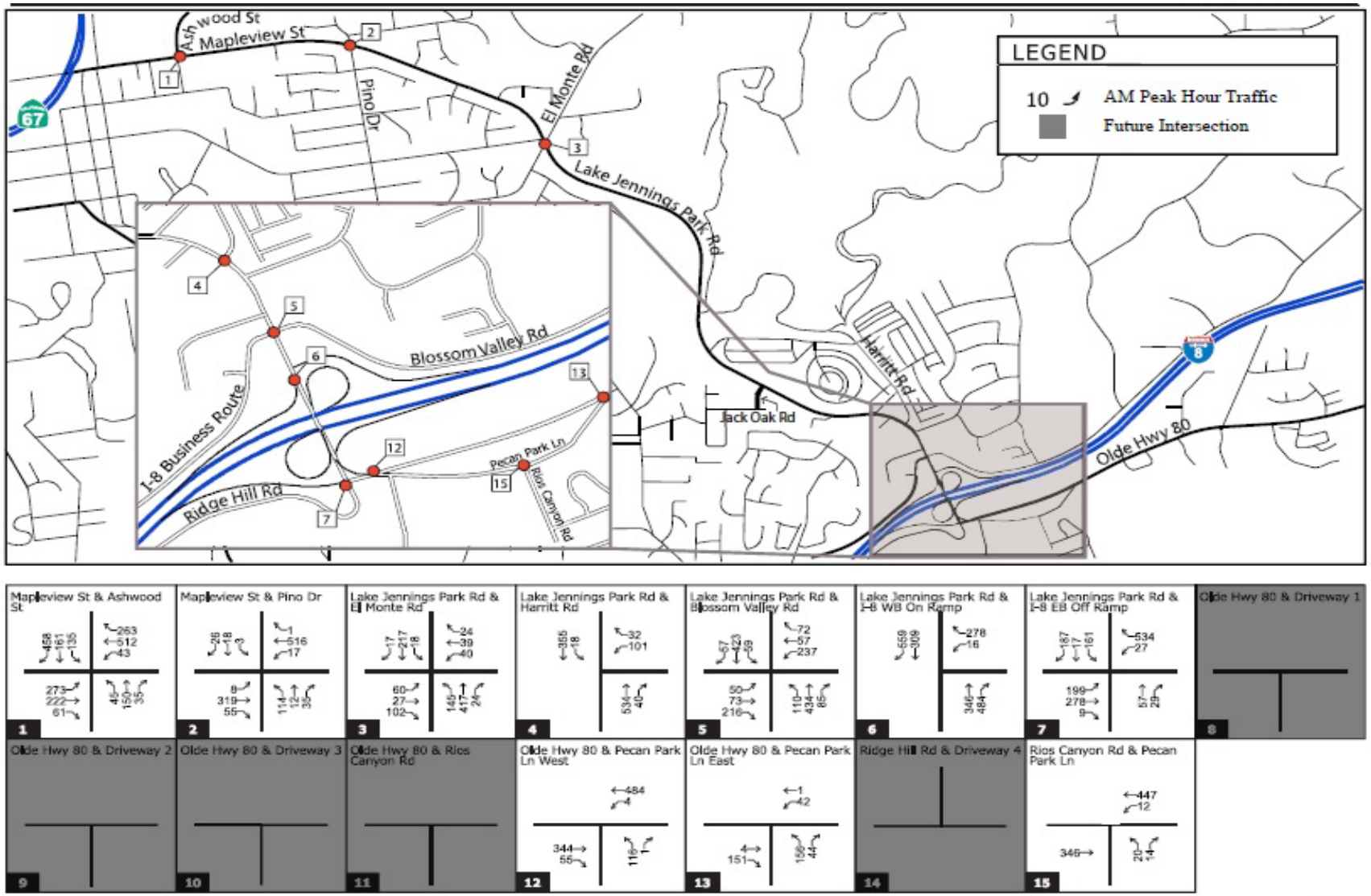

Figure 2.7-12.
Cumulative Without Project AM Peak Hour Intersection Volumes

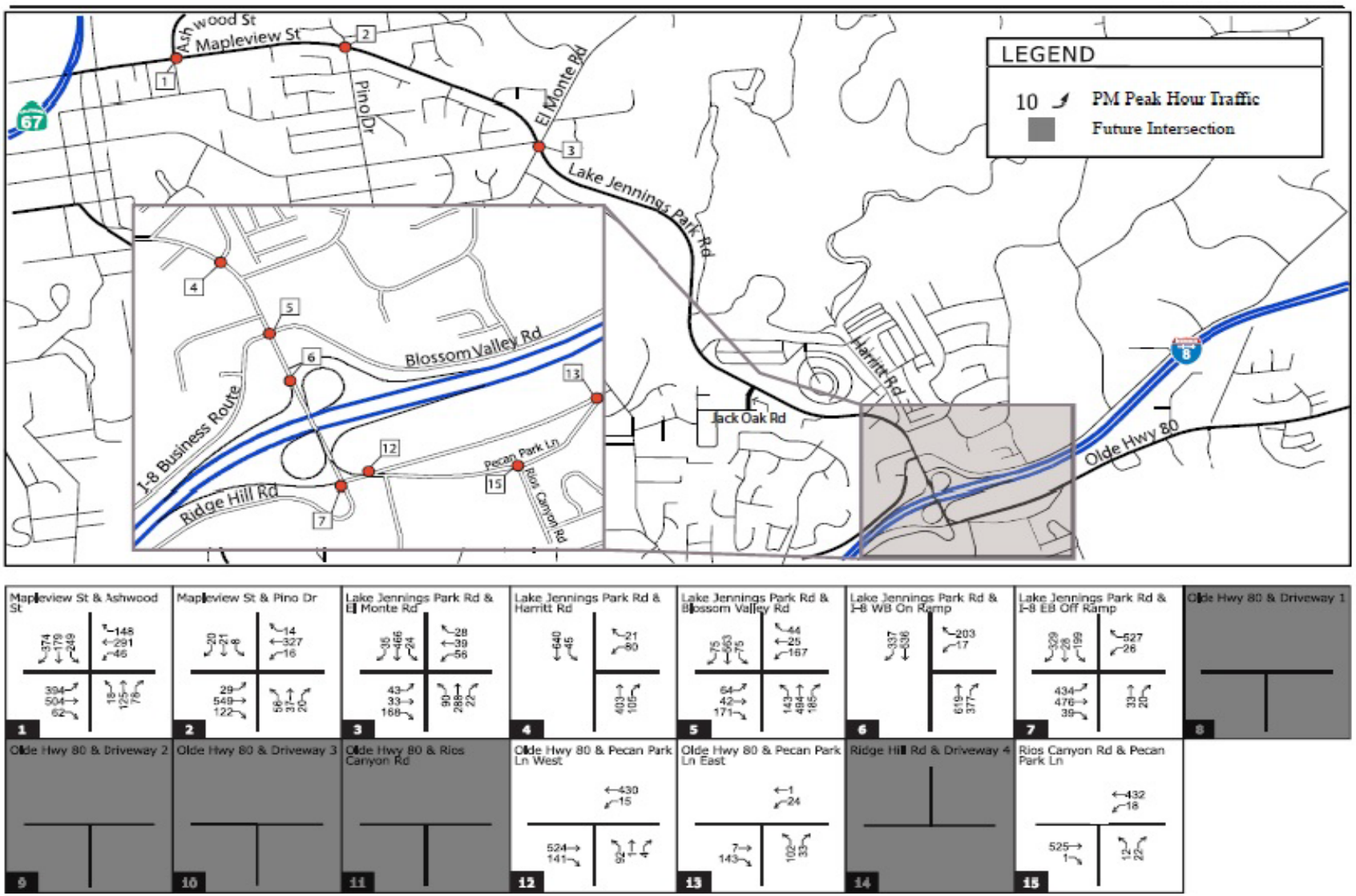

Figure 2.7-13.
Cumulative Without Project PM Peak Hour Intersection Volumes

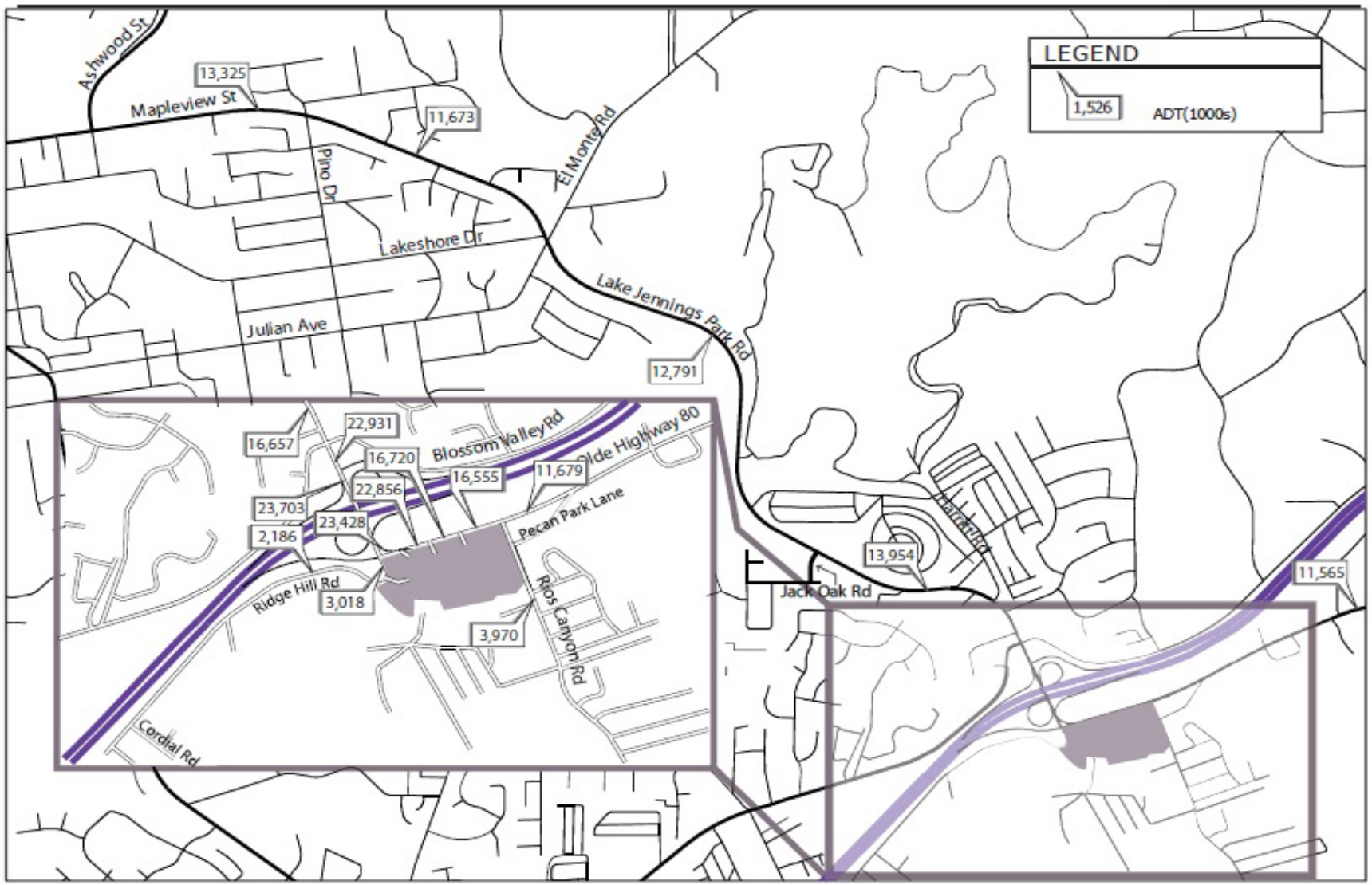

Figure 2.7-14.
Cumulative With Project Daily Roadway Segment Volumes

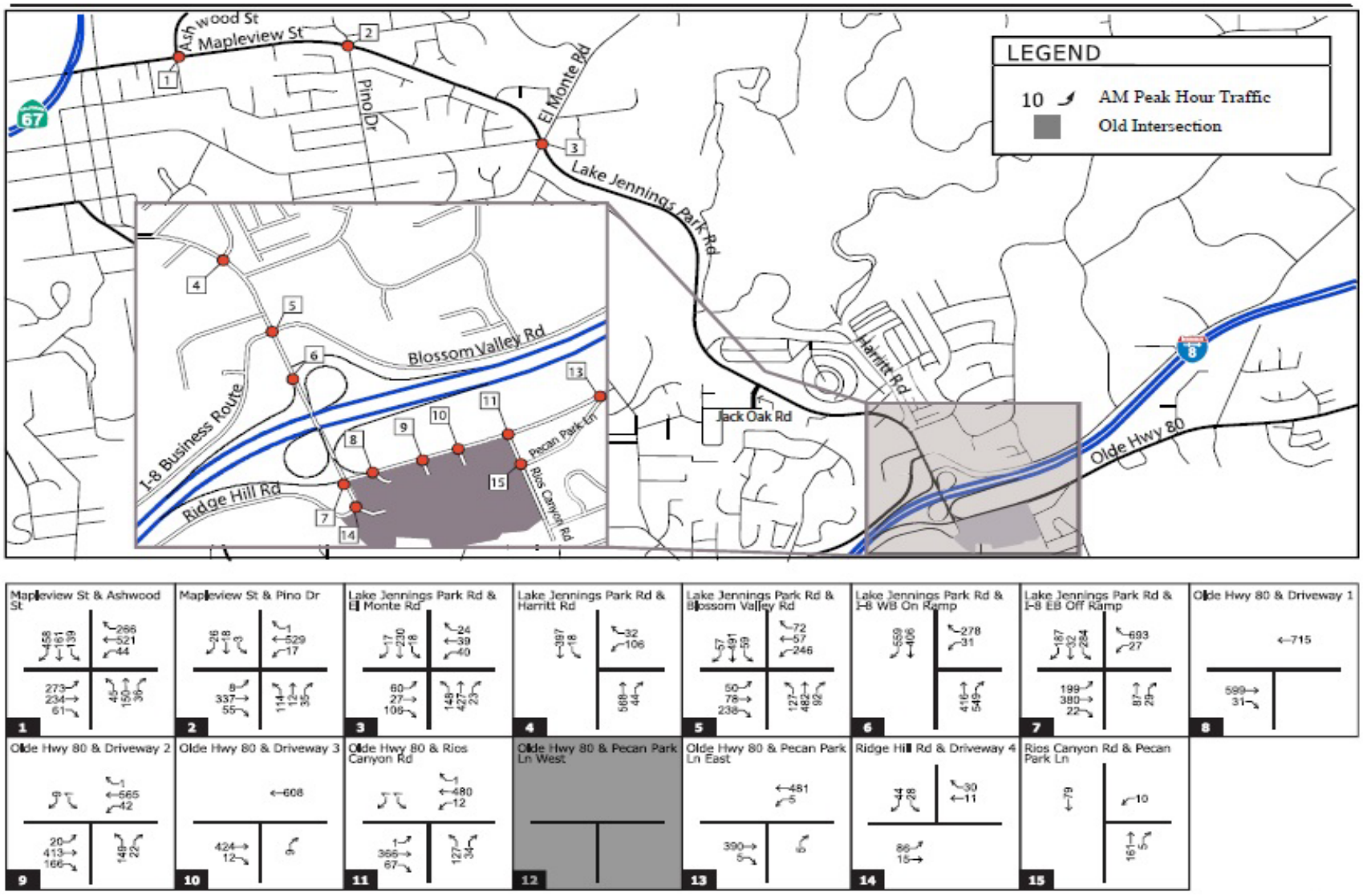

Figure 2.7-15.
Cumulative With Project AM Peak Hour Intersection Volumes

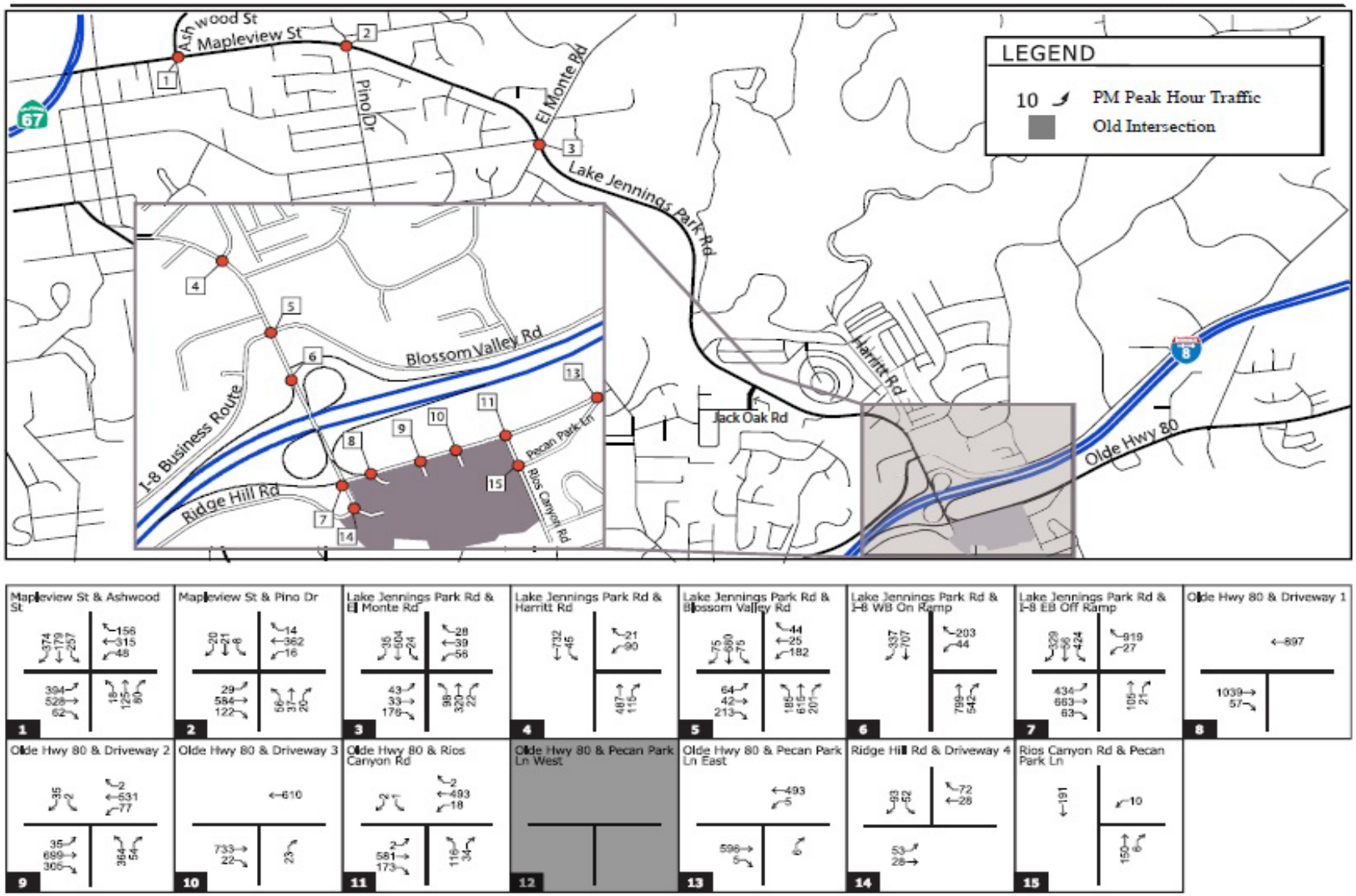

Figure 2.7-16.
Cumulative With Project PM Peak Hour Intersection Volumes

Table 2.7-1.
Existing Roadway Segment Conditions

