

Upper San Diego River Improvement Project Final Programmatic Environmental Impact Report



July 2000, Revised August 2000

LOG NO. 98-10-014
SCH# 98041146

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To Whom It May Concern:

Attached is the Final Programmatic Environmental Impact Report (EIR) for the Upper San Diego River Improvement Project (USD RIP), as certified by County of San Diego Board of Supervisors on August 9, 2000, as Agenda Item #1. This printed version incorporates all errata provided at the hearing and, for readability purposes, has been produced in "clean" form (with no underline/strikeout text). **PLEASE NOTE THAT THE BOARD OF SUPERVISORS ADOPTED THE RIVERWAY SPECIFIC PLAN ALTERNATIVE (WITH MINOR MODIFICATIONS), AND NOT THE PROPOSED PROJECT AS PRESENTED IN THE EIR.** This alternative, which is discussed in detail in Section 4.6 of the EIR, was designated as the environmentally preferred alternative, and was the Staff and Planning Commission recommended alternative. The Board of Supervisors made the following modifications to the alternative prior to adoption:

- The trail alignment shown on for the property identified as Signs Trucking, would be aligned in a manner that avoids the risk of blocking road access to the property;
- A 50-foot buffer, measured from the top of the slope, would be implemented (except in a property where the trail is not within the Planning Buffer). In such instances, the buffer would be reduced to 25-feet buffer, and only where the trail is not in the Planning Buffer;
- "Gas stations" and "dry cleaners" have been added to the list of non-allowable uses; and
- Replacement wording regarding trails as presented, as Board of Supervisors Exhibit 3 was added to the Project Description.

In addition to this clean version of the EIR, a copy of the underline/strikeout version of the document, with errata sheets, is available.



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JMD:ns

**UPPER SAN DIEGO RIVER
IMPROVEMENT PROJECT
FINAL PROGRAMMATIC
ENVIRONMENTAL
IMPACT REPORT**

**July 2000
Revised August 2000**

**LOG NO. 98-10-014
SCH# 98041146**

Prepared for:

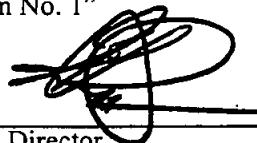
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"This Environmental Impact Report was certified by the
County of San Diego Board of Supervisors on August 9, 2000
as Agenda Item No. 1"



Gary L. Pryor, Director
County of San Diego, Department of Planning and Land Use

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APCD	Air Pollution Control District
BMO	Biological Mitigation Ordinance
BMP	Best Management Practice
CAL/OSHA	California Occupational Safety and Health Administration
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CMP	Congestion Management Plan
CNDDB	California Natural Diversity Data Base
CNEL	Community Noise Equivalent Level
DPW	Department of Public Works
EA	Environmental Assessment
EIR	Environmental Impact Report
FHWA	Federal Highway Administration
Ldn	Day-Night Average Level
Leq	Equivalent Noise Level
LOS	Level of Service
MSCP	Multiple Species Conservation Plan
NAAQS	National Ambient Air Quality Standards
NCCP	Natural Communities Conservation Plan
NHPA	National Historic Preservation Act
RAQS	Regional Air Quality Strategy
ROC	Reactive Organic Compounds
RPO	Resource Protection Ordinance
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SDAPCD	San Diego Air Pollution Control District
SDG&E	San Diego Gas and Electric
SIP	State Implementation Plan
SMARA	Surface Mining and Reclamation Act
SZA	Select Zone Assignment
TDM	Transportation Demand Management
TDS	Total Dissolved Solids
TSS	Total Suspended Solids
USDRIIP	Upper San Diego River Improvement Project
USFWS	U.S. Fish and Wildlife Service
v/c	volume/capacity

SUMMARY

PROJECT SYNOPSIS

The project area is located in the community of Lakeside in unincorporated eastern San Diego County approximately 21 miles northeast of downtown San Diego just east of the City of Santee. The project area encompasses 552 acres, the majority of which is located immediately north and west of State Highway 67. A non-contiguous 32-acre portion of the project area is located just south of 67; and a 2.88-acre piece lies just east of Highway 67 along Vine Street. The upper reach of the San Diego River runs through the middle of the project area. The project boundaries are irregular but primarily follow parcel lines and roadways. The western boundary abuts the jurisdictional boundary of the City of Santee; the northern boundary follows portions of El Nopal, Riverside Drive, and Lakeside Avenue; and the eastern and southern boundaries generally follow Highway 67.

The project consists of the following components:

- Repeal the RiverWay Specific Plan.
- Amend the Land Use Element to change the land use designation for the Upper San Diego River Improvement Project (USD RIP) area from (21) Specific Plan Area to (6) Residential, (13) General Commercial, (14) Service Commercial and (16) General Impact Industrial.
- Reclassify the zoning from the current S88 and S80 zones to RS7, C34, C36 and M54.
- Amend the Lakeside Community Plan to remove references to the RiverWay Specific Plan.
- Amend the Circulation Element to downgrade the status of certain road segments in Lakeside and to delete a road segment.
- Amend Section 5454 of the Zoning Ordinance.
- Repeal Section 6878 of the Zoning Ordinance.
- Amend Article V, Section 6 of the Resource Protection Ordinance.
- Repeal Article III, Section 7 of the Biological Mitigation Ordinance.

The project site comprises approximately 134 privately- and publicly-owned parcels totaling 552 acres in the unincorporated community of Lakeside. Approximately 38 acres would retain their current zones because the zoning on these parcels were not changed by the RiverWay Specific Plan. The proposed zones would allow uses similar to the RiverWay Specific Plan, including industrial, commercial, and residential uses. The proposed zoning and land use designations include approximately 400 acres of industrial, 69 acres of single-family residential, 23 acres of commercial, and an existing elementary school, middle school, and fire station. The remaining

acreage would be devoted to roads. Approximately 151 acres within the industrial zone and 4 acres within the C36 zone would be undevelopable because they will be located within the San Diego River flood control channel after flood control improvements are implemented. The residential zone would allow a maximum of 505 dwelling units.

The objectives of the proposed project are as follows:

- Provide a greater range of uses allowed by right and by discretionary permit by eliminating the RiverWay Specific Plan and applying conventional zoning;
- Ensure future development is not built within the 100-year floodplain with the exception of necessary transportation, utility, and flood control improvements;
- Ensure compatibility of zone and General Plan designation changes with adjacent existing residential uses by reducing visual, noise, and air quality impacts; and

The project area is located in an urbanized area generally surrounded by an assortment of commercial, industrial, residential, and institutional uses. Surrounding land uses include the Willowbrook Country Club, located in the middle of the site but outside the project boundaries. Single-family residential and commercial uses exist to the north; lower density homes exist on the hillside to the northwest; to the west are residential uses in the City of Santee and the continuation of the San Diego River; to the east is the San Diego River as well as industrial storage, rodeo grounds, and the Lakeside Town Center. El Capitan High School and two county parks also exist east of Highway 67: Cactus County Park and Lindo Lake County Park.

The uses on the site currently are varied. A majority of the site is in various stages of aggregate mining activities within the San Diego River. Uses on the site include concrete products manufacturing, heavy equipment rental and storage, building materials and supply stores, construction and drilling materials storage, recreational vehicle storage, and a barn manufacturer. A restaurant, plant nursery, gas station, fire station, and two schools are also located in the project area. An egg ranch and Christmas tree farm are located in the northwest portion of the site. Existing residential uses within the project area consist of approximately 32 single-family dwelling units, six duplexes, and a mobile home park. Although much of the area along San Diego River has been mined for sand resources in the past, areas of high quality riparian habitat have regenerated in the northeast corner of the project area east of Channel Road.

SUMMARY OF SIGNIFICANT ENVIRONMENTAL EFFECTS AND MITIGATION MEASURES THAT REDUCE THE SIGNIFICANT EFFECTS

Table S-1 is a summary of the impacts associated with the proposed project, recommended mitigation measures, and the level of significance of the impacts after mitigation.

Project Alternatives

Lakeside Planning Group Alternative

Similar to the proposed project, the Lakeside Planning Group Alternative would also remove the Specific Plan land use designation and zoning from the USDRIP site and replace them with conventional zoning. However, the zones proposed for this alternative differ from the proposed project, as discussed in Section 4.2 of this EIR. The flood control channel area would be zoned S80 (Open Space Use) instead of M54. This alternative would also replace the M54 General Impact Industrial zone proposed on the western half of the site with M52 Limited Industrial. The primary difference between these industrial zones is that the M52 zone requires all uses to be conducted within buildings. Outdoor uses are only allowed if approved by a Major Use Permit. The M54 zone at the eastern end of the project area would be the same as the proposed project. The M52 zone would also replace the RS7 zone proposed in the northwestern portion of the project area along El Nopal. Instead, a smaller area adjacent to the Lakeside Farms Elementary School along Riverside Drive would be zoned RS3. This area would allow approximately 29 dwelling units. The C36 General Commercial zone along Riverside Drive and Riverford Road would also be reduced in size and would not extend into the flood control channel area. All other aspects of the Lakeside Planning Group Alternative would be the same as the proposed project.

The environmental impacts associated with this alternative are substantially similar to the proposed action, but are incrementally reduced when compared with the proposed project due to less intensive development allowed with the M52 zone. This alternative meets the majority of the goals and objectives of the proposed project; however, because the impacts are substantially the same as the proposed action, the Lakeside Planning Group Alternative is not considered the environmentally preferred alternative.

No Development Alternative

The No Development Alternative proposes to leave the project area in its present condition without project development or new construction. Existing conditions for each environmental issue area would remain, and environmental impacts would remain at existing levels, as discussed in Section 4.3 of this EIR. This alternative would delay, but not eliminate, the potential for future development. The No Development Alternative is not feasible or practical to implement. This alternative does not meet any of the goals and objectives of the proposed project. Because the parcels within the project area are privately owned and the project area is located in an urbanizing environment, it is impractical to assume that this area would remain undeveloped. Additionally, the current "blighted" condition of the project area would continue. Therefore, this alternative is not considered the environmentally preferred alternative.

No Project/Existing Entitlement Alternative

The No Project/Existing Entitlement Alternative would allow the project area to retain the zoning and land use designations of the existing RiverWay Specific Plan. This plan allows for the development of approximately 240 acres of industrial uses, 17 acres of commercial uses, and a

total of 746 dwelling units. Additionally, the existing Specific Plan allows for the development of low intensity recreational uses and the creation of new wildlife habitat within the riverbed. In comparison to the proposed project, the existing Specific Plan allows 160 fewer acres of industrial uses, 6 fewer acres of commercial uses, and 241 more dwelling units than the proposed project. The No Project/Existing Entitlement Alternative does not implement two of the four project objectives: 1) to provide a greater range of uses, nor 2) eliminate County funding commitment to implement the Redevelopment Plan. The impacts of this alternative are substantially the same as the proposed action; however, since the County lacks the financial means to implement mitigation measures that would reduce impacts to below a level of significance, significant impacts, including transportation, geology, and water resources, would remain unmitigable and unavoidable. This alternative is, therefore, not considered the environmentally preferred alternative.

M52 Buffer Alternative

The M52 Buffer Alternative proposes to create a buffer, which would consist of lower impact industrial uses, between areas where higher intensity industrial uses are located adjacent to residential uses (see Figure 4.4-1). This alternative would rezone approximately 24 acres to M52, which would create a buffer zone, measuring 200 feet from the property lines for the portion of Riverside Drive between Riverford Road and the Willowbrook Country Club and 200 feet from the property line of the parcel located south of Mast Boulevard. Additionally, this buffer zone would be placed approximately 600 feet of the length of the property immediately west of the Willowbrook Country Club. Approximately 68 acres in the northwest corner of the site would be rezoned RS7, resulting in a maximum of 493 dwelling units (12 units less than the proposed project); approximately 24 acres would be rezoned to C36; approximately 4 acres would be rezoned to C34; 398 acres would be rezoned to M54; and 34 acres would remain as they are now zoned under the RiverWay Specific Plan.

RiverWay Specific Plan Amendment Alternative

Industrial uses, generally allowed by right or permit within the M52 or M54 zones, would be allowed consistent with the Industrial, S-88 (Modified M52) or (Modified M54) zones as proposed in the RiverWay Specific Plan Amendment. The amendment would allow open storage, by right, up to 10 percent of the total square footage of the ground floor(s) of all buildings on the property, which would be expandable up to 50 percent with a Minor Use Permit. The amendment would also allow accessory vehicle parking (i.e., delivery trucks, etc.) up to a maximum of 50 percent of the total square footage of the ground floor(s) of the building.

The full range of uses allowed in the C36, M52, and M54 Zones, with some limitations, would be allowed after amendment of the RiverWay Specific Plan. The exception to the full range of uses is the exclusion of some uses the community does not want to encourage, such as mini-warehouses, drug paraphernalia shops, crematories, RV and boat storage, and recycling and processing facilities. Open storage would be allowed, by right, up to 10 percent of the total square footage of the ground floor(s) of all buildings on the property, which would be expandable up to 50 percent with a Minor Use Permit. The amended Specific Plan provides a

reclamation process and design by which the mined lands will be rehabilitated to restore the San Diego River with riparian vegetation and allow future industrial development. The "W" designator and the S-88 Specific Plan Use Regulation would be applied to the San Diego River instead of M54 as proposed, which would limit future development within the river 100-year floodplain. The Specific Plan Amendment would require compliance with the BMO and the RPO would be amended to remove the Cultural Resources exemption that currently exists for the USDRIP area. Similarly, the BMO would be amended to remove all exemptions to the BMO in the USDRIP area. The amendments to the Zoning Ordinance would consist of the repeal of Section 6878, which currently allows a use that has become non-conforming, as the result of a rezone associated with a redevelopment project, to be expanded or substituted for any other use allowed in the previous zone by right or a Minor Use Permit. Finally, the Specific Plan Amendment would modify Section 5454 (the "W" Flood Control Channel designator) to allow the Director of Public Works to waive certain development restrictions when the property is no longer in the flood plain. The Flood Channel Special Area Regulation (W) and the S-88 Specific Plan Use Regulation would be applied to land permanently reserved for conveyance of the 100-year flood. The Specific Plan amendment would require amendment of the General Plan to delete references to the Redevelopment Plan and Agency from the Lakeside Community Plan to make it consistent with the amended Specific Plan. This alternative would be the environmentally preferred alternative.

Areas of Controversy

There are four areas of controversy regarding this project. Three involve zoning while the fourth involves General Plan Designations:

- Extent of M54 zoning over most of the project area.
- Zoning of the San Diego River regarding its protection as open space.
- Allowed outdoor storage in the M54 zone which would perpetuate the visual blight of the area regarding unsightly storage.
- The fourth area of controversy involves the General Plan Designation for the western industrial areas and the commercial areas. The project has proposed a (14) Service Commercial designation for the commercial areas while the Lakeside Planning Group and Lakeside Design Review Board have proposed a (13) General Commercial designation. For the industrial areas, the project proposes a (16) General Impact Industrial designation while the Lakeside Planning Group and Lakeside Design Review Board have proposed a (15) Limited Impact Industrial designation for the industrial properties on the west half of the project site.

Issues to be Resolved by the Decision-Making Body

Three issues remain to be resolved by the decision-making body:

1. The County does not have adequate funds to fully finance the traffic improvements needed to reduce traffic impacts from development of the USDRIP site to below significant. Traffic impacts will be significant and unmitigable unless funding can be secured to finance the needed improvements.
2. Currently, there are no feasible mitigation measures to reduce impacts to fire and police protection services to a level below significance. Impacts to these service will be significant and unmitigable.
3. Selection of the preferred alternative.

**TABLE S-1
SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES**

IMPACTS	MITIGATION MEASURES	CONCLUSIONS
Significant Unavoidable Impacts		
<p><u>Transportation/Circulation (see Section 2.1)</u></p> <p>The results of the intersection and street segment capacity analyses indicate that 8 intersections and 5 street segments would be significantly impacted by project-generated traffic. However, it should be recognized that at Plan to Plan level of analysis (Riverway Specific Plan to the proposed General Plan/Zoning Project), the traffic impacts are similar because the project would allow land uses that are substantially similar to those already allowed under the existing Specific Plan.</p>	<p>Signalization of the intersections and modifications to lane configurations and intersection approaches at the impacted intersections would improve the LOS at these intersections to acceptable levels.</p> <p>Additionally, widening of impacted street segments would improve the LOS at these locations to acceptable levels.</p> <p>Since the County lacks the financial means to implement mitigation measures that would reduce traffic impacts to below a level of significance, traffic impacts would remain unmitigable and unavoidable.</p>	<p>Implementation of the mitigation measures recommended in Section 2.1 would result in the reduction of all traffic impacts to less than significant levels. However, because the County does not have adequate funds to fully finance the improvements, traffic impacts to the intersections and street segments identified in this section would remain significant and unavoidable.</p>
<p><u>Public Services (see Section 2.4)</u></p> <p>The proposed project would result in the need for additional fire protection staff and fire equipment to maintain the current level of service, which is already deemed inadequate by the Lakeside Fire Protection District; this would be a significant impact to fire protection services. Similarly, current police staffing and personnel do not adequately serve the project area. Implementation of the proposed project would further diminish the level of service to the remainder of the unincorporated area of the County, resulting in a significant impact to police protection services.</p>	<p>There are no feasible mitigation measures available at this time to reduce impacts to fire and police protection services.</p>	<p>Impacts to fire and police protection services would remain significant and unavoidable.</p>

TABLE S-1
SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

IMPACTS	MITIGATION MEASURES	CONCLUSIONS
Potentially Significant Unless Mitigated		
<p><u>Biological Resources (see Section 2.2)</u></p> <p>Development in the project area would result in the removal of on-site plant communities, including sensitive wetland and riparian habitats, and the wildlife habitat that they represent, which would be considered a significant impact.</p> <p>Construction activity would disturb all wildlife in the vicinity. Many species can be expected to move to adjacent areas of similar habitat. However, species of low mobility, particularly burrowing reptiles and mammals, will probably be eliminated by site preparation. Migration of on-site species would cause temporary increased stress on nearby wildlife populations as competition for food, water, and nesting sites increased.</p> <p>Additionally, night lighting in the allowed development areas adjacent to the floodway may be detrimental to animals in nearby natural areas.</p> <p>The San Diego ambrosia, a federal species of concern, was observed within the boundaries of the project area; therefore, there is a potential impact to sensitive plant species. Also, a variety of habitats can be found on-site, including riparian and coastal sage scrub, which may support threatened or endangered species.</p> <p>Future development projects would have to comply with the County Biological Mitigation Ordinance which requires site surveys, avoidance of sensitive biological resources, and mitigation where impacts cannot be</p>	<p>Impacts to wetlands caused by the County flood control plan shall be mitigated in accordance with the County Biological Mitigation Ordinance. All wetland restoration, revegetation, and creation activities will be conducted within the San Diego River floodplain. Impacts to all wetland resources will be mitigated by creation and restoration of wetlands which replace the functions and values of the resources disturbed. For all impacts, there will be no net loss of wetland acreage in addition to a replacement of the functions and values. The mitigation plan must be prepared to the satisfaction of the Department of Planning and Land Use. In addition, appropriate wetland permits shall be obtained from the U.S. Army Corps of Engineers and the California Department of Fish and Game. The project applicant shall also comply with all applicable permit requirements.</p>	<p>Site-specific impacts to biological resources can be mitigated to below a level of significance.</p>

TABLE S-1
SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

IMPACTS	MITIGATION MEASURES	CONCLUSIONS
<p>avoided. Compliance with the BMO would mitigate all impacts to sensitive habitat and species.</p> <p>Because the County flood control plan relied on the RiverWay Specific Plan for mitigation to wetlands and the Specific Plan would be repealed by the project, impacts to wetlands would be significant.</p>		
<p><u>Noise (see Section 2.3)</u></p> <p>The proposed project would allow the development of commercial and/or industrial uses adjacent to residential uses, which may result in a significant noise impact on sensitive receptors, specifically on the residential uses.</p>	<p>As a requirement of environmental review of any discretionary permit, any commercial and/or industrial use projects to be located adjacent to residential uses shall prepare a site-specific detailed noise study. These residential uses are located as follows:</p> <ul style="list-style-type: none"> • The northwestern portion of the site where RS7 Residential is located in proximity to M54 Industrial Zone; • The northern portion of the site where M54 Industrial is located adjacent to existing residential uses, namely the Willowbrook Mobile Estates; • The northern portion of the site where RS3 Residential is located in proximity to C34 Commercial; and • The southern pocket of the site where RU29 is located adjacent to C36 Commercial. <p>The noise study shall evaluate specific activities to be conducted at the individual project sites to ensure that the projects conform to the property</p>	<p>With implementation of site-specific mitigation measures, noise impacts can be mitigated to below a level of significance.</p>

TABLE S-1
SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

IMPACTS	MITIGATION MEASURES	CONCLUSIONS
	line noise regulations of the County's Noise Ordinance and, in particular, the sound level averaging provision of the Noise Ordinance. The noise study shall include site-specific mitigation measures, including building design and orientation, site layout, placement of noise-generating uses away from residential property lines, limitation of the hours of operation, placement of buffers, noise walls, and setbacks, as needed.	
<p><u>Cultural Resources (see Section 2.5)</u></p> <p>Development under the proposed project would potentially affect cultural resource sites that may exist in the project area. The areas most susceptible to project impacts are those in zones above the floodplain, where extensive subsurface disturbances, such as sand mining, have not been conducted. Direct impacts would result from construction activities, particularly excavation and grading activities, which could disturb existing unidentified cultural resource sites or artifacts. This may result in a significant impact.</p> <p>However, compliance with the RPO prohibits development, trenching, clearing and grubbing, or any other activity or use damaging to significant prehistoric or historic sites.</p> <p>It should be recognized that at Plan to Plan level of analysis (Riverway Specific Plan to the proposed General Plan/Zoning Project), the physical impacts are similar because the project would allow land uses that are substantially similar to those already allowed under the existing Specific Plan.</p>	<p>As a condition of any Subdivision Map proposed for the RS7 area in the northwest portion of the site, a monitoring or survey/monitor program would be required. Figure 2.5-1 depicts the requirements.</p> <p>For parcels located in the eastern portion of the site designated as Industrial or Commercial, the appropriate cultural resources program (monitoring or survey/monitor) identified in Figure 2.5-1, will be required as part of any development proposal.</p> <p>In the event that potentially significant resources are identified during cultural resource investigations, evaluation programs shall be implemented to assess resource significance and the need for mitigation, which may include avoidance and data recovery. These programs will be completed in accordance with County guidelines for cultural resources surveys and mitigation.</p>	<p>Site-specific impacts to cultural resources can be mitigated to below a level of significance.</p>

TABLE S-1
SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

IMPACTS	MITIGATION MEASURES	CONCLUSIONS
	In accordance with County Guidelines for the Implementation of the California Environmental Quality Act, all archaeological and cultural resource investigations shall be conducted by certified Society of Professional Archaeologists personnel. The results of these investigations shall be documented in reports acceptable to the County.	
<p><u>Aesthetics (see Section 2.6)</u></p> <p>Because new development would replace mining operations, new development would be compatible with existing industrial uses, and the Lakeside Design Guidelines would apply to the new commercial and industrial development, it is expected that the aesthetic quality of the project area would improve from the existing condition. Impacts are not considered significant.</p> <p>However, from an aesthetic standpoint, implementation of the RiverWay Design Guidelines is more likely to result in more aesthetically appealing development proposals. Removal of these site-specific guidelines are considered an adverse impact to the County's desire to establish an aesthetically pleasing industrial area.</p>	<p>Prior to issuance of a building permit for properties bordering the river, the applicant shall take the aesthetic value of the river into account by implementing the following: no construction of buildings shall be approved within 25 feet of the exterior bank of the flood control channel; landscaping with the buffer shall be done in accordance with the Lakeside</p> <p>Design Guidelines requirements; parking shall be allowed in conjunction with a 10-foot screened landscaping buffer designed to the satisfaction of the Director of the Department of Planning and Land Use.</p>	<p>The adverse aesthetic impact can be eliminated by implementation of the recommended mitigation measure.</p>
<p><u>Hazards (see Section 2.7)</u></p> <p>Public exposure to hazardous materials and/or waste associated with existing site conditions may occur during project construction. This may result in a significant impact.</p>	<p>Prior to construction of each individual development allowed under the proposed project or by right, a project-specific assessment of the site's condition and characteristics shall be required to determine the presence or absence of environmental contamination and concerns resulting from existing uses.</p>	<p>Public exposure to hazardous materials and/or wastes can be eliminated by implementation of the identified mitigation measure.</p>

1.0 PROJECT DESCRIPTION, LOCATION AND ENVIRONMENTAL SETTING

1.1 PROJECT DESCRIPTION AND LOCATION

The project consists of the following components:

- Repeal the RiverWay Specific Plan.
- Amend the Land Use Element to change the land use designation for the Upper San Diego River Improvement Project (USDRIP) area from (21) Specific Plan Area to (6) Residential, (13) General Commercial, (14) Service Commercial and (16) General Impact Industrial.
- Reclassify the zoning from the current S88 and S80 zones to RS7, C34, C36, and M54.
- Amend the Lakeside Community Plan to remove references to the RiverWay Specific Plan.
- Amend the Circulation Element to downgrade the status of certain road segments in Lakeside and to delete a road segment.
- Amend Section 5454 of the Zoning Ordinance.
- Repeal Section 6878 of the Zoning Ordinance.
- Amend Article V, Section 6 of the Resource Protection Ordinance.
- Repeal Article III, Section 7 of the Biological Mitigation Ordinance.

The project site comprises approximately 134 privately- and publicly-owned parcels totaling 552 acres in the unincorporated community of Lakeside.

1.1.1 Project Location

The project site is located in the community of Lakeside in unincorporated eastern San Diego County approximately 21 miles northeast of downtown San Diego just east of the City of Santee (Figure 1-1). The project site encompasses 552 acres, the majority of which is located immediately north and west of State Highway 67 (Figure 1-2). A non-contiguous 32-acre portion of the site is located just south of 67; and a 2.88-acre piece lies just east of Highway 67 along Vine Street. The upper reach of the San Diego River runs through the middle of the project site. The project boundaries are irregular but primarily follow parcel lines and roadways. The western boundary abuts the jurisdictional boundary of the City of Santee; the northern boundary follows portions of El Nopal, Riverside Drive, and Lakeside Avenue; and the eastern and southern boundaries generally follow Highway 67.

1.1.2 Project Background

The USDRIP area has been in active sand and aggregate mining and processing since the 1950s. Related industrial uses, including concrete products manufacturing, building material and supply stores, and construction and drilling materials storage, have located in the area generated by the mining activities. The USDRIP site was established as a redevelopment area in 1989 and a Redevelopment Plan was adopted by the San Diego County Board of Supervisors on July 18, 1989. The purpose of the redevelopment plan was to provide funds to assist in redevelopment of the USDRIP area, remove blighted conditions, and improve infrastructure, particularly flooding associated with the San Diego River. The RiverWay Specific Plan for the USDRIP project site was adopted in 1990 to establish zoning and development requirements for the project and implement the goals and objectives of the USDRIP Redevelopment Plan. The RiverWay Specific Plan established the S-88 zone and a (21) Specific Plan land use designation for most of the USDRIP site and established standards and guidelines for development within the project area. The Specific Plan also included a Habitat Management Plan and design guidelines.

Since the approval of the RiverWay Specific Plan, several goals and objectives were implemented: (1) a flood control plan was adopted in 1992, establishing the final configuration of the San Diego River and type and location of needed flood control structures; (2) one of three flood control structures was built, (3) the Channel Road Bridge project (involving a drop structure and other improvements to Channel Road) was engineered and is scheduled for completion in May 2000 as part of TransNet funds; (4) Riverside Drive widening was approved for design; and (5) a portion of Mast Boulevard, west of Riverford Road, was improved to a two-lane road.

With the exception of the improvements listed above, little development has occurred in the project area due to poor market demand for land uses currently planned in the project area, the speed with which land can be reclaimed from sand mining activity, and the high cost of needed road improvements.

Two reclamation plans, in accordance with the California Surface Mining and Reclamation Act (SMARA), have been approved within the USDRIP site (Figure 1-3). These reclamation plans have incorporated the flood control plan approved by the County in 1992 and include reclamation of wildlife habitat, revegetation, drainage and erosion control measures, landform reconfiguration, and establishment of land for future development. Separate CEQA environmental clearances have also been obtained for these plans. A third reclamation plan, (Calmat) expired in March 1995, and is being reviewed again by the County.

An Environmental Initial Study and Notice of Preparation and Responses for this project are included as Appendix A.

1.1.3 Project Characteristics

Repeal of the RiverWay Specific Plan

Under the project, the RiverWay Specific Plan would be repealed and more conventional Zoning and General Plan land use designations would replace the plan. If the Specific Plan is repealed, the proposed General Plan land use designations and zoning would govern future development of the area.

Amendment to the Land Use Designation in the Land Use Element to Change the (21) Specific Plan Area Designation for the RiverWay Area to Other Land Use Designations

Currently, the Land Use Element designates the USDRIP area as (21) Specific Plan Area. The proposed project includes changing this land use designation to (6) Residential for the residential areas, (14) Service Commercial for the commercial areas and (16) General Impact Industrial for the industrial areas. Two areas, which are already developed with public buildings, would be changed to (22) Public/Semi-Public designation. An area south of SR 67 which is currently zoned C36 with a (21) Specific Plan Area designation would be changed to the (13) General Commercial land use designation (see Table 1-1).

The Regional Land Use Element of the County's General Plan states that the (6) Residential land use designation has a maximum density of 7.3 dwelling units per acre. It is consistent with a number of zones. The (14) Service Commercial land use designation allows heavier commercial or light industrial uses with large acreage requirements. This designation emphasizes services to retail commercial zones by permitting wholesaling and warehousing activities. The designation is consistent with most commercial zones, including C34 and C36. The (13) General Commercial designation is appropriate for community or regional shopping centers, central business districts, or small but highly diverse commercial development. The designation is compatible with both C34 and C36 zones. The (16) General Impact Industrial designation provides for uses exhibiting moderate to severe nuisance characteristics. Typically, large site are required with direct access to major roads, railroads, and other transportation modes. The designation is consistent with most industrial zones, including M52 and M54.

Zone Reclassification from Current Zoning to More Standard Zones

The proposed project includes a zone reclassification of the entire 552 acres to change the S88 Specific Plan and S80 Open Space zoning to more standard zoning as shown in Figure 1-4 and Table 1-1. Approximately 38 acres would retain their current zones (as indicated by asterisks in Table 1-1) because the zoning on these parcels is not S88. The proposed zoning includes approximately 400 acres of industrial (M54), 69 acres of single-family residential (RWS7), 23 acres of commercial (C34 and C36), an existing elementary school (RS3), and middle school and fire station (both RU29). The remaining acreage would be devoted to roads. Approximately 151 acres to be zoned industrial and 4 acres to be zoned C36 zone would be undevelopable because

of flood control improvements planned for this area. The residential zone would allow a maximum of 505 dwelling units.

Each of the proposed zones allows a variety of land uses according to the Zoning Ordinance's Use and Enclosure Matrix. Uses are either allowed by right or with a discretionary permit, such as a site plan or Minor or Major Use Permit. The Use and Enclosure Matrix is included in Appendix B of this EIR.

The residential zones (i.e., RS and RU) allow single-family homes, but also may allow civic uses (e.g., administrative services, community recreation, child care center, and group care) with a Major Use Permit. Most commercial uses are not allowed in the RS and RU zones; however, some uses such as retail, restaurants, and medical services are permitted in the RU zone if they are part of a planned development of 20 acres or more. Industrial uses are not allowed. The fire station and two schools are located in residentially-zoned areas (RU29 and RS3) and these uses are anticipated to remain in the future (see Appendix B).

The commercial zones (C34 and C36) allow various commercial uses by right. The C34 zone allows a number of uses including, but not limited to, Administrative and Professional Services, Agricultural and Horticultural Sales, Animal Sales and Services, Automotive and Equipment: Parking, Business Support Services, Eating and Drinking Establishments, Food and Beverage Retail Sales Repair Services, Consumer, Retail Sales: General, Retail Sales: Specialty and Transient Habitation: Lodging (see Appendix B).

A majority of the project site would be zoned M54 General Impact Industrial. The use regulations for this zone allow a variety of uses including custom manufacturing, storage and distribution, and automotive and equipment sales and repairs. Typically, this zone occurs near rail and trucking facilities and allows outdoor storage of goods such as lumber, cars, construction equipment, and manufactured items. The M54 General Impact Industrial zone does not allow residential development, but allows some civic and commercial uses with special permits (see Appendix B).

Special land use regulations would also be applied to portions of the project site. The "B" Community Design Review Special Area Regulator currently applies to all areas in USDRIP designated for commercial and industrial uses (approximately 282 acres). The Lakeside Design Guidelines apply to all parcels with a "B" Designator. The "B" designator requires that a site plan be reviewed and approved for all industrial, commercial, and multi-family development prior to establishment of use or issuance of building or discretionary permits. The "B" Designator would remain and would be applied to 462 acres of commercial, industrial, and multi-family residential zones.

The "W" Zone Flood Channel Designator would replace the "F" Floodplain Designator that currently exists on the River channel and the floodplain. The "W" Designator (Flood Channel Area Regulations) restricts development within the 100-year floodplain and requires implementation of a flood control plan as adopted by the Board of Supervisors. The USDRIP

flood control plan, adopted in 1992, currently applies and would continue to apply to the project site. This plan would be required to be implemented prior to development on any parcels subject to the "W" Designator. No buildings or structures are allowed on these parcels until it can be shown that they will be out of the 100-year floodplain.

Because a flood control plan has been adopted, the "W" Designator is more appropriate for the San Diego River in this area since the "W" was designed to deal with adopted flood control channels. The "F" Designator, by comparison, is meant for streams that are meant to be left in a more natural state.

The flood control plan already approved for this portion of the San Diego River would continue to be in effect for the USDRIP project site. Flood control and land development would be subject to the improvements required by the flood control plan. The flood control channel would be zoned primarily M54 with a small portion adjacent to Riverford Road zoned C36. However, the 155 acres that are located within the flood control channel could not be developed under the "W" Regulations.

Amendment to the Lakeside Community Plan to Delete References to the RiverWay Specific Plan

The Lakeside Community Plan contains various references to the RiverWay Specific Plan. Under the proposed project, those references would be deleted.

Amendment to the Lakeside Circulation Element

Amendments to the County's Circulation Element are also proposed as part of the project. The project proposes to downgrade the status of Riverford Road between the two on/off ramps at Highway 67 from Prime Arterial to a four-lane collector. In addition, the status of Maplevue Street, between Channel Road and Highway 67, and Channel Road, between Woodside Avenue and Maplevue Street, would be downgraded from Major Road to four-lane collector. Maplevue Street between Riverford Road and Wintergardens Boulevard would be deleted from the Circulation Element.

Amendment to Section 5454 of the Zoning Ordinance

The project also includes an amendment to Zoning Ordinance Section 5454. This section would be modified to allow the Director of Public Works to waive building restrictions of the "W" Designator if the Director of Public Works determines the parcel is no longer subject to inundation due to the construction of flood control structures or facilities. Section 5454 would be amended as follows:

Section 5454 REMOVAL OF BUILDING RESTRICTIONS

If the Director of Public Works determines, based upon a written certification from a qualified registered engineer, that a parcel is no longer subject to inundation due to the construction of flood control structures or facilities in accordance with Section 5462 and any adopted flood control plan, the Director of Public Works shall waive the application of Sections 5464 through 5472 as to that parcel.

Repeal of Section 6878 of the Zoning Ordinance

The project also includes repealing Zoning Ordinance Section 6878, which states:

6878 REDEVELOPMENT AREAS

Notwithstanding other provisions of these Nonconformity Regulations, any use located within the project area of a Redevelopment Plan approved pursuant to the Community Redevelopment Law (Health and Safety Code Section 33000 et seq.) which becomes nonconforming to zoning which is adopted to implement such redevelopment plan, may, upon issuance of a Minor Use Permit, be expanded, extended, modified, or another use substituted therefore, provided such substituted use was a permitted use by right or Minor Use Permit under the existing zoning prior to the rezone which created the nonconformity. Any application for such Minor Use Permit shall be accompanied by an Owner Participation Agreement which has been entered into pursuant to Section 33339 of the Community Redevelopment Law and is in effect and which provides for such continuation, expansion, modification, or substitution. In addition to the findings for Minor Use Permit required by Section 7358, the approving authority shall first find that such permit is in conformance to the applicable redevelopment plan.

This amendment is proposed because USDRIP is the County's only redevelopment area to which the County's Zoning Ordinance applies. Therefore, this section is no longer necessary.

Amendment to Article V, Section 6 of the Resource Protection Ordinance

The proposed project includes an amendment to Article V, Section 6 of the Resource Protection Ordinance (RPO), adding an exception to the exemption of any development projects within the USDRIP site from the provisions of the RPO. Article V, Section 6 would be amended as follows:

6. Any project located within the Upper San Diego River Improvement Project's redevelopment area boundaries with the exception that Article IV, Section 7 of the Resource Protection Ordinance shall apply.

Article IV, Section 7 of the RPO states the following:

7. Significant Prehistoric or Historic Sites. Development, trenching, grading, clearing and grubbing, or any other activity or use damaging to significant prehistoric or historic site lands shall be prohibited, except for scientific investigations with an approved research design prepared by an archaeologist certified by the Society of Professional Archaeologists.

Repeal of Article III, Section 7 of the Biological Mitigation Ordinance

The proposed project includes repealing Biological Mitigation Ordinance Article III, Section 7, which states:

7. Any project within the Redevelopment Plan for the Upper San Diego River Improvement Project, adopted July 19, 1989 by Ordinance No. 7652 and amended March 17, 1995 by Ordinance No. 8506.

Because the restoration program associated with the RiverWay Specific Plan would no longer be implemented, the County will require biological mitigation in accordance with the requirements of the BMO.

1.2 PROJECT OBJECTIVES

The project objectives are to:

- Provide a greater range of uses allowed by right and by discretionary permit by eliminating the RiverWay Specific Plan and applying conventional zoning;
- Ensure future development is not built within the 100-year floodplain with the exception of necessary transportation, utility, and flood control improvements;
- Ensure compatibility of zone and General Plan designation changes with adjacent existing residential uses by reducing visual, noise, and air quality impacts; and

1.3 INTENDED USES OF THE EIR

The USDRIP EIR is an informational document for decision makers and the public to use for their review of the potentially significant environmental impacts of the proposed project, as well as in the evaluation of alternatives and mitigation measures which may minimize, avoid, or eliminate those impacts (CEQA Guidelines Section 15121(a)).

1.3.1 Matrix of Project Approvals/Permits

This EIR will be used for the following approvals:

<u>Discretionary Approvals</u>	<u>Responsible Agency</u>
<ul style="list-style-type: none">• General Plan and Community Plan Amendments• Zone Reclassifications• Zoning Ordinance Amendments• Repeal of Specific Plan and Amendments to RPO and BMO	<ul style="list-style-type: none">• County of San Diego• County of San Diego• County of San Diego• County of San Diego

The following agencies would be responsible for issuing permits for future specific development proposals in the USDRIP area:

- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- U.S. Environmental Protection Agency
- Caltrans
- California Dept. of Fish and Game

This EIR is programmatic in scope as addressed in Section 15168 of the CEQA Guidelines. Based on the conventional zoning proposed for the USDRIP site, it is anticipated that future discretionary approvals and permits would be required as development proposals are submitted to the County. These include Minor and Major use permits, site plans, grading permits, subdivision maps, as well as compliance with the "B" Designator. Future development permits are speculative at this time because individual projects are not currently proposed; however, any future discretionary actions would require further environmental review and compliance with County regulations and the California Environmental Quality Act.

Other environmental regulations that require compliance for individual projects include Clean Water Act Section 404 permits from the U.S. Army Corps of Engineers for wetland filling and dredging, Streambed Alteration Agreements from the California Department of Fish and Game, and compliance with the Endangered Species Act for any impacts to threatened and endangered species. Compliance with County regulations such as grading, zoning, and noise ordinances, and building permit regulations would also be required as development proposals are submitted.

1.4 ENVIRONMENTAL SETTING

The project site is located in an urbanized area generally surrounded by an assortment of commercial, industrial, residential, and institutional uses. The site is located in a broad valley with low hills to the north and southwest. Highway 67 is the dominant roadway in the area. The San Diego River, which traverses San Diego County from the Laguna Mountains to the Pacific Ocean, passes through the project site. Several unincorporated semi-rural residential communities surround the project site including Eucalyptus Hills, Blossom Valley, Flinn Springs, Winter Gardens and others.

Surrounding land uses include the Willowbrook Country Club, located in the middle of the site but outside the project boundaries. Single-family residential and commercial uses exist to the north; lower density homes exist on the hillside to the northwest; to the west are residential uses in the City of Santee and the continuation of the San Diego River; to the east is the San Diego River as well as industrial storage, rodeo grounds, and the Lakeside Town Center. El Capitan High School and two county parks also exist east of Highway 67: Cactus County Park and Lindo Lake County Park.

The uses on the site currently are varied. A majority of the site is in various stages of aggregate mining activities within the San Diego River. Uses on the site include concrete products manufacturing, heavy equipment rental and storage, building materials and supply stores, construction and drilling materials storage, recreational vehicle storage, and a barn manufacturer. A restaurant, plant nursery, gas station, fire station, and two schools are also located in the project area. An egg ranch and Christmas tree farm are located in the northwest portion of the site.

Existing residential uses within the project area consist of approximately 32 single-family dwelling units, six duplexes, and a 60-space mobile home park located in the southeast portion of the site. Although much of the area along San Diego River has been mined for sand resources in the past, areas of high quality riparian habitat have regenerated in the northeast corner of the project area east of Channel Road.

1.4.1 Consistency of Project with Applicable Regional and General Plans

The County's General Plan, which includes the Lakeside Community Plan, was amended in 1990 to include the RiverWay Specific Plan (Figure 1-5) and to change the land use designations and zoning to reflect the Specific Plan land use plan. Eliminating the RiverWay Specific Plan is not consistent with the General Plan which specifically incorporates the RiverWay Specific Plan as a land use designation. However, the proposed project is to amend the County's General Plan, (including the Lakeside Community Plan) to remove the Specific Plan designation and rezone the land. To this end, the project would be consistent with the County General Plan.

***PROJECT DESCRIPTION, LOCATION
AND ENVIRONMENTAL SETTING***

The proposed General Plan land use designations and zoning for the USDRIP project area are generally consistent with the land uses allowed under the RiverWay Specific Plan. The level of consistency is evaluated in detail in Section 2.0 of this EIR.

Because removing the Specific Plan will require an amendment to the County General Plan (including the Lakeside Community Plan), conformance with the Air Pollution Control District's Regional Air Quality Strategy (RAQS) for San Diego County is a potential issue. Because the uses allowed by the proposed land use designations and zoning are similar to those allowed under the RiverWay Specific Plan, the proposed project will be in substantial conformance with the existing RAQS. The level of consistency is further analyzed in Section 2.0 of this EIR.

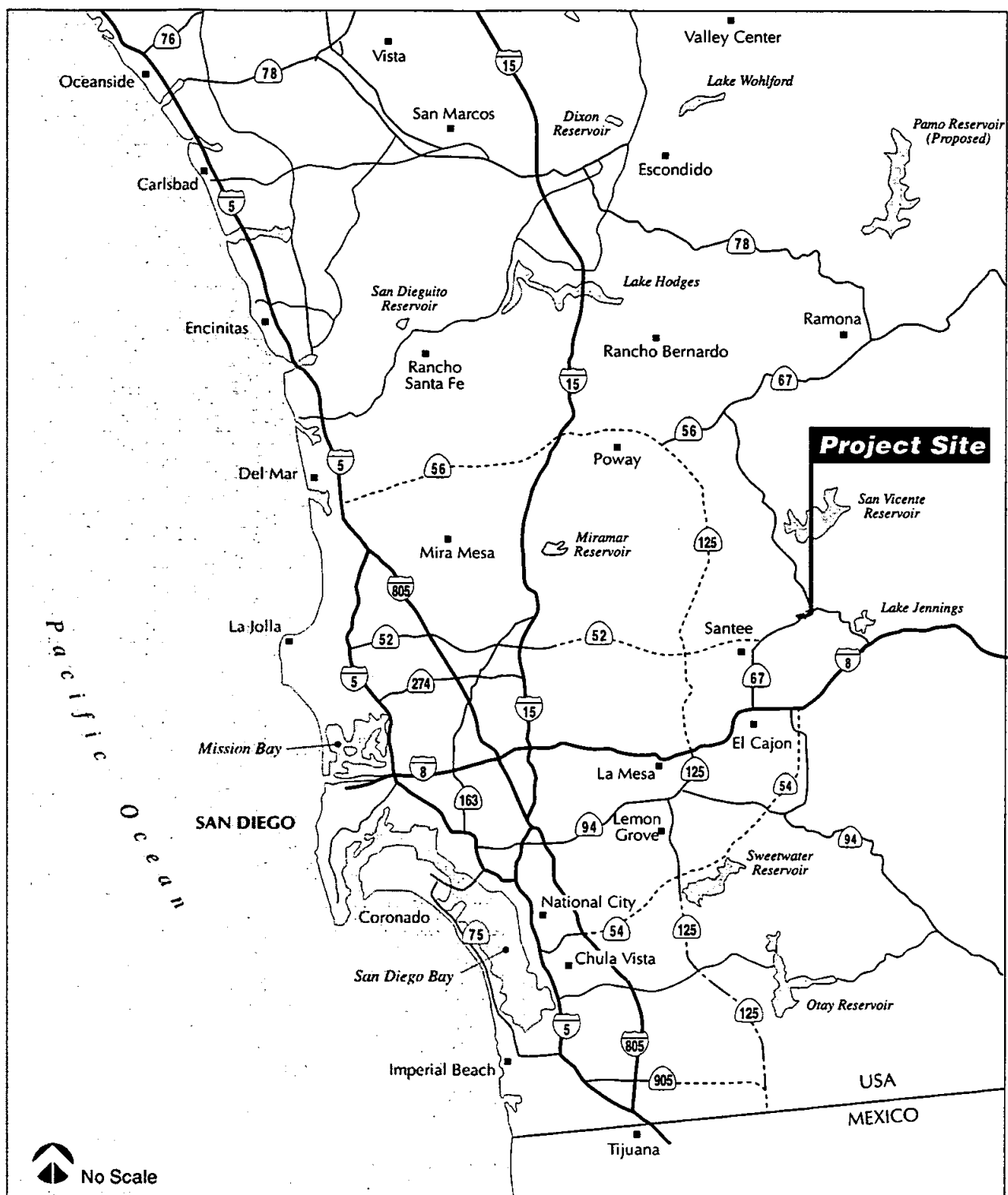


Fig. 1-1
Regional Map

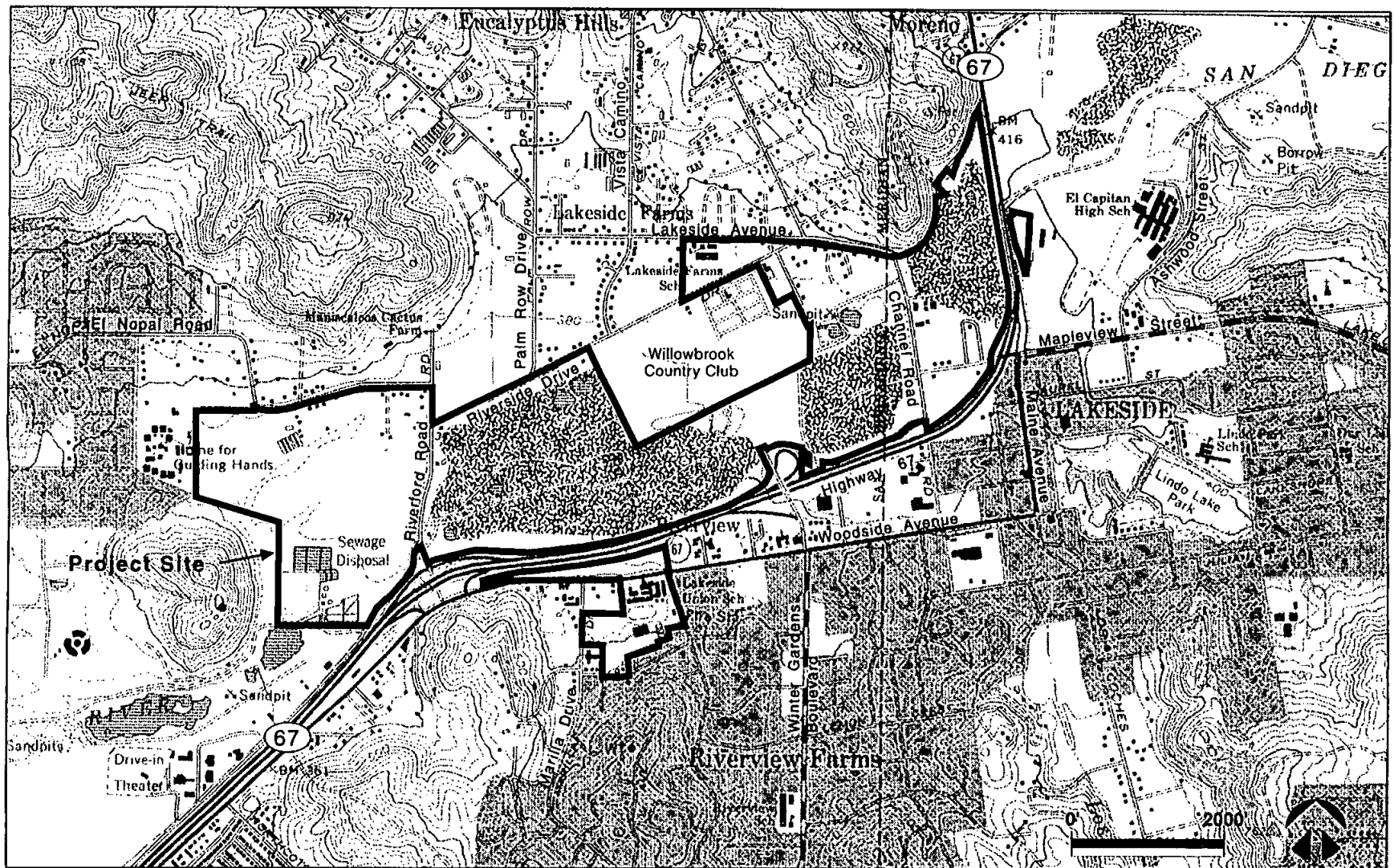
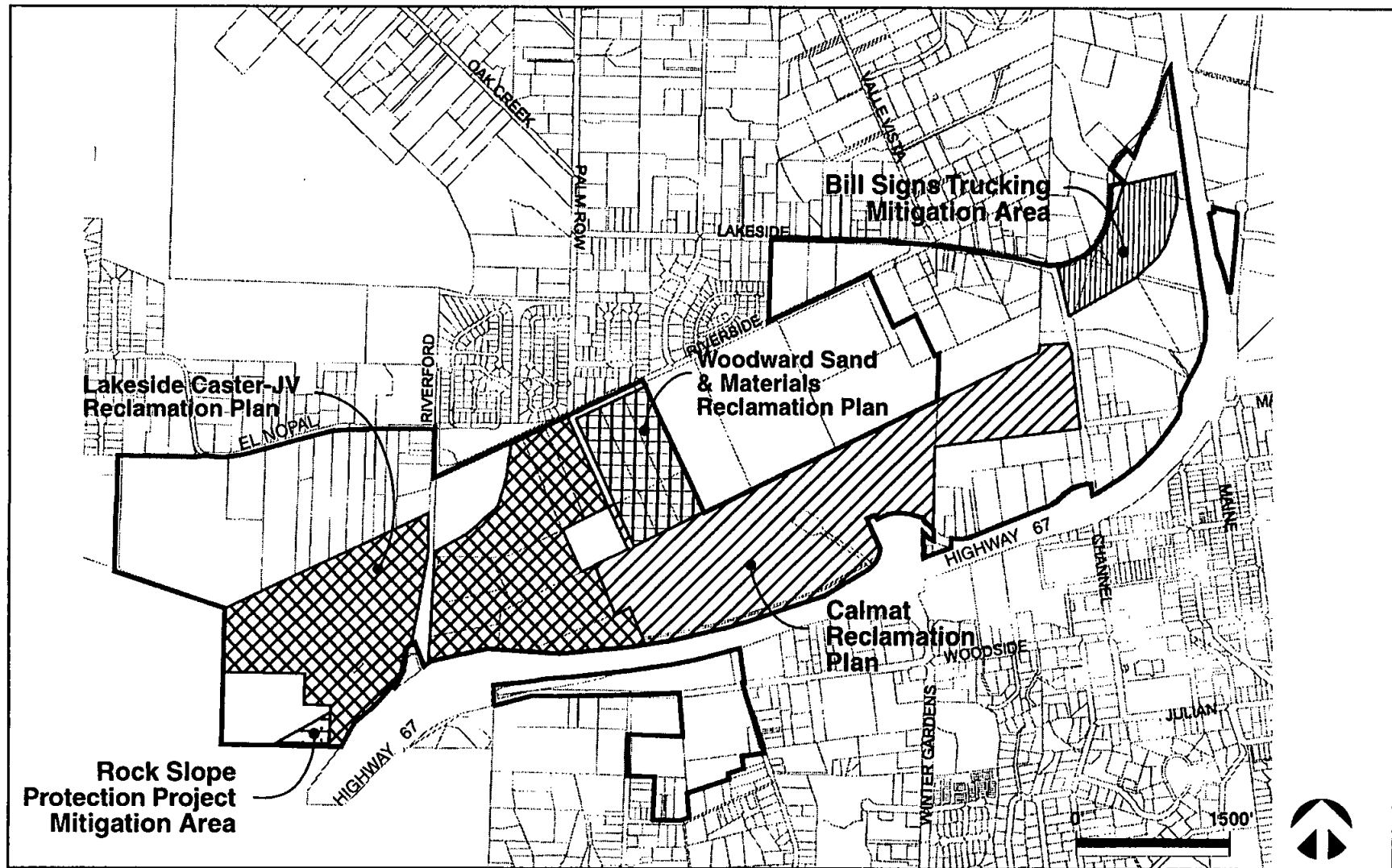


Fig. 1-2
Project Vicinity

Source: USGS El Cajon Quadrangle, Photorevised 1975.



