

2.3 Transportation/Traffic

2.3.S Executive Summary

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

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

2.3.S.1 *Significant Direct Impacts*

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

- ~~Gopher Canyon Road, between E. Vista Way and I-15 SB: Impact would be mitigated by the installation of a dedicated right-turn lane at the westbound Gopher Canyon Road approach to the East Vista Way/Gopher Canyon Road intersection. No feasible mitigation. Impact would remain significant and unavoidable. Impact would be mitigated to below a level of significance.~~
- ~~E. Vista Way, between Gopher Canyon Road and Osborne Street: No feasible mitigation. Impact would remain significant and unavoidable.~~
- West Lilac Road, between Old Highway 395 and Main Street: Impact would be mitigated through improvement of the road segment to Mobility Element Road Classification 2.2C, subject to exceptions as approved by the County. Impacts would be reduced to less than significant.
- E. Vista Way, between Gopher Canyon Road and Osborne Street: Impact would be mitigated by the installation of a dedicated right-turn lane at the northbound East Vista Way approach to the East Vista Way/Gopher Canyon Road intersection. Impact would be mitigated to below a level of significance.
- E. Vista Way, between SR-76 and Gopher Canyon Road: Impact would be mitigated by the installation of dedicated right-turn lanes at the westbound Gopher Canyon Road approach and northbound East Vista Way approach to the East Vista

Way/Gopher Canyon Road intersection. Impact would be mitigated to below a level of significance. No feasible mitigation. Impact would remain significant and unavoidable.

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

- E. Vista Way/Gopher Canyon intersection: Impact would be mitigated by the installation of a dedicated right-turn lane at the westbound Gopher Canyon Road approach to the East Vista Way/Gopher Canyon Road intersection. Impact would be mitigated to below a level of significance.
- I-15 SB Ramps/Gopher Canyon Road intersection: This impact could be mitigated by signalizing the intersection; however, the impact would remain significant and unavoidable because the improvement necessary to reduce the significant impact is the responsibility of another jurisdiction (Caltrans).
- I-15 NB Ramps/Gopher Canyon Road intersection: This impact could be mitigated by signalizing the intersection; however, the impact would remain significant and unavoidable because the improvement necessary to reduce the significant impact is the responsibility of another jurisdiction (Caltrans).
- Old Highway 395/West Lilac Road: Impact would be mitigated through installation of a traffic signals and the construction of a left-turn lane at the westbound West Lilac Road approach. Impact would be reduced to less than significant.
- Old Highway 395/Circle R Drive: Impact would be mitigated through installation of a traffic signals. Impact would be reduced to less than significant.

2.3.S.2 Significant Cumulative Impacts

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

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

- Gopher Canyon Road between Little Gopher Canyon Road and I-15 SB Ramps: Impact would be mitigated through payment to the TIF Program. Impact would be reduced to less than significant.
- E. Vista Way between SR-76 and Gopher Canyon Road: Impact would be mitigated through payment to the TIF Program. Impact would be reduced to less than significant.
- E. Vista Way between Gopher Canyon Road and Osborne Street: Impact would be mitigated through payment to the TIF Program. Impact would be reduced to less than significant.
- Pankey Road between Pala Mesa Drive and SR-76: While the applicant or designee constructing this segment to Mobility Element 4.2B classification would mitigate the impact, such mitigation would not be proportional to the project impact, and is, therefore, infeasible. Impact would be mitigated by (a) payment to the TIF Program after the TIF Program has been updated to include this facility, or (b) constructing, or agreeing to construct Pankey Road from Pala Mesa Drive to SR-76 to a Mobility Element 4.2B classification. Absent the update to the TIF, the alternative mitigation measure would be infeasible because it would not be roughly proportional to project impacts and As such, the impact would remain significant and unavoidable.
- Lilac Road between Old Castle Road and Anthony Road: Impact would be mitigated by ~~(a) payment to the TIF Program after the TIF Program has been updated to include this facility, or (b) by construction, or agreeing to construct~~constructing intermittent left-turn lanes at major access locations along Lilac Road, between Old Castle Road and Anthony Road. Impact would be reduced to less than significant.
- Cole Grade Road, between Fruitvale Road and Valley Center Road: Impact would be mitigated through payment to the TIF Program. Impact would be reduced to less than significant.

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

- E. Vista Way/Gopher Canyon Road: Impact would be mitigated through payment to the County TIF Program. Impact would be reduced to less than significant.
- ~~— SR-76/Old River Road/E. Vista Way: Impact would be mitigated through payment to the TIF Program. Impact would be reduced to less than significant.~~
- ~~— SR-76/Olive Hill Road/Camino Del Rey: Impact would be mitigated through payment to the TIF Program. Impact would be reduced to less than significant.~~
- SR-76/Pankey Road: Because improvements necessary to reduce significant cumulative impacts are the responsibility of another jurisdiction (Caltrans), and no program is available to which the applicant could make a fair-share contribution, no feasible mitigation measures are available. Impact would remain significant and unavoidable.~~Impact would be mitigated through payment to the TIF Program. Impact would be reduced to less than significant.~~

- SR-76/Old Highway 395: Because improvements necessary to reduce significant cumulative impacts are the responsibility of another jurisdiction (Caltrans), and no program is available to which the applicant could make a fair share contribution, no feasible mitigation measures are available. Impact would remain significant and unavoidable.
- Old Highway 395/E. Dulin Road: Impact would be mitigated by (a) payment to the TIF Program after the TIF Program has been updated to include this facility, or by (b) constructing or agreeing to construct a traffic signals. Impact would be reduced to less than significant.
- Old Highway 395/West Lilac Road: Impact would be mitigated through payment to the TIF Program. Impact would be reduced to less than significant.
- I-15 SB Ramps/Gopher Canyon Road: Impact would be mitigated through payment to the TIF Program. Impact would be reduced to less than significant.
- I-15 NB Ramps/Gopher Canyon Road: Impact would be mitigated through payment to the TIF Program. Impact would be reduced to less than significant.
- Old Highway 395/Circle R Drive: Impact would be mitigated by constructing a traffic signal. Impact would be reduced to less than significant.
- I-15 SB Ramps/Old Highway 395: Impact would be mitigated through payment to the TIF Program. Impact would be reduced to less than significant.~~Because improvements necessary to reduce significant cumulative impacts are the responsibility of another jurisdiction (Caltrans), and no program is available to which the applicant could make a fair share contribution, no feasible mitigation measures are available. Impact would remain significant and unavoidable.~~
- I-15 NSB Ramps/Old Highway 395: Impact would be mitigated through payment to the TIF Program. Impact would be reduced to less than significant.~~Because improvements necessary to reduce significant cumulative impacts are the responsibility of another jurisdiction (Caltrans), and no program is available to which the applicant could make a fair share contribution, no feasible mitigation measures are available. Impact would remain significant and unavoidable.~~
- Miller Road/Valley Center Road: Impact would be mitigated by (a) payment to the TIF Program after the TIF Program has been updated to include this facility, or by (b) constructing or agreeing to construct a traffic signals. Impact would be reduced to less than significant.

The project would also have a significant cumulative impact to each of the segments of the I-15 listed below. ~~The mitigation for each impact is also listed, as well as the conclusion as to whether the impact would be mitigated.~~

- Between Riverside County Boundary and Old Highway 395.
- Between Old Highway 395 and SR-76.
- Between SR-76 and Old Highway.
- Between Old Highway 395 and Gopher Canyon Road.
- Between Gopher Canyon Road and Deer Springs Road.

- Between Deer Springs Road and Centre City Parkway.
- Between Centre City Parkway and El Norte Parkway.
- Between El Norte Parkway and SR-78.

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

Traffic Analysis

The following discussion is based on the Traffic Impact Study (TIS) (Chen Ryan Associates 2014~~3~~) to evaluate possible traffic impacts for the project. The complete traffic study is included in this EIR as Appendix E.

This subchapter includes analysis of the following ~~nine-seven~~ scenarios to assess~~for~~ the project's immediate, near-term, and long-term impacts.

- Existing Conditions – establishes the baseline traffic operations within the study area.
- Existing Plus Project (Traffic Scenario A) – represents the existing transportation network and the addition of traffic from Phase 1 of the proposed project.
- Existing Plus Project (Traffic Scenario B) – represents the existing transportation network and the addition of traffic from Phases 1 and 4 of the proposed project.
- Existing Plus Project (Traffic Scenario C) – represents the existing transportation network and the addition of traffic from Phases 1, 4, and 2 of the proposed project.
- Existing Plus Project (Traffic Scenario D) – represents the existing transportation network and the addition of traffic from Phases 1, 4, 2, and 5 of the proposed project.
- Existing Plus Project (Traffic Scenario E, Project Build-out) – represents the existing transportation network and the addition of traffic from build-out of all phases of the proposed project.
- ~~• Existing Road Conditions Plus Project (Build-out) – The Existing Road Conditions Plus Project (Build-out) scenario includes the project's build-out traffic volumes added to the existing traffic volumes and existing roadway configurations and is shown in Traffic Scenarios A – E above as required by the County's Guidelines for Determining Significance for Traffic.~~
- Existing Plus Cumulative Projects Plus Project - represents cumulative traffic conditions, including existing baseline traffic, traffic from foreseeable land development projects, and traffic from build-out of the proposed project.

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

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

2.3.1 Existing Conditions

2.3.1.1 Existing Regulations

Several existing regulations provide transportation and traffic guidance, including federal, regional, and County programs and regulations. Applicable regulations are discussed below and include the Highway Capacity Manual (HCM), Regional Transportation Plan (RTP), State Transportation Improvement Program (STIP), Regional Transportation Improvement Program, CMP, Regional Growth Management Strategy, Guide for the Preparation of Traffic Impact Studies, and the County General Plan Mobility Element.

Federal

2000 Highway Capacity Manual

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

Regional

Regional Transportation Plan

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

State Transportation Improvement Program

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

Regional Transportation Improvement Program

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

Guide for the Preparation of Traffic Impact Studies

Caltrans' Guide for the Preparation of Traffic Impact Studies outlines recommended traffic study content. Thresholds are not identified in this guide; Caltrans staff typically considers freeway operations at or above LOS D to be acceptable. A significant freeway impact is typically identified if a project traffic causes the operations to drop one letter grade in the unacceptable LOS range (i.e., from LOS E to LOS F).

County

General Plan Mobility Element

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

Public and Private Road Standards

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

Transportation Impact Fee Program and Ordinance

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

2.3.1.2 Existing Roadway Characteristics for Study Area

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

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

SR-76 within the study area is a four-lane divided highway between E. Vista Way and Olive Hill Road; a six-lane divided highway between Olive Hill Road and S. Mission Road; transitioned to a 2-lane undivided highway between S. Mission Road and Old Highway 395; and 6 lanes between Old Highway 395 and just east of I-15. It is noted that SR-76, between S. Mission Road and Old Highway 395 is is a two-lane undivided highway within the study area, except for the segment between Old Highway 395 and the I-15 southbound ramps, where this road has four lanes. SR-76, between Melrose Drive and S. Mission Road (the SR-76 Middle Segment) was completed in early 2013. The SR-76 East Segment between S. Mission Road and just east of I-15 is also planned to be widened to four lanes by 2015. Class II bike lanes are planned along SR-76 within the study area.

Dulin Road east of Old Highway 395 is currently a two-lane undivided roadway with a posted speed limit of 25 mph. On-street parking is provided along both sides of the

street in the residential area. The facility is classified as a Community Collector (2.1E) in the County General Plan Mobility Element.

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

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

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

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

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

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

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

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

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

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

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

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

Mountain Ridge Road north of Circle R Drive is a two-lane undivided private road (not a Mobility Element road). A posted speed limit was not observed along this segment. This road would connect to Lilac Hills Ranch Road and would provide access to the southern portion of the project for residents and guests of Phase 5 and for emergency vehicles.

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

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

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

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

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

- 1) E. Vista Way/Gopher Canyon Road
- 2) SR-76/Old River Road/E. Vista Way (Caltrans)
- 3) SR-76/Olive Hill Road/Camino Del Rey (Caltrans)
- 4) Old River Road/Camino Del Rey
- 5) West Lilac Road/Camino Del Rey
- 6) Old Highway 395/SR-76 (Caltrans)
- 7) Pankey Road/SR-76 (Caltrans)
- 8) Old Highway 395/E. Dulin Road
- 9) Old Highway 395/West Lilac Road
- 10) I-15 Southbound Ramps/Old Highway 395 (Caltrans)
- 11) I-15 Northbound Ramps/Old Highway 395 (Caltrans)
- 12) Old Highway 395/Camino Del Rey
- 13) Old Highway 395/Circle R Drive
- 14) I-15 SB Ramps/Gopher Canyon Road (Caltrans)
- 15) I-15 NB Ramps/Gopher Canyon Road (Caltrans)
- 16) Old Highway 395/Gopher Canyon Road
- 17) Old Highway 395/Old Castle Road
- 18) West Lilac Road/Covey Lane
- 19) Mountain Ridge Road/Circle R Drive
- 20) West Lilac Road/Circle R Drive
- 21) Lilac Road/West Lilac Road
- 22) Lilac Road/Old Castle Road
- 23) Valley Center Rd/Lilac Road
- 24) Miller Road/Valley Center Road
- 25) Cole Grade Road/Valley Center Road
- 26) Street 'O'/West Lilac Road/Main Street
- 27) Main Street/Street 'C'
- 28) Lilac Hills Ranch Road/Main Street North
- 29) Lilac Hills Ranch Road/Main Street South

- 30) Street 'Z'/Main Street
- 31) West Lilac Road/Street 'F'/Main Street

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

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

2.3.1.3 Existing Levels of Service (LOS)

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

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

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

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

Roadway Segments

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

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

Intersections

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

- E. Vista Way/Gopher Canyon Road (LOS F – AM and PM peak hours);
- ~~SR-76/Old River Road/E. Vista Way (Caltrans) (LOS E – AM peak hour);~~
- ~~SR-76/Olive Hill Road/Camino Del Rey (Caltrans) (LOS E – PM peak hour);~~
- I-15 Southbound Ramps/Gopher Canyon Road (Caltrans) (LOS F - AM and PM peak hours); and
- I-15 Northbound Ramps/Gopher Canyon Road (Caltrans) (LOS F - PM peak hour).

Two-Lane Highway

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

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

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

SOURCE: Appendix E Chen Ryan Associates 2013.

ADT = average daily traffic

LOS = level of service

Freeway Segments

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

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

Freeway Ramp Intersection Capacity

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

2.3.1.4 Existing Parking, Transit, and On-site Circulation

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

2.3.2 Analysis of Project Effects and Determination of Significance

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

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

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

2.3.2.1 Issue 1: Circulation System Operations and Congestion Management

Guidelines for the Determination of Significance

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

Roadway Segments

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

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

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

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

SOURCE: San Diego County 2011b.

Two-Lane Highways with Signalized Intersection Spacing Over One Mile

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

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

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

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

SOURCE: San Diego County 2011b.

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

Two-Lane Highways with Signalized Intersection Spacing Under One Mile

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

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

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

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

SOURCE: San Diego County 2011b.

NOTES:

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

Signalized Intersections

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

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

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

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

SOURCE: San Diego County 2011b.

NOTES:

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

Unsignalized Intersections

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

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

Caltrans Facilities

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

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

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

SOURCE: San Diego County 2011b.

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

Analysis

Construction

Construction traffic would be generated primarily from construction workers, deliveries, and waste hauling. The TIS estimates a total (truck trips plus construction worker) of 537 daily trips at the peak of construction. Project construction is expected to be phased over 20 years. As discussed in the Chapter 1.0 and in Table 1-3, the project includes the creation of a traffic control plan and construction traffic would be subject to the conditions outlined in that plan. The project is designed to have the overall earthwork balanced on-site although spoil deposition or borrow permits may be needed for individual phases; therefore, no off-site import or export of soil is anticipated.

The worst-case scenario would occur during the last project phase when previous phases would be occupied. Therefore, the phase just prior to build-out plus construction traffic would be the worst-case scenario and would generate a total of 13,473 daily trips. It is reasonable to conclude that the worst-case scenario associated with construction (13,473 ADT) would cause fewer impacts than those associated with build-out of the project (19,406~~28~~ ADT). Therefore, the project would result in a temporary increase in construction traffic on local area roadways; however, the amount of temporary construction traffic would be less than the amount of permanent project traffic analyzed below. Considering construction staging would occur on-site and construction trips would not be local trips, these trips would likely be distributed from the site to Circle R Road or West Lilac Road to the I-15. A traffic control plan would be completed to manage construction traffic and ensure impacts are **less than significant**.

Project Trip Generation

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

Specialty Retail

Lilac Hills Ranch will include an 80,000-square-foot mixed-use pedestrian-oriented town center, including a general store of up to 25,000 square feet in size. The general store would be located within walking distance of the other uses (i.e., within ½ mile of the proposed residences) it is intended to serve. As detailed in the TIS (see Appendix E), the impact analysis uses the SANDAG "Specialty Retail/Strip Commercial" trip generation rate of 40 vehicle trips per thousand feet for the proposed general store. As further explained in the TIS (see Appendix E), a detailed analysis was conducted by the project traffic engineer to determine the appropriateness of this rate. The analysis included a comparative review of the specific uses relied upon by SANDAG in deriving the trip rate, as well as a validation exercise conducted with SANDAG whereby a higher substitute trip rate was utilized. The results of the analysis show that the SANDAG "Specialty Retail/Strip Commercial" trip generation rate is the most appropriate rate to use for the proposed project's future commercial/retail uses (see TIS, Appendix E, Section 4.3, for additional information).

Office Space

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

Fire Station

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

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

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

the worst-case scenario, the impact analysis assumes the project would include the additional recreation center square-footage.

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

Total Trip Generation

Based on the proposed land uses and corresponding trip generation rates, total trip generation was calculated for the project (Table 2.3-9~~10~~). Individual AM and PM peak hour trip breakdowns for each phase of the project are included in the TIS. As shown in Table 2.3-10, a total of 19,406~~28~~ daily trips would be generated by the project at build-out, including 1,663 AM peak hour trips and 1,828~~9~~ PM peak hour trips. These trips would be added gradually over time as each new phase of the project, and corresponding land uses, is constructed.

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

Project Traffic Distribution and Assignment

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

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

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

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

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

~~These scenarios are referred to as~~ Traffic Scenarios A through E, representing the following: Traffic Scenario A includes Phase 1 of the Specific Plan; Traffic Scenario B includes Phases 1 and 4; Traffic Scenario C includes Phases 1, 2, and 4; Traffic Scenario D includes Phases 1, 2, 4, and 5; and Traffic Scenario E indicates project build-out. ~~Table 4.32.3-9 of the TIS~~ shows the project land use assumptions by traffic analysis phasing which represents the anticipated construction phasing. Should project construction not follow this phasing order, a specified number of equivalency dwelling units (EDU) have been assigned to each Traffic Scenario. An EDU is a unit of measure that standardizes all land use types (housing, retail, office, etc.) to the level of demand created by one single-family housing unit. The project would be conditioned to perform proposed mitigation measures upon the generation of the identified EDU. The issuance of subsequent grading permits would be conditioned on the completion of the proposed mitigation measures from the previous construction phase.

Existing Plus Project (Traffic Scenario A)

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

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

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

~~Based on the significance criteria, there are no roadway segments, intersections, two-lane highway, or freeway facilities (segments or intersections) that would be significantly impacted by project-related traffic under Existing Plus Project (Traffic Scenario A) conditions.~~

Roadway Segments

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

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

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

Intersections

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

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

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

Two-Lane Highway

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

Freeway Segments

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

Existing Plus Project (Traffic Scenario B)

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

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

Roadway Segments

The three roadway segments that operate at unacceptable levels under the Existing conditions would continue to operate at unacceptable levels with the addition of the project (Traffic Scenario B). Based on the significance criteria, there are no the following roadway segments that would be significantly impacted by project-related traffic under the Existing Plus Project (Traffic Scenario B) condition;

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

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

Intersections

The three intersections that operate at unacceptable levels in the Existing conditions would continue to operate at unacceptable levels with the addition of the project (Traffic Scenario B). Based upon the significance criteria, the additional traffic generated by Traffic Scenario B would have a **significant direct impact** at the following three intersections upon the 1st EDU of the project's construction of Phase 4 (if the project follows the proposed Phasing Plan) or alternatively, the 363rd total EDU:

- E. Vista Way/Gopher Canyon Road (LOS F during both the AM and PM peak hours) (Impact TR-2);
- I-15 SB Ramps/Gopher Canyon Road intersection (LOS F in the AM peak hour) (Caltrans) (Impact TR-31); and
- I-15 NB Ramps/Gopher Canyon Road intersection (LOS F in the PM peak hour) (Caltrans) (Impact TR-42).

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

Two-Lane Highway

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

Freeway Segments

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

Existing Plus Project (Traffic Scenario C)

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

- West Lilac Road (between Main Street and Road 3) at proposed classification 2.2F modified (frontage improvements) (Note: This project proposes to change the classification of this road from 2.2C to 2.2F. This change would reduce required ROW and shoulder width);
- Main Street, between West Lilac Road and Street "C" (proposed road);

- Main Street, between Street “C” and Street “Z” (proposed road);
- Main Street, between Street “Z” and West Lilac Road (proposed road);
- Street “C” and Street “Z” (proposed road);
- ~~Birdsong Drive, between Street “Z” and West Lilac Road (proposed road);~~
- Covey Lane, west of West Lilac Road (proposed road);
- Intersection #26, Street “O”/West Lilac Road/Main Street – proposed roundabout;
- Intersection #27, Main Street/Street “C” – proposed roundabout;
- Intersection #28, Lilac Hills Ranch Road/Main Street North – proposed all-way stop controlled intersection;
- Intersection #29, Lilac Hills Ranch Road/Main Street South – proposed all-way stop controlled intersection;
- Intersection #30, Street “Z”/Main Street – proposed one-way stop (southbound Street “Z” approach) controlled T-intersection; and
- Intersection #31, Street “Z”/Main Street – proposed roundabout.

~~In addition to the project access and frontage roads assumed above, construction of improvements resulting from implementation of mitigation measures M-TR-1 and M-TR-2 (detailed in subchapter 2.3.5, below) were included in this scenario because they would be constructed in an earlier phase. These improvements include:~~

- ~~(M-TR-1) I-15 SB Ramps/Gopher Canyon Road intersection – signalized; and~~
- ~~(M-TR-2) I-15 NB Ramps/Gopher Canyon Road intersection – signalized.~~

Roadway Segments

Four roadway segments would operate at unacceptable levels under the Existing Plus Project (Traffic Scenario C) conditions. Based upon the significance criteria, the additional 100 ADT traffic generated by Traffic Scenario C would have a **significant direct impact** at the following three County roadway segments operating at LOS F upon 929th EDU (or project daily trips of 9,298):

- Gopher Canyon Road, between E. Vista Way and I-15 SB Ramps – LOS F (Impact TR-1);
- West Lilac Road, between Old Highway 395 and Main Street - LOS F (Impact TR-35); and
- ~~Gopher Canyon Road, between E. Vista Way and I-15 SB – LOS E (Impact TR-4); and~~
- E. Vista Way, between Gopher Canyon Road and Osborne Street – LOS F (Impact TR-65).

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

Intersections

Four intersections would operate at unacceptable levels in the Existing Plus Project (Traffic Scenario C) conditions. Based upon the significance criteria, the additional traffic generated by Traffic Scenario C (i.e., the addition of over 5 trips to a County unsignalized intersection operating at LOS F, and the addition of over 2 seconds of delay to a Caltrans intersection operating at LOS F) would have a **significant direct impact** at the following four intersections upon 585th EDU (or project daily trips of 9,298):

- E. Vista Way/Gopher Canyon Road (LOS F during both the AM and PM peak hours) (**Impact TR-2**);
- I-15 SB Ramps/Gopher Canyon Road (Caltrans) – LOS F during both the AM and PM peak hours (**Impact TR-3**);
- I-15 NB Ramps/Gopher Canyon Road (Caltrans) – LOS F during the PM peak hour (**Impact TR-4**); and
- Old Highway 395/West Lilac Road (County) – LOS F during both the AM and PM peak hours (**Impact TR-76**).

Two-Lane Highway

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

Freeway Segments

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

Existing Plus Project (Traffic Scenario D)

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

- West Lilac Road (between Main Street and Road 3) at proposed classification 2.2F modified (frontage improvements) (Note: This project proposes to change the classification of this road from 2.2C to 2.2F. This change would reduce required right-of-way and shoulder width);
- Main Street, between West Lilac Road and Street “C” (proposed road);
- Main Street, between Street “C” and Street “Z” (proposed road);
- Main Street, between Street “Z” and West Lilac Road (proposed road);
- Street “C” and Street “Z” (proposed road);

- ~~Birdsong Drive, between Street “Z” and West Lilac Road (proposed road);~~
- Covey Lane, west of West Lilac Road (proposed road);
- Lilac Hills Ranch Road, between Covey Lane and Mountain Ridge Road (proposed road);
- Intersection #26, Street “O”/West Lilac Road/Main Street – proposed roundabout;
- Intersection #27, Main Street/Street “C”– proposed roundabout;
- Intersection #28, Lilac Hills Ranch Road/Main Street North – proposed all-way stop controlled intersection;
- Intersection #29, Lilac Hills Ranch Road/Main Street South – proposed all-way stop controlled intersection;
- Intersection #30, Street “Z”/Main Street – proposed one-way stop (southbound Street “Z” approach) controlled T-intersection; and
- Intersection #31, Street “Z”/Main Street – proposed roundabout.

~~In addition to the project improvements listed above, improvements constructed as a result of mitigation measures M-TR-1 through M-TR-4 from Scenarios B and C (detailed in subchapter 2.3.5, below) were also included in this scenario because they would be constructed in an earlier phase. These improvements include:~~

- ~~(M-TR-1) I-15 SB Ramps/Gopher Canyon Road intersection – signalized; and~~
- ~~(M-TR-2) I-15 NB Ramps/Gopher Canyon Road intersection – signalized.~~
- ~~(M-TR-3) West Lilac Road, between Old Highway 395 and Main Street – improvements to the General Plan Mobility Element classification of 2.2C; and~~
- ~~(M-TR-4) Old Highway 395/West Lilac Road intersection – signalized.~~

Roadway Segments

Four roadway segments would operate at unacceptable LOS E or F in the Existing Plus Project conditions (Traffic Scenario D). Based upon the significance criteria, the additional traffic generated by Traffic Scenario D would not result in any new the following three **significant direct impacts** to study roadway segments:-

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

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

Intersections

Five intersections would operate at unacceptable levels in the Existing Plus Project (Traffic Scenario D) conditions. Based upon the significance criteria, the additional traffic generated by Traffic Scenario D (i.e., the addition of over 5 trips to a County unsignalized intersection operating at LOS F, and the addition of over 2 seconds of delay to a Caltrans intersection operating at LOS F) would have a **significant direct impact** at the following five intersections: ~~upon development of the 121st EDU (or by generation of 121 peak hour trips. PM peak hour intersection operations dictate the need for signalization); or 1,132 total EDU:~~

- E. Vista Way/Gopher Canyon Road (LOS F during both the AM and PM peak hours) (**Impact TR-2**);
- I-15 SB Ramps/Gopher Canyon Road (Caltrans) – LOS F during both the AM and PM peak hours (**Impact TR-3**);
- I-15 NB Ramps/Gopher Canyon Road (Caltrans) – LOS F during the PM peak hour (**Impact TR-4**);
- Old Highway 395/West Lilac Road (County) – LOS F during both the AM and PM peak hours (**Impact TR-7**); and
- Old Highway 395/Circle R Drive (County) — ~~LOS E during the AM peak hour/LOS F during the PM peak hour, and the Phase D project traffic would add more than 5 peak hour trips to the critical movement of this unsignalized intersection~~ (**Impact TR-87**).