Roadway Segment		Lanes/ Configuration	ADT	LOS
Olde Highway 80	Lake Jennings Park Road to Driveway 1	2CCITL[1]	14,350	E
	Project Driveway 1 to Driveway 2	2CCnM[2]	14,350	E
	Project Driveway 2 to Driveway 3	2CCnM	14,350	E
	Project Driveway 3 to Rios Canyon Road	2CCnM	14,350	E
	Rios Canyon Road to Pecan Park Lane	2CCnM	10,150	D
	Pecan Park Lane to Chimney Rock Lane	2CCITL	10,050	D
Mapleview Street	Ashwood Street to Pino Drive	4MRITL[3]	12,000	A
Lake Jennings Park Road	Pino Drive to El Monte Road	4MRITL	10,400	A
	El Monte Road to Jack Oak Road	2CCITL	11,260	D
	Jack Oak Road to Harritt Road	2CCITL	11,520	D
	Harritt Road to Blossom Valley Road	2CCITL	13,550	E
	Blossom Valley Road to I-8 Westbound Off-Ramp	2CCITL	18,510	E
	I-8 Westbound Off-Ramp to Olde Highway 80	2CCnM	17,130	F
	Olde Highway 80 to Project Driveway 4	2CCnM	1,670	A
Ridge Hill Road	Lake Jennings Park Road to Cordial Road	2RC[4]	1,670	Better than C
Rios Canyon Road	South of Olde Highway 80	2LCRS[5]	3,506	A

Source: KOA 2015

Notes:
[1] 2CCITL is a 2 lane community collector with an intermittent lane.
[2] 2CCnM is a 2 lane community collector with no median.
[3] 4MRITL is a 4 lane major road with an intermittent turn lane.
[4] 2RC is a 2 lane residential collector.
[5] 2LCRS is a 2 lane Light Collector with a reduced shoulder.