Source: County of San Diego

Fig. 1-3
Areas with Approved Reclamation or Mitigation Plans

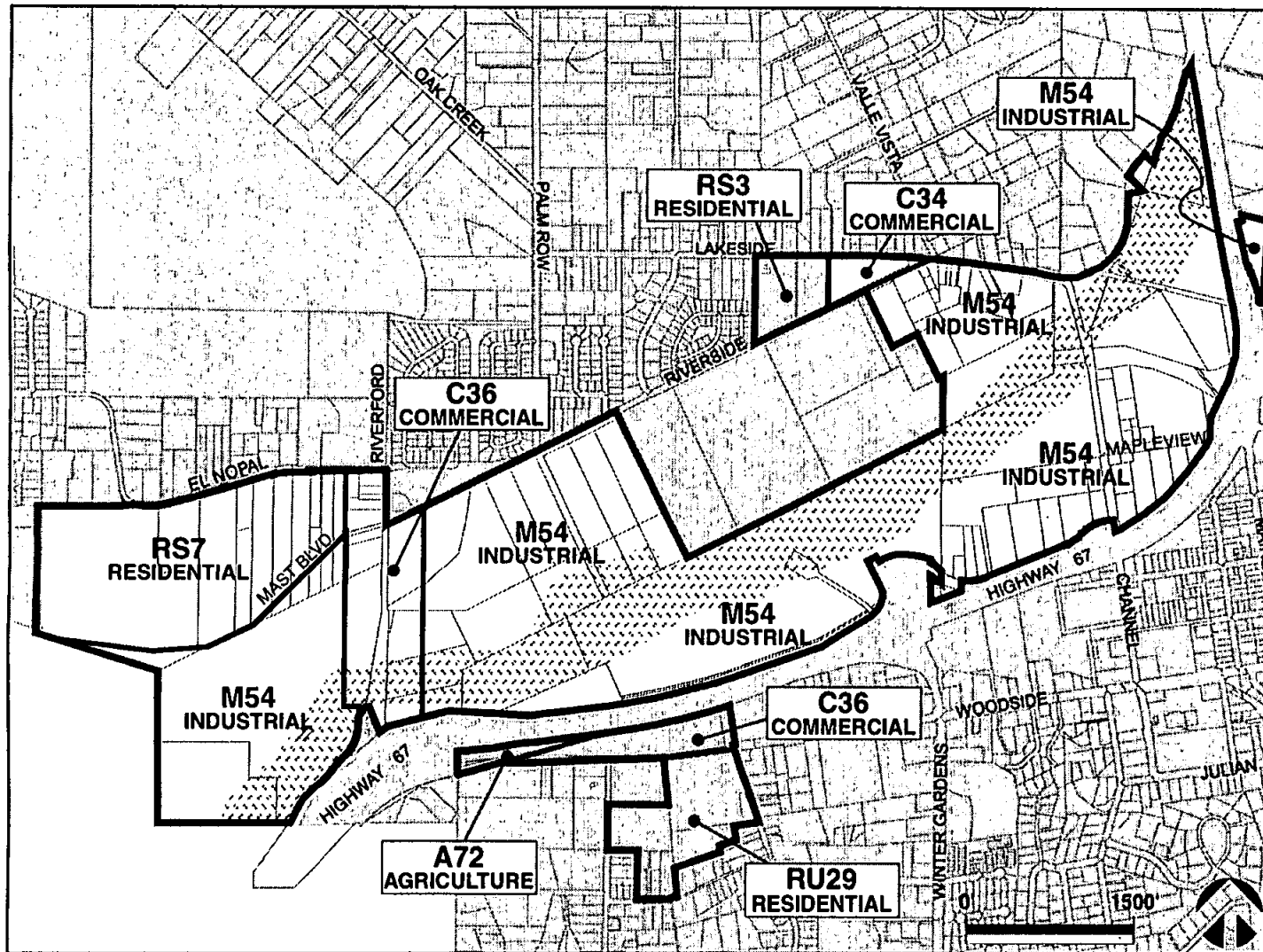


Fig. 1-4
Proposed Land Use Zones

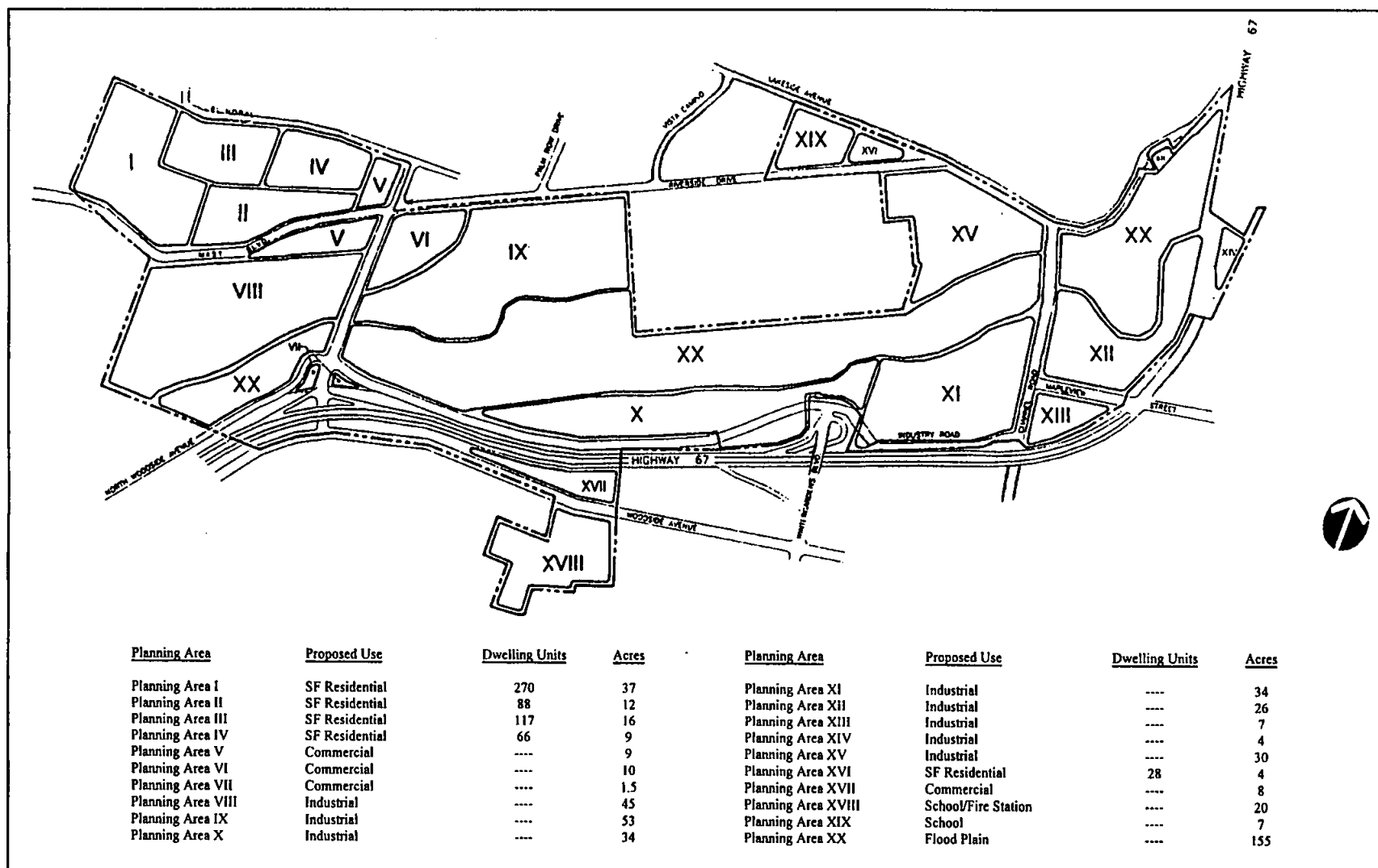


Fig. 1-5
RiverWay Specific Plan

not to scale
Source: Brian F. Mooney Associates

**TABLE 1-1
USDRIP PROPOSED ZONES AND LAND USE DESIGNATIONS**

Zone	Land Use Designation	Approx. Acres	Dwelling Units	Other Uses
RS7	(6) Single Family Residential	69	504	
C34	(14) Service Commercial	4		
C36*	(14) Service Commercial	19		
M54**	(16) General Impact Industrial	401		
RS3***	(22) Public/Semi-Public	7		Elementary School
A72***	(22) Public/Semi-Public	2	1	
C36***	(13) General Commercial	9		
RU29***	(22) Public/Semi-Public	20		Middle School/Fire Station
	Roads	21		
Total		552	505	

* Includes approximately 4 acres of flood control channel

** Includes approximately 151 acres of flood control channel

*** No change to current zone

All numbers are rounded

2.0 SIGNIFICANT ENVIRONMENTAL EFFECTS

The following sections include an analysis, by issue area, of the proposed project on the environment in compliance with Section 15126 of the CEQA Guidelines. The following subjects are discussed for each section:

- Existing Conditions;
- Thresholds of Significance;
- Analysis of Project Effects and Determination as to Significance;
- Mitigation Measures; and
- Conclusions.

The issue areas analyzed in this section were found to be potentially significant in the Initial Study prepared for the project. These issue areas are:

- Transportation/Circulation;
- Biological Resources;
- Noise;
- Public Services;
- Aesthetics; and
- Hazards.

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2.1 TRANSPORTATION/CIRCULATION

This section summarizes the results and recommendations of a traffic study prepared for the proposed project by Linscott Law & Greenspan in August 1998. The traffic study addresses the potential project-generated traffic impacts along the existing and proposed street system in the area. The full report is included in this Draft EIR as Appendix C.

2.1.1 Existing Conditions

Existing Vehicular Access and Circulation

The County of San Diego Public Road Standards for the classification of roadways in the County are as follows:

Prime Arterials: 102 feet wide in 122 feet of Right-of-Way (R/W), providing six through lanes, a raised median and curbside parking.

Major Roads: 78 feet wide in 98 feet of R/W, providing four through lanes, a raised median and curbside parking.

Collectors: 64 feet wide in 84 feet of R/W providing four through lanes with curbside parking or four through lanes with a left-turn lane.

Light Collectors: 40 feet wide in 60 feet of R/W, providing two through lanes with a left-turn lane. Bike lanes add 10 feet to both the road width and the R/W.

A brief description of the existing street/circulation system serving the project area is presented below.

Riverford Road is currently classified as a Prime Arterial from Highway 67 to Riverside Drive but is proposed to be reclassified as a Collector between the two on/off ramps at SR-67 as part of this project. Riverford Road currently is a two-lane undivided road from Woodside Avenue to just south of Riverside Drive. The northbound approach to Riverside Drive is a four-lane undivided road. Riverford Road is currently signalized at Woodside Avenue and at Riverside Drive. It should be noted that the Riverford Road/Riverside Drive intersection was analyzed without a traffic signal since this was the case when the traffic study commenced. Signalization of this intersection will not affect the traffic analysis conclusions because the intersection was assumed to be signalized in all conditions except the existing condition. The posted speed limit is 40 miles per hour (mph) and curbside parking is generally prohibited. Bike lanes are provided in the project area.

Riverside Drive is classified as a Collector along its entire length from Riverford Road to Lakeside Avenue and currently operates as a two-lane undivided roadway. Riverside Drive is currently signalized at Palm Row Drive. The posted speed limit on Riverside Drive is 45 mph, and bus stops and bike lanes are provided.

Palm Row Drive is classified as a Light Collector and intersects Riverside Drive at a signalized intersection. Parking is generally allowed on Palm Row Drive, and the posted speed limit is 40 mph.

Vista Camino is a two-lane residential street that intersects Riverside Drive at an unsignalized intersection. Parking is generally permitted along Vista Camino, and the posted speed limit is 25 mph.

Lakeside Avenue is a two-lane undivided road that extends east from Palm Row Drive to Channel Road within the project area. West of Riverside Drive, Lakeside Avenue is classified as a Residential Collector with a posted speed limit of 35 mph. East of Riverside Drive, Lakeside Avenue continues to its intersection with Channel Road as a two-lane Light Collector. Parking is prohibited, and the posted speed limit is 40 mph.

Valle Vista is a two-lane undivided road classified as a Light Collector. It intersects Lakeside Avenue at an unsignalized intersection immediately east of the Lakeside Avenue/Riverside Drive intersection. Parking along Valle Vista is generally prohibited, and the posted speed limit is 45 mph.

Channel Road is classified as a Major Road on the County's Circulation Element although it currently is a two-lane undivided road. Within the project area, Channel road intersects Lakeside Avenue at a two-way stop controlled intersection, Maplevue Street at an all-way stop controlled intersection, and Woodside Avenue at a signalized intersection. Bus stops are provided along Channel Road, and parking is generally permitted. The posted speed limit is 40 mph. Channel Road is currently being widened to a four-lane Major Road between Lakeside Avenue and Maplevue Street. This capital improvement project will include construction of a new bridge over the San Diego River as well as signalization of Channel Road at Lakeside Avenue and Maplevue Street. Construction is in progress and is expected to be completed in the fiscal year 1999-2000.

Maplevue Street is a two-lane undivided road, extending east from Channel Road to Highway 67 and beyond. It provides full access to Highway 67 via an at grade intersection. Maplevue Street is stop sign controlled at Channel Road. Parking is generally permitted, and no speed limit is posted. The County's Circulation Element would be amended to delete the portion of Maplevue Street from Winter Gardens Boulevard to Riverford Road. However, Maplevue Street would remain on the Circulation Element from Channel Road to Winter Gardens Boulevard. This segment has not been constructed to date.

Woodside Avenue is classified as a Major Road and within the project area provides local access to Highway 67. West of Winter Gardens Boulevard, Woodside Boulevard is a three-lane road with two eastbound lanes and one westbound lane provided. Parking is generally prohibited, and bike lanes are provided. East of Winter Gardens Boulevard, Woodside Avenue is a four-lane road with a two-way left turn lane and bike lanes provided. The posted speed limit is 35 mph. Within the project area, Woodside Avenue is signalized at Riverford Road, Winter Gardens Boulevard and Channel Road.

Winter Gardens Boulevard is a four-lane undivided road classified as a Major Road that provides access to Highway 67. North of Woodside Avenue, the posted speed limit is 40 mph. South of Woodside Avenue, the speed limit is 45 mph, and bus stops and bike lanes are provided. Parking is generally prohibited on Winter Gardens Boulevard.

Woodside Avenue North is a two-lane Collector that intersects Riverford Road at a two-way stop controlled intersection. Curbside parking is generally prohibited along Woodside Avenue North, and no speed limits are posted.

Highway 67 extends generally north-south from I-8 in El Cajon to SR 78 in Ramona. It is generally a four-lane freeway between Prospect Avenue and Maplevue Street and a two-lane undivided roadway north of Maplevue Street. Additional lanes are provided near its intersection with Poway Road and at intermittent locations between Poway Road and the Community of Ramona.

Existing Traffic Volumes

The existing PM peak hour turning movement counts at twelve key intersections in the study area (listed below) are presented in Figure 2.1-1. These counts were conducted in July 1998 by Traffic Data Services (TDS). The intersections are noted as being unsignalized (u), signalized (s), or uncontrolled (n).

- Riverside Drive/Riverford Drive (u)
- Riverside Drive/Palm Row Drive (s)
- Riverside Drive/Vista Camino (u)
- Riverside Drive/Lakeside Avenue (u)
- Lakeside Avenue/Valle Vista Road (u)
- Lakeside Avenue/Channel Road (u)
- Lakeside Avenue/SR 67 (u)
- Maplevue Street/SR 67 (s)
- Channel Road/Maplevue Street (u)
- Woodside Avenue/Channel Road (s)
- Industry Road/Winter Gardens Boulevard/SR 67 on ramps (n)
- Winter Gardens Boulevard/SR 67 northbound off-ramp (u)
- Woodside Avenue/Winter Gardens Boulevard (s)
- Woodside Avenue/SR 67 northbound on-ramp (n)
- Woodside Avenue/Riverford Road (s)
- SR 67 northbound/Woodside Avenue off-ramps (s)
- Riverford Road/SR 67 Southbound Ramps (u)
- Riverford Road/Woodside Avenue North (u)

Figure 2.1-1 also presents the most recent available existing daily traffic volumes (Average Daily Traffic [ADT]) on the street segments in the project area. These volumes were obtained from the County of San Diego records and were supplemented with counts conducted by TDS in 1997 and 1998.

Existing Levels of Service

Table 2.1-1 presents a summary of the LOS threshold descriptions for intersections and street segments.

Intersection Operation Analysis

A summary of the existing intersection operations during the PM peak hour is presented in Table 2.1-2, which shows that each of the intersections currently operates at LOS D or better with the exceptions of the following intersections:

- Riverside Drive/Riverford Road/Mast Boulevard (LOS E) and
- Riverford Road/Woodside Avenue North (LOS E)

The LOS E at the Riverford Road/Woodside Avenue North intersection is for the minor street left-turn from Woodside Avenue North onto Riverford Road. All other movements at this intersection are calculated to operate at LOS C or better.

Street Segment Operation Analysis

A summary of the existing street segment operations during the PM peak hour is presented in Table 2.1-3, which shows that each of the street segments currently operates at LOS D or better, with the exception of the following segments:

- Riverford Road between Woodside Avenue and Riverside Drive;
- Lakeside Avenue east of Riverside Drive;
- Channel Road south of Lakeside Avenue; and
- Woodside Avenue west of Riverford Road.

Congestion Management Plan (CMP) Analysis

Highway 67 is calculated to currently operate at LOS C during the PM peak hour between Riverford Road and Winter Gardens Boulevard, as shown in Table 2.1-4.

Existing County Traffic Improvement Mechanisms

- Subdivision Ordinance
 - Applies to major and minor subdivisions located within the unincorporated area of San Diego County.
 - Establishes requirements for the dedication of right-of-way for future Circulation Element and public roads which serve, traverse, and/or abut any proposed subdivision.

- Establishes a minimum set of required improvements (including road improvements) that must be provided with any proposed subdivision.
- See attached excerpts for specific criteria provided within the Subdivision Ordinance.
- Centerline Ordinance
 - Applies to building permits for construction or alteration of buildings on parcels of land located in commercial, manufacturing, and multiple residential zones.
 - Establishes a building line on each side of the centerline for Circulation Element roads and public streets which adjoin or provide direct access to property located in commercial, manufacturing, and multiple residential zones.
 - Restricts buildings and/or structures from being constructed in the area between the building line and the centerline of the Circulation Element Road or public street.
 - Restricts buildings and/or structures from being constructed on a lot unless the streets or highways which abut the lot are adequate with respect to the current San Diego County Standards specified in 81.102.15 of the Subdivision Ordinance.
 - See attached excerpts for specific criteria provided within the Centerline Ordinance.
- Board Policy J-34
 - Applies to major subdivisions, large-scale projects, and Major use Permits.
 - Establishes method for determining off-site Circulation Element road improvements.
 - Requires the developer to submit a traffic study which identifies the proposed project's future impacts on Circulation Element roads in the vicinity of the proposed project.
 - Based upon the identified traffic impacts and the percentage of future traffic growth attributed to the proposed subdivision, project, or major use permit the Department of Public Works shall determine the amount of improvements needed.
- Public Facilities Element (Section 4 Transportation Policy 1.1)
 - Applies to discretionary projects that must be found in conformance with the General Plan.
 - Requires development proposals to determine both their short-term and long-term impacts on the roadway system.

- Requires as a condition of approval that improvements or other measures be taken to mitigate traffic impacts to avoid reduction or a level of service "C" on on-site Circulation Element Roads or level of service "D" for off-site Circulation Element Roads.
- If impacts cannot be mitigated, the project will be denied unless a specific statement of overriding findings is made pursuant to the State CEQA Guidelines.
- Capital Improvement Program
 - List of scheduled county road improvement projects.
 - Funded by Gas Tax, TRANSNET revenue, federal, and/or state resources and developer deposits.
 - Two projects currently schedule in USDRIP area: widening of Riverside Drive between Channel Road and Riverford Road (project is currently on hold) and Channel Road Bridge between Lakeside Avenue and Maplevue Street.

2.1.2 Thresholds of Significance

A summary of the County of San Diego traffic impact significance criteria is presented in Table 2.1-5. This table shows the allowable increase in intersection delay or street segment v/c (volume/capacity) ratio for a particular LOS. In general, the worse the intersection operates, the less change in delay is allowed due to a project. If the values in the table are exceeded due to the addition of project traffic, the impact is considered to be a direct project significant impact. However, if an intersection or street segment is calculated to operate at LOS C or better with project traffic, the impact is considered to be less than significant since LOS C indicates good operations.

A freeway impact is considered significant if the addition of project traffic causes an impact to decrease to worse than LOS D.

2.1.3 Analysis of Project Effects and Determination as to Significance

Project Trip Generation and Distribution

The amount of traffic to be generated by the project was estimated based on SANDAG trip generation rates for the various proposed land uses (i.e., industrial, single family, and commercial). Table 2.1-6 shows a summary of the total project traffic generation based on these rates. This table shows that the entire project is estimated to generate 39,370 average daily trips (ADT) with 1,570 inbound and 3,075 outbound trips during the PM peak hour.

Project traffic was distributed and assigned to the street segment based on a Select Zone Assignment (SZA) prepared by SANDAG. The SZA matches the trips generated by the project with other areas of San Diego County. Figure 2.1-2 shows the assignment of project traffic

based on the distribution percentages generated by the SZA. Figure 2.1-3 shows the existing plus project traffic volumes.

Intersection Capacity Analysis

The results of the intersection capacity analysis with the addition of project-generated traffic are presented in Table 2.1-2. The results indicate that the following intersections would operate from acceptable LOS D or better to LOS F with the addition of project-generated traffic to the existing street system:

- Lakeside Avenue/Valle Vista Road;
- Lakeside Avenue/Channel Road;
- Channel Road/Mapleview Street;
- Winter Gardens Boulevard/SR 67 northbound off-ramps;
- Woodside Avenue/Winter Gardens Boulevard;
- Woodside Avenue/Riverford Road; and
- Riverford Road/Highway 67 Southbound Ramps.

Additionally, the project would add traffic to the following three intersections already operating at poor LOS (LOS E or LOS F):

- Riverside Drive/Riverford Road/Mast Boulevard (LOS E) and
- Riverford Road/Woodside Avenue North (LOS E).
- Lakeside Avenue/SR 67 (LOS F)

Currently, roadway improvements at two of the intersections identified above are planned by the County of San Diego. These improvements are as follows:

- 1) Lakeside Avenue/Channel Road
Signalize and provide the following lane configurations:
 - Northbound (Channel Road): two through and one right
 - Southbound: one left and two through
 - Westbound: one left and one right
- 2) Riverside Drive/Riverford Road/Mast Boulevard
Signalize and provide the following lane configurations:
 - Northbound: two lefts, two through, and one right
 - Southbound: one left, one through, and one through-right
 - Eastbound: one left, two through, and two right
 - Westbound: two lefts, two through, and one right

Based on the established thresholds of significance, the intersections identified above, with the exception of the intersections of Lakeside Avenue/Channel Road and Riverside Drive/Riverford Road/Mast Boulevard, would be significantly impacted by project-generated traffic.

Street Segment Capacity Analysis

The results of the street segment capacity analysis with the addition of project-generated traffic are presented in Table 2.1-3. The results indicate that the following street segments would operate from acceptable LOS D or better to LOS E with the addition of project-generated traffic to the existing street system:

- Riverside Drive east of Riverford Road;
- Channel Road south of SR 67; and
- Woodside Avenue west of Winter Gardens Boulevard.

Additionally, the project traffic would add to the following five street segments already operating at poor LOS (LOS E):

- Riverford Road north of Woodside Avenue
- Riverford Road south of Riverside Drive
- Lakeside Avenue east of Riverside Drive
- Channel Road south of Lakeside Avenue and
- Woodside Avenue west of Riverford Road.

Currently, roadway improvements at two of the street segments identified above are planned by the County of San Diego. These improvements are as follows:

- 1) Improve Lakeside Avenue to a four lane Collector Road from Riverside Drive to Channel Road.
- 2) Improve Channel Road to a four lane Collector Road from Lakeside Avenue to Woodside Avenue.

Based on the established thresholds of significance, the street segments identified above, with the exception of the segments of Lakeside Avenue and Channel Road (south of Lakeside Avenue) would be significantly impacted by project-generated traffic. In addition, Maplevue Street east of Channel Road would also be significantly impacted by project-generated traffic as the volume to capacity (V/C) ratio for that street segment would be increased by 0.13, exceeding the 0.02 allowable increase due to project-generated traffic.

CMP Analysis

As shown in Table 2.1-4, the addition of project-generated traffic to Highway 67 would result in the reduction of LOS C to LOS D during the PM peak hour between Riverford Road and Winter Gardens Boulevard in the northbound direction. Southbound, the addition of project-generated traffic would not change the LOS, which would be maintained at an acceptable LOS C. Therefore, no significant impacts to Highway 67 are anticipated to result from the addition of project-generated traffic.

Plan to Plan Analysis

The existing Riverway Specific Plan allows Industrial, Single Family Housing, Commercial, Middle School, Fire Station, and Elementary school land uses in the USDRIP project area that are estimated to generate 38,790 ADT. The proposed project would allow these same land uses as well as a small portion of neighborhood commercial. The uses allowed under the proposed land use designations and zoning are estimated to generate 39,370 ADT. The proposed project is calculated to generate 1.5 percent more traffic to the project area than the existing Specific Plan. The impacts and corresponding mitigation would be identical.

Amendments to the County's Circulation Element include the deletion of Maplevue Street from Winter Gardens Boulevard to Riverford Road, and the reclassification of Riverford Road to a Collector between the on- and off-ramps of SR-67. Past models conducted by the County projected about 4000 ADT on Maplevue Street west of Winter Gardens Boulevard. This small amount of projected traffic indicates that the elimination of this future roadway would not constitute a significant impact. Therefore, the project traffic distribution and SANDAG modeling assumed the deletion of this portion of Maplevue Street from the County's Circulation Element. The peak hour intersection analysis shows that Riverford Road can operate at acceptable LOS as a Collector. It should be noted that the forecasted ADT on Riverford Road does not exceed its capacity.

Table 2.1-7 shows the three segments whose classifications are proposed to be changed as part of the project. As shown in the table, these segments would operate at acceptable levels of service with both the existing and proposed circulation element classifications.

2.1.4 Mitigation Measures

The following intersection and segment improvements are recommended to mitigate all significant traffic impacts:

Intersections

- Lakeside Avenue/SR67
 - Signalize the intersection.
- Maplevue Street/SR67
 - Provide the following lane configurations:
 - Northbound: one left, two through, one right
 - Southbound: one left, two through, one right
 - Eastbound: one left, one through, one right
 - Westbound: one left, one left-through, one right
- Winter Gardens Boulevard/SR67 Northbound Off-Ramp
 - Signalize the intersection.

- Lakeside Avenue/Valle Vista Road
Signalize and provide the following lane configurations:
 - Southbound: one left and one right
 - Eastbound: one left and two through
 - Westbound: one right and two through
- Channel Road/Mapleview Street
Signalize and provide the following lane configurations:
 - Northbound: one through and one through-right
 - Southbound: one left and two through
 - Westbound: one left and one right
- Woodside Avenue/Winter Gardens Boulevard
Modify approaches to accommodate the following lane configurations:
 - Northbound: two lefts, one through and one through-right
 - Southbound: two lefts, two through and one right
 - Eastbound: one left, two through and one right
 - Westbound: one left, two through and one right
- Woodside Avenue/Riverford Road
Modify approaches to accommodate the following lane configurations:
 - Southbound: one left and one shared left-right
 - Eastbound: two lefts and one through
 - Westbound: two through and one right
- Riverford Road/SR 67 Southbound Ramps
Signalize and provide the following lane configurations:
 - Northbound: one left and two through
 - Southbound: two through and one right
 - Westbound: one left-through and one right
- Woodside Avenue North/Riverford Road
Signalize and provide the following lane configurations:
 - Northbound: one left and two through
 - Southbound: one through and one through-right
 - Eastbound: one left and one right

Street Segments

- Improve Riverford Road to a four lane Major Road from Woodside Avenue to Riverside Drive/Mast Boulevard.
- Improve Riverside Drive to a four lane Collector Road from Riverford Road to Lakeside Avenue.

- Improve Woodside Avenue to a four lane Collector Road from Winter Gardens Boulevard to Riverford Road.

It is anticipated that some of the improvements listed above would be required of developers in compliance with the County improvement mechanisms identified in Section 2.1.1 as future development proposals are approved. However, at this stage, because there are not specific development projects proposed, it is not known which improvements will be required or when they would be implemented.

2.1.5 Conclusions

It is anticipated that some of these improvements would be required of developers in compliance with the County improvement mechanisms identified in Section 2.1.1 of the EIR as future development proposals are approved. However, at this stage, it is infeasible to ensure or require that even some of these improvements be made through these improvement mechanisms because no specific development is proposed. The specifics of the proposed future development would determine which improvement mechanisms would apply and what specific road improvements would be required. Moreover, road improvements required through discretionary conditions in discretionary permits would have to be roughly proportional to the traffic impacts caused by the proposed development. Without knowing the specifics of the proposed future development, it is not possible to make this determination.

The County of San Diego improves and maintains its existing 1,884 miles of roads and builds new roads with an annual budget derived from federal, state, and local funds (such as TransNet sales tax funds, gas sales tax, Federal Highway Funds, Federal Community Development Block Grants, and other smaller sources of revenue). The overall budget for the County's Road Maintenance and Capital Improvements for Fiscal Year (FY) 98/99 was approximately \$47 million. Of this \$47 million, \$9 million was planned for roadway maintenance (e.g., installation of guard rails, road repaving, culvert construction), and \$38 million was allocated for roadway improvements (e.g., expanding existing road capacity, construction of new roads). A majority of the roadway improvement funds are committed to specific projects throughout the County. As an example, only \$8.4 million of the \$38 million FY98/99 budget was available for discretionary spending in the County. Similarly, the amount of discretionary funds in the FY99/00 budget is approximately \$5 million. The County sets its spending priorities for these limited amounts of discretionary funds based on need throughout the County.

The improvements required by the proposed project would cost approximately \$26 million. Of the \$26 million, approximately \$7 million is expected to be financed by private developers through the mechanisms listed in Section 2.1.1 of this EIR (pages 2.1-4 through 2.1-6, with the exception of the CIP) as future projects within the USDRIP area are approved and constructed. In addition, some of the improvements have been included in the Department of Public Works' Capital Improvement Programs. These include \$2 million for the Riverside Drive improvements and \$7 million for the Riverford Road/Bridge project, part of the proposed Riverford Road improvements. The balance of \$10 million (\$26 million minus \$16 million) represents approximately 148 percent of the County's FY99/00 discretionary road funds. Because of the

limited amount of discretionary funds available in the County's Road Maintenance and Capital Improvements budget and the need for these funds throughout the County, it cannot be guaranteed that the County's portion of the USDRIP roadway improvements would be constructed concurrent with demand. In addition, the \$10 million for USDRIP improvements would represent a disproportionate amount of the total discretionary funds used for County-wide projects (the USDRIP improvements represent 0.2 percent of total County roadway miles). Use of this disproportionate share of limited resources for one project would prevent the County from making needed road improvements in other areas of the County for a minimum of 4 years. While the construction of the required road improvements in the USDRIP area would reduce traffic impacts to below significant levels, and some of the required improvements are already included in the CIP, there is no guarantee that the remaining improvements would be constructed concurrent with need. Consequently, it is infeasible to mitigate the traffic impacts to the intersections and street segments identified. Those impacts would remain significant and unmitigable.

- NOTE: - ADT's are shown midblock
- PM Peak hour volumes are shown at the intersections
- E = Estimated ADT based on peak hour volumes
- Project Area
-
- The map illustrates the proposed bypass for SR 67, showing its alignment from the top left to the bottom right. Key intersections along the route include those with Lakeside Ave, Riverside Dr, Industry Rd, Woodside Ave, and Channel Rd. Traffic volumes are provided for these intersections, with some labeled as 'E' for estimated. The project area is indicated by a hatched pattern. A legend in the top left corner defines the symbols used: ADT's are shown midblock, PM Peak hour volumes are shown at the intersections, E = Estimated ADT based on peak hour volumes, and the Project Area is indicated by a hatched pattern.

Source: Linscott Law & Greenspan Engineers

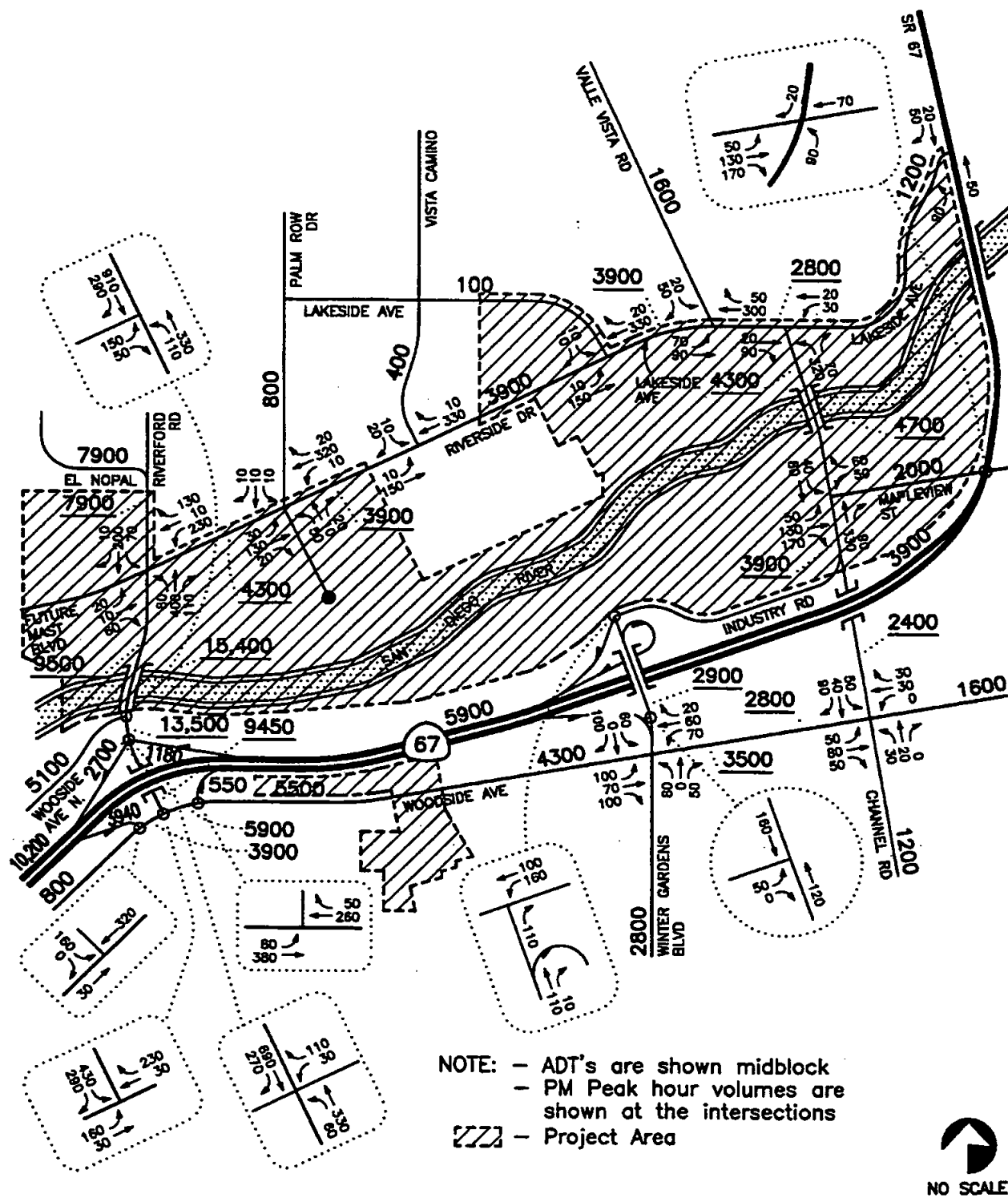


Fig. 2.1-2
Project Traffic Volumes
PM Peak Hour and ADT's

Source: Linscott Law & Greenspan Engineers

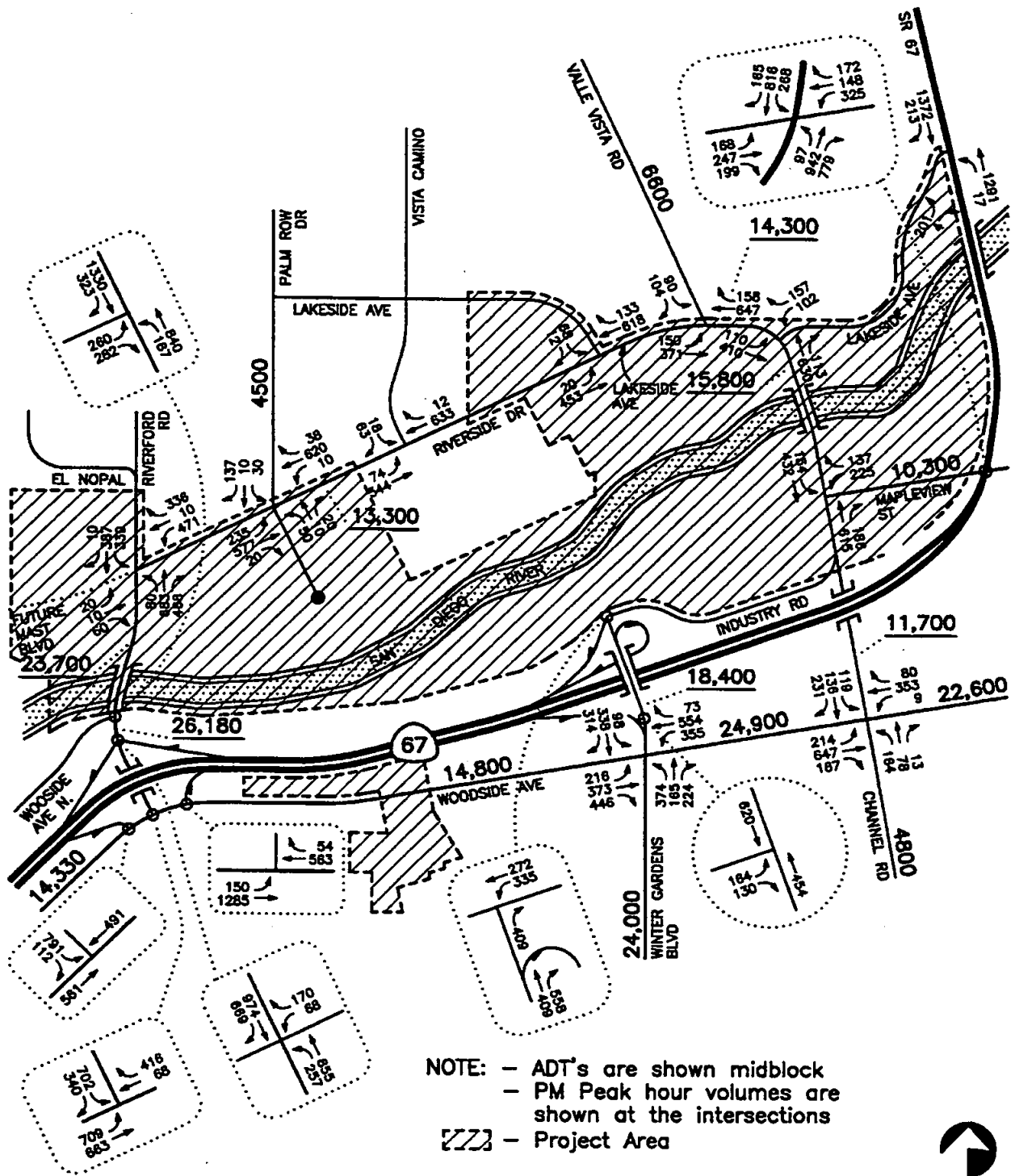


Fig. 2.1-3
Existing & Project Traffic Volumes
PM Peak Hour and ADT's

Source: Linscott Law & Greenspan Engineers

**TABLE 2.1-1
INTERSECTION AND STREET SEGMENT
LEVEL OF SERVICE THRESHOLD DESCRIPTION**

Level of Service	Intersection	Street Segment
A	Occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	Describes primarily free-flow operations. Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.
B	Generally occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.	Also represents reasonably free-flow, and speeds at the free-flow speed are generally maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.
C	Generally results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.	Provides for flow with speeds still at or near the free-flow speed of the roadway. Freedom to maneuver within the traffic stream is noticeably restricted at LOS C, and lane changes require more vigilance on the part of the driver. The driver now experiences a noticeable increase in tension because of the additional vigilance required for safe operation.
D	Generally results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	The level at which speeds begin to decline slightly with increasing flows. In this range, density begins to deteriorate somewhat more quickly with increasing flows. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels.
E	Considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences.	Describes operation at capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream. At capacity, the traffic stream has no ability to dissipate even the most minor disruptions, and any incident can be expected to produce a serious breakdown with extensive queuing.
F	Considered to be unacceptable to most drivers. This condition often occurs with oversaturation i.e. when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume-to-capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	Describes breakdowns in vehicular flow. Such conditions generally exist within queues forming behind breakdown points such as traffic incidents and recurring points of congestion. Whenever LOS F conditions exist, there is a potential for them to extend upstream for significant distances.

<u>INTERSECTION DELAY</u>	<u>LOS</u>
0.0 ≤ 5.0	A
5.1 to 15.0	B
15.1 to 25.0	C
25.1 to 40.0	D
40.1 to 60.0	E
> 60.0	F

SOURCE: Highway Capacity Manual, 1994.

TABLE 2.1-2
INTERSECTION OPERATION ANALYSIS

INTERSECTION	EXISTING			EXISTING + PROJECT			EXISTING + PROJECT WITH MITIGATION		
	TYPE	AVERAGE DELAY	LOS	TYPE	AVERAGE DELAY	LOS	TYPE	AVERAGE DELAY	LOS
El Nopal/Magnolia Street	S	21.3	C	S	24.5	C	-	-	-
Riverside Dr/Riverford Rd/Mast Blvd	U ¹	38.9	E ²	S	47.2	E	S	28.9	D
Riverside Drive/Palm Row Drive	S	6.4	B	S	19.0	C	-	-	-
Riverside Drive/Vista Camino	U ¹	0.6	C ²	U ¹	1.1	D ²	-	-	-
Riverside Drive/Lakeside Avenue	U ¹	0.9	B ²	U ¹	1.7	D ²	-	-	-
Lakeside Avenue/Valle Vista Road	U ¹	1.7	C ²	U ¹	6.1	E ²	S	9.8	B
Lakeside Avenue/Channel Road	U ¹	5.3	C ²	U ¹	> 60.0	F ²	S	6.1	B
Lakeside Avenue/SR 67	U ¹	> 45.0	F	U ¹	> 45.0	F	S	17.5	C
Mapleview Street/SR 67	S	31.9	D	S	44.6	E	S	33.8	D
Channel Road/Mapleview Street	U ³	17.0	C	U ³	> 60.0	F	S	7.0	B
Woodside Avenue/Channel Road	S	15.8	C	S	20.3	C	-	-	-
Industry Rd/Winter Gardens Blvd/SR 67 Ramps	N	-	A	N	-	A	-	-	-
Winter Gardens Blvd/SR 67 NB Off-Ramp	U ¹	3.5	C	U ¹	14.7	F	S	8.8	B
Woodside Ave/Winter Gardens Blvd	S	30.5	D	S	> 60.0	F	S	36.0	D
Woodside Avenue/SR 67 NB On-Ramp	N	-	A	N	-	A	-	-	-
Woodside Avenue/Riverford Road	S	13.8	B	S	> 60.0	F	S	24.5	C
SR 67 NB/Woodside Avenue Off-Ramp	S	12.2	B	S	13.4	B	-	-	-
Riverford Road/SR 67 SB Ramps	U ¹	1.3	D ²	U ¹	> 60.0	F ²	S	11.2	B
Riverford Road/Woodside Ave North	U	4.9	E	U	> 60.0	F	S	16.9	C

1. One-way or two-way stop controlled intersection.

2. LOS given for minor street left-turn movement.

3. All-way stop intersection.

- Indicates mitigation not needed.

S = Signalized intersection

U = Unsignalized intersection

LOS = Level of Service

Average delay is given in seconds.

Significant impacts are bold faced.

LOS	Unsignalized	Signalized	LOS
A	0.0 ≤ 5.0	0.0 ≤ 5.0	A
B	5.1 to 10.0	5.1 to 15.0	B
C	10.1 to 20.0	15.1 to 25.0	C
D	20.1 to 30.0	25.1 to 40.0	D
E	30.1 to 45.0	40.1 to 60.0	E
F	> 45.0	> 60.0	F

**TABLE 2.1-3
DAILY STREET SEGMENT OPERATION ANALYSIS**

STREET SEGMENT	CAPACITY ¹	EXISTING			EXISTING + PROJECT			EXISTING + PROJECT WITH MITIGATION			
		VOL	V/C	LOS	VOL	V/C	LOS	CAPACITY	VOL	V/C	LOS
El Nopal E/o Magnolia Avenue	7,500 ²	6,900	0.43	C	9,200	0.58	D	-	-	-	-
Riverford Road N/o Woodside Avenue	16,200	10,570	0.65	E	20,020	1.24	E	34,200	20,020	0.58	B
N/o SR 67 SB Ramps	16,200	12,680	0.78	E	26,180	1.62	E	57,000	26,180	0.46	B
S/o Riverside Drive	16,200	14,200	0.88	E	23,700	1.45	E	57,000	23,700	0.42	B
Riverside Drive E/o Riverford Road	16,200	9,400	0.58	D	13,300	0.82	E	34,200	13,300	0.39	A
Lakeside Avenue E/o Riverside Drive	16,200	11,500	0.71	E	14,300	0.88	E	34,200	14,300	0.42	B
Valle Vista Road N/o Riverside Drive	16,200	5,200	0.32	C	6,600	0.41	C	-	-	-	-
Channel Road S/o Lakeside Avenue	16,200	11,500	0.71	E	15,800	0.98	E	34,200	15,800	0.46	B
S/o SR 67	16,200	9,300	0.57	D	11,700	0.72	E	34,200	11,700	0.34	A
S/o Woodside Avenue	16,200	3,600	0.22	B	4,800	0.30	C	-	-	-	-
Mapleview Street E/o Channel Road	16,200	8,300	0.51	D	10,300	0.64	D	34,200	-	-	-
Winter Gardens Blvd. S/o SR 67	34,200	15,500	0.45	B	18,400	0.54	B	-	-	-	-
S/o Woodside Avenue	34,200	21,200	0.62	B	24,000	0.70	C	-	-	-	-
Woodside Avenue E/o Channel Road	34,200	21,000	0.61	B	22,600	0.66	B	-	-	-	-
E/o Winter Gardens Blvd.	34,200	22,100	0.65	B	24,900	0.73	C	-	-	-	-
w/o Winter Gardens Blvd.	16,200	10,500	0.65	D	14,800	0.91	E	34,200	14,800	0.43	B
w/o Riverford Road	16,200	13,530	0.84	E	14,330	0.88	E	34,200	14,330	0.42	B

1. Capacity based on County of San Diego Standards (LOS E).

2. City of Santee LOS C capacity (16,000 and 30,000 are approximate LOS E capacities for existing and Year 2015 conditions, respectively).