Two-Lane Highway

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

Freeway Segments

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

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

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

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

~~In addition to the project access and frontage road improvements listed above, construction of improvements resulting from the implementation of mitigation measures M-TR-1 through M-TR-4 (detailed in subchapter 2.3.5.1, below) were included in this scenario because they would be constructed in an earlier phase. These improvements include:~~

- ~~• (M-TR-1) I-15 SB Ramps/Gopher Canyon Road intersection – signalized;~~
- ~~• (M-TR-2) I-15 NB Ramps/Gopher Canyon Road intersection – signalized;~~
- ~~• (M-TR-3) West Lilac Road, between Old Highway 395 and Main Street – improvements to the General Plan Mobility Element classification of 2.2C;~~
- ~~• (M-TR-4) Old Highway 395/West Lilac Road intersection – signalized; and~~
- ~~• (M-TR-5) Old Highway 395/Circle R Drive – signalized.~~

Figure 2.3-5e6 shows the projected ADT for the Existing Plus Project (Traffic Scenario E, Build-out) roadway conditions.

Roadway Segments

Table 2.3-10-11 displays the level of service analysis results for key roadway segments under Existing plus Project (Traffic Scenario E, Build-out) conditions. As shown, four roadway segments would operate at unacceptable levels in the Existing Plus Project (Traffic Scenario E) conditions. Based on the significance criteria, the project (Traffic Scenario E) would have a **significant impact** to the following roadway segments because it would add over 200 trips: following three roadway segments would to a County segment operating at substandard LOS E or 100 trips to a County segment operating at LOS F:

- Gopher Canyon Road, between E. Vista Way and I-15 SB Ramps – LOS ~~F~~ **(Impact TR-1)**;
- West Lilac Road, between Old Highway 395 and Main Street - LOS F **(Impact TR-5)**;
- E. Vista Way, between Gopher Canyon Road and Osborne Street – LOS F **(Impact TR-6)**; and
- E. Vista Way, between SR-76 and Gopher Canyon Road – LOS E **(Impact TR 98)**.

Gopher Canyon Road, between E. Vista Way and I-15 SB Ramps and E. Vista Way, between Gopher Canyon Road and Osborne Street were identified as significant under previous scenarios. Mitigation Measures M-TR-1 through M-TR-5 (detailed in subchapter 2.3.5.1, below) would already be constructed in earlier phases. Therefore, the additional traffic generated by Existing Plus Project (Traffic Scenario E, Build-out) conditions would result in only one new **significant direct impact** to the road segment of:

E. Vista Way, between SR-76 and Gopher Canyon Road.

Intersections

Peak hour traffic volumes at the key study area intersections are displayed in Figure 2.3-67a-c. As shown in Table 2.3-1112, five intersections would operate at unacceptable levels in the Existing Plus Project (Traffic Scenario E) conditions. Based on the significance guidelines, the project (Traffic Scenario E) would have **significant impacts** to all five because it would add more than two seconds of delay: following two intersections are expected to continue to operate at substandard LOS E or F under the Existing Plus Project (Traffic Scenario E, Build-out) conditions:

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

- Old Highway 395/Circle R Drive (County) – LOS F during the PM peak hour (Impact TR-8).
- ~~SR 76/Old River Road/E. Vista Way (Caltrans) – LOS E during the AM peak hour;~~
- ~~SR 76/Olive Hill Road/Camino Del Rey (Caltrans) – LOS E.~~

~~Based upon the significance criteria discussed above, the additional traffic generated by Existing Plus Project (Traffic Scenario E, Build-out) would **not have any direct impact** at the study area intersections because at each intersection project traffic would not add two seconds or more of additional delay. Based on the County's Guidelines for Determining Significance, an increase in delay of two seconds or more would be considered a significant impact.~~

Two-Lane Highways

Table 2.3-12-13 displays two-lane highway level of service analysis results for Old Highway 395 under Existing Plus Project (Scenario E, Build-out) conditions. As shown in the table, all segments along Old Highway 395 would continue to operate at acceptable LOS D or better under Existing Plus Project (Traffic Scenario E, Build-out) conditions.

Freeway Segments

Table 2.3-13-14 displays the resulting level of service for I-15 under Existing Plus Project (Traffic Scenario E, Build out) conditions. As shown in the table, all of the study area freeway segments along I-15 would continue to operate at LOS D or better under Existing Plus Project (Traffic Scenario E, Build-out) conditions.

Existing Road Conditions Plus Project (Build-out)

~~The Existing Road Conditions Plus Project (Build-out) scenario includes the project's build-out traffic volumes added to the existing traffic volumes and existing roadway configurations. This scenario represents the condition where the project would be built all at once as a single phase without the benefit of mitigation measures and road improvements associated with each construction phase.~~

Roadway Segments

~~The existing roadway conditions under the Existing Road Conditions Plus Project (Build-out) scenario is detailed in subchapter 2.3.1.2, above. Under this scenario the following roadway segments and intersections are calculated to operate at a LOS D or worse:~~

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

~~Mitigation measures as detailed in subchapter 2.3.5.1, below would be implemented. The application of these mitigation measures would reduce significant impacts to all but two roadways segments:~~

- ~~Gopher Canyon Road between E. Vista Way and I-15 SB; and~~
- ~~E. Vista Way between Gopher Canyon Road and Osborne Street.~~

~~Based on the County standard LOS threshold, these two road segments would operate at unacceptable levels.~~

Intersections

- ~~SR 76/Old River Road/E. Vista Way (Caltrans) (LOS E – AM peak hour);~~
- ~~SR 76/Olive Hill Road/Camino Del Rey (Caltrans) (LOS E – PM peak hour);~~
- ~~I-15 Southbound Ramps/Gopher Canyon Road (Caltrans) (LOS F – AM and PM peak hours); and~~
- ~~I-15 Northbound Ramps/Gopher Canyon Road (Caltrans) (LOS F – PM peak hour).~~

~~Mitigation measures as detailed in subchapter 2.3.5.1, below would be implemented. The application of these mitigation measures would mitigate significant impacts to all intersections to less than significant.~~

2.3.2.3 Issue 2: Transportation Hazard

Guidelines for the Determination of Significance

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

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

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

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

- Design features/physical configurations on a road segment or at an intersection that may adversely affect the visibility of pedestrians or bicyclists to drivers

entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.

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

Analysis

A system of private roads, including Main Street, Lilac Hills Ranch Road, Street "F," Mountain Ridge Road, and Covey Lane, is proposed to provide site access and on- and off-site circulation for the project. Main Street, Lilac Hills Ranch Road, and Covey Lane would provide the general public access to the adjoining Public Road system. The internal private streets, maintained by the HOA, would be open to the public visiting residents or local businesses, making deliveries, and participating in community activities such as farmers markets. Main Street would serve as the primary access carrying approximately 6 percent of the project trips in the initial phase, and up to 60 percent at project build-out (east to west). ~~project traffic ranging from 1,040 ADT to 8,430. A small percent (9 percent) of the total project traffic would utilize Covey Lane. Approximately 1,110 ADTs would utilize Covey Lane given that only a small number of the project trips are anticipated to travel east of the project site per SANDAG's Select Zone Assignments.~~

Approximately 5.5 percent of the total project traffic would access Mountain Ridge Road as this access would be gated and restricted to the southern half of Phase 5 (SRS-5, SFS-6, and the institutional [church] site) uses only. ~~Approximately 2,220 ADTs would use Mountain Ridge Road, as this road would be gated and would provide ingress and egress only for those residents within the southernmost portion of the project.~~ Therefore, residents in the northern portions of the project would not be able to travel south onto Mountain Ridge Road through this gate. The southern third of the project would be a senior community with a gate between the main project and the senior community (at Lilac Hills Ranch Road/Covey Lane), another gate in the middle of the Phase 5 development along Lilac Hills Ranch Road (just north of SRS-5/SFS-6), as well as a gate at Lilac Hills Ranch Road/Mountain Ridge Road just north of the proposed institutional site. ~~Access to the institutional site would be divided into served by two parking areas, one north of the Mountain Ridge Road gate and one to the south. This would allow all residents of the project access through the project gates after coordinating with the HOA and church personnel. These residents would park north of the Mountain Ridge access point and would not be allowed to exit in that direction to the~~

~~south via Mountain Ridge Road. Non-residents or visitors to the institutional site (from outside the project) could~~ would likewise access the proposed institutional site from the south, using Mountain Ridge, and park in the ~~to the~~ parking area south of the gated access (Gate 6).

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

Two of the requested ~~modifications~~ exceptions would allow Mountain Ridge Road to remain in its current state, with the exception of minor widening to ensure that there would be two 12-foot lanes consistent with County Private Road Standards, and would avoid significant grading and disruption to existing driveways. The remaining two ~~modifications~~ exceptions would reduce the design speed (from 30 mph to 20 mph) of two short segments of two on-site roads within the project in residential areas, again reducing the amount of grading that must be done. These two road segments are very short, making it unlikely that a 30 mph speed would ever be attained.

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

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

The project is consistent with the County Mobility Element Goal 4, Safe and Compatible Roads. Please also refer to EIR subchapter 2.9.2.4 for the analysis of emergency evacuation. Relevant policies pursuant to Goal M-4 and the project's consistency with each are listed below:

- Policy M-4.1 (Walkable Village Roads), the project would provide a walkable Town Center and two Neighborhood Centers that would encourage multi-modal transportation to enhance pedestrian usability and safety. The Specific Plan establishes a rural village that would be compact and configured to encourage residents to walk to major public areas. Single-family attached and mixed-use housing would be located adjacent to a central commercial area and a County park, encouraging residents to walk to these public areas.
- Policy M-4.2 (Interconnected Local Roads) requires the provision of an interconnected and appropriately scaled local public road network. The project would provide four connecting points to existing roads, ensuring that both local and surrounding residents have alternate routes. The internal road system within the project site would consist of private roads, open to the public, interconnected and appropriately scaled, allowing all internal roads to be two lanes, reinforcing a village atmosphere. As shown in EIR Figure 2.7-1, gates would be placed throughout Phases 4 and 5, for use by residents and/or emergency apparatus. The gates would be used by residents to go in and out of the project and would have automatic openers (for exiting) that are triggered by either a buried sensor or an optical sensor. During an emergency requiring evacuation of residents, the gates would open allowing surrounding residents to use Lilac Hills Ranch roads. The HOA would open the gates in an emergency using a special code that can be entered remotely. Even with this gated system, the roads would still be interconnected because they allow traffic from off-site to enter the project, and also provide emergency evacuation routes.
- Policy M-4.4 (Accommodate Emergency Vehicles) requires the design and construction of public and private roads to allow for necessary access by appropriately sized fire apparatus and emergency vehicles while accommodating outgoing vehicles with residents evacuating from the project. Roads within the project site are designed to accommodate emergency vehicles and also allow residents to evacuate efficiently if necessary. Although the project includes gated access points throughout Phases 4 and 5 (see EIR Figure 2.7-1), the road system would be interconnected and would provide at least two ways in and out for all residents as required by current safety regulations.
- Policy M-4.5 (Context Sensitive Road Design) requires the design and construction of roads that are compatible with the local terrain and the uses, scale and pattern of the surrounding development. While the grading needed for the project would be similar to other local developments of its scale, earthwork would be minimized by focusing density in locations where slope is minimal. The road pattern within the project site would follow the site's terrain while still providing a safe and efficient road network.

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

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

Guidelines for the Determination of Significance

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

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

Analysis

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

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

- Policy M-8.3 (Transit Stops That Facilitate Ridership) requires coordination with SANDAG, North County Transit District (NCTD), and San Diego Metropolitan Transit System (MTS) to locate transit stops and facilities in areas that facilitate transit ridership, and designate such locations as part of planning efforts for Town Centers ensuring that the planning of Town Centers and village cores incorporate

uses that support the use of transit. The project proposes a Town Center with commercial/mixed-use and attached residential uses. An area for a transit stop would be provided should NCTD determine that such is necessary. The project's TDM program also includes coordination with NCTD/MTS and SANDAG as to the future siting of transit stops/stations within the project site. As previously noted, the TDM also includes an interim transit service to transport residents to existing public transit until public transit to the site is provided.

- Policy M-8.4 (Transit Amenities) requires transit stops that are accessible to pedestrians and bicyclists; and provide amenities for these users' convenience. While there is no public transit service available at the present time, a transit stop is an allowed use in the Town Center where it will be accessible to the most residents. As previously noted, the project would also include an interim transit service to transport residents to existing public transit until public transit is extended to the site.
- Policy M-9.4 (Park-and-Ride Facilities) requires developers of large projects to provide, or to contribute to, park-and-ride facilities near freeway interchanges and other appropriate locations that provide convenient access to congested regional arterials. Park-and-ride facilities are available a short distance from the project site at the intersection of Old Highway 395 and Gopher Canyon Road.

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

- Policy M-11.2 (Bicycle and Pedestrian Facilities in Development) requires development and Town Center plans in villages to incorporate site design and on-site amenities for alternate modes of transportation, such as comprehensive bicycle and pedestrian networks and facilities. The project would provide an extensive system of multi-modal trails providing multiple opportunities for residents to walk and bike throughout the project site. These include bikeways along main project streets, and the Town Center as described in the Specific Plan and shown on the Parks and Trails Plan (see Figures 1-8 and 1-9). In addition, the project would include bike racks along travel corridors, commercial development, parks, and multi-family units.
- Policy M-11.3 (Bicycle Facilities on Roads Designated in the Mobility Element) requires maximization of bicycle facilities on County Mobility element roads in Semi-Rural and Rural Lands to provide a safe and continuous bicycle network in rural areas that can be used for recreation or transportation purposes, while retaining rural character. The project proposes to dedicate and install the designated CMTMP segment along the entire length of the south side of West Lilac Road. This public trail would be built as a Type D pathway.
- Policy M-11.4 (Pedestrian and Bicycle Network Connectivity) requires development in Villages and Rural Villages to provide comprehensive internal pedestrian and bicycle networks that connect to existing or planned adjacent community and countywide networks. A comprehensive network of public hard and soft surface trails is proposed throughout the project site. These trails vary in width depending

upon their location near homes or within open space. There are two CTMP trails that cross the property. The project would dedicate and install the designated Community Trails segment along the entire length of the south side of West Lilac Road and along the southern part of the project.

- Policy M-11.8 (Coordination with the County Trails Program) requires coordination of proposed bicycle and pedestrian networks and facilities with the CTMP's proposed trails and pathways. As noted above, the project includes the construction of the two CTMP trails crossing the project site. Additional trails within the project site would connect to the CTMP trails. All trails except those located within Phases 4 and 5 would be available to the public.

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

2.3.3 Cumulative Impact Analysis

2.3.3.1 Existing Plus Cumulative Projects Plus Project

The cumulative impact analysis was completed using SANDAG's Series 12 Year 2020 Transportation Model and cumulative projects within a seven-mile radius of the project (see EIR Table 1-6 and Figure 1-23). The cumulative impact analysis area is based on the County's Guidelines for Significance. A list of ~~169~~171 cumulative projects was compiled, including:

- #1 - #96: The cumulative project list utilized for the recent Meadowood development project;
- #97 - ~~#110~~#109: Geographically applicable projects from the County GPA Property Specific Workplan list of 56 projects, dated June 28, 2012; and
- ~~#111 - #171~~#110 - #169: A list of discretionary projects obtained from SanGIS (~~August 2011~~) and refined to include projects with potentially relevant trip generation, such as Major Use Permits, General Plan Amendments, Specific Plans and Amendments, Tentative Maps, and Tentative Parcel Maps. Both County staff input and the KivaNet system were utilized to gather detailed project land use descriptions.

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

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

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

Roadway Segments

Figure 2.3-78 shows the roadway segment ADT in the cumulative condition. With the addition of the project (all phases) and the cumulative projects to the existing conditions, ~~the following eight~~ 10 roadway segments would operate at substandard LOS E or F (Table 2.3-1415): Based upon the applicable significance criteria, the additional traffic generated by the proposed project and the anticipated cumulative projects would result in **significant cumulative impacts** to the following seven of the eight ~~roadway segments:-~~

- West Lilac Road between Old Highway 395 and Main Street – LOS F, and the cumulative projects plus the proposed project would add more than 100 daily trips (**Impact TR-10**).
- Camino Del Rey between Old River Road and West Lilac Road - LOS E, and the cumulative projects plus the proposed project would add more than 200 daily trips (**Impact TR-911**).
- ~~Gopher Canyon Road between E. Vista Way and Little Gopher Canyon Road-I-15 SB Ramps~~ – LOS F, and the cumulative projects plus the proposed project would add more than 100 daily trips (**Impact TR-1012**).
- Gopher Canyon Road, between Little Gopher Canyon Road and I-15 SB Ramps – LOS F, and the cumulative projects plus the proposed project would add more than 100 daily trips (**Impact TR-13**).
- E. Vista Way between SR-76 and Gopher Canyon Road – LOS F, and the cumulative projects plus the proposed project would add more than 100 daily trips (**Impact TR-1411**).
- E. Vista Way between Gopher Canyon Road and Osborne Street – LOS F, and the cumulative projects plus the proposed project would add more than 100 daily trips Impact (**Impact TR-1512**).
- Pankey Road between Pala Mesa Drive and SR-76 - LOS F, and the cumulative projects would add more than 100 daily trips (**Impact TR-1613**).
- Lilac Road between Old Castle Road and Anthony Road - LOS E, and the cumulative projects plus the proposed project would add more than 200 daily trips (**Impact TR-1714**).
- Cole Grade Road, between Fruitvale Road and Valley Center Road - LOS E, and the cumulative projects plus the proposed project would add more than 200 daily trips (**Impact TR-1815**).

~~Based upon the significance criteria, the additional traffic generated by the proposed project and the anticipated cumulative projects would result in **significant cumulative impacts** to seven of the eight roadway segments. A cumulative impact would result to the West Lilac Road segment, between Old Highway 395 and Main Street; however, construction of improvements identified as M-TR-3 would be implemented in Traffic Scenario C due to a direct impact (**Impact TR-3**), which would reduce the impact along this segment to less than significant.~~

Intersections

~~As identified in Table 2.3-16 the TIS (see Appendix E), the following 14 study intersections would operate at substandard LOS E or F under the cumulative plus project conditions. (Table 2.3-15): Based on the significance guidelines, the project would contribute to a **significant cumulative impact** at the other following 113 intersections: listed above.~~

- E. Vista Way/Gopher Canyon Road (County) (LOS F – AM and PM peak hours), and the cumulative projects plus project traffic would add more than 1 second of additional delay to this signalized intersection (**Impact TR-1916**).
- ~~SR-76/Old River Road/E. Vista Way (Caltrans) (LOS F – AM and PM peak hours), and the cumulative project plus project traffic would add two seconds or more of additional delay to this signalized intersection (**Impact TR-17**).~~
- ~~SR-76/Olive Hill Road/Camino Del Rey (Caltrans) (LOS F – AM and PM peak hour), and the cumulative projects plus project traffic would add two seconds or more of additional delay to this signalized intersection (**Impact TR-18**).~~
- ~~Old River Road/Camino Del Rey (County) (LOS F – AM peak hour), and the cumulative projects plus project traffic would not add more than 5 peak hour trips to the critical movement of this unsignalized intersection.~~
- SR-76/Old Highway 395 (Caltrans) (LOS F - AM and PM peak hours), and the cumulative projects plus project traffic would add two seconds or more of additional delay to this signalized intersection (**Impact TR-2019**).
- SR-76/Pankey Road (Caltrans) (LOS F - AM and PM peak hours), and the cumulative projects plus project traffic would add two seconds or more additional delay to this unsignalized intersection (**Impact TR-2120**).
- Old Highway 395/E. Dulin Road (County) (LOS F - AM and PM peak hours), and the cumulative projects plus project traffic would add more than 5 peak hour trips to the critical movement of this unsignalized intersection (**Impact TR-2221**).
- Old Highway 395/West Lilac Road (County) (LOS F - AM and PM peak hours), and the cumulative projects plus project traffic would add more than 5 peak hour trips to the critical movement of this unsignalized intersection (**Impact TR-2322**).
- I-15 SB Ramps/Old Highway 395 (Caltrans) —~~LOS E during the AM peak hour and (LOS F during the AM and PM peak hours)~~, and the cumulative projects plus project traffic would add two seconds or more additional delay to this unsignalized intersection (**Impact TR-2423**).

- I-15 ~~NSB~~ Ramps/Old Highway 395 (Caltrans) – (LOS F during the PM peak hour), and the cumulative projects plus project traffic would add two seconds or more additional delay to this unsignalized intersection (**Impact TR-2524**).
- Old Highway 395/Circle R Drive (County) (LOS F - AM and PM peak hours), and the cumulative projects plus project traffic would add more than 5 peak hour trips to the critical movement of this unsignalized intersection (**Impact TR-2625**).
- I-15 SB Ramps/Gopher Canyon Road (Caltrans) (LOS F - AM and PM peak hours), and the cumulative projects plus project traffic would add more than two seconds of additional delay to this unsignalized intersection (**Impact TR-2726**).
- I-15 NB Ramps/Gopher Canyon Road (Caltrans) (LOS F - AM and PM peak hour), and the cumulative projects plus project traffic would add more than two seconds of additional delay to this unsignalized intersection (**Impact TR-2827**).
- Miller Road/Valley Center Road (County) (LOS F - PM peak hour), and the cumulative projects plus project would add more than 5 peak hour trips to the critical movement of this unsignalized intersection (**Impact TR-2928**).

The project and cumulative projects would add fewer than five peak hour trips to the critical movement of the Old River Road/Camino Del Rey intersection and, therefore, the cumulative impact would be less than significant. ~~under the significance criteria no significant cumulative impact would occur at this intersection. Based on the significance guidelines, the project would contribute to a significant cumulative impact at the other 13 intersections listed above.~~

Two-Lane Highways

Table 2.3-~~16~~-17 displays two-lane highway level of service analysis results for Old Highway 395 under the cumulative plus project conditions. As shown in the table, all segments along Old Highway 395 would operate at acceptable LOS D or better under this condition, and the additional traffic generated by the project and the other anticipated cumulative projects would not result in cumulative impacts to Old Highway 395.

Freeway Segments

As shown in Table 2.3-~~17~~-18, eight segments of the I-15 freeway would operate at substandard LOS E or F under Existing Plus Cumulative Projects Plus Project Conditions. As the project plus cumulative projects would increase the V/C by more than 0.01, a significant cumulative impact would occur at all of the following eight I-15 segments operating unacceptably:

- Between Riverside County Boundary and Old Highway 395 (LOS F) (**Impact TR-3029**);
- Between Old Highway 395 and SR-76 (LOS F) (**Impact TR-3130**);
- Between SR-76 and Old Highway 395 (LOS F) (**Impact TR-3231**);
- Between Old Highway 395 and Gopher Canyon Road (LOS F) (**Impact TR-3332**);
- Between Gopher Canyon Road and Deer Springs Road (LOS F) (**Impact TR-3433**);

- Between Deer Springs Road and Centre City Parkway (LOS F) (**Impact TR-3534**);
- Between Centre City Parkway and El Norte Parkway (LOS F) (**Impact TR-3635**); and
- Between El Norte Parkway and SR-78 (LOS F) (**Impact TR-3736**).

~~All eight of the I-15 segments listed above would experience a V/C increase of over 0.01 as a result of the addition of the proposed project and cumulative projects. Thus, the project would contribute to a **significant cumulative impact** at all eight of the freeway segments.~~

2.3.3.2 General Plan Land Use Element/ Mobility Element Correlation

This subchapter discusses the correlation between the General Plan Land Use Element and Mobility Element at build-out of the Land Use Element as amended by the proposed project. It also provides a General Plan conformance discussion including consistency with Mobility Element Policy 2.1, which addresses balancing adequate road capacity to reasonably accommodate build-out of the Land Use Element, with the need to support other General Plan goals such as providing environmental protections. Policy 2.1 acknowledges that the preservation of valuable resources may outweigh the benefits of road improvements. Therefore, a lower LOS along specified roadways may be acceptable. Table M-4 of the Mobility Element identifies the deficient roadways and describes the rationale for accepting deficient roadway segments.

Mobility Element Policy 2.1 requires development projects to provide associated road improvements necessary to achieve a level of service of “D” or higher on all Mobility Element roads except for those where a failing level of service has been accepted by the County pursuant to the specified criteria. The applicable situations for accepting a road classification where a LOS E or F is forecast includes those instances when the adverse impacts of adding travel lanes do not justify the resulting benefit of increased traffic capacity. This would include the following relevant situations:

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

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

Build-out Under the General Plan Without Road 3

As shown in Table 2.3-1819, the following five study area roadway segments are projected to operate at substandard LOS E/F all of the study area roadway segments

~~are projected to operate at LOS D or better under Build-out of under the General Plan (without Road 3) without the project with the exception of the four following roadway segments:~~

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

With the addition of the project to the General Plan build-out condition, the following roadway segments would ~~continue to operate at substandard LOS E or F (Table 2.3-1920):~~

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

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

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

Build-out Under the General Plan With Road 3

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

As shown in Table 2.3-2021, the following four study area roadway segments are projected to operate at substandard LOS E/F upon Build-out of the General Plan (with Road 3) without the proposed project:

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

With the addition of the project to the build-out condition (with Road 3), the ~~additional traffic generated by the project would degrade LOS on following five-eight~~ roadway segments would operate at unacceptable LOS E or F (Table 2.3-2122):

- West Lilac Road, between Old Highway 395 and Main Street – LOS F; and the project would add more than 100 daily trips;
- West Lilac Road, between Main Street and Street “F” – LOS F; and the project would add more than 100 daily trips;
- West Lilac Road, between Street “F” and Road 3 – LOS F; and the project would add more than 100 daily trips;

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

Like the Without Road 3 scenario, increased density on the project site would generate more traffic than was included in the County's General Plan Update forecast for the roadway segments identified above. ~~Four~~Three of these roadway segments would operate at LOS E or F without the project at build-out of the General Plan. The General Plan accepts these road segments operating at LOS E or F for reasons stated in the Mobility Element. The project would add additional traffic to these road segments that was not considered when the Mobility Element was adopted. West Lilac Road between Old Highway 395 to Main Street would operate at acceptable levels due to the increased operational capacity of the roundabouts to be constructed as part of the project at the project entrances. However, to maintain correlation between the Land Use Element and Mobility Element, the remaining roadways would require either an upgrade to the roadway classifications listed below or a determination that the further reduction in LOS at build-out would be acceptable.

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

- Old Highway 395, between West Lilac Road and the I-15 SB Ramps – upgrade to Mobility Element Road Classification 4.1B.
- ~~West Lilac Road, between Old Highway 395 and Main Street – upgrade to Mobility Element Road Classification 4.2B;~~
 - ~~West Lilac Road, between Main Street and Street “F” – upgrade to Mobility Element Road Classification 2.2C; and~~
- ~~West Lilac Road, between Street “F” and Road 3 – upgrade to Mobility Element Road Classification 2.2C.~~

Pursuant to Mobility Element Policy 2.1, a lower LOS along specified roadways may be acceptable as described above. The widening of segments of West Lilac Road to add travel lanes would require considerable grading that would adversely affect active agricultural operations and mature oak woodland habitat. Therefore, the adverse impacts of adding travel lanes would not justify the resulting benefit of increased traffic capacity and the segments of West Lilac Road from Main Street to Road 3 are proposed to be added to the list of Mobility Element roads for which LOS E or F is acceptable.