Table 2.7-2.
Existing Intersection Conditions

Intersection	Delay (seconds)	LOS
AM Peak Hour		
1. Mapleview Street and Ashwood Street	27.7	C
2. Mapleview Street and Pino Drive	18.6	B
3. Lake Jennings Park Road and El Monte Road	14.5***	B
4. Lake Jennings Park Road Harritt Road	11.6	B
5. Lake Jennings Park Road and Blossom Valley Road	30.6	C
6. Lake Jennings Park Road and I-8 Westbound Off-Ramp	13.6	B
7. Lake Jennings Park Road and I-8 Eastbound Off-Ramp	9.5***	A
8. Olde Highway and Project Driveway 1	N/A	N/A
9. Olde Highway and Project Driveway 2	N/A	N/A
10. Olde Highway and Project Driveway 3	N/A	N/A
11. Olde Highway and Rios Canyon Road	N/A	N/A
12. Olde Highway and Pecan Park Lane West	23.3	C
13. Olde Highway and Pecan Park Lane East	14.1	B
14. Ridge Hill Drive and Project Driveway 4	N/A	N/A
15. Rios Canyon Road and Pecan Park Lane	10.7	B
PM Peak Hour		
1. Mapleview Street and Ashwood Street	32.6	C
2. Mapleview Street and Pino Drive	19.6	B
3. Lake Jennings Park Road and El Monte Road	13.9***	B
4. Lake Jennings Park Road Harritt Road	8.6	A
5. Lake Jennings Park Road and Blossom Valley Road	32.8	C
6. Lake Jennings Park Road and I-8 Westbound Off-Ramp	19.0	C
7. Lake Jennings Park Road and I-8 Eastbound Off-Ramp	15.3***	C
8. Olde Highway and Project Driveway 1	N/A	N/A
9. Olde Highway and Project Driveway 2	N/A	N/A
10. Olde Highway and Project Driveway 3	N/A	N/A
11. Olde Highway and Rios Canyon Road	N/A	N/A
12. Olde Highway and Pecan Park Lane West	29.0	D
13. Olde Highway and Pecan Park Lane East	14.8	B
14. Ridge Hill Drive and Project Driveway 4	N/A	N/A
15. Rios Canyon Road and Pecan Park Lane	9.8	A

Source: KOA 2015
Notes: *** Average delay calculation for the AWS intersection.

Table 2.7-3.
Existing Freeway Mainline Conditions

Segment	Direction of Travel	Lanes (One-Way)	Capacity[1]	Truck Factor	ADT (PCE[2])	Peak Volume (PCE)	V/C	LOS
AM Peak Hour								
I-8 west of Lake Jennings Park Road	West	2	4,600	97.18%	68,000	3,492	0.763	C
I-8 east of Lake Jennings Park Road	West	2	4,600	97.18%	53,000	2,722	0.59	B
PM Peak Hour								
I-8 west of Lake Jennings Park Road	East	2	4,600	97.18%	68,000	3,586	0.788	C
I-8 east of Lake Jennings Park Road	East	2	4,600	97.18%	53,000	2,796	0.61	B

Source: KOA 2015
Notes: [1] Peak hour peak direction capacity
[2] Passenger car equivalent

Table 2.7-4.
Trip Generation

Land Use	Intensity	Units	Rate/Trips	Daily	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Neighborhood Shopping Center	76100	Square Feet	Rate	120	4%	60%	40%	10%	50%	50%
			Trips	9,132	365	219	146	913	457	457
Gasoline with/ Food Mart & Car Wash	12	Fueling Space	Rate	155	8%	50%	50%	9%	50%	50%
			Trips	1,860	149	75	75	167	84	84
Total Primary + Diverted + Passby				10,992	514	294	221	1080	541	541
Neighborhood Shopping Center	78%	Passby Trip Reduction	Rate							
			Trips	7,123	285	171	114	712	356	356
Gasoline with/ Food Mart & Car Wash	72%	Passby Trip Reduction	Rate							
			Trips	1,339	107	54	54	120	60	60
Total Primary + Diverted				8,462	392	225	168	832	417	417
Neighborhood Shopping Center	47%	Diverted Trip Reduction	Rate							
			Trips	4,292	172	103	69	429	215	215
Gasoline with/ Food Mart & Car Wash	21%	Diverted Trip Reduction	Rate							
			Trips	391	31	16	16	35	18	18
Total Primary				4,683	203	119	84	464	232	232

Source: KOA 2015

Table 2.7-5.
Existing + Project Roadway Segment Conditions

Roadway Segment		Lanes/ Configuration	Existing		Existing with Project		Δ Traffic	Significant?
			ADT	LOS	ADT	LOS		
Olde Highway 80	Lake Jennings Park Road to Driveway 1	2CCITL[1]	14,350	E	21,934	F	7,584	Yes
	Project Driveway 1 to Driveway 2	2CCnM[2]	14,350	E	21,363	F	7,013	Yes
	Project Driveway 2 to Driveway 3	2CCnM	14,350	E	15,911	E	1,561	Yes
	Project Driveway 3 to Rios Canyon Road	2CCnM	14,350	E	15,746	E	1,396	Yes
	Rios Canyon Road to Pecan Park Lane	2CCnM	10,150	D	11,081	E	931	Yes
	Pecan Park Lane to Chimney Rock Lane	2CCITL	10,050	D	10,972	D	922	No
Mapleview Street	Ashwood Street to Pino Drive	4MRITL[3]	12,000	A	12,721	A	721	No
Lake Jennings Park Road	Pino Drive to El Monte Road	4MRITL	10,400	A	11,149	A	749	No
	El Monte Road to Jack Oak Road	2CCITL	11,260	D	12,225	D	965	No
	Jack Oak Road to Harritt Road	2CCITL	11,520	D	13,289	D	1,769	No
	Harritt Road to Blossom Valley Road	2CCITL	13,550	E	15,776	E	2,226	Yes
	Blossom Valley Road to I-8 Westbound Off-Ramp	2CCITL	18,510	E	21,827	F	3,317	Yes
	I-8 Westbound Off-Ramp to Olde Highway 80	2CCnM	17,130	F	22,258	F	5,128	Yes
	Olde Highway 80 to Project Driveway 4	2CCnM	1,670	A	2,934	B	1,264	No
Ridge Hill Road	Lake Jennings Park Road to Cordial Road	2RC[4]	1,670	Better than C	2,102	Better than C	432	No
Rios Canyon Road	South of Olde Highway 80	2LCRS[5]	3,506	A	3,794	A	288	No

Source: KOA 2015

Notes:
[1] 2CCITL is a 2 lane community collector with an intermittent lane.
[2] 2CCnM is a 2 lane community collector with no median.
[3] 4MRITL is a 4 lane major road with an intermittent turn lane.
[4] 2RC is a 2 lane residential collector.
[5] 2LCRS is a 2 lane Light Collector with a reduced shoulder.