Significant impacts are bold faced.

- Indicates mitigation not needed.

**TABLE 2.1-4
FREEWAY OPERATIONS
PM PEAK HOUR**

FREEWAY SEGMENT	DIR	EXISTING ¹		EXISTING + PROJECT ¹ FOUR LANE SR 67		EXISTING + PROJECT SIX LANE SR 67	
		DENSITY ²	LOS	DENSITY ²	LOS	DENSITY ²	LOS
SR 67 Woodside Avenue to Riverford Road	NB	31.01	D	36.95	E	21.82	C
	SB	26.90	D	37.61	E	22.02	C
Riverford Road to Winter Gardens Blvd.	NB	22.63	C	25.74	D	16.95	C
	SB	20.35	C	23.21	C	15.45	B

Notes: 1. SR 67 is assumed to be a four lane highway
 2. Density = Passenger cars per miles per lane

**TABLE 2.1-5
COUNTY THRESHOLDS OF SIGNIFICANCE**

Level of Service With Project	Allowable Increase Due to Project Traffic	
	Intersections	Roadway Segments
	Delay (seconds)	Volume/Capacity
A	15	0.15
B	10	0.10
C	5	0.05
D	3	0.03
E	2	0.02
F	2	0.02

Source: County of San Diego Department of Public Works.

**TABLE 2.1-6
PROJECT TRAFFIC GENERATION**

LAND USE	SIZE	DAILY TRIP ENDS (ADT)		PM PEAK HOUR			
		RATE	VOLUME	% OF ADT	IN:OUT SPLIT	VOLUME	
						IN	OUT
Industrial	250 AC	90/AC	22,500	12%	20:80	500	3,075
Single Family	509 DU	10/DU	5,090	10%	70:30	360	150
Commercial	17.5 AC	500/AC	8,750	9%	50:50	395	395
Neighborhood Commercial	1.5 AC	1,200/AC	1,800	11%	50:50	100	100
Middle School	19.5 AC	40/AC	780	7%	30:70	165	380
Fire Station	0.5 AC	60/AC	30	10%	50:50	45	45
Elementary School	7.0 AC	60/AC	420	5%	30:70	5	15
TOTAL			39,370			1,570	3,075

Notes:

- 1) Source: Generation factors derived from the SANDAG Brief Guide, December 1996.
- 2) Rate is a trip end per dwelling unit (DU) or acre (AC).
- 3) Trip ends are one-way traffic movements, entering or leaving.
- 4) All ADTs are rounded to the nearest 10 and peak hour volumes are rounded to the nearest 5.

**TABLE 2.1-7
FUTURE VOLUMES AND CAPACITIES
EXISTING AND PROPOSED CIRCULATION ELEMENT CLASSIFICATION**

SEGMENT	EXISTING CAPACITY	YEAR 2015 WITH EXISTING CIRCULATION ELEMENT CLASSIFICATION				YEAR 2015 WITH PROPOSED CIRCULATION ELEMENT CLASSIFICATION			
		CAPACITY	VOLUME	V/C	LOS	CAPACITY	VOLUME	V/C	LOS
Riverford Road SR 67 SB Ramps to Woodside Ave,	16,200	57,000	26,500	0.46	B	34,200	26,500	0.77	C
Mapleview Street Channel Road to SR 67	16,200	37,000	13,800	0.37	A	34,200	13,800	0.40	B
Channel Road Mapleview Street to Woodside Ave.	16,200	37,000	13,800	0.37	A	34,200	13,800	0.40	B

Note: Assumes segment volume does not change if capacity changes since volumes are well within the capacity of the roadway.

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2.2 BIOLOGICAL RESOURCES

This section identifies the existing biotic conditions on the project site and surrounding area. Because there is no specific development proposed at this time, potential impacts to biological resources are addressed on a general level. General mitigation measures for potential impacts to sensitive resources are also identified.

2.2.1 Existing Conditions

The biotic composition of the project site is described herein from information compiled through field reconnaissance, supplemented by existing documentation of biological resources within the project vicinity. The project site was surveyed by P&D Environmental Services on June 9 and 24, 1998. Each habitat type on the project site was examined with most attention given to establishing the current extent of the habitat. Floral constituents were recorded in terms of relative abundance and host habitat type. Faunal constituents were determined through the use of field identification, combined with documented habitat preferences of regional wildlife species that, whether or not detected during the survey, are thought to include the project site within their range. The overall biotic composition of the project site was derived from this information.

Vegetation

The undeveloped portions of the project site and its immediate surroundings support four major plant communities: ruderal non-native grasslands and recently disturbed areas, riparian habitats, agricultural areas, and coastal sage scrub. The riparian habitats are further divided into open water, emergent riparian, riparian woodland, riparian scrub, disturbed riparian, and wet meadow. Plant communities identified in the project site are illustrated in Figure 2.2-1. All of the habitats in the project site have been previously disturbed, and none support a complete and diverse assemblage of the species commonly found in that habitat. The entire project site is characterized by low species diversity and a dominance of non-native and ruderal species. The following habitat discussions describe the generalized habitats found in the project site and the dominant or characteristic species found in each habitat.

Ruderal/Non-Native Grassland and Recently Disturbed Areas

The majority of the undeveloped portions of the project site are occupied by ruderal vegetation and non-native grassland and recently disturbed unvegetated areas. Ruderals, often considered weeds, are fast growing species adapted to adverse and disturbed conditions; they have the ability to quickly flower and set seed when conditions are favorable. Ruderals can be either native or non-native; however, the majority of the ruderal in the project site are non-native. Among the most abundant ruderals in the project site are several species in the mustard family, including short-podded mustard, wild radish, London rocket, and hedge mustard. Other ruderal species present include tocalote, cardoon, common sow-thistle, lambs quarters, horehound, cheeseweed, and tumbleweed.

The ruderal vegetation intergrades with the non-native grassland in many areas of the site. Non-native grasslands are dominated by ripgut brome and wild oats with red-stemmed filaree also abundant. Most of the previously mentioned ruderal species and several native scrub species are also scattered throughout the grassland. Most of the non-native grassland and ruderal habitat is located on the western end of the project site. There is also a large area of ruderal grassland near the center of the site.

The non-native ruderal habitats are usually the result of disturbances to native habitats. For this reason the recently disturbed, but as yet unvegetated, areas, are grouped with non-native and ruderal habitats. Disturbed areas include dirt roads, sand and gravel pits, fill areas, and unpaved storage areas.

Riparian Habitats

Distribution of the riparian habitats in the project site has been largely determined by past and present mining activities. Mining has lowered the elevation of the river channel and water table. Several deep holes or pits remain in the channel bottom that are even lower than the water table. These deep holes have formed ponds or pools of surface water where the bottom is too deep to support riparian vegetation.

In many areas, the margins, islands, and shallows of the open water, support emergent riparian species, including various rushes, sedges, and cattails. In many areas the emergent vegetation is not extensive enough to map separately from the adjacent habitats. In other areas, emergent vegetation forms broad bands around pools or large expanses in the shallows.

The riparian woodland is heavily dominated by willows, primarily arroyo and black willow, with Fremont's cottonwood also scattered throughout the riparian habitat. The woodland is generally mature with many of the trees more than 20 feet tall. Little species diversity is found in the riparian woodland understory. This is probably because most of the riparian woodland is found in areas that were massively disturbed by previous sand and gravel extraction. The understory present is represented by species that take advantage of disturbances and tolerate a wide range of conditions (i.e., ruderal species). In the drier portions of the riparian woodland, the understory is represented by many of the same species described in the ruderal/non-native grassland areas. Wetter portions of the understory, adjacent to the river, is comprised of species more commonly associated with wetlands; among the species present are stinging nettle, wild rhubarb, curly dock, water-cress, western ragweed, and California mugwort. San Diego ambrosia, a federal species of concern, has been reported in the riparian woodland west of Highway 67.

Riparian scrub is characterized by mulefat and immature willows. The habitat, like most others in the project site, also supports many ruderal species. In natural conditions, riparian scrub usually occurs in areas where flooding has removed mature riparian vegetation or in areas on the fringe of the mature riparian habitats where there is not enough water available to support a mature riparian woodland. In the project site, riparian scrub is primarily located where man made disturbances have replaced flooding as the agent of change and on the fringes of the wetlands. Most of the riparian scrub is located near the west end of the river channel. Some

elements of the riparian scrub are also found in the drier areas south of the east end of the Willowbrook Country Club.

Disturbed riparian habitats fall into two broad categories in the project site. The first is mature riparian vegetation dominated by non-native species, especially tamarisk, Brazilian pepper, giant reed and sometimes eucalyptus. The second is largely unvegetated wet areas that are within or adjacent to vegetated wetland or riparian habitats. The reasons for the lack of vegetation are unclear. Some of the areas appear to be heavy clay, possibly the remains of sand and gravel extraction and washing, others may be recently disturbed and not yet revegetated.

The wet meadow habitat is located at the western boundary of the project site. The western edge of the project site consists of an approximately 30-acre parcel dominated by non-native grasslands. The parcel also supports several very large old willows. This parcel is probably near the approximate elevation of the original floodplain. In the southwestern quarter of the parcel, curly dock, common loosestrife or grass poly and rabbitfoot grass dominate the non-native grassland. These species are wetland indicators as is the moist to very wet soil present in this area.

Agricultural

The only remaining agricultural land in the project site is near the western end of the project site. This parcel supports an egg ranch, Christmas tree farm, and other unidentified crops.

Diegan Coastal Sage Scrub

While a complete representation of the Diegan coastal sage scrub community is not present on-site, elements of the habitat are found scattered throughout the drier portions of the project site. This is due to disturbance on the project site. Following is a discussion of the Diegan coastal sage scrub found adjacent to the site. There is coastal sage scrub located adjacent to both the east and west ends of the project site. Near the west end of the project site, the native component of the off-site coastal sage scrub is dominated by buckwheat and broom baccharis, with California sagebrush and white sage also present. Non-native species found in this area include most of the ruderal species previously described. The hillside just west and across Lakeside Avenue from the northeastern end of the project site supports elements of the coastal sage scrub community. The area is dominated by ruderal grassland but supports scattered buckwheat, laurel sumac, and California sagebrush shrubs. There is sizable stand of the sensitive San Diego sunflower in this area.

Wildlife

Most wildlife species are not restricted to a single plant community, occurring instead in several communities, especially those of similar composition and physical structure. However, some animals, birds and wide-ranging mammals in particular, may utilize an array of dissimilar communities for forage and cover. With a few exceptions noted below, most animals found on-site during the present survey are common, widespread, and highly adaptable species. Wildlife

species recorded as occurring in the project site include both those species that were observed and those whose occurrence can be deduced due to the presence of diagnostic signs in the project site.

The only mammals directly observed in the project site were the brush rabbit and California ground squirrel. Other mammals known to occur due to the presence of tracks, burrows, and scat include the coyote, Botta's pocket gopher, raccoon, and domestic dog. Mammal species not observed on the site, but expected to occur because they are common in the area, include the bobcat, opossum, striped skunk, and many small rodent species.

Seventy-five bird species were observed in the project vicinity during the course of this and previous surveys. This relatively high number of species is due to the diversity of habitat types within the project site and in spite of the fact that each habitat type is of relatively low quality. The open water habitat supports waterfowl and wading birds; the freshwater marsh is home to rails and some songbirds, riparian scrub and woodlands support many migratory songbirds and several raptors, and the upland areas support songbirds, raptors and many cosmopolitan bird species. Among the most common species in the project site were flocks of bush tits, scrub jays, and mourning doves. Several sensitive bird species have been reported in the project site or in the immediate vicinity.

Other observed species were the scrub jay, northern mockingbird, California towhee, Nuttall's woodpecker, and mourning dove. Two raptors, the American kestrel and white-tailed kite, were also observed in the project site.

The Pacific treefrog is the only amphibian species observed (by call) on the project site. Several other amphibians are expected to occur on-site because they are common in the area, including the Pacific slender salamander and western toad. The side-blotched lizard and western fence lizard are the only reptile species directly observed in the project site. Other reptiles that are common to the area and may occur on-site include the western whiptail (a lizard), western skink, gophersnake, ringneck snake, and western rattlesnake.

Wildlife Corridors

The San Diego River functions as a valuable wildlife movement corridor. The relatively unbroken area of natural habitat that stretches from the coast to many areas of natural open space located several miles inland provides dispersal pathways for many of the wildlife species that occupy the riparian and adjacent upland habitats in the area. A wildlife corridor is a strip of land connecting two, or more, larger land areas that is free of barriers that would seriously curtail or prevent wildlife passage. These corridors can serve as useful habitat in their own right, or can serve as travel lanes for seasonal or circadian (daily) movements of wildlife. Their value depends upon width, habitat type and structure, nature of surrounding habitat, human use patterns, and other factors. Typically, a wildlife corridor provides refuge and ease of movement, and often follows ridge lines or drainages. Wildlife movement corridors are important for the free movement of animals between population centers, for access to food and water sources

during drought, as escape routes from brush fires, and, in the longer term, for dispersal of genetic traits between population centers.

Sensitive Biological Resources

The following discussion presents the sensitive resources from the vicinity and their known or expected status in the project site. A brief rationale for the determination of a resource's expected status is also presented.

Discussed in this section are: (1) species present in the project vicinity that have been given special recognition by federal, state, or local resource conservation agencies and organizations due to declining, limited, or threatened populations, resulting in most cases from habitat reduction, and (2) habitat areas that are unique, of relatively limited distribution, or of particular value to wildlife. Sources used for determination of sensitive biological resources are as follows: wildlife - U.S. Fish and Wildlife Service (USFWS) (1997), California Natural Diversity Data Base (CNDDB 1993), California Department of Fish and Game (CDFG 1980, 1997), and Remsen (1978); plants - USFWS (1997), CDFG (1985), CNDDB (1993), and Smith and York (1984); and habitats - CNDDB (1993) and Holland (1986). Each of the sensitive biotic resources reported in the vicinity and their current status with the above agencies are presented in Table 2.2-1. The potential for each species occurrence on-site is also presented in the table.

The region supports, or has historically supported, 52 sensitive animal species, 16 sensitive plant species, and 3 sensitive habitat types. The following discussion includes those species with the potential to occur in the project site based on the presence of appropriate habitat and other specific requirements such as elevation or edaphic limitations.

The California gnatcatcher was the only bird species designated threatened, rare, or endangered by USFWS, CDFG, observed on-site. One sensitive plant species, the San Diego ambrosia, was observed inside the eastern boundary; one sensitive bird species, the yellow-breasted chat; and one sensitive reptile, the orange-throated whiptail have been previously reported in the area, but were not observed during this site visit. In addition, all of the riparian related resources are considered sensitive. All of the sensitive bird species found locally may occur in the project site as migratory transients or foraging visitors and there is a potential for several sensitive bird species to nest in the project site. Five sensitive reptile species and five sensitive mammal species may also occur in the project site. The expected on-site status of each sensitive biological resource reported in the vicinity is discussed above.

Existing Reclamation and Mitigation Plans

The three largest users of the areas in and adjacent to the river are sand and gravel mining operations. As such, in accordance with the California Surface Mining and Reclamation Act (SMARA), they are required to develop reclamation plans for the eventual end of mining operations on the site. The Lakeside-Caster JV has 121 acres, Calmat has 103 acres, and Woodward Sand and Materials has 23 acres, all covered under mining reclamation plans. Two mitigation plans have also been approved in the project site. Bill Signs Trucking has prepared an

approved Jurisdictional Delineation and mitigation plan for a floodway stabilization project on approximately 20 acres of their property at the east end of the project site. The County of San Diego has an approved revegetation plan for the Rock Slope Protection Project on 1.98 acres of the 15 acre Lakeside Sanitation District property in the west end of the project site. In total, of the 343 acres of undeveloped land in the project site, 269 acres (78%) are covered by previously approved plans. Project implementation will not change the revegetation and mitigation required by the reclamation plans and mitigation plans. The areas covered by reclamation and mitigation plans are illustrated in Figure 1-3 in Section 1.0. A brief summary of the relevant portions of each plan follows.

Lakeside Caster JV. The "Biological Survey, Upper San Diego River Improvement Project, Lakeside Caster JV Parcel, Reclamation Plan" (TW Biological Services 1997) reports that "the impacts [of the reclamation plan] can be reduced to below a level of significance by adherence to [USDRIP EIR/EA] mitigation measures." The biological report suggests some changes in species composition in the revegetation areas but the reclamation plan would remain in conformance with the RiverWay Specific Plan. The reclamation plan is currently being implemented and is expected to be complete in 1999.

Calmat. The Calmat reclamation plan is quite limited in regards to biological restoration. The plan provides for the stabilization of slopes and allows for the future creation or natural reestablishment of native riparian vegetation. The plan is designed so that it would not hinder implementation of the RiverWay Specific Plan but does not propose to implement any of the features of the specific plan. Calmat's reclamation plan expired in March 1995. An application for a modification of that plan was applied for in November 1993, and is currently being processed by the County.

Bill Signs Trucking Company. The bank stabilization mitigation plan requires conformance with the RiverWay Specific Plan. A mitigation area of approximately 14 acres is to be established in the river channel. The reclamation plan calls for the creation of a pond that has a surface area of between 0.3 acres and 1.25 acres. The plan also calls for the relocation of all existing major native trees and shrubs on the site to appropriately prepared on-site locations. Exotic invasive species will be removed from the reclamation area. Existing paved and elevated roadways will be removed from the area. It is anticipated that there will be insufficient donor trees available on the site to fully restore the reclamation area, therefore, some areas will be left to revegetate naturally. The upland areas will be hydroseeded with a coastal sage scrub seed mix. The work required by the mitigation plan has recently been completed.

Rock Slope Protection Project. The County of San Diego has an approved revegetation plan for the Rock Slope Protection Project on 1.98 acres of the 15 acre Lakeside Sanitation District property in the west end of the project site. This revegetation plan has already been implemented and the current biological survey noted, by qualitative observation, what appeared to be good success.

Applicable Resource Conservation Plans and Ordinances

The County of San Diego Resource Protection Ordinance. Neither the RiverWay Specific Plan nor the proposed project is subject to Article IV, Sections 1, 2, and 6 of the Resource Protection Ordinance (RPO), which address wetlands, wetland buffer areas, and sensitive habitat lands, respectively. The RPO applies to certain discretionary permits. The purpose of the RPO is to protect sensitive lands and prevent their degradation and loss by requiring a Resource Protection Study and a finding that the proposed use or development is consistent with the ordinance.

The Multiple Species Conservation Program. In response to the continued loss of sensitive plant communities, especially coastal sage scrub, in the county, the State and Federal governments initiated the Natural Communities Conservation Program (NCCP). As a participant in the NCCP, the County has initiated the Multiple Species Conservation Program (MSCP) Subarea Plan. 404 permits are exempt from the MSCP.

The Biological Mitigation Ordinance. Application of the Biological Mitigation Ordinance (BMO) to individual projects is the method by which the County will achieve the conservation goals set forth in the MSCP. The BMO sets forth the mitigation requirements for projects that impact sensitive resources within the MSCP subarea plans. Mitigation requirements for different habitat types are based on the location of both the impact location and mitigation location. Impacts within core habitat areas or pre-approved mitigation areas require higher mitigation ratios. Conversely, more credit is allowed for preservation or mitigation within core habitat areas or pre-approved mitigation areas. The project site is not in a core habitat area or pre-approved preserve area, indicating that development will be subject to less stringent requirements.

2.2.2 Thresholds of Significance

The proposed project would have a significant impact to on-site biological resources if it would:

- Have a negative impact to any species state or federally listed as Rare, Threatened, or Endangered;
- Have a negative impact to any wetland or riparian resource protected under California Fish and Game Code Section 1600 or the Clean Water Act Section 404;
- Have a negative impact to any locally designated sensitive habitat resource such as coastal sage scrub or oak woodlands;
- Have a substantial negative impact on any species considered sensitive by resource conservation agencies; or
- Substantially diminish habitat for fish, wildlife, or plants, as presented in the CEQA Guidelines (Appendix G).

2.2.3 Analysis of Project Effects and Determination as to Significance

The proposed project would not cause any direct impacts to biological resources in the project site as the project is administrative and does not propose a specific development project. However, land uses allowed under the new zoning reclassifications would potentially impact biological resources as development plans are proposed in the future and implemented. Some levels of biological protection and mitigation on the project site would continue to exist under the proposed project as shown in Figure 2.2-2. This figure shows the areas that are subject to regulatory protection of sensitive biological habitats present on the site either through an approved reclamation plan, mitigation plan, or by federal and state regulation by the U.S. Army Corps of Engineers and California Department of Fish and Game. The approved reclamation plans include mitigation and reclamation for wetlands that had been mined. The mitigation plans (Rock Slope and Bill Signs Trucking) include wetland restoration within the floodplain. The parcels not covered by these plans and that contain wetlands (such as wet meadow and riparian woodlands) would be subject to existing wetland regulations required by CDFG Code Section 1600 and the Clean Water Act Section 404. If federally listed endangered or threatened species (Table 2.2-1) exist on the site, a Section 7 or 10 permit must be obtained from the USFWS. Impacts to state listed species would be regulated by the State Endangered Species Act directed by the CDFG. Permit conditions will depend on which species are discovered, their location, and their breeding status. Mitigation may include one or more of the following: purchase of offsite habitat to replace the habitat lost; species relocation; revegetation; and redesign of project features to minimize or avoid significant impacts.

In addition to state and federal regulations, the USDRIP project area will be subject to the County's BMO which applies to all projects that require a discretionary permit (such as a grading permit). The BMO requires that any project that is subject to CEQA (i.e., involving a discretionary action) submit to the Department of Planning and Land Use a vegetation map of the site and a species survey report if needed. The BMO requires that project design criteria be used to avoid sensitive habitat and species, and where not avoidable, that impacts be mitigated according to the criteria stated in the BMO. Potential biological impacts that could occur from future development proposals on the USDRIP project site and that would require mitigation per the BMO are described below.

Potential Biological Impacts from Future Development

Vegetation

The primary impact of development in the project site would be the direct removal of on-site plant communities and the wildlife habitat that they represent. Degradation of adjacent natural areas after project implementation would constitute a secondary project impact. These impacts include the potential loss of sensitive wetland and riparian habitats, which would be considered a significant impact of a future development proposal.

Wildlife

The immediate impact of development to wildlife would be that construction activity would disturb wildlife in the vicinity. Many species can be expected to move to adjacent areas of similar habitat. Wildlife, which does emigrate, is subject to mortality by predation and unsuccessful competition for food and territory. Species of low mobility, particularly burrowing reptiles and mammals, will probably be eliminated by site preparation.

Indirectly, wildlife populations in the surrounding area would be affected adversely by loss of available habitat within the project site as resident wildlife species were displaced by development. This displacement would cause temporary increased stress on nearby wildlife populations as competition for food, water, and nesting sites increased. Replacement landscaping on the freeway embankments would eventually provide replacement habitat for the existing coastal sage scrub landscaping. The wildlife species currently utilizing the freeway landscaping are expected to return to the replacement habitat when the freeway landscaping has established itself as a mature habitat.

Night lighting in the allowed development areas adjacent to the floodway may be detrimental to animals in nearby natural areas for a variety of reasons. These include disruption of circadian rhythms and avoidance due to light sensitivity in species with exceptional night vision. Some insectivorous species benefit from night lighting because it attracts and concentrates large numbers of insects for feeding purposes. However, the typical net effect of lighting is that adjacent areas are utilized by wildlife to less than their fullest extent. The on-site riparian habitat would be most affected by the additional lighting because this area is likely to support more sensitive species and because this area is the least influenced by existing freeway lighting.

The San Diego River traverses the site in an east-west direction. The river is currently serving as a wildlife corridor. It would be anticipated that with implementation of the project (including implementation of the reclamation plans) that the river will continue to function as a wildlife corridor.

Sensitive Biological Resources

A variety of habitats exist on-site, including riparian and coastal sage scrub, which may support threatened or endangered species.

The San Diego ambrosia was observed within the boundaries of the project site near the eastern border; therefore, there is a potential impact to sensitive plant species once a development plan is proposed for that area.

Any impacts to sensitive biological resources would be considered significant.

Area Specific Impacts

There are five areas of undeveloped land on the project site that are not covered by an existing reclamation or mitigation plan. Figure 2.2-2 illustrates the location of each of these areas. In each of these areas, future development proposals would impact undeveloped land that supports some vegetation and wildlife. In each case, the area has been previously disturbed to some degree and, in most cases, the vegetation present is non-native ruderal vegetation, and the wildlife present is typical of the suburban environment.

In the northwest corner of the site (Area 1 on Figure 2.2-2), there is a 30-acre parcel that is currently dominated by ruderal grassland and wet meadow. Several large willow trees are also present that probably remain from the time when the entire floodplain was at the same approximate elevation. This site is designated as Planning Area I in the RiverWay Specific Plan. Development in this area would result in the loss of more than five acres of potential wetland. In addition, a California gnatcatcher pair (federally listed as threatened) was observed in the southwest corner of this parcel. The birds primarily utilized habitat off-site to the south, but were noted perching on shrubs at the property boundary. Development of this parcel could impact this species which would be considered a significant impact.

The 15-acre Lakeside Sanitation District property in the southwest corner of the project site (Area 2) is dominated by ruderal vegetation with the exception of the 1.98-acre revegetation area discussed earlier. Development in the upland portion of this site would impact non-native ruderal vegetation and common cosmopolitan wildlife species. As long as the revegetation site is avoided, impacts to this site would probably not be significant.

Near the center of the site, surrounded by the sand and gravel mines, is a five-acre parcel that is presently occupied by a large pond that supports some willows along its margins (Area 3). Development of this area could impact up to nearly five acres of waters of the U.S. and riparian habitats, which would be a significant impact.

Immediately east of the Willowbrook Golf Course is a 16-acre area, of which approximately seven acres are occupied by a serpentine waterway and pond that were obviously man-made (Area 4). The margins of the waterway and pond support scattered riparian vegetation. Development in this area would result in the impact of nearly seven acres of waters of the U.S. and associated riparian habitat, which would be a significant impact.

At the northeast corner is an approximately five-acre area along the east side of Lakeside Avenue that supports ruderal vegetation only (Area 5). Development in this area would impact non-native ruderal vegetation and common cosmopolitan wildlife species. It is likely that there would be no significant impacts to this parcel from ultimate development.

Significant biological impacts would occur if future development proposals in the areas discussed above impact wetlands, sensitive plant and animal species, and sensitive biological habitat. However, no development is proposed as part of this project. It is not possible to determine what specific impacts future development would cause or how significant the impacts

would be without knowing the specifics of the proposed development. The County BMO contains specific requirements for future development proposals that may impact biological resources including detailed site surveys to identify the presence of sensitive habitat or species, quantification of impacts to sensitive resources, and mitigation for any impacts. The BMO is a habitat-based mitigation regulation that requires mitigation for species-supporting habitat according to a tier-based system. The mitigation requirements vary by the quality of resources impacted and the sensitivity of a plant or animal population. Mitigation ratios are established for vegetation communities that exist on the USDRIP site including wetlands and coastal sage scrub. Wetlands are considered a Tier I Vegetation Community which requires in-kind mitigation at replacement ratios varying from 1:1 to 3:1.

Future development that may be proposed in the project area must comply with the BMO and other regulations discussed above designed to protect biological resources. Therefore, potential impacts to biological resources should not be significant, with the exception of wetland impacts associated with the County flood control plan (see following discussion).

Plan to Plan Comparison

There are two potential impacts considering a plan to plan comparison. The first would be the removal of the Planning Buffer zone around the preserved/restored riparian habitat along the floodway. This buffer is currently planned as a 50 to 100-foot-wide zone where no development would be allowed. If the Specific Plan is removed, buildings could be permitted up to the edge of the biological buffer zone, which includes the floodway and its banks. The other impact would be a reduction in the revegetation requirements for the floodway. The RiverWay Specific Plan includes substantial revegetation and riparian habitat creation in this area. Although the County BMO and Clean Water Act Section 404 wetland regulations would require avoidance of wetlands and mitigation where no feasible alternatives exist to avoid impacts, the potential exists that wetland mitigation would not occur at the same level as currently required in the RiverWay Specific Plan. Also, the level of wetland creation and mitigation for the majority of the floodway covered by the Calmat property cannot be determined at this time since the Calmat Reclamation Plan has expired. The RiverWay Specific Plan revegetation requirements are detailed and contain requirements for wetland and upland habitat creation, planting specifications, biology and planning buffers, and trails. Long-term maintenance and monitoring requirements are also required. Impacts from completion of the County flood control plan may not be adequately mitigated since approval of this plan relied on the RiverWay Specific Plan as mitigation for wetland impacts. This is considered a significant impact.

2.2.4 Mitigation Measures

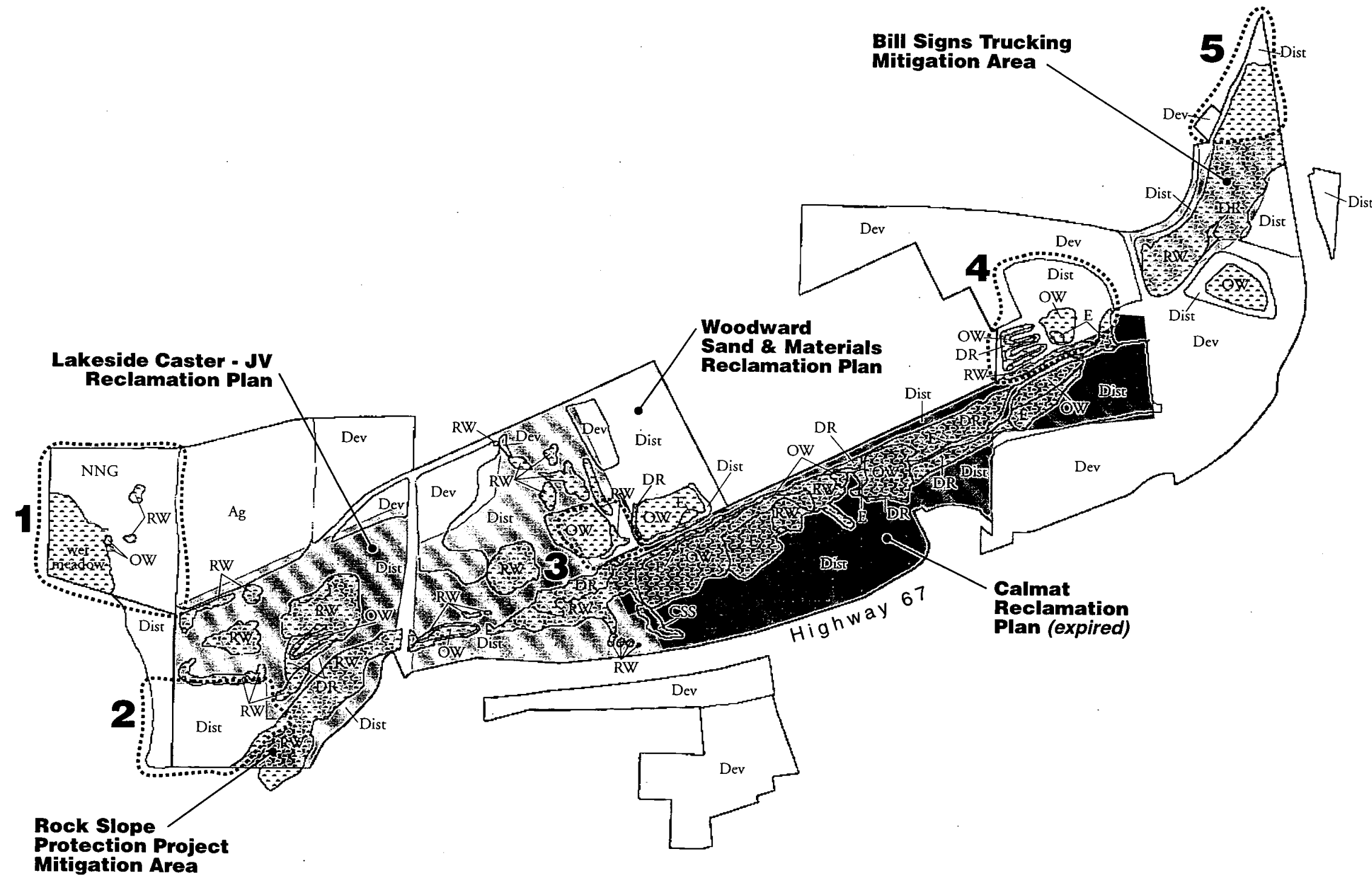
- Impacts to wetlands caused by the County flood control plan shall be mitigated in accordance with the County Biological Mitigation Ordinance. All wetland restoration, revegetation, and creation activities will be conducted within the San Diego River floodplain. Impacts to all wetland resources will be mitigated by creation and restoration of wetlands which replace the functions and values of the resources disturbed. For all impacts, there will be no net loss of wetland acreage in addition to a replacement of the functions and values. The mitigation

plan must be prepared to the satisfaction of the Department of Planning and Land Use. In addition, appropriate wetland permits shall be obtained from the U.S. Army Corps of Engineers and the California Department of Fish and Game. The project applicant shall also comply with all applicable permit requirements.

2.2.5 Conclusions

With implementation of site-specific mitigation programs, impacts to biological resources can be mitigated to below a level of significance.

Fig. 2.2-2
**Areas Subject to
 Regulatory and
 Discretionary Actions
 Affecting Biological
 Resources**



Legend

U.S. Army Corps of Engineers and California Department of Fish and Game jurisdictional wetlands.

Riparian Woodland / Scrub

Open Water

Emergent

Disturbed Riparian

1 Areas with potential biological impacts

Areas not subject to U.S. Army Corps of Engineers or California Department of Fish and Game regulations.

Ag Agriculture
 NNG Non-Native Grassland
 Dev Developed
 Dist Disturbed

0' 1000'



TABLE 2.2-1
SENSITIVE BIOLOGICAL RESOURCES IN THE
USDRIP VICINITY

	USFWS	CDFG	CNPS	Occ.
San Diego Thornmint - <i>Acanthamintha ilicifolia</i>	PE	E	1B	N
California Adolphia - <i>Adolphia californica</i>	--	--	2	N
San Diego Ambrosia - <i>Ambrosia pumilla</i>	SC	--	1B	O
Thread-leaved Brodiaea - <i>Brodiaea filifolia</i>	PT	E	1B	U
Western Dichondra - <i>Dichondra occidentalis</i>	--	--	4	U
Blochman=s Dudleya - <i>Dudleya blochmaniae</i>	SC	--	1B	U
Many-stemmed Dudleya - <i>Dudleya multicaulis</i>	SC	--	1B	U
San Diego Button Celery, Coyote Thistle - <i>Eryngium aristulatum</i> var. <i>parishii</i>	E	E	1B	N
Coast Wallflower - <i>Erysimum ammosiphilum</i>	SC	--	1B	N
San Diego Barrel Cactus - <i>Ferocactus viridescens</i>	SC	--	2	N
Palmer's Grappling Hook - <i>Harpagonella palmeri</i>	SC	--	2	U
San Diego Marsh Elder - <i>Iva hayesiana</i>	SC	--	2	N
San Diego Goldenstar - <i>Mullia clevelandii</i>	SC	--	1B	P
Mesa Clubmoss, Ashy Spike Moss - <i>Selaginella cinerascens</i>	--	--	4	N
San Diego County Needlegrass - <i>Nasella diegoensis</i>	--	--	2	N
San Diego County Viguiera - <i>Viguiera laciniata</i>	--	--	2	N
Red Legged Frog - <i>Rana aurora draytoni</i>	T	--		U
Arroyo southwestern toad - <i>Bufo microscaphus californicus</i>	E			U
Southwestern Pond Turtle - <i>Clemmys marmorata pallida</i>				U
Coronado Island Skink - <i>Eumeces skiltonianus interparietalis</i>	SC	CSC		P
San Diego Horned Lizard - <i>Phrynosoma coronatum blainvelli</i>	SC	CSC	SDHS	U
Coastal Western Whiptail - <i>Cnemidophorus tigris multiscutatus</i>	SC	--	--	P
Orange-throated Whiptail - <i>Cnemidophorus hyperythrus beldingi</i>	SC	CSC	SDHS	O
Silvery Legless Lizard - <i>Anniella pulchra pulchra</i>	--	CSC		N
Two-striped Garter Snake - <i>Thamnophis hammondi</i>	--	CSC		P
Coastal Rosy Boa - <i>Lichanura trivirgata roseofusca</i>	SC	P	--	N
San Diego Ringneck Snake - <i>Diadophis punctatus similis</i>	SC	--	--	P
Coast Patch-nosed Snake - <i>Salvadora hexalepis virgulata</i>	SC	CSC	--	P
Northern Red Diamond Rattlesnake - <i>Crotalus ruber ruber</i>	SC	CSC	--	U
Double-crested cormorant - <i>Phalacrocorax auritus</i>	--	CSC		U
Least bittern - <i>Ixobrychus exilis</i>	--	CSC		P
White-faced ibis - <i>Plegadis chihi</i>	--	CSC		U
Fulvous whistling-duck - <i>Dendrocygna bicolor</i>	--	CSC		U
California Least Tern - <i>Sterna antillarum browni</i>	E	E		N
California Gnatcatcher - <i>Poliophtila californica</i>	T	CSC		O
Southern California Rufous-crowned Sparrow - <i>Aimophila ruficeps canescens</i>	SC	--		P
Coastal Cactus Wren - <i>Campylorhynchus brunneicapillus</i>	--	CSC		U
California Horned Lark - <i>Eremophila alpestris actia</i>	SC	CSC		P
Osprey - <i>Pandion haliaetus</i>	--	CSC		N
Bald Eagle - <i>Haliaeetus leucocephalus</i>	T	E		N
Swainson's Hawk - <i>Buteo swainsoni</i>	--	T		N
Merlin - <i>Falco columbarius</i>	--	CSC		N
Peregrine Falcon - <i>Falco peregrinus</i>	E	E		N
Prairie Falcon - <i>Falco mexicanus</i>	--	CSC		N
White-tailed Kite - <i>Elanus caeruleus majusculus</i>	FP	CSC		P
Northern Harrier - <i>Circus cyaneus hudsonius</i>	PM	CSC		P
Cooper's Hawk - <i>Accipiter cooperii</i>	--	CSC		P
Sharp-shinned Hawk - <i>Accipiter striatus</i>	--	CSC,W		P
Golden Eagle - <i>Aquila chrysaetos</i>	FP	FP,CSC		N
Yellow-billed Cuckoo - <i>Coccyzus americanus</i>	--	E		P

TABLE 2.2-1 - (Continued)
SENSITIVE BIOLOGICAL RESOURCES IN THE
USDRIP VICINITY

	USFWS	CDFG	CNPS	Occ.
Southwestern Willow Flycatcher - <i>Empidonax traillii extimus</i>	E	E		P
Willow Flycatcher - <i>Empidonax traillii</i>	--	E		P
Loggerhead shrike - <i>Lanius ludovicianus</i>	SC	CSC		P
Least Bell's Vireo - <i>Vireo bellii pusillus</i>	E	E		P
Yellow Warbler - <i>Dendroiea petechia</i>	--	CSC		P
Tricolored Blackbird - <i>Agelaius tricolor</i>	--	CSC		P
Yellow-breasted chat - <i>Icteria virens</i>	--	CSC		O
Burrowing Owl - <i>Speotyto cunicularia hypugaea</i>	PM	CSC		N
Long-eared Owl - <i>Asio otus</i>	--	CSC		P
California Mastiff Bat - <i>Eumops perotis californicus</i>	SC	CSC		U
Pale Big-eared Bat - <i>Plecotus townsendii pallescens</i>	SC	CSC		U
California Leaf-nosed Bat - <i>Macrotus californicus</i>	SC	CSC		U
San Diego Black-tailed Jackrabbit - <i>Lepus californicus bennetti</i>	SC	CSC		N
Dulzura Pocket Mouse - <i>Chaetodipus fallax femoralis</i>	SC	CSC		U
Northwestern San Diego Pocket Mouse - <i>Chaetodipus fallax fallax</i>	S	CSC		P
Pacific Pocket Mouse - <i>Perognathus longimembris pacificus</i>	E	E		N
Southern Grasshopper Mouse - <i>Onychomys torridus ramona</i>	SC	CSC		P
San Diego Desert Woodrat - <i>Neotoma lepida intermedia</i>	SC	CSC		N
American Badger - <i>Taxidea taxus jeffersoni</i>	--	CSC,HS		N
Riparian woodland	--	--		O
Streamcourses**	--	--		O
Coastal Sage Scrub	NCCP	NCCP		O

Notes:

This table contains a listing of most of the sensitive biological resources reported from the site vicinity. Some species that have been reported in the vicinity but which have very specific habitat requirements which would indicate an extreme unlikelihood of their occurrence on site have not been included in this table.

Occ.	Occurrence
P	Possible/Probable undetected occurrence on-site.
O	Occurs on-site.
U	Unlikely to occur on-site.
N	No occurrence on-site.
E	Endangered; Species is in immediate danger of extirpation or extinction from existing pressures.
PE/PT	Proposed for federal listing as endangered or threatened.
Fp	Fully Protected by special ordinance or statute.
SC	Federal species of concern. Unofficially applied to former Candidates for Federal Listing as Threatened or Endangered - Species for which existing information indicates a listing may be warranted, but for which substantial biological information to support a proposed rule is lacking.
CSC	CDFG Species of Special Concern; native species not having state or federal Threatened or Endangered Species status, but thought to warrant monitoring due to declining population numbers.
1B	CNPS Priority List 1B; plant rare, threatened, or endangered in CA and elsewhere; eligible for state listing.
2	CNPS Priority List 2; plant rare, threatened, or endangered in CA, but more common elsewhere; eligible for state listing.
4	CNPS Priority List 4; on watch list for plants of limited distribution.
	Protected by CDFG Code Chapter 1600 and Section 404 of the Clean Water Act (U.S. Army Corps of Engineers [ACOE]).
NCCP	Natural Communities Conservation Plan

2.3 NOISE

The noise section identifies, describes, and evaluates noise sources and potential noise conflicts associated with the proposed project. This section analyzes the noise impacts generated by the proposed project, including both the short-term construction impacts and long-term operational impacts, and determine whether the proposed project would result in perceptible or significant increases in noise levels. These impacts are evaluated based upon the worst-case buildout of allowed uses.

2.3.1 Existing Conditions

Terminology and Methodology

Noise is often defined as unwanted sound because it can cause hearing losses, interfere with speech communication, disturb sleep, and interfere with the performance of complex tasks. Environmental noise is usually measured in A-weighted decibels (dBA). A decibel (dB) is a logarithmic unit of sound energy intensity. Sound waves, traveling outward from a source, exert a sound pressure level (commonly called “sound level”), measured in dBs. A dBA is a dB corrected for the variation in frequency response of the typical human ear at commonly encountered noise levels. In general, people can perceive a 3-dBA difference in noise levels; a difference of 10 dBA is perceived as a doubling of loudness. Some representative sounds and sound pressure levels are shown in Figure 2.3-1.

Community noise is generally not steady state and varies with time. Under these conditions of non-steady state noise, some type of statistical system of measurement is necessary in order to quantify human response to noise. Several rating scales have been developed for the analysis of adverse effects of community noise on people. These scales include the Equivalent Noise Level (L_{eq}), the Day-Night Average Level (L_{dn}), and the Community Noise Equivalent Level (CNEL).

L_{eq} is the sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. L_{eq} is the “energy” average noise level. L_{dn} and CNEL are similar to L_{eq} , but it is for 24 hours, and applies a weighting factor which places greater significance on noise events occurring during the evening and night hours (when sleep disturbance is a concern). L_{dn} is a 24-hour, time weighted average, obtained after the addition of 10 dB to sound levels between the hours of 10:00 p.m. and 7:00 a.m. CNEL is a 24-hour, time-weighted average, obtained after the addition of 5 dB to sound levels between the hours of 7:00 p.m. and 10:00 p.m. and 10 dB to sound levels between 10:00 p.m. and 7:00 a.m.

Sound Propagation and Attenuation

Each source of noise can be categorized as either a “line source” or a “point source.” For a “line source” of noise, such as a heavily traveled roadway, the noise level decreases by a nominal value of 3 dB for each doubling of distance between the noise source and the noise receptor. In many cases, noise attenuation is increased to 4.5 dB for each doubling of distance with the

combined effects of environmental factors, such as wind conditions, temperature gradients, characteristics of the ground and the air, and the presence of vegetation.

In an area which is relatively flat and free of barriers, the sound level resulting from a single "point source" of noise decreases by 6 dB for each doubling of distance. This applies to fixed and mobile sources, which are temporarily stationary, such as an idling truck or other heavy duty equipment operating within a confined area, such as a construction site.

Noise Standards, Plans, Policies, and Guidelines

Noise Element of the General Plan

The project area lies entirely within the County of San Diego and is therefore subject to regulation in accordance with the Noise Element of the San Diego County General Plan and the County Noise Ordinance.

The Noise Element of the San Diego County General Plan establishes general noise exposure standards for determining land use/noise compatibility in terms of CNEL. It also establishes comprehensive goals, policies, and actions to address noise problems in the County; in particular, the Noise Element includes Policy 4b with the following provisions:

1. Wherever possible, development in San Diego County should be planned and constructed so that noise sensitive areas are not subject to noise in excess of CNEL equal to 55 decibels.
2. Whenever it appears that new development will result in any (existing or future) noise sensitive area being subjected to noise levels of CNEL equal to 60 decibels or greater, an acoustical study should be required.
3. If the acoustical study shows that noise levels at any noise sensitive areas will exceed CNEL equal to 60 decibels, the development should not be approved unless the following findings are made:
 - A. Modifications to the development have been or will be made which reduce the exterior noise level below CNEL equal to 60 decibels; or
 - B. If with current noise abatement technology it is infeasible to reduce exterior CNEL to 60 decibels then modifications to the development have been or will be made which reduce interior noise below CNEL equal to 45 decibels. Particular attention shall be given to noise sensitive interior spaces such as bedrooms; and
 - C. If finding "B" above is made, a further finding is made that there are specifically identified overriding social or economic considerations which warrant approval of the development without modification as described in "A" above.

4. If the acoustical study shows that noise levels at any noise sensitive area will exceed CNEL equal to 75 decibels, the development should not be approved.

Policy 4b defines "Development" as any physical development, including, but not limited to, residences, commercial, or industrial facilities, roads, civic buildings, hospitals, schools, airports, or similar facilities. Policy 4b defines "Noise Sensitive Area" as the building site of any residence, hospital, school, library, or similar facility where quiet is an important attribute of the environment.

County Noise Ordinance

The County of San Diego Noise Ordinance establishes the property line sound level limits. The Noise Ordinance specifies in Section 36.404 "Sound Level Limits" that unless a variance has been applied for and granted, it shall be unlawful for any person to cause or allow the creation of any noise to the extent that the one-hour average sound level, at any point on or beyond the boundaries of the property on which the sound is produced, exceeds the applicable limits listed below.

According to the Noise Ordinance, the sound level limit at a location on a boundary between two (2) zoning districts is the arithmetic mean of the respective limits for the two districts. The Noise Ordinance specifies that the one-hour average sound level limit applicable to extractive industries including but not limited to borrow pits and mines, shall be 75 decibels at the property line regardless of the zone where the extractive industry is actually located. The Noise Ordinance also specifies that if the measured ambient level exceeds the applicable limit, the allowable one-hour average sound level shall be the ambient noise level.

In the immediate vicinity of the project site, the property sound level limits of the Noise Ordinance are as follows:

Zone	Time	Applicable Limit One-Hour Average Sound Level (decibels)
RS7, RS3, A72, S80, RU29 Use regulations with a density of less than 11 dwelling units per acre	7 a.m. to 10 p.m.	50
	10 p.m. to 7 a.m.	45
RU29 Use regulations with a density of 11 or more dwelling unit per acre	7 a.m. to 10 p.m.	55
	10 p.m. to 7 a.m.	50
C34, C36	7 a.m. to 10 p.m.	60
	10 p.m. to 7 a.m.	55
M52, M54	Anytime	70

Noise and Land Use Compatibility Guidelines

The State of California has established guidelines and/or standards for acceptable community noise levels. These guidelines are presented in Figure 2.3-2. These compatibility guidelines indicate that office buildings, business, and professional land uses are acceptable in areas of 65 dBA (L_{dn} or CNEL) or less and normally acceptable in areas exposed to 65 to 75 dBA. These guidelines also indicate that residential uses and other noise-sensitive receptors generally should be located in areas where outdoor ambient noise levels do not exceed 65 to 70 dBA. However, the State stresses that these compatibility guidelines can be modified to reflect sensitivities of individual communities to noise (OPR 1987).

Based on the land use compatibility guidelines in Figure 2.3-2, commercial development is normally acceptable in areas with ambient levels of up to 70 dBA. When commercial development is permitted in areas of 75 dBA or greater, special construction precautions and sound barriers are required prior to construction.

Existing Noise Levels

The existing noise environment throughout the project area is affected primarily by transportation-related noise, including both automobile and truck traffic noise, and noise associated by sand mining and reclamation activities. Noise levels in the vicinity of the project area are produced almost exclusively by motor vehicle traffic on Highway 67, Riverside Drive, Lakeside Avenue, El Nopal Road, Riverford Road, Woodside Avenue, and Channel Road, and heavy equipment used for mining activities along the San Diego River.