2.3.4 Significance of Impacts Prior to Mitigation

2.3.4.1 Circulation System Operations

Existing Plus Project (Traffic Scenario A)

Roadway Segments

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

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

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

Intersections

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

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

~~All intersections within the study area would operate at acceptable levels under the Existing Plus Project (Scenario A). Impacts would be less than significant.~~

Two-Lane Highway

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

Freeway Segments

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

Existing Plus Project (Traffic Scenario B)

Roadway Segments

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

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

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

Intersections

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

- E. Vista Way / Gopher Canyon Road (**Impact TR-2**):
- I-15 SB Ramps/Gopher Canyon Road (**Impact TR-31**); and
- I-15 NB Ramps/Gopher Canyon Road (**Impact TR-42**).

Two-Lane Highway

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

Freeway Segments

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

Existing Plus Project (Traffic Scenario C)

~~Mitigation measures from Traffic Scenario B (**M-TR-1** and **M-TR-2**) as identified below in subchapter 2.3.5.1 would be constructed in a previous phase of the project and, therefore, are assumed in the scenario.~~

Roadway Segments

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

- Gopher Canyon Road from E. Vista Way to I-15 SB Ramps (**Impact TR-14**);

- West Lilac Road from Old Highway 395 to Main Street (**Impact TR-53**); and
- E. Vista Way from Gopher Canyon Road to Osborne Street (**Impact TR-65**).

Intersections

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

- E. Vista Way/Gopher Canyon Road (**Impact TR-2**);
- I-15 SB Ramps/Gopher Canyon Road (**Impact TR-3**);
- I-15 NB Ramps/Gopher Canyon Road (**Impact TR-4**); and
- Old Highway 395/West Lilac Road (**Impact TR-76**).

Two-Lane Highway

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

Freeway Segments

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

Existing Plus Project (Traffic Scenario D)

~~Mitigation measures from Traffic Scenario B and C (M-TR-1 through M-TR-4) as identified below in subchapter 2.3.5.1 would be constructed in a previous phase of the project and, therefore, are assumed in the scenario.~~

Roadway Segments

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

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

~~No new significant impacts beyond those already assessed are identified under the Existing Plus Project (Traffic Scenario D) conditions. Impacts would be less than significant.~~

Intersections

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

- E. Vista Way/Gopher Canyon Road (Impact TR-2);
- I-15 SB Ramps/Gopher Canyon Road (Impact TR-3);
- I-15 NB Ramps/Gopher Canyon Road (Impact TR-4);
- Old Highway 395/West Lilac Road (Impact TR-7); and
- Old Highway 395/Circle R Drive (Impact TR-87).

Two-Lane Highway

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

Freeway Segments

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

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

~~Mitigation measures from Traffic Scenarios B, C, and D (M-TR-1 through M-TR-5) as identified below in subchapter 2.3.5.1 would be constructed in a previous phase of the project and, therefore, are assumed in the scenario.~~

Roadway Segments

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

- Gopher Canyon Road from E. Vista Way to I-15 (Impact TR-1);
- West Lilac Road from Old Highway 395 to Main Street (Impact TR-5);
- E. Vista Way from Gopher Canyon Road to Osborne Street (Impact TR-6); and
- E. Vista Way, from SR-76 to Gopher Canyon Road (Impact TR-98).

Intersections

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

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

~~All intersections within the study area would operate at acceptable levels under the Existing Plus Project (Scenario E, Build-out). Impacts would be less than significant.~~

Two-Lane Highway

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

Freeway Segments

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

Existing Plus Cumulative Projects Plus Project

~~All improvements to the roads for direct impact mitigation are assumed to have been constructed for the cumulative scenario.~~

Roadway Segments

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

- West Lilac Road from Old Highway 395 and Main Street (Impact TR-10);
- Camino Del Rey from Old River Road to West Lilac Road (Impact TR-~~119~~);
- Gopher Canyon Road from E. Vista Way to Little Gopher Canyon Road I-15 SB Ramps (Impact TR-~~1210~~);
- Gopher Canyon Road from Little Gopher Canyon Road to I-15 SB Ramps (Impact TR-13);
- E. Vista Way from SR-76 to Gopher Canyon Road (Impact TR-~~1411~~);
- E. Vista Way from Gopher Canyon Road to Osborne Street (Impact TR-~~1512~~);
- Pankey Road from Pala Mesa Drive to SR-76 (Impact TR-~~1613~~);
- Lilac Road from Old Castle Road to Anthony Road (Impact TR-~~1714~~); and
- Cole Grade Road from Fruitvale Road to Valley Center Road (Impact TR-~~1815~~).

~~A cumulative impact would result on the West Lilac Road segment between Old Highway 395 and Main Street; however, the direct impact to this segment was identified under Existing Plus Project (Traffic Scenario C) and would be mitigated pursuant to M-TR-3 (see subchapter 2.3.5.1, below) prior to project build-out and would be less than significant in the cumulative condition.~~

Intersections

The project would have a significant cumulative impact to these ~~13-11~~ intersections:

- E. Vista Way/Gopher Canyon Road (**Impact TR-~~1916~~**);
- ~~SR-76/Old River Road/E. Vista Way (**Impact TR-17**);~~
- ~~SR-76/Olive Hill Road/Camino Del Rey (**Impact TR-18**);~~
- SR-76/Old Highway 395 (**Impact TR-~~2019~~**);
- SR-76/Pankey Road (**Impact TR-~~2120~~**);
- Old Highway 395/E. Dulin Road (**Impact TR-~~2221~~**);
- Old Highway 395/West Lilac Road (**Impact TR-~~2322~~**);
- I-15 SB Ramps/Old Highway 395 (**Impact TR-~~2423~~**);
- I-15 NB Ramps/Old Highway 395 (**Impact TR-~~2524~~**);
- Old Highway 395/Circle R Drive (**Impact TR-~~2625~~**);
- I-15 SB Ramps/Gopher Canyon Road (**Impact TR-~~2726~~**);
- I-15 NB Ramps/Gopher Canyon Road (**Impact TR-~~2827~~**); and
- Miller Road/Valley Center Road (**Impact TR-~~2928~~**)

~~Cumulative impacts would result at the intersections of I-15 NB Ramps/Gopher Canyon Road and Old Highway 395/Circle R Drive; however, mitigation measures M-TR-2 through M-TR-5 for project direct impacts (see subchapter 2.3.5.1, below), would be complete after construction of Traffic Scenarios B and D, respectively and no impacts would occur at these intersections in the cumulative condition.~~

Two-Lane Highway

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

Freeway Segments

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

- Between Riverside County Boundary and Old Highway 395 (**Impact TR-~~3029~~**);
- Between Old Highway 395 and SR-76 (**Impact TR-~~3130~~**);
- Between SR-76 and Old Highway 395 (**Impact TR-~~3231~~**);
- Between Old Highway 395 and Gopher Canyon Road (**Impact TR-~~3332~~**);
- Between Gopher Canyon Road and Deer Springs Road (**Impact TR-~~3433~~**);
- Between Deer Springs Road and Centre City Parkway (**Impact TR-~~3534~~**);
- Between Centre City Parkway and El Norte Parkway (**Impact TR-~~3635~~**); and

- Between El Norte Parkway and SR-78 (**Impact TR-3736**)

2.3.4.2 Transportation Hazard

The project would comply with applicable regulations and would not result in a significant traffic hazard. Sight distance is adequate, except for the intersection of Covey Lane and West Lilac Road. As shown in the Sight Distance Analysis (attached as Appendix C-1), per the County sight distance requirements, the minimum corner intersection sight distance is 480 feet for a prevailing speed of 48 miles per hour, and 400 feet for a prevailing speed of 40 miles per hour. The existing maximum line of sight at the intersection of Covey Lane and West Lilac Road is 330 feet. A line-of-sight distance of 480 feet would be achieved by grading and clearing on property APN 129-190-44. This area is comprised of ornamental trees and a number of coast live oaks. The bank would be lowered and a number of the oak trees would need to be trimmed back, i.e., removed. (Please refer to subchapter 2.5 for a discussion of biological impacts.)

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

2.3.4.3 Public Transit, Bicycle, and Pedestrian Facilities

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

2.3.5 Mitigation

2.3.5.1 Circulation System Operations

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

Existing Plus Project (Traffic Scenario A)

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

Roadway Segment and Intersection

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

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

~~No significant impacts to Roadway Segments, Intersections, Two-Lane Roads, Freeways, or Ramp Intersections would occur under the Exiting Plus Project (Traffic Scenario A) condition.~~

Existing Plus Project (Traffic Scenario B)

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

~~The project would have significant direct impacts on two study area intersections. The following improvements would be required to mitigate the identified traffic impacts:~~

Roadway Segments

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

Intersections

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

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

M-TR-21: ~~Prior to the recordation of the Final Map associated with the 1st EDU of Phase 4 (if construction follows the proposed Phasing Plan) or the 363rd EDU of the Lilac Hills Ranch Specific Plan, the applicant or its designee shall, contingent upon Caltrans approval, either: (1) a install traffic signals at the I-15 SB Ramps/Gopher Canyon Road intersection, or (2) enter into an agreement with Caltrans whereby the applicant or its designee would provide funding equivalent to the cost to install a traffic signal at the I-15 SB Ramps/Gopher Canyon Road intersection and Caltrans would agree to install such signal prior to recordation of the Final Map associated with the 363rd EDU of the Lilac Hills Ranch Specific Plan.~~

M-TR-32: ~~Prior to the recordation of the Final Map associated with the 1st EDU of Phase 4 (if construction follows the proposed Phasing Plan) or the 363rd~~

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

As described in subchapter 2.3.6 below, the improvements included in M-TR-2 and M-TR-3 are under the jurisdiction and control of Caltrans and there is no assurance that Caltrans would approve the implementation of the recommended improvements or that the improvements will be completed in time to avoid the significant impacts at the Impact TR-3 and TR-4 locations. Thus, Mitigation Measures M-TR-2 and M-TR-3 are deemed infeasible and Impacts TR-3 and TR-4 are considered significant and unavoidable.

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

Existing Plus Project (Traffic Scenario C)

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

Roadway Segments

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

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

M-TR-43: Prior to the recordation of the Final Map associated with the 929th EDU of the Lilac Hills Ranch Specific Plan, the applicant, or its designee, shall improve West Lilac Road between Old Highway 395 and Main Street to meet the General Plan Mobility Element classification of 2.2C, subject to exceptions as approved by the County.

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

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

Intersections

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

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

M-TR-64: Prior to the recordation of the Final Map associated with the 585th EDU of the Lilac Hills Ranch Specific Plan, the applicant, or its designee, shall signalize the Old Highway 395/West Lilac Road intersection and construct a left-turn lane at the westbound West Lilac Road intersection approach to the install traffic signals at Old Highway 395/West Lilac Road intersection.

~~No significant impacts to Two Lane Highways, Freeway Segments, or Intersections would occur under the Exiting Plus Project (Traffic Scenario C) condition.~~

Existing Plus Project (Project Traffic Scenario D)

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

Roadway Segments

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

Intersections

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

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

M-TR-75: Prior to the recordation of the Final Map with associated with the 121st EDU in (Phases 4 and 5), or 1,132 1,220th total EDU of the Lilac Hills Ranch Specific Plan, the applicant, or its designee, shall install a traffic signals at the Old Highway 395/Circle R Drive intersection.

~~No significant impacts to Roadway Segments, Two Lane Highways, Freeway Segments or Intersections would occur under the Exiting Plus Project (Traffic Scenario D) condition.~~

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

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

Roadway Segments

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

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

Intersections

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

Existing Plus Cumulative Projects Plus Project

Roadway Segments

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

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

The following mitigation measure would ~~be required to mitigate the significant cumulative traffic impacts to Impacts TR-11, TR-13, TR-14, TR-15, and TR-18. TR-9, TR-10, TR-11, and TR-12. These roadway segments are included in the list of facilities included in the County's TIF. The TIF accommodates land use changes that would result from project approval. The TIF should be updated to revise fee differentials associated with adding the project's land uses to the program. The project would pay the TIF fee.~~

M-TR-86: Prior to issuance of any building permit for new structures within the Lilac Hills Ranch Specific Plan, ~~cumulative impacts to roadways shall be mitigated through payment~~ the applicant, or its designee, shall pay all applicable fees to the TIF Program, which should be updated to include the changes to the Land Use and Mobility Elements proposed by the project.

Cumulative Impact TR-12 would be mitigated by constructing Gopher Canyon Road from E. Vista Way to Little Gopher Canyon Road to a Mobility Element 4.1B classification.

However, as described further in subchapter 2.3.6 below, such mitigation is infeasible because it would not be proportional to the project impact, and is, therefore, infeasible.

~~Significant cumulative impacts identified as TR-13 and TR-14 would also occur to Pankey Road from Pala Mesa Drive to SR-76 and Lilac Road from Old Castle Road to Anthony Road, respectively. These road segments are not included in the current TIF Program. Neither of these segments were eligible for inclusion in the TIF Program pursuant to the County of San Diego TIF Transportation Needs Assessment Report (September 2012). The following mitigation measures would mitigate the significant cumulative traffic impacts to Impacts TR-12 and TR-13:~~

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

~~**M-TR-7:** (a) Pay the TIF after the TIF has been updated to include Pankey Road from Pala Mesa Drive to SR-76 and Lilac Road from Old Castle Road to Anthony Road and to account for the changes in the Land Use and Mobility Elements proposed by the project; or~~

~~_____ (b) Construct, or agree to construct Pankey Road from Pala Mesa Drive to SR-76 to a 4.2B classification and Lilac Road from Old Castle Road to Anthony Road to a Mobility Element Road Classification 2.1G.~~

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

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

~~The TIF is designed to be updated to reflect changes to the Land Use and Mobility Elements of the General Plan. If the Board of Supervisors approves the Lilac Hills Ranch project, the TIF should be updated to account for the changes in the Land Use Element and Mobility Element that are proposed as part of the project and to add the road segments not currently in the TIF that this project affects.~~

Intersections

The project would have a significant cumulative impact to ~~13-11~~ intersections.

~~**M-TR-86**, identified above, would mitigate the significant cumulative traffic impacts to Impacts TR-19, TR-23, TR-24, TR-25, TR-27, and TR-28. TR-16, TR-17, TR-18, TR-20, TR-22, TR-26, and TR-27. These intersections are included in the County's TIF.~~

~~Significant cumulative impacts identified as TR-21 and TR-28 would occur to Old Highway 395/East Dulin Road and Miller Road/Valley Center Road intersections. These intersections are not currently included in the TIF Program. The following mitigation~~

~~measures would mitigate the significant cumulative traffic impacts to Impacts TR-19 and TR-26:~~

The intersections of SR-76 and Old Highway 395 (Impact TR-20), and SR 76 and Pankey Road (Impact TR-21) are Caltrans' facilities over which the County has no jurisdiction. To mitigate project Impact TR-20, the following improvements would be necessary: convert the current northbound left-through-right shared lane to a northbound through lane, add one dedicated northbound left-turn lane and one dedicated northbound right-turn lane at the Old Highway 395 northbound approach, convert the current southbound left-through-right shared lane to a southbound through-right shared lane and add two dedicated southbound left-turn lanes at the Old Highway 395 southbound approach, convert the current eastbound through-right shared lane to an eastbound through lane, add one eastbound right-turn lane at the SR-76 approach and convert the current traffic signal phasing from northbound and southbound split phasing to a protected phase. However, this intersection is not under the jurisdiction and control of the County; it is a Caltrans controlled facility. Moreover, there is no Caltrans' project, funding, or program to improve this intersection to which the applicant could make a fair-share contribution. Therefore, because improvements necessary to reduce these significant cumulative impacts are the responsibility of another jurisdiction, and no program is available to which the applicant could make a fair-share contribution, no feasible mitigation measures are available to reduce the significant cumulative impacts to this intersection. Refer to subchapter 2.3.6 below for additional information.

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

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

M-TR-108: ~~(a) Pay the TIF after the TIF has been updated to include Old Highway 395/East Dulin Road and Miller Road/Valley Center Road intersections and to account for the changes in the Land Use and Mobility Elements proposed by the project; or~~

~~(b) Prior to issuance of any building permit for new structures within the Lilac Hills Ranch Specific Plan, the applicant or its designee shall~~

~~Construct, or agree to construct a traffic signals at the Old Highway 395/East Dulin Road intersection~~ these intersections.

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

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

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

~~The TIF is designed to be updated to reflect changes to the Land Use and Mobility Elements of the General Plan. If the Board of Supervisors approves the Lilac Hills Ranch project, the TIF should be updated to account for the changes in the Land Use Element and Mobility Element that are proposed as part of the project and to add the facilities not currently in the TIF that this project affects.~~

Two-Lane Highways

~~No significant impacts to two-lane highways would occur under the cumulative condition.~~

Freeway Intersections

~~Significant cumulative impacts identified as TR-19, TR-23, and TR-24 would occur to Old Highway 395/SR-76, I-15 SB Ramps/Old Highway 395, and I-15 NB Ramps/Old Highway 395, respectively. These are all Caltrans facilities. County staff has coordinated with Caltrans, and Caltrans confirmed that it has no project, funding, or program to improve these intersections to which the applicant could make a fair-share contribution. Therefore, because improvements necessary to reduce significant cumulative impacts are the responsibility of another jurisdiction, and no program is available to which the applicant could make a fair share contribution, no feasible mitigation measures are available to reduce the significant cumulative impacts at these three intersections. The impacts would remain significant and unavoidable. Caltrans agrees with this conclusion.~~

Freeway Segments

~~Impacts to eight freeways segments were identified (Impacts TR-3029 through TR-3736). However, County staff has coordinated with Caltrans, and Caltrans has confirmed that it has no project, funding or program to improve these segments to which the applicant could make a fair-share contribution. Therefore, because improvements necessary to reduce these significant cumulative impacts are the responsibility of another jurisdiction, and no program is available to which the applicant could make a fair share contribution, no feasible mitigation measures are available to reduce the significant cumulative impacts to these freeway segments, and the cumulative freeway impacts would remain significant and unavoidable. Caltrans agrees with this conclusion.~~

2.3.6 Conclusion

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

2.3.6.1 Circulation System Operations

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

TABLE 2.3-23
DIRECT TRAFFIC IMPACTS AND MITIGATION SUMMARY

<u>Impact</u>	<u>Mitigation</u>
<u>Traffic Scenario A</u>	
<u>Impact TR-1:</u> <u>Gopher Canyon Road, between E. Vista Way and I-15 SB Ramps</u>	<u>M-TR-1:</u> Prior to recordation of the Final Map associated with the 238th equivalent dwelling unit (EDU) of the Lilac Hills Ranch Specific Plan, the applicant, or its designee, shall install a dedicated right-turn lane at the westbound Gopher Canyon Road approach of the East Vista Way/Gopher Canyon Road intersection.
<u>Impact TR-2:</u> <u>E. Vista Way / Gopher Canyon Road</u>	
<u>Traffic Scenario B</u>	
<u>Impacts TR-1 and TR-2 (see above)</u>	<u>M-TR-1 (see above)</u>
<u>Impact TR-3:</u> <u>I-15 SB Ramps / Gopher Canyon Road (Caltrans)</u>	<u>M-TR-2:</u> Prior to recordation of the Final Map associated with the 363rd EDU of the Lilac Hills Ranch Specific Plan, the applicant or its designee shall, contingent upon Caltrans approval, either: (1) a install traffic signal at the I-15 SB Ramps/Gopher Canyon Road intersection, or (2) enter into an agreement with Caltrans whereby the applicant or its designee would provide funding equivalent to the cost to install a traffic signal at the I-15 SB Ramps/Gopher Canyon Road intersection and Caltrans would agree to install such signal prior to recordation of the Final Map associated with the 363rd EDU of the Lilac Hills Ranch Specific Plan.
<u>Impact TR-4:</u> <u>I-15 NB Ramps / Gopher Canyon Road (Caltrans)</u>	
	<u>M-TR-3:</u> Prior to recordation of the Final Map associated with the 363rd EDU of the Lilac Hills Ranch Specific Plan, the applicant or its designee shall, contingent upon Caltrans approval, either (1) a install traffic signal at the I-15 NB Ramps/Gopher Canyon Road intersection, or (2) enter into an agreement with Caltrans whereby the applicant or its designee would provide funding equivalent to the cost to install a traffic signal at the I-15 NB Ramps/Gopher Canyon Road intersection and Caltrans would agree to install such signal prior to recordation of the Final

TABLE 2.3-23
DIRECT TRAFFIC IMPACTS AND MITIGATION SUMMARY

<u>Impact</u>	<u>Mitigation</u>
	Map associated with the 363rd EDU of the Lilac Hills Ranch Specific Plan. While signalization of these intersections would mitigate the project impact, such mitigation is infeasible because these intersections are under Caltrans jurisdiction.
<i>Traffic Scenario C</i>	
<u>Impacts TR-1 and TR-2 (see above)</u>	<u>M-TR-1 (see above)</u>
<u>Impacts TR-3 and TR-4 (see above)</u>	Infeasible (see above)
<u>Impact TR-5:</u> West Lilac Road, between Old Highway 395 and Main Street	<u>M-TR-4:</u> Prior to recordation of the Final Map associated with the 929th EDU of the Lilac Hills Ranch Specific Plan, the applicant, or its designee, shall improve West Lilac Road between Old Highway 395 and Main Street to meet the General Plan Mobility Element classification of 2.2C, subject to exceptions as approved by the County.
<u>Impact TR-6:</u> E. Vista Way, between Gopher Canyon Road and Osborne Street	<u>M-TR-5:</u> Prior to recordation of the Final Map associated with the 476th EDU of the Lilac Hills Ranch Specific Plan, the applicant, or its designee, shall install of a dedicated right-turn lane at the northbound E. Vista Way approach of the East Vista Way/Gopher Canyon Road intersection.
<u>Impact TR-7:</u> Old Highway 395/West Lilac Road (County)	<u>M-TR-6:</u> Prior to recordation of the Final Map associated with the 585 th EDU of the Lilac Hills Ranch Specific Plan, the applicant, or its designee, shall signalize the Old Highway 395/West Lilac Road intersection and construct a left-turn lane at the westbound West Lilac Road intersection approach to the Old Highway 395/West Lilac Road intersection.
<i>Traffic Scenario D</i>	
<u>Impacts TR-1, TR-2, TR-5, TR-6, and TR-7 (see above)</u>	<u>M-TR-1, M-TR-4, M-TR-5, and M-TR-6 (see above)</u>
<u>Impacts TR-3 and TR-4 (see above)</u>	Infeasible (see above)
<u>Impact TR-8:</u> Old Highway 395 / Circle R Drive (County)	<u>M-TR-7:</u> Prior to recordation of the Final Map with associated with the 1,220 th EDU of the Lilac Hills Ranch Specific Plan, the applicant, or its designee, shall install a traffic signal at the Old Highway 395/Circle R Drive intersection.
<i>Traffic Scenario E (Build-out)</i>	
<u>Impacts TR-1, TR-2, TR-5, TR-6, TR-7, and TR-8 (see above)</u>	<u>M-TR-1, M-TR-4, M-TR-5, M-TR-6, and M-TR-7 (see above)</u>
<u>Impacts TR-3 and TR-4 (see above)</u>	Infeasible (see above)
<u>Impact TR-9:</u> E. Vista Way, between SR-76 and Gopher Canyon Road	<u>M-TR-1 and M-TR-5 (see above)</u>

Existing Plus Project (Traffic Scenario A)

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

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

These impacts would be mitigated by M-TR-1, which requires the installation of a dedicated right-turn lane at the westbound Gopher Canyon Road approach to the East Vista Way/Gopher Canyon Road intersection prior to the recordation of the Final Map associated with the 238th EDU (see Appendix E, Figure 5-4). As shown by the arterial analysis (see Appendix E, Table 5.6), the implementation of M-TR-1 would increase the travel speed in the AM peak hour and maintain the PM peak hour travel speed relative to the Existing Conditions. Thus, M-TR-1 would mitigate Impact TR-1. The intersection analysis (see Appendix E, Table 5.7) shows that implementation of M-TR-1 would reduce the Traffic Scenario A delay to below the Existing Conditions, thereby mitigating the project's E. Vista Way/Gopher Canyon Road (Impact TR-2) impact to below a level of significance.

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

Existing Plus Project (Traffic Scenario B)

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

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

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

These impacts TR-3 and TR-4 would be mitigated through M-TR-1-2 and M-TR-23, which would require the installation of a traffic signal at each of these locations, as it would improve traffic flow to acceptable levels (see Appendix E, Table 5.15). However, such improvements necessary to reduce these significant direct impacts are the

responsibility of another jurisdiction (Caltrans) and it cannot be guaranteed that Caltrans would implement the recommended improvements or that the improvements would be completed in time to avoid the significant project impacts. Thus, impacts TR-3 and TR-4 would remain significant and unavoidable.

~~prior to construction of the first EDU of Phase 4 or prior to the 363rd EDU. The traffic signals would provide steady regulation of traffic flow reducing intersection delay and thereby mitigating the impact. Implementation of M-TR-1 and M-TR-2 would reduce the direct impacts to less than significant.~~

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

Existing Plus Project (Traffic Scenario C)

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

- **Impact TR-53:** West Lilac Road between Old Highway 395 and Main Street;
- **Impact TR-14:** Gopher Canyon Road between E. Vista Way and I-15 SB; and
- **Impact TR-65:** E. Vista Way between Gopher Canyon Road and Osborne Street.

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

Impact TR-53 shall be mitigated through M-TR-43, which would require widening of the West Lilac Road segment between Old Highway 395 and Main Street to its current classification as a Mobility Element 2.2C road, subject to exceptions as approved by the County. The road widening to a 2.2C road would increase the capacity and allow the road to function at an acceptable LOS of D after the addition of traffic generated by this phase of the project. Therefore, implementation of M-TR-43 would reduce the direct impact TR-5 to less than significant.

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

~~Under a more detailed arterial analysis of Impacts TR-4 and TR-5, these two roadways would, in fact, operate at an acceptable LOS. Specifically, in this case it was important to consider how performance of a roadway segment is heavily influenced by the ability of the arterial intersections to accommodate peak hour traffic. Highway Capacity Software (HCS) 2000 developed by McTrans was employed for the arterial analysis. The HCS arterial analysis methodology is based upon Chapter 15 (Urban Street) and Chapter 20 (Two Lane Highway) of the Highway Capacity Manual (HCM) 2000, which determines~~

average travel speed and facility level of service according to the roadway functional classification. E. Vista Way, between Gopher Canyon Road and Osborne Street was evaluated as a Class I arterial with a free-flow speed (FFS) of 50 mph since traffic signals along this facility are located less than one mile apart; while Gopher Canyon Road, between E. Vista Way and I-15 SB Ramps was analyzed as a 2-lane highway given the fact that traffic signals are located at more than two miles apart (> 4 miles). Based on the arterial analysis both segments would operate at acceptable LOS D or better under Existing Plus Project (Traffic Scenario C) conditions. However, under County standard threshold measures, these two road segments operate at unacceptable levels.

Overall, the project's percentage contribution of trips on these roads would be 3.65 percent (Gopher Canyon, between E. Vista Way and I-15), and 1.5 percent (E. Vista Way, between Gopher Canyon Road and Osborne Street) percent. These roadways currently operate at LOS E. Pursuant to County thresholds, despite the low percentage of trips added by the project, a significant direct impact is identified. Mitigation to reduce impacts TR-4 and TR-5 would require widening of these roads to four-lane highways consistent with Mobility Element Road Classifications 4.1A and 4.1B. However, straightening and widening these road segments would encroach into agricultural lands and existing agricultural operations and would cause significant impacts to oak woodlands and wetlands located along a portion of their length. These significant impacts make these mitigation measures infeasible. Impacts TR-4 and TR-5 would, therefore, remain significant and unavoidable.