Table 2.7-6.
Existing + Project Peak Hour Intersection Delay and LOS

Intersection	Existing		Existing with Project		Δ Delay	PH Trips on Critical Movement	Significant?
	Delay (seconds)	LOS	Delay (seconds)	LOS			
AM Peak Hour							
1. Mapleview Street and Ashwood Street	27.7	C	27.5	C	-0.2	-	No
2. Mapleview Street and Pino Drive	18.6	B	18.5	B	-0.1	-	No
3. Lake Jennings Park Road and El Monte Road	14.5*	B	15.3*	C	0.8	-	No
4. Lake Jennings Park Road Harritt Road	11.6	B	11.7	B	0.1	-	No
5. Lake Jennings Park Road and Blossom Valley Road	30.6	C	35.3	D	4.7	-	No
6. Lake Jennings Park Road and I-8 Westbound Off-Ramp	13.6	B	15.3	C	1.7	-	No
7. Lake Jennings Park Road and I-8 Eastbound Off-Ramp	9.5*	A	12.7*	B	3.2	-	No
8. Olde Highway and Project Driveway 1	N/A	N/A	0.0	A	NA	-	No
9. Olde Highway and Project Driveway 2	N/A	N/A	10.7	B	NA	-	No
10. Olde Highway and Project Driveway 3	N/A	N/A	9.2	A	NA	-	No
11. Olde Highway and Rios Canyon Road	N/A	N/A	15.5	C	NA	-	No
12. Olde Highway and Pecan Park Lane West	23.3	C	NA	NA	NA	-	No
13. Olde Highway and Pecan Park Lane East	14.1	B	10.5	B	-3.6	-	No
14. Ridge Hill Drive and Project Driveway 4	N/A	N/A	7.5	A	NA	-	No
15. Rios Canyon Road and Pecan Park Lane	10.7	B	9.9	A	-0.8	-	No
PM Peak Hour							
1. Mapleview Street and Ashwood Street	32.6	C	35.2	D	2.6	-	No
2. Mapleview Street and Pino Drive	19.6	B	19.6	B	0.0	-	No
3. Lake Jennings Park Road and El Monte Road	13.9*	B	15.6*	C	1.7	-	No
4. Lake Jennings Park Road Harritt Road	8.6	A	9.6	A	1.0	-	No
5. Lake Jennings Park Road and Blossom Valley Road	32.8	C	54.9	D	22.1	-	No
6. Lake Jennings Park Road and I-8	19.0	C	72.8	F	53.8	20	Yes

Intersection	Existing		Existing with Project		Δ Delay	PH Trips on Critical Movement	Significant?
	Delay (seconds)	LOS	Delay (seconds)	LOS			
Westbound Off-Ramp							
7. Lake Jennings Park Road and I-8 Eastbound Off-Ramp	15.3*	C	59.4***	F	44.1	205	Yes
8. Olde Highway and Project Driveway 1	N/A	N/A	0.0	A	NA	-	No
9. Olde Highway and Project Driveway 2	N/A	N/A	19.6	B	NA	-	No
10. Olde Highway and Project Driveway 3	N/A	N/A	9.2	A	NA	-	No
11. Olde Highway and Rios Canyon Road	N/A	N/A	19.6	C	NA	-	No
12. Olde Highway and Pecan Park Lane West	29.0	D	NA	NA	NA	-	No
13. Olde Highway and Pecan Park Lane East	14.8	B	12.3	B	-2.5	-	No
14. Ridge Hill Drive and Project Driveway 4	N/A	N/A	7.7	A	NA	-	No
15. Rios Canyon Road and Pecan Park Lane	9.8	A	10.6	B	1.1	-	No

Source: KOA 2015

Notes: *Average delay calculation for the AWS intersection.

Table 2.7-7.
Existing + Project Freeway Mainline Conditions

Segment	Direction of Travel	Lanes (1-Way)	Capacity[1]	Truck Factor	Existing			Existing + Project			Comparison	
					Peak Volume PCE[2]	V/C	LOS	Peak Volume PCE	V/C	LOS	V/C Change	Significant Project Impact?
AM Peak Hour												
I-8 west of Lake Jennings Park Road	West	2	4,600	97.18%	3,492	0.763	C	3,509	0.763	C	0.004	No
I-8 east of Lake Jennings Park Road	West	2	4,600	97.18%	2,722	0.59	B	2,724	0.59	B	0.000	No
PM Peak Hour												
I-8 west of Lake Jennings Park Road	East	2	4,600	97.18%	3,586	0.78	C	3,627	0.788	C	0.009	No
I-8 east of Lake Jennings Park Road	East	2	4,600	97.18%	2,796	0.61	B	2,801	0.61	B	0.001	No

Source: KOA 2015

Notes: [1] Peak hour peak direction capacity
[2] Passenger car equivalent

Table 2.7-8.
General Plan Buildout With Project Conditions Roadway Segment Analysis Summary

Roadway Segment		Mobility Element Lanes/Configuration	LOS E Capacity	GP Buildout Without Project		GP Buildout With Project		Δ Traffic	Significant?
				ADT	LOS	ADT	LOS		
Olde Highway 80	Lake Jennings Park Road to Driveway 1	4MRITL	34,200	19,406	B	26,990	C	7,584	No
	Project Driveway 1 to Driveway 2	4MRITL	34,200	19,406	B	26,419	C	7,013	No
	Project Driveway 2 to Driveway 3	4MRITL	34,200	19,406	B	20,967	B	1,561	No
	Project Driveway 3 to Rios Canyon Road	4MRITL	34,200	19,406	B	20,802	B	1,396	No
	Rios Canyon Road to Pecan Park Lane	4MRITL	34,200	13,726	B	14,657	B	931	No
	Pecan Park Lane to Chimney Rock Lane	4MRITL	34,200	13,591	A	14,513	B	922	No
Mapleview Street	Ashwood Street to Pino Drive	4MRITL	34,200	16,228	B	16,949	B	721	No
Lake Jennings Park Road	Pino Drive to El Monte Road	4MRITL	34,200	14,064	B	14,814	B	749	No
	El Monte Road to Jack Oak Road	4MRITL	34,200	15,227	B	16,192	B	965	No
	Jack Oak Road to Harritt Road	4MRITL	34,200	15,579	B	17,347	B	1,769	No
	Harritt Road to Blossom Valley Road	4MRITL	34,200	18,324	B	20,550	B	2,226	No
	Blossom Valley Road to I-8 Westbound Off-Ramp	4MRITL	34,200	25,032	C	28,349	D	3,317	No
	I-8 Westbound Off-Ramp to Olde Highway 80	4MRITL	34,200	23,165	C	28,293	D	5,128	No
	Olde Highway 80 to Project Driveway 4	4MRITL	34,200	2,258	A	3,522	A	1,094	No
Ridge Hill Road	Lake Jennings Park Road to Cordial Road	2RR	4,500	2,258	Better than C	2,690	Better than C	432	No
Rios Canyon Road	South of Olde Highway 80	2LCRS	9,700	4,741	A	5,029	A	288	No

Source: KOA 2015

Notes: 4MRITL is a 4 lane major road with an intermittent turn lane.
2RR is a 2 lane residential road.
2LCRS is a 2 lane Light Collector with a reduced shoulder.