Sensitive Receptors

Some land uses are considered more sensitive to ambient noise levels than others, due to the amount of noise exposure (in terms of both exposure time and "insulation" from noise) and the types of activities typically involved. Residences, motels and hotels, schools, libraries, churches, hospitals, nursing homes, auditoriums, parks and outdoor recreation areas are generally more sensitive to noise than are commercial and industrial land uses.

There are a limited number of sensitive receptors in the project area, which include 32 single-family dwelling units, six duplexes, Lakeside Farms Elementary School, which is located on Riverside Drive, and Lakeside Middle School, which is located south of the San Diego River. Surrounding sensitive receptors include the Willowbrook Country Club, single-family residences to the north and to the west, and El Capital High School, located east of Highway 67.

2.3.2 Thresholds of Significance

When evaluating the noise related issues of a proposed project, Appendix G of the CEQA Guidelines indicate that a project would normally have a significant effect on the environment if it would "increase substantially the ambient noise levels for adjoining areas."

In addition, the County of San Diego Noise Ordinance has established the following property line one-hour average sound level limits, as discussed earlier:

	<u>7 a.m.-10 p.m.</u>	<u>10 p.m.-7 a.m.</u>
• RS3, RS7, A72, RU29 (11<du/acre)	50 dBA	45 dBA
• RU29 (11>du/acre)	55 dBA	50 dBA
• C34, C36	60 dBA	55 dBA
• M52, M54	70 dBA	70 dBA

According to historical noise studies, an increase of 1 dBA cannot be perceived; a 3 dBA increase is considered a just-noticeable difference (Stevens 1995 and Beranek 1954). Additionally, a change of at least 5 dBA is required before any noticeable change in community response would be expected. Therefore, the industry-accepted threshold of significance for an area that already exceeds the applicable standard is determined by the “measurable change,” defined as a change of 3 dBA or greater.

2.3.3 Analysis of Project Effects and Determination as to Significance

Noise impacts for the project area would result from traffic-generated noise and activities associated with industrial and commercial uses. The Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model was utilized to estimate the increase in traffic noise levels along the following street segments due to project-generated motor vehicle trips during the p.m. peak hour, which presents the worst-case scenario:

- Riverside Drive between Riverford Road and Palm Row Drive;
- Riverside Drive between Palm Row Drive and Vista Camino;
- Riverside Drive between Vista Camino and Lakeside Avenue;
- Lakeside Avenue between Valle Vista Road and Channel Road;
- Channel Road between Riverside Drive/Lakeside Avenue and Maplevue Street;
- Riverford Road between Riverside Drive and Highway 67; and
- Woodside Avenue between Winter Gardens Boulevard and Channel Road.

The FHWA model has been used to estimate existing and future noise levels during the p.m. peak hour to provide a consistent basis of analysis directly related to peak hour traffic volume changes that would result from the proposed project. Traffic noise was estimated for the following conditions: existing conditions (1998), and future (year 2005) conditions with and without the project. Existing and projected noise levels at approximately 50, 150, and 300 feet from the roadway segment are presented in Table 2.3-1. These distances were selected to present noise levels at different locations from the roadway segment, where sensitive receptors could be located.

As mentioned briefly above, noise increases of less than 3 dBA are typically not noticeable by the average person, while a 3 dBA and above increase in noise levels is just-noticeable to most sensitive receptors. Due to the logarithmic nature of the acoustical scale, a 10 dBA increase is

perceived as a doubling of loudness. As shown in Table 2.3-1, noise levels are expected to increase in the project area as a result of project-generated traffic. However, this increase is estimated to be no greater than 3 dBA, which does not exceed the measurable increase and would not be perceptible and significant.

The project vicinity would be subject to noise levels exceeding 65 dBA. Similar to the RiverWay Specific Plan, the proposed zone reclassification would allow the development of residential uses adjacent to commercial and/or industrial uses and uses that are allowed by right, which may result in a significant noise impact on sensitive receptors, specifically the residential uses. The areas where this potential conflict are located include:

- The northwestern portion of the site where RS7 Residential is located in proximity to M54 Industrial Zone;
- The northern portion of the site where M54 Industrial is located adjacent to existing residential uses, namely the Willowbrook Mobile Estates;
- The northern portion of the site where RS3 Residential is located in proximity to C34 Commercial; and
- The southern pocket of the site where RU29 is located adjacent to C36 Commercial.

Noise impacts associated with industrial uses adjacent to the northwestern residential area (RS7) are not anticipated to be significant because Mast Boulevard separates the industrial from the residential uses. The physical separation between these two uses would be expected to reduce the noise levels to acceptable levels.

It should be recognized that at a Plan-to-Plan level of analysis (RiverWay Specific Plan to the proposed General Plan/Zoning Project), the physical impacts are similar because the project would allow land uses that are substantially the same as those already allowed under the existing Specific Plan.

2.3.4 Mitigation Measures

- As a requirement of environmental review of any discretionary permit, any commercial and/or industrial use projects to be located adjacent to residential uses shall prepare a site-specific detailed noise study. These residential uses are located as follows:
 - The northwestern portion of the site where RS7 Residential is located in proximity to M54 Industrial Zone;
 - The northern portion of the site where M54 Industrial is located adjacent to existing residential uses, namely the Willowbrook Mobile Estates;

- The northern portion of the site where RS3 Residential is located in proximity to C34 Commercial; and
- The southern pocket of the site where RU29 is located adjacent to C36 Commercial.

The noise study shall evaluate specific activities to be conducted at the individual project sites to ensure that the projects conform to the property line noise regulations of the County's Noise Ordinance and, in particular, the sound level averaging provision of the Noise Ordinance. The noise study shall include site-specific mitigation measures, including building design and orientation, site layout, placement of noise-generating uses away from residential property lines, limitation of the hours of operation, placement of buffers, noise walls, and setbacks, as needed.

2.3.5 Conclusions

With implementation of site-specific mitigation measures, noise impacts can be mitigated to below a level of significance.

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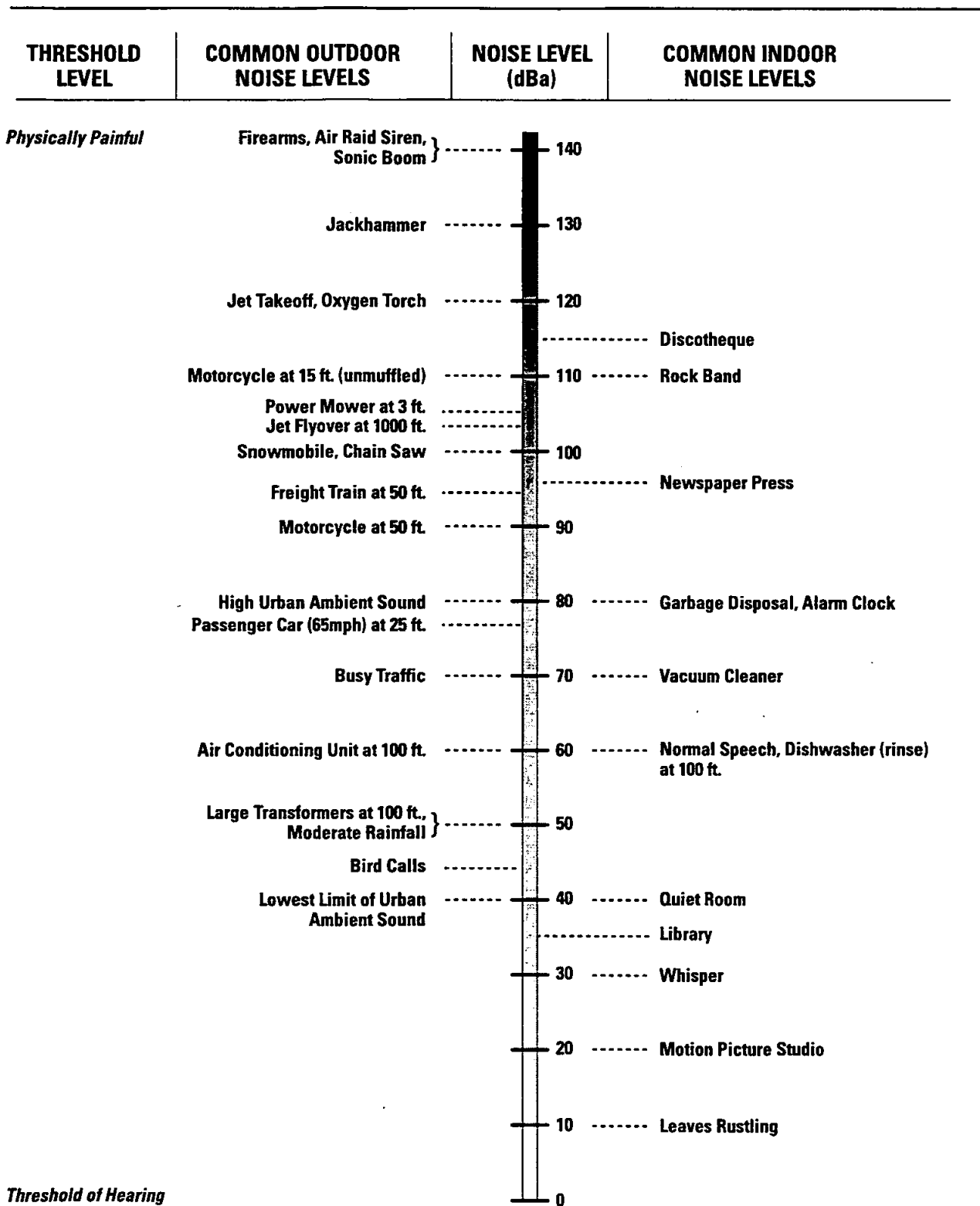


Fig. 2.3-1
Typical Noise Levels of Familiar Sources

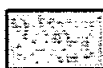
Sources: Federal Interagency Committee, Federal Agency Review of Selected Airport Noise Analysis Issues, August 1992; American Speech - Language - Hearing Association, ASHA Brochure, November 1997; Los Angeles County Preliminary Noise Element, July 1994.

FIGURE 2.3-2 - Land Use Compatibility for Community Noise Environment

Land Use Category	Community Noise Exposure L _{dn} or CNEL, dB					
	55	60	65	70	75	80
Residential - Low Density Single Family, Duplex, Mobile Homes						
Residential - Multiple Family						
Transient Lodging - Motels, Hotels						
Schools, Libraries, Churches, Hospitals, Nursing Homes						
Auditoriums, Concert Halls, Amphitheaters						
Sports Arena, Outdoor Spectator Sports						
Playgrounds, Neighborhood Parks						
Golf Courses, Riding Stables, Water Recreation, Cemeteries						
Office Buildings, Business, Commercial and Professional						
Industrial, Manufacturing, Utilities, Agriculture						



Normally
Acceptable



Conditionally
Acceptable



Normally
Unacceptable



Clearly
Unacceptable

Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirement is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

New construction or development should generally not be undertaken.

SOURCE: Office of Planning and Research 1987.

TABLE 2.3-1
MODELED EXISTING AND PROJECTED AFTERNOON PEAK-HOUR
NOISE LEVELS IN THE PROJECT AREA AND VICINITY

Modeled Location	Approximate Distance from Road Segment (feet)	Noise Levels (dBA, L _{eq}) ^a		
		Existing Conditions (1998)	Existing Plus Project Conditions (2005)	Project Impact
Riverside Drive ^b	50	74	76	2
Between Riverford Road and	150	69	71	2
Palm Row Drive	300	66	68	2
Riverside Drive ^b	50	73	75	2
Between Palm Row Drive and	150	68	70	2
Vista Camino	300	65	67	2
Riverside Drive ^b	50	72	75	3
Between Vista Camino and	150	67	69	4
Lakeside Avenue	300	64	66	4
Lakeside Avenue ^c	50	72	74	2
Between Valle Vista Road and	150	67	69	2
Channel Road	300	64	66	2
Channel Road ^c				
Between Lakeside Avenue and	50	72	74	2
Mapleview Street	150	66	69	3
	300	63	66	3
Riverford Road ^c	50	73	76	3
Between Riverside Drive and	150	68	71	3
Highway 67	300	65	68	3
Woodside Avenue ^d	50	72	73	1
Between Winter Gardens Boulevard and	150	67	68	1
Channel Road	300	64	65	1

Notes:

- Noise level estimates and projections were made using the U.S. Department of Transportation's *FHWA Highway Traffic Noise Prediction Model* and are based on the turning volumes presented in the traffic impact analysis prepared by Linscott, Law & Greenspan Engineers, Inc. Vehicle mix assumed to be 80% autos, 12% medium trucks, and 8% heavy trucks (Linscott, Law, & Greenspan Engineers, Inc.).
- Assumes an average speed of 45 miles per hour (mph), as presented in the traffic impact analysis.
- Assumes an average speed of 40 mph, as presented in the traffic impact analysis.
- Assumes an average speed of 35 mph, as presented in the traffic impact analysis.

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2.4 PUBLIC SERVICES

The Public Services Section assesses the impacts of the proposed project on fire protection, police services, and schools. This analysis is based on comparisons of the existing levels of service and the levels needed to adequately serve the uses allowed by the project.

2.4.1 Existing Conditions

Fire Protection

Fire protection and emergency services for the project area are provided by the Lakeside Fire Protection District. Two stations are available to serve the project area; Station One, which is at 9726 Riverview Avenue within the project area, and Station Two, which is located at 11211 Valle Vista outside of the project area. Although Station One is located within the project area, it is not in a suitable location to serve the needs of the project area as this station is separated from the vast majority of the project by Highway 67. Additionally, the project area is bisected by the San Diego River; as a result, the project area is subject to flooding, which contributes to the occasional difficulty of accessing the project area in the event of an emergency. Presently, response times vary but average five minutes in duration (Lakeside Fire Protection District July 1998). The Lakeside Fire Protection District has an established response time goal of five minutes, which is currently met. However, according to the District, this is not the only criterion to determine service adequacy. According to the most recent study by ISO Commercial Risk Services, Inc., the other criteria that need to be considered are the following: the number of needed fire stations, a fire station equipped with a ladder truck within 2.5 road miles of a specific site, and a fire station equipped with engine companies within 1.5 miles of a specific site (Lakeside Fire Protection District November 1998).

The Lakeside Fire Protection District currently needs seven fire stations to adequately serve their area of jurisdiction; presently the District has four stations, which results in a shortage of three stations to serve their District. Additionally, the District does not currently operate a ladder company; the nearest available ladder truck is located on Cottonwood Avenue in the City of Santee, which responds by a mutual aid agreement, but is well beyond the acceptable distance of 2.5 road miles. Moreover, Fire Station #2 at 11211 Valle Vista Road is beyond the acceptable distance of 1.5 miles for engine companies (Lakeside Fire Protection District November 1998).

The Lakeside Fire Protection District also indicates that the existing water supply system for the project area is inadequate to serve large commercial complexes. For example, there are no fire hydrants on Riverford Road between Woodside Avenue and Riverside Drive. Any fire in this area would require "Tanker" operations and the Fire District's Water Tender 3 is located at 14008 Highway 8 Business, which is six miles from the project area. Additionally, many hydrants in Marilla Drive and Riverview Avenue are substandard and are only capable of 800 gallons per minute (gpm) of fire flow. The minimum water supply required to suppress a fire even in a single-family dwelling is 1,500 gpm at 20 psi residual (Lakeside Fire Protection District July 1998).

Currently, the Lakeside Fire Protection District has no plans to build additional fire stations or purchase a ladder truck. However, their aerial water tower, which is housed at Fire Station #3 at 14008 Highway Business in El Cajon, (also well beyond the acceptable travel distance to the project site), is due for replacement (Lakeside Fire Protection District November 1998).

According to the Lakeside Fire Protection District, the project area is within the State of California Severe Wildland Fire Danger Area, which requires any new development to conduct additional clearing, brush removal, and building standards to reduce incidents of fire.

Police Protection

The project area is located within an unincorporated portion of the County of San Diego; it is served by the San Diego County Sheriff's Department from the Santee Sheriff's Station located at 8811 Cuyamaca Street. This station currently provides the following staffing: 1 captain, 2 lieutenants, 7 sergeants, 59 deputies, 12 detectives, 12 community service officers, 6 crime prevention specialists, and 10 secretaries (San Diego County Sheriff's Department 1998).

Quick response to calls is critical because it increases the chances of saving lives and apprehending criminals at or near the scene of the crime. In rural areas of unincorporated San Diego, the current goal for response time to a priority call is 12 minutes or less. These are calls involving life-threatening situations or felonies in progress. For all other calls, the target is 24 minutes or less. As provided by the Sheriff's Crime Analysis Unit, average response times for calls for service in the Santee Sheriff's Station's unincorporated jurisdiction during the 1997 calendar year are as follows: priority calls - 10.8 minutes and non-priority calls - 37.3 minutes; as presented, the average response time for non-priority calls does not meet the current target of 24 minutes or less (San Diego County Sheriff's Department 1998).

The desirable law enforcement service level for unincorporated areas is computed on a 24-hour service package and consists of seven patrol deputies, two detectives, one supervisor and one clerical support staff for each 10,000 resident population; for each population increase of 1,000 persons, approximately one sworn officer must be added to maintain current levels of service. Although resources provided for the unincorporated area of the County are currently below actual current projected staffing levels, the response time for priority calls is within the 12-minute goal. However, current staffing and personnel do not adequately serve the project area based on the desirable law enforcement service level (San Diego County Sheriff's Department 1998).

Schools

The project area is within the jurisdiction of the Lakeside Union Elementary School District (Grades K-8) and the Grossmont Union High School District (Grades 9-12). The schools serving the project area are Lakeside Farms School at 11915 Lakeside Avenue and Lakeside Middle School at 11833 Woodside Avenue, both with the Lakeside Union Elementary School District (Lakeside Union Elementary School District July 1998), and the El Capitan High School with the Grossmont Union High School District. The current enrollment (as of October 26, 1998) for

Lakeside Farms School is 558 students, with a capacity of 469 students; the current enrollment (as of October 26, 1998) for Lakeside Middle School is 663 students, with a capacity of 696 students, and the current enrollment (as of October 8, 1998) for El Capitan High School is 2,233 students, with a capacity of 1,876 students (Lakeside Union Elementary School District and Grossmont Union High School District, pers. comm. October 1998).

The Lakeside Union Elementary School District operates 9 schools; it currently exceeds its facility capacity of 4,026 students and anticipates to continue to exceed capacity through the 2007-08 school year (Lakeside Union Elementary School District March 1998). As of October 26, 1998, the Lakeside Union Elementary School District enrollment is 4,858 (Lakeside Union Elementary School District, pers. com. October 1998). The Grossmont Union High School District operates 10 high schools; its current enrollment of 2,162 students currently exceeds its capacity of 1,840 students. Its projected enrollment for 1997/1998 and for succeeding years would exceed the desired assignment level, which is the level at which the Grossmont Union High School District can provide its standard instructional program of six periods per day per student without extended day scheduling.

A mechanism to offset new development impacts is the collection of "new development" fees from new residential and commercial projects.

Currently, the mandatory state development fee is \$1.93 per square foot for residential construction, and \$0.31 per square foot for commercial/industrial construction. However, Government Code Section 53080 authorizes school districts to levy a fee, charge, dedication, or other form of requirement against any development project for the construction or reconstruction of school facilities provided that the district can show justification for levying of fees.

The Lakeside Union Elementary School District prepared a developer fee justification study, which found that justification exists for levying fees in the district of at least \$3.23 per square foot for single-family residential construction, \$6.32 per square foot for multi-family residential construction, and between \$0.04 and \$3.05 per square foot for commercial and industrial construction (Lakeside Union Elementary School District 1998).

The Grossmont Union High School District also has a developer fee assessment policy. The current level of assessment for different types of development is as follows: \$0.70 per square foot for residential and \$0.11 per square foot for industrial or commercial projects (Grossmont Union High School District 1998).

Table 2.4-1 presents the student generation rates for both the Lakeside Union Elementary School District and the Grossmont Union High School District. Table 2.4-2 presents the generation factors used to determine the number of households associated with commercial and industrial uses.

2.4.2 Thresholds of Significance

Impacts to public services are considered significant if they cause any of the following:

- Require additional staff and equipment in order to maintain acceptable levels of service.
- Have a significant effect on, or result in a substantial need for new, altered, or expanded services.

2.4.3 Analysis of Project Effects and Determination as to Significance

Fire Protection

The adequacy of fire protection for a given area is based on required fire flow, response distance from existing fire stations, and the Fire Protection District's judgment for needs in the area. In general, the required fire flow is closely related to land use. The quantity of water necessary for fire protection varies with the type of development, existing/potential hazards, occupancy and the degree of fire hazard.

The residential development that would be allowed under the proposed project would be required to have a minimum fire flow of 1,500 gpm at 20 psi. As previously mentioned, many of the fire hydrants in the project area are substandard and have a maximum fire flow capability of 800 gpm. The existing water supply to serve the project is considered inadequate to meet fire flow requirements. Thus, this would be considered a significant impact.

In conformance with the current sprinkler ordinance, all new construction would be required to install sprinkler systems. Along with smoke detectors, this would provide adequate fire safety for project area residents. Additionally, the project would be required to meet all applicable fire codes, including street width, water supply, alarm systems, etc., during the plan check phase. However, project implementation would increase the need for fire protection and emergency medical services in the area. Because the project would result in the need for additional staff and fire equipment to maintain the current level of service, which is already deemed inadequate by the Lakeside Fire Protection District, the proposed project would result in a significant impact to fire protection services. New development on the project site would generate new revenues (i.e., property tax) that could partially offset significant impacts to fire protection services. However, impacts to fire protection services would remain significant and unavoidable.

It should be recognized that at a Plan to Plan level of analysis (RiverWay Specific Plan to the proposed General Plan/Zoning Project), the physical impacts are similar because the project would allow land uses that are substantially the same as those already allowed under the existing Specific Plan. Therefore, implementation of the proposed project would not directly result in a net increase in demand for fire protection services when compared to the demand generated by the uses allowed under the existing RiverWay Specific Plan.

Police Protection

As mentioned above, current staffing and personnel do not adequately serve the project area. Implementation of the proposed project would further reduce the level of service to the remainder of the unincorporated area of the County, which would result in a significant impact to police protection services. New development on the project site would generate new revenues (i.e., property tax) that could partially offset significant indirect impacts to police protection services. However, impacts to police protection services would remain significant and unavoidable.

The proposed project would require increases in law enforcement resources to meet the increased demand for services. The specific number of deputies and other sworn officers and associated equipment servicing the proposed project cannot be estimated until further review is conducted by the Sheriff's Department on a project by project basis.

It should be recognized that at a Plan to Plan level of analysis (RiverWay Specific Plan to the proposed General Plan/Zoning Project), the physical impacts are similar because the project would allow land uses that are substantially the same as those already allowed under the existing Specific Plan. Therefore, implementation of the proposed project would not directly result in a net increase in demand for police protection services when compared to the demand generated by the uses allowed under the existing RiverWay Specific Plan.

Schools

Based on the student generation rates presented in Table 2.4-1, implementation of the proposed project could generate up to 256 elementary students and 61 high school students from the development of residential uses. Additionally, development of industrial and commercial uses may result in the indirect addition of students to local schools. New development under the proposed project would contribute to the overcrowding of local schools within the two school districts serving the project area, which would result in a significant impact to school services. However, the developer fee that is required to be paid to both school districts would assist in providing adequate public school services and facilities concurrent with need, which may be done through the construction of new facilities or the modification of existing facilities; in some cases, school boundary changes are the means of providing adequate services and facilities, to reduce development impacts to school services to less than significant levels.

It should be recognized that at a Plan to Plan level of analysis (RiverWay Specific Plan to the proposed General Plan/Zoning Project), the physical impacts are similar because the project would allow land uses that are substantially the same as those already allowed under the existing Specific Plan.

2.4.4 Mitigation Measures

Fire Protection

There are no feasible mitigation measures available at this time to reduce impacts to fire protection services.

Police Protection

There are no feasible mitigation measures available at this time to reduce impacts to police protection services.

Schools

No significant impacts to school services were identified due to payment of the developer fee paid at building permit issuance; therefore, no mitigation measures are required.

2.4.5 Conclusions

Fire Protection

Because there are no feasible mitigation measures available at this time, impacts to fire protection services would remain significant and unavoidable.

Police Protection

Because there are no feasible mitigation measures available at this time impacts to police protection services would remain significant and unavoidable.

Schools

No significant impacts to school services are anticipated due to payment of the developer fee.

**TABLE 2.4-1
STUDENT GENERATION RATES**

Land Use	Average Student per Dwelling Unit
<u>Grades K-5</u>	
Single-Family Units	0.338
Multi-Family Units	0.371
<u>Grades 6-8</u>	
Single-Family Units	0.168
Multi-Family Units	0.113
<u>Grades 9-12</u>	
Single-Family Units	0.120
Multi-Family Units	0.120
SOURCE: Lakeside Union Elementary School District, March 18, 1998; Grossmont Union High School District,	

**TABLE 2.4-2
COMMERCIAL AND INDUSTRIAL GENERATION FACTORS**

Type of Development	Employees/ 1,000 sq. ft.	District Household/ Employee
Industrial Parks	1.68	0.048
Neighborhood Shopping Centers	3.62	0.048
SOURCE: Lakeside Union Elementary School District, March 18, 1998.		

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2.5 CULTURAL RESOURCES

A cultural resource analysis for the project site was conducted by Brian F. Mooney Associates in March 1989. This analysis examined site records and previous studies for the project vicinity and included an in-field examination of the various properties within the project site boundaries. This section summarizes the results and recommendations of the cultural resource analysis.

2.5.1 Existing Conditions

Archaeological research conducted in the San Diego Valley region over the last few decades indicates that the prehistoric period may be divided into what are generally accepted to be three major culture-historical traditions: Paleoindian, Early Archaic, and Late Prehistoric. The Paleoindian Tradition is typified by artifact assemblages of the San Dieguito, sole inhabitants of coastal and inland areas from approximately 12,000 to 7,500 years before present (B.P.). Beginning about 8,000 B.P. and extending until 3,000 to 2,000 B.P., the people of the Early Archaic Tradition occupied the region, although their presence is predominantly represented by large shell middens located along the coast shores to the west of the project area. The ancestors of the ethnographically documented Kumeyaay were the last prehistoric culture to have occupied the area, representing the Late Prehistoric Tradition, which ended at the time of Spanish contact.

In San Diego, the historic period begins with establishment of the first mission in Alta California by Father Junipero in 1769. Lasting until about 1824, this first phase of historic occupation has been designated the Spanish missionization and early agricultural development period. Following this period, four other phases were delineated: the Mexican land grant distribution (1824-1846); Early American ranching (1846-1880); late ranching and early town growth period in the Lakeside/Santee area (1880-1920); and the Modern Period (1920-present).

For major drainages, such as the San Diego River, three zones can be delineated: 1) the active floodplain, 2) the terraces and other stable landforms at the interface between the floodplain margin and uplands, and 3) the surrounding elevated terrain. The hilly and mountainous terrain (third zone) well above the river was an area of food and material procurement and extraction but was not a preferred locale for habitation and long-term occupation. As a result, the sites that occur in this zone tend to be small and of limited variability. The project area does not contain any areas of this third zone type; therefore, these areas were eliminated from further consideration.

The zone having the greatest potential for the occurrence of prehistoric sites is the interface between the floodplain and uplands where terraces and other stable landforms are found. These areas were most suitable for long-term occupation and the processing of food and material resources as evidenced in the archaeological records. As a result, the vast majority of sites, especially larger sites, tend to occur in these areas. Within the project area, these areas are located on the northern and eastern periphery. The active, alluvial floodplain zone is generally not considered to be an area of relatively high site potential although recent studies have indicated that buried sites do occur under certain conditions. In the absence of detailed geomorphological mapping of the floodplains, delineation of those areas, which possess the

potential for buried sites, is currently not possible. As a result, archaeologists have resorted to the use of monitoring during construction grading to detect such sites.

The effects of current land uses also have a considerable bearing on the potential for archaeological site occurrence; within the project area, these effects are of particular importance. A field examination of the project area indicated that there are basically two kinds of land uses that may have had effects on the presence and integrity of archaeological resources. Disturbances that are principally surficial in nature (ranging from 1 to 2 feet in depth) are of relevance in those zones above the floodplain, whereas extensive subsurface disturbances, such as sand mining, effectively negate the potential for any archaeological resources and are of relevance in the floodplain and interface zone.

Portions of the project area that have been subjected to extensive sand mining and other similarly extreme disruption are not considered to have the potential for prehistoric and historic archaeological resources. Certain other areas have been previously studied and are known to contain no surface archaeological materials but have the potential for buried subsurface deposits based on geomorphological data. The remaining areas have yet to be surveyed and are considered to have the potential for both surface and subsurface archaeological materials.

2.5.2 Thresholds of Significance

The cultural resources impact analysis focuses on the potential disturbance of prehistoric or historic resources. According to the CEQA Guidelines, an important prehistoric or historic resource is one which:

- Is associated with an event or person of recognized significance in California or American history or recognized importance in prehistory;
- Can provide information which is both of demonstrable public interest and useful in addressing scientifically consequential and reasonable or archaeological research questions;
- Has a special or particular quality such as oldest, best example, largest, or last surviving example of its kind;
- Is at least 100 years old and possesses substantial stratigraphic integrity; and
- Involved important research questions that historical research has shown can be answered only with archaeological methods.

If the resource meets any one of the above criteria, the resource is considered significant.

2.5.3 Analysis of Project Effects and Determination as to Significance

The proposed project would not directly impact cultural resources within the project area as it does not propose any specific project. However, future development allowed by the proposed

project would potentially affect cultural resource sites that may exist in the project area. The areas most susceptible to project impacts are those in zones above the floodplain, where extensive subsurface disturbances, such as sand mining, have not been conducted. As a result, significant impacts to cultural resources may occur when land uses allowed under the proposed project are developed.

Direct impacts would result from construction activities, particularly excavation and grading activities, which could disturb existing unidentified cultural resource sites or artifacts. These impacts to cultural resources would need to be addressed on a project by project basis during the environmental evaluation for that specific project.

Without knowing the specifics of future development that may be proposed in the project area, it is not possible to determine what the specific impacts to cultural resources would be. Appropriate archaeological and paleontological studies would need to be undertaken on a project-specific level to ensure compliance with the National Historic Preservation Act (NHPA), the Archaeological Resource Protection Act, and County guidelines and ordinances, including the San Diego County Archaeological/Historical Report Procedures and the Resource Protection Ordinance (RPO Article IV, Section 7), all of which regulate activities for the preservation of cultural resources. Projects located within the USDRIP site boundaries are exempt from the provisions of the RPO with the exception of Article IV, Section 7 of the ordinance, which prohibits development, trenching, grading, clearing and grubbing, or any other activity or use damaging to significant prehistoric or historic sites; a Resource Protection Study would have to be prepared, which shows the proposed development and its relationship to significant prehistoric or historic sites. Any proposed impact that involves a federal action such as obtaining a 404 permit from the U.S. Army Corps of Engineers will require compliance with the NHPA which requires detailed archaeological surveys and avoidance of significant archaeological artifacts or appropriate mitigation. This situation would occur for any development proposal in the San Diego River or in any adjacent wetland. These regulations are enforced by the U.S. Army Corps of Engineers and the State Office of Historic Preservation. Any discretionary action on the part of the County associated with a development proposal in the USDRIP area (this would include issuance of a grading permit, subdivision map, or "B" Designator consideration) would require compliance with the California Environmental Quality Act which requires full disclosure of all impacts to cultural resources and mitigation for such impacts. However, without a development proposal, impacts to cultural resources cannot be predicted at this time. Without a detailed development proposal and mitigation plan for individual parcels, impacts are considered potentially significant.

Those areas which require monitoring or survey/monitor are depicted on Figure 2.5-1. These areas are depicted because, based on the archaeological studies done in the area, the potential for finding buried cultural resources is greatest in these areas. Areas with the highest cultural resources sensitivity are located on terraces that have not been significantly disturbed by mining activities and have not been previously surveyed. Where surveys are not practical because of existing urban development, monitoring during construction is used to identify resources if they exist.

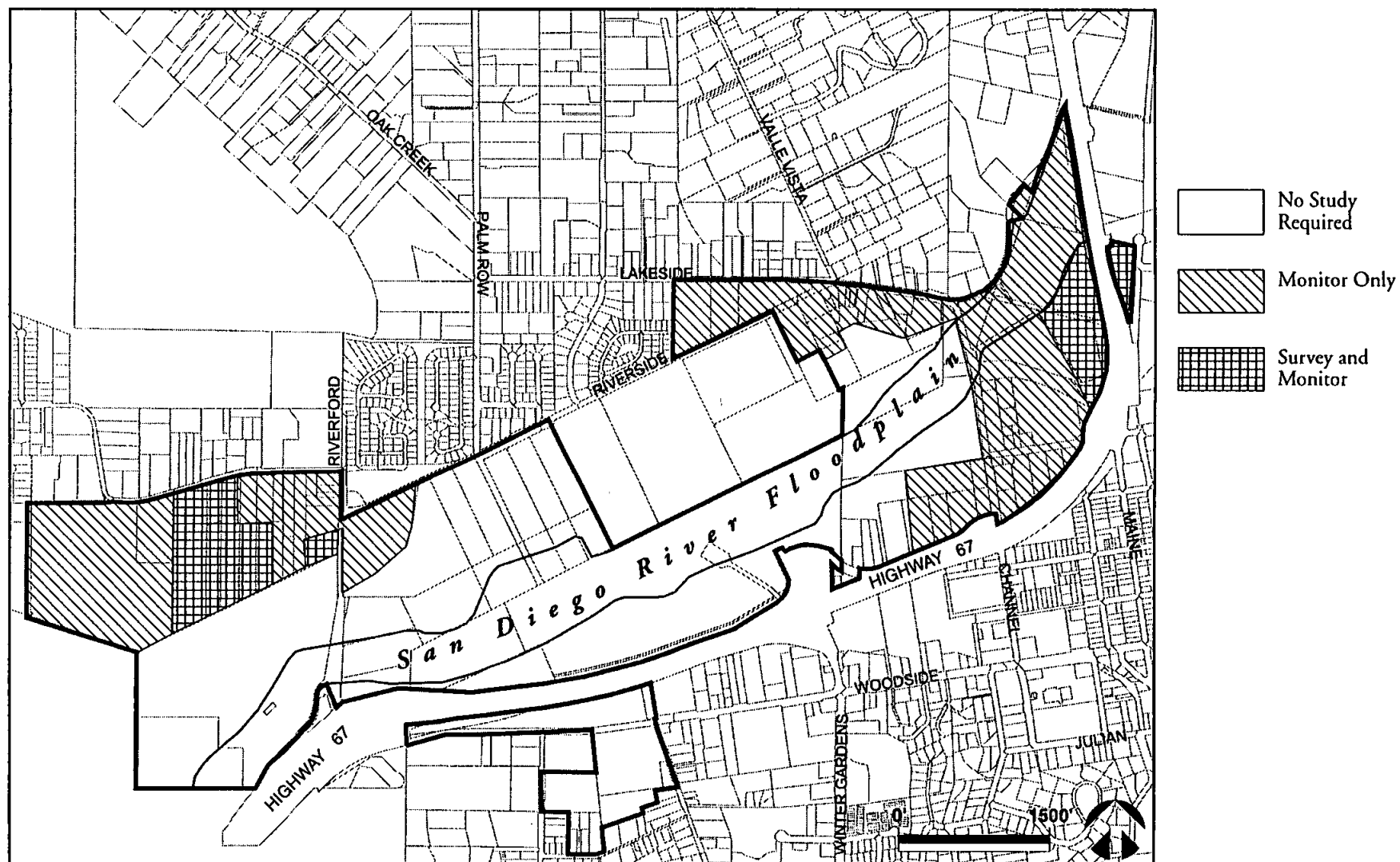
It should be recognized that at a Plan to Plan level of analysis (RiverWay Specific Plan to the proposed General Plan/Zoning Project), the physical impacts are similar because the project would allow land uses that are substantially the same as those already allowed under the existing Specific Plan.

2.5.4 Mitigation Measures

- As a condition of any Subdivision Map proposed for the RS7 area in the northwest portion of the site, a monitoring or survey/monitor program would be required. Figure 2.5-1 depicts the requirements.
- For parcels located in the eastern portion of the site designated as Industrial or Commercial, the appropriate cultural resources program (monitoring or survey/monitor) identified in Figure 2.5-1 will be required as part of any development proposal.
- In the event that potentially significant resources are identified during cultural resource investigations, evaluation programs shall be implemented to assess resource significance and the need for mitigation, which may include avoidance and data recovery. These programs will be completed in accordance with County Guidelines for cultural resources surveys and mitigation. Artifacts collected during a data recovery plan for a cultural resources site determined to be significant according to CEQA and County significance criteria shall be curated in a qualified facility.
- In accordance with County Guidelines for the Implementation of the California Environmental Quality Act, all archaeological and cultural resource investigations shall be conducted by certified Society of Professional Archaeologists personnel. The results of these investigations shall be documented in reports acceptable to the County.

2.5.5 Conclusions

Implementation of the mitigation measures recommended above and adherence to existing regulations pertaining to archaeological and cultural resources would result in the reduction of all project impacts to less than significant levels.



Source: Brian F. Mooney Associates, 1989

Fig. 2.5-1
Cultural Resources Sensitivity

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2.6 AESTHETICS

This section identifies and evaluates key visual and aesthetic resources in the project area and determines the degree of visual and aesthetic impacts that would be attributable to the proposed project. The analysis describes the potential effects of the proposed project on the existing landscape and built environment, focusing on the compatibility of the project with existing conditions and the effects of the proposed project on visual resources.

2.6.1 Existing Conditions

The project area is located along the San Diego River Valley in the community of Lakeside. The San Diego River bisects the project area. The project area is predominantly developed with industrial uses dominated by mining activities conducted along the river. Industrial uses exist on both sides of San Diego River and consist of outdoor stockpiling of sand, gravel, and rock; warehouse uses; large construction equipment and truck rentals; and other light industrial uses (Figure 2.6-1). Highway 67 is also a dominant use in the project area.

The project area is visible from the north side of Highway 67 (traveling west bound) and from the surrounding hillsides (Figure 2.6-2). The entire river valley is visible from the hillsides north of the site. Views to the site from these areas are not scenic in quality due to the heavy amount of sand mining activities occurring in the area that tends to diminish the area's overall scenic quality. There are no scenic highways in the proximity of the project site.

Because most of the area within the river valley is being mined for sand and gravel, the scenic quality along most of the river valley is poor. The site's aesthetic appeal is generally limited to the northeastern portion of the river valley where riparian woodland vegetation extends east of Channel Road (Figure 2.6-3). This area can be seen from the surrounding hillsides. The project area overall is considered to have a low visual quality.

The surrounding hillsides are developed with rural residential lots. Natural open space exists on the hillsides to the northwest. These areas have views to the river valley and define the edges of the San Diego river valley. These hillsides have a moderate to good scenic quality.

2.6.2 Thresholds of Significance

According to the CEQA Guidelines, a project would normally have a significant effect on the environment if it would have a substantial, demonstrable negative aesthetic effect.

2.6.3 Analysis of Project Effects and Determination as to Significance

Under the proposed project, the project area will develop over time with new industrial uses to replace mining operations. New industrial uses may include any of the uses allowed under the M54 zone. In addition, higher density residential uses would also be built along El Nopal, replacing the rural residential homes that exist today. The most significant change in the area will occur when the San Diego River is restored to riparian vegetation. This will occur independently of the proposed project when the approved reclamation plans are implemented and the area is revegetated. The proposed project is not anticipated to have an effect on the

reclamation process. Reclamation of the river valley will occur as the mining operations leave the area regardless of the proposed project. Once the river is restored and the flood control channel is completed, new industrial uses will be developed.

Overall, the scenic quality of the area will improve from today's condition as the river is restored. Riparian vegetation and trees will replace the mining activities. Other areas of the site would probably not significantly change visually from today's condition since industrial uses already exist in the area. The M54 zone would allow uses similar to those already occurring in the project area including outdoor storage. Outdoor storage could present a negative aesthetic impact if not properly screened from view. However, the site would be subject to the Lakeside Design Guidelines. These guidelines would apply to all new uses proposed in the industrial and commercial zones. Although these guidelines are not standards, all development (commercial and industrial) proposals would require approval from the Lakeside Design Review Board before development permits are issued. The Lakeside Design Review Board would apply these guidelines (as they do for other projects in the Lakeside Community Plan area) when reviewing site designs for aesthetic quality. The design review process requires that information on the existing site, site plans, landscape plans, floor plans, building sections, sign design, and lighting design be submitted to the County and Lakeside Design Review Board for new projects.

The Lakeside Design Guidelines include a Landscaped Street Edge Zone along all front and site street property lines. Implementation of this zone along Mast Boulevard and Riverside Drive would help to soften industrial uses and parking lots and create a visually appealing streetscape. Screening, with landscaping and walls, is also recommended for all storage yards and service areas. Other forms of screening techniques recommended by the guidelines include setbacks and rooftop equipment screening. The design guidelines also include architectural recommendations and landscaping suggestions. Implementation of these design guidelines would reduce visual impacts from industrial uses to less than significant.

The project would improve the aesthetic quality of the project area because new development would replace mining operations, which are being phased out. New development would be compatible with existing industrial uses because the project would allow industrial uses similar to those already existing in the area, and the Lakeside Design Guidelines would apply to the new commercial and industrial development. Impacts are not considered significant.

Regarding a plan-to-plan evaluation, the RiverWay Specific Plan includes design guidelines specifically tailored to address design issues for the USDRIP site. These guidelines address architecture, project gateways, streetscape (hardscape and landscaping), guidelines for parking areas, lighting, site furniture, and signage. Also, the Specific Plan includes guidelines for the river corridor such as a revegetation plan, design guidelines for trails and walkways, and access to the river. These guidelines would no longer be applicable under the proposed project. Although the Lakeside Design Guidelines address aesthetic design issues, they are more general in nature. While the Lakeside Design Guidelines are more general, they do consider the aesthetic value of the USDRIP area. Lakeside Community Design Object number 6 states, "Carefully integrate new industrial development with the existing landscape, and minimize its visual impact on the community's residential neighborhoods and scenic resources." Objective number 6 requires development proposed within USDRIP be carefully located to minimize disruption of views to neighboring hillsides and mountains. The Design Guidelines prescribe

strong planting requirements to screen industrial sites from view, creating a park-like background of vegetation that will dominate the built facilities. Consequently, a mechanism remains in place to deal with design issues in the USDRIP area.

However, the Lakeside Design Guidelines do not address the revegetation of the river as do the RiverWay Specific Plan Design Guidelines. The intent of the RiverWay revegetation plan was primarily to preserve and create habitat for the least Bell's vireo while offering support to the community's image and historic identity. Under the proposed project, revegetation of the river corridor would be required in accordance with Clean Water Act 404 wetland regulations. However, as identified under the biological resources analysis (Section 2.2 of this EIR), the revegetation requirements of the RiverWay Specific Plan are more detailed and include a planning buffer. Treatments within the planning buffer include a trail, landscaping, and a row of parking stalls between the river and buildings. Creation of the planning buffer between buildings and the river would no longer be in force. Loss of this component, combined with less stringent landscaping requirements, could be considered a significant visual impact from a plan to plan perspective.

2.6.4 Mitigation Measures

- Prior to issuance of a discretionary permit for properties bordering the river, the applicant shall take the aesthetic value of the river into account as follows: No construction of buildings shall be approved within 25 feet of the exterior bank of the flood control channel. This buffer is intended to provide a natural visual transition between the river corridor and adjacent industrial development and to allow enjoyment of the natural setting of the river corridor. Native plants should be used in this area in order to achieve a natural interface with the river corridor. Landscaping shall be designed so as to visually screen activities of adjacent development from the river corridor; parking may be allowed within the buffer in conjunction with a 10-foot screened landscaping buffer designed to the satisfaction of the Director of the Department of Planning and Land Use. Parking lot and security lighting shall be shielded to avoid light spillage into the river corridor in accordance with terms and conditions imposed by the wildlife agencies.

2.6.5 Conclusion

The adverse aesthetic impact can be eliminated by implementation of the recommended mitigation measures.

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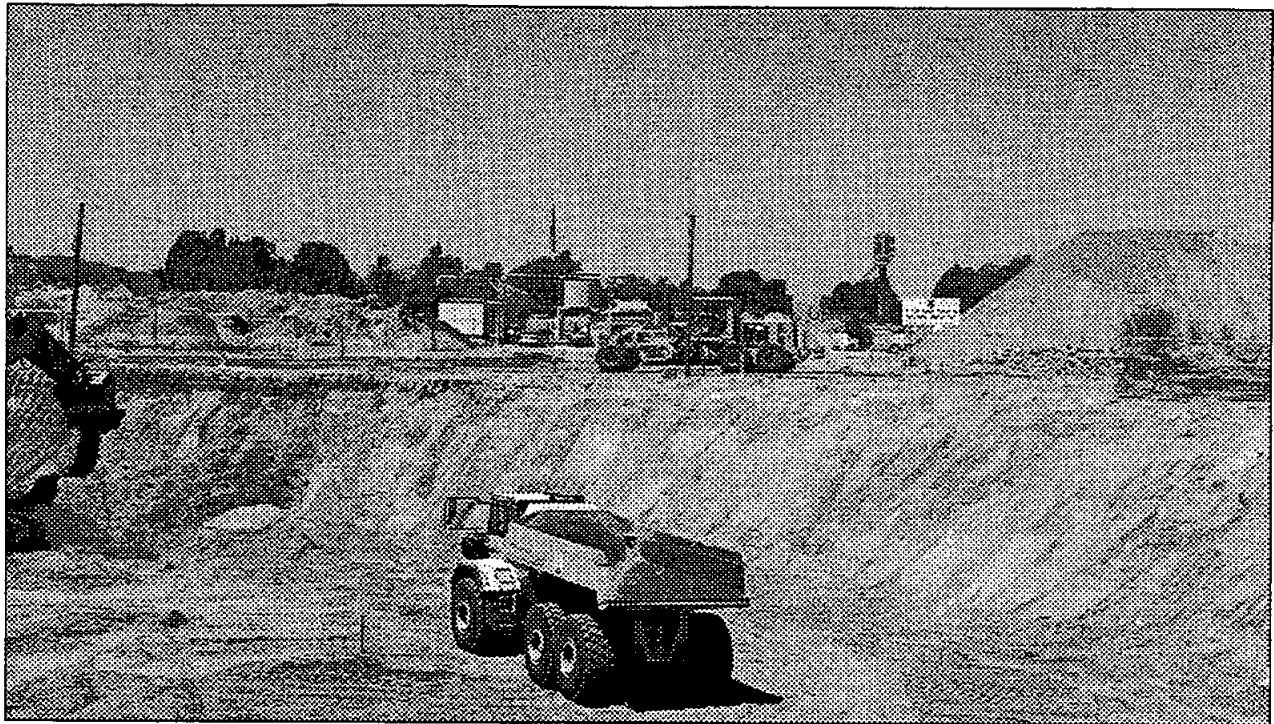


Fig. 2.6-1
Industrial Uses Within the Project Area

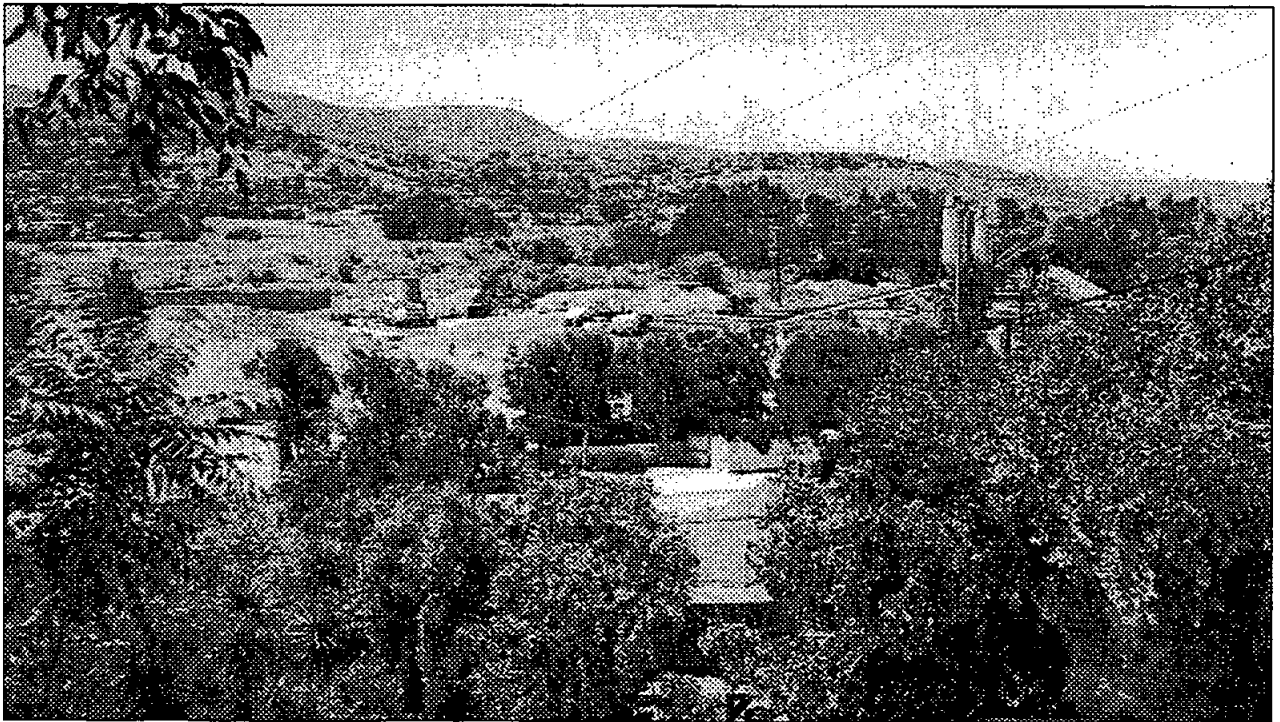


Fig. 2.6-2
Hillside Views of the Project Area



Fig. 2.6-3

Riparian Woodland Vegetation East of Channel Road

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2.7 HAZARDS

This section describes the project area in regards to the use, storage, transport, and disposal of hazardous materials and hazardous wastes, and flooding. This section also addresses the potential impacts that may occur as residential uses are developed adjacent to industrial uses within the project area. Additionally, impacts to human health and safety during accidents and/or events of upset conditions are addressed in this section. This information is based in part on information contained in the Final EIR/EA for the USDRIP Specific Plan prepared by Brian F. Mooney Associates in June 1990.