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

- Impact TR-2: E. Vista Way/Gopher Canyon Road;
- Impact TR-3: I-15 SB Ramps/Gopher Canyon Road intersection;
- Impact TR-4: I-15 NB Ramps/Gopher Canyon Road intersection; and
- Impact TR-6~~7~~: Old Highway 395/West Lilac Road.

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

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

This ~~Impact TR-7~~ would be mitigated by M-TR-4~~6~~, which would require the installation of a traffic signal and construction of a left-turn lane at the westbound West Lilac Road

approach at this location. The traffic signal and turn lane would provide steady regulation of traffic flow at this location, reducing intersection delay and improving operations to acceptable LOS C (see Appendix E, Table 5.24). and thereby mitigating the impact. Thus, implementation of M-TR-4-6 will would reduce the direct impact TR-7 to less than significant.

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

Existing Plus Project (Traffic Scenario D)

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

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

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

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

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

- **Impact TR-2:** E. Vista Way/Gopher Canyon Road;
- **Impact TR-3:** I-15 SB Ramps/Gopher Canyon Road intersection;
- **Impact TR-4:** I-15 NB Ramps/Gopher Canyon Road intersection;
- **Impact TR-7:** Old Highway 395/West Lilac Road; and
- **Impact TR-87:** Old Highway 395/Circle R Drive.

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

Impacts TR-3 and TR-4 could be mitigated through the installation of a traffic signal at each of these locations (M-TR-2 and M-TR-3), as it would improve traffic flow to

acceptable levels (see Appendix E, Table 5.32). However, such improvements necessary to reduce these significant direct impacts are the responsibility of another jurisdiction (Caltrans) and it cannot be guaranteed that Caltrans would implement the recommended improvements or that the improvements would be completed in time to avoid the significant project impacts. Thus, impacts TR-3 and TR-4 would remain significant and unavoidable.

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

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

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

Existing Plus Project (Traffic Scenario E, Build out)

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

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

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

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

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

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

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

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

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

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

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

~~Given the rural community character where Gopher Canyon Road and E. Vista Way are located and the minimal interruption to traffic flows, an HCS arterial analysis was performed to provide a location specific impact analysis. E. Vista Way, between SR-76 and Gopher Canyon Road was evaluated as a Class I arterial with a free-flow speed (FFS) of 50 mph since traffic signals along this facility are located less than one mile apart; while Gopher Canyon Road, between E. Vista Way and I-15 SB Ramps was analyzed as a 2-lane highway given the fact that traffic signals are located at more than two miles apart (>4 miles). E. Vista Way, between SR-76 and Gopher Canyon Road would operate at acceptable LOS D or better under Existing Plus Project (Traffic Scenario E, Build-out) conditions based on the arterial analysis. However, under County standard threshold measures, this road segment would operate at an unacceptable level.~~

~~Overall, the project's percentage contribution of trips on this road would be 1.37 percent. This roadway currently operates at LOS E. Pursuant to County thresholds, despite the~~

~~low percentage of trips added by the project, a significant direct impact is identified. Mitigation of Impact TR-8 would require widening this road segment to four lanes consistent with Mobility Element Road Classification 4.1A. However, widening would have significant impacts to productive agricultural lands and to wetlands that extend along the length of the road. Therefore, this mitigation would be infeasible. Impact TR-8 would remain significant and unavoidable.~~

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

Existing Plus Cumulative Projects Plus Project

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

TABLE 2.3-24
CUMULATIVE TRAFFIC IMPACTS AND MITIGATION SUMMARY

<u>Impact</u>	<u>Mitigation</u>
<u>Impact TR-10: W. Lilac Road, Old Highway 395 and Main Street</u>	<u>M-TR-4 and M-TR-6 (see above)</u>
<u>Impact TR-11: Camino Del Rey, Old River Road and West Lilac Road</u>	<u>M-TR-8: Prior to issuance of any building permit for new structures within the Lilac Hills Ranch Specific Plan, the applicant, or its designee, shall pay all applicable fees to the TIF Program, which the County should be updates to include the changes to the Land Use and Mobility Elements proposed by the project.</u>
<u>Impact TR-12: Gopher Canyon Road, E. Vista Way to Little Gopher Canyon Road</u>	<u>While improvement of this segment to a 4.1B classification would mitigate the project impact, such mitigation is infeasible.</u>
<u>Impact TR-13: Gopher Canyon Road, Little Gopher Canyon Road to I-15 SB Ramps</u>	<u>M-TR-8 (see above)</u>
<u>Impact TR-14: E. Vista Way between SR-76 and Gopher Canyon Road</u>	<u>M-TR-8 (see above)</u>
<u>Impact TR-15: E. Vista Way between Gopher Canyon Road and Osborne Street</u>	<u>M-TR-8 (see above)</u>
<u>Impact TR-16: Pankey Road between Pala Mesa Drive and SR-76</u>	<u>While improvement of this segment to a 4.2B classification would mitigate the project impact, such mitigation is infeasible.</u>
<u>Impact TR-17: Lilac Road between Old Castle Road and Anthony Road</u>	<u>M-TR-9: Prior to issuance of any building permit for new structures within the Lilac Hills Ranch Specific Plan, the applicant or its designee shall construct intermittent turn lanes at all major access locations along Lilac Road from Old Castle Road to Anthony Road, including the segment between Robles Lane and Cumbres Road, and the intersection of Sierra Rojo Road and Lilac Road.</u>

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

<u>Impact</u>	<u>Mitigation</u>
<u>Impact TR-18:</u> Cole Grade Road, between Fruitvale Road and Valley Center Road	<u>M-TR-8</u> (see above)
<u>Impact TR-19:</u> E. Vista Way/Gopher Canyon Road	<u>M-TR-8</u> (see above)
<u>Impact TR-20:</u> SR-76/Old Highway 395 (Caltrans)	While intersection improvements would reduce these project impacts to below a level of significance, such mitigation is infeasible because these intersections are under Caltrans jurisdiction.-
<u>Impact TR-21:</u> SR-76/Pankey Road (Caltrans)	
<u>Impact TR-22:</u> Old Highway 395/E. Dulin Road	<u>M-TR-10:</u> Prior to issuance of any building permit for new structures within the Lilac Hills Ranch Specific Plan, the applicant or its designee shall construct a traffic signal at the Old Highway 395/East Dulin Road intersection.
<u>Impact TR-23:</u> Old Highway 395/West Lilac Road	<u>M-TR-8</u> (see above)
<u>Impact TR-24:</u> I-15 SB Ramps/Old Highway 395 (Caltrans)	<u>M-TR-8</u> (see above)
<u>Impact TR-25:</u> I-15 SB Ramps/Old Highway 395 (Caltrans)	<u>M-TR-8</u> (see above)
<u>Impact TR-26:</u> Old Highway 395/Circle R Drive	<u>M-TR-5</u> (see above)
<u>Impact TR-27:</u> I-15 SB Ramps/Gopher Canyon Road (Caltrans)	<u>M-TR-8</u> (see above)
<u>Impact TR-28:</u> I-15 NB Ramps/Gopher Canyon Road (Caltrans)	<u>M-TR-8</u> (see above)
<u>Impact TR-29:</u> Miller Road/Valley Center Road	<u>M-TR-11:</u> Prior to issuance of any building permit for new structures within the Lilac Hills Ranch Specific Plan, the applicant or its designee shall construct a traffic signal at the Miller Road/Valley Center Road intersection.
<u>Impact TR-30:</u> I-15 between Riverside County Boundary and Old Highway 395	While there are plans to widen I-15 between Riverside County and SR-78 that would mitigate cumulative I-15 impacts, there is no secured funding for the improvement and there is no mechanism in place to provide contributions to the improvement. Ultimately, mitigation is infeasible because the I-15 is under Caltrans jurisdiction.
<u>Impact TR-31:</u> I-15 between Old Highway 395 and SR-76	
<u>Impact TR-32:</u> I-15 between SR-76 and Old Highway 395	
<u>Impact TR-33:</u> I-15 between Old Highway 395 and Gopher Canyon Road	
<u>Impact TR-34:</u> I-15 between Gopher Canyon Road and Deer Springs Road	
<u>Impact TR-35:</u> I-15 between Deer Springs Road and Centre City Parkway	
<u>Impact TR-36:</u> I-15 between Centre City Parkway and El Norte Parkway	
<u>Impact TR-37:</u> I-15 between El Norte Parkway and SR-78	

Roadway Segments

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

- **Impact TR-10:** W. Lilac Road, between Old Highway 395 and Main Street;
- **Impact TR-119:** Camino Del Rey, from Old River Road to West Lilac Road;

- Impact TR-1210: Gopher Canyon Road, E. Vista Way to Little Gopher Canyon Road-15 SB Ramps;
- Impact TR-13: Gopher Canyon Road, Little Gopher Canyon Road to I-15 SB Ramps;
- Impact TR-1411: E. Vista Way, from SR-76 to Gopher Canyon Road;
- Impact TR-1512: E. Vista Way, from Gopher Canyon Road to Osborne Street;
- Impact TR-1613: Pankey Road, from Pala Mesa Drive to SR-76;
- Impact TR-1714: Lilac Road, from Old Castle Road to Anthony Road; and
- Impact TR-1815: Cole Grade Road, between Fruitvale Road and Valley Center Road.

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

Impacts TR-11, TR-13, TR-14, TR-15,9 through TR-12, and TR-185 would be mitigated through M-TR-86 which requires the applicant to participate in the TIF Program. The TIF Program was specifically designed to address cumulative impacts. The TIF Program includes road improvements required to provide adequate circulation through Year 2030. Required improvements are specified and funds are collected from projects to pay for the road improvements. Since the TIF Program was designed to address cumulative traffic impacts, participation in the TIF Program constitutes effective and adequate mitigation for cumulative traffic impacts. These identified roadway segments are included in the TIF and payment of the TIF fees would mitigate the cumulative impact. Therefore, payment of TIF fees would reduce these cumulative impacts to less than significant.

Impacts TR-12, TR-163 and TR-1714 affect roadway segments that are not currently included in the TIF Program. The TIF is designed to be updated to reflect changes to the Land Use and Mobility Elements of the General Plan. If the project is approved, the TIF Program should be updated to include these facilities. If the TIF Program is updated to include these facilities, cumulative impacts to the roadways would be mitigated through payment to the TIF Program. These cumulative impacts would be mitigated by providing physical improvements as feasible that would, at a minimum, lessen the impact proportional to the project impact.

While Impact TR-12 would be mitigated by constructing this segment of Gopher Canyon Road to Mobility Element 4.1B classification, such mitigation is infeasible because the mitigation would not be proportional to the project impact. The proposed project contributes approximately 3.5 percent of the total trips to this road segment in the cumulative traffic condition. The cost of improving this 1.2-mile segment would be \$8.5 million (equivalent to \$7,097,000/mile) according to the County of San Diego TIF Update

Facilities Cost Analysis (2012). The project's small contribution to the cumulative condition would not be roughly proportional to the cost of mitigation of improving this segment of Gopher Canyon Road to a 4.1B classification. Pursuant to CEQA Guidelines Section 15126.4(a)(4)(B), mitigation measures must be roughly proportional to the environmental impacts caused by the project. Therefore, because the project's contribution to the cumulative traffic condition is not roughly proportional to the improvements required to mitigate the impact, conditioning this project to construct the road improvements is not feasible under CEQA, and the impact would remain significant and unavoidable. There are no other feasible mitigation measures to mitigate this cumulative impact since the projected daily traffic volume along this segment would far exceed the threshold for a 2-lane roadway and, therefore, construction to Mobility Element 4.1B classification is necessary.

~~If the TIF is not updated to include Pankey Road from Pala Mesa Drive to SR-76, an alternative mitigation measure for As with Impact TR-12, Impact TR-163 would be to mitigated by constructing Pankey Road from Pala Mesa Drive to SR-76 to Mobility Element 4.2B classification, such mitigation is infeasible because it would not be proportional to the project impact. However, the Pankey Road segment is already required to be improved by the Campus Park and Meadowood projects, which have been conditioned to construct the roadway to its current Mobility Element Road Classification of 2.1A. The roadway segment would also provide access to the Campus Park West project, which is still being processed. The environmental impacts associated with the improvement of Pankey Road are described in the Campus Park EIR. The roadway segment would also provide access to the Campus Park West project, which is still being processed. Furthermore, The proposed project contributes approximately 5.2 percent of the total trips to this road segment in the cumulative traffic condition. The cost of improving this 0.7-mile segment would be \$2.2 million (equivalent to \$3,082,000/mile) according to the County of San Diego TIF Update Facilities Cost Analysis (2012). Thus, tThe project's is small contribution to the cumulative condition amount is would not be roughly proportional to the cost of mitigation of improving the roadway Pankey Road to a 4.2B classification over the length of Pankey Road. Pursuant to CEQA Section 15126.4(a)(4)(B), Mmitigation measures must be roughly proportional to the environmental impacts caused by the project. Therefore, because the project's contribution to the cumulative traffic condition is not roughly proportional to the improvements required to mitigate the impact, conditioning this project to construct the road improvements is not feasible under CEQA, and the impact would remain significant and unavoidable. The roadway segment would also provide access to the Campus Park West project, which is still being processed. The environmental impacts associated with the improvement of Pankey Road are described in the Campus Park EIR. However, It is noted that the Pankey Road segment is already required to be improved by the Campus Park and Meadowood projects, which have been conditioned to construct the roadway to its current Mobility Element Road Classification of 2.1A.~~

Cumulative roadway segment Impact TR-17 would be mitigated by M-TR-9 that requires intermittent turn lanes along this segment. If the TIF is not updated to include Lilac Road from Old Castle Road to Anthony Road, an alternative mitigation measure for Impact TR-14 would be as follows. To mitigate the project's contribution to the cumulative impact to this roadway segment, the project shall construct Specifically, the intermittent left-turn lanes shall be provided at major access locations along Lilac Road, between Old Castle Road and Anthony Road, identified as (1) the segment between Robles Lane and Cumbres Road; and (2) the intersection at Sierra Rojo Road and Lilac Road. With

the addition of left-turn lanes at these locations, left-turning vehicles would not block through traffic moving in the same direction, resulting in the increase of roadway capacity and an improvement of traffic operations along Lilac Road. These improvements would allow the roadway to operate at LOS D or better. Overall, M-TR-9 would mitigate M-TR-17 to less than significant.

~~Overall, Impact TR-14 (Lilac Road from Old Castle Road to Anthony Road) would be mitigated to less than significant. The project would pay into the TIF Program if it has been updated to mitigate local and regional cumulative impacts. In the alternative, the project would construct intermittent turn lanes, as described above. The alternative measure would mitigate the project's contribution to the cumulative impact along this roadway segment to less than significant.~~

Intersections

The project would have a significant cumulative impact to the following ~~13~~ 11 intersections:

- **Impact TR-~~19~~16**: E. Vista Way/Gopher Canyon Road;
- ~~Impact TR-17: SR-76/Old River Road/E. Vista Way;~~
- ~~Impact TR-18: SR-76/Olive Hill Road/Camino Del Rey;~~
- **Impact TR-~~20~~19**: SR-76/Old Highway 395;
- **Impact TR-~~21~~20**: SR-76/Pankey Road;
- **Impact TR-~~22~~21**: Old Highway 395/E. Dulin Road;
- **Impact TR-~~23~~22**: Old Highway 395/West Lilac Road;
- **Impact TR-~~24~~23**: I-15 SB Ramps/Old Highway 395;
- **Impact TR-~~25~~24**: I-15 SB Ramps/Old Highway 395;
- **Impact TR-~~26~~25**: Old Highway 395/Circle R Drive;
- **Impact TR-~~27~~26**: I-15 SB Ramps/Gopher Canyon Road;
- **Impact TR-~~28~~27**: I-15 NB/Gopher Canyon Road; and
- **Impact TR-~~29~~28**: Miller Road/Valley Center Road.

Impacts ~~TR-19, TR-23, TR-24, TR-25, TR-27 and TR-28~~ TR-16, TR-17, TR-18, TR-20, TR-22, TR-25, and TR-27 would be mitigated through M-TR-~~8~~ 6 which requires the applicant to participate in the TIF Program. The TIF Program was specifically designed to address cumulative issues. The TIF Program includes the road improvements to these roadways required to provide adequate circulation through Year 2030. Required improvements are specified and funds are collected from projects to pay for the road improvements. Since the TIF Program was designed to address cumulative traffic impacts to these specified facilities, participation in the TIF Program constitutes effective and adequate mitigation for these cumulative traffic impacts. These identified roadway segments would operate at an acceptable LOS once upgraded as identified in the TIF program. Therefore, payment of TIF fees would reduce impacts to less than significant.

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

Impacts TR-22 and TR-29 affect intersections that are not currently included in the TIF Program. The project would mitigate these two impacts by signaling these intersections, which would reduce delay and improve the intersection operations to acceptable levels (see Appendix E, Table 6.8).~~If the TIF is not updated to include the intersections of Old Highway 395/E. Dulin Road and Miller Road/Valley Center Road, alternative mitigation measure for Impacts TR-21 and TR-28 would be construction of signals at each respective intersection, as identified in the TIS. These improvements would allow the roadway to operate at LOS D or better. Installation of traffic signals would occur within disturbed areas and no significant impacts would occur.~~

~~Overall, Impacts TR-21 and TR-28 (Old Highway 395/E. Dulin Road and Miller Road/Valley Center Road, respectively) would be mitigated to less than significant. If the TIF Program has been updated to include these improvements, payment of TIF fees will mitigate impacts to TR-20 and TR-27. In the alternative, if the TIF program has not been updated to include these improvements, the project would construct traffic signals once signal warrants are met, as described above. The alternative~~Thus, mitigation measures M-TR-10 and M-TR-11 would mitigate the project's contribution to the cumulative impact at these two intersections (TR-22 and TR-29) to less than significant.

Significant cumulative impacts identified as TR-20 and TR-21~~TR-19, TR-23 and TR-24~~ affect Caltrans facilities. County staff coordinated with Caltrans, and Caltrans confirmed that it has no project, funding, or program to make the necessary improvements to which the applicant can make a fair-share contribution. Therefore, because improvements necessary to reduce significant cumulative impacts are the responsibility of another jurisdiction, and no program is available to which the applicant could contribute, mitigation is infeasible. No other feasible mitigation measures are available to reduce the significant cumulative impacts at these three intersections. The impacts would remain significant and unavoidable.

Freeway Segments

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

- **Impact TR-~~30~~29**: Between Riverside County Boundary and Old Highway 395;
- **Impact TR-~~31~~30**: Between Old Highway 395 and SR-76;
- **Impact TR-~~32~~31**: Between SR-76 and Old Highway 395;
- **Impact TR-~~33~~32**: Between Old Highway 395 and Gopher Canyon Road;
- **Impact TR-~~34~~33**: Between Gopher Canyon Road and Deer Springs Road;
- **Impact TR-~~35~~34**: Between Deer Springs Road and Centre City Parkway;
- **Impact TR-~~36~~35**: Between Centre City Parkway and El Norte Parkway; and
- **Impact TR-~~37~~36**: Between El Norte Parkway and SR-78.

As disclosed above, these freeway segments are under the jurisdiction of Caltrans and are outside of the jurisdiction and control of the County. Caltrans has no project, funding, or program to which the applicant can make a fair-share contribution. Therefore, because these intersections are outside the control of the County and there is no mechanism to provide mitigation for these cumulative impacts~~funding sources have not been identified for planned improvements that would reduce these impacts no feasible mitigation measures are available at this time and the cumulative freeway impacts would remain significant and unavoidable.~~

Potential Impacts of Traffic Mitigation Measures

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

Measures (M-TR-1 and M-TR-5) that involve the addition of lanes to the East Vista Way/Gopher Canyon Road intersection also are not expected to result in direct environmental impacts considering the improvement impact area consists of a graded dirt roadway shoulder and ornamental landscaping. While the risk for unknown, subsurface cultural resources is considered low due to the soils already being disturbed by past grading activities, it is noted that the project mitigation measure M-CR-2 would also require an archaeological monitor be present during grading at this mitigation improvement location. Indirect impacts to nesting raptors or migratory birds would be avoided, as the project includes design features (i.e., preconstruction nesting surveys and, as needed, avoidance measures) to avoid such impacts. Roadways are considered compatible with the surrounding uses in this improvement area, including surrounding agricultural uses. As described for the other roadway improvements included in the project, construction noise impacts would be less than significant but vibration impacts could be potential significant if heavy earthmoving equipment is utilized within 150 feet of a residence (see subchapter 2.8, Impact N-15). As identified in subchapter 2.8.6 for the project, measure M-N-12 would avoid this potentially significant mitigation measure impact.

Measures (M-TR-4 and M-TR-6) that require potential widening to West Lilac Road between Old Highway 395 and Main Street and to the Old Highway 395/West Lilac Road intersection are part of the project and, therefore, are already included in the analysis in the EIR.

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

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

Implementation of M-TR-9 would have a risk to impact unknown subsurface archaeological resources given the undisturbed nature of the areas adjacent to the

existing roadway. As already required by M-CR-2, ~~An additional mitigation measure would~~ mitigation includes an archaeological grading monitor to be present to assure the identification and proper handling of potential archeological resources that may be disturbed during grading of the limits of the road.

2.3.6.2 Transportation Hazard

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

2.3.6.3 Public Transit, Bicycle, and Pedestrian Facilities

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

2.3.6.4 Alternative Project Design

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

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

Roadway	From	To	Cross-Section	LOS Threshold (LOS D)	Traffic Count Date	Average Daily Traffic (ADT)	Level of Service (LOS)
E. Dulin Road	Old Highway 395	SR-76	2-Ln	9,800 10,900	Dec-12	1,830	BA
W. Lilac Road	Camino Del Rey	Camino Del Cielo	2-Ln	7,800 8,700	Dec-12	2,270	A
W. Lilac Road	Camino Del Cielo	Old Highway 395	2-Ln	7,800 8,700	Mar-12	2,140	A
W. Lilac Road	Old Highway 395	Main Street	2-Ln	8,700	Oct-12	1,150	A
W. Lilac Road	Main Street	Street "F"	2-Ln	7,800 8,700	Oct-12	1,150	A
W. Lilac Road	Street "F"	Covey Lane	2-Ln	7,800 8,700	Oct-12	1,150	A
W. Lilac Road	Covey Lane	Circle R Drive	2-Ln	7,800 8,700	Mar-11	480	A
W. Lilac Road	Circle R Drive	Lilac Road	2-Ln	7,800 8,700	Mar-11	1,170	A
Camino Del Cielo	Camino Del Rey	W. Lilac Road	2-Ln	10,900	Dec-12	630	A
Olive Hill Road	Shamrock Road	SR-76	2-Ln	8,700	Dec-12	3,380	A
Camino Del Rey	SR-76	Old River Road	2-Ln	10,900	Sep-11	9,350	D
Camino Del Rey	Old River Road	W. Lilac Road	2-Ln	9,800 10,900	Dec-12	8,640	D
Camino Del Rey	W. Lilac Road	Camino Del Cielo	2-Ln w/ SM	13,500	Dec-12	6,730	C
Camino Del Rey	Camino Del Cielo	Old Highway 395	2-Ln	7,800 8,700	Dec-12	4,850	A
Gopher Canyon Road	E. Vista Way	I-15 SB Ramps	2-Ln	9,80010,900	Dec-12	15,320	FE
Gopher Canyon Road	I-15 SB Ramps	I-15 NB Ramps	4-Ln	30,800	Nov-11	12,390	A
Gopher Canyon Road	I-15 NB Ramps	Old Highway 395	4-Ln	30,800	Nov-11	11,870	A
Circle R Drive	Old Highway 395	Mountain Ridge Road	2-Ln	9,800 10,900	Aug-11	4,030	CB
Circle R Drive	Mountain Ridge Road	W. Lilac Road	2-Ln	9,800 10,900	Mar-11	1,770	BA
Old Castle Road	Old Highway 395	Lilac Road	2-Ln	9,800 10,900	Mar-11	6,840	DG
E. Vista Way	SR-76	Gopher Canyon Road	2-Ln w/ TWLTL	13,500	Dec-12	15,120	E
E. Vista Way	Gopher Canyon Road	Osborne Street	2-Ln w/ TWLTL	13,500	Dec-12	21,020	F
Old River Road	SR-76	Camino Del Rey	2-Ln	9,800 10,900	Dec-12	4,070	CB
Champagne Boulevard	Old Castle Road	Lawrence Welk Drive	2-Ln	10,900 13,500	Mar-12	4,170	CB
Pankey Road	Pala Mesa Drive	SR-76	2-Ln	4,500 10,900	Dec-12	70	A
Lilac Road	Couser Canyon Road	W. Lilac Road	2-Ln	7,800 8,700	Dec-12	1,150	A
Lilac Road	W. Lilac Road	Old Castle Road	2-Ln	7,800 8,700	Mar-11	2,640	A
Lilac Road	Old Castle Road	Anthony Road	2-Ln	10,900	Sep-11	9,010	D
Lilac Road	Anthony Road	Betsworth Road	2-Ln	10,900	Sep-11	8,740	D
Lilac Road	Betsworth Road	Valley Center Road	2-Ln	13,500	Sep-11	9,620	D

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

Roadway	From	To	Cross-Section	LOS Threshold (LOS D)	Traffic Count Date	Average Daily Traffic (ADT)	Level of Service (LOS)
Valley Center Road	Woods Valley Road	Lilac Road	4/Ln w/ TWLTL/RM	27,000	Dec-12	21,290	C
Valley Center Road	Lilac Road	Miller Road	4-Ln w/ RM	33,400	Sep-11	24,280	B
Valley Center Road	Miller Road	Cole Grade Road	4-Ln w/ RM	27,000	Sep-11	22,440	C
Valley Center Road	Cole Grade Road	Vesper Road	2-Ln	13,500	Sep-11	11,490	D
Miller Road	Misty Oak Road	Valley Center Road	2-Ln	78,000	Sep-11	1,460	A
Cole Grade Road	Fruitvale Road	Valley Center Road	2-Ln w/ TWLTL	13,500	Sep-11	10,660	D

SOURCE: Appendix E, Chen Ryan Associates 2013.

Notes:

Bold letter indicates unacceptable LOS E or F.

RM = Raised Median.

SM = Striped Median.

TWLTL = Two-Way Left-Turn Lane.