Table 2.7-9.
Cumulative + Project Roadway Segment Conditions

Roadway Segment		Lanes/ Configuration	Cumulative Without Project		Cumulative with Project		Δ Traffic	Significant?
			ADT	LOS	ADT	LOS		
Olde Highway 80	Lake Jennings Park Road to Driveway 1	2CCITL[1]	15,135	E	23,490	F	7,584	Yes
	Project Driveway 1 to Driveway 2	2CCnM[2]	15,135	E	22,919	F	7,013	Yes
	Project Driveway 2 to Driveway 3	2CCnM	15,135	E	16,783	F	1,561	Yes
	Project Driveway 3 to Rios Canyon Road	2CCnM	15,135	E	16,618	F	1,396	Yes
	Rios Canyon Road to Pecan Park Lane	2CCnM	10,678	D	11,696	E	931	Yes
	Pecan Park Lane to Chimney Rock Lane	2CCITL	10,573	D	11,583	D	922	No
Mapleview Street	Ashwood Street to Pino Drive	4MRITL[3]	12,606	A	13,327	A	721	No
Lake Jennings Park Road	Pino Drive to El Monte Road	4MRITL	10,957	A	11,706	A	749	No
	El Monte Road to Jack Oak Road	2CCITL	11,864	D	12,829	D	965	No
	Jack Oak Road to Harritt Road	2CCITL	12,137	D	13,992	E	1,769	Yes
	Harritt Road to Blossom Valley Road	2CCITL	14,272	E	16,697	E	2,226	Yes
	Blossom Valley Road to I-8 Westbound Off-Ramp	2CCITL	19,486	F	22,975	F	3,317	Yes
	I-8 Westbound Off-Ramp to Olde Highway 80	2CCnM	18,048	F	23,759	F	5,128	Yes
	Olde Highway 80 to Project Driveway 4	2CCnM	1,758	A	3,022	B	1,264	No
Ridge Hill Road	Lake Jennings Park Road to Cordial Road	2RR[4]	1,757	Better than C	2,189	Better than C	432	No
Rios Canyon Road	South of Olde Highway 80	2LCRS	3,762	A	4,050	A	288	No

Source: KOA 2015

Notes:
[1] 2CCITL is a 2 lane community collector with an intermittent lane.
[2] 2CCnM is a 2 lane community collector with no median.
[3] 4MRITL is a 4 lane major road with an intermittent turn lane.
[4] 2RR is a 2 lane residential road.
[5] 2LCRS is a 2 lane Light Collector with a reduced shoulder.

Table 2.7-10.
Cumulative + Project Peak Hour Intersection Delay and LOS

Intersection	Cumulative without Project		Cumulative with Project		Δ Delay	PH Trips on Critical Movement	Significant?
	Delay (seconds)	LOS	Delay (seconds)	LOS			
AM Peak Hour							
1. Mapleview Street and Ashwood Street	28.7	C	28.7	C	0.0	-	No
2. Mapleview Street and Pino Drive	18.5	B	18.5	B	0.0	-	No
3. Lake Jennings Park Road and El Monte Road	21.4	C	22.6	C	1.2	-	No
4. Lake Jennings Park Road Harritt Road	12.0	B	12.7	B	0.7	-	No
5. Lake Jennings Park Road and Blossom Valley Road	37.2	D	41.9	D	4.7	-	No
6. Lake Jennings Park Road and I-8 Westbound Off-Ramp	14.5	B	16.6	C	2.1	-	No
7. Lake Jennings Park Road and I-8 Eastbound Off-Ramp	11.1	B	13.9	B	2.8	-	No
8. Olde Highway and Project Driveway 1	NA	NA	0.0	A	NA	-	No
9. Olde Highway and Project Driveway 2	NA	NA	27.9	C	NA	-	No
10. Olde Highway and Project Driveway 3	NA	NA	8.9	A	NA	-	No
11. Olde Highway and Rios Canyon Road	NA	NA	18.5	C	NA	-	No
12. Olde Highway and Pecan Park Lane West	27.2	D	NA	NA	NA	-	No
13. Olde Highway and Pecan Park Lane East	14.6	B	10.7	B	-3.9	-	No
14. Ridge Hill Drive and Project Driveway 4	NA	NA	7.9	A	NA	-	No
15. Rios Canyon Road and Pecan Park Lane	14.3	B	10.1	B	-4.2	-	No
PM Peak Hour							
1. Mapleview Street and Ashwood Street	38.0	D	41.6	D	3.6	-	No
2. Mapleview Street and Pino Drive	19.7	B	19.7	B	0.0	-	No
3. Lake Jennings Park Road and El Monte Road	16.9	C	19.7	C	2.8	-	No
4. Lake Jennings Park Road Harritt Road	8.7	A	9.9	A	1.2	-	No
5. Lake Jennings Park Road and Blossom Valley Road	45.3	D	84.3	F	39.0	-	Yes
6. Lake Jennings Park Road and I-8 Westbound Off-Ramp	21.5	C	101.5	F	80.0	20	Yes
7. Lake Jennings Park Road and I-8 Eastbound Off-Ramp	17.5	C	74.5	F	57.0	205	Yes
8. Olde Highway and Project Driveway 1	NA	NA	0.0	A	NA	-	No
9. Olde Highway and Project Driveway 2	NA	NA	27.0	C	NA	-	No
10. Olde Highway and Project Driveway 3	NA	NA	9.6	A	NA	-	No

Intersection	Cumulative without Project		Cumulative with Project		Δ Delay	PH Trips on Critical Movement	Significant?
	Delay (seconds)	LOS	Delay (seconds)	LOS			
11. Olde Highway and Rios Canyon Road	NA	NA	25.8	D	NA	-	No
12. Olde Highway and Pecan Park Lane West	35.1	E	NA	NA	NA	-	No
13. Olde Highway and Pecan Park Lane East	15.5	C	12.6	B	-2.9	-	No
14. Ridge Hill Drive and Project Driveway 4	NA	NA	8.0	A	NA	-	No
15. Rios Canyon Road and Pecan Park Lane	10.0	A	12.6	B	2.6	-	No

Source: KOA 2015

Table 2.7-11.
Cumulative + Project Freeway Mainline Conditions

Freeway Segment	Direction of Travel	Lanes (1-Way)	Capacity[1]	Truck Factor	Cumulative Without Project			Cumulative with Project			Comparison	
					Peak Volume PCE[2]	V/C	LOS	Peak Volume PCE[2]	V/C	LOS	V/C Change	Significant Cumulative Impact?
AM Peak Hour												
I-8 west of Lake Jennings Park Road	West	2	4,600	97.18%	3,621	0.79	C	3,638	0.79	C	0.004	No
I-8 east of Lake Jennings Park Road	West	2	4,600	97.18%	2,829	0.62	B	2,831	0.62	B	0.000	No
PM Peak Hour												
I-8 west of Lake Jennings Park Road	East	2	4,600	97.18%	3,724	0.81	C	3,765	0.82	D	0.009	No
I-8 east of Lake Jennings Park Road	East	2	4,600	97.18%	2,908	0.63	C	2,913	0.63	C	0.001	No