2.7.1 Existing Conditions

Hazardous Materials and Wastes

As described in Chapter 1.0, major portions of the project area are in various stages of aggregate mining activities within the San Diego River. Active sand and aggregate mining and processing activities have been conducted since the 1950s. Uses within the project area include manufacturing of concrete products; storage of heavy equipment, construction and drilling materials; commercial uses retailing building materials and supplies; and a barn manufacturer.

Some of these industrial uses involve the use, handling, and transport of hazardous materials, including, but not limited to, gasoline and diesel fuel and other chemicals used for processing sand and aggregate materials. Presently, the potential for public exposure to hazardous material and/or waste associated with existing site conditions already exist.

The California Occupational Safety and Health Administration (Cal/OSHA) is responsible for enforcement of regulations governing the handling and use of chemicals in the workplace, which include the use of hazardous materials, as detailed in the California Code of Regulations (Title 8). Cal/OSHA regulations include requirements for employee safety training, availability of safety equipment, accident and illness prevention programs, hazardous substance exposure warnings, and emergency action and fire prevention plan preparation.

Flooding

The project area is dominated by the San Diego River and its associated 100-year floodplain. Through the project area, the river's floodplain ranges from approximately 400 to 2,700 feet wide between Highway 67 and the Santee city limits, as shown in Figure 2.7-1.

Over the years, sand extraction activities, as well as the construction of roads, bridges, upstream dams, and other development, have significantly altered the river's hydraulic characteristics. Sand extraction has had a major effect on the riverbed by creating deep pits and other changes, which have altered the upstream and downstream runoff characteristics. Extraction operations have been largely responsible for endangering bridges on Highway 67 and Magnolia Avenue by increasing runoff velocities and changing the sediment transport system, which results in head cutting and undermining of support structures (Brian F. Mooney Associates 1990). Extensive flooding has historically occurred within the area, with resulting damage to properties in the Lakeside and Santee areas.

Since the adoption of the RiverWay Specific Plan in 1990, a flood control plan was adopted in 1992, establishing the final configuration of the San Diego River and type and location of needed flood control structures. This flood control plan would continue to be in effect for the project site, and flood control and land development would be subject to the improvements required by this plan. Presently, one of the three proposed flood control structures under the flood control plan has already been completed, and the Channel Road Bridge project (involving a drop structure and other improvements to Channel Road) has been engineered and is scheduled for completion in May 2000 as part of TransNet funds.

2.7.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would have a significant adverse impact on the environment if it would create the following:

- A potential public health hazard or involve the use, production, or disposal of materials that pose a hazard to people, animal, or plant populations in the area affected, or
- Substantial flooding, erosion or siltation.

2.7.3 Analysis of Project Effects and Determination as to Significance

Hazardous Materials and Wastes

The proposed project would not substantially change the types of uses that are currently allowed by the RiverWay Specific Plan. The uses that could potentially be located within the project area, including industrial and commercial uses, may also involve the use, handling, and transport of hazardous materials, which are regulated by applicable state, regional and local regulations associated with hazardous materials/waste. These hazardous materials/wastes could include gasoline and diesel fuel, solvents, motor oil and waste oil and other chemical substances used in industrial facilities.

The County Environmental Health Division issues permits to businesses for handling hazardous materials and requires these businesses to prepare Hazardous Materials Management Plans that detail hazards inventories, site layouts, training and monitoring procedures, and emergency response plans. Compliance with proper hazardous materials handling procedures would minimize the hazards to the public, particularly sensitive receptors such as schools and residences, to below a level of significance.

Because portions of the project area have been in industrial use for many years, hazardous contamination may be present on some properties from previous or current industrial activities. As new development projects are constructed, ground disturbance associated with demolition of existing structures and grading activities could disturb contaminated soils thereby potentially exposing construction crews and the general public to hazardous materials. This situation is considered significant.

Flooding

Flood control projects and floodway improvements, including improvements to stabilize the river channel and provide for 100-year flood protection, along the San Diego River within the boundaries of the project area would continue to be implemented as part of the proposed project. The structures proposed under the adopted flood control plan would continue to be implemented under the proposed project and would act as "check dams" to dissipate the high energy water flows of major floods. These structures would also lower the level of the flood water and control the high velocity turbulence at the structures. Water flow between structures would be controlled with a slow velocity that would prevent significant erosion of the riverbed or banks. This would allow the existing floodway to be reshaped into a more natural, vegetated appearance along its banks and streambed as an alternative to construction of a concrete channel.

The flood control channel would create a beneficial impact, as it would prevent potential floods from occurring along this segment of the San Diego River by increasing the channel capacity to contain a 100-year flood. Additionally, special land use designators would be applied to portions of the project site. More specifically, the "W" Flood Control Channel Designator would be applied to areas subject to the 100-year floodplain. This designator restricts development within the 100-year floodplain prior to the development of flood control structures to prevent any development from becoming subject to a 100-year inundation. This eliminates flood hazards to any development that would be built within this the project area; therefore, no significant impacts associated with flooding are anticipated to occur.

The project lies within the mapped dam inundation area for El Capitan and San Vicente reservoirs. The County has an Operational Area Emergency Plan in the event of a catastrophic failure of either reservoir. Both reservoirs are monitored to reduce flood danger during periods of peak flows and rainfall. Because all development would be located outside of the 100-year floodplain and the existence of the County's Operational Area Emergency Plans, there would be no significant impact. It should also be recognized that the proposed uses are similar to those in the adopted Specific Plan.

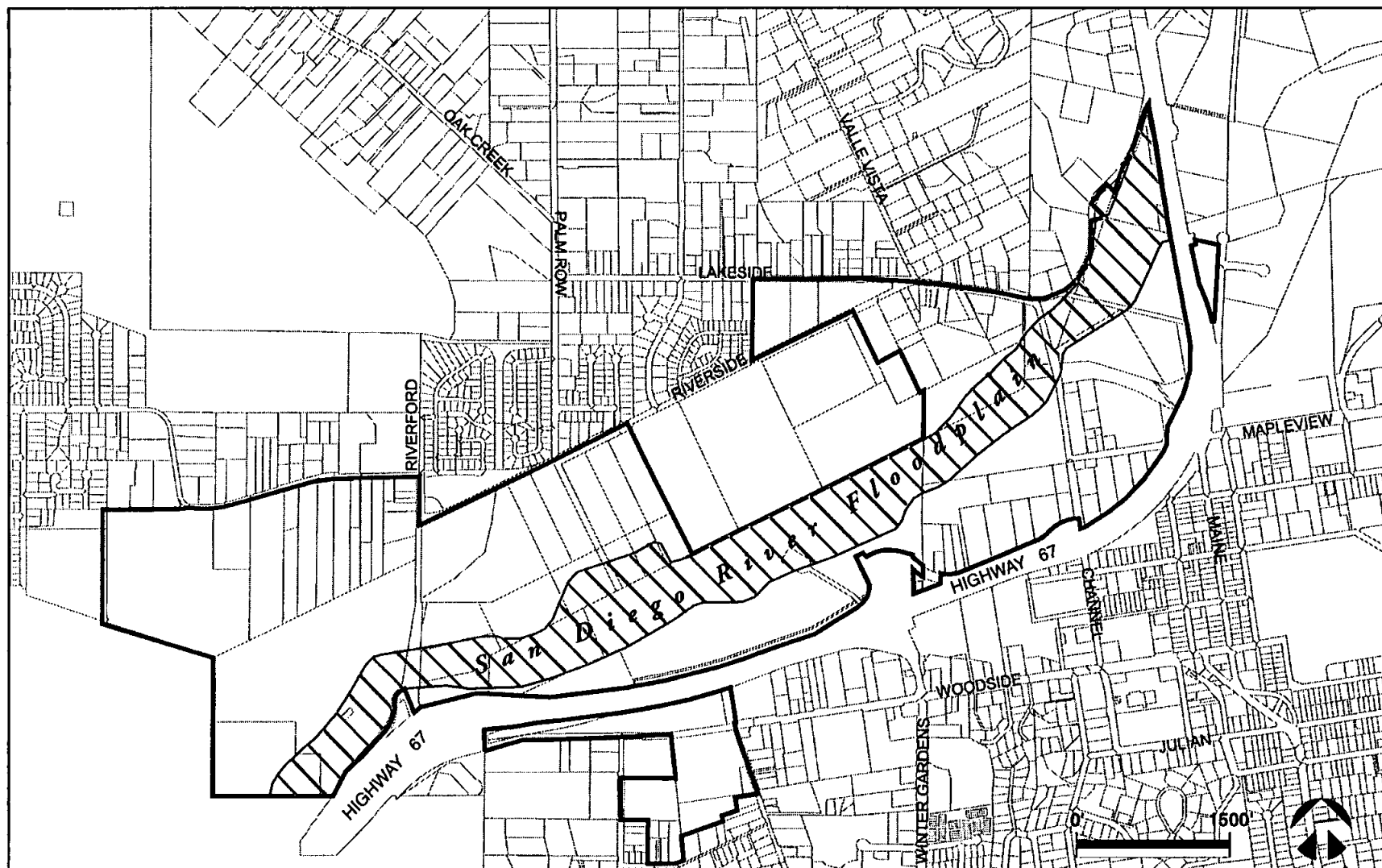
2.7.4 Mitigation Measures

- Prior to issuing a discretionary grading permit on property previously used for industrial uses, a project-specific assessment of the site's condition and characteristics shall be required to determine the presence or absence of environmental contamination and concerns resulting from existing or prior uses. Each assessment shall identify measures, including site remediation, if necessary, to ensure that no public exposure to hazardous materials and/or waste would occur during project construction.

2.7.5 Conclusions

With implementation of the mitigation measure above, impacts associated with hazardous materials use can be mitigated to below a level of significance.

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Source: County of San Diego

Fig. 2.7-1
San Diego River Floodplain

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3.0 CUMULATIVE IMPACTS

3.1 LIST OF PAST, PRESENT, AND REASONABLY ANTICIPATED FUTURE PROJECTS

Section 15130(a) of the CEQA Guidelines requires that "cumulative impacts shall be discussed when they are significant". Cumulative impacts involve individual effects which may increase in scope or intensity when considered together. Such impacts typically involve a number of local projects, and can result from individually incremental effects when these collectively increase in magnitude over time. The evaluation of cumulative effects can be based on a list of past, present, and reasonably anticipated future projects producing related or cumulative impacts.

Because the Lakeside area and surrounding communities and/or cities are already developed, few projects of any magnitude are under construction or planned. In addition to limited roadway improvements planned for the County, there are three projects in the City of Santee, which would contribute to the cumulative setting -- the Santee Trolley Square within the Santee Town Center Specific Plan Area, approximately two miles west of the project area near the intersection of Mission Gorge Road and Cuyamaca Street; the Edgemoor Hospital County-owned parcel also within the Santee Town Center Specific Plan Area; and Fanita Ranch, approximately three miles northwest of the project area in the northeastern corner of the City. The Santee Trolley Square project is approximately 2.5 miles west of the USDRIP site. The project is 45 acres with commercial/retail uses and a library. The anticipated completion of the project is 2000 to 2001. Impacts considered for this project included traffic, noise, and aesthetics. The Edgemoor Hospital County-owned parcel is also approximately 2.5 miles west of the USDRIP site. Development on the Edgemoor County-parcel has not been fully established; however, at the time of the filing of the project application, the land use plan for this county-owned parcel includes the following: 131.6 acres of residential uses (with a maximum of 1,650 dwelling units), 22.8 acres of office uses, and 44.6 acres of commercial uses. However, the County is also considering other uses, including rebuilding the existing hospital. Fanita Ranch Specific Plan is located about 2.5 miles west of the USDRIP site. The 2,600-acre project includes 3,000 single-family units, general commercial uses, and a hotel. The project has not been approved yet and the completion date is unknown at this time. Impacts considered for this project include biological resources, cultural resources, traffic, land use, landform alteration, visual quality, and geology.

The area surrounding the USDRIP site is mostly residential with zoning consistent with the existing type of development. No other projects within the unincorporated areas of the County were identified.

3.2 SUBJECT AREA CUMULATIVE IMPACT ANALYSIS

3.2.1 Existing Conditions

The cumulative setting would be the same as those presented in Chapter 2.0 and Chapter 6.0. A description of the existing conditions for each environmental issue area can be found in each of the sections in that chapter.

3.2.2 Thresholds of Significance

A project would have a significant cumulative impact if the incremental effects of a project are considerable when viewed in connection with the effects of past project, other current projects, and probable future projects.

3.2.3 Analysis of Project Effects and Determination as to Significance

Land Use and Planning

All three nearby projects are located within the City of Santee and would result in the increased urbanization of the City. Cumulative impacts relating to land use and planning issues are not considered to be significant. Land use incompatibilities between the USDRIP site and projects nearby in Santee would not occur because new industrial uses would be separated enough from residential uses avoiding noise and air quality impacts.

Geological Issues

Cumulative development in the project vicinity would increase the amount of exposed soils during excavation and grading and may result in increased erosion and sedimentation. However, due to the short-term nature of grading and construction activities, cumulative impacts resulting from erosion and sedimentation are not anticipated to be significant. The increase in land use intensity at each individual project site would result in the exposure of an increasing number of patrons, visitors and/or workers and property to geological hazards associated with seismic activity in the area. Adherence of cumulative projects, including land uses that would be allowed under the proposed project, to building codes would minimize impacts to people and property to less than significant levels.

Water Resources

Of the identified cumulative projects, Santee Trolley Square, located approximately two miles west of the project, is the closest project to the San Diego River, located approximately 0.25 mile from the River at its closest point. Given its distance from the river, construction of the Town Center is unlikely to cause turbidity impacts the River. The other identified projects are located more than 0.5 miles from the River. Due to their distance from the river, these projects are also unlikely to impact surface water quality. More importantly, the City of Santee has strict storm water regulations. The city requires physical best management practices to preclude discharge of silt from construction sites. Additionally, all commercial and industrial sites are required to implement physical best management practices, such as oil/water separators, to preclude impacts from stormwater runoff, including "first-flush" runoff (Personal Communication, City of Santee Engineering Staff, August 2, 2000). As such, stormwater runoff from the cumulative projects is unlikely to significantly impact the San Diego River. Therefore, none of the cumulative projects considered would impact water resources in the area, as they are not anticipated to result in increased water turbidity, or significant increase of other pollutants, in the San Diego River or any water body.

As discussed in Section 6.1.5, implementation of future development in the project area is not anticipated to result in significant, incremental increases in water quality impacts. Current regulations are expected to protect water quality. Furthermore, future development within the project area (other than individual single family residences) will require site plan approval and, therefore be subject to further environmental review. If project specific impacts are identified, feasible project-specific mitigation measures would be required, based on project-specific design information not available at this time.

Current groundwater contamination in the region resulting from leaking underground storage tanks outside of the project area, has shut down public well fields within the project area. Although the use of underground storage tanks (USTs) is allowed within the project area, all new installations of USTs would be subject to current regulations regarding design. As such, impacts to water quality due to tank leaks are not expected to occur, and increases in impacts to groundwater quality are not expected.

As discussed above, the land uses allowed under the proposed project are not expected to result in incrementally significant impacts to water resources. Further, the cumulative projects are not expected to result in significant impacts to water quality, given their location relative to the San Diego River, and the City's stormwater regulations. As a result, the cumulative projects and land uses that would be allowed under the proposed project are not expected to create a significant cumulative long-term impact to water resources.

Air Quality

Construction of cumulative projects in the area and land uses allowed under the proposed project would generate air pollutant emissions. Air dispersion modeling was also conducted for future conditions, which took into account traffic volumes generated by ambient growth and cumulative projects in the area. The results of CO modeling for the year 2015 indicate that ambient growth and the development of cumulative projects in the area and land uses allowed under the proposed project would not create a CO hot spot (exceeding the one-hour or eight-hour CO standard) at any one of the intersections modeled for the proposed project (see Section 6.1.2). Because the proposed project is located in a non-attainment area, any contribution caused by the addition of vehicular trips exceeding the O₃ and PM₁₀ standards in the San Diego Air Basin would be considered cumulatively significant.

Transportation/Circulation

The cumulative traffic scenario is based on general growth between existing conditions and the year 2015, including full build out of the Lakeside Community Plan in the year 2015, Santee Trolley Square, and Fanita Ranch, and partial build out of the Edgemoor County-parcel. Based on the forecasted traffic volumes for 2015 as analyzed in the traffic impact analysis for the proposed project, all but the following four intersections (both unsignalized) would operate at an acceptable LOS D or better, assuming that all mitigation measures presented in Section 2.1 are implemented:

- Riverside Drive/Vista Camino (LOS F)
- Riverside Drive/Lakeside Avenue (LOS F)

- Lakeside Avenue/SR 67
- Maplevue Street/SR 67

Signalization of the Riverside Drive intersections identified above would improve the LOS and reduce traffic impacts on these intersections to less than significant levels. Adding one through lane in each direction on SR67 at Lakeside Avenue and a full interchange on SR 67 at Maplevue Street would be required to fully mitigate these two intersections.

In the year 2015 the following two segments would operate at below LOS D:

- Riverford Road north of Woodside Avenue
- Maplevue Street east of Channel Road

Both segments can be mitigated below significant by improving Riverford Road to a four-lane major road standards and Maplevue to a four-lane collector standards. LOS D operations are calculated on SR 67, assuming this freeway is widened to six lanes. However, because there are insufficient funds to implement the mitigation measures presented in Section 2.1, traffic impacts to the intersections and street segments would remain cumulatively significant.

Biological Resources

Due to the cumulative loss of biological resources resulting from implementation of the projects in the surrounding area, cumulative impacts to biological resources are considered significant; however, with the adoption of the MSCP, the impacts would be mitigated cumulatively.

Future development proposed in the project area must comply with the MSCP as well as feasible mitigation measures needed to reduce any significant site-specific biological impacts. The area immediately surrounding the USDRIP site does not contain a substantial amount of biological habitat that could be disturbed by future projects (particularly in the single-family-zoned areas that are already substantially disturbed).

Hazards

None of the cumulative projects considered are expected to use large quantities of hazardous materials that would create a potential public hazard. Cumulative projects are anticipated to use small quantities of commonly used hazardous materials, such as cleaning solvents, paint, fertilizers, etc., which pose no unwarranted risks to public health and safety with proper handling and storage.

Additionally, development areas of any of the cumulative projects are not located within any floodplain or are located higher than any floodplain and would not be directly exposed to any flood hazards. In particular, the Santee Trolley Square Project is located approximately 600 feet south of the San Diego River floodway, which is capable of handling a 100-year flood event, and is not anticipated to be impacted by flooding in the area. Similarly, the Edgemoor County-parcel is located at a higher elevation than the San Diego River, and is, therefore, not anticipated to be impacted by flooding in the area.

Noise

The FHWA model was used to estimate future noise levels. Modeled future noise levels took into account traffic volumes generated by ambient growth and cumulative projects in the project vicinity, including the Santee Square Trolley, Edgemoor County-parcel, and Fanita Ranch. In the year 2015, noise levels are expected to increase by a range of 2 dBA to 7 dBA over existing levels as a result of development of land uses allowed under the proposed project, ambient growth and cumulative projects anticipated in the area and the corresponding increase in traffic. An increase of 2 dBA is estimated for Woodside Avenue between Winter Gardens Boulevard and Channel Road. An increase of less than 3 dBA is generally not considered perceptible and is, therefore, not significant. An increase of 7 dBA is estimated for Channel Road between Lakeside Avenue and Mapleview Street. This increase is perceptible and measurable, and is, therefore, considered significant and unavoidable.

Public Services

Cumulative projects considered are within the City of Santee; therefore, these projects would be under the jurisdiction of other public service providers than those that would serve the project area. Therefore, cumulative impacts to public services serving the project area would not occur.

Public Utilities

Cumulative projects considered are within the City of Santee; therefore, these projects would be under the jurisdiction of other public utility providers than those that would serve the project area, with the exception of electricity and natural gas, which would be provided by San Diego Gas & Electric for all the projects in the County. The San Diego Gas & Electric would be able to provide energy services to all development projects in the County. Cumulative impacts to other public utility providers, including water, wastewater and solid waste collection services serving the project area, would not occur. More specifically, water and wastewater services provided by the Padre Dam Municipal Water District would not be significantly impacted. According to Padre Dam, the District assesses a capacity fee at the initial stages of individual project planning and engineering to ensure that adequate capacity and services are available. Additionally, all three projects have been included in the Padre Dam Municipal Water District's Facilities Master Plan (Padre Dam Municipal Water District, pers comm. January 4, 1999).

Aesthetics

The cumulative projects are located three to four miles from the project area; therefore, the aesthetic impacts of these projects would not be cumulatively noticeable.

Cultural Resources

Cumulative impacts to cultural resources would essentially be the same as those identified for the proposed project. Each individual specific project is required to evaluate archaeological and paleontological resources on-site and conduct salvage operations if applicable. Some impacts to cultural resources could result from ministerial actions, such as development of a single-family home; because no comprehensive surveys of the entire cumulative project area have been done,

impacts cannot be determined. However, impacts from ministerial projects would likely be minimal. The area is largely developed and has already been disturbed. Very few vacant lots remain for single-family development and the cumulative impact from disturbance to the few lots remaining is not considered significant. Large scale grading would only occur associated with a discretionary action such as a proposed subdivision. Cultural impacts from new large-scale disturbance to the area would require mitigation under the RPO and impacts would be mitigated to less than significant. Therefore, the cumulative impact to these resources would be less than significant.

3.2.4 Mitigation Measures

The mitigation measures identified in each of the environmental issue area discussed in Chapter 2.0 would reduce cumulative impacts to below a level of significance, with the exception of air quality, traffic, and noise impacts.

3.2.5 Conclusions

Cumulative impacts to air quality and traffic would remain significant and unavoidable.

4.0 PROJECT ALTERNATIVES

An EIR must describe and evaluate a “range of reasonable alternatives to the proposed project” that could feasibly accomplish most of the basic objectives of the project, but avoids or substantially reduces one or more of the project's significant effects (CEQA Guidelines Section 15126(d)).

4.1 RATIONALE FOR ALTERNATIVES SELECTION

The alternatives evaluated in this EIR were selected based on discussions with the County. They were also selected based on their ability to reduce significant impacts identified in this EIR while meeting the project's basic purpose and objectives.

The alternatives evaluated in this EIR are the following:

- No Development Alternative
- No Project/Existing Entitlement Alternative
- M52 Zoning Buffer Alternative
- Lakeside Planning Group Alternative
- RiverWay Specific Plan Amendment Alternative

A description of impacts associated with each alternative is discussed in detail below (Sections 4.2-4.5) with a comparison to the proposed project. Table 4-1 is a comparison of each alternative.

Additionally, the following discussion identifies alternatives seriously considered but rejected as infeasible:

All Residential Alternative

This alternative would rezone the entire project site to residential uses. It was rejected on the basis of incompatibility with existing land uses and community character and failure to meet the project objective of providing a greater range of allowed uses by right and by discretionary permit. Except for the area currently zoned for residential uses, the USDRIP area has historically been associated with sand mining and other heavy industrial uses. Many of the businesses in the area have been in existence for many years, and some have stated that they are unlikely to end their activities in the foreseeable future. Based upon that, it was determined that residential uses throughout the USDRIP area would create conflicts between new residential and existing industrial use types.

Another reason the alternative was rejected is because the Lakeside Community Plan identifies the project area as one of the three established industrial areas in Lakeside and states that it is intended that Lakeside's industrial areas, including the USDRIP area, will be used more extensively in the future rather than establishing new industrial areas. Consequently, rezoning the entire USDRIP area to residential uses would deprive the community of an important part of its economic infrastructure and could lead to future pressures to allow industrial uses in less suitable areas of the community.

All M52 Alternative

This alternative would rezone the entire project area to the M52 Limited Impact Industrial Zone. Although this alternative could potentially reduce aesthetics impacts due to lighter industrial uses and the prohibition of outdoor storage in M52 zones, it was rejected due to the heavier industrial uses that currently exist on the project site. Prior to adoption of the Specific Plan, the majority of the project area was designated for M54 uses, and a number of businesses allowed by that zone have been developed. This alternative would cause a number of existing businesses to become legal non-conforming uses. While some expansion of these businesses could be accomplished within its current floor area, no outside area accommodating or serving the use could be established or increased in size unless the business was allowed in that zone by a use permit and the business could obtain a use permit for the expanded uses. This situation could negatively impact the economic viability of the project area. If the use were not allowed by permit in the new zone, no expansion such as that described above could be accomplished. For these reasons and the fact that this alternative would not meet the objective of providing a greater range of uses, the alternative was rejected.

Multifamily Residential Alternative

This alternative would rezone the residential area in the northwest corner of the project site from single-family to multiple-family dwellings. This alternative was rejected because the environmental impacts would be essentially the same as the single-family designation, and the alternative would not be consistent with the community character of the surrounding residential area. The residential area of USDRIP, although only partially developed, is made up of single-family residences as are the residential areas surrounding the project site.

Also, the City of Santee has zoned the area just west of the project site for single-family homes, thereby adding to a community character typified by single-family residences. Therefore, due to no expected lessening of impacts and inconsistency with established and planned community character, this alternative was rejected.

4.2 ANALYSIS OF THE NO DEVELOPMENT ALTERNATIVE

4.2.1 No Development Alternative Description and Setting

The No Development Alternative proposes to leave the project area in its present condition without project development or new construction. Existing conditions for each environmental issue area, as described in Chapter 2.0 and Chapter 6.0, would remain, and environmental impacts would remain at existing levels.

4.2.2 Comparison of the Effects of the No Development Alternative to the Proposed Project

Land Use and Planning

The following existing uses would remain: concrete product manufacturing, heavy equipment storage, building materials and supply stores, construction and drilling material storage, a barn manufacturer, a restaurant, a plant nursery, a gas station, 2 schools, an egg ranch, a Christmas tree farm, a swim/tennis club, 32 single-family dwelling units, 6 duplexes, and a mobile home park.

Although no new development would occur within the project area, the approved reclamation plans for three sand and gravel mining operations within the project area would continue to be implemented. The plans provide a reclamation process and design by which the mined lands will be rehabilitated to restore the San Diego River back to riparian vegetation and allow future industrial development. No significant land use impacts are associated with this alternative.

Geological Issues

The No Development Alternative would have no potential effects on geology, seismicity, and soils because no new construction would take place. The project area and the existing structures and uses would continue to be subject to seismic activities in the area.

Water Resources

This alternative would have no new impacts to water resources in the project area. Since there would be no new construction or any grading activities proposed under this alternative, water quality impacts, including short-term changes in water turbidity, would not occur.

Air Quality

The No Development Alternative would not involve any new construction in the project area; therefore, this alternative would not result in any new emissions generated by on-site uses. Impacts to air quality would result from the continued operation of mining, industrial, and commercial activities in the project area. This is not anticipated to be considered significant.

Transportation/Circulation

The No Development Alternative would not involve any new uses or improvements to the existing roadways in the project area; therefore, this alternative would not result in any new trips generated by on-site uses. Traffic generation and circulation in the project area and vicinity would remain congested and at LOS D or worse for some street segments and intersections.

Biological Resources

Under the no development alternative, conditions on the site would remain as described under existing conditions. This includes the eventual implementation of the mining reclamation plans as described.

Hazards

The No Development Alternative would not result in any new uses that would create any new potential hazards in the project area. However, the flood control plan would continue to be in effect for the project site, and flood control and land development would be subject to the improvements required by this plan. Presently, one of the three proposed flood control structures under the flood control plan has already been completed, and the Channel Road Bridge project (involving a drop structure and other improvements to Channel Road) has been engineered and is scheduled for completion in May 2000 as part of TransNet funds. This would prevent the areas located within the floodplain to be subject to flooding.

Noise

The No Development Alternative would not result in any new uses that would contribute to noise increases in the project vicinity. This alternative would eliminate noise associated with construction activities as they would not be conducted.

Public Services

The No Development Alternative would not result in any new uses that would increase demand for public services, including police and fire protection services and schools, provided in the project area. Therefore, no impacts to public services would be created under this alternative.

Public Utilities

The No Development Alternative would not result in any new uses that would increase demand for public utilities, including electricity and natural gas supply, water, sewage disposal and solid waste disposal services. Therefore, no impacts to public utilities would be created under this alternative.

Aesthetics

The No Development Alternative would not result in any new construction. As a result, no changes in view of the project area from the surrounding uses would occur. The area would continue to appear visually blighted due to the mixture of poorly maintained properties and the extraction activities.

Cultural Resources

Because no new construction would take place under the No Development Alternative, archaeological and paleontological resources that may exist within the project area would not be

disturbed. Impacts to cultural resources associated with the proposed project would be eliminated under this alternative.

4.2.3 Conclusion

The No Development Alternative is not feasible or practical to implement. This alternative does not meet any of the goals and objectives of the proposed project. The parcels within the project area are privately owned, the project area is developed with industrial and commercial uses, and the project area is substantially surrounded by urban development. Therefore, it is neither feasible or practical to prohibit all future development. Moreover, this alternative would not meet the project objectives.

4.3 ANALYSIS OF THE NO PROJECT/EXISTING ENTITLEMENT ALTERNATIVE

4.3.1 No Project/Existing Entitlement Alternative Description and Setting

Under this alternative, the project area would retain the zoning and land use designations of the existing RiverWay Specific Plan (see Figure 1-5). This plan allows for the development of approximately 240 acres of industrial uses, 17 acres of commercial uses, and a total of 746 dwelling units. Additionally, the existing Specific Plan allows for the development of low intensity recreational uses and the creation of new wildlife habitat within the riverbed. In comparison to the proposed project, the existing Specific Plan allows 160 fewer acres of industrial uses, 6 fewer acres of commercial uses, and 241 more dwelling units than the proposed project.

4.3.2 Comparison of the Effects of the No Project/Existing Entitlement Alternative to the Proposed Project

Land Use and Planning

As with the proposed project, permitted uses under the existing Specific Plan would result in the conversion of existing residential uses, agricultural uses, and vacant land to higher intensity uses. Additionally, in areas currently used for mining and processing of aggregate materials, permitted uses would result in less impactful land uses, such as business parks, commercial, residential, or open space uses.

The RiverWay Specific Plan would avoid land use incompatibility issues between residential and industrial uses by limiting industrial uses in areas adjacent to residential areas and disallowing outdoor uses. However, industrial uses would still be allowed along Mast Boulevard and adjacent to two residential areas (Planning Areas I and II). This alternative would simply implement the Lakeside Community Plan/General Plan without requiring amendments. No land use or planning impacts are associated with this alternative.

Geological Issues

The existing Specific Plan would have similar geological issues as those identified for the proposed project. As with the proposed project, the potential exists for settlement hazards associated with development in alluvial areas under the existing Specific Plan. Extensive recompaction of soils may be required prior to development to ensure adequate foundation support. With implementation of appropriate engineering practices, erosion susceptibility would be moderate. The potential for liquefaction wherever unconsolidated soils overlay groundwater exists during seismic activity.

Water Resources

Similar to the proposed project, the construction of land uses allowed under the existing Specific Plan would potentially result in the temporary increases in turbidity or total suspended solids (TSS) within the project area or further downstream, which could result in a short-term significant impact to water quality. However, subsequent to the completion of construction activities, the relatively small developed portion of the project area, as compared to the entire watershed, is not anticipated to result in increased contaminants downstream of the project area. As a result, this alternative would not create a significant long-term impact to water resources.

Air Quality

Similar to the proposed project, vehicular emissions generated by uses allowed under this alternative would be the primary source of pollutants in the project vicinity. Emissions in the 1994 State Implementation Plan (SIP) revisions were based upon SANDAG growth forecasts, which were derived from county and city plans. Since the County's General Plan was amended to include the adoption of the RiverWay Specific Plan in 1990, the 1994 SIP revisions, in turn, took into account pollutant emissions associated with the RiverWay Specific Plan.

Since the No Project Alternative would maintain the existing Specific Plan, which was included in the projections considered in the County's Regional Air Quality Strategy (RAQS), and the 1994 SIP revisions, this alternative is not anticipated to adversely impact air quality.

Transportation/Circulation

As previously estimated in the EIR for the Riverway Specific Plan, the existing Specific Plan would generate approximately 37,602 daily trips; this is approximately 1,768 trips less than the those estimated for the proposed project. However, similar to the proposed project, increasing the average daily traffic at local intersections and roadways would significantly impact the existing road network and traffic.

Biological Resources

The no project alternative assumes that conditions would remain as they are in terms of potential impacts to the project site. The potential impacts would remain as described in the descriptions of general and area specific impacts above. The primary difference being that under the existing RiverWay Specific Plan, the planning buffer remains in place, and the revegetation requirements

within the floodway remain in place. With respect to biological resources, the no project alternative is preferred over the proposed project.

Hazards

Similar to the proposed project, public exposure to hazardous materials and/or wastes associated with existing site conditions may occur during project construction. Because new development under the existing entitlements would be similar to the proposed project, site disturbance to existing contaminated soils would still be significant. However, as with the proposed project, this impact would be reduced to a less than significant level with the implementation of the mitigation measure listed in Section 2.7.

This alternative would not allow new uses to be developed within the 100-year floodplain prior to the development of flood control structures; therefore, no significant impacts associated with flooding have the potential to occur.

Noise

Similar to the proposed project, noise impacts for the project area would result from traffic-generated noise and activities associated with industrial and commercial uses. Wherever residential development is proposed directly adjacent to future commercial or industrial uses, buffer zones and/or the use of barriers may be required to ensure acceptable noise levels.

Noise levels are expected to slightly increase in the project area as a result of traffic generated by this alternative. However, similar to the proposed project, this increase is not estimated to be measurable and would not be perceptible; therefore, no significant noise impacts are anticipated with implementation of site-specific mitigation measures.

Public Services

Similar to the proposed project, development of land uses allowed under the existing Specific Plan would significantly increase demand for public services, including fire protection, emergency services, police protection, and schools. These services would have to be expanded in proportion to increased population generated by the development of new uses in the project area. This would result in a significant impact to public services, particularly fire and police protection.

Public Utilities

Similar to the proposed project, development of land uses allowed under the existing Specific Plan would significantly increase demand for public utilities, including electricity, natural gas, water and wastewater services, and solid waste collection. Electricity, natural gas, and solid waste collection services are not anticipated to be significantly impacted as these utility providers are able to accommodate increased demand and to continue servicing the project area based on local demand.

Wastewater service would have to be expanded in proportion to increased population generated by the development of new uses in the project area. This would result in a significant impact to this service. However, no development would be permitted unless adequate water and wastewater capacity can be made available to serve the proposed uses. As a result, future development would not create a significant impact to wastewater services.

Aesthetics

Similar to the proposed project, the existing Specific Plan would enhance the scenic quality of the project area as currently mined lands would be transformed into an environmentally sensitive flood control channel with new riparian vegetation. As with the proposed project, development of land uses allowed under the existing Specific Plan would be required to conform to the Lakeside Design Guidelines. Additionally, the RiverWay Specific Plan Design Guidelines will remain applicable and will ensure that no significant visual impacts will occur through development on adjacent lands. These guidelines are site-specific to the USDRIP site and would be superior to the more general guidelines contained in the Lakeside Community Plan. The RiverWay guidelines are specifically tailored to address architecture, project gateways, streetscape, and guidelines for improvement of the river corridor in the USDRIP area. This alternative would avoid adverse aesthetic impacts associated with development of new industrial uses in the area and application of the more general Lakeside Design Guidelines.

Cultural Resources

Similar to the proposed project, the existing Specific Plan would not directly impact cultural resources within the project area as it does not propose any specific project. However, future development allowed by the Specific Plan would potentially affect cultural resource sites that may exist or have been documented in the project area. The areas most susceptible to project impacts are those in zones above the floodplain, where extensive subsurface disturbances, such as sand mining, are not conducted and where cultural resource sites have yet to be discovered. As a result, significant impacts to cultural resources may occur.

4.3.3 Conclusion

The No Project/Existing Entitlement Alternative does not implement two of the four project objectives: 1) to provide a greater range of uses, nor 2) eliminate County fund commitment to implement the Redevelopment Plan. The County is currently experiencing a shortfall in revenue to implement necessary road improvements, which becomes a major hindrance to the continuance of redevelopment activities under the existing Specific Plan. Coupled with the other constraints to development, such as weak market demand, egg ranch, and the time needed for land reclamation, the County has determined that it is more prudent at this time to cease redevelopment efforts and to restore private development potential through the removal of the Specific Plan and allowing development under the conventional zoning. The impacts of this alternative are substantially the same as the proposed action; however, since there are no means to implement mitigation measures that would reduce significant traffic impacts, they would remain unmitigable and unavoidable. With the exception of biological impacts, this alternative is not the environmentally preferred alternative. The No Project Alternative would be preferred over the No Development Alternative since the No Development Alternative is completely

infeasible and could not be implemented without a moratorium on new development or a transfer of ownership to a public entity.

4.4 ANALYSIS OF THE M52 BUFFER ALTERNATIVE

4.4.1 M52 Buffer Alternative Description and Setting

The M52 Buffer Alternative proposes to create a buffer, which would consist of lower impact industrial uses, between areas where higher intensity industrial uses are located adjacent to residential uses, as shown in Figure 4.5-1. Other uses that would be prohibited in the M52 zone without certain restrictions would be automotive repair and heavy equipment sales. The M52 zone would not allow storage of automobiles and equipment or scrap operations. These uses would be allowed in the M54 zone by right. This alternative would rezone approximately 24 acres to M52, which would create a buffer zone, measuring 200 feet from the property lines for the portion of Riverside Drive between Riverford Road and the Willowbrook Country Club and 200 feet from the property line of the parcel located south of Mast Boulevard. Additionally, this buffer zone would be placed approximately 600 feet of the length of the property immediately west of the Willowbrook Country Club, as shown in Figure 4.5-2.

Approximately 68 acres would be rezoned RS7, resulting in a maximum of 493 dwelling units (12 units less than the proposed project); approximately 24 acres would be rezoned to C36; approximately 4 acres would be rezoned to C34; and 34 acres would remain as they are now zoned under the RiverWay Specific Plan.

Similar to the proposed project, under this alternative, the "W" and "B" designators would be applied as proposed under the proposed action. The "W" Designator language in Section 5454 of the Zoning Ordinance would be modified to allow the Director of Public Works to waive building restrictions of the "W" Designator if the Director of Public Works determines the parcel is no longer subject to inundation due to the construction of flood control structures or facilities.

Similarly, Section 6878 of the Zoning Ordinance dealing with substitution and expansion of legal non-conforming uses in a Redevelopment Area would be repealed under this alternative.

4.4.2 Comparison of the Effects of the M52 Buffer Alternative to the Proposed Project

Land Use and Planning

Similar to the proposed project, the land use and zoning designations under this alternative would be consistent with the scale and type of development that exists in the project area today.

This alternative would not have an effect on the future implementation of the County-approved flood control channel improvements, and the project area would be subject to the "W" Designator. As a result, this alternative would not be in conflict with any of the floodplain policies and recommendations contained in the Lakeside Community Plan. The Lakeside Community Plan, Zoning Ordinance, and the Lakeside Design Guidelines would still apply to the USDRIP project area. Therefore, this alternative would not cause a significant conflict with adopted plans and goals; no significant impact would occur.

Additionally, the project area is already highly industrialized dominated by extraction activities and related land uses. Under the zoning proposed for this alternative, future industrial development and redevelopment in the M52 and M54 zones would allow a wide range of industrial uses, including light manufacturing and outdoor storage, as well as commercial sales and uses. Typically, industrial uses are a concern because they may create nuisance impacts to surrounding uses (particularly residential uses), including visual blight, noise, and light and glare. However, because the M52 zone area, as shown in Figure 4.5-2, would serve as a buffer between residential development and the land uses allowed in the M54 zones, land use compatibilities are improved. This results in a reduction of the potential for land use conflicts in those areas where the M54 zones are located adjacent to residential zones. For example, because outdoor storage is not permitted in the M52 zone, then surrounding residential uses at the Willowbrook Country Club and RS7 area would not be located in proximity to outdoor storage activities. The M52 and the width of Mast Boulevard would buffer the residential uses from industrial uses more so than the proposed project. The "B" Designator would also be implemented, as applicable in all commercial and industrial zones. Otherwise, the impacts identified in the proposed project are similar to those anticipated for this alternative.

Geological Issues

This alternative would not change any of the geological impacts identified for the proposed project. The potential for risks of injury and damages to structures in the project area also exists during project construction and during seismic events. However, as with the proposed project, these impacts would be reduced to less than significant levels upon compliance with the Uniform Building Code and the County of San Diego Grading Ordinance.

Water Resources

This alternative would not change any of the impacts to water resources identified for the proposed project. Impacts to groundwater and water quality would be the same as those identified for the proposed project. As with the proposed project, these impacts would be less than significant due to required compliance with the County of San Diego Stormwater Quality Management Ordinance and the National Pollutant Discharge Elimination System Permitting requirements.

Air Quality

Similar to the proposed project, sensitive receptors in the project vicinity could be affected by the increase in local pollutant levels due to construction-related activities. However, because construction-related emissions occur for a short-term, ceasing at the completion of construction activities, these emissions are not normally considered significant. As with the proposed project, implementation of this alternative is not anticipated to create a CO hot spot at local intersections and would not result in a significant long-term impact on air quality.

Transportation/Circulation

Because the land uses that would be allowed under this alternative are similar to those for the proposed project, traffic generation and distribution are anticipated to be the same as those estimated for the proposed project.

As with the proposed project, this alternative would result in eight intersections and five street segments in the project area and vicinity to be significantly impacted by the addition of traffic generated by the development of land uses allowed under this alternative. With the implementation of the mitigation measures identified in Section 2.1, traffic impacts would only be partially mitigated to below a level of significance. Because there are no means to implement these mitigation measures, traffic impacts would remain significant and unmitigable.

Biological Resources

For the evaluation of potential biological impacts, the M52 Buffer Alternative is identical to the proposed project. There will be no change in the potential biotic impacts to the project site based on the land use designations under this alternative because it is assumed that in either case the entire site would be impacted.

Hazards

Similar to the proposed project, public exposure to hazardous materials and/or wastes associated with existing site conditions may occur during project construction. Because new development under the M52 zone would be similar to the proposed project, site disturbance to existing contaminated soils could still be significant. However, as with the proposed project, this impact would be reduced to a less than significant level with the implementation of the mitigation measures listed in Section 2.7.

Additionally, this alternative would not substantially change the uses proposed in the project area or those that are currently allowed by the RiverWay Specific Plan. The uses that could potentially be located within the project area, including industrial and commercial uses, may also involve the use, handling, and transport of hazardous materials in compliance with applicable state, regional and local regulations associated with hazardous materials/waste. These hazardous materials/wastes could include gasoline and diesel fuel, solvents, motor oil and waste oil and other chemical substances used in industrial facilities.

Similarly, flood control projects and floodway improvements, including improvements to stabilize the river channel and provide for 100-year flood protection, along the San Diego River within the boundaries of the project area would continue to be implemented as part of this alternative. The flood control channel would create a beneficial impact, as it would prevent potential floods from occurring along this segment of the San Diego River by increasing the channel capacity to contain a 100-year flood. Additionally, special land use designators would be applied to portions of the project site. More specifically, the "W" Flood Control Channel Designator would be applied to areas subject to the 100-year floodplain. This designator restricts development within the 100-year floodplain prior to the development of flood control structures to prevent any development to be subject to a 100-year inundation. This eliminates any flood

hazards to any development that would be built within this the project area; therefore, no significant impacts associated with flooding are anticipated to occur.

Noise

Similar to the proposed project, this alternative would increase noise levels in the project vicinity to unacceptable levels intermittently during project construction for the duration of construction; this would occur for a short term and would not be considered a significant impact. Noise from operation of this alternative would result from traffic generated by the development of land uses allowed under this alternative, which is not anticipated to significantly increase noise levels in the project area. Development of the M52 buffer zone between the M54 zones and the residential areas would reduce noise impacts associated with industrial activities, particularly outdoor storage, which would not be allowed in the M52 zones.

Public Services

This alternative is anticipated to result in the same impacts to fire protection, emergency services, and police protection as the proposed project. Since this alternative would involve development of a smaller residential area (12 fewer units), the number of students that would be generated under this alternative would be incrementally less than the number of students that would be generated under the proposed project. However, because the schools serving the project area are currently operating over their capacities, any additional students generated under this alternative would result in a significant impact to school services. Public services would have to be expanded in proportion to increased population generated by the development of new uses in the project area. This would result in a significant impact, particularly to fire and police protection.

Public Utilities

Because the uses that would be allowed under this alternative are very similar to the proposed project, this alternative is anticipated to result in the same impacts to public utilities, including electricity and natural gas, water and sewer services, and solid waste collection services, as the proposed project. Electricity, natural gas, and solid waste collection services are not anticipated to be significantly impacted as these utility providers are able to accommodate increased demand and to continue servicing the project area based on local demand.

Wastewater service would have to be expanded in proportion to increased population generated by the development of new uses in the project area. This would result in a significant impact to this service. However, no development would be permitted unless adequate water and wastewater capacity can be made available to serve the proposed uses. As a result, future development would not create a significant impact to wastewater services.

Aesthetics

Similar to the proposed project, this alternative would result in the redevelopment of the project area with new industrial uses to replace mining operations. New industrial uses may include any of the uses allowed under the M52 and M54 zones. However, outdoor storage is not permitted in

the M52 zone so screening techniques, although still required, would not have to be used to the same extent as in the M54 zone to hide aesthetically offensive outdoor storage. Instead, all storage would be enclosed with less potential for blight.

The project would improve the aesthetic quality of the project area because new development would replace mining operations. New development would be compatible with existing industrial uses because the project would allow industrial uses similar to those already existing in the area, and the Lakeside Design Guidelines would apply to the new commercial and industrial development. Impacts are not considered significant. Additionally, development of the M52 buffer zone between the M54 zone and the residential areas would reduce visual impacts associated with industrial uses, particularly outdoor storage, which would not be allowed in the M52 zones.

Cultural Resources

Similar to the proposed project, this alternative would have the potential to encounter isolated archaeological deposits, which would represent a potentially significant impact. However, as with the proposed project, impacts to cultural resources would be reduced to less than significant levels with the implementation of the RPO and mitigation measures in Section 2.5.

4.4.3 Conclusion

The environmental impacts associated with this alternative are similar to the proposed action. Table 4-1 compares this alternative to the other alternatives. This alternative meets the goals and objectives of the proposed project and reduces some impacts, including noise and aesthetics, by providing a buffer zone between the M54 zones and the residential uses. This alternative, therefore, better meets Project Objective No. 3 “to ensure compatibility of zone and General Plan designation changes with adjacent existing residential uses.”

4.5 ANALYSIS OF THE LAKESIDE PLANNING GROUP ALTERNATIVE

4.5.1 Lakeside Planning Group Alternative Description and Setting

Similar to the proposed project, the Lakeside Planning Group Alternative would also remove the Specific Plan land use designation and zoning from the USDRIP site and replace them with conventional zoning. However, the zones proposed for this alternative differ from the proposed project (Figure 4.5-1 and Table 4.5-1). The flood control channel area would be zoned S80 (Open Space Use) instead of M54. This zone would allow uses that have a minimal impact on the natural environment, or those that would be compatible with the hazards, resources, or other restrictions within the flood control channel area. This alternative would also replace the M54 General Impact Industrial zone proposed on the western half of the site with M52 Limited Industrial. The primary difference between these industrial zones is that the M52 zone requires all uses to be conducted within buildings. Outdoor uses are only allowed if approved by a Major Use Permit. Other uses that would be prohibited in the M52 zone without certain restrictions would be automotive repair and heavy equipment sales. The M52 zone would not allow storage of automobiles and equipment or scrap operations. These uses would be allowed in the M54 zone by right. The M54 zone at the eastern end of the project area would be the same as the

proposed project. The M52 zone would also replace the RS7 zone proposed in the northwestern portion of the project area along El Nopal. Instead, a smaller area adjacent to the Lakeside Farms Elementary School along Riverside Drive would be zoned RS3. This area would allow approximately 29 dwelling units. The C36 General Commercial zone along Riverside Drive and Riverford Road would also be reduced in size and would not extend into the flood control channel area. All other aspects of the Lakeside Planning Group Alternative would be the same as the proposed project.

4.5.2 Comparison of the Effects of the Lakeside Planning Group Alternative to the Proposed Project

Land Use and Planning

Similar to the proposed project, the land use and zoning designations under this alternative would be consistent with the scale and type of development that exists in the project area today. This alternative would not have an effect on the future implementation of the County-approved flood control channel improvements, and the project area would be subject to the "W" Designator. As a result, this alternative would not be in conflict with any of the floodplain policies and recommendations contained in the Lakeside Community Plan.

The Lakeside Community Plan, Zoning Ordinance, and the Lakeside Design Guidelines would still apply to the USDRIP project area. Therefore, this alternative would not cause a significant conflict with adopted plans and goals; no significant impact would occur.

Additionally, the project area is already highly industrialized dominated by extraction activities and related land uses. Under the zoning proposed for this alternative, future industrial development and redevelopment in the M52 and M54 zones would allow a wide range of industrial uses including custom manufacturing as well as commercial sales and uses. However, as with the proposed project, these uses would be required to comply with County-imposed performance standards and site design requirements to reduce impacts to surrounding uses. The M52 zone does not allow outdoor storage and the condition where industrial uses are proposed near residential areas would not exist. This condition would further minimize the potential incompatibility with adjacent residential uses. However, the potential for community impacts is not considered significant for the project or for this alternative.

Build out of the M52 zone area in the northwestern portion of the project area would preclude agricultural operations on the prime agricultural land located there. However, the impact is not considered significant because the prime agricultural land is already developed with residential uses, is small in size (about 20 acres), is isolated and surrounded by urban uses, and is not used for crop production.

Geological Issues

This alternative would not change any of the geological impacts identified for the proposed project. The potential for risks of injury and damages to structures in the project area also exists during project construction and during seismic events. However, as with the proposed project,

these impacts would be reduced to less than significant levels upon compliance with the Uniform Building Code and the County of San Diego Grading Ordinance.

Water Resources

This alternative would not change any of the impacts to water resources identified for the proposed project. Impacts to groundwater and water quality would be the same as those identified for the proposed project. As with the proposed project, these impacts would be less than significant due to required compliance with the County of San Diego Stormwater Quality Management Ordinance and the National Pollutant Discharge Elimination System Permitting requirements.