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

Intersection	Traffic Control	Traffic Count Date	AM Peak Hour		PM Peak Hour	
			Average Delay (sec.)	LOS	Average Delay (sec.)	LOS
1. E. Vista Way / Gopher Canyon Road	Signal	Nov-11	<u>24.3172.8</u>	FC	<u>212.048.7</u>	FD
2. SR-76 / Old River Road/E. Vista Way	Signal	Nov-08	<u>73.923.7</u>	<u>CE</u>	52.3	<u>CD</u>
3. SR-76 / Olive Hill Road/Camino Del Rey	Signal	Sep-11	<u>43.621.6</u>	<u>CD</u>	60.8	<u>CE</u>
4. Old River Road / Camino Del Rey	OWSC	Nov-12	23.2	D	12.2	B
5. W. Lilac Road / Camino Del Rey	OWSC	Jan-11	15.47	C	11.0	B
6. Old Highway 395 / SR-76	Signal	Mar-11	<u>43.029.0</u>	<u>CD</u>	42.2	D
7. Pankey Road / SR-76	TWSC	Dec-11	12.5	B	15.2	C
8. Old Highway 395 / E. Dulin Road	OWSC	Mar-11	<u>14.612.8</u>	B	11.2	B
9. Old Highway 395 / W. Lilac Road	TWSC	Mar-11	<u>18.514.7</u>	C	13.3	B
10. I-15 SB Ramps / Old Highway 395	OWSC	Mar-11	10.6	B	12.1	B
11. I-15 NB Ramps / Old Highway 395	OWSC	Mar-11	<u>9.98</u>	A	11.2	B
12. Old Highway 395 / Camino Del Rey	OWSC	Mar-11	10.1	B	11.0	B
13. Old Highway 395 / Circle R Drive	OWSC	Mar-11	20.4	C	22.5	C
14. I-15 SB Ramps / Gopher Canyon Road	OWSC	Nov-11	468.2	F	173.0	F
15. I-15 NB Ramps / Gopher Canyon Road	OWSC	Nov-11	30.5	D	1945.4	F
16. Old Highway 395 / Gopher Canyon Road	Signal	Mar-11	<u>16.111.0</u>	B	<u>8.814.7</u>	<u>AB</u>
17. Old Highway 395 / Old Castle Road	Signal	Mar-11	13.9	B	15.7	B
18. W. Lilac Road / Covey Lane	TWSC	Oct-12	8.8	B	<u>9.13</u>	A
19. Mountain Ridge Road / Circle R Drive	TWSC	Mar-11	9.3	A	9.6	A
20. W. Lilac Road / Circle R Drive	OWSC	Mar-11	9.3	A	9.3	A
21. Lilac Road / W. Lilac Road	OWSC	Mar-11	9.6	A	9.9	A
22. Lilac Road / Old Castle Road	OWSC	Mar-11	11.8	B	17.8	C
23. Valley Center Rd / Lilac Road	Signal	Mar-11	10.5	B	22.6	C
24. Miller Road / Valley Center Road	OWSC	Sep-11	16.9	C	<u>25.20</u>	D
25. Cole Grade Road / Valley Center Road	Signal	Sep-11	31.1	C	34.9	C

SOURCE: Appendix E, Chen Ryan Associates 2013.

Notes:

LOS = level of service

Bold letter indicates unacceptable LOS E or F.

AWSC = All-Way Stop Controlled.

TWSC = Two-Way Stop Controlled.

OWSC = One-Way Stop Controlled.

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

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

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

SOURCE: Appendix E Caltrans, Chen Ryan Associates; 2013.

Notes:

Bold letter indicates unacceptable LOS E or F.

ML = Managed Lane.

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

V/C = volume/capacity

LOS = level of service

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

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

SOURCE: Appendix E.

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

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

TABLE 2.3-1011
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
EXISTING PLUS PROJECT (TRAFFIC SCENARIO PHASE-E - BUILD-OUT) CONDITIONS

Roadway	From	To	With Project Build-out				Existing		Project Build-out ADT	Direct Impact?
			Cross-Section	LOS Threshold (LOS D)	ADT	LOS	ADT	LOS		
E. Dulin Road	Old Highway 395	SR-76	2-Ln	10,900 9,800	3,960	CB	1,830	BA	2,140 2,130	No
W. Lilac Road	Camino Del Rey	Camino Del Cielo	2-Ln	8,700 7,800	3,160	A	2,270	A	890	No
W. Lilac Road	Camino Del Cielo	Old Highway 395	2-Ln	8,700 7,800	3,290	A	2,140	A	1,150	No
W. Lilac Road	Old Highway 395	Main Street	2.2C	13,500	12,650 13,400	D	1,150	A	11,500 12,250	Yes* (TR-5) No
W. Lilac Road	Main Street	Street "F"	2-Ln	8,700 7,800	2,960	A	1,150	A	1,810	No
W. Lilac Road	Street "F"	Covey Lane	2-Ln	8,700 7,800	1,810	A	1,150	A	660	No
W. Lilac Road	Covey Lane	Circle R Drive	2-Ln	8,700 7,800	1,660 2,130	A	480	A	1,180 650	No
W. Lilac Road	Circle R Drive	Lilac Road	2-Ln	8,700 7,800	2,470	A	1,170	A	1,300	No
Camino Del Cielo	Camino Del Rey	W. Lilac Road	2-Ln	10,900	680	A	630	A	50	No
Olive Hill Road	Shamrock Road	SR-76	2-Ln	8,700	3,470	A	3,380	A	90	No
Camino Del Rey	SR-76	Old River Road	2-Ln	10,900	9,660	D	9,350	D	300 310	No
Camino Del Rey	Old River Road	W. Lilac Road	2-Ln	10,900 9,800	9,560	D	8,640	D	920	No
Camino Del Rey	W. Lilac Road	Camino Del Cielo	2-Ln w/ SM	13,500	6,790	C	6,730	C	60	No
Camino Del Rey	Camino Del Cielo	Old Highway 395	2-Ln	8,700 7,800	4,950	A	4,850	A	110 100	No
Gopher Canyon Road	E. Vista Way	I-15 SB Ramps	2-Ln	10,900 9,800	15,890	Fe	15,310	Fe	580	Yes (TR-1)* > 100 ADT
Gopher Canyon Road	I-15 SB Ramps	I-15 NB Ramps	4-Ln	30,800	13,480 13,320	A	12,390	A	930 1,000	No
Gopher Canyon Road	I-15 NB Ramps	Old Highway 395	4-Ln	30,800	13,440 13,140	A	11,870	A	1,270 580	No
Circle R Drive	Old Highway 395	Mountain Ridge Road	2-Ln	10,900 9,800	5,940 5,210	C	4,030	CB	1,910 1,180	No
Circle R Drive	Mountain Ridge Road	W. Lilac Road	2-Ln	10,900 9,800	1,910 2,380	B	1,770	BA	610 140	No
Old Castle Road	Old Highway 395	Lilac Road	2-Ln	10,900 9,800	6,970	DG	6,840	DG	120 130	No
E. Vista Way	SR-76	Gopher Canyon Road	2-Ln w/ TWLTL	13,500	15,330	E	15,120	E	210	Yes (TR-9) > 200 ADT
E. Vista Way	Gopher Canyon Road	Osborne Street	2-Ln w/ TWLTL	13,500	21,340	F	21,020	F	320	Yes (TR-6)* > 100 ADT
Old River Road	SR-76	Camino Del Rey	2-Ln	10,900 9,800	4,690	C	4,070	CB	620	No
Champagne Boulevard	Old Castle Road	Lawrence Welk Drive	2-Ln	13,500 10,900	4,440	CB	4,170	CB	270	No
Pankey Road	Pala Mesa Drive	SR-76	2-Ln	10,900 4,500	70	A	70	A	0	No
Lilac Road	Couser Canyon Road	W. Lilac Road	2-Ln	8,700 7,800	1,380	A	1,150	A	230	No
Lilac Road	W. Lilac Road	Old Castle Road	2-Ln	8,700 7,800	3,720	A	2,640	A	1,080	No
Lilac Road	Old Castle Road	Anthony Road	2-Ln	10,900	10,020	D	9,010	D	1,010 20	No
Lilac Road	Anthony Road	Betsworth Road	2-Ln	10,900	9,330	D	8,740	D	590	No
Lilac Road	Betsworth Road	Valley Center Road	2-Ln	13,500	10,100	D	9,620	D	480	No

TABLE 2.3-1011
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
EXISTING PLUS PROJECT (PHASE TRAFFIC SCENARIO E – BUILD-OUT) CONDITIONS
(continued)

Roadway	From	To	With Project Build-out				Existing		Project Build-out ADT	Direct Impact?
			Cross-Section	LOS Threshold (LOS D)	ADT	LOS	ADT	LOS		
Valley Center Road	Woods Valley Road	Lilac Road	4/Ln w/ TWLTL/ RM	27,000	21,370	C	21,290	C	80	No
Valley Center Road	Lilac Road	Miller Road	4-Ln w/ RM	33,400	24,670	B	24,280	B	390	No
Valley Center Road	Miller Road	Cole Grade Road	4-Ln w/ RM	27,000	22,820	C	22,440	C	380	No
Valley Center Road	Cole Grade Road	Vesper Road	2-Ln	13,500	11,710	D	11,490	D	230 220	No
Miller Road	Misty Oak Road	Valley Center Road	2-Ln	8,000 7,000	1,480	A	1,460	A	20	No
Cole Grade Road	Fruitvale Road	Valley Center Road	2-Ln w/ TWLTL	13,500	10,780	D	10,660	D	120	No

SOURCE: Appendix E.

SOURCE: Chen Ryan Associates 2013.

Notes:

Bold letter indicates unacceptable LOS E or F.

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

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

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

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

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

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

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

SOURCE: Appendix E.

Notes:

Bold letter indicates unacceptable LOS E or F.

AWSC = All-Way Stop Controlled.

TWSC = Two-Way Stop Controlled.

OWSC = One-Way Stop Controlled.

RA = Roundabout.

DNE = Does Not Exist.

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

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

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

TABLE 2.3-1213
TWO-LANE HIGHWAY LEVEL OF SERVICE RESULTS
EXISTING PLUS PROJECT (PHASE E – BUILDOUT) CONDITIONS

2-Lane Highway	From	To	With Project Build-out			Existing		Project Build-out ADT	Direct Impact?
			LOS Threshold (LOS D)	ADT	LOS	ADT	LOS		
Old Highway 395	Pala Mesa Drive	SR-76	16,200	5,210	D or better	4,770	D or better	440	No
	SR-76	E. Dulin Road	16,200	6,230	D or better	4,720	D or better	1,520	No
	E. Dulin Road	W. Lilac Road	16,200	8,010	D or better	4,340	D or better	3,670	No
	W. Lilac Road	I-15 SB Ramps	16,200	11,340 10,580	D or better	4,450	D or better	6,890 6,140	No
	I-15 SB Ramps	I-15 NB Ramps	16,200	7,450 6,840	D or better	3,600	D or better	3,850 3,240	No
	I-15 NB Ramps	Camino Del Rey	16,200	3,640 3,190	D or better	2,430	D or better	1,210 760	No
	Camino Del Rey	Circle R Drive	16,200	7,100 6,650	D or better	5,820	D or better	1,280 830	No
	Circle R Drive	Gopher Canyon Road	16,200	12,370 12,670	D or better	10,710	D or better	1,660 1,970	No
	Gopher Canyon Road	Old Castle Road	16,200	9,050	D or better	8,660	D or better	390	No

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

TABLE 2.3-1413
FREEWAY SEGMENT LEVEL OF SERVICE RESULTS
EXISTING PLUS PROJECT (PHASE E – BUILD-OUT) CONDITIONS

Freeway	Segment	ADT	Peak Hour %	Peak Hour Volume	Directional Split	# of Lanes Per Direction	PHF	% of Heavy Vehicle	Volume (pc/h/ln)	V/C	LOS w/ Project	Change in V/C (compare to Existing)	Significant Impact?
I-15	Riverside County Boundary to Old Highway 395	136,550	8.4%	11,536	0.64	4	0.95	6.75%	1,994	0.849	D	0.016	No
I-15	Old Highway 395 to SR-76	136,640	7.4%	10,165	0.73	4	0.95	6.75%	2,023	0.861	D	0.017	No
I-15	SR-76 to Old Highway 395	115,320	7.8%	9,020	0.69	4	0.95	8.40%	1,695	0.721	C	0.015	No
I-15	Old Highway 395 to Gopher Canyon Road	113,700 114,000	8.1%	9,182 9,207	0.67	4	0.95	8.40%	1,681 1,686	0.716 0.717	C	0.023 0.025	No
I-15	Gopher Canyon Road to Deer Springs Road	121,580	8.1%	9,819	0.67	4	0.95	13.20%	1,839	0.783	C	0.029	No
I-15	Deer Springs Road to Centre City Parkway	121,050	8.0%	9,725	0.66	4	0.95	13.20%	1,813	0.771	C	0.026	No
I-15	Centre City Parkway to El Norte Parkway	114,210	8.0%	9,176	0.66	4	0.95	13.20%	1,710	0.728	C	0.020	No
I-15	El Norte Parkway to SR-78	129,970	7.9%	10,230	0.66	4	0.95	10.00%	1,879	0.800	C	0.018	No
I-15	SR-78 to W Valley Parkway	194,200	8.1%	15,805	0.60	5+2ML	0.95	10.00%	1,497	0.637	C	0.007	No
I-15	W Valley Parkway to Auto Parkway	180,850	8.1%	14,718	0.60	5+2ML	0.95	10.00%	1,394	0.593	B	0.006	No
I-15	Auto Parkway to W Citracado Parkway	173,800	7.8%	13,479	0.60	5+2ML	0.95	10.00%	1,269	0.540	B	0.006	No
I-15	W Citracado Parkway to Via Rancho Parkway	197,590	7.8%	15,324	0.60	5+2ML	0.95	7.00%	1,422	0.605	B	0.005	No

TABLE 2.3-1314
FREEWAY SEGMENT LEVEL OF SERVICE RESULTS
EXISTING PLUS PROJECT (PHASE E – BUILD-OUT) CONDITIONS
(continued)

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

SOURCE: Appendix E.

Notes:

Bold letter indicates unacceptable LOS E or F.

ML = Managed Lane.

TABLE 2.3-1415
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
EXISTING PLUS CUMULATIVE PROJECTS PLUS PROJECT CONDITIONS

Roadway	From	To	With Cumulative Projects + Project				Existing		Cumulative Projects + Project ADT	Cumulative Impact?
			Cross-Section	LOS Threshold (LOS D)	ADT	LOS	ADT	LOS		
E. Dulin Road	Old Highway 395	SR-76	2-Ln	9,800 10,900	7,330	D	1,830	BA	5,500	No
W. Lilac Road	Camino Del Rey	Camino Del Cielo	2-Ln	7,800 8,700	3,330	A	2,270	A	1,060	No
W. Lilac Road	Camino Del Cielo	Old Highway 395	2-Ln	7,800 8,700	3,530	A	2,140	A	1,390	No
W. Lilac Road	Old Highway 395	Main Street	2-Ln	8,700	12,800 14,580	F	1,150	A	11,650 12,350	Yes > 100 ADT (TR-10)
W. Lilac Road	Main Street	Street "F"	2-Ln	8,700 7,800	3,110 4,150	A	1,150	A	1,960 2,000	No
W. Lilac Road	Street "F"	Covey Lane	2-Ln	7,800 8,700	1,870 2,910	A	1,150	A	720 760	No
W. Lilac Road	Covey Lane	Circle R Drive	2-Ln	7,800 8,700	2,040 3,120	A	480	A	1,560 2,140	No
W. Lilac Road	Circle R Drive	Lilac Road	2-Ln	7,800 8,700	3,510 3,820	A	1,170	A	2,340 2,400	No
Camino Del Cielo	Camino Del Rey	W. Lilac Road	2-Ln	10,900	980	A	630	A	350	No
Olive Hill Road	Shamrock Road	SR-76	2-Ln	8,700	4,410	A	3,380	A	1,030	No
Camino Del Rey	SR-76	Old River Road	2-Ln	10,900	10,300	D	9,350	D	950	No
Camino Del Rey	Old River Road	W. Lilac Road	2-Ln	10,900 9,800	11,960	E	8,640	D	3,320	Yes > 200 ADT (TR-11)
Camino Del Rey	W. Lilac Road	Camino Del Cielo	2-Ln w/ SM	13,500	9,550	D	6,730	C	2,820	No
Camino Del Rey	Camino Del Cielo	Old Highway 395	2-Ln	8,700 7,800	5,600	BA	4,850	A	750	No
Gopher Canyon Road	E. Vista Way	I-15 SB Ramps	2-Ln	10,900 9,800	16,270 7,370	F	15,310	FE	950 1,960	Yes > 100 ADT (TR-12 and TR-13)
Gopher Canyon Road	I-15 SB Ramps	I-15 NB Ramps	4-Ln	30,800	18,490 19,440	B	12,390	A	6,100 5,950	No

TABLE 2.3-1415
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
EXISTING PLUS CUMULATIVE PROJECTS PLUS PROJECT CONDITIONS
(continued)

Roadway	From	To	With Cumulative Projects + Project				Existing		Cumulative Projects + Project ADT	Cumulative Impact?
			Cross-Section	LOS Threshold (LOS D)	ADT	LOS	ADT	LOS		
Gopher Canyon Road	I-15 NB Ramps	Old Highway 395	4-Ln	30,800	18,470 18,260	B	11,870	A	6,600 6,290	No
Circle R Drive	Old Highway 395	Mountain Ridge Road	2-Ln	10,900 9,800	7,450 7,720	D	4,030	<u>CB</u>	3,420 2,690	No
Circle R Drive	Mountain Ridge Road	W. Lilac Road	2-Ln	10,900 9,800	2,010 3,040	B	1,770	<u>BA</u>	240 770	No
Old Castle Road	Old Highway 395	Lilac Road	2-Ln	10,900 9,800	10,380 9,780	D	6,840	<u>DG</u>	3,540	No
E. Vista Way	SR-76	Gopher Canyon Road	2-Ln w/ TWLTL	13,500	20,520	F	15,120	E	5,400	Yes > 100 ADT (TR-14)
E. Vista Way	Gopher Canyon Road	Osborne Street	2-Ln w/ TWLTL	13,500	26,990	F	21,020	F	5,970	Yes > 100 ADT (TR-15)
Old River Road	SR-76	Camino Del Rey	2-Ln	10,900 9,800	4,790	C	4,070	<u>CB</u>	720	No
Champagne Blvd	Old Castle Road	Lawrence Welk Drive	2-Ln	13,500 10,700	7,770 8,270	<u>DG</u>	4,170	<u>CB</u>	3,600	No
Pankey Road	Pala Mesa Drive	SR-76	2-Ln	10,900 4,500	16,520	F	70	A	15,540 16,450	Yes > 100 ADT (TR-16)
Lilac Road	Couser Canyon Road	W. Lilac Road	2-Ln	8,700 7,800	1,970	A	1,150	A	820 820	No
Lilac Road	W. Lilac Road	Old Castle Road	2-Ln	8,700 7,800	3,830	A	2,640	A	1,190	No
Lilac Road	Old Castle Road	Anthony Road	2-Ln	10,900	11,590	E	9,010	D	2,580	Yes > 200 ADT (TR-17)
Lilac Road	Anthony Road	Betsworth Road	2-Ln	10,900	10,760	D	8,740	D	2,020	No
Lilac Road	Betsworth Road	Valley Center Road	2-Ln	13,500	11,920	D	9,620	D	2,300	No
Valley Center Road	Woods Valley Road	Lilac Road	4/Ln w/ TWLTL/RM	27,000	24,280	D	21,290	C	2,990	No
Valley Center Road	Lilac Road	Miller Road	4-Ln w/ RM	33,400	27,000	C	24,280	B	2,720	No

TABLE 2.3-1415
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
EXISTING PLUS CUMULATIVE PROJECTS PLUS PROJECT CONDITIONS
(continued)

Roadway	From	To	With Cumulative Projects + Project				Existing		Cumulative Projects + Project ADT	Cumulative Impact?
			Cross-Section	LOS Threshold (LOS D)	ADT	LOS	ADT	LOS		
Valley Center Road	Miller Road	Cole Grade Road	4-Ln w/ RM	27,000	24,950	D	22,440	C	2,510	No
Valley Center Road	Cole Grade Road	Vesper Road	2-Ln	13,500	12,760	D	11,490	D	1,270	No
Miller Road	Misty Oak Road	Valley Center Road	2-Ln	78,000	2,280	A	1,460	A	820	No
Cole Grade Road	Fruitvale Road	Valley Center Road	2-Ln w/ TWLTL	13,500	16,650	E	10,660	D	5,990	Yes > 200 ADT (TR-18)

SOURCE: Appendix E.

Notes:

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

TABLE 2.3-1516
PEAK HOUR INTERSECTION LEVEL OF SERVICE RESULTS
EXISTING PLUS CUMULATIVE PROJECTS PLUS PROJECT CONDITIONS

Intersection	Traffic Control	With Cumulative Projects + Project				Existing		Change in Delay (seconds) AM/PM	Cumulative Projects + Project Traffic to Critical Movements AM/PM	Cumulative Impact?
		AM Peak Hour		PM Peak Hour		Delay (seconds) AM/PM	LOS AM/PM			
		Average Delay (seconds)	LOS	Average Delay (seconds)	LOS					
1. E. Vista Way/Gopher Canyon Road	Signal	34.5 250.5	F G	93.0 275.5	F	172.8/212.0 24.3/48.7	F/F G/D	10.2/44.3 77.2/63.5	-	Yes (TR-19) County Int. LOS Degrade & > 1 sec.
2. SR-76/Old River Road/E. Vista Way	Signal	269.1 40.4	D F	303.9 51.4	D F	73.9/52.3 23.7/32.0	C/C E/D	195.2/251.6 16.7/19.4	-	No Yes Caltrans Int. > 2 sec.
3. SR-76/Olive Hill Road/Camino Del Rey	Signal	231.9 40.8	D F	363.0 51.2	D F	43.6/60.8 21.6/34.5	C/C D/E	188.3/302.2 19.2/16.7	-	No Yes Caltrans Int. > 2 sec.
4. Old River Road/Camino Del Rey	OWSC	109.1	F	27.3	C	23.2/12.2	D/B	85.9/15.1	AM: NBL +3	No County Int. < 5 trips
5. W. Lilac Road/Camino Del Rey	OWSC	21.9	C	15.4	B	15.4/11.0 15.7/11.0	C/B	6.5/4.4 6.2/4.4	-	No
6. Old Highway 395/SR-76	Signal	219.7 190.3	F	214.6 190.7	F	43.0/42.2 29.0/30.8	C/D D	176.7/172.4 161.3/150.9	-	Yes (TR-20) Caltrans Int. > 2 sec.
7. Pankey Road/SR-76	TWSC	OVFL	F	OVFL	F	12.5/15.2	B/C	OVFL/OVFL	-	Yes (TR-21) Caltrans Int. > 2 sec.
8. Old Highway 395/E. Dulin Road	OWSC	364.5	F	179.1	F	14.6/11.2 12.8/11.2	B / B	349.9/167.9 351.7/167.9	AM : WBL +89 PM : WBL +180	Yes (TR-22) County Int. > 5 trips

TABLE 2.3-1615
PEAK HOUR INTERSECTION LEVEL OF SERVICE RESULTS
EXISTING PLUS CUMULATIVE PROJECTS PLUS PROJECT CONDITIONS (continued)

Intersection	Traffic Control	With Cumulative Projects + Project				Existing		Change in Delay (seconds) AM/PM	Cumulative Projects + Project Traffic to Critical Movements AM/PM	Cumulative Impact?
		AM Peak Hour		PM Peak Hour		Delay (seconds) AM/PM	LOS AM/PM			
		Average Delay (seconds)	LOS	Average Delay (seconds)	LOS					
9. Old Highway 395/W. Lilac Road	TWSC	OVFL	F	OVFL	F	18.5/13.3 14.7/13.3	C/B	OVFL/OVFL	AM : WBL +35206 PM : WBL +26633	Yes (TR-23) County Int. > 5 trips
10. I-15 SB Ramps/Old Highway 395	OWSC	41.3 71.0	E E	213.8 344.3	F	10.6/ 12.1	B/B	30.7/201.7 60.4/332.2	-	Yes (TR-24) Caltrans Int. > 2 sec.
11. I-15 NB Ramps/Old Highway 395	OWSC	16.7 20.6	C	64.3 129.9	F	9.89/11.2	A/B	6.8/53.1 10.8/118.7	-	Yes (TR-25) Caltrans Int. > 2 sec.
12. Old Highway 395/Camino Del Rey	OWSC	14.4	B	19.4 20.4	C	10.1/11.0	B/B	4.3/9.48.4	-	No
13. Old Highway 395/Circle R Drive	OWSC	354.5 47.6	F	529.5 742.3	F	20.4/22.5	C/C	327.2/507.0 334.1/719.8	AM : WBL +156 PM : WBL +107	Yes (TR-26) County Int. > 5 trips
14. I-15 SB Ramps/Gopher Canyon Road	OWSC	2451.2 OVFL	F	4522.3 OVFL	F	468.2/ 173.0	F/F	1983.0/4349.3 OVFL/OVFL	-	Yes (TR-27) Caltrans Int. > 2 sec.
15. I-15 NB Ramps/Gopher Canyon Road	OWSC	428.5 549.7	F	8370.3 OVFL	F	30.5/ 1945.4	D/F	398.0/6424.9 519.2/OVFL	-	Yes (TR-28) Caltrans Int. > 2 sec.
16. Old Highway 395/Gopher Canyon Road	Signal	21.4 23.1	C	25.9 30.4	C	16.1/8.8 11.0/14.7	B/BA	5.3/17.1 12.1/15.7	-	No
17. Old Highway 395/Old Castle Road	Signal	14.99	B	17.9 18.3	B	13.9/15.7	B/B	0.1/2.2 1.0/2.6	-	No

TABLE 2.3-1615
PEAK HOUR INTERSECTION LEVEL OF SERVICE RESULTS
EXISTING PLUS CUMULATIVE PROJECTS PLUS PROJECT CONDITIONS (continued)

Intersection	Traffic Control	With Cumulative Projects + Project				Existing		Change in Delay (seconds) AM/PM	Cumulative Projects + Project Traffic to Critical Movements AM/PM	Cumulative Impact?
		AM Peak Hour		PM Peak Hour		Delay (seconds) AM/PM	LOS AM/PM			
		Average Delay (seconds)	LOS	Average Delay (seconds)	LOS					
18. W. Lilac Road/Covey Lane	TWSC	11.3 10.9	B	10.9 13.4	B	8.8/9.31	B/A	2.51/4.11-8	-	No
19. Mountain Ridge Road/Circle R Drive	TWSC	11.3 12.2	B	14.5 13.1	B	9.3/9.6	A/A	2.90/3.54-9	-	No
20. W. Lilac Road/Circle R Drive	OWSC	13.1 14.6	B	11.5 12.4	B	9.3/9.3	A/A	3.8/2.2 5.3/3.1	-	No
21. Lilac Road/W. Lilac Road	OWSC	11.1	B	12.0	B	9.6/9.9	A/A	1.5/2.1	-	No
22. Lilac Road/Old Castle Road	OWSC	17.0	B	32.6	D	11.8/17.8	B/C	5.2/14.8	-	No
23. Valley Center Rd/Lilac Road	Signal	38.9	D	52.7	D	10.5/22.6	B/C	28.4/30.1	-	No
24. Miller Road/Valley Center Road	OWSC	23.3	C	103.0	F	16.9/25.02	C/D	6.4/77.8	PM : SB +29	Yes (TR-29) County Int. > 5 trips
25. Cole Grade Road/Valley Center Road	Signal	36.6	D	48.8	D	31.1/34.9	C/C	5.5/13.9	-	No
26. Street "O"/W. Lilac Road/Main Street	RA	120.3	B	14.0 16.9	C B	DNE	DNE	10.3/14.0 12.3/16.9	-	No
27. Main Street/Street "C"	RA	7.92	A	9.18 2	A	DNE	DNE	7.2/8.2 7.7/9.1	-	No
28. Lilac Hills Ranch Road/Main Street North	AWSC	8.95	A	8.85	A	DNE	DNE	8.95/8.85	-	No
29. Lilac Hills Ranch Road/Main Street South	AWSC	8.93	A	11.19 7	A	DNE	DNE	8.93/11.19 7	-	No
30. Street "Z"/Main Street	OWSC	8.7	A	9.0	A	DNE	DNE	8.7/9.0	-	No

TABLE 2.3-1615
PEAK HOUR INTERSECTION LEVEL OF SERVICE RESULTS
EXISTING PLUS CUMULATIVE PROJECTS PLUS PROJECT CONDITIONS (continued)

Intersection	Traffic Control	With Cumulative Projects + Project				Existing		Change in Delay (seconds) AM/PM	Cumulative Projects + Project Traffic to Critical Movements AM/PM	Cumulative Impact?
		AM Peak Hour		PM Peak Hour		Delay (seconds) AM/PM	LOS AM/PM			
		Average Delay (seconds)	LOS	Average Delay (seconds)	LOS					
31. W. Lilac Road/Street "F"/Main Street	RA	4.4	A	4.65	A	DNE	DNE	4.4/4.65	-	No

SOURCE: Appendix E. SOURCE: Chen Ryan Associates May 2013.