Source: KOA, 2015

[1] Peak hour peak direction capacity

[2] Passenger car equivalent

Table 2.7-12.
Summary of Direct and Cumulative Project Impacts & Mitigation

Impact Number	Impact	Mitigation
Direct Impacts		
Roadway Segments		
TR-1	Olde Highway 80 from Lake Jennings Park Road to Project Driveway 1 (LOS F)	Mitigation Measure TR-1 (M-TR-1): Widen Olde Highway 80 from Lake Jennings Park Road to Rios Canyon Road to provide 4-lanes with intermittent turn lanes between Lake Jennings Park Road and Rios Canyon Road.
TR-2	Olde Highway 80 from Project Driveway 1 to Project Driveway 2 (LOS F)	M-TR-1 would apply to Impact TR-2 since the identified roadway segment would be widened between Lake Jennings Park Road and Rios Canyon Road.
TR-3	Olde Highway 80 from Project Driveway 2 to Project Driveway 3 (LOS E)	M-TR-1 would apply to Impact TR-3 since the identified roadway segment would be widened between Lake Jennings Park Road and Rios Canyon Road.
TR-4	Olde Highway 80 from Project Driveway 3 to Rios Canyon Road (LOS E)	M-TR-1 would apply to Impact TR-4 since the identified roadway segment would be widened between Lake Jennings Park Road and Rios Canyon Road.
TR-5	Olde Highway 80 from Rios Canyon Road to Pecan Park Lane (LOS E)	Mitigation Measure TR-2 (M-TR-2): Improve Olde Highway 80 from Rios Canyon Road to Pecan Park Lane to one lane each way with a two-way left-turn lane between new Rios Canyon Road and Pecan Park Lane (east).
TR-6	Lake Jennings Park Road from Harritt Road to Blossom Valley Road (LOS E)	Mitigation Measure TR-3 (M-TR-3): • Add northbound through lane from Blossom Valley Road to Jennings Vista Drive. • Improve transition from one southbound through lane to two southbound through lanes from Harritt Road to Jennings Vista Drive. • Add southbound through lane from Jennings Vista Drive to Blossom Valley Road. • Add two-way left-turn south of Harritt Road to Rancho Del Villa. • Extend northbound left-turn pocket at Blossom Valley Road to 115 feet. • Modify the southbound right turn lane at Blossom Valley Road to a shared through/right lane.
TR-7	Lake Jennings Park Road from Blossom Valley Road to I-8 Westbound Off-Ramp (LOS F)	Mitigation Measure TR-4 (M-TR-4): • Extend the northbound left-turn pocket at Blossom Valley Road to 115 feet. • Widen Lake Jennings Park Road from Blossom Valley Road to I-8 Westbound Off-Ramp to provide 4 lanes and bicycle lanes.
TR-8	Lake Jennings Park Road from I-8 Westbound Off-Ramp to Olde Highway 80 (LOS F)	Mitigation Measure TR-5 (M-TR-5): Widen Lake Jennings Park Road from I-8 Westbound Off-Ramp to Olde Highway 80 to provide 4 lanes plus bicycle lanes.
Intersections		
TR-9	Lake Jennings Park Road and I-8 Westbound Off-Ramp (PM Peak Hour – LOS F)	Mitigation Measure TR-6 (M-TR-6): • Provide additional capacity at intersection according to segmental improvements above. • Provide southbound refuge lane for the westbound left turn movement from the I-8 Westbound Off-Ramp. • Alternatively, ~~Caltrans may install~~ full or partial roundabout improvements may be installed at this location.

Impact Number	Impact	Mitigation
TR-10	Lake Jennings Park Road and I-8 Eastbound Off-Ramp (PM Peak Hour – LOS F)	Mitigation Measure TR-7 (M-TR-7): • Install a traffic signal at the intersection of Lake Jennings Park Road and Olde Highway 80/I-8 EB off-ramp. • Widen off-ramp for 320 feet to have a third lane to accommodate a left-turn lane, a left through lane, and a through right lane. • Alternatively, ~~Caltrans may install~~ full or partial roundabout improvements may be installed at this location.
TR-11	Based on a signal warrant analysis, Project Driveway 2 at Olde Highway 80 warrants a traffic signal.	Mitigation Measure TR-8 (M-TR-8): Install a traffic signal at the intersection opposite the Lakeside Tractor Supply Project
Cumulative Impacts		
Roadway Segments		
TR-12	Olde Highway 80 from Lake Jennings Park Road to Project Driveway 1 (LOS F)	This impacted segment would be mitigated to avoid cumulative impacts with the recommended roadway improvements identified in M-TR-1 above. Mitigation Measure TR-9 (M-TR-9): The project would also pay the County's Transportation Impact Fee (TIF) at time of building permit which would mitigate any significant local and regional cumulative impacts not included in the project study area. As a General Plan Amendment project, if approved the County would need to update the TIF Program to reflect the changes to the General Plan land uses. The project applicant would be conditioned to pay a fair-share contribution towards the cost of updating the TIF Program in order to incorporate the approved changes to the General Plan land uses.
TR-13	Olde Highway 80 from Project Driveway 1 to Project Driveway 2 (LOS F)	This impacted segment would be mitigated to avoid cumulative impacts with the recommended roadway improvements identified in M-TR-1 above and payment of all applicable fees to County's TIF Program (M-TR-9).
TR-14	Olde Highway 80 from Project Driveway 2 to Project Driveway 3 (LOS F)	This impacted segment would be mitigated to avoid cumulative impacts with the recommended roadway improvements identified in M-TR-1 above and payment of all applicable fees to County's TIF Program (M-TR-9).
TR-15	Olde Highway 80 from Project Driveway 3 to Rios Canyon Road (LOS F)	This impacted segment would be mitigated to avoid cumulative impacts with the recommended roadway improvements identified in M-TR-1 above and payment of all applicable fees to County's TIF Program (M-TR-9).
TR-16	Olde Highway 80 from Rios Canyon Road to Pecan Park Lane east (LOS E)	This impacted segment would be mitigated to avoid cumulative impacts with the recommended roadway improvements identified in M-TR-2 above and payment of all applicable fees to County's TIF Program (M-TR-9).
TR-17	Lake Jennings Park Road from Jack Oak Road to Harritt Road (LOS E)	The segment of Lake Jennings Park Road from Jack Oak Road to Harritt Road would experience LOS E for Cumulative With Project conditions, and the project would normally have a cumulative impact at this segment. However, this portion of roadway does not really conform to the normal list of facilities given the availability of a climbing lane southbound and southerly from El Monte Road, the painted median just south of Jack Oak Road, and the width of the pavement and limited conflicts from there to Harritt Road further to the south. Also, as demonstrated by the intersection analysis along this portion of Lake Jennings Park Road it would be operating acceptably (LOS = A-C) despite this LOS anomaly when compared to the normal acceptable daily volumes. Therefore, the practical capacity is indeed something greater than the values used in the tables for making our assessment of adequacy. The improvements being proposed by the applicant to Lake Jennings Park Road between Harritt Road and Olde Highway 80 (M-TR-3 through M-TR-5) constitutes a substantial proportional contribution to the project's effects throughout this area.