Air Quality

Similar to the proposed project, sensitive receptors in the project vicinity could be affected by the increase in local pollutant levels due to construction-related activities. However, because construction-related emissions occur for a short-term, ceasing at the completion of construction activities, these emissions are not normally considered significant. As with the proposed project, implementation of this alternative is not anticipated to create a CO hot spot at local intersections and would not result in a significant long-term impact on air quality.

Transportation/Circulation

Because the land uses that would be allowed under this alternative are similar to those for the proposed project, traffic generation and distribution are anticipated to be the same as those estimated for the proposed project.

As with the proposed project, this alternative would result in eight intersections and five street segments in the project area and vicinity to be significantly impacted by the addition of traffic generated by the development of land uses allowed under this alternative. Because there are no means to implement these mitigation measures, traffic impacts would remain significant and unmitigable.

Biological Resources

For the evaluation of potential biological impacts, the Lakeside Planning Group Alternative is nearly identical to the proposed project. The one exception is on the five-acre parcel near the center of the site, which is described below.

The northwest corner parcel, designated as Planning Area I, single family residential in the RiverWay Specific Plan. The Lakeside Planning Group proposed land use zone designates this parcel as M52, Industrial. There will be no change in the potential biotic impacts to this area based on these land use designations because it is assumed that in either case the entire site would be impacted.

The Lakeside Sanitation District parcel in the southwest corner of the site is designated as Planning Area VIII, Industrial, in the RiverWay Specific Plan, the site would be designated as

M52 Industrial under the Lakeside Planning Group Alternative proposed zoning. There would be no change in potential impacts based on changes in proposed land uses.

The RiverWay Specific Plan designates the five-acre parcel that is presently occupied by a large pond that supports some willows along its margins, Planning Area XX, Flood Plain. The Lakeside Planning Group proposed land use zones designates most of this site as floodway. It appears that this alternative would preserve most of the existing riparian resource on this parcel. The impact would be approximately the same as with the existing Specific Plan.

The 16-acre area east of the Willowbrook Golf Course is designated in the RiverWay Specific Plan as Planning Area XV, Industrial. The Lakeside Planning Group proposed land use is designated as M54 Industrial. There would be no change in potential impact based on the proposed project.

The five acres of disturbed ruderal habitat in the northeast corner of the site is designated as Planning Area XII, Industrial in the RiverWay Specific Plan, and as floodway in the Lakeside Planning Group proposed plan. Based upon the known existing conditions, it is assumed that the existing developed area and ruderal uplands would actually remain out of the floodway. It is assumed that implementation of the Lakeside Planning Group Alternative would have very little effect on this portion of the project site.

There are two other potential impacts of the Lakeside Planning Group proposed alternative. The first would be the removal of the Planning Buffer zone around the preserved/restored riparian habitat along the floodway. This buffer is currently planned as a 50-foot wide zone where no building would be allowed. If the Specific Plan is removed, building could be permitted up to the edge of the biological buffer zone, which includes the floodway and its banks.

The other impact would be a substantial reduction in the revegetation requirements for the floodway in the Calmat property. The RiverWay Specific Plan includes substantial revegetation and riparian habitat creation in this area. The Calmat reclamation plan is quite limited in this regard.

Hazards

Similar to the proposed project, public exposure to hazardous materials and/or wastes associated with existing site conditions may occur during project construction. However, as with the proposed project, this impact would be reduced to a less than significant level with the implementation of the mitigation measure listed in Section 2.7.

Additionally, this alternative would not substantially change the uses that would be allowed in the project area from those that are currently allowed by the RiverWay Specific Plan. The uses that could potentially be located within the project area, including industrial and commercial uses, may also involve the use, handling, and transport of hazardous materials in compliance with applicable state, regional and local regulations associated with hazardous materials/waste. These hazardous materials/wastes could include gasoline and diesel fuel, solvents, motor oil and waste oil and other chemical substances used in industrial facilities.

Similarly, flood control projects and floodway improvements, including improvements to stabilize the river channel and provide for 100-year flood protection, along the San Diego River within the boundaries of the project area would continue to be implemented as part of this alternative. The flood control channel would create a beneficial impact, as it would prevent potential floods from occurring along this segment of the San Diego River by increasing the channel capacity to contain a 100-year flood. Additionally, special land use designators would be applied to portions of the project site. More specifically, the "W" Flood Control Channel Designator would be applied to areas subject to the 100-year floodplain. This designator restricts development within the 100-year floodplain prior to the development of flood control structures to prevent any development to be subject to a 100-year inundation. This eliminates any flood hazards to any development that would be built within this the project area; therefore, no significant impacts associated with flooding are anticipated to occur.

Noise

Similar to the proposed project, this alternative would increase noise levels in the project vicinity to unacceptable levels intermittently during project construction for the duration of construction; this would occur for a short term and would not be considered a significant impact. Noise from operation of this alternative would primarily result from traffic generated by the development of land uses allowed under this alternative, which is not anticipated to significantly increase noise levels in the project area.

Noise impacts associated with industrial uses adjacent to the small residential area located near the northeastern corner of the project site are not anticipated to be significant because Riverside Drive separates the industrial from the residential areas. The physical separation between these uses would be expected to reduce the noise levels to acceptable levels.

Commercial uses generate increased noise levels predominantly associated with loading. The "B" Designator will be used to establish community design guidelines, which includes siting, buffering, and landscaping between differing land uses. Because the "B" Designator will apply to all commercial uses, noise impacts, particularly to the residential area adjacent to commercial uses on the southern portion of the project site, will be reduced to below a level of significance.

Public Services

This alternative is anticipated to result in the same impacts to fire protection, emergency services, and police protection as the proposed project. Since this alternative would involve development of a smaller residential area, the number of students that would be generated under this alternative would be less than the number of students that would be generated under the proposed project. However, because the schools serving the project area are currently operating over their capacities, any additional students generated under this alternative would result in a significant impact to school services. Public services would have to be expanded in proportion to increased population generated by the development of new uses in the project area. This would result in a significant impact, particularly to fire and police protection.

Public Utilities

Because the uses that would be allowed under this alternative are very similar to the proposed project, this alternative is anticipated to result in the same impacts to public utilities, including electricity and natural gas, water and sewer services, and solid waste collection services, as the proposed project. Electricity, natural gas, waste collection services are not anticipated to be significantly impacted as these utility providers are able to accommodate increased demand and to continue servicing the project area based on local demand.

Wastewater service would have to be expanded in proportion to increased population generated by the development of new uses in the project area. This would result in a significant impact to this service. However, no development would be permitted unless adequate water and wastewater capacity can be made available to serve the proposed uses. As a result, future development would not create a significant impact to wastewater services.

Aesthetics

Similar to the proposed project, this alternative would result in the redevelopment of the project area with new industrial uses to replace mining operations. New industrial uses may include any of the uses allowed under the M52 and M54 zones. Because outdoor storage is not allowed in the M52 zone, the potential for outdoor storage of automobiles, equipment, lumber, and manufactured products would be eliminated. Although unsightly uses may be proposed in the M52 zone (warehouse for example), implementation of the Lakeside Design Guidelines would minimize visually offensive uses and design.

The project would improve the aesthetic quality of the project area because new development would replace mining operations. New development would be compatible with existing industrial uses because the project would allow industrial uses similar to those already existing in the area, and the Lakeside Design Guidelines would apply to the new commercial and industrial development. Impacts are not considered significant.

Cultural Resources

Similar to the proposed project, this alternative would have the potential to encounter isolated archaeological deposits, which would represent a potentially significant impact. However, as with the proposed project, impacts to cultural resources would be reduced to less than significant levels with the implementation of the RPO and mitigation measures in Section 2.5.

4.5.3 Conclusion

The environmental impacts associated with noise, land use, and aesthetics are reduced for this alternative; however, the remaining impacts are similar to the proposed project. This alternative meets the majority of the goals and objectives of the proposed project. Although the Lakeside Planning Group Alternative is environmentally superior to the proposed project, it is not preferred over the Specific Plan Amendment Alternative since the Specific Plan Amendment Alternative also reduces impacts to noise, biology, land use, aesthetics, and water quality because it retains the revegetation plan and planning buffer for the river, disallows the more

impactive uses, retains the Specific Plan Design Guidelines and institutes standards of review for the protection of water quality.

4.6 RIVERWAY SPECIFIC PLAN AMENDMENT ALTERNATIVE

4.6.1 RiverWay Specific Plan Amendment Alternative Description and Setting

Under this alternative, the RiverWay Specific Plan would be amended to allow a greater range of uses than those that are currently allowed under the current Specific Plan. The proposed amendment to the Specific Plan would allow almost the full range of uses that are found in the C36, M52 and M54 Zones; however, some uses that would be prohibited include crematoriums, drug paraphernalia shops, adult entertainment establishments, and mini-warehouses, as well as farm equipment sales and rentals in the western end of the project site. The S-88 Specific Planning Areas, as amended, would be used to implement the land uses in all of the RiverWay Specific Planning Areas.

Industrial uses, generally allowed by right or permit within the M52 or M54 zones, would be allowed consistent with the Industrial, S-88 (Modified M52) or (Modified M54) zones as proposed in the RiverWay Specific Plan Amendment. The amendment would allow open storage, by right, up to 10 percent of the total square footage of the ground floor(s) of all buildings on the property, which would be expandable up to 50 percent with a Minor Use Permit. The amendment would also allow accessory vehicle parking (i.e., delivery trucks, etc.) up to a maximum of 50 percent of the total square footage of the ground floor(s) of the building.

Two parcels south of State Route 67 that never carried the S88 Specific Plan Zone would be zoned S88 and would allow modified C36 commercial uses. One parcel, approximately 10 acres in area, is currently zoned C36 and would become S88. The other parcel, a little over an acre in area, is currently zoned A72 and would be rezoned to S88 as well. North of State Route 67 the San Diego River, which has been zoned S80 (Open Space) through the project area, would be rezoned to S88 (Specific Plan), a zoning that would limit future allowable land uses within this portion of the river due to the ability to limit uses within a specific plan area.

Amendments would be required to RPO, BMO, and the Zoning Ordinance. RPO would be amended to remove the Cultural Resources exemption that currently exists for the USDRIP area. Similarly, the BMO would be amended to remove all exemptions to the BMO in the USDRIP area. The amendments to the Zoning Ordinance would consist of the repeal of Section 6878, which currently allows a use that has become non-conforming, as the result of a rezone associated with a redevelopment project, to be expanded or substituted for any other use allowed in the previous zone by right or a Minor Use Permit. Section 6878 also allows, the substitution or expansion of use by a Minor Use Permit and entering into a participation agreement with the Redevelopment Agency. The Zoning Ordinance Amendment would also amend Section 5454 (the "W" Flood Control Channel designator) to allow the Director of Public Works to waive certain development restrictions when the property is no longer in the flood plain. The Flood Channel Special Area Regulation (W) and the S-88 Specific Plan Use Regulation would be applied to land permanently reserved for conveyance of the 100-year flood. The Specific Plan amendment would require amendment of the General Plan to delete references to the

Redevelopment Plan and Agency from the Lakeside Community Plan to make it consistent with the amended Specific Plan.

4.6.2 Comparison of the Effects of the RiverWay Specific Plan Amendment Alternative to the Proposed Project

Land Use and Planning

Almost the full range of uses allowed in the C36, M52, and M54 zones would be allowed, with certain limitations, after amendment of the RiverWay Specific Plan. Open storage would be allowed, by right, up to 10 percent of the total square footage of the ground floor(s) of all buildings on the property, which would be expandable up to 50 percent with a Minor Use Permit. The Specific Plan provides a reclamation process and design by which the mined lands will be rehabilitated to restore the San Diego River with riparian vegetation and allow future industrial development. The San Diego River would retain the "W" designator and the S-88 Specific Plan Use instead of M54 as proposed, which would limit future development within the river 100-year floodplain. The Specific Plan Amendment would require compliance with the BMO, and the RPO would be amended to remove the Cultural Resources exemption that currently exists for the USDRIP area.

Because the project includes minor amendments to the existing Specific Plan and these amendments are considered beneficial, there would be no conflicts with adopted plans or goals. The project's proposed land uses are very similar to those under the adopted Specific Plan. There would be no land use compatibility constraints because the buffering is required at the site design phase between industrial and residential uses (see Section 6.1.1). The Specific Plan Amendment Alternative is better than the other alternatives evaluated. No significant land use impacts are associated with this alternative.

Geological Issues

The amended Specific Plan would have similar geological issues as those identified for the proposed project. As with the proposed project, the potential exists for settlement hazards associated with development in alluvial areas under the existing Specific Plan. As with the proposed project, the potential for liquefaction wherever unconsolidated soils overlay groundwater exists during seismic activity. Alluvial deposits, such as those that occur on the site, may require extensive recompaction during development to avoid potential structural failure or damage to buildings and streets from settlement or expansion of these soils. The impact that structural failure and/or damage to buildings and streets poses to building occupants and the public would be less than significant provided the soil is adequately prepared prior to building construction.

Water Resources

Similar to the proposed project, the Specific Plan Amendment Alternative would be subject to the extensive laws and regulations protecting water resources. A brief discussion of some of these laws and regulations is outlined in Section 6.1.5 below. The amended Specific Plan would have similar water quality issues to those identified for the proposed project.

Impacts from Construction Activities

The construction of the land uses allowed under the amended Specific Plan would potentially result in the temporary increases in turbidity or total suspended solids (TSS) within the project area or further downstream, which could result in a short-term significant impact to water quality. However, because the County has recently established requirements for implementing erosion control measures through the use of Best Management Practices (BMPs) under the authority of the Grading Ordinance, this potential impact to water quality is reduced to below a level of significance. These BMPs are designed to reduce impacts from erosion to the maximum extent practicable, and as such, construction activities are not anticipated to cause substantial impacts to water quality.

In addition to those erosion control measures, any construction activities encompassing more than five (5) acres of soil disturbance would be required to comply with the NPDES General Permit for Storm Water Discharges Associated with Construction Activities (General Permit). Under the requirements of the General Permit, any project meeting the 5-acre threshold would be required to develop and implement a Storm Water Pollution Prevention Plan (SWPPP) which specifies Best Management Practices (BMPs) that will prevent all construction pollutants from contacting storm water, with the intent of keeping all products of erosion from moving off-site into receiving waters. In addition, the General Permit requires that projects eliminate or reduce all non-storm water discharges. As a result of these requirements, the construction of individual land uses allowed under the amended Specific Plan is not expected to create a significant long-term impact to surface water quality. Further, no impacts to groundwater resources, including drinking water, are expected from construction activities associated with land uses allowed under the amended Specific Plan. These activities are not anticipated to rely on groundwater since water services is readily available in the Project Area. Further construction activities will not interfere with groundwater recharge in the area because the river is the primary source of groundwater recharge, and no diversion of water from the river is proposed under the land uses allowed under the amended Specific Plan Alternative.

Impacts from Commercial/Industrial Activities

Development of land uses allowed under the amended Specific Plan and by right would result in increased impervious surfaces in the project area, which, in turn, would result in increased surface water runoff. Typical urban pollutants usually come from automobile use, oil and gas residue, fertilizer/pesticide/herbicide use, animal waste, and the inadequate storage and handling of materials. These pollutants would have the potential to enter the storm drain system or percolate through permeable surfaces to significantly impact water quality and groundwater resources in the area.

Under this alternative, the RiverWay Specific Plan would be amended to include Development Review Procedures (DRPs) that would require all proposed land development activities be subject to design review for the implementation of design elements which would control stormwater runoff from both commercial and industrial property. The implementation of these DRPs was included in the amended Specific Plan in response to concerns from the community and other interest groups. The design elements would include physical BMPs such as retention basins, oil/water separators, vegetated swales, and the use of non-pervious materials to minimize

off-site stormwater flow. In addition, consideration would be given to project-specific pollutants when appropriate.

Development of land uses allowed under the amended Specific Plan and by right include industrial activities which would be subject to the industrial permitting requirements under the NPDES permitting system. As discussed in Chapter 6.1.5, industrial activities subject to the Industrial Permit are required to identify and evaluate sources of pollution that could affect the quality of stormwater discharges from industrial activities, identify and implement BMPs to reduce or prevent pollutants in stormwater discharges, and monitor stormwater discharges to ensure protection of water quality and compliance with the industrial permit. Further, any development allowed under the proposed project would be required to comply with the County of San Diego Stormwater Quality Management Ordinance. Compliance with these requirements, as discussed in Chapter 6.1.5 below, is expected to preclude impact to water resources from industrial and commercial activities within the project area.

Industrial activities allowed under the amended Specific Plan may use and store hazardous materials on-site, including gasoline and diesel fuel. Hazardous materials use, storage, and transport which may occur in the project area is regulated, and subject to permitting by State and County agencies. The requirements under these regulations specify engineering design considerations to protect soil, groundwater, and surface water contamination by poor hazardous materials handling and storage activities. Such design considerations include the use of double-walled, underground tanks, oversized containment basins for above ground storage, and monitoring activities. Leaking underground storage tanks from offsite facilities has resulted in contamination of local groundwater sources. However, these tanks were older, single-walled tanks, which were not built to current standards. All new projects within the project area which use and handle hazardous materials, including storage in underground tanks, would be required to comply with current regulations. As such, potential impacts from potential use and storage of hazardous materials are expected to be less than significant.

Development of the land uses allowed under the amended Specific Plan, and by right, is not anticipated to deplete groundwater resources; since land uses that could be developed in the project area may include light manufacturing and outdoor storage, which are not heavy water users and are not anticipated to impact groundwater supply. Further, the availability of water from local water districts serving the project area precludes the need for dependency on groundwater in the project area. No projects allowed under the amended Specific Plan are expected to divert water from the San Diego River, nor develop within the river channel. Since the primary recharge of the groundwater basin is through streambed infiltration along the San Diego River, projects allowed under the amended Specific Plan are not expected to impede or significantly alter groundwater recharge in the basin.

Some land uses allowed under the amended Specific Plan, and by right, may fall into the category of potentially contaminating activities (PCAs) under the State Drinking Water and Assessment Act. Among these are industries which may use and/or store hazardous materials on-site, including gasoline and diesel fuel. Current regulation of hazardous materials, including the implementation of hazardous materials business plans, and emergency response plans are expected to minimize any potential impacts to water quality. Further, only one active well is currently utilized as a public, potable water source within the USDRIP area. This well (Lakeside

Well No. 5) is located upstream from the project area. Given the well's location, upstream from the project area, and the regulations concerning hazardous materials use and storage, minimal, if any, impact is expected to the well source. Other public water supply wells in the project area (Riverview wells) are currently not operating due to contamination of the groundwater from off-site sources. It is unknown if, or when, these wells will be operational. Riverview Water District staff, along with County, State, and Federal officials, are currently reviewing the situation, and attempting to clean up the contaminated water supply. Development of the land uses allowed under the amended Specific Plan, and by right, is not anticipated to adversely affect the clean-up efforts, since existing and future activities would be subject to compliance with the regulatory framework for handling of hazardous substances.

Development of any of the land uses allowed under the amended Specific Plan, and by right is not anticipated to cause flooding in the area; potential hazards of flooding associated with the San Diego River are discussed in Section 2.7, Hazards.

It should be recognized that at a Plan to Plan level of analysis (RiverWay Specific Plan to the proposed amended Specific Plan), the physical impacts are similar because the amended Specific Plan would allow land uses that are substantially similar to those already allowed under the existing Specific Plan.

Air Quality

There are two major sources of air pollution: construction and operation. Construction impacts are associated with dust generated by demolition, earthmoving, excavation; hydrocarbon emissions from paints and asphalt; exhaust emissions from powered construction equipment; and motor vehicle emissions associated with construction activities. These construction impacts are limited in duration and are generally not significant. Project emissions include mobile source (vehicle) and stationary-source (electric and natural gas).

Similar to the proposed project, vehicular emissions generated by uses allowed under this alternative would be the primary source of pollutants in the project vicinity. Emission levels in the 1994 State Implementation Plan (SIP) revisions were based upon SANDAG growth forecasts, which were derived from county and city plans. Since the County's General Plan was amended to include the adoption of the RiverWay Specific Plan in 1990, the 1994 SIP revisions, in turn, took into account pollutant emissions associated with the RiverWay Specific Plan. As long as the proposed uses do not increase the emissions projected under the SIP, there would not be any significant stationary source impacts.

Since the RiverWay Specific Plan Alternative would allow development largely consistent with the existing Specific Plan, which was included in the projections considered in the County's Regional Air Quality Strategy (RAQS), and the 1994 SIP revisions, this alternative is not anticipated to adversely impact air quality.

Transportation/Circulation

As previously estimated in the EIR for the RiverWay Specific Plan, the existing Specific Plan at buildout would generate approximately 37,602 daily trips; this is approximately 1,768 trips less than the those estimated for the proposed project. The amendment of the Specific Plan would generate the same ADT as addressed in the Proposed Project because the Alternative proposes the same land uses resulting in the same trip generation. However, similar to the proposed project, increasing the average daily traffic at local intersections and roadways would significantly impact the existing road network and traffic.

- Lakeside Avenue/Valle Vista Road;
- Lakeside Avenue/Channel Road;
- Channel Road/Mapleview Street;
- Winter Gardens Boulevard/SR 67 northbound off-ramps;
- Woodside Avenue/Winter Gardens Boulevard;
- Woodside Avenue/Riverford Road; and
- Riverford Road/Highway 67 Southbound Ramps.

Additionally, the alternative would add traffic to the following three intersections already operating at poor LOS (LOS E or LOS F):

- Riverside Drive/Riverford Road/Mast Boulevard (LOS E) and
- Riverford Road/Woodside Avenue North (LOS E).
- Lakeside Avenue/SR 67 (LOS F)

Currently, roadway improvements at two of the intersections identified above are planned by the County of San Diego. These improvements are as follows:

1) Lakeside Avenue/Channel Road

Signalize and provide the following lane configurations:

- Northbound (Channel Road): two through and one right
- Southbound: one left and two through
- Westbound: one left and one right

2) Riverside Drive/Riverford Road/Mast Boulevard

Signalize and provide the following lane configurations:

- Northbound: two lefts, two through, and one right
- Southbound: one left, one through, and one through-right
- Eastbound: one left, two through, and two right
- Westbound: two lefts, two through, and one right

Based on the established thresholds of significance, the intersections identified above, with the exception of the intersections of Lakeside Avenue/Channel Road and Riverside Drive/Riverford Road/Mast Boulevard, would be significantly impacted by project alternative-generated traffic.

The results indicate that the following street segments would operate from acceptable LOS D or better to LOS E with the addition of project alternative-generated traffic to the existing street system:

- Riverside Drive east of Riverford Road;
- Channel Road south of SR 67; and
- Woodside Avenue west of Winter Gardens Boulevard.

Additionally, the alternative project traffic would add to the following five street segments already operating at poor LOS (LOS E):

- Riverford Road north of Woodside Avenue
- Riverford Road south of Riverside Drive
- Lakeside Avenue east of Riverside Drive
- Channel Road south of Lakeside Avenue and
- Woodside Avenue west of Riverford Road.

Currently, roadway improvements at two of the street segments identified above are planned by the County of San Diego. These improvements are as follows:

- 1) Improve Lakeside Avenue to a four lane Collector Road from Riverside Drive to Channel Road.
- 2) Improve Channel Road to a four lane Collector Road from Lakeside Avenue to Woodside Avenue.

Based on the 2 percent established thresholds of significance, the street segments identified above, with the exception of the segments of Lakeside Avenue and Channel Road (south of Lakeside Avenue) would be significantly impacted by project alternative-generated traffic. In addition, Maplevue Street east of Channel Road would also be significantly impacted by project alternative-generated traffic as the volume to capacity (V/C) ratio for that street segment would be increased by 0.13, exceeding the 0.02 allowable increase due to project alternative-generated traffic.

The following intersections would operate at LOS F with the addition of the traffic from the amended Specific Plan. The following mitigation measures, recommended for the proposed project, would also be recommended for this alternative:

Intersections

- Lakeside Avenue/SR 67

Signalize the intersection

- Mapleview Street/SR 67

Provide the following lane configurations:

- Northbound: one left, two through, one right
- Southbound: one left, two through, one right
- Eastbound: one left, one through, one right
- Westbound: one left, one left-through, one right

- Winter Gardens Boulevard/SR 67 Northbound Off-Ramp

Signalize the intersection

- Lakeside Avenue/Valle Vista Road

Signalize and provide the following lane configurations:

- Southbound: one left and one right
- Eastbound: one left and two through
- Westbound: one right and two through

- Channel Road/Mapleview Street

Signalize and provide the following lane configurations:

- Northbound: one through and one through-right
- Southbound: one left and two through
- Westbound: one left and one right

- Woodside Avenue/Winter Gardens Boulevard

Modify approaches to accommodate the following lane configurations:

- Northbound: two lefts, one through and one through-right
- Southbound: two lefts, two through and one right
- Eastbound: one left, two through and one right
- Westbound: one left, two through and one right

- Woodside Avenue/Riverford Road

Modify approaches to accommodate the following lane configurations:

- Southbound: one left and one shared left-right
- Eastbound: two lefts and one through
- Westbound: two through and one right

- Riverford Road/SR 67 Southbound Ramps

Signalize and provide the following lane configurations:

- Northbound: one left and two through
- Southbound: two through and one right
- Westbound: one left-through and one right

- Woodside Avenue North/Riverford Road

Signalize and provide the following lane configurations:

- Northbound: one left and two through
- Southbound: one through and one through-right
- Eastbound: one left and one right

Street Segments

- Improve Riverford Road to a four lane Major Road from Woodside Avenue to Riverside Drive/Mast Boulevard.
- Improve Riverside Drive to a four lane Collector Road from Riverford Road to Lakeside Avenue.
- Improve Woodside Avenue to a four lane Collector Road from Winter Gardens Boulevard to Riverford Road.

While the construction of the required road improvements in the USDRIP area would reduce traffic impacts to below significant levels, and some of the required improvements are already included in the CIP, there is no guarantee that the remaining improvements would be constructed concurrent with need. The Redevelopment Agency does not generate adequate funding to implement the traffic improvements. Because there is no commitment of funds to finance the USDRIP road improvements, impacts remain significant and unmitigable.

Biological Resources

The RiverWay Specific Plan Alternative would result in similar impacts to those identified for the project. The primary differences between this alternative and the proposed project is that under the amended RiverWay Specific Plan: 1) the river would be zoned S88, with only a few non-impactive uses allowed; and 2) the implementation of the alternative will be subject to the BMO. Additionally, under this alternative, the planning buffer remains in place and the revegetation requirements within the floodway remain.

Significant biological impacts could occur from future development in areas that support wetlands, sensitive plant and animal species, and sensitive biological habitat. No specific development is proposed as part of this alternative. It is not possible to determine what specific impacts future projects could cause, how significant these impacts would be, or how to mitigate them, without knowing the specifics of project development. However, future development would be subject to the County BMO. The County BMO contains specific requirements for future development proposals that may impact biological resources including detailed site surveys to identify the presence of sensitive habitat or species, quantification of impacts to sensitive resources, and mitigation for any impacts. The BMO is a habitat-based mitigation regulation that requires mitigation for species-supporting habitat according to a tier-based system. The mitigation requirements vary by the quality of resources impacted and the sensitivity of a plant or animal population. Mitigation ratios are established for vegetation communities that exist on the USDRIP site including wetlands and coastal sage scrub. Wetlands are considered a

Tier I Vegetation Community which requires in-kind mitigation at replacement ratios varying from 1:1 to 3:1.

Future development that may be proposed in the project area under this alternative must comply with the BMO and other regulations discussed above designed to protect biological resources. Therefore, potential impacts to biological resources should not be significant, with the exception of wetland impacts associated with the County flood control plan because the project will be required to adhere to the County BMO.

This alternative is biologically superior to the proposed project because the alternative requires compliance with the County BMO. The following mitigation measures shall apply:

- Impacts to wetlands caused by the County flood control plan shall be mitigated in accordance with the County Biological Mitigation Ordinance.
- All wetland restoration, revegetation, and creation activities will be conducted within the San Diego River floodplain.
- Impacts to all wetland resources will be mitigated by creation and restoration of wetlands which replace the functions and values of the resources disturbed. For all impacts, there will be no net loss of wetland acreage in addition to a replacement of the functions and values.
- The mitigation plan must be prepared to the satisfaction of the Department of Planning and Land Use. In addition, appropriate wetland permits shall be obtained from the USACOE and the California Department of Fish and Game (CDFG). The project applicant shall also comply with all applicable permit requirements.

Hazards

Flood control projects and floodway improvements, including improvements to stabilize the river channel and provide for 100-year flood protection, along the San Diego River within the boundaries of the project area would continue to be implemented as part of the proposed alternative. The structures proposed under the adopted flood control plan would continue to be implemented under the proposed alternative and would act as "check dams" to dissipate the high energy water flows of major floods. These structures would also lower the level of the flood water and control the high velocity turbulence at the structures. Water flow between structures would be controlled with a slow velocity that would prevent significant erosion of the riverbed or banks. This would allow the existing floodway to be reshaped into a more natural, vegetated appearance along its banks and streambed as an alternative to construction of a concrete channel.

The project lies within the mapped dam inundation area for El Capitan and San Vicente reservoirs. The County has an Operational Area Emergency Plan in the event of a catastrophic failure of either reservoir. Both reservoirs are monitored to reduce flood danger during periods of peak flows and rainfall. Because all development would be located outside of the 100-year floodplain and the existence of the County's Operational Area Emergency Plans, there would be no significant impact. It should also be recognized that the proposed uses are similar to those in the adopted Specific Plan.

The RiverWay Specific Plan Alternative would not substantially change the types of uses that are currently allowed by the RiverWay Specific Plan. The uses that could potentially be located within the project area, including industrial and commercial uses, may also involve the use, handling, and transport of hazardous materials, which are regulated by applicable state, regional and local regulations associated with hazardous materials/waste. These hazardous materials/wastes could include gasoline and diesel fuel, solvents, motor oil and waste oil and other chemical substances used in industrial facilities.

The County Environmental Health Division issues permits to businesses for handling hazardous materials and requires these businesses to prepare Hazardous Materials Management Plans that detail hazards inventories, site layouts, training and monitoring procedures, and emergency response plans. Compliance with proper hazardous materials handling procedures would minimize the hazards to the public, particularly sensitive receptors such as schools and residences, to below a level of significance.

Because portions of the project area have been in industrial use for many years, hazardous contamination may be present on some properties from previous or current industrial activities. As new development projects are constructed, ground disturbance associated with demolition of existing structures and grading activities could disturb contaminated soils thereby potentially exposing construction crews and the general public to hazardous materials. This situation is considered significant.

The following mitigation measure will be required:

- Prior to issuing a discretionary grading permit on property previously used for industrial uses, a project-specific assessment of the site's condition and characteristics shall be required to determine the presence or absence of environmental contamination and concerns resulting from existing or prior uses. Each assessment shall identify measures, including site remediation, if necessary, to ensure that no public exposure to hazardous materials and/or waste would occur during project construction.

Reduction in Noise Due to Enclosed Uses

Similar to the proposed project, noise impacts for the project area would result from traffic-generated noise and activities associated with industrial and commercial uses. Noise associated with future industrial and commercial uses may decrease relative to the existing extractive uses. Wherever residential development is proposed directly adjacent to future commercial or industrial uses, buffer zones and/or the use of barriers may be required to ensure acceptable noise levels. Noise levels will be potentially reduced because much of the uses will be enclosed.

Noise levels are expected to slightly increase in the project area as a result of traffic generated by this alternative. However, similar to the proposed project, this increase is not anticipated to be measurable and would not be perceptible; therefore, no significant noise impacts are anticipated with implementation of the following mitigation measures.

- As a requirement of environmental review of any discretionary permit, any commercial and/or industrial use projects to be located adjacent to residential uses shall prepare a site-specific detailed noise study. These residential uses are located as follows:

- The northwestern portion of the site where Residential is located in proximity to the proposed Industrial, S-88 (Modified M52 or M54 Zone);
 - The northern portion of the site where the proposed Industrial, S-88 (M52 or M54 Zone) is located adjacent to existing residential uses, namely the Willowbrook Mobile Estates;
 - The northern portion of the site where Residential is located in proximity to Commercial; and
 - The southern pocket of the site where Residential is located adjacent to Commercial.
- The noise study shall evaluate specific activities to be conducted at the individual project sites to ensure that the projects conform to the property line noise regulations of the County's Noise Ordinance and, in particular, the sound level averaging provision of the Noise Ordinance. The noise study shall include site-specific mitigation measures, including building design and orientation, site layout, placement of noise-generating uses away from residential property lines, limitation of the hours of operation, placement of buffers, noise walls, setbacks, and berms/walls around heavy equipment, as needed.

Public Services

Fire Protection

Because the project would result in the need for additional staff and fire equipment to maintain the current level of service, which is already deemed inadequate by the Lakeside Fire Protection District, the proposed project would result in a significant impact to fire protection services. New development on the project site would generate new revenues (i.e., property tax) that could partially offset significant impacts to fire protection services. However, impacts to fire protection services would remain significant and unavoidable for the same reasons as discussed in Section 2.4.

It should be recognized that at a Plan to Plan level of analysis (RiverWay Specific Plan to the proposed Amendment), the physical impacts are similar because the project would allow land uses that are substantially the same as those already allowed under the existing Specific Plan. Therefore, implementation of the proposed project would not directly result in a net increase in demand for fire protection services when compared to the demand generated by the uses allowed under the existing RiverWay Specific Plan.

Police Protection

The alternative would require increases in law enforcement resources to meet the increased demand for services. The specific number of deputies and other sworn officers and associated equipment servicing the proposed project cannot be estimated until further review is conducted by the Sheriff's Department on a project by project basis. Mitigation is infeasible, and impacts would remain significant and unavoidable, for the same reasons as discussed in Section 2.4.

It should be recognized that at a Plan to Plan level of analysis (RiverWay Specific Plan to the proposed Amendment), the physical impacts are similar because the project would allow land uses that are substantially the same as those already allowed under the existing Specific Plan. Therefore, implementation of the proposed project would not directly result in a net increase in demand for police protection services when compared to the demand generated by the uses allowed under the existing RiverWay Specific Plan.

Schools

New development under the proposed alternative would contribute to the overcrowding of local schools within the two school districts serving the project area, which would result in a significant impact to school services. However, the developer fee that is required to be paid to both school districts would assist in providing adequate public school services and facilities concurrent with need, which may be done through the construction of new facilities or the modification of existing facilities; in some cases, school boundary changes are the means of providing adequate services and facilities, to reduce development impacts to school services to less than significant levels.

It should be recognized that at a Plan to Plan level of analysis (RiverWay Specific Plan to the proposed Amendment), the physical impacts are similar because the project would allow land uses that are substantially the same as those already allowed under the existing Specific Plan.

Public Utilities

Similar to the proposed project, development of land uses allowed under the amended Specific Plan Alternative would significantly increase demand for public utilities, including electricity, natural gas, water and wastewater services, and solid waste collection. Electricity, natural gas, and solid waste collection services are not anticipated to be significantly impacted as these utility providers are able to accommodate increased demand and to continue servicing the project area based on local demand.

Wastewater service would have to be expanded in proportion to increased population generated by the development of new uses in the project area. This would result in a significant impact to this service. As discussed in Section 6.0, a Master Plan update would be required prior to incorporation into the district. However, no development would be permitted unless adequate water and wastewater capacity can be made available to serve the proposed uses. As a result, future development would not create a significant impact to wastewater services. No mitigation would be proposed.

Aesthetics

The amended Specific Plan would enhance the scenic quality of the project area since currently mined lands within the flood control channel would be transformed into an environmentally sensitive area with new riparian vegetation. Development of land uses allowed under the amended Specific Plan would be required to conform to the RiverWay Specific Plan Design Guidelines, which will ensure that no significant visual impacts will occur through development on adjacent lands. The RiverWay guidelines are specifically tailored to address architecture,

project gateways, streetscape, and guidelines for improvement of the river corridor in the USDRIP area. This alternative would avoid adverse aesthetic impacts associated with development of new industrial uses in the area. Further, performance standards regarding screening of open space areas would be incorporated into the Specific Plan. The Specific Plan Amendment is environmentally superior to the proposed project.

Cultural Resources

Similar to the proposed project, the amended Specific Plan Alternative would not directly impact cultural resources within the project area as it does not propose any specific project. However, future development allowed by the Specific Plan would potentially affect cultural resource sites that may exist or have been documented in the project area. The areas most susceptible to project impacts are those in zones above the floodplain, where extensive subsurface disturbances, such as sand mining, are not conducted and where cultural resource sites have yet to be discovered. As a result, significant impacts to cultural resources may occur. Because future development will be required to adhere to RPO Cultural Resources requirements, these impacts are considered mitigable provided the following measures are implemented:

- As a condition of any Subdivision Map proposed for the northwest portion of the site, a monitoring or survey/monitor program would be required.
- For parcels located in the eastern portion of the site designated as Industrial or Commercial, the appropriate cultural resources program (monitoring or survey/monitor) identified in Figure 2.5-1, will be required as part of any development proposal.
- In the event that potentially significant resources are identified during cultural resource investigations, evaluation programs shall be implemented to assess resource significance and the need for mitigation, which may include avoidance and data recovery. These programs will be completed in accordance with the County guidelines for cultural resources surveys and mitigation. Artifacts collected during a data recovery plan for a cultural resources site determined to be significant according to CEQA and County significance criteria shall be curated in a qualified facility.
- In accordance with County Guidelines for the Implementation of the California Environmental Quality Act, all archaeological and cultural resource investigations shall be conducted by certified Society of Professional Archaeologists personnel. The results of these investigations shall be documented in reports acceptable to the County.

4.6.3 Conclusion

The environmental impacts associated with the RiverWay Specific Plan Amendment Alternative are similar to the proposed project. This alternative meets the goals and objectives of the proposed project and reduces impacts to biological resources, visual aesthetics, noise, land use, and water quality. This alternative, therefore, better meets Project Objective No. 3 "to ensure compatibility of zone and General Plan designation changes with adjacent existing residential uses." Therefore, this would be considered an environmentally superior alternative to the proposed project.

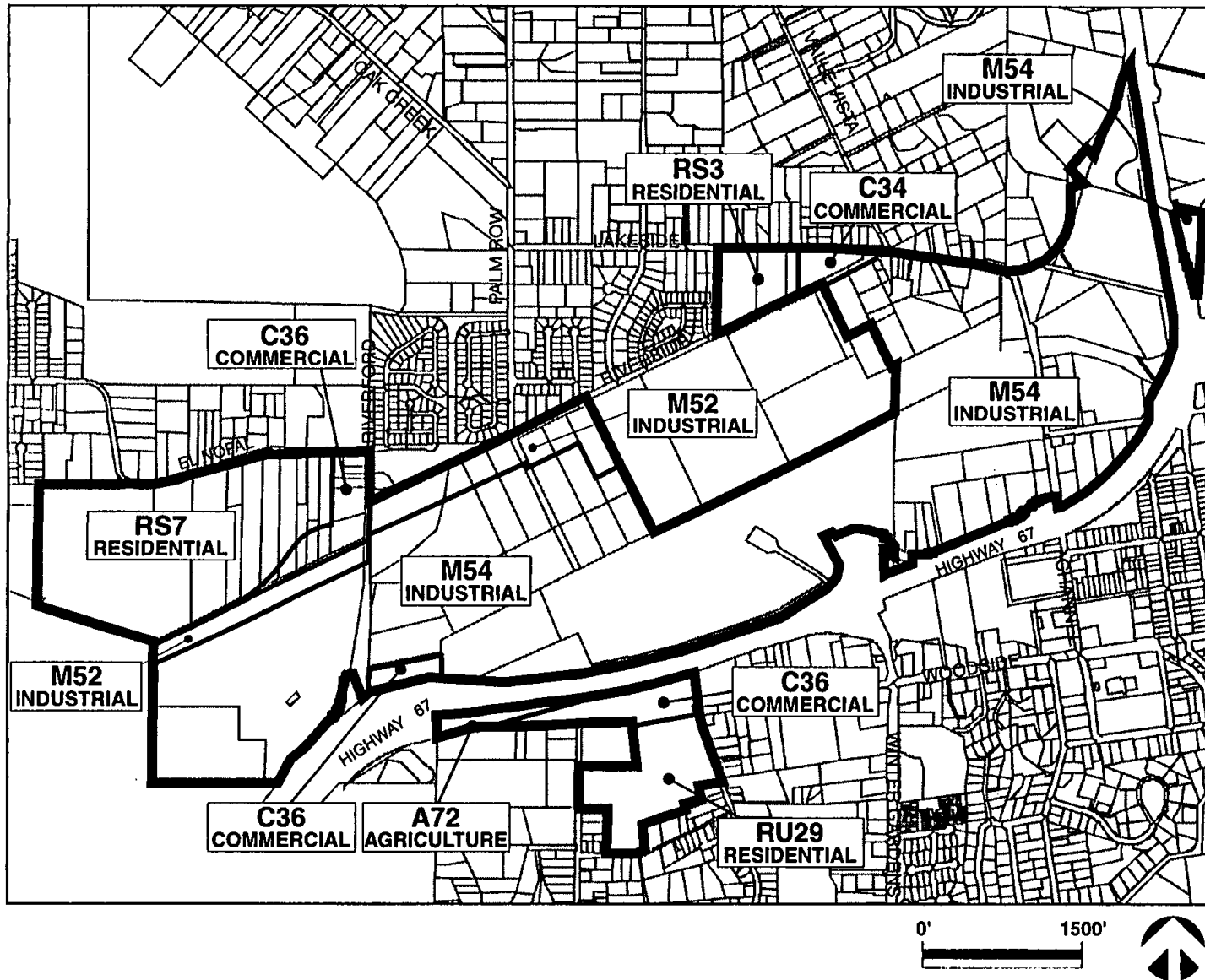


Fig. 4.4-1
M52 Buffer Alternative

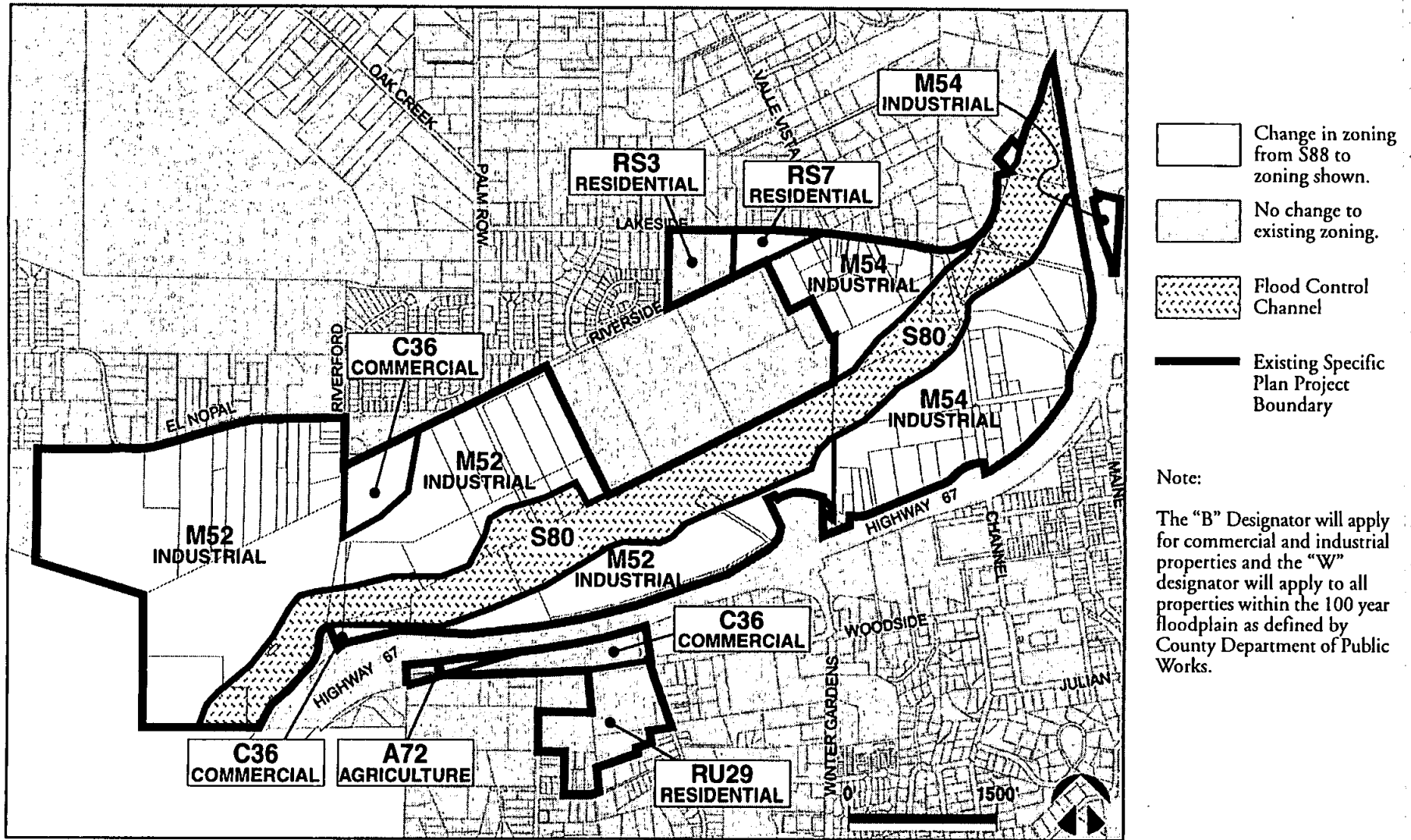


Fig. 4.5-1
Lakeside Planning Group Alternative

**TABLE 4-1
COMPARISON OF PROJECT AND ALTERNATIVES**

Alternatives	Issue Areas											
	Land Use	Geology	Water Resources	Air Quality	Transportation	Biological Resources	Hazards	Noise	Public Services	Public Utilities	Aesthetics	Cultural Resources
Proposed Project	Not Significant	Not Significant	Not Significant	Not Significant	Significant Unmitigable	Significant Mitigable	Significant Mitigable	Significant Mitigable	Significant Unmitigable for police and fire	Not Significant	Significant Mitigable	Significant Mitigable
No Development	No Impact	No Impact	No Impact	Not Significant	Not Significant	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
No Project	No Impact	Not Significant	Not Significant	Not Significant	Significant Unmitigable	Significant Mitigable	Significant Mitigable	Significant Mitigable	Significant, Unmitigable for police and fire	Not Significant	No Impact	Significant Mitigable
M52 Buffer	Not Significant, improved land use compatibility	Not Significant	Not Significant	Not Significant	Significant Unmitigable	Significant Mitigable	Significant Mitigable	Significant Mitigable, reduced noise impact	Significant, Unmitigable for police and fire	Not Significant	Significant Mitigable, reduced aesthetic impact	Significant Mitigable
Lakeside Planning Group	Not Significant, improved land use compatibility	Not Significant	Not Significant	Not Significant	Significant Unmitigable	Significant Mitigable	Significant Mitigable	Significant Mitigable, reduced noise impact	Significant, Unmitigable for police and fire	Not Significant	Significant Mitigable, reduced aesthetic impact	Significant Mitigable
RiverWay Specific Plan Amendment	Not Significant, improved land use compatibility	Not Significant	Not Significant	Not Significant	Significant Unmitigable	Significant Mitigable	Significant Mitigable	Significant Mitigable	Significant, Unmitigable for police and fire	Not Significant	Significant Mitigable, reduced aesthetic impact	Significant Mitigable

**TABLE 4.5-1
PROPOSED ZONES AND LAND USE DESIGNATIONS FOR THE
LAKESIDE PLANNING GROUP ALTERNATIVE**

Zone	Land Use Designation	Approx. Acres	Dwelling Units	Other Uses
RS7	(6) Residential	4	29	
C34	(13) General Commercial	0		
C36	(13) General Commercial	11		
M52	(15) Limited Impact Industrial	219		
M54	(16) General Industrial	104		
RS3*	(22) Public/Semi-Public	7		Elementary School
A72*	(22) Public/Semi-Public	2	1	
C36*	(13) General Commercial	9		
RU29*	(22) Public/Semi-Public	20		Middle School/Fire Station
S80	Open Space Use	155		
	Roads	21		
Total		552		

* No change to current zone.
All numbers are rounded.

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5.0 LONG-TERM ENVIRONMENTAL EFFECTS

5.1 GROWTH INDUCING IMPACTS

Section 15126(g) of the State CEQA Guidelines requires that an EIR evaluate the growth-inducing impacts of a proposed project. A growth-inducing impact is defined by the CEQA Guidelines as "the ways in which the proposed project could foster economic or population growth, ..., either directly or indirectly, in the surrounding environment." The CEQA Guidelines also require the analysis of those project characteristics that may encourage or facilitate activities that, either individually or cumulatively, will affect the environment.

Induced growth is any growth which exceeds planned growth and results from new development which would not have taken place without the implementation of the proposed project. Typically, the growth-inducing potential of a project would be considered significant if it results in growth or population concentration that exceeds those assumptions included in pertinent general plans, land use plans, or projections made by regional planning authorities. However, the creation of growth-inducing potential does not automatically lead to growth. Additionally, the CEQA Guidelines also state that the lead agency must never assume that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment.

The environmental effects of induced growth are secondary or indirect impacts of the proposed project. Secondary effects of growth could result in significant, adverse environmental impacts, which could include increased demand on community or public services, increased traffic and noise, degradation of air and water quality, and conversion of agricultural land and open space to developed uses.

Implementation of the proposed project is not considered growth-inducing because it would primarily involve zone reclassification, which would generally allow the same land uses within the project area as those that are currently existing and allowed under the RiverWay Specific Plan. The project site already contains industrial and commercial uses, which are concentrated within a core area around the river valley. The surrounding area is not conducive to industrial development because of the steep topography and lack of direct access off of SR 67. It is not anticipated that conversion of the sand and gravel operations to industrial development would cause growth in the surrounding area, but would encourage continued viability of the adjacent industrial and commercial uses. As a result, the net effect on regional growth associated with the implementation of the proposed project is not considered to be adverse or significant.

5.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES RESULTANT FROM PROJECT IMPLEMENTATION

CEQA §21100(f) and CEQA Guidelines §15126(e) require that an EIR analyze the extent to which the proposed project's primary and secondary effects would impact the environment and commit nonrenewable resources to uses that future generations will be unable to reverse.