Notes:

Bold letter indicates unacceptable LOS E or F.

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

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

TABLE 2.3-1617
TWO-LANE HIGHWAY LEVEL OF SERVICE RESULTS
EXISTING PLUS CUMULATIVE PROJECTS PLUS PROJECT CONDITIONS

2-Lane Highway	From	To	With Project Build-out			Existing		Project Build-out ADT	Direct Impact?
			LOS Threshold (LOS D)	ADT	LOS	ADT	LOS		
Old Highway 395	Pala Mesa Drive	SR-76	16,200	11,230	D or better	4,770	D or better	6,460	No
	SR-76	E. Dulin Road	16,200	9,890	D or better	4,720	D or better	5,170	No
	E. Dulin Road	W. Lilac Road	16,200	12,780 13,280	D or better	4,340	D or better	8,440	No
	W. Lilac Road	I-15 SB Ramps	16,200	13,310 15,060	D or better	4,450	D or better	8,860 9,610	No
	I-15 SB Ramps	I-15 NB Ramps	16,200	10,490 11,600	D or better	3,600	D or better	6,890 7,500	No
	I-15 NB Ramps	Camino Del Rey	16,200	6,370 7,070	D or better	2,430	D or better	3,940 4,390	No
	Camino Del Rey	Circle R Drive	16,200	9,060 9,770	D or better	5,820	D or better	3,240 3,700	No
	Circle R Drive	Gopher Canyon Road	16,200	15,690 15,590	D or better	10,710	D or better	4,980 4,680	No
	Gopher Canyon Road	Old Castle Road	16,200	10,040 10,310	D or better	8,660	D or better	1,380	No

SOURCE: Appendix E.

SOURCE: Chen Ryan Associates 2013.

ADT = average daily traffic

LOS = level of service

TABLE 2.3-1718
FREEWAY SEGMENT LEVEL OF SERVICE RESULTS
EXISTING PLUS CUMULATIVE PROJECTS PLUS PROJECT CONDITIONS

Freeway	Segment	ADT	Peak Hour %	Peak Hour Volume	Directional Split	# of Lanes Per Direction	PHF	% of Heavy Vehicle	Volume (pc/h/ln)	V/C	LOS w/ Project	Change in V/C (compare to Existing)	Cumulative Impact?
I-15	Riverside County Boundary to Old Highway 395	202,880 203,380	8.4%	17,140 17,182	0.64	4	0.95	6.75%	2,970 63	1.26 41	F	0.43 128	Yes <u>(TR-30)</u> > 0.01
I-15	Old Highway 395 to SR-76	238,620 239,120	7.4%	17,751 17,789	0.73	4	0.95	6.75%	3,540 32	1.50 63	F	0.66 259	Yes <u>(TR-31)</u> > 0.01
I-15	SR-76 to Old Highway 395	169,420 169,920	7.8%	13,252 13,291	0.69	4	0.95	8.40%	2,498 1	1.06 30	F	0.35 63	Yes <u>(TR-32)</u> > 0.01
I-15	Old Highway 395 to Gopher Canyon Road	167,170 167,800	8.1%	13,501 13,551	0.67	4	0.95	8.40%	2,481 72	1.05 62	F	0.36 40	Yes <u>(TR-33)</u> > 0.01
I-15	Gopher Canyon Road to Deer Springs Road	166,620 166,120	8.1%	13,456 13,496	0.67	4	0.95	13.20%	2,528 1	1.07 63	F	0.31 239	Yes <u>(TR-34)</u> > 0.01
I-15	Deer Springs Road to Centre City Parkway	166,030 166,530	8.0%	13,339 13,379	0.66	4	0.95	13.20%	2,494 86	1.06 158	F	0.31 602	Yes <u>(TR-35)</u> > 0.01
I-15	Centre City Parkway to El Norte Parkway	157,230 157,730	8.0%	12,632 12,672	0.66	4	0.95	13.20%	2,362 54	1.00 52	F	0.29 85	Yes <u>(TR-36)</u> > 0.01
I-15	El Norte Parkway to SR-78	171,220	7.9%	13,477 13,516	0.66	4	0.95	10.00%	2,483 76	1.05 73	F	0.27 52	Yes <u>(TR-37)</u> > 0.01
I-15	SR-78 to W Valley Parkway	216,870 217,370	8.1%	17,650 17,691	0.60	5+2ML	0.95	10.00%	1,676 2	0.71 34	C	0.08 32	No
I-15	W Valley Parkway to Auto Parkway	199,490 199,990	8.1%	16,235 16,276	0.60	5+2ML	0.95	10.00%	1,542 38	0.65 4 0.656	C	0.0697	No
I-15	Auto Parkway to W Citracado Parkway	191,330 191,830	7.8%	14,839 14,878	0.60	5+2ML	0.95	10.00%	1,397 1,401	0.59 65	B	0.0620	No
I-15	W Citracado Parkway to Via Rancho Parkway	208,340 208,840	7.8%	16,158 16,197	0.60	5+2ML	0.95	7.00%	1,503 0	0.64 038	C	0.03 98	No
I-15	Via Rancho Parkway to Bernardo Drive	238,480 238,980	7.4%	17,551 17,558	0.58	5+2ML	0.95	7.00%	1,583 0	0.67 42	C	0.1164	No
I-15	Bernardo Drive to Rancho Bernardo Road	213,610 214,110	7.4%	15,721 15,758	0.58	5+2ML	0.95	7.00%	1,419 5	0.60 42	B	0.0376	No

TABLE 2.3-1718
FREEWAY SEGMENT LEVEL OF SERVICE RESULTS
EXISTING PLUS CUMULATIVE PROJECTS PLUS PROJECT CONDITIONS
(continued)

Freeway	Segment	ADT	Peak Hour %	Peak Hour Volume	Directional Split	# of Lanes Per Direction	PHF	% of Heavy Vehicle	Volume (pc/h/ln)	V/C	LOS w/ Project	Change in V/C (compare to Existing)	Cumulative Impact?
I-15	Rancho Bernardo Road to Bernardo Center Drive	215,140 215,670	7.3%	15,795 15,832	0.54	5+2ML	0.95	7.00%	1,321 1,324	0.562 0.565	B	0.017 0.070	No
I-15	Bernardo Center Drive to Camino Del Norte	216,170 216,670	7.3%	15,871 15,908	0.54	5+2ML	0.95	7.00%	1,324 1,327	0.565 0.568	B	0.070 0.073	No

SOURCE: Appendix E. SOURCE: Chen Ryan Associates 2013.

Notes:

Bold letter indicates unacceptable LOS E or F.

ML = Managed Lane

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

V/C = volume/capacity;

LOS = level of service

TABLE 2.3-1819
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
BUILD-OUT UNDER THE EXISTING GENERAL PLAN WITHOUT THE PROJECT (without Road 3)

Roadway	From	To	Classification	LOS Threshold (LOS D)	ADT	LOS
E. Dulin Road	Old Highway 395	SR-76	2.1E	10,900	6,700 5,850	C
W. Lilac Road	Camino Del Rey	Camino Del Cielo	2.2E	10,900	4,450 4,700	C
W. Lilac Road	Camino Del Cielo	Old Highway 395	2.2E	10,900	6,200 5,900	C
W. Lilac Road	Old Highway 395	Main Street	2.2C	13,500	1,870	BA
W. Lilac Road	Main Street	Street "F"	2.2C	13,500	4,400 340	B
W. Lilac Road	Street "F"	Running Creek Road	2.2C	13,500	5,300 30	B
W. Lilac Road	Running Creek Road	Covey Lane	2.2F	8,700	2,730 3,000	A
W. Lilac Road	Covey Lane	Circle R Drive	2.2F	8,700	2,730 1,300	A
W. Lilac Road	Circle R Drive	Lilac Road	2.2F	8,700	1,900 920	A
Camino Del Cielo	Camino Del Rey	W. Lilac Road	2.2E	10,900	4,890 900	C
Olive Hill Road	Shamrock Road	SR-76	2.2E	10,900	8,390 400	D
Camino Del Rey	SR-76	Old River Road	4.2B	25,000	18,280 400	B
Camino Del Rey	Old River Road	W. Lilac Road	4.2B	25,000	12,850	A
Camino Del Rey	W. Lilac Road	Camino Del Cielo	4.2B	25,000	8,080	A
Camino Del Rey	Camino Del Cielo	Old Highway 395	2.2C	13,500	8,180	C
Gopher Canyon Road	E. Vista Way	I-15 SB Ramps	4.1B	30,800	19,300	B
Gopher Canyon Road	I-15 SB Ramps	I-15 NB Ramps	4.1B	30,800	18,610	B
Gopher Canyon Road	I-15 NB Ramps	Old Highway 395	4.1B	30,800	18,560	B
Circle R Drive	Old Highway 395	Mountain Ridge Road	2.2E	10,900	5,460	C
Circle R Drive	Mountain Ridge Road	W. Lilac Road	2.2E	10,900	1,380	BA
Old Castle Road	Old Highway 395	Lilac Road	2.2D	13,500	8,510	C
E. Vista Way	SR-76	Gopher Canyon Road	4.1A	33,400	20,680	B
E. Vista Way	Gopher Canyon Road	Osborne Street	4.1A	33,400	27,250	C
Old River Road	SR-76	Camino Del Rey	2.2C	13,500	8,370	C
Old Highway 395	Pala Mesa Drive	SR-76	4.2B	25,000	17,200	B
Old Highway 395	SR-76	E. Dulin Road	2.1D	13,500	13,960	E accepted at LOS E/F
Old Highway 395	E. Dulin Road	W. Lilac Road	2.1D	13,500	13,310	ED
Old Highway 395	W. Lilac Road	I-15 SB Ramps	4.2B	25,000	17,680	B
Old Highway 395	I-15 SB Ramps	I-15 NB Ramps	4.2B	25,000	15,730	BA
Old Highway 395	I-15 NB Ramps	Camino Del Rey	4.1B	30,800	15,250	B
Old Highway 395	Camino Del Rey	Circle R Drive	4.1B	30,800	22,540	CB

TABLE 2.3-1819
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
BUILD-OUT UNDER THE EXISTING GENERAL PLAN WITHOUT THE PROJECT (without Road 3)
(continued)

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

SOURCE: Appendix E

SOURCE: Chen-Ryan Associates 2013.

Notes:

Bold letter indicates unacceptable LOS E or F.

ADT = average daily traffic

LOS = level of service

TABLE 2.3-1920
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
BUILD-OUT UNDER THE EXISTING GENERAL PLAN WITH THE PROJECT (without Road 3)

Roadway	From	To	Horizon Year with Project				Horizon Year w/o Project		Project ADT	Project Impact?
			Classification	LOS Threshold (LOS D)	ADT	LOS	ADT	LOS		
E. Dulin Road	Old Highway 395	SR-76	2.1E	10,900	9,180 9,740	D	5,850 6,700	C	3,300 3,040	No
W. Lilac Road	Camino Del Rey	Camino Del Cielo	2.2E	10,900	5,430 5,600	C	4,450 4,700	C	980 900	No
W. Lilac Road	Camino Del Cielo	Old Highway 395	2.2E	10,900	7,100 7,290	D C	5,900 6,200	C	1,200 1,090	No
W. Lilac Road	Old Highway 395	Main Street	2.2C	13,500	13,370 14,790	E D	1,870 3,600	B A	11,500 11,190	Yes >200ADT No
W. Lilac Road	Main Street	Street "F"	2.2F*	8,700	6,160 6,060	B	4,340 4,400	B	1,820 1,660	No
W. Lilac Road	Street "F"	Running Creek Road	2.2F*	8,700	5,700 5,910	A	5,300 5,030	B	670 610	No
W. Lilac Road	Running Creek Road	Covey Lane	2.2F	8,700	3,400 3,610	B A	2,730 3,000	A	670 610	No
W. Lilac Road	Covey Lane	Circle R Drive	2.2F	8,700	3,810 2,710	A	2,730 1,300	A	1,080 1,410	No
W. Lilac Road	Circle R Drive	Lilac Road	2.2F	8,700	2,150 3,020	A	920 1,900	A	1,230 1,120	No
Camino Del Cielo	Camino Del Rey	W. Lilac Road	2.2E	10,900	4,920 4,930	C	4,890 4,900	C	30	No
Olive Hill Road	Shamrock Road	SR-76	2.2E	10,900	8,420 8,430	D	8,390 8,400	D	30	No
Camino Del Rey	SR-76	Old River Road	4.2B	25,000	18,750 18,830	B	18,280 18,400	B	470 430	No
Camino Del Rey	Old River Road	W. Lilac Road	4.2B	25,000	13,850 14,010	A	12,850 13,100	A	1,000 910	No
Camino Del Rey	W. Lilac Road	Camino Del Cielo	4.2B	25,000	8,140 8,160	A	8,080 8,100	A	60	No
Camino Del Rey	Camino Del Cielo	Old Highway 395	2.2C	13,500	8,270 8,270	C	8,180 8,200	C	80 70	No
Gopher Canyon Rd	E. Vista Way	I-15 SB Ramps	4.1B	30,800	19,910 20,150	B	19,300 19,600	B	610 550	No
Gopher Canyon Rd	I-15 SB Ramps	I-15 NB Ramps	4.1B	30,800	19,410 19,690	B	18,610 19,100	B	800 590	No

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

Roadway	From	To	Horizon Year with Project				Horizon Year w/o Project		Project ADT	Project Impact?
			Classification	LOS Threshold (LOS D)	ADT	LOS	ADT	LOS		
Gopher Canyon Rd	I-15 NB Ramps	Old Highway 395	4.1B	30,800	19,560 19,740	B	18,560 19,100	B	1,000 640	No
Circle R Drive	Old Highway 395	Mountain Ridge Road	2.2E	10,900	7,480 7,480	CD	5,460 6,500	C	1,830 980	No
Circle R Drive	Mountain Ridge Road	W. Lilac Road	2.2E	10,900	2,620 1,590	BA	1,380 2,000	BA	210 620	No
Old Castle Road	Old Highway 395	Lilac Road	2.2D	13,500	8,600 9,180	C	8,510 9,100	C	90 80	No
E. Vista Way	SR-76	Gopher Canyon Road	4.1A	33,400	20,880 20,988	B	20,680 20,800	B	200 180	No
E. Vista Way	Gopher Canyon Road	Osborne Street	4.1A	33,400	27,570 27,690	C	27,250 27,400	C	320 290	No
Old River Road	SR-76	Camino Del Rey	2.2C	13,500	8,900 8,980	C	8,370 8,500	C	530 480	No
Old Highway 395	Pala Mesa Drive	SR-76	4.2B	25,000	18,000 18,130	B	17,200 17,400	B	800 730	No
Old Highway 395	SR-76	E. Dulin Road	2.1D	13,500	15,280 <u>15,500</u>	E accepted at LOS E/F	13,960 <u>14,300</u>	E accepted at LOS E/F	1,320 <u>1,200</u>	Yes > 200 ADT
Old Highway 395	E. Dulin Road	W. Lilac Road	2.1D	13,500	17,980 <u>19,960</u>	FE	13,310 <u>15,700</u>	ED	4,670 <u>4,260</u>	Yes > 200 ADT
Old Highway 395	W. Lilac Road	I-15 SB Ramps	4.2B	25,000	23,270 24,900	D	17,680 18,100	B	5,800 590 5,800	No
Old Highway 395	I-15 SB Ramps	I-15 NB Ramps	4.2B	25,000	19,200 20,620	B	15,730 16,900	BA	3,720 470 3,720	No
Old Highway 395	I-15 NB Ramps	Camino Del Rey	4.1B	30,800	16,660 17,600	B	15,250 15,900	B	1,410 1,700	No
Old Highway 395	Camino Del Rey	Circle R Drive	4.1B	30,800	24,010 24,960	C	22,540 23,200	CB	1,760 470	No
Old Highway 395	Circle R Drive	Gopher Canyon Road	4.1B	30,800	29,260	D	27,180 28,000	DE	2,080 1,620	No

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

Roadway	From	To	Horizon Year with Project				Horizon Year w/o Project		Project ADT	Project Impact?
			Classification	LOS Threshold (LOS D)	ADT	LOS	ADT	LOS		
Old Highway 395	Gopher Canyon Road	Old Castle Road	4.1B	30,800	28,110 28,280	D	27,030 27,300	C	1,080 980	No
Champagne Boulevard	Old Castle Road	Lawrence Welk Drive	4.1B	30,800	20,430 20,600	B	19,450 19,700	B	980 900	No
Pankey Road	Pala Mesa Drive	SR-76	2.1A	15,000	10,380 10,540	B	9,460 9,700	A	920 840	No
Lilac Road	Couser Canyon Road	W. Lilac Road	2.2E	10,900	4,690 6,070	C	4,280 5,700	C	410 370	No
Lilac Road	W. Lilac Road	Old Castle Road	2.2E	10,900	8,420 9,310	D	7,650 8,600	D	770 710	No
Lilac Road	Old Castle Road	Anthony Road	2.1C	13,500	13,280 13,150	D	12,570 12,500	D	710 650	No
Lilac Road	Anthony Road	New Road 19 (east of Betsworth Road)	4.2B	25,000	23,760 24,590	D	23,340 24,200	D	420 390	No
Lilac Road	New Road 19 (east of Betsworth Road)	Valley Center Road	4.2B	25,000	40,570 41,360	F accepted at LOS E/F	40,280 41,100	F accepted at LOS E/F	290 260	Yes >200 ADT
Valley Center Road	Woods Valley Road	Lilac Road	4.2A	27,000	23,180 23,710	C	23,160 23,700	C	20 10	No
Valley Center Road	Lilac Road	Miller Road	4.1A	33,400	34,990 35,250	E	34,720 35,000	E	270 250	No <400ADT
Valley Center Road	Miller Road	Indian Creek Road	4.2A	27,000	35,550 35,790	F accepted at LOS E/F	35,340 35,600	F accepted at LOS E/F	210 190	Yes >200 ADT
Valley Center Road	Indian Creek Road	Cole Grade Road	4.2A	27,000	25,900 25,890	D	25,690 25,680	D	210 190	No
Valley Center Road	Cole Grade Road	Vesper Road	4.2A	27,000	16,670 16,680	A	16,580 16,600	A	90 80	No

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

Roadway	From	To	Horizon Year with Project				Horizon Year w/o Project		Project ADT	Project Impact?
			Classification	LOS Threshold (LOS D)	ADT	LOS	ADT	LOS		
Miller Road	Misty Oak Road	Valley Center Road	2.3B	8,000	2,520 2,530	A	2,490 2,500	A	30	No
Cole Grade Road	Fruitvale Road	Valley Center Road	4.2A	27,000	20,170 <u>20,180</u>	B	20,080 <u>20,100</u>	B	90 <u>80</u>	No

SOURCE: Appendix E

SOURCE: Chen Ryan Associates 2013.

Notes:

Bold letter indicates unacceptable LOS E or F.

*Proposed downgrade from 2.2C to 2.2F.

ADT = average daily traffic

LOS = level of service

TABLE 2.3-2021
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
BUILD-OUT UNDER THE EXISTING GENERAL PLAN WITHOUT THE PROJECT (with Road 3)

Roadway	From	To	Classification	LOS Threshold (LOS D)	ADT	LOS
E. Dulin Road	Old Highway 395	SR-76	2.1E	10,900	5,810 6,600	C
W. Lilac Road	Camino Del Rey	Camino Del Cielo	2.2E	10,900	4,960 5,200	C
W. Lilac Road	Camino Del Cielo	Old Highway 395	2.2E	10,900	6,300 6,600	C
W. Lilac Road	Old Highway 395	Main Street	2.2C	13,500	8,110 11,400	D C
W. Lilac Road	Main Street	Street "F"	2.2C	13,500	10,630 11,000	D C
W. Lilac Road	Street "F"	Road 3	2.2C	13,500	10,660 8,200	C
W. Lilac Road	Road 3	Covey Lane	2.2F	8,700	1,130 1,200	A
W. Lilac Road	Covey Lane	Circle R Drive	2.2F	8,700	1,130 1,200	A
W. Lilac Road	Circle R Drive	Lilac Road	2.2F	8,700	1,740 1,800	A
Camino Del Cielo	Camino Del Rey	W. Lilac Road	2.2E	10,900	4,890 4,900	C
Olive Hill Road	Shamrock Road	SR-76	2.2E	10,900	9,190 9,200	D
Camino Del Rey	SR-76	Old River Road	4.2B	25,000	18,780 18,900	B
Camino Del Rey	Old River Road	W. Lilac Road	4.2B	25,000	13,250 13,500	A
Camino Del Rey	W. Lilac Road	Camino Del Cielo	4.2B	25,000	8,080 8,100	A
Camino Del Rey	Camino Del Cielo	Old Highway 395	2.2C	13,500	8,080 8,100	C
Gopher Canyon Road	E. Vista Way	I-15 SB Ramps	4.1B	30,800	19,850 20,000	B
Gopher Canyon Road	I-15 SB Ramps	I-15 NB Ramps	4.1B	30,800	19,300 19,500	B
Gopher Canyon Road	I-15 NB Ramps	Old Highway 395	4.1B	30,800	19,350 19,600	B

TABLE 2.3-2021
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
BUILD-OUT UNDER THE EXISTING GENERAL PLAN WITHOUT THE PROJECT (with Road 3)
(continued)

Roadway	From	To	Classification	LOS Threshold (LOS D)	ADT	LOS
Circle R Drive	Old Highway 395	Mountain Ridge Road	2.2E	10,900	6,640 7,100	D E
Circle R Drive	Mountain Ridge Road	W. Lilac Road	2.2E	10,900	2,640 2,700	B
Old Castle Road	Old Highway 395	Lilac Road	2.2D	13,500	7,780 7,800	C
E. Vista Way	SR-76	Gopher Canyon Road	4.1A	33,400	20,750 20,800	B
E. Vista Way	Gopher Canyon Road	Osborne Street	4.1A	33,400	27,520 27,600	C
Old River Road	SR-76	Camino Del Rey	2.2C	13,500	8,370 8,500	C
Old Highway 395	Pala Mesa Drive	SR-76	4.2B	25,000	15,900 15,900	A
Old Highway 395	SR-76	E. Dulin Road	2.1D	13,500	14,580 14,900	E accepted at LOS E/F
Old Highway 395	E. Dulin Road	W. Lilac Road	2.1D	13,500	13,790 16,100	E accepted at LOS E/F
Old Highway 395	W. Lilac Road	I-15 SB Ramps	4.2B	25,000	19,520 20,900	C B
Old Highway 395	I-15 SB Ramps	I-15 NB Ramps	4.2B	25,000	16,250 17,100	B A
Old Highway 395	I-15 NB Ramps	Camino Del Rey	4.1B	30,800	13,960 14,300	B
Old Highway 395	Camino Del Rey	Circle R Drive	4.1B	30,800	20,540 20,900	B
Old Highway 395	Circle R Drive	Gopher Canyon Road	4.1B	30,800	27,290 27,800	D E
Old Highway 395	Gopher Canyon Road	Old Castle Road	4.1B	30,800	24,740 25,000	C
Champagne Boulevard	Old Castle Road	Lawrence Welk Drive	4.1B	30,800	19,360 19,600	B
Pankey Road	Pala Mesa Drive	SR-76	2.1A	15,000	9,360 9,600	A E

TABLE 2.3-2021
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
BUILD-OUT UNDER THE EXISTING GENERAL PLAN WITHOUT THE PROJECT (with Road 3)
(continued)

Roadway	From	To	Classification	LOS Threshold (LOS D)	ADT	LOS
Lilac Road	Couser Canyon Road	W. Lilac Road	2.2E	10,900	7,750 <u>7,900</u>	D
Lilac Road	W. Lilac Road	Old Castle Road	2.2E	10,900	8,130 <u>8,300</u>	D
Lilac Road	Old Castle Road	Anthony Road	2.1C	13,500	11,850 <u>11,300</u>	D
Lilac Road	Anthony Road	New Road 19 (east of Betsworth Road)	4.2B	25,000	19,140 <u>19,200</u>	B
Lilac Road	New Road 19 (east of Betsworth Road)	Valley Center Road	4.2B	25,000	33,880 <u>33,900</u>	F accepted at LOS E/F
Valley Center Road	Woods Valley Road	Lilac Road	4.2A	27,000	23,200	C
Valley Center Road	Lilac Road	Miller Road	4.1A	33,400	32,090 <u>32,100</u>	D
Valley Center Road	Miller Road	Indian Creek Road	4.2A	27,000	32,990 <u>33,000</u>	F accepted at LOS E/F
Valley Center Road	Indian Creek Road	Cole Grade Road	4.2A	27,000	23,790	C
Valley Center Road	Cole Grade Road	Vesper Road	4.2A	27,000	16,900	A
Miller Road	Misty Oak Road	Valley Center Road	2.3B	8,000	2,400	A
Cole Grade Road	Fruitvale Road	Valley Center Road	4.2A	27,000	17,990 <u>18,000</u>	<u>B</u> A

SOURCE: Appendix E

SOURCE: ~~Chen Ryan Associates 2013.~~

Notes:

Bold letter indicates unacceptable LOS E or F.