Impact Number	Impact	Mitigation
TR-18	Lake Jennings Park Road from Harritt Road to Blossom Valley Road (LOS E)	This impacted segment would be mitigated to avoid cumulative impacts with the recommended roadway improvements identified in M-TR-3 above and payment of all applicable fees to County's TIF Program (M-TR-9).
TR-19	Lake Jennings Park Road from Blossom Valley Road to I-8 Westbound Off-Ramp (LOS F)	This impacted segment would be mitigated to avoid cumulative impacts with the recommended roadway improvements identified in M-TR-4 above and payment of all applicable fees to County's TIF Program (M-TR-9).
TR-20	Lake Jennings Park Road from I-8 Westbound Off-Ramp to Olde Highway 80 (LOS F)	This impacted segment would be mitigated to avoid cumulative impacts with the recommended roadway improvements identified in M-TR-5 above and payment of all applicable fees to County's TIF Program (M-TR-9).
Intersections		
TR-21	Lake Jennings Park Road and Blossom Valley Road (PM Peak Hour – LOS F)	This impacted segment would be mitigated to avoid cumulative impacts with the recommended roadway improvements identified in M-TR-3 above and payment of all applicable fees to County's TIF Program (M-TR-9).
TR-22	Lake Jennings Park Road and I-8 Westbound Off Ramp (PM Peak Hour – LOS F)	This impacted segment would be mitigated to avoid cumulative impacts with the recommended roadway improvements identified in M-TR-6 above and payment of all applicable fees to County's TIF Program (M-TR-9).
TR-23	Lake Jennings Park Road and I-8 Eastbound Off Ramp (PM Peak Hour – LOS F)	This impacted segment would be mitigated to avoid cumulative impacts with the recommended roadway improvements identified in M-TR-7 above and payment of all applicable fees to County's TIF Program (M-TR-9).

Table 2.7-13.
Mitigated Roadway Segment Conditions

Impact	Location	Existing + Project Without Mitigation LOS	Existing + Project With Mitigation [2] LOS
TR-1	Olde Highway 80 from Lake Jennings Park Road to Project Driveway 1	F	C
TR-2	Olde Highway 80 from Project Driveway 1 to Project Driveway 2	F	C
TR-3	Olde Highway 80 from Project Driveway 2 to Project Driveway 3	E	A
TR-4	Olde Highway 80 from Project Driveway 3 to Rios Canyon Road	E	A
TR-5	Olde Highway 80 from Rios Canyon Road to Pecan Park Lane east	E	D
TR-6	Lake Jennings Park Road from Harritt Road to Blossom Valley Road	E	A
TR-7	Lake Jennings Park Road from Blossom Valley Road to I-8 Westbound Off-Ramp [1]	F	C
TR-8	Lake Jennings Park Road from I-8 Westbound Off-Ramp to Olde Highway 80 [1]	F	D

Source: KOA, 2015

Notes: [1] Due to the fact that the I-8 interchange related improvements are the responsibility of another agency (Caltrans) and that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the County of San Diego, and the exact timing of the improvements are unknown, these impacts are considered significant and unmitigable.

[2] Proposed mitigation, per traffic impact, is provided in Table 2.7-12.

Table 2.7-14.
Mitigated Intersection Conditions

Impact	Location	Existing + Project Without Mitigation AM/PM LOS	Existing + Project With Mitigation[1] AM/PM LOS
TR-9	Lake Jennings Park Road and I-8 Westbound Off-Ramp (PM Peak Hour – LOS F)[1]	C/F	B/C
TR-10	Lake Jennings Park Road and I-8 Eastbound Off-Ramp (PM Peak Hour – LOS F)[1][2]	B/F	B/C
TR-11	Project Driveway 2 at Olde Highway 80	B/B	NA/NA[2]NA[3]

Source: KOA, 2015

Notes: [1] Proposed mitigation, per traffic impact, is provided in Table 2.7-12.

[1][2] Due to the fact that the I-8 interchange related improvements are the responsibility of another agency (Caltrans) and that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the County of San Diego, and the exact timing of the improvements are unknown, these impacts are considered significant and unmitigable.

[2][3] No significant direct impact would occur at the intersection of Olde Highway 80 and Project Driveway 2. However, based on a signal warrant analysis, Project Driveway 2 at Olde Highway 80 warrants a traffic signal. Mitigation Measure M-TR-8 requires the installation of a traffic signal at the intersection of Olde Highway 80 and Project Driveway 2.

Table 2.7-15.
Cumulative Mitigated Roadway Segment Conditions

Impact	Location	Existing + Cumulative + Project Without Mitigation LOS	Existing + Cumulative + Project With Mitigation[2] LOS
TR-12	Olde Highway 80 from Lake Jennings Park Road to Project Driveway 1	F	D
TR-13	Olde Highway 80 from Project Driveway 1 to Project Driveway 2	F	D
TR-14	Olde Highway 80 from Project Driveway 2 to Project Driveway 3	F	A
TR-15	Olde Highway 80 from Project Driveway 3 to Rios Canyon Road	F	A
TR-16	Olde Highway 80 from Rios Canyon Road to Pecan Park Lane east	E	D
TR-17	Lake Jennings Park Road from Jack Oak Road to Harritt Road	E	The segment of Lake Jennings Park Road from Jack Oak Road to Harritt Road would experience LOS E for Cumulative With Project conditions, and the project would normally have a cumulative impact at this segment. However, this portion of roadway does not conform to the normal list of facilities given the availability of a climbing lane southbound and southerly from El Monte Road, the painted median just south of Jack Oak Road, and the width of the pavement and limited conflicts from there to Harritt Road further to the south. Also, as demonstrated by the intersection analysis along this portion of Lake Jennings Park Road it would be operating acceptably (LOS = A-C) despite this LOS anomaly when compared to the normal acceptable daily volumes. Therefore, the practical capacity is indeed something greater than the values used in the tables for making our assessment of adequacy. The improvements proposed by the applicant to Lake Jennings Park Road between Harritt Road and Olde Highway 80 (M-TR-3 through M-TR-5) constitutes a substantial proportional contribution to the project's effects throughout this area.
TR-18	Lake Jennings Park Road from Harritt Road to Blossom Valley Road	E	A
TR-19	Lake Jennings Park Road from Blossom Valley Road to I-8 Westbound Off-Ramp [1]	F	D
TR-20	Lake Jennings Park Road from I-8 Westbound Off-Ramp to Olde Highway 80 [1]	F	D

Notes: [1] Due to the fact that the I-8 interchange related improvements are the responsibility of another agency (Caltrans) and that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the County of San Diego, and the exact timing of the improvements are unknown, these impacts are considered significant and unmitigable.
[2] Proposed mitigation, per traffic impact, is provided in Table 2.7-12.

Table 2.7-16.
Cumulative Mitigated Intersection Conditions

Impact	Location	Existing + Cumulative + Project Without Mitigation AM/PM LOS	Existing + Cumulative + Project With Mitigation[2] AM/PM LOS
TR-21	Intersection of Lake Jennings Park Road and Blossom Valley Road	D/F	C/C
TR-22	Intersection of Lake Jennings Park Road and I-8 Westbound Off-Ramp[1]	C/F	B/C
TR-23	Intersection of Lake Jennings Park Road and I-8 Eastbound Off-Ramp[1]	B/F	B/C

Source: KOA, 2015

Notes: [1] Due to the fact that the I-8 interchange related improvements are the responsibility of another agency (Caltrans) and that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the County of San Diego, and the exact timing of the improvements are unknown, these impacts are considered significant and unmitigable.
[2] Proposed mitigation, per traffic impact, is provided in Table 2.7-12.