Much of the project site has historically been mined for its aggregate resources and some portions of the river are still under active extraction for sand and gravel. Extraction has slowed recently because a majority of the sources have already been mined. Mining would continue as

long as economically viable. The removal of the Specific Plan may accelerate the development of the project area, but because the majority of the aggregate resources have already been extracted, development of the area would not result in a significant loss of mineral resources.

As discussed above, the proposed project would primarily involve zone reclassification, a process which would not directly impact the environment or commit nonrenewable resources. However, development that would be allowed under the conventional zoning would generate a demand for nonrenewable resources, including energy and water. Because the project area is already urbanized, substantial amounts of nonrenewable resources would not be required. The demand is not anticipated to be substantial enough to have a significant effect on the environment.

6.0 ENVIRONMENTAL EFFECTS FOUND NOT TO BE SIGNIFICANT

CEQA Guidelines §15128 requires the identification of impacts of a project that were determined not to be significant and that were not discussed in detail in the impact section of the EIR. Therefore, a brief discussion of environmental issues that were not found to be significant for this project is presented below.

6.1 EFFECTS FOUND NOT TO BE SIGNIFICANT AS PART OF THE EIR PROCESS

The following are the environmental issues that were found not to be significant:

6.1.1 Land Use and Planning

This section analyzes the effects of the project on existing land uses, adopted land use and environmental plans in and around the project area, and on community character. Information was derived from site reconnaissance and planning documents such as the Lakeside Community Plan, Zoning Ordinance, and Resource Protection Ordinance.

Existing Conditions

Existing Land Uses

Figure 6.1.1-1 illustrates the land uses that exist within and surrounding the project site. The project site is located in an urbanized area generally surrounded by an assortment of commercial, industrial, residential, and institutional uses. Several semi-rural residential communities surround the project site including Eucalyptus Hills, Blossom Valley, Flinn Springs, Winter Gardens and others. Dominant land uses in the area include the San Diego River, Highway 67, and sand and gravel mining activities.

The site's western boundary is the City of Santee's jurisdictional boundary. Single-family homes exist adjacent to Santee along El Nopal. An egg ranch and Christmas tree farm are located in the northwest portion of the site on El Nopal. Land uses transition to extraction and mining related businesses closer to the San Diego River. Aggregate mining activities occur along most of the San Diego River, although areas of high quality riparian habitat have regenerated in the northeast corner of the project area east of Channel Road. Mining-related uses exist along Riverside Drive and between the San Diego River and Highway 67 including concrete products manufacturing, heavy equipment rental and storage, building materials and supply stores, and construction and drilling materials storage.

Two schools exist in the project site: Lakeside Farms Elementary School on Lakeside Avenue and Lakeside Middle School on Woodside Avenue. A Lakeside Fire District fire station exists adjacent to the middle school on Riverview Avenue. Existing residential uses within the project area consist of approximately 32 single-family dwelling units, six duplexes, and a 60-space mobile home park located in the southeast portion of the site. The Willowbrook Country Club and a mobile home park are located along Riverside Drive outside the project boundaries. A gas

station and strip commercial uses exist at the northeast corner of Riverford Road and Riverside Drive and at Palm Row and Riverside Drive. El Capitan High School and two county parks are located east of Highway 67: Cactus County Park and Lindo Lake County Park.

Land Use and Zoning Designations

The project site is located in the Lakeside Community Planning Area and is designated (21) Specific Plan. The Lakeside Community Plan land use designations are depicted on Figure 6.1.1-2 for the project site and surrounding area. Surrounding land use designations consist of Residential to the north of the project site with densities ranging from 1 to 6 dwelling units per acre and lower density residential and agriculture zones further north in Lakeside Farms. General Commercial land exists at two locations along Riverside Drive. Land use designations are more mixed south of Highway 67 and consist of General and Service Commercial, and Residential at 24 and 43 dwelling units per acre.

Most of the project site is zoned S88 Specific Plan, with the exception of the San Diego River which is zoned S80 Open Space. The Lakeside Farms Elementary School is zoned RS3 Single Family Residential and the non-contiguous area of the project south of Highway 67 is zoned A72 Agriculture, C36 General Commercial, and RU29 Urban Residential. Zoning to the south of Highway 67 consists mostly of Urban Residential, General Commercial, and Heavy Commercial.

Land Use Regulations

Lakeside Community Plan. The RiverWay Specific Planning Area and USDRIP Redevelopment Plan goals are incorporated as part of the Lakeside Community Plan. The goals are as follows:

- To eliminate and prevent the spread of blight and to conserve, rehabilitate, and redevelop the project area in accordance with the Redevelopment Plan.
- To provide employment opportunities for the residents of the community.
- To encourage the cooperation and participation of residents, business persons, public agencies, and community organizations in the revitalization of the project area.
- To encourage private sector investment in the development of the project area.
- To improve the San Diego River Channel and eliminate flood hazards that constrain the development of various parcels in the project area, the cost of which cannot be borne by private enterprise alone.
- To facilitate the recycling of existing sand and gravel extraction activities to uses that are more environmentally sensitive and compatible with the riparian habitats in the project area.
- To implement a San Diego River Flood Control and Environmental Rehabilitation Plan that is consistent with the goals of the Army Corps of Engineers, the California Department of Fish and Game, the County of San Diego, project area property owners, and the community.

***ENVIRONMENTAL EFFECTS
FOUND NOT TO BE SIGNIFICANT***

- To provide for the enhancement and rehabilitation of the riparian habitat, especially as it relates to promoting recovery of the least Bell's vireo, a federally protected songbird.
- To provide additional recreation opportunities to the community within the constraints imposed by federal and state environmental agencies.
- To provide needed improvements to the community's educational and other facilities to better serve the project area.
- To promote public improvements and facilities which are sensitive to the unique environmental characteristics of the project area.
- To facilitate, if necessary, reparcelization of land into reasonably sized and shaped parcels served by an improved public infrastructure and public facilities.
- To expand the resource of developable land by obtaining, if necessary, underutilized land and making it available for development.
- To control unplanned growth by guiding new development to meet the needs of the community.
- To alleviate certain environmental deficiencies, including substandard vehicular and pedestrian circulation systems, insufficient off-street parking, and other similar public improvements.
- To achieve an environment reflecting a high level of concern for architectural, landscape, and suburban design principals appropriate to the goals of this Plan and applicable community plans.
- To make provisions for housing as is required by the Redevelopment Law to satisfy the needs and desires of the various age, income, and ethnic groups of the community, maximizing the opportunity for individual choice.
- To develop safeguards against noise and pollution to enhance future industrial/commercial activity in the project area.
- To coordinate revitalization efforts in the project area with other public programs of the County and surrounding community.

The Lakeside Community Plan also contains goals, policies, and recommendations relevant to each land use designation as well as to the floodplain of the San Diego River and sand and gravel extraction. The policies and recommendations are:

1. Improve natural drainage channels when it is necessary to protect life and property.
2. Encourage the utilization of the floodplains outside of the Current Urban Development Area for recreation, open space, agriculture, and planned extraction of natural resources.
3. Minimize flood hazards and public expense by discouraging fill and construction of permanent structures in floodplains while allowing channel improvement projects to take place.
4. Avoid the need for artificial drainage structures; utilize natural channels and streambeds, and recharge groundwater supplies with runoff and drainage.
5. Review technical data and onsite situations on a regular basis to note any changes in the status of the floodplain.
6. Design the use of floodways where public access is available so that all modes of recreational transportation will have an opportunity to enjoy this space.
7. Construct flood control works to adequately protect existing urban development, utilizing natural-appearing banks as much as possible.
8. Permit only controlled extraction operations which have a minimal adverse impact on the environment.
9. Extract sand and gravel in a way that minimizes any harm or disturbance to adjacent residents and properties.
10. Minimize dust, noise, traffic, unsightly views, accumulations of water, steep slopes, and safety and health hazards resulting from sand and gravel operations.
11. Recognize that extraction of sand and gravel is a long-term process. Allow extraction only on a controlled, coordinated basis and provided for the rehabilitation of worked-out areas.
12. Consider a system of recreational lakes outside of the floodway that could be created by extractive operations.
13. Protect areas designed in the plan for sand, gravel, and rock excavation from scattered and incompatible urban intrusion by applying extractive use regulations to such areas.
14. Plan the eventual rezone and reuse of the land containing this resource for agriculture, husbandry, recreation, open space, and as "made land" above the floodplain suitable for industry, commerce, or housing through reclamation plans.

Lakeside Design Guidelines. The Lakeside Design Guidelines apply to all commercial and industrial development within the Lakeside Community Planning Area including the project site. They also apply to multi-family and duplex residential development greater than 7.3 dwelling units per acre and certain types of Major Use Permits. Projects are evaluated by the Lakeside Design Review Board, an advisory citizens panel. The design guidelines address site design, architecture, signage, lighting, historic building preservation, and specific guidelines applicable to development type (e.g., commercial). Special environmental considerations, such as scenic roads, hillside development, and floodplain development are also addressed.

Resource Protection Ordinance (RPO). The project site is exempt from the County's RPO because it lies within the Upper San Diego River Improvement Project's redevelopment area boundaries (Article V.6 of RPO).

Zoning Ordinance. Under the RiverWay Specific Plan, all parcels outside the single-family residential designation are subject to the "B" Designator. The "B" Designator, which is the Community Design Review Area Regulations, applies community design review and guidelines to all areas with this designator. Also, the USDRIP design regulations apply in the "B" Designator areas. The area in the San Diego River currently carries the "F" floodplain designator. Under the proposed project, this area would no longer be subject to the "F" Designator. Instead, the "W" designator would apply to all areas in the 100-year floodplain. The "W" Designator, which is the Flood Channel Area Regulations, would apply to all properties subject to inundation under 100-year frequency flood conditions (i.e., the 100-year floodplain). The regulations require that all flood control improvements must be done according to a County-approved flood control plan.

Multiple Species Conservation Plan (MSCP). The project site is within the Metro-Lakeside-Jamul Segment of the MSCP County of San Diego Subarea Plan. However, at the time the County Subarea Plan was approved, the RiverWay Specific Plan was in the process of receiving approval for the open space configuration and obtaining the 404 permit. The Subarea Plan states that the USDRIP site is "exempt" from the MSCP Subarea Plan requirements.

County Biological Mitigation Ordinance. The USDRIP site is also exempt from the County's Biological Mitigation Ordinance (BMO) (Article III.7) because it is within the redevelopment plan for USDRIP.

Agriculture

Approximately 20 acres of prime agricultural land, as identified by the California Department of Conservation Important Farmland Maps (1986), exist in the northwest portion of the site. No crop farming is occurring in this area. However, an egg ranch and a Christmas tree farm are located in the vicinity of the prime agricultural land along El Nopal.

Mineral Resources

Sand and gravel extraction has been occurring along the San Diego River over the last 40 years by several companies including Woodward Sand Company and CalMat. Nelson-Sloan and Dave

Martin Supplies process aggregate material on site from material mined elsewhere. The sand mining companies have approved reclamation plans on file with the County as required by the Surface Mining and Reclamation Act of 1975 (SMARA) (see below). The project area is identified by the Department of Conservation's Division of Mines and Geology as an MRZ-2 Area where "significant mineral deposits are present or where it is judged that there is a high likelihood for their presence." However, the sand and gravel resources in this portion of San Diego River have been nearly consumed.

Reclamation Plans

Approved reclamation plans exist for two sand and gravel mining operations within the project area. These plans are on file at the County, in accordance with the Surface Mining and Reclamation Act (SMARA), for Lakeside-Caster and Woodward Sand and Materials. The plans have incorporated the County-approved flood control channel configuration for the San Diego River and revegetation plans in accordance with SMARA requirements. The plans provide a reclamation process and design by which the mined lands will be rehabilitated to allow future uses after mining has ceased including flood and erosion control, revegetation of biological habitat, and land stabilization for future development (in this case, primarily industrial development pads). The reclamation plan for the Calmat property (see Figure 1-3) expired on March 28, 1995. An application for a modification of that plan was applied for in November 1993 and is currently being processed by the County.

Thresholds of Significance

For land use issues, a project will normally have a significant effect on the environment if it will:

- Conflict with adopted environmental plans and goals of the community where it is located;
- Cause land uses incompatible with existing uses or character of the community; or
- Convert prime agricultural land to non-agricultural use or impair the agricultural productivity of prime agricultural land.

Analysis of Project Effects and Determination as to Significance

Conflict with Adopted Plans and Goals

Removing the project site's SPA designation would be in conflict with the Lakeside Community Plan which anticipates development in accordance with the RiverWay Specific Plan. Once the Lakeside Community Plan is amended to replace the SPA designation with the proposed land use and zoning designations, the project would no longer be in conflict with the plan. Most of the project site, under the RiverWay Specific Plan, would have redeveloped as industrial uses in addition to commercial and residential uses. The proposed land use and zoning designations are consistent with the scale and type of development that exists in the project area today.

Development in the project area would occur according to the proposed zoning and compliance with adopted plans and goals of the Lakeside Community Plan and the County Zoning Ordinance. In addition, future development requiring discretionary approval would be required to comply with CEQA.

The ability to meet all the Redevelopment Plan goals anticipated by the Lakeside Community Plan for the project site may not be as feasible without the RiverWay Specific Plan to guide development. In addition, redevelopment funds would not be available to “eliminate and prevent the spread of blight” as intended by the Redevelopment Plan. Instead, the community and property owners in the area would have to rely solely on private funds to redevelop the area. However, implementation and enforcement of the Lakeside Design Guidelines would require development that is aesthetically pleasing and not a blight to the community.

Other goals may be more difficult to attain without the RiverWay Specific Plan and redevelopment funds to expedite implementation. Improving the San Diego River Channel to eliminate flood hazards may be more difficult since it is not clear whether the private sector would be able to fund the costs for the remaining improvements. This is considered speculative and does not represent a significant impact. Most of the flood control improvements have already been installed by the County; however, further development could not occur in the floodplain without completing the flood improvements.

Future development under conventional zoning would not be in conflict with any of the land use goals of the Lakeside Community Plan. Under the proposed project, community plan goals such as providing employment opportunities; encouraging cooperation and participation for revitalization of the project area; and recycling the existing sand and gravel activities to more environmentally sensitive uses through future development and the reclamation of San Diego River could still be accomplished.

Since the proposed project would not have an effect on the future implementation of the County-approved flood control channel improvements and the project site would be subject to the “W” Designator, the project would not be in conflict with any of the floodplain policies and recommendations contained in the Lakeside Community Plan. In addition, the project would not change the existing extraction operations. It is anticipated that these uses will be replaced with industrial uses under the proposed zoning as mined land is reclaimed. Conflicts with the sand and gravel policies and recommendations are not anticipated.

Planning documents and regulations would remain in effect under the proposed project. The Lakeside Community Plan would still apply to the USDRIP project area as well as the Lakeside Design Guidelines. All discretionary actions within the project site would also be subject to CEQA. Discretionary actions would include proposals for:

- Subdivision Maps
- Grading Permits
- Major Use Permits

- Development proposed on parcels with “B” Designator (i.e., all commercial and industrial parcels).

Based on the above analysis, the proposed project would not cause a significant conflict with adopted plans and goals. No significant impact would occur.

Land Use Compatibility

The project site is already highly industrialized dominated by extraction activities and related land uses. Under the proposed zoning, future industrial development and redevelopment in the M54 zone would allow a wide range of industrial uses including custom manufacturing and screened outdoor storage as well as commercial sales and uses. Heavier industrial uses such as recycling operations, storage and distribution, swap meets, scrap operations, etc. would require major and minor use permits. These permits would allow for County-imposed performance standards and site design requirements to reduce impacts to surrounding uses. The M54 zone regulations state that the zone is intended for uses that would not be a nuisance to surrounding properties (Section 2540).

The northwest portion of the site contains single-family residences, an egg farm, and a Christmas tree farm. These uses are currently somewhat buffered from the mining activities along the San Diego River by large lots along El Nopal. Under the proposed zoning, new industrial uses may be developed adjacent to the existing residential lots which may adversely effect the existing residences. However, new industrial development will have to comply with the “B” Designator which requires design measures, such as screening and landscaping, to minimize visual and light and glare impacts.

The residential area along El Nopal is comprised of large lots that would require lot subdivisions to develop the proposed RS7 zone at 7.3 dwelling-units per acre. The residential area would be buffered from the industrial uses by Mast Boulevard – a four-lane street located between the two zones. Most likely, new industrial uses would have frontage along Mast Boulevard with landscaping in the front setback (as required by the “B” Designator) and storage towards the rear of the lot away from residential uses. Also, a proposed residential project will require a subdivision map which will be subject to CEQA compliance and adherence to the County Noise Ordinance (see Section 6.1.4 of this EIR). Proposed subdivisions would require a subdivision map and compliance with the County’s zoning ordinance, the Lakeside Community Plan, grading ordinance, and CEQA (as discussed above). These regulations require site plans and design measures to avoid or reduce impacts to surrounding uses. Potential impacts would be evaluated on a project basis. It is anticipated that compliance with these regulations would reduce potential impacts to less than significant.

Conversion of Prime Agriculture

Build out of the proposed RS7 zone area would preclude agricultural operations on the prime agricultural land located there. However, the impact is not considered significant because the prime agricultural land is already developed with residential uses, is small in size (about 20 acres), is isolated and surrounded by urban uses, and is not used for crop production.

6.1.2 Air Quality

This section addresses the impacts of the proposed project on ambient air quality and the exposure of people, especially sensitive individuals, to unhealthy pollutant concentrations. Air pollutants of concern include ozone, carbon monoxide, particulate matter and oxides of nitrogen. This section analyzes the type and quantity of emissions that would be generated by the construction and operation of the proposed project.

Existing Conditions

Regional Climate

Air quality is affected by both the rate and location of pollutant emissions and by meteorological conditions which influence movement and dispersal of pollutants. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients, along with local topography, provide the link between air pollutant emissions and air quality.

The project area is within the San Diego Air Basin, which includes the entire County of San Diego. The distinctive climate of the air basin is determined by its terrain and geographic location. San Diego County experiences a Mediterranean-type climate. During the summer, a marine layer provides cooling effects to the western portion of the County. Physically, the county gradually rises from west to east with mountain ranges in the eastern portion marking the eastern boundary of the air basin. A thermal inversion layer, extending from the coast to the mountains at a typical elevation of 2,000 feet, is a prevalent feature in the summer months, usually May through October, when elevated concentrations of ozone, generally known as smog, are most common. When a temperature inversion layer occurs, it traps air pollutants against the slopes and prevents them from rising. An inversion is formed when warm, dry air overlies the cool, moist marine air.

In San Diego County, smog standards are exceeded most frequently in the foothills east of the metropolitan area. The polluted air rises to the base of the inversion layer, where it is blown eastward by the sea breeze and trapped against the foothills.

However, unhealthy smog concentrations in the County are not caused solely by pollution sources in the region. Smog is transported into the San Diego area from the South Coast Air Basin (the metropolitan areas of Los Angeles, Orange, San Bernardino, and Riverside counties) during "Santa Ana" wind conditions. Winds blowing toward the southwest transport the South Coast smog out over the ocean, and the sea breeze brings it onshore into San Diego County. When the transported smog cloud is at ground level, the highest smog concentrations are measured at coastal and near-coastal monitoring sites. When the smog cloud is elevated, coastal sites may be passed over, and the transported smog is measured further inland.

No significant smog transport from Tijuana, Mexico has been detected in San Diego. When the wind blows out of the south, weather conditions include a higher inversion level, resulting in lower ground level concentrations.

Air Quality Regulations, Plans and Policies

State and federal agencies have set ambient air quality standards for certain air pollutants. National Ambient Air Quality Standards (NAAQS) have been established for the following criteria pollutants: carbon monoxide (CO), ozone (O₃), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), inhalable particulate matter (PM₁₀), and lead (Pb). The state standards for these criteria pollutants are more stringent than the corresponding federal standards.

Areas are classified under the Federal Clean Air Act as either "attainment" or "non-attainment" areas for each criteria pollutant based on whether the NAAQS have been achieved or not. The project area is located in the San Diego Air Basin, which is designated as a non-attainment area for O₃ and PM₁₀; the County is classified as an attainment area for CO, NO₂, SO₂, and Pb.

The State Implementation Plan (SIP) for San Diego was first adopted in the early 1970s and revised in 1979, 1982, 1992, 1993, and 1994. Each of these revisions addressed emission control requirements and measures to reduce ozone precursor emissions to demonstrate federal ozone standard attainment by 1999.

San Diego County's first Regional Air Quality Strategy (RAQS) was developed in the early to mid 1970s to comply with the federal Clean Air Act of 1970. The RAQS was substantially revised in 1979 in response to the 1977 federal Act. The 1979 RAQS reflected a comprehensive air resources management program and included most of the currently adopted smog control measures at the time. As required by the 1977 federal Act, the 1979 RAQS was updated in 1982. This revision was primarily a "fine tuning" of the 1979 RAQS. Additional reasonably available control measures were added and the stringency of control measures already in the RAQS increased. The emphasis was on controlling photochemical smog. In 1991, the San Diego Air Pollution Control District (APCD), the regional agency responsible for protecting public health from air pollution in San Diego County, prepared a revision to the RAQS to comply with the California Clean Air Act of 1988, and to include Transportation Control Measures and regional process to implement an indirect source review program (SDAPCD 1992). The APCD is currently in the process of updating the 1991 RAQS. Adoption of the 1997 RAQS is expected in March 1998 (Ryder personal communication 1997).

Existing Air Quality

The APCD maintains an air quality monitoring station in El Cajon on Redwood Avenue at Ballard Street (the closest to the project site), approximately 4.5 miles south of the project area. A five-year summary (1992-1996) of data collected at this station is shown in Table 6.1.2-1 and compared with the corresponding state ambient air quality standards. As previously noted, O₃ and PM₁₀ are the pollutants of concern in San Diego County as the standards for these two pollutants are currently exceeded, designating the County as non-attainment for these pollutants; CO and NO₂ are presently in attainment.

The most pervasive air quality problem in the San Diego Air Basin is high ozone (O₃) concentrations. Ozone is not emitted directly, but is a secondary pollutant produced in the atmosphere through a complex series of photochemical reactions involving reactive organic

compounds (ROC) and nitrogen oxides (NO_x). Significant O₃ production generally requires about three hours in a stable atmosphere with strong sunlight. Ozone is a regional air pollutant because it is transported and diffused by wind concurrent with the photochemical reaction process. Motor vehicles are the major source of ozone precursors in the basin. During late spring, summer, and early fall, light winds, low mixing heights, and abundant sunshine combine to produce conditions favorable for maximum production of O₃. Ozone causes eye and respiratory irritation, reduces resistance to lung infection, and may aggravate pulmonary conditions in persons with lung disease. Ozone is also damaging to vegetation and untreated rubber. The state one-hour ozone standard was exceeded an average of 17 times between 1992 and 1996 in El Cajon (Table 6.1.2-1).

Inhalable particulate matter (PM₁₀) refers to particulates less than 10 microns in diameter -- those which can be inhaled and cause health effects. Particulates in the atmosphere result from many kinds of dust- and fume-producing industrial and agricultural operations, combustion, and atmospheric photochemical reactions. Demolition, construction, and vehicular traffic are major sources of particulates in urban areas. Natural sources of particulates include wind-blown dust, and ocean spray. Very small particulates of certain substances can cause direct lung damage, or can contain absorbed gasses that may be injurious. Particulates can also damage materials and reduce visibility. PM₁₀ standards have been exceeded 26 times in El Cajon between 1992 and 1996 (Table 6.1.2-1).

Existing Air Pollution Sources

Air quality in the vicinity of the project site is affected by emissions from a variety of sources. However, the primary source of emissions in the project area is regional motor vehicle and local motor vehicle traffic on nearby freeways, including State Highway 67, which borders the project area to the east and south, and major arterial streets, such as Lakeside Avenue, Woodside Avenue, and Riverside Drive. Other sources include mining and reclamation activities that are presently being conducted along the San Diego River; these activities primarily generate fugitive dust and PM₁₀ emissions, which are being minimized through frequent watering. No sources of hazardous air pollutants are known to exist within the project area.

Sensitive Receptors

Different land uses have different sensitivities to air pollution; some uses, such as those that accommodate children, the elderly, the acutely and chronically ill, especially those with cardio-respiratory diseases, are considered more sensitive to air pollution than others, such as industrial and commercial areas.

Residential areas are also considered to be sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial and commercial uses are

considered the least sensitive to air pollution; the land uses within the project area boundaries are primarily commercial and industrial, consisting of aggregate mining and processing.

However, there are numerous sensitive receptors in the project vicinity, including the Lakeside Farms School on Lakeside Avenue, Lakeside Middle School on Woodside Avenue, El Capitan High School on Ashwood Street, single-family and multi-family residences north and south of the project area (north of Lakeside Avenue, Riverside Drive, and El Nopal Road and south of El Nopal Road and Highway 67).

Thresholds of Significance

When evaluating the air quality-related issues of a proposed project, Appendix G of the CEQA Guidelines indicate that a project would normally have a significant effect on the environment if it would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations.

Analysis of Project Effects and Determination as to Significance

Construction Emissions

Construction activities would result in the generation of air pollutants. Construction-related emissions would primarily be: 1) dust generated from demolition, earthmoving, excavation, and other construction activities; 2) hydrocarbon emissions from paints and asphalt; 3) exhaust emissions from powered construction equipment, and 4) motor vehicle emissions associated with construction activities.

Dust emissions would vary according to the level and type of activity being conducted, silt content of the soil, and prevailing weather. PM₁₀ emissions (i.e., dust) would result from the demolition of the existing structures and excavation and grading activities during construction of uses that would be allowed under the proposed project and development by right. Relatively large-sized particulates raised by construction would settle out of the atmosphere rapidly with increasing distance from the site. As a result, dustfall can be expected to occur on cars, streets, sidewalks, and other outside surfaces within a 200- to 800-foot radius of individual building sites. Construction particulates are a nuisance and may be hazardous to persons with respiratory problems.

Additionally, air pollutants would be generated from on-site equipment use and workers' travel. Since the proposed project does not involve constructing a specific development, construction-related emissions cannot be estimated. However, any development either under the proposed project or by right would be required to comply with APCD Rules and Regulations, particularly Rule 50 and Rule 51, addressing visible emissions and public nuisance, respectively.

Sensitive receptors in the project vicinity could be affected by the increase in local pollutant levels due to construction-related activities. However, because construction-related emissions

occur for a short-term, ceasing at the completion of construction activities, these emissions are not normally considered significant.

Project Operation

Motor vehicle emissions would be the primary source of pollutants resulting from the development of land uses allowed under the proposed project. However, because individual projects are not currently proposed, project-specific emissions inventories cannot be estimated at this time. The traffic impact analysis for the proposed project estimated that a maximum of 39,370 trips could be generated by uses allowed under the conventional zoning.

Stationary-source emissions, which occur both on- and off-site, would also be generated as a result of the combustion of natural gas and the use of electricity to meet the energy demands generated by the land uses that could be developed in the project area. Natural gas consumption results in the emission of air pollutants generated immediately from the source and occurs on-site; electrical consumption results in the emissions of air pollutants generated off-site at electrical power generating plants located throughout the utility's generating network. Power plant emission factors assume continued availability and use of natural gas in power plants, and an average amount of hydroelectricity per year. Compared to motor vehicle emissions, stationary-source emissions are not anticipated to contribute to significant air quality impacts.

More specifically, buildout of the uses under the proposed project and by right will not involve mining operations. This will reduce impacts from PM₁₀ emissions on adjacent sensitive receptors as mining activities are replaced by uses that are not anticipated to generate further increases in PM₁₀ concentrations due to earth disturbances. Additionally, development of uses under the proposed project or by right is not anticipated to generate hazardous air pollutants that would impact adjacent sensitive receptors, including local schools, as these uses would be required to comply with County and APCD regulations.

To determine vehicular impacts to air quality, curbside CO concentrations were estimated using the CALINE-4 air dispersion model developed by the California Department of Transportation, using peak-hour traffic volumes. CO concentrations were modeled for four intersections most affected by project-generated traffic under the following scenarios: existing (1998) conditions and existing plus project conditions in the year 2005.

Existing and projected worst-case CO concentrations are shown in Table 6.1.2-2. The concentrations correspond to a location of approximately 40-50 feet from the center of a given intersection. Future CO concentrations are generally less than existing levels due to the on-going vehicle exhaust control programs that will produce a less-polluting vehicle fleet for future years compared to that for 1998.

The results of CO modeling, as shown in Table 6.1.2-2, indicate that CO concentrations in the year 2005 would not exceed existing CO concentrations at local intersections. Because emission factors for future years are estimated to decrease due to on-going vehicle exhaust control programs, as mentioned above, the addition of project-generated traffic to local intersections would not create a CO hot spot (the exceedance of the one-hour or the eight-hour average CO

standard) at any of the local intersections modeled. Therefore, the proposed project is not anticipated to create a significant impact on air quality.

State Implementation Plan

The State Implementation Plan (SIP), which is based in part on all planning documents in California, including the County's General Plan, intends to bring the County in attainment of the O₃ and PM₁₀ standards. Although the proposed project would involve a General Plan Amendment and zone reclassification, it would allow the development of land uses that would primarily be similar to those under the existing RiverWay Specific Plan, and therefore, would remain consistent with the County's Regional Air Quality Strategy and in conformance with the SIP.

At a Plan to Plan level of analysis (RiverWay Specific Plan to the proposed General Plan/Zoning Project), the physical impacts are similar because the land use intensities are substantially the same.

6.1.3 Public Utilities

This section assesses the impacts of the proposed project on electric and natural gas services, water and wastewater services, and solid waste services. This analysis is based on comparisons of projected service needs to the existing or anticipated levels of service.

Existing Conditions

Electric and Natural Gas Services

The San Diego Gas and Electric (SDG&E) provides electric and natural gas service to the project area. Electricity is distributed to the project site through a series of underground lines running beneath El Nopal Road, Riverford Road, Riverside Drive, Channel Road, and Lakeside Avenue. Additionally, there are several gas lines in the following locations:

- 4-inch gas line in El Nopal from the western end to Riverford Road;
- 6-inch gas line in Riverford Road from Riverside Drive to Highway 67;
- 4-inch gas line in Riverford Road north of Riverside Drive;
- 4-inch gas line in Riverside Drive from Riverford Road to Palm Row Drive;
- 3-inch gas line in Riverside Drive from Palm Row Drive to New Belford Court;
- 2-inch gas line in Riverside Drive (approximately 200 feet in length 420 feet west of the Lakeside Avenue-Riverside Drive merge/fork);
- 1½-inch gas line in Riverside Drive west of Lakeside Avenue;

- 3-inch gas line in Lakeside Avenue from Riverside Drive to Highway 67; and
- 3-inch gas line in Channel Road from Lakeside Avenue to Lakeshore Drive.

Similarly, SDG&E maintains numerous underground electrical lines throughout the project area. According to SDG&E, its existing distribution system is adequately serving the project area (SDG&E 1998).

Water Services

The entire project area is located within Padre Dam Municipal Water District's Wholesale Water Improvement District. However, retail water services in the project area is provided by three water agencies -- the Lakeside Water District, the Padre Dam Municipal District, and the Riverview Water District. The Lakeside Water District services the majority of the project area; the Padre Dam Municipal District services the western portion of the project area, and the Riverview Water District services the small portions of the project area south of the San Diego River. Some parcels within the project area are not located within any retail water service area and would require annexation into one of the three water service territories if public water demand is generated from these parcels (Padre Dam Municipal Water District 1998).

The Lakeside Water District maintains water supply lines in the following areas (Lakeside Water District 1998):

- 10-inch line in El Nopal;
- 10-inch and 8-inch lines in Riverside Drive;
- 20-inch and 12-inch lines in Channel Road;
- 6-inch line in Maplevue Street;
- 12-inch line in Industry Road; and
- 10-inch line in Lakeside Avenue.

Existing water supply lines currently maintained by the Lakeside Water District adequately serve the project area (Lakeside Water District 1998).

The Padre Dam Municipal Water District maintains a 12-inch water supply line in Riverford Road to serve the western portion of the project area (Lakeside Water District 1998).

According to the Riverview Water District, it supplies the small portions of the project area south of the San Diego River through an 8-inch water line north of Woodside Avenue and a 6-inch water line south of Woodside Avenue between Marilla Drive and Winter Gardens Boulevard. There are no water lines located north of Highway 67; however, existing water lines are currently adequate to serve existing and proposed land uses (Riverview Water District 1998).

Wastewater Services

Padre Dam Municipal Water District services a portion of the project area primarily west of Riverford Road, including the majority of the parcels fronting Riverside Drive. The County of San Diego's Lakeside Sanitation District is the other agency providing sewer service to the project area. Similar to the water services, some parcels within the project area are not located within any wastewater service area and would require annexation into one of the two wastewater service territories if demand for wastewater collection services is generated from these parcels.

Currently, the Lakeside Sanitation District maintains sewer lines located along Highway 67 and Channel Road. However, neither one of these lines are currently serving the project area. There are no sewer truck lines currently serving the project area.

Solid Waste Services

Residential, industrial, and commercial wastes currently generated in the project area are disposed of at Sycamore Landfill, which occupies approximately 492 acres. According to San Diego Landfill Systems, Sycamore Landfill has a permitted capacity of 40.2 million cubic yards; the remaining permitted capacity at this time is estimated at 27.3 million cubic yards, which results in the landfill's life expectancy of another 16 years to closure (San Diego Landfill Systems 1998). San Diego Landfill Systems also indicated that there is a potential for landfill expansion to accommodate an additional 100 million cubic yards, which could extend the closure date by 35 to 50 years (San Diego Landfill Systems 1998).

Presently, Sycamore Landfill accepts an average of 2,200 tons of solid waste per day. The County's Mandatory Recycling Ordinance ensures that trash haulers serving the project area will offer recycling programs.

Thresholds of Significance

Impacts to public utilities are considered significant if they cause any of the following:

- Encourage activities which result in the use of large amounts of fuel, water, or energy;
- Use fuel, water, or energy in a wasteful manner;
- Have a significant effect on, or result in a substantial need for new, altered, or expanded services; or
- Extend a sewer trunk line with capacity to serve new development.

Analysis of Project Effects and Determination as to Significance

Electric and Natural Gas Services

According to SDG&E, implementation of the proposed project and development of land uses that would be allowed under the zone reclassification would not significantly impact its services in the area (SDG&E 1998). Additionally, the proposed project and land uses allowed under the proposed project are not anticipated to use large amounts of energy or use energy in a wasteful manner. As a result, the proposed project is not anticipated to have a significant adverse impact to electric and natural gas services. The demand for electric and natural gas services is expected to be substantially similar to the demand generated under the Specific Plan because of the similar uses.

Water Services

According to the Lakeside Water District, which is the major water provider in the project area, implementation of the proposed project and development of land uses that would be allowed under the zone reclassification would not significantly impact its services in the area (Lakeside Water District 1998). Existing water supply lines would adequately meet future water demand generated by on-site uses.

Similarly, the Riverview Water District indicated that the existing water lines south of Highway 67 would also adequately meet future water demand by on-site uses (Riverview Water District 1998).

As with the other two water districts, the Padre Dam Municipal Water District has indicated capacity to serve; therefore it is not anticipated to be significantly impacted by the proposed project and development of land uses west of Riverford Road (Padre Dam Municipal Water District 1998).

As a result, the proposed project is not anticipated to have a significant adverse impact to water services. It should be recognized that the demand for water service will be substantially the same as that identified under the Specific Plan because of the similarity of uses.

Wastewater Services

Implementation of the proposed project and development of land uses allowed under the proposed project would result in the need for wastewater services in the area. Since there are no sewer lines currently serving the project area, wastewater service providers, namely the Padre Dam Municipal Water District and the Lakeside Sanitation District, would have to install new sewer lines to serve future development within the project area. This would be an adverse impact to these utility providers as the proposed project has not been included in the providers' current Master Plan. However, the impacts of the proposed project are similar to those anticipated under the Specific Plan because of the similarity of uses.

According to the Lakeside Sanitation District, typically any proposed development within the project site would contact either the Lakeside Sanitation District or the Padre Dam Municipal Water District to determine available capacity to provide service to that specific development. This would occur as part of the County's standard building and sewer permit procedures (Lonsdale, pers. comm. November 1998). If it is determined that there is available capacity, the proposed development site would be annexed into the Lakeside Sanitation District or the Padre Dam Municipal Water District jurisdiction to allow for the extension of service to the site. Subsequently, the proposed development would be required to obtain a sewer permit concurrent with the building permit application (Lonsdale, pers. comm. November 1998). If it determined that there is no available capacity to serve the development, this proposed development site cannot be annexed until expansion of capacity is achieved. Therefore, no development would be permitted without adequate sewer service.

Solid Waste Services

According to San Diego Landfill Systems, Sycamore Landfill would be able to accept additional solid waste that would be generated by land uses allowed under the proposed project. Therefore, it does not anticipate the proposed project to significantly impact solid waste services to the project area (San Diego Landfill Systems 1998). Solid waste generated by the uses under the Specific Plan would be similar to that generated under this scenario because of the similarity of uses.

6.1.4 Geological Issues

This section of the EIR evaluates potential soil and geologic conditions which may limit the implementation of the proposed project. This discussion includes a review of the soils on the site and any relevant seismic issues of notable concern. This section is based on information contained in the Final EIR/EA for the USDRIP Specific Plan prepared by Brian F. Mooney Associates in June 1990.

Existing Conditions

Geology/Soils

The project area lies within the upper San Diego River Valley near the boundary of the Peninsular Range and Coastal Provinces. Topographically, the project area is located in a broad, flat alluvial valley. Geological features within the project area are limited to the Quaternary period, consisting of recent alluvium deposited by the San Diego River.

The boundaries of the 100-year floodplain vary considerably in width due to sand mining and development within the project area. Alluvium materials, which are composed of granular sands derived primarily from the metavolcanic and granitic rocks in the highlands to the east, can be found in and adjacent to the floodplain of the San Diego River and its tributaries. Due to the presence of hard rock in Mission Gorge, which is located downstream of the project area, the gradient of the San Diego River is relatively flat throughout the project area. This decreased gradient tends to slow down floodwaters, resulting in sediment drop out. Underlying the sandy

alluvial deposits are coarse alluvial sands and gravel; below these materials are decomposed granitic rocks.

Soils within the project area are alluvial in nature. These soils are characteristically very loose with potentially serious settlement problems. Alluvium materials found within the project area are made up of five different soil series. In descending order of prominence within the project area, these soils series are presented as follows: Tujunga sand, Visalia sandy loam, Riverwash, Grangeville fine sandy loam, and Placentia sandy loam. All of these soils are highly susceptible to erosion by water.

Tujunga sand (0-5% slope) is the dominant soil series on-site. This type of sand is derived from granitic alluvium and is characteristically low in fertility and excessively drained. Tujunga sands have a moderate erosion potential, and their shrink-swell behavior is low. As topsoil, Tujunga sand is poor.

Visalia sandy loam (0-2% and 9-15% slope) can be found in the southeastern and far western portions of the project area. Unlike the Tujunga series, this soil series is high in fertility and drains moderately. However, similar to Tujunga sand, Visalia sandy loam (0-2% slope) has a moderate erosion potential and low shrink-swell behavior. Compared to the Tujunga series, this soil series is much more suitable for topsoil.

Riverwash meanders through the center of the site from west to east. Typically, Riverwash is sandy, gravelly or cobbly, excessively drained, and permeates rapidly. This soil series is currently mined within the project area.

Grangeville fine sandy loam (0-2% slope) consists of very deep fine sandy loams derived from granitic alluvium materials, which are found over a small area along the southern boundary of the project area. This soil series is high in fertility and is somewhat poorly drained with moderate to rapid permeability.

Placentia sandy loam (2-9% slope) encompasses the Lakeside Union Middle School and areas to the south. The soils in this series are moderately well drained sandy loams and have a sandy clay subsoil. These soils are also formed in granitic alluvium. Placentia soils have poor drainage characteristics and severe shrink-swell behavior.

Seismicity

Groundshaking is the most damaging effect of an earthquake, resulting in the largest loss of life and property. The extent and severity of groundshaking at a particular site is controlled by many factors including earthquake magnitude, the distance from the epicenter, the duration of the shaking, the vibration period, and the near-surface amplification. A measure of groundshaking severity is maximum ground acceleration. The primary effect of groundshaking is damage or destruction of buildings, infrastructure (including utilities, pipelines, roads and bridges), and possibly injury or loss of life.

There are three major fault zones in the San Diego region -- the La Nacion Fault Zone, which is located approximately nine miles to the southwest of the project area and is considered potentially active, the Elsinore Fault, which is located approximately 25 miles to the northeast of the project area and is considered active, and the Rose Canyon Fault Zone, which is approximately 20 miles west of the project area and is also considered active. The maximum probable earthquake magnitude assigned to the Elsinore Fault is 7.0. Based on geologic and statistical data, it is estimated that the Elsinore Fault could generate an earthquake of this magnitude once every 40 to 100 years.

Thresholds of Significance

When evaluating the geological impacts of a proposed project, Appendix G of the CEQA Guidelines indicate that a project would normally have a significant effect on the environment if it would "expose people or structures to major geologic hazards."

Analysis of Project Effects and Determination as to Significance

Quaternary alluvium constitutes the only geological feature on-site. Due to potential settlement hazards associated with development in alluvium areas, compaction of soils prior to development, as required by local regulations and state guidelines, would be required. Alluvial deposits may require extensive recompaction during development to avoid potential structural failure or damage to buildings and streets from settlement or expansion of these soils. Otherwise, structural failure and/or damage to buildings and streets would pose a significant risk to building occupants and the public, which would result in a significant impact.

Although no faults or landslides exist in the project area, structures existing and proposed in the project area could be subject to damage from a maximum earthquake possible on the nearby active Elsinore Fault. A potential for liquefaction during seismic activity exists wherever unconsolidated soils overlay groundwater; this would result in a significant impact as it would expose people and/or structures to major geologic hazards. However, any development allowed under the proposed project would be required to comply with the Uniform Building Code and the County of San Diego Grading Ordinance. Due to extensive sand extraction and the possibility that some areas may have been re-filled without adequate soils testing or compaction, strict adherence to County soils testing regulations would be required and would adequately reduce the level of significance. Specifically, Section 51.0303 of the San Diego County Code shall be applied to all property within the project area and require a soils report by a registered civil engineer prior to construction. Each developer would be required to submit specific soils reports, which would include recommendations for foundation design, to the County. The risk of damage to buildings by ground shaking would be reduced by strict adherence to the Uniform Building Code. A site specific geology report shall be prepared on a project by project basis in accordance with state and local regulations. Additionally, the Grading Ordinance regulates slope stability and safety by establishing design standards and performance requirements for drainage terraces on cut slopes, removal of expansive soils, fill compaction, setbacks, erosion prevention, ground cover, irrigation systems, safety precautions, and notification of non-compliance.

It should be recognized that at a Plan to Plan level of analysis (RiverWay Specific Plan to the proposed General Plan/Zoning Project), the physical impacts are similar because the project would allow land uses that are substantially the same as those already allowed under the existing Specific Plan.

6.1.5 Water Resources

This section of the EIR evaluates potential hydrology and drainage conditions that may limit the implementation of the proposed project. This discussion includes a review of water quality, surface water flow, and potential flooding in the project area. This section is based on information contained in the Final EIR/EA for the USDRIP Specific Plan prepared by Brian F. Mooney Associates in June 1990.

Existing Conditions

The project area is located within the San Diego Hydrologic Unit, which is a long, triangular-shaped area of approximately 440 square miles drained by the San Diego River. El Capitan, San Vicente, Cuyamaca, Jennings, and Murray reservoirs are the major storage facilities. San Vicente, Jennings and Murray reservoirs mainly store Colorado River water, whereas El Capitan Reservoir mainly stores local runoff and some Colorado River water. Cuyamaca Reservoir stores only local runoff (RWQCB 1994).

Much of the impounded water is used to serve major population centers, including a portion of the San Diego metropolitan area and the communities of El Cajon, Santee, Lakeside, Alpine, and Julian. The San Diego Hydrologic Unit is comprised of four hydrologic areas -- Lower San Diego, San Vicente, El Capitan, and Boulder Creek. These hydrologic areas are further broken down into five hydrologic subareas -- Mission San Diego, Santee, El Cajon, Coches, and El Monte (Figure 6.1.5-1). The project area overlies the Santee/El Monte Groundwater basin, within the Santee Hydrologic Subarea (see Figure 6.1.5-2).

The project area incorporates the reach of the San Diego River from the Santee city-limits to the Highway 67 bridge crossing. San Vicente and El Capitan reservoirs are located upstream of the project area. Together, these two reservoirs control approximately 85 percent of the watershed, and therefore, trap most of the sediment that would normally enter the project area. Although flow in the river is naturally perennial, the upstream reservoirs and additional water withdrawals cause the river to run dry in some reaches during low-flow periods.

The 1997 *San Diego County Groundwater Report*, prepared by the San Diego County Water Authority, indicates that the primary source of groundwater recharge results from streambed infiltration from the San Diego River. Presently, San Diego State University is conducting, on behalf of the County Water Authority (CWA), a comprehensive groundwater study for the County of San Diego. The Santee-El Monte Groundwater Management Planning Study portion relies on 23 monitoring wells located throughout the basin. Although the complete study is not expected to be completed until late 2000, preliminary studies confirm that the groundwater basin recharges/discharges east to west, and that dominant recharge results only from reservoir spills and releases via streamflow infiltration. Further, given the slow recharge of the aquifers, the

preliminary studies indicate that the long-term viability of potable groundwater usage in the basin is poor.

Beneficial Uses

In California, the regulation, protection and administration of water quality are carried out by the State Water Resources Control Board (State Board), and nine California Regional Water Quality Control Boards (Regional Board). Each of the nine Regional Boards is required to adopt a Water Quality Control Plan, or Basin Plan. The project area lies in the portion of San Diego County under the jurisdiction of the San Diego Region Board. The San Diego Regional Board's Basin Plan, formally titled "Water Quality Control Plan for the San Diego Basin (9)," was adopted on September 8, 1994, and subsequently revised in May of 1998. The San Diego Basin Plan is designed to preserve and enhance water quality, and protect the beneficial uses of all regional waters. Specifically, the Basin Plan: 1) designates the beneficial uses for surface and ground waters; 2) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the State's antidegradation policy; 3) describes implementation programs to protect the beneficial uses of all waters in the Region; and 4) describes surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan (SDRWQCB 1994).

In 1972, the State Board adopted a uniform list and description of beneficial uses to be applied to water basins throughout the state. During the 1994 Basin Plan update, beneficial use definitions were revised and new beneficial uses were added. Table 6.1.5-1 below provides a list of the designated beneficial uses for the San Diego River Watershed, the El Capitan, San Vicente, Cuyamaca, Jennings, and Murray Reservoirs, and the Santee/El Monte Groundwater Basin.

Water Quality

As discussed above, the Basin Plan is the Regional Board's plan for achieving a balance between the competing needs of mankind for water of varying quality in the San Diego Region. As such, the Basin Plan establishes water quality objectives for all ground waters and surface waters in the Region. Water quality objectives are the levels of water quality constituents that must be met to protect the beneficial uses. Table 6.1.5-2 provides a listing of the primary and secondary standards for water quality for identified constituents. In addition, Table 6.1.5-2 provides the results of the water quality monitoring for Lake Skinner, Lake Jennings, and the Lakeside Water District Drinking Water Production Well (Well No. 5).

Historically, mosquito control and eutrophication have been significant water quality problems (Wirth Associates 1982). These problems were largely eliminated by the mid-1970s through better water quality management practices. Current sources of pollution in the area are primarily non-point sources, such as urban and agricultural irrigation water and surface runoffs (Nolte and Associates 1990). Groundwater quality in the Santee Hydrologic Subarea has experienced excessive concentrations of total dissolved solids (TDS), sulfate, and chlorides. Preliminary studies as part of the County Groundwater Plan indicate that TDS levels in the basin range from less than 1,000 ppm TDS to as high as 3,000 ppm TDS. These are predominantly the result of historic agricultural operations in the Santee/Lakeside area, and other non-point sources.

Management of non-point source wasteloads has received little attention until the early 1990s. Categories of non-point sources include irrigation return water, surface runoff, construction erosion, dredging spoils, solid waste disposal site effluent, and other miscellaneous wastes.

Until recently, both the Lakeside Water District and Riverview Water Districts utilize groundwater as a source of potable water. Over the last several years groundwater has provided approximately 15 percent of the water supply used by the Lakeside Water District, and as much as 40 percent of the water supply used by Riverview, with the remaining percentage made up by imported water provided by the Metropolitan Water District (MWD). The remaining water district serving the project area, Padre Dam Municipal Water District, relies solely on imported water. Recently, contamination of the groundwater supply by Methyl-tertiary-butyl-ether (MTBE), a gasoline additive, forced the shutdown of all Riverview Water District drinking water wells. The source of the contamination, a leaking underground storage tank located just south of the project area, has been identified, and monitoring and clean-up activities are currently being conducted. At this time, it is uncertain if, or when, the Riverview wells will be utilized again. As such, the only public agency currently relying on groundwater for potable water in the region is the Lakeside Water District. As discussed above, Table 6.1.5-2 provides the 1999 monitoring data for the Lakeside Water District Production Well (Well No. 5). This data shows that the water source for this wellsite meets or exceeds all current water quality standards for drinking water.

The Lakeside Water District water wells are located upstream from the project area. Figure 6.1.5-3 shows the location of active and inactive wells sited in the current planning region. Although the Lakeside Water District's potable well (Well No. 5) is located upstream from the project site, a portion of the well's cone of depression (e.g., the area of the groundwater reservoir which is drawn into a well) underlies the eastern portion of the project area. No trace of MTBE has ever been found in the water supply for Well No. 5. Figure 6.1.5-3 shows the approximate extents of the cone of depression for the both the Lakeside Water District and Riverview Water District wells.

Regulatory Framework

Surface and groundwater quality (including drinking water sources) are protected and regulated by numerous laws and regulations. The following is a brief summary of some of the most important water regulations affecting both surface and ground water issues.