LOS = level of service

ADT = average daily traffic

TABLE 2.3-2122
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
BUILD-OUT UNDER THE EXISTING GENERAL PLAN WITH THE PROJECT (with Road 3)

Roadway	From	To	Horizon Year with Project				Horizon Year w/o Project		Project ADT	Project Impact?
			Classification	LOS Threshold (LOS D)	ADT	LOS	ADT	LOS		
E. Dulin Road	Old Highway 395	SR-76	2.1E	10,900	8,920 9,440	D	5,810 6,600	C	3,110 2,840	No
W. Lilac Road	Camino Del Rey	Camino Del Cielo	2.2E	10,900	5,910 6,070	C	4,960 5,200	C	950 870	No
W. Lilac Road	Camino Del Cielo	Old Highway 395	2.2E	10,900	7,470 7,660	D	6,300 6,600	C	1,170 1,060	No
W. Lilac Road	Old Highway 395	Main Street	2.2C	13,500	18,990 22,020	FE	8,110 11,400	DE	10,880 10,620	Yes > 200 ADT
W. Lilac Road	Main Street	Street "F"	2.2F*	8,700	12,080 12,300	F	10,630 11,000	D	1,450 1,330	Yes > 100 ADT
W. Lilac Road	Street "F"	Road 3	2.2F*	8,700	12,010 12,230	F	10,660 11,000	D	1,350 1,230	Yes > 100 ADT
W. Lilac Road	Road 3	Covey Lane	2.2F	8,700	1,680 9,430	A	1,130 1,200	A	550 1,230	No
W. Lilac Road	Covey Lane	Circle R Drive	2.2F	8,700	1,420 1,890	A	1,130 1,200	A	290 690	No
W. Lilac Road	Circle R Drive	Lilac Road	2.2F	8,700	1,980 2,020	A	1,740 1,800	A	240 220	No
Camino Del Cielo	Camino Del Rey	W. Lilac Road	2.2E	10,900	4,920 4,930	C	4,890 4,900	C	30	No
Olive Hill Road	Shamrock Road	SR-76	2.2E	10,900	9,220 9,230	D	9,190 9,200	D	30	No
Camino Del Rey	SR-76	Old River Road	4.2B	25,000	19,230 19,310	B	18,780 18,900	B	450 410	No
Camino Del Rey	Old River Road	W. Lilac Road	4.2B	25,000	14,230 14,400	A	13,250 13,500	A	980 900	No
Camino Del Rey	W. Lilac Road	Camino Del Cielo	4.2B	25,000	8,140 8,160	A	8,080 8,100	A	60	No
Camino Del Rey	Camino Del Cielo	Old Highway 395	2.2C	13,500	8,160 8,170	C	8,080 8,100	C	80 70	No
Gopher Canyon Road	E. Vista Way	I-15 SB Ramps	4.1B	30,800	20,440 20,540	B	19,850 20,000	B	590 540	No
Gopher Canyon Road	I-15 SB Ramps	I-15 NB Ramps	4.1B	30,800	20,090 20,080	B	19,500 19,500	B	790 580	No
Gopher Canyon Road	I-15 NB Ramps	Old Highway 395	4.1B	30,800	20,330 20,220	B	19,600 19,600	B	980 620	No
Circle R Drive	Old Highway 395	Mountain Ridge Road	2.2E	10,900	8,440 8,050	D	6,640 7,100	DE	1,800 950	No

TABLE 2.3-2122
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
BUILD-OUT UNDER THE EXISTING GENERAL PLAN WITH THE PROJECT (with Road 3)
(continued)

Roadway	From	To	Horizon Year with Project				Horizon Year w/o Project		Project ADT	Project Impact?
			Classification	LOS Threshold (LOS D)	ADT	LOS	ADT	LOS		
Circle R Drive	Mountain Ridge Road	W. Lilac Road	2.2E	10,900	2,880 3,350	B	2,640 2,700	B	240 650	No
Old Castle Road	Old Highway 395	Lilac Road	2.2D	13,500	7,870 7,880	C	7,780 7,800	C	90 80	No
E. Vista Way	SR-76	Gopher Canyon Road	4.1A	33,400	20,950 20,980	B	20,750 20,800	B	200 180	No
E. Vista Way	Gopher Canyon Road	Osborne Street	4.1A	33,400	27,840 27,890	C	27,520 27,600	C	320 290	No
Old River Road	SR-76	Camino Del Rey	2.2C	13,500	8,900 8,980	C	8,370 8,500	C	530 480	No
Old Highway 395	Pala Mesa Drive	SR-76	4.2B	25,000	16,400 16,510	A	15,730 15,900	A	670 610	No
Old Highway 395	SR-76	E. Dulin Road	2.1D	13,500	15,820 16,030	E accepted at LOS E/F	14,580 14,900	E accepted at LOS E/F	1,240 1,130	Yes >200 ADT
Old Highway 395	E. Dulin Road	W. Lilac Road	2.1D	13,500	18,150 20,080	FE	13,790 16,100	E	4,360 3,980	Yes >200 ADT
Old Highway 395	W. Lilac Road	I-15 SB Ramps	4.2B	25,000	24,940 26,540	ED	19,520 20,900	CB	5,420 5,640	Yes >400 ADT No
Old Highway 395	I-15 SB Ramps	I-15 NB Ramps	4.2B	25,000	19,600 20,710	CB	16,250 17,100	BA	3,350 3,610	No
Old Highway 395	I-15 NB Ramps	Camino Del Rey	4.1B	30,800	15,310 15,950	B	13,960 14,300	B	1,350 1,650	No
Old Highway 395	Camino Del Rey	Circle R Drive	4.1B	30,800	21,950 22,600	B	20,540 20,900	B	1,410 1,700	No
Old Highway 395	Circle R Drive	Gopher Canyon Road	4.1B	30,800	29,360 29,360	D	27,290 27,800	DG	2,020 1,560	No
Old Highway 395	Gopher Canyon Road	Old Castle Road	4.1B	30,800	25,770 25,940	C	24,740 25,000	C	1,030 940	No
Champagne Boulevard	Old Castle Road	Lawrence Welk Drive	4.1B	30,800	20,300 20,460	B	19,360 19,600	B	940 860	No
Pankey Road	Pala Mesa Drive	SR-76	2.1A	15,000	10,300 10,460	B	9,360 9,600	AG	940 860	No

TABLE 2.3-2122
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
BUILD-OUT UNDER THE EXISTING GENERAL PLAN WITH THE PROJECT (with Road 3)
(continued)

Roadway	From	To	Horizon Year with Project				Horizon Year w/o Project		Project ADT	Project Impact?
			Classification	LOS Threshold (LOS D)	ADT	LOS	ADT	LOS		
Lilac Road	Couser Canyon Road	W. Lilac Road	2.2E	10,900	8,360 8,450	D	7,750 7,900	D	610 550	No
Lilac Road	W. Lilac Road	Old Castle Road	2.2E	10,900	8,800 8,910	D	8,130 8,300	D	670 610	No
Lilac Road	Old Castle Road	Anthony Road	2.1C	13,500	12,430 11,830	D	11,850 11,300	D	580 530	No
Lilac Road	Anthony Road	New Road 19 (east of Betsworth Road)	4.2B	25,000	19,380 19,420	B	19,140 19,200	B	240 220	No
Lilac Road	New Road 19 (east of Betsworth Road)	Valley Center Road	4.2B	25,000	33,940 33,960	F accepted at LOS E/F	33,880 33,900	F accepted at LOS E/F	60	No ← 200 ADT
Valley Center Road	Woods Valley Road	Lilac Road	4.2A	27,000	23,220 23,210	C	23,200	C	20 10	No
Valley Center Road	Lilac Road	Miller Road	4.1A	33,400	32,140	D	32,090 32,100	D	50 40	No
Valley Center Road	Miller Road	Indian Creek Road	4.2A	27,000	33,020 33,030	F accepted at LOS E/F	32,990 32,000	F accepted at LOS E/F	30	No ← 200 ADT
Valley Center Road	Indian Creek Road	Cole Grade Road	4.2A	27,000	23,820	C	23,790	C	30	No
Valley Center Road	Cole Grade Road	Vesper Road	4.2A	27,000	16,900	A	16,900	A	0	No
Miller Road	Misty Oak Road	Valley Center Road	2.3B	8,000	2,420 2,410	A	2,400	A	20 10	No
Cole Grade Road	Fruitvale Road	Valley Center Road	4.2A	27,000	18,020 18,030	B	17,990 18,000	BA	30	No

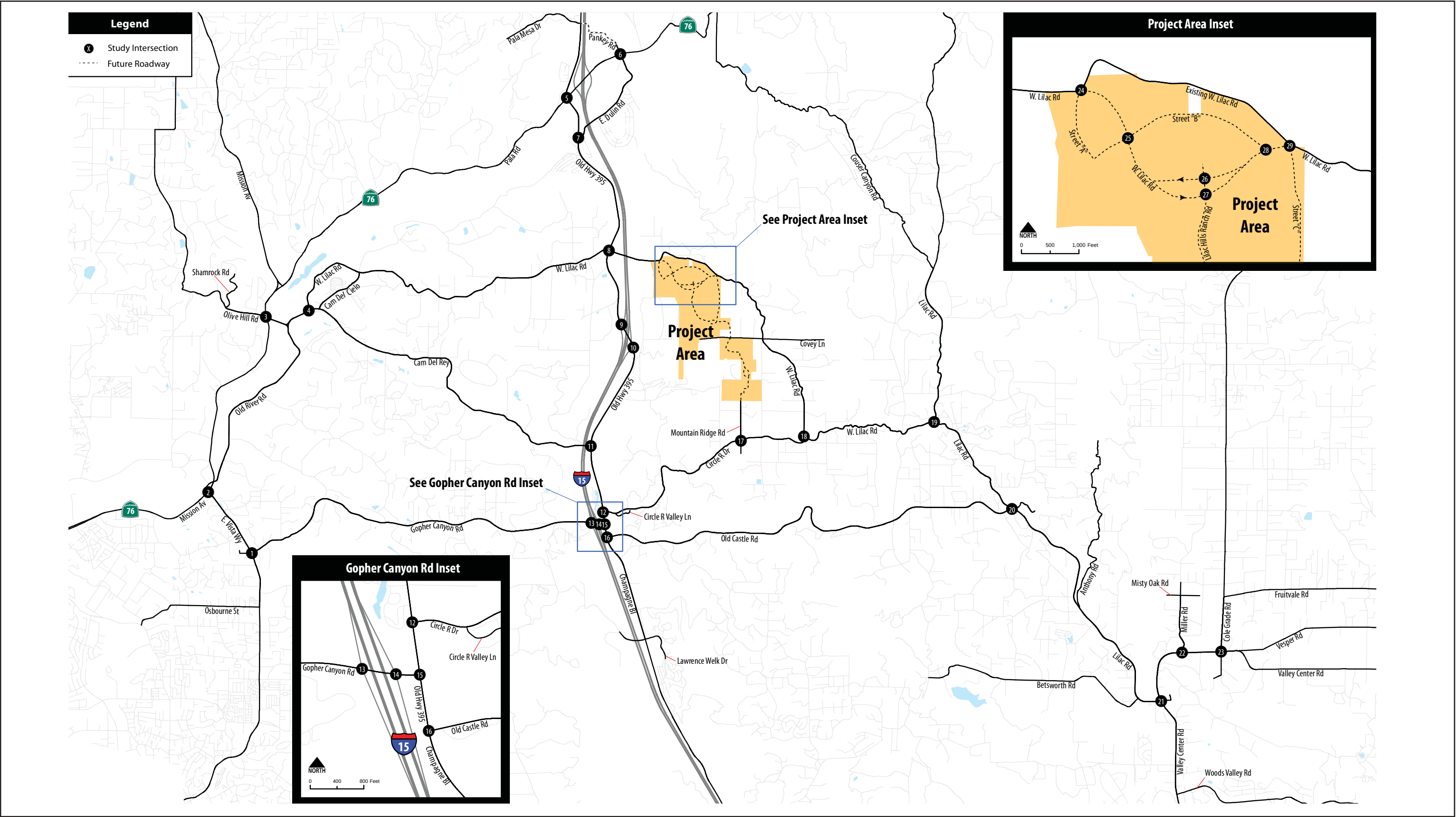
SOURCE: Appendix E. SOURCE: Chen Ryan Associates 2013.

Notes:

Bold letter indicates unacceptable LOS E or F.

*Proposed downgrade from 2.2C to 2.2F.

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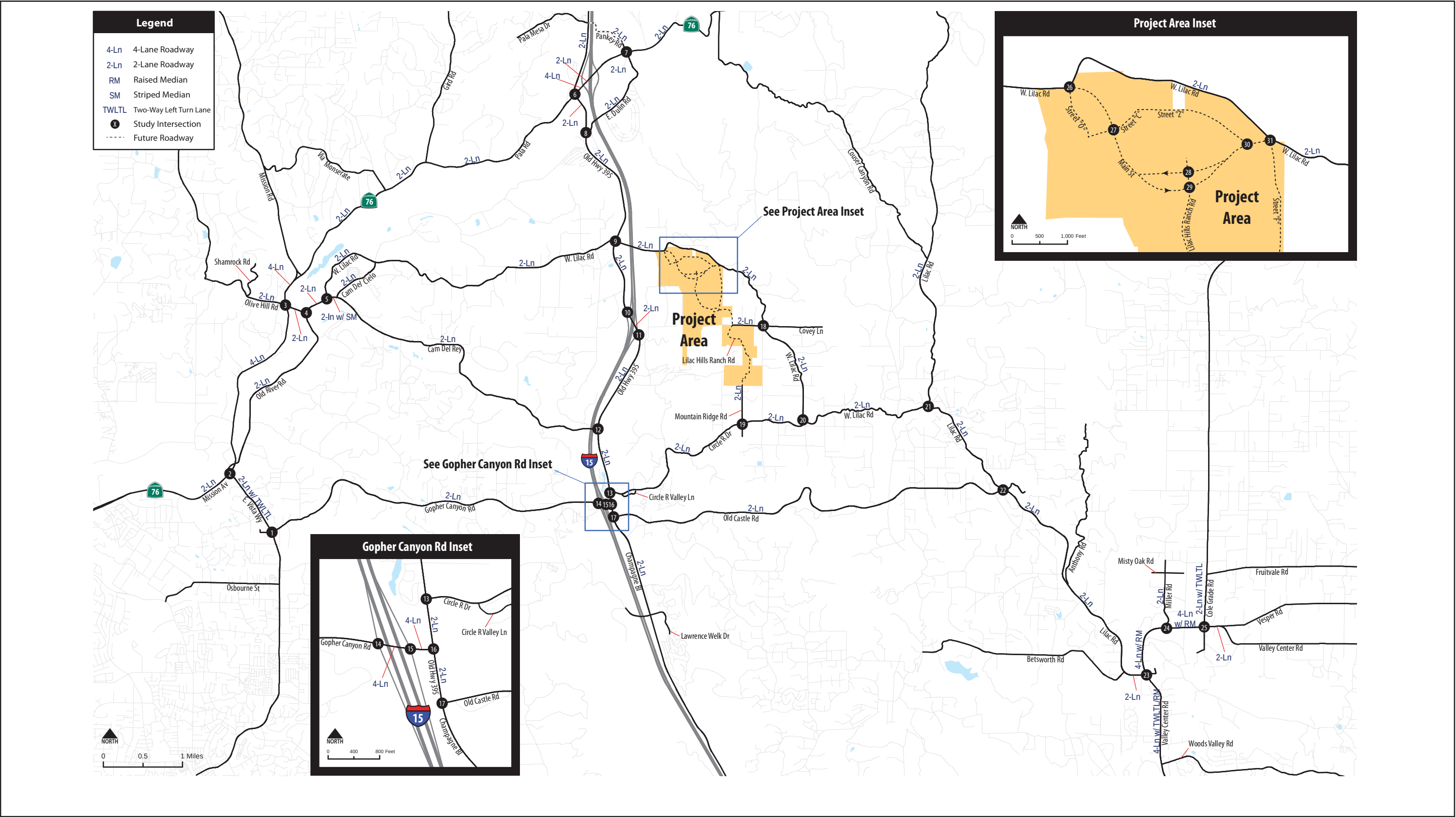


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FIGURE 2.3-1
Transportation and Traffic Study Area

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FIGURE 2.3-2
Existing Roadway Network

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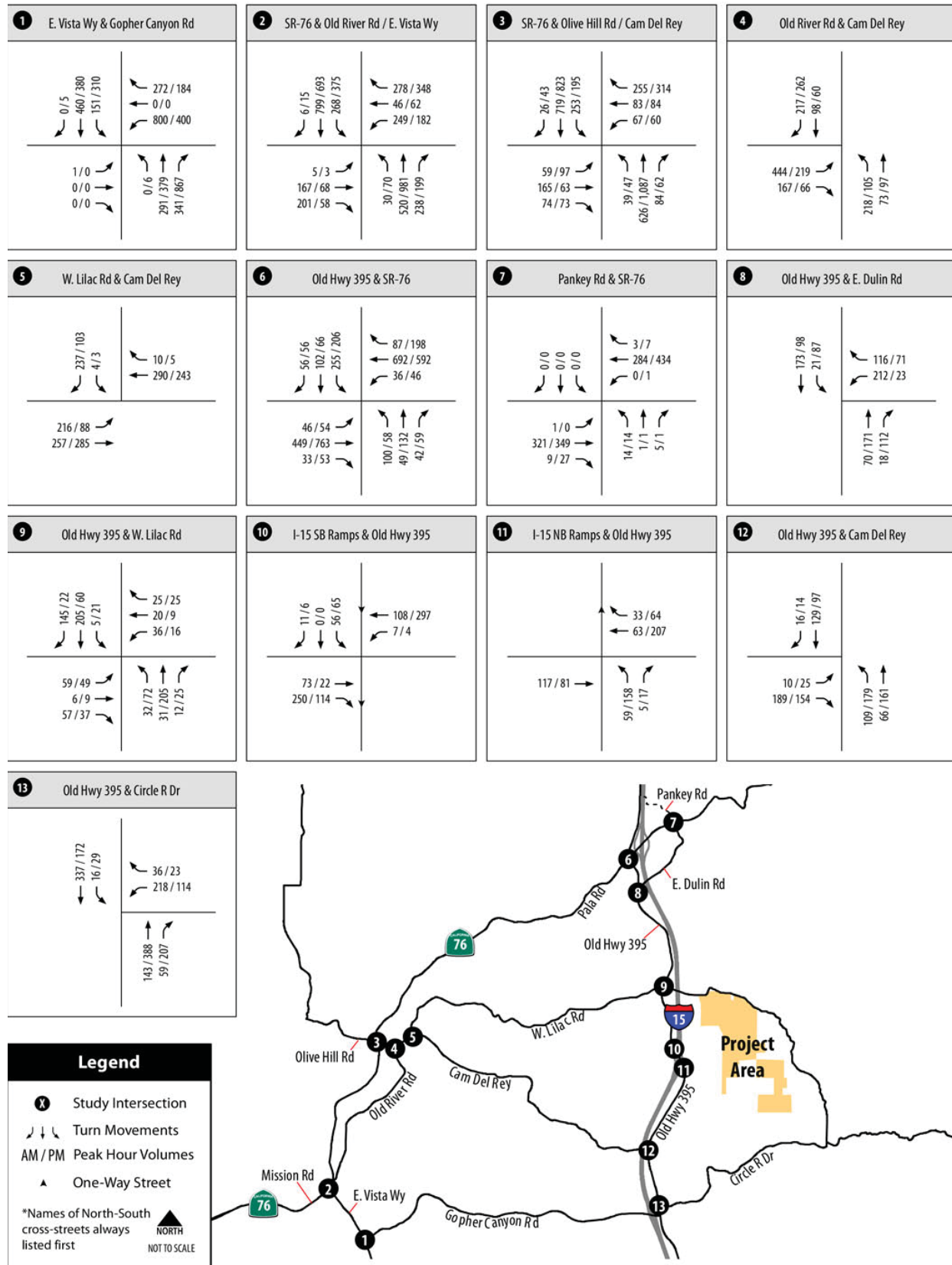


FIGURE 2.3-4a

Existing Intersection Peak Hour Traffic (Intersections 1-13)

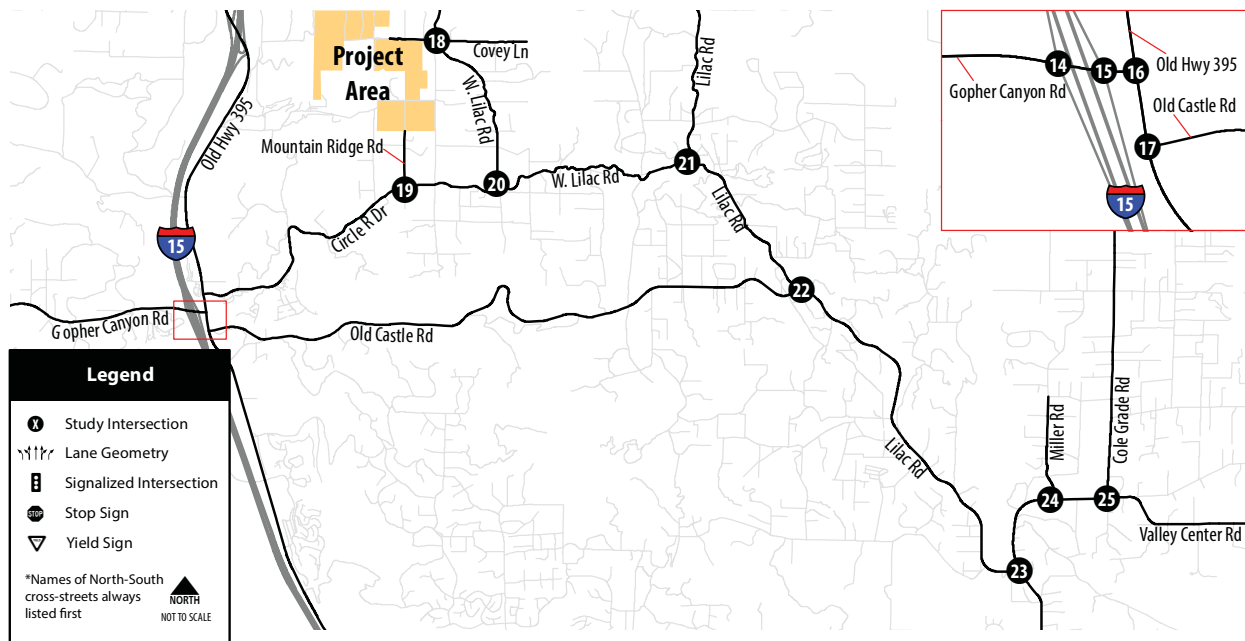
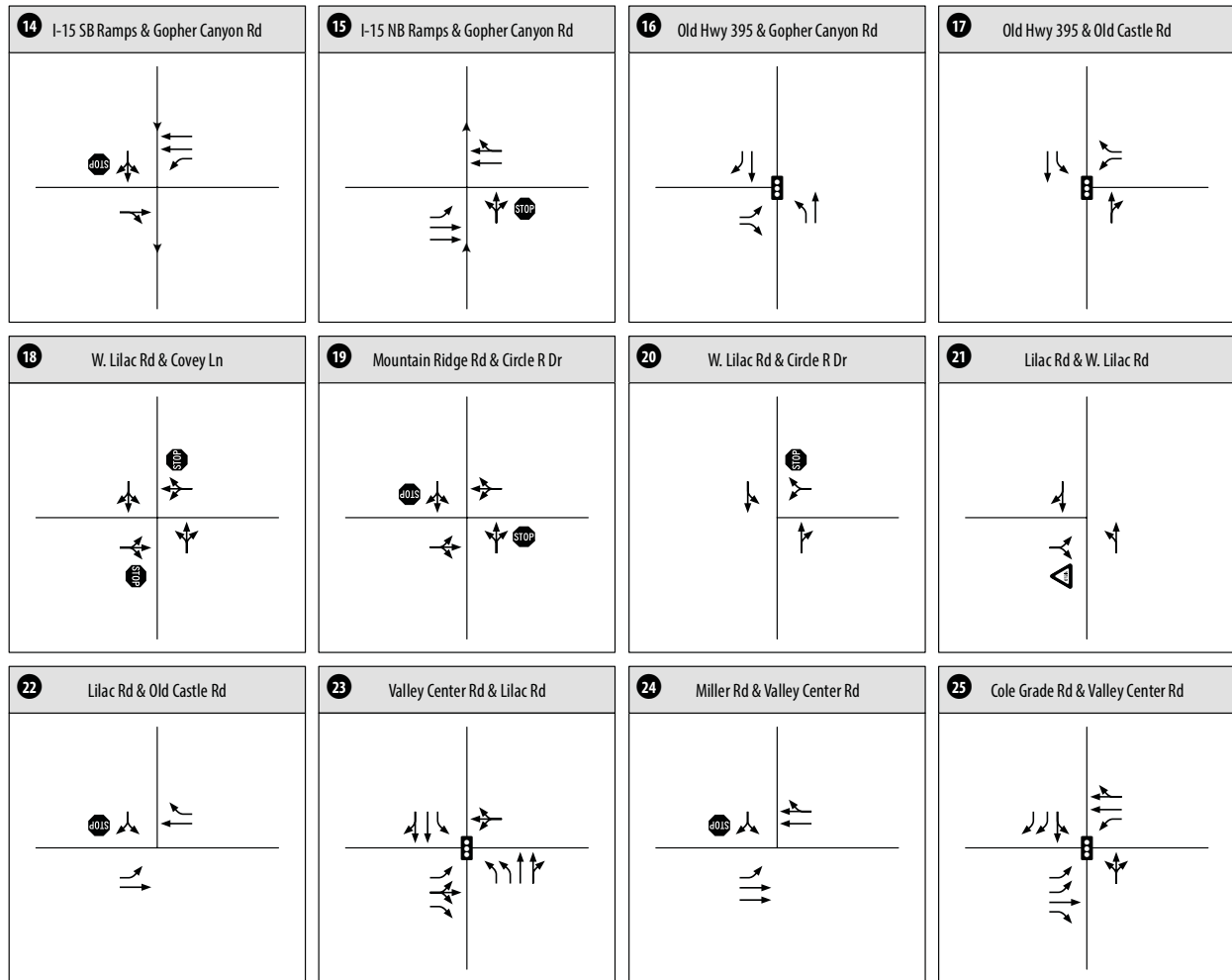


FIGURE 2.3-4b
Existing Intersection Peak Hour Traffic (Intersections 14-25)

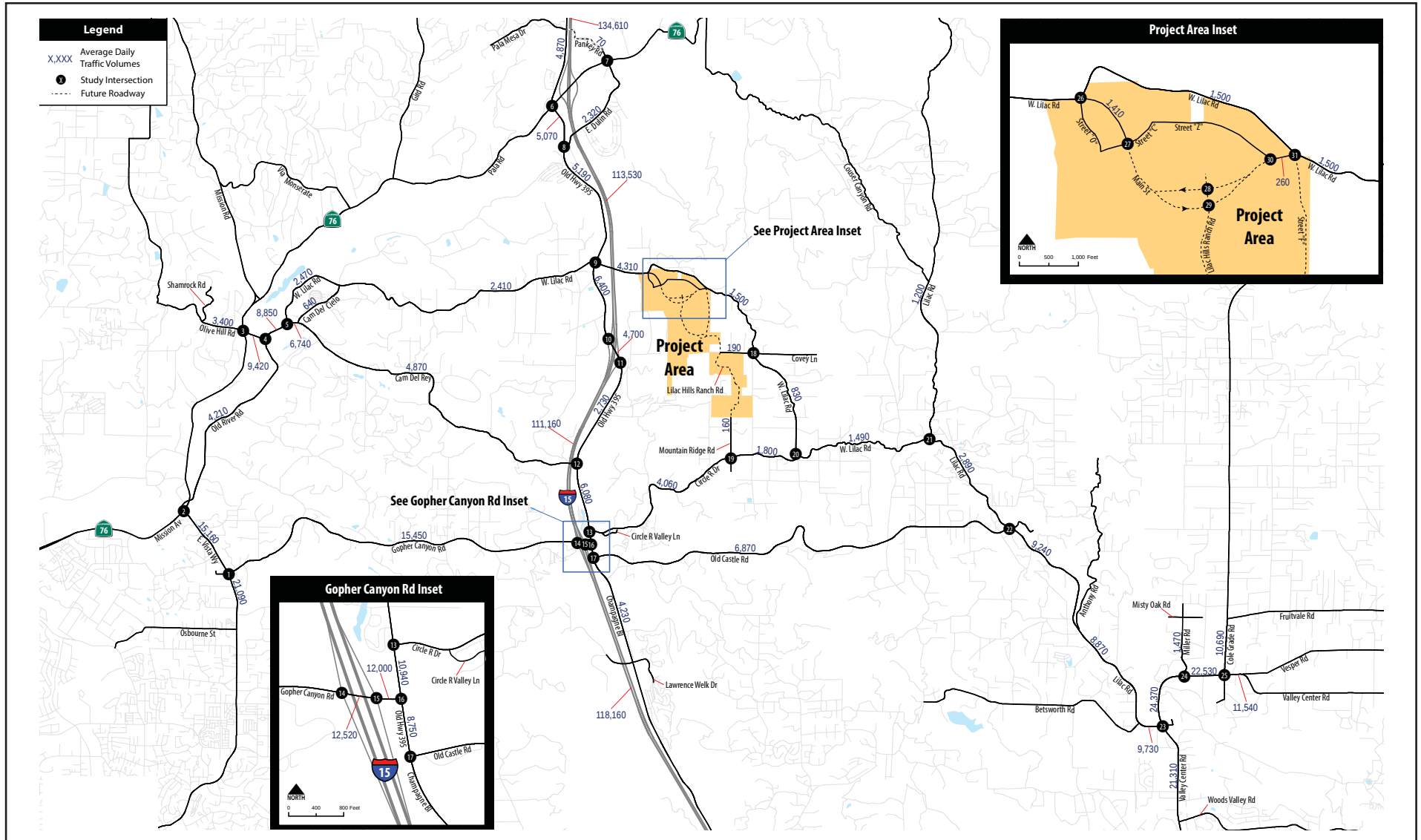


FIGURE 2.3-5a

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

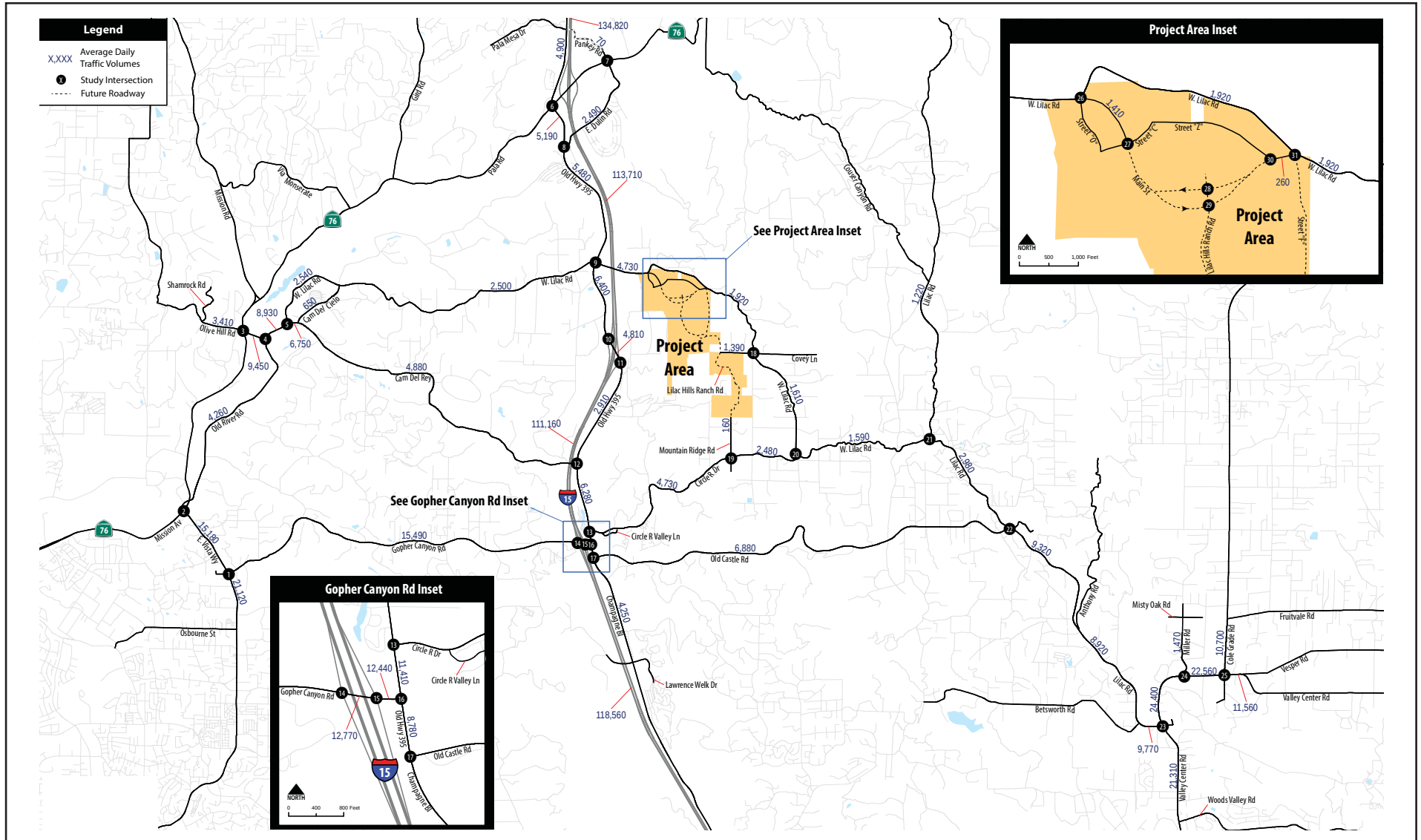
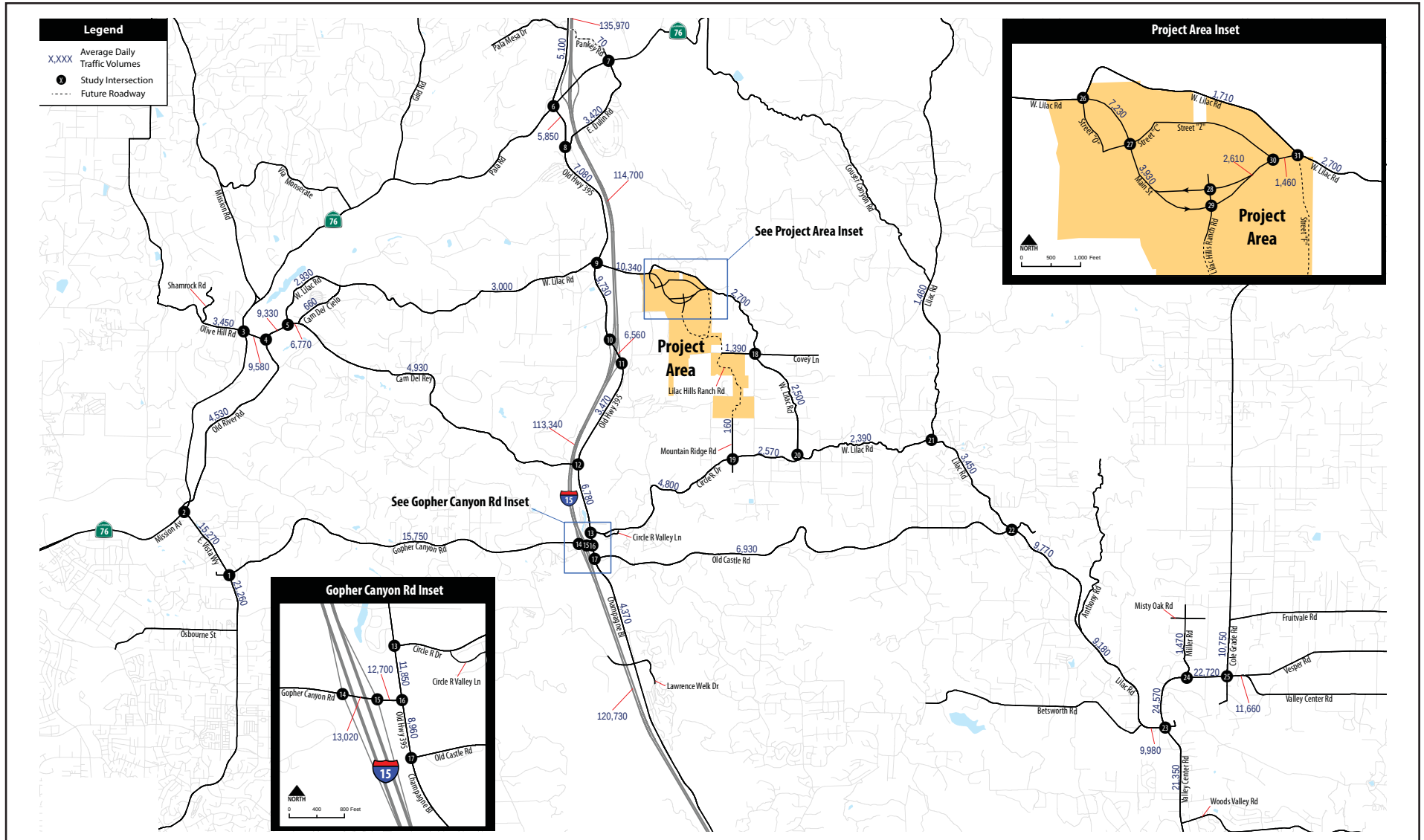


FIGURE 2.3-5b

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

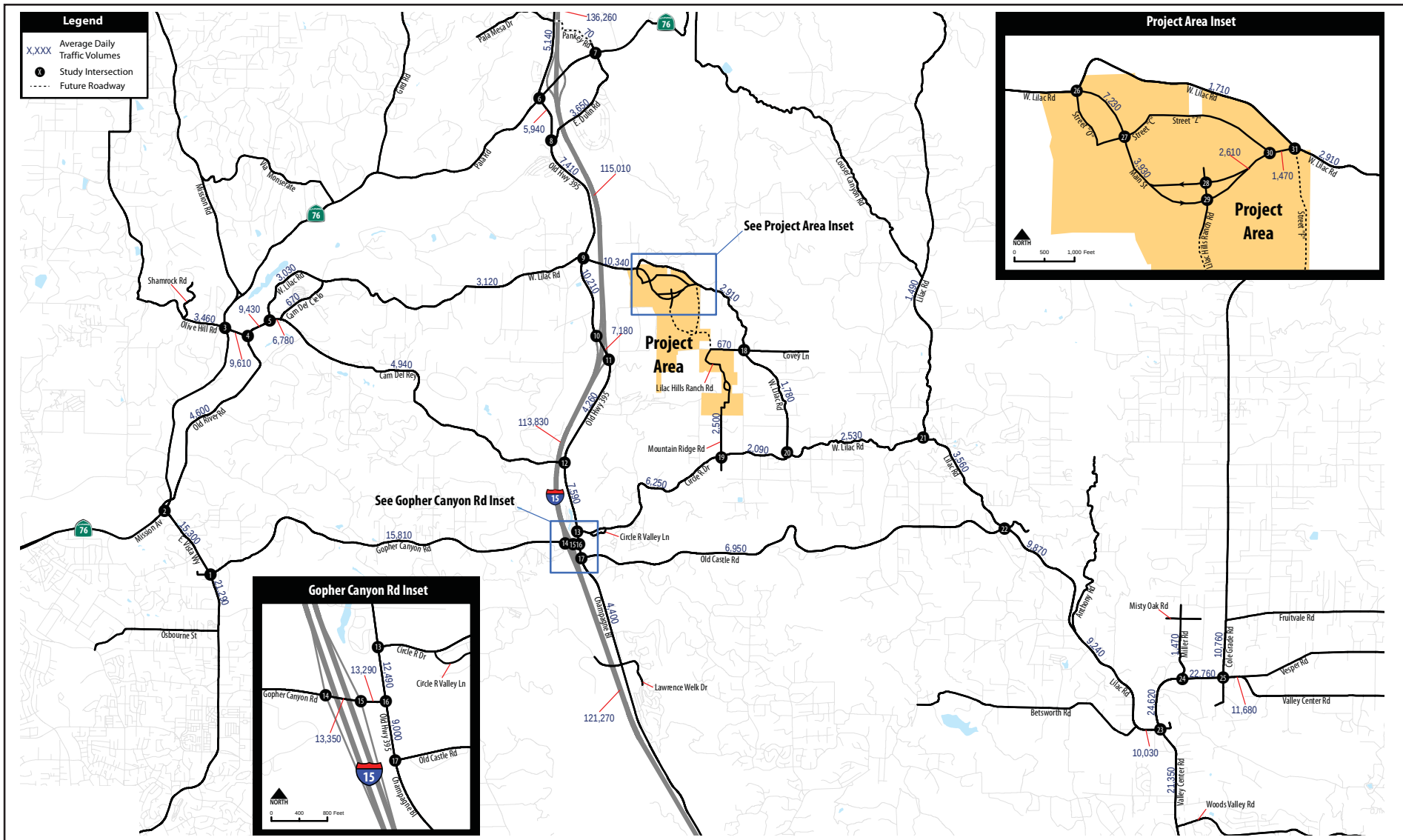


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FIGURE 2.3-5c
Roadway Average Daily Traffic Volumes- Existing Plus Project (Traffic Scenario C)

Map Source: Chen Ryan, 2014

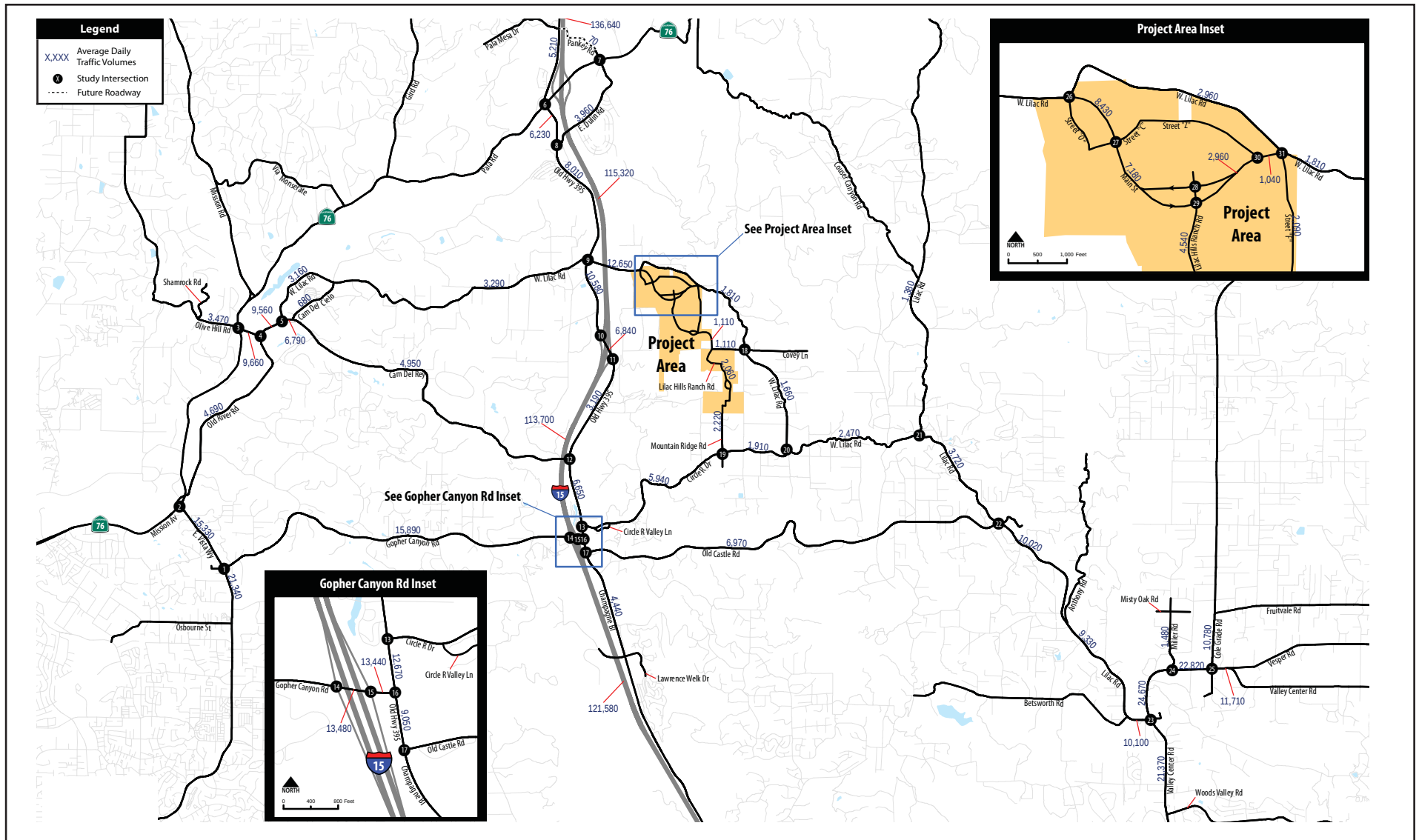


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FIGURE 2.3-5d

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



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FIGURE 2.3-5e

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

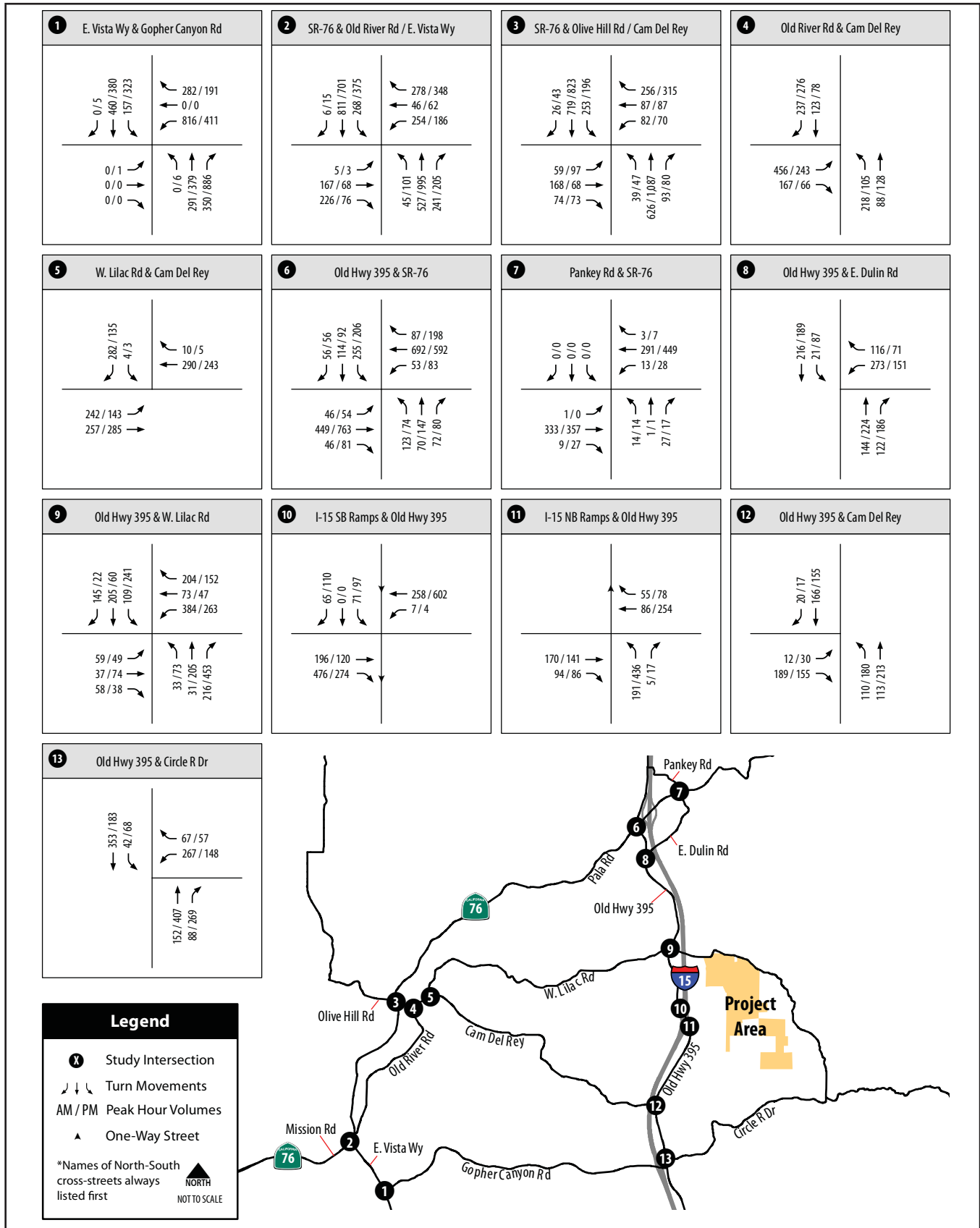


FIGURE 2.3-6a
Existing Plus Project Intersection
Peak Hour Traffic (Intersections 1-13)

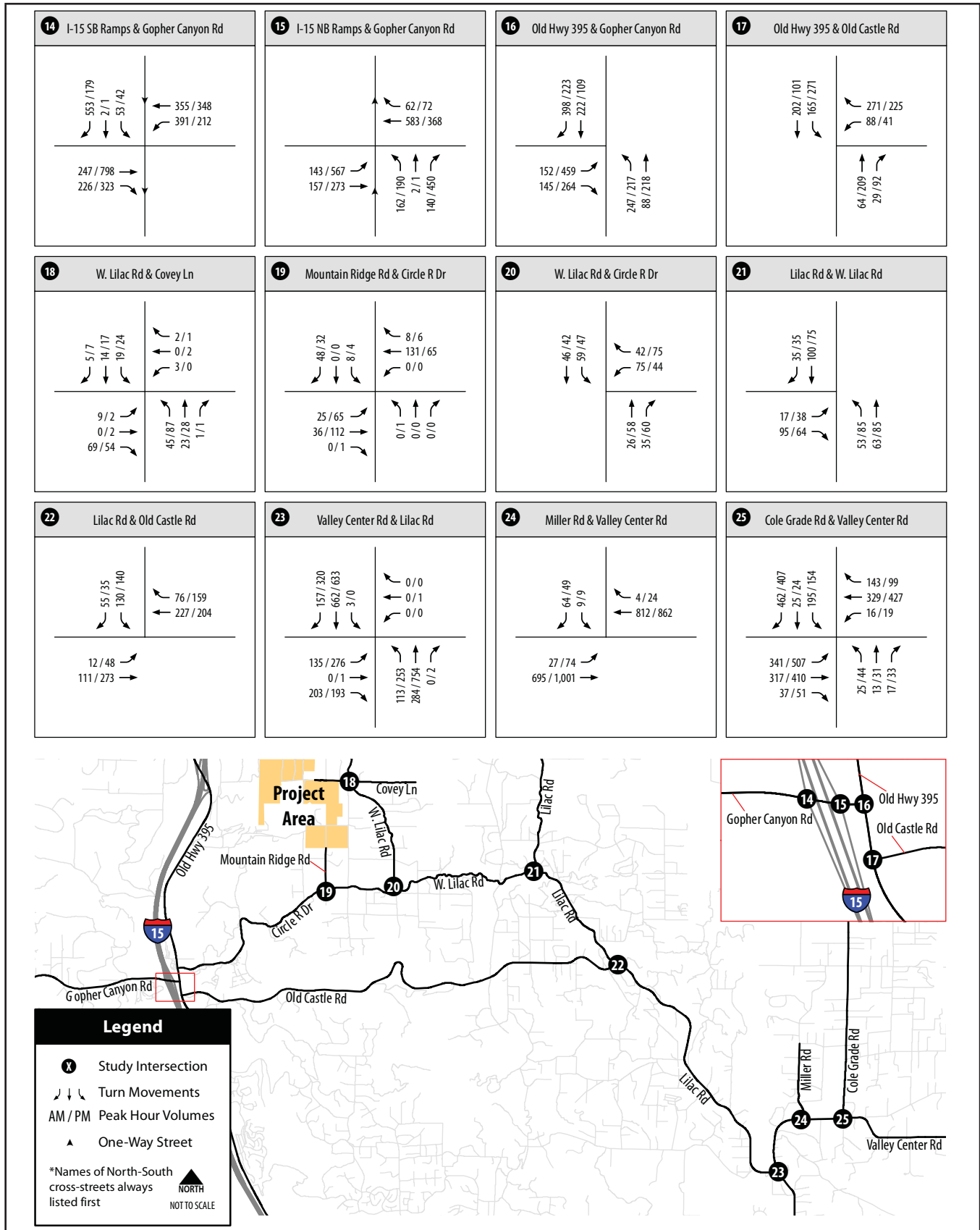


FIGURE 2.3-6b
Existing Plus Project Intersection
Peak Hour Traffic (Intersections 14-25)

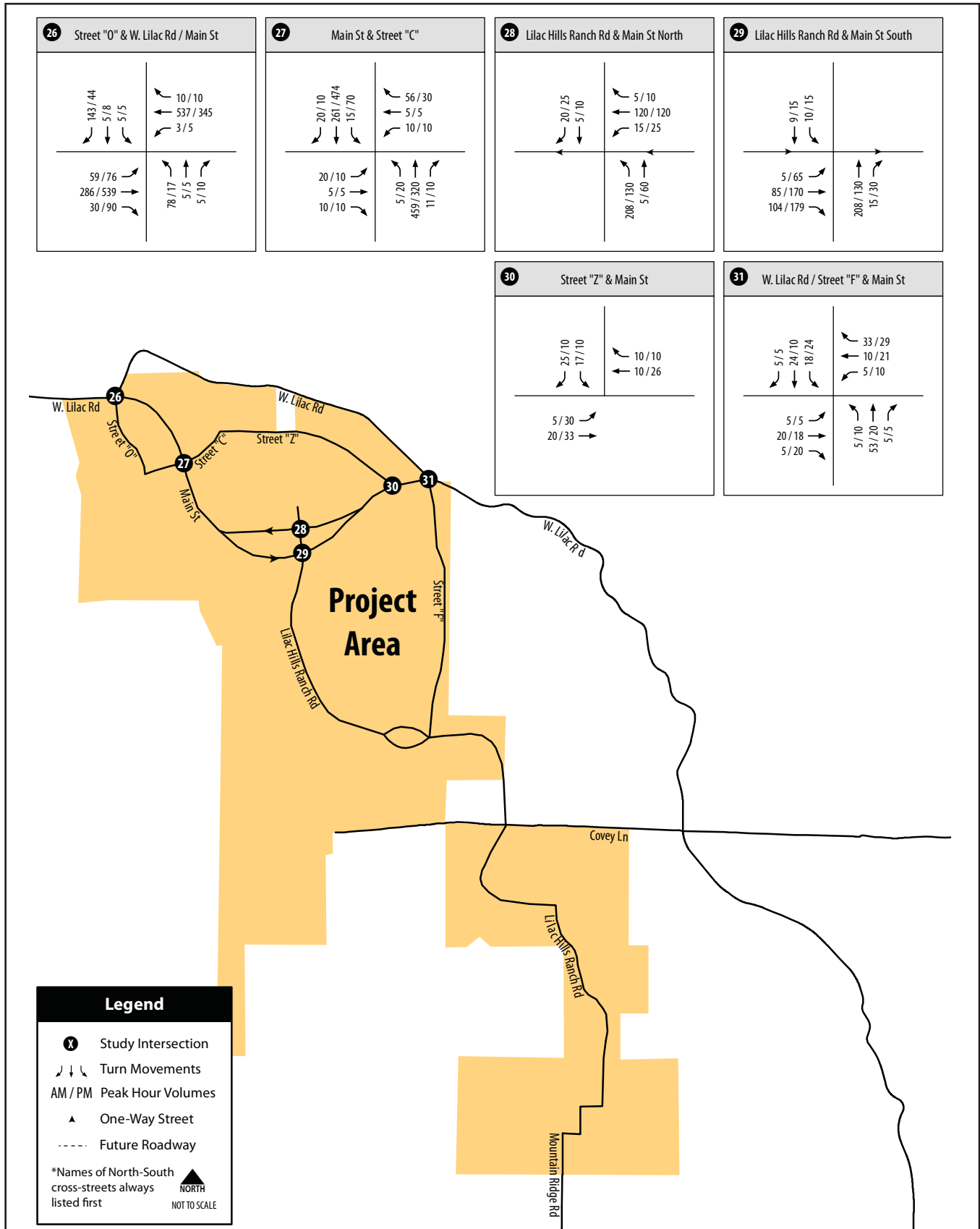


FIGURE 2.3-6c
Existing Plus Project Intersection
Peak Hour Traffic (Intersections 25-31)

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