The Federal Clean Water Act (CWA) makes it unlawful for any person to discharge a pollutant into navigable (i.e., jurisdictional) waters of the United States, unless the discharge is an authorized exception (i.e., Section 401 Certification or Waiver, Section 404 Permit, and etc.). Discharges may be permitted when in compliance with:

- Technology based effluent limitations;
- Water quality based effluent limitations;
- National performance standards for applicable categories or sources;

- Toxic and pretreatment effluent standards;
- Authorized discharges associated with approved aquaculture;
- Discharges permitted under the National Pollutant Discharge Elimination System (NPDES); and
- Permits for dredge and/or fill material.

Any person discharging pollutants, or proposing to discharge pollutants, within any region with the potential to affect the quality of the waters of the State of California (except into a community sewer system), shall do so in compliance with Waste Discharge Requirements (WDRs) issued by the Regional Board pursuant to the CWA. The Regional Board also has authority to issue a Water Quality Certification (or waiver thereof) as part of the U.S. Army Corps of Engineers (USACOE) permitting process for “dredge” and/or “fill” impacts to jurisdictional waters or wetlands of the United States.

The State Board has issued the NPDES Construction General Permit for stormwater discharges associated with construction activities statewide. The Regional Board enforces the requirements of the General Permit. Any construction activities encompassing five (5) or more acres of soil disturbance would be required to comply with the NPDES General Permit for Storm Water Discharges Associated with Construction Activities (General Permit). The General Permit requires that projects eliminate or reduce all non-storm water discharges. Under the requirements of the General Permit, a project would be required to develop and implement a Storm Water Pollution Prevention Plan (SWPPP), which specifies Best Management Practices (BMPs) that will prevent, to the “maximum extent practicable” (MEP), all construction pollutants from contacting storm water with the intent of keeping all products of erosion from moving off-site into receiving waters. BMPs consist of programs, technologies, processes, siting criteria, operating methods, measures, or devices that control, prevent, remove or reduce pollution. Some examples of BMPs used in construction include the use of geotextiles, stabilization of entrances to the construction site using non-toxic soil binders, silt fencing, straw bale barriers, and sediment traps. In addition to including a discussion of BMPs to be implemented at a project site, the SWPPP must include site maps and identify the construction/contractor activities that could cause pollutants in the stormwater. This SWPPP must be prepared and implemented before construction begins.

Effective August 1, 2000, the County of San Diego implemented revisions to its grading permit program which requires all grading permit holders to document stormwater pollution prevention activities on their project sites. This change requires the selection and application of BMPs to reduce or eliminate pollutants from site runoff for all grading operations subject to grading permits. This includes grading operations which disturb less than 5 acres of area that are not subject to the NPDES permitting system. The County list of appropriate BMPs is taken from the list of BMPs used by both the Regional Board and the California Department of Transportation. During the permitting process, applicants will be required to provide documentation showing the BMPs that will be used on-site and certify their intent to implement and make changes to these

BMPs as necessary during the duration of their grading project. Verification of compliance will occur during site inspections by County staff.

In addition to the General Permit for stormwater construction discharges, the State Board has issued guidelines for stormwater discharges related to municipal and industrial activities. The Industrial Permit has similar objectives to the General Permit, and is also enforced by the Regional Board. These objectives are to: 1) identify and evaluate sources of pollution that could affect the quality of stormwater discharges from industrial activities; 2) identify and implement Best Management Practices (BMPs) to reduce or prevent pollutants in stormwater discharges; and (3) monitor industrial stormwater discharges to ensure protection of water quality and compliance with the industrial permit. In general, the industrial permit applies to 10 specific categories of industry. Several of these are allowed by right, or by permit, in the project area. Examples include manufacturing facilities, transportation facilities that conduct any type of vehicle maintenance including cleaning and fueling, and certain "light industries" which use outdoor storage for equipment. In order to be exempt from the requirements of the program, a facility must demonstrate that it is a zero discharge facility. Under the Industrial Permit, industries are required to prepare and implement a facility specific SWPPP, which implements BMPs. Examples of BMPs, which may be implemented under an industrial stormwater permit, include water detention and treatment basins, covered material storage and handling areas, and equipment wash areas.

The monitoring element of the industrial stormwater permit requires that three types of monitoring be conducted at each site: (1) quarterly Non-stormwater Discharge Visual Observations, (2) Stormwater Discharge Visual Observations (during storm events), and (3) sampling and analysis activities during storm events. The report containing the results of the observations and analyses must be submitted to the RWQCB or industries subject to these requirements face enforcement action.

In addition to the requirements of the NPDES permitting system, development allowed under the proposed project would be required to comply with the County of San Diego Stormwater Quality Management Ordinance. Section 67.805 of the County Code prohibits, "discharge of Pollutants directly or indirectly into the Stormwater Conveyance System, or Receiving Waters; except as permitted in Section 67.806 of this Chapter." Section 67.806 provides for exemptions for discharge under authorized RWQCB permits, from potable water sources, or under written authorization from an Authorized Enforcement Officer where it is necessary to protect public health and safety. Under Section 67.807, the Stormwater Ordinance provides that "any person suspecting an Illegal Discharge, Illegal Connection, littering, or other activity which may result in Pollutants entering Stormwater, Stormwater Conveyance System, or Receiving Waters shall undertake measures to reduce Pollutant discharges to Maximum Extent Practicable. Section 67.807(a)(1) authorizes enforcement official to require preparation of a "SWPPP to reduce spills, leakage, and/or escape of Pollutants. The SWPPP shall include all appropriate details up to, but not necessarily including all, items required under a State NPDES Construction or NPDES Industrial activity permit." The ordinance also requires that impervious surfaces shall be cleaned and maintained free of dirt and litter, particularly just prior to each wet season, and that waste material from cleaning impervious surfaces such as paved sidewalks, driveways, parking lots, and other similar surfaces are to be disposed of in a legal manner. Further, anyone having

knowledge of a spill or release of pollutants must notify appropriate agencies of the incident within 24 hours and take necessary actions to contain and minimize the spill or release. This ordinance is enforced by the County Departments of Public Works and Environmental Health.

The California Department of Fish and Game (CDFG) indirectly regulates water quality through the Streambed Alteration Agreement process (Fish and Game Code Section 1600 et. seq.). Any alteration of a streambed (i.e., San Diego River) would require authorization by CDFG. CDFG typically places conditions on construction activities to preclude impacts to water quality from erosion or other effluents, in an effort to protect wildlife and their habitat. These conditions typically would require revegetation of erodible slopes, or the creation of buffer areas.

Potential water quality impacts can also result from improper handling, transport, and storage of hazardous materials. Hazardous materials use, storage, and transport are regulated by numerous regulations. For example the Resource Conservation and Recovery Act (RCRA; 42 U.S.C. §6921 and following) regulates the generation, transportation, and disposal of hazardous waste.

Within California laws have been implemented to regulate the use and storage of hazardous materials including California Health & Safety Code, Division 20, Chapter 6.5 (Hazardous Waste Control), Chapter 6.7 (Underground Storage of Hazardous Substances), and Chapter 6.95 (Hazardous Materials Release Response Plans and Inventory). In addition, State regulations provide for specific design criteria for hazardous materials storage, such as Title 23, Division 3, Chapter 16 of the California Code of Regulations which specifies the design of underground storage tanks and related secondary containment areas in order to “protect waters of the state from discharges of hazardous substances from underground storage tanks”. These laws and regulations are implemented at the local area by Certified Unified Program Agencies (CUPA), that receive their authority from the California Environmental Protection Agency (CalEPA), Department of Toxic Substances Control (DTSC). In San Diego County, the County Department of Environmental Health is the designated CUPA. In addition, San Diego County Code Section 68.1105 requires that any person who handles hazardous materials subject to the inventory requirements of Division 20, Chapter 6.95 of the Health & Safety Code must obtain a permit from DEH. Through this permitting process, DEH monitors operations by conducting routine site inspections to ensure storage, handling, and disposal practices are in compliance with these regulations.

In addition, the California Surface Mining and Reclamation Act (SMARA) includes measures to protect against impacts to water resources. For surface mining operations, SMARA requires reclamation plans to describe how contaminants will be controlled, and mining waste disposed of, and how streambed channels and banks will be rehabilitated to minimize erosion and sedimentation (Public Resources Code Section 2772(b)(8)). The County implements this requirement when it reviews and approves reclamation plans.

Drinking water quality is also regulated extensively. The primary law regulating drinking water is the Safe Drinking Water Act (SDWA) that specifies standards for drinking water quality (Health & Safety Code 116275 and following). The 1986 amendments to the SDWA, established a wellhead protection program to protect groundwater which supply drinking water wells for public water systems. 1996 amendments to the SDWA established a related program called the

source water assessment program (SWAP). The SWAP is intended to promote water source protection, with assessments serving as the first step. Section 116762.60 of the California Health & Safety Code requires the California Department of Health Services (DHS) to develop and implement a program to protect sources of drinking water that will include both a SWAP and wellhead protection programs. In California, the SWAP is called the Drinking Water Source Assessment and Protection (DWSAP) program. The DWSAP satisfies the mandates of both the 1986 and 1996 SDWA amendments. The DHS Division of Drinking Water and Environmental Management is the lead agency with responsibility for development and implementation of the DWSAP.

The goals of the DWSAP program are:

- Protection and benefit of public water systems of the State;
- Improve drinking water quality and support effective management of water resources;
- Inform communities and drinking water systems of contaminants and PCAs that may affect drinking water quality or the ability to permit new drinking water sources;
- Encourage a proactive approach to protecting drinking water sources and enable protection activities by communities and drinking water systems;
- Refine and target the monitoring requirements for drinking water sources;
- Focus cleanup and pollution prevention efforts on serious threats to surface and groundwater sources of drinking water;
- Meet federal requirements for establishing wellhead protection and drinking water source assessment programs; and
- Assist in meeting other regulatory requirements.

Federal law mandates California to prepare the SWAP. Given time and financial constraints, the DHS is encouraging public water sources to conduct their own assessment following the DHS guidance. As part of the assessment portion of the DWSAP, the assessment must include:

- Delineation of the area around a drinking water source through which contaminants may move and reach drinking water supply (zone of influence);
- Inventory of possible contaminating activities (PCAs) that might lead to the release of microbiological or chemical contaminants within the delineated area;
- Determination of the PCAs to which the drinking water source is most vulnerable; and
- Notification of the public of the vulnerability of the drinking water source(s).

Those water systems that plan to conduct their own assessments will need to notify DHS by December 31, 2000, submit a progress report to DHS no later than February 2002, and submit the final assessment to DHS no later than December 31, 2002. Information contained in these reports will be made available to local planning agencies in order to provide guidance for future land use classification within the zone of influence.

Thresholds of Significance

When evaluating the hydrology and drainage-related issues of a proposed project, Appendix G of the CEQA Guidelines indicates that a project will normally have a significant effect on the environment if it would:

- Substantially degrade water quality;
- Contaminate a public water supply;
- Substantially degrade or deplete groundwater resources;
- Interfere substantially with groundwater recharge; or
- Cause substantial flooding, erosion or siltation.

Analysis of Project Effects and Determination as to Significance

Impacts from Construction Activities

The construction of the land uses allowed under the Proposed Project would potentially result in the temporary increases in turbidity or total suspended solids (TSS) within the project area or further downstream, which could result in a short-term significant impact to water quality. However, because the County has recently established requirements for implementing erosion control measures through the use of Best Management Practices (BMPs) under the authority of the Grading Ordinance, this potential impact to water quality is reduced to below a level of significance. These BMPs are designed to reduce impacts from erosion to the maximum extent practicable, and as such, construction activities are not anticipated to cause substantial impacts to water quality.

In addition to those erosion control measures identified above, any construction activities encompassing five (5) acres or more of soil disturbance would be required to comply with the NPDES General Permit for Storm Water Discharges Associated with Construction Activities (General Permit). Under the requirements of the General Permit, any development which meets the 5-acre threshold would be required to develop and implement a Storm Water Pollution Prevention Plan (SWPPP) which specifies Best Management Practices (BMPs) that will prevent all construction pollutants from contacting storm water, with the intent of keeping all products of erosion from moving off-site into receiving waters. In addition, the General Permit requires that projects eliminate or reduce all non-storm water discharges. As a result of these requirements, the construction of individual land uses allowed under the Proposed Project is not expected to create a significant long-term impact to surface water quality. Further, no impacts to groundwater resources, including drinking water, are expected from construction activities associated with land uses allowed under the Proposed Project. These activities are not anticipated to rely on groundwater since water services is readily available in the Project Area. Further

construction activities will not interfere with groundwater recharge in the area because the river is the primary source of ground recharge, and no diversion of water from the river is proposed under the land uses allowed under the amended Specific Plan Alternative.

Impacts from Commercial/Industrial Activities

Development of land uses allowed under the Proposed Project and by right would result in increased impervious surfaces in the project area, which, in turn, would result in increased surface water runoff. Typical urban pollutants usually come from automobile use, oil and gas residue, fertilizer/pesticide/herbicide use, animal waste, and the inadequate storage and handling of materials. These pollutants would have the potential to enter the storm drain system or percolate through permeable surfaces to significantly impact water quality and groundwater resources in the area.

Development of land uses allowed under the Proposed Project and by right include industrial activities which would be subject to the industrial permitting requirements under the NPDES permitting system. As discussed above, industrial activities subject to the Industrial Permit are required to identify and evaluate sources of pollution that could affect the quality of stormwater discharges from industrial activities, identify and implement BMPs to reduce or prevent pollutants in stormwater discharges, and monitor stormwater discharges to ensure protection of water quality and compliance with the industrial permit. Further, any development allowed under the proposed project would be required to comply with the County of San Diego Stormwater Quality Management Ordinance. Compliance with these requirements, is expected to preclude impact to water resources from industrial and commercial activities within the project area.

In addition, industrial activities allowed under the Proposed Project may use and store hazardous materials on-site, including gasoline and diesel fuel. Hazardous materials use, storage, and transport which may occur in the project area is regulated, and subject to permitting by State and County agencies. The requirements under these regulations specify engineering design considerations to protect soil, groundwater, and surface water contamination by poor hazardous materials handling and storage activities. Such design considerations include the use of double-walled, underground tanks, oversized containment basins for above ground storage, and monitoring activities. Leaking underground storage tanks from offsite facilities has resulted in contamination of local groundwater sources. However, these tanks were older, single-walled tanks, which were not built to current standards. All new projects within the project area which use and handle hazardous materials, including storage in underground tanks, would be required to comply with current regulations. As such, potential impacts from potential use and storage of hazardous materials are expected to be less than significant.

Development of the land uses allowed under the Proposed Project, and by right, is not anticipated to deplete groundwater resources; since land uses that could be developed in the project area would include light manufacturing and outdoor storage, which are not heavy water users. As such, these uses are not anticipated to impact groundwater supply. Further, the availability of water from local water districts serving the project area precludes the need for dependency on groundwater in the project area. Development permitted under the Proposed

Project is not expected to divert water from the San Diego River, nor will development occur within the river channel. Since the primary recharge of the groundwater basin is through streambed infiltration along the San Diego River, development allowed under the Proposed Project is not expected to impede or significantly alter groundwater recharge in the basin.

Some land uses allowed under the Proposed Project, and by right, may fall into the category of potentially contaminating activities (PCAs) under the State Drinking Water and Assessment Act. Among these are industries that may use and/or store hazardous materials on-site, including gasoline and diesel fuel. Current regulation of hazardous materials, including the implementation of hazardous materials business plans, and emergency response plans are expected to minimize any potential impacts to water quality. Further, only one active well is currently utilized as a public, potable water source within the USDRIP area. This well (Lakeside Well No. 5) is located upstream from the project area. Given the well's location, upstream from the project area, and the regulations concerning hazardous materials use and storage, minimal, if any, impact is expected to the well source. Other public water supply wells in the project area (Riverview wells) are currently not operating due to contamination of the groundwater from off-site sources. It is unknown if, or when, these wells will be operational. Riverview Water District staff, along with County, State, and Federal officials, are currently reviewing the situation, and attempting to clean up the contaminated water supply. Development of the land uses allowed under the amended Specific Plan, and by right, is not anticipated to adversely affect the clean-up efforts, since existing and future activities would be subject to compliance with the regulatory framework for handling of hazardous substances.

Development of any of the land uses allowed under the Proposed Project, and by right is not anticipated to cause flooding in the area; potential hazards of flooding associated with the San Diego River are discussed in Section 2.7, Hazards.

It should be recognized that at a Plan to Plan level of analysis (RiverWay Specific Plan to the Proposed Project), the physical impacts are similar because the Proposed Project would allow land uses that are substantially similar to those already allowed under the existing Specific Plan.

6.2 EFFECTS FOUND NOT TO BE SIGNIFICANT DURING INITIAL STUDY

6.2.1 Population and Housing

Land uses similar to those that would be allowed under the proposed project already exist within the project area. Therefore, incremental increases in employment opportunities from future commercial and industrial uses would not represent a substantial growth in the area.

Additionally, the project area does not contain any large residential development. As a result, the proposed project would not replace a significant number of affordable or existing housing units.

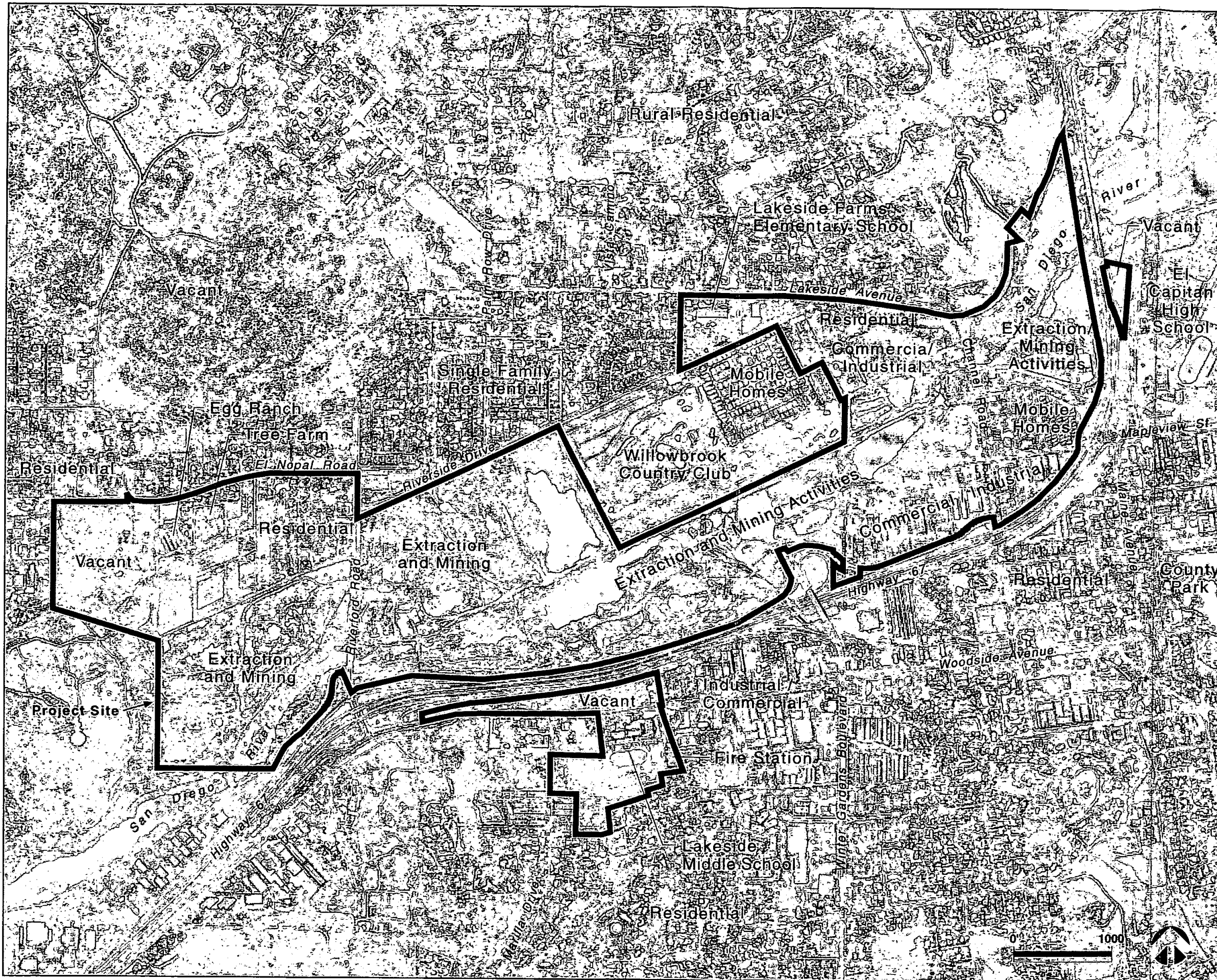


Fig. 6.1.1-1
Existing
Land Uses

Source: County of San Diego DPLU, 1995

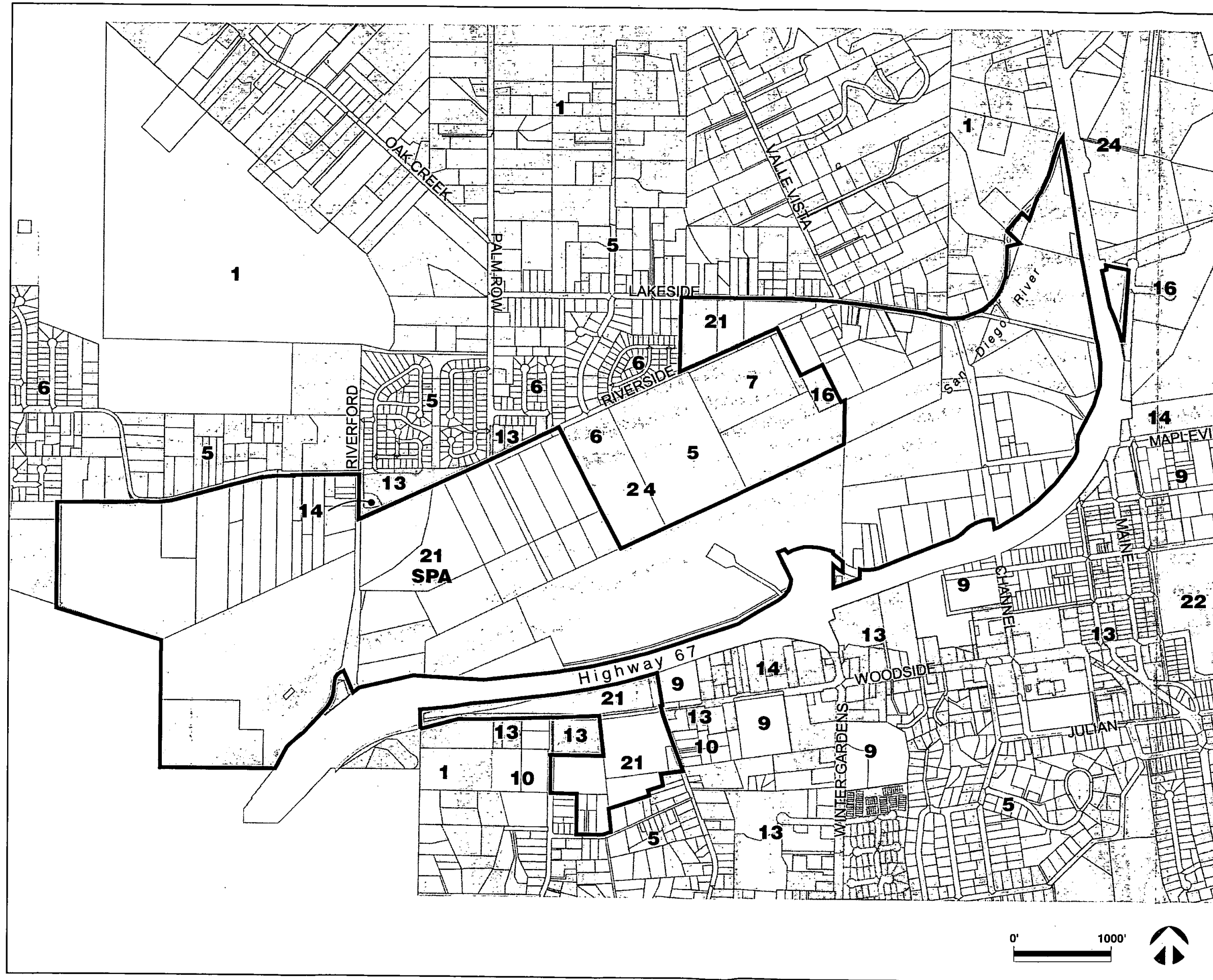
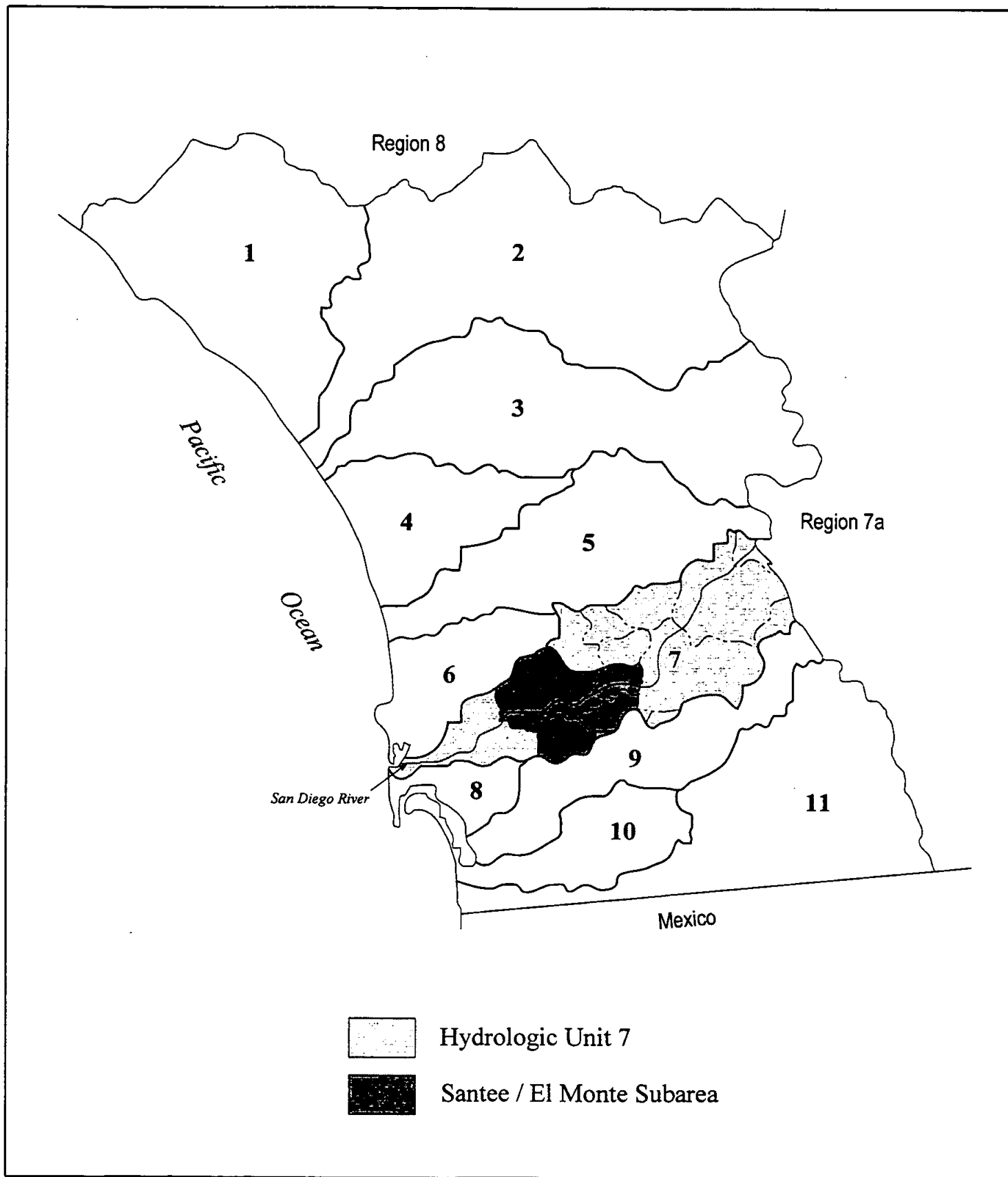


Fig. 6.1.1-2
**Lakeside
 Commuunity Plan
 Land Use
 Designations**

Legend

- 1** Residential (1 DU / 1, 2, 4 Acres)
- 5** Residential (4 DU / Acre)
- 6** Residential (7.3 DU / Acre)
- 7** Residential (10.9 DU / Acre)
- 9** Residential (43 DU / Acre)
- 13** General Commercial
- 14** Service Commercial
- 16** General Industrial
- 21** Specific Plan Area
- 22** Public / Semi -Public



Source: San Diego Regional Water Quality Control Board, San Diego Basin Plan, 1994



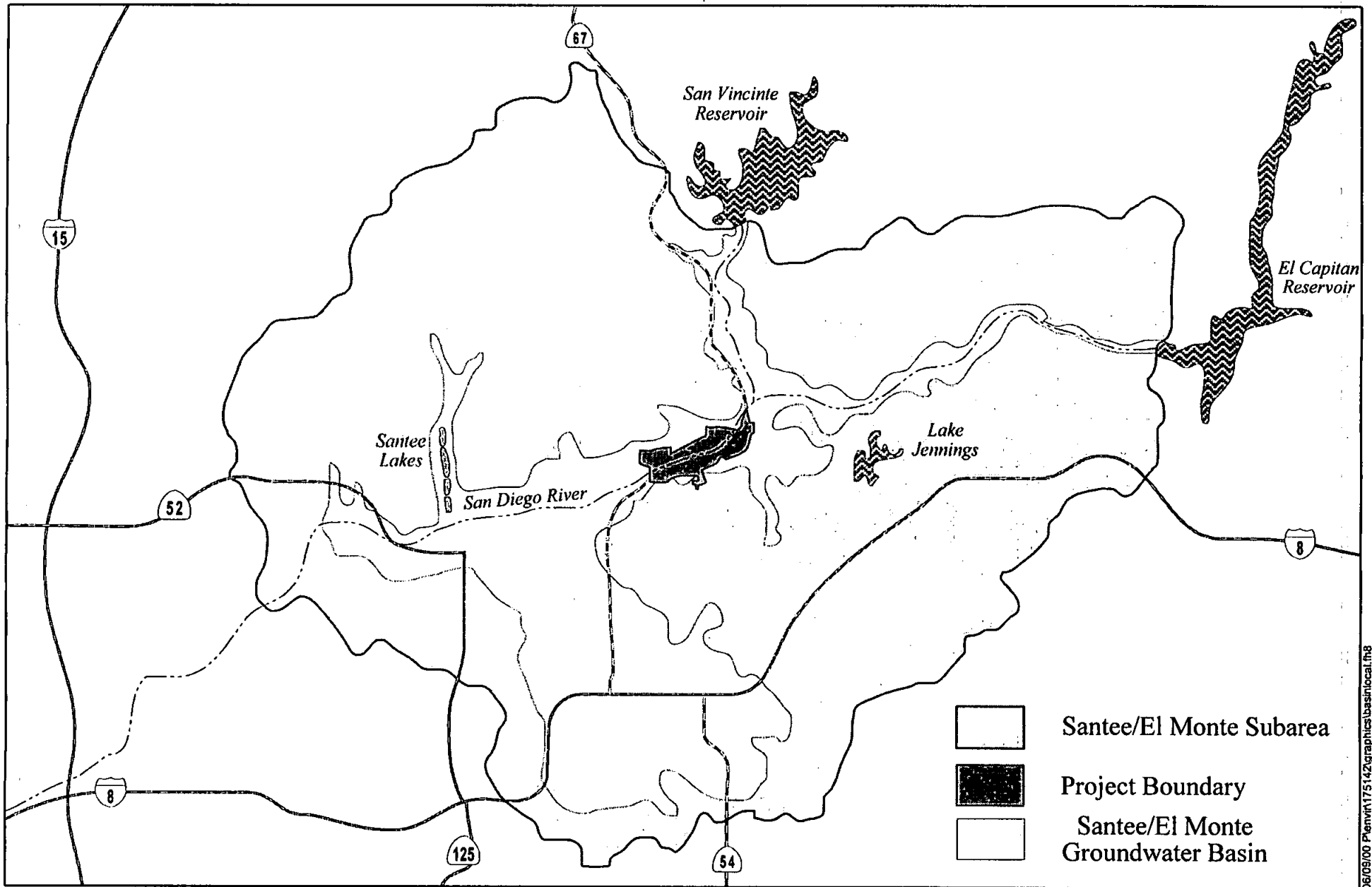
1 inch = 8 miles



P&D Environmental Services

**San Diego Hydrologic Unit and
Hydrologic Area Subareas**

Figure 6.1.5-1



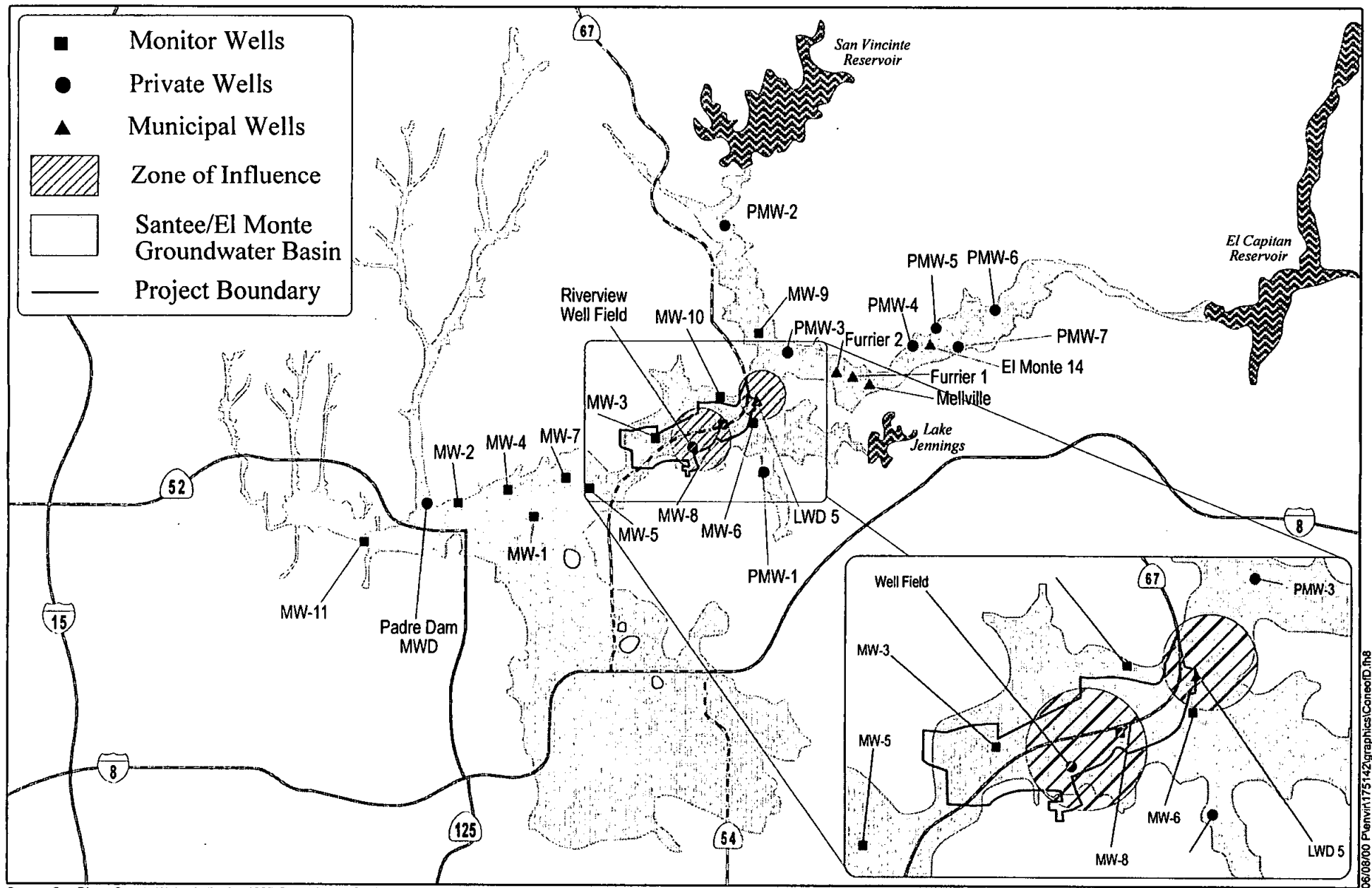
Source: San Diego County Water Authority, 1997 Groundwater Study

1 inch = 1.8 miles

P&D Environmental Services

The Geographic Extent of the Santee/El Monte Groundwater Basin with Respect to the Project Area

Figure 6.1.5-2



Source: San Diego County Water Authority, 1997 Groundwater Study

1 inch = 1.8 miles

P&D Environmental Services

Location of Water Wells in Relation to the Proposed Project

Figure 6.1.5-3

**TABLE 6.1.2-1
PROJECT AREA AIR POLLUTANT SUMMARY
1992-1996^a**

Pollutant	Standard ^b	1992	1993	1994	1995	1996
Ozone (O₃)						
Highest 1-hr average, ppm ^c	0.09	0.16	0.14	0.11	0.14	0.11
In exceedance?		Yes	Yes	Yes	Yes	Yes
Number of standard exceedances ^d		27	23	11	17	8
Carbon Monoxide (CO)						
Highest 1-hr average, ppm ^c	20.0	9.0	7.0	7.0	6.0	6.0
In exceedance?		No	No	No	No	No
Number of standard exceedances ^d		0	0	0	0	0
Highest 8-hr average, ppm ^c	9.0	5.0	4.8	4.4	3.7	4.1
In exceedance?		No	No	No	No	No
Number of standard exceedances ^d		0	0	0	0	0
Nitrogen Dioxide (NO_x)						
Highest 24-hr average, ppm ^c	0.25	0.11	0.10	0.11	0.11	0.09
In exceedance?		No	No	No	No	No
Number of standard exceedances ^d		0	0	0	0	0
Particulate Matter-10 Micron (PM₁₀)						
Highest 24-hr average, µg/m ³ ^c	50	67	80	74	82	67
In exceedance?		Yes	Yes	Yes	Yes	Yes
Number of standard exceedances ^{d,e}		6	8	4	6	2
Notes: a. Data are collected from the APCD monitoring station located on Redwood Avenue in the City of El Cajon. b. State standard, not to be exceeded. c. ppm = parts per million; µg/m ³ = micrograms per cubic meter d. Refers to the number of days in a year during which at least one excess was recorded. e. Measured every six days.						
Source: California Environmental Protection Agency, Air Resources Board, <i>Air Quality Data</i> , 1992, 1993, 1994, 1995, 1996.						

**TABLE 6.1.2-2
ESTIMATED EXISTING AND PROJECTED FUTURE
MAXIMUM CARBON MONOXIDE CONCENTRATIONS
FOR 1998 AND 2005**

Modeled Intersection	Averaging Period	CO Concentration (ppm) ^a	
		Existing Conditions (1998) ^b	Existing Plus Project (2005) ^c
1. Riverford Road and Riverside Drive	1-hr. 8-hr. ^d	15.3 10.7	9.1 6.4
2. Riverside Drive and Palm Row Drive	1-hr. 8-hr. ^d	7.8 5.5	6.6 4.7
3. Channel Road and Maplevue Street	1-hr. 8-hr. ^d	10.8 7.6	10.2 7.2
4. Woodside Avenue and Winter Gardens Boulevard	1-hr. 8-hr. ^d	11.5 8.1	8.6 6.1
<p>Notes:</p> <p>The state one-hour average CO standard is 20 ppm; the state and federal eight-hour average CO standard is 9.0 ppm. The concentration shown in bold indicates exceedance of the state 8-hour standard. These estimated concentrations are based on the traffic impact analysis prepared Linscott Law & Greenspan Engineers.</p> <p>a. Modeled with the CALINE-4 dispersion model using EMFAC7F composite emission factors and assuming worst-case meteorological conditions. Concentrations correspond to a location between 40 to 50 feet from the edge of the given intersection.</p> <p>b. Existing levels refer to 1998 and include worst-case background concentrations of 5.7 ppm, one-hour average, and 4.0 ppm, eight-hour average. Background concentrations are based on a 3-year running average of the second highest recorded concentration at the El Cajon monitoring station.</p> <p>c. These estimates refer to 2005 and include worst-case background concentrations of 4.9 ppm, 1-hour average, and 3.5 ppm, 8-hour average. These projected backgrounds were based on future CO emission trends as described in 1991 Regional Air Quality Strategy Triennial Update for the San Diego Air Basin.</p> <p>d. Eight-hour average concentrations (calculated) are assumed to be 70% of local one-hour average concentrations.</p>			

**TABLE 6.1.5-1
STATE WATER RESOURCE CONTROL BOARD BENEFICIAL USE
DESIGNATIONS FOR SAN DIEGO RIVER WATERSHED**

Water Body	Beneficial Use Designations
San Diego River Watershed (Santee/El Monte Hydrologic Subareas) ¹	<ul style="list-style-type: none"> • Agricultural Supply (AGR) • Industrial Service Supply (IND) • Contact Water Recreation (REC1) • Non-contact Water Recreation (REC2) • Warm Freshwater Habitat (WARM) • Cold Freshwater Habitat (COLD) • Wildlife Habitat (WILD) • Rare, Threatened or Endangered Species (RARE)
El Capitan, San Vicente & Cuyamaca Reservoirs	<ul style="list-style-type: none"> • Municipal and Domestic Supply (MUN) • Agricultural Supply (AGR) • Industrial Process Supply (PROC) • Industrial Service Supply (IND) • Contact Water Recreation (REC1)² • Non-contact Water Recreation (REC2) • Warm Freshwater Habitat (WARM) • Cold Freshwater Habitat (COLD) • Wildlife Habitat (WILD) • Rare, Threatened or Endangered Species (RARE)³
Lake Jennings	<ul style="list-style-type: none"> • Municipal and Domestic Supply (MUN) • Agricultural Supply (AGR) • Industrial Process Supply (PROC) • Industrial Service Supply (IND) • Contact Water Recreation (REC1)² • Non-contact Water Recreation (REC2) • Warm Freshwater Habitat (WARM) • Cold Freshwater Habitat (COLD) • Wildlife Habitat (WILD)
Lake Murray	<ul style="list-style-type: none"> • Municipal and Domestic Supply (MUN) • Industrial Service Supply (IND) • Contact Water Recreation (REC1)² • Non-contact Water Recreation (REC2) • Warm Freshwater Habitat (WARM) • Cold Freshwater Habitat (COLD) • Wildlife Habitat (WILD) • Hydropower Generation (POW)
El Monte/Santee Groundwater Basin	<ul style="list-style-type: none"> • Municipal and Domestic Supply (MUN) • Agricultural Supply (AGR) • Industrial Process Supply (PROC) • Industrial Service Supply (IND)

Source: Regional Water Quality Control Board, 1994

Table Notes:

¹ The Santee/El Monte Hydrologic Subareas are exempt from designation as a source of drinking water under State Water Board Resolution No. 88-63, "Sources of Drinking Water".

² Fishing from shore or boat only permitted.

³ Cuyamaca and El Capitan Reservoirs only.

ENVIRONMENTAL EFFECTS FOUND NOT TO BE SIGNIFICANT

TABLE 6.1.5-2 1999 WATER QUALITY DATA

PRIMARY STANDARDS – Mandatory Health Standards (mg/L)

	FEDERAL MCL	STATE MCL	MCLG/ (PHG)	LAKE SKINNER	LAKE JENNINGS	L.W.D. WELL	OVERALL RANGE
CLARITY							
Turbidity (NTU)	0.5	0.5	NS	0.08	0.08	0.7	0.40-0.19
MICROBIOLOGICAL							
Total Coliform Bacteria (a)	5%	5%	0	(a)	0%	0	0%
Fecal Coliform Bacteria (b)	(b)	(b)	0	0%	0%	0	0%
ORGANIC CHEMICALS (mg/L)(c)							
Total Trihalomethanes	0.10	0.10	NS	0.04	0.075	ND	.073-.076
ORGANIC CHEMICALS (e)							
Aluminum	0.05-0.20**	1	NS	0.186	0.11	0.051	0.11
Barium	2	1	2	ND	0.11	0.016	0.11
Fluoride	4 (2**)	2	(1.0)	0.26	0.34	.46	0.22-0.45
Lead (e)	(e)	AL=0.015	(0.002)	ND	ND	ND	ND
Nitrate (as NO ₃)	45	45	(45)	0.396	2	8.8	0.53-3.60
RADIONUCLIDES (pCi/L)							
Gross Alpha	15	15	NS	4.9	4.7	5.9	ND-6.4
Gross Beta	4mRem/yr	50	NS	7.7	2.5	3.3	ND-3.7
Radium 226	5(20 proposed)	5	NS	ND	<5	NTF	<5
Radon	300	NS	NS	ND	<5	NTF	<5-15
Strontium	NS	8	NS	ND	0.9	NTF	0-3.6
Tritium	20,000	20,000	NS	ND	184	NTF	0-400
Uranium	30	20	NS	3.4	3.1	2.98	2.7-3.7

SECONDARY STANDARDS – Aesthetic Standards (mg/L)

Chloride	250	250-500*	NS	75	84	200	70-200
Color	15	15	NS	3	5	5	1-10
Copper (e)	(e)	AL=1.3	(0.17)	ND	ND	0.0049	ND
Foaming Agents (MBAs)	0.5	0.5	NS	ND	ND	0.05	ND
Iron	0.3	0.3	NS	ND	ND	0.21	ND
Manganese	0.05	0.05	NS	ND	ND	0.6	ND
Methyl-Tertiary-butyl-ether (MTBE)	NS	0.005	NS	ND	ND	ND	ND
Odor Threshold (TON)	3	3	NS	(j)	(f)	1	(f)
pH (units)	6.5-8.5	NS	NS	8.06	7.2	7.7	6.8-8.3
Silver	0.1	0.1	NS	ND	ND	ND	ND
Specific Conductance (umhos/cm)	NS	900-1600*	NS	830	742	1420	452-1420
Sulfate	250	250-500*	NS	189	250	250	91-287
Total Dissolved Solids	500	500-1000*	NS	504	435	870	300-870
Zinc	5	5	NS	ND	ND	0.0072	ND

ADDITIONAL PARAMETERS (mg/L)

Calcium	NS	NS	NS	59	76	130	68-83
Cryptosporidium (g)	NS	NS	NS	(k)	ND	ND	ND
Giardia (g)	NS	NS	NS	(k)	ND	ND	ND
Hardness (as CaCO ₃) (grains/gallon)	NS	NS	NS	242	228	559	118-559
	NS	NS	NS	14.2	13.4	32.69	6.9-32.69
Magnesium	NS	NS	NS	23	18	557	0-57
Perchlorate	NS	NS	NS	4	ND	NTF	ND
Potassium	NS	NS	NS	3.8	2.9	NTF	2.9
Sodium	NS	NS	NS	76	75	100	100

KEY TO FOOTNOTES & ABBREVIATIONS

- (a) Cannot be present in more than 5% of monthly required number of samples.
- (b) The occurrence of two consecutive total coliform-positive samples, one of which is fecal coliform/E.coli, constitutes an acute MCL.
- (c) In 1996, 60 additional organics were analyzed and not detected. Results are available.
- (d) In 1998, 11 additional inorganics were analyzed and not detected. Results are available.
- (e) Federal MCL has been replaced by a treatment technique which requires agencies to optimize corrosion-control treatment.
- (f) Our lab uses the Flavor Profile Method, which better detects odor disturbances.
- (g) Six plant effluent samples were analyzed in 1998.

NDTested for and not Detected.

ALAction Level

NSNo Standard.

NTUNephelometric "Turbidity Units."
This is a measure of the clarity of water.

NTFNot Tested For.

mg/LMilligrams per Liter (parts per billion).

MCLMaximum Contaminant Level.

pCi/LPicoCuries per Liter.

umhos/cmMicromhos per Centimeter.

*Recommended maximum level ranges for mineralization.

**Secondary standard.

DEFINITIONS

Maximum Contaminant Level (MCL):

The highest level of a contaminant that is allowed in drinking water. MCLs are set as close to the PHGs and MCLGs as economically or technologically feasible.

Public Health Goal:

The level of a contaminant in drinking water below which there is no known or expected risk to health. PHGs are set by the California EPA.

Maximum Contaminant Level Goal (MCLG):

The level of a contaminant in drinking water below which there is no known or expected risk to health. MCLGs are set by the USEPA.

Primary Drinking Water Standard (PDWS):

Primary MCLs, specific treatment techniques adopted in lieu of primary MCLs and monitoring and reporting requirements for MCLs which are specified in regulations.

Source: Lakeside Water District, 1999.

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County of San Diego

1994 Stormwater Quality Management Ordinance. June 9.

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County of San Diego Department of Public Works

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Grossmont Union High School District

1998 Becker, Christina, Manager, Facilities & Construction. Response to P&D Environmental Services. August 20.

Lakeside Fire Protection District

1998 Strange, Wayne T., Chief. Response Letter to P&D Environmental Services. July 1.

Lakeside Union Elementary School District

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Lakeside Water District

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Riverview Water District

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San Diego Air Pollution Control District

1997 Personal communication (Rob Ryder), November 5.

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San Diego County Sheriff's Department

1998 Bird, L.A., Captain. Santee Sheriff Station. Response Letter to P&D Environmental Services. July 27.

San Diego Gas & Electric

1998 Cormode, Bill, Customer Project Planner. Response Letter to P&D Environmental Services. July 17.

San Diego Landfill Systems

1998 Kaiser, Mike, Regional Engineer. Response to P&D Environmental Services. August 28.

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**8.0 LIST OF PREPARERS AND PERSONS AND ORGANIZATIONS
CONTACTED**

8.1 EIR PREPARERS

Lead Agency

County of San Diego
Department of Planning and Land Use
5201 Ruffin Road, Suite B
San Diego, California 92123-1666

Kiersten Rydbeck, Environmental Management Specialist III
Joseph M. DeStefano II, Environmental Management Specialist II
J. Eric Gibson, Environmental Coordinator
Bob Forsythe, Associate Planner
Nancy Whalen, Regional Planner

The following agencies may use this EIR for issuing permits for future development projects:

U.S. Army Corps of Engineers
San Diego Regulatory Branch
10845 Rancho Bernardo, Suite 210
San Diego, California 92127

U.S. Fish and Wildlife Service
Carlsbad Field Office
2730 Loker Avenue West
Carlsbad, California 92008

U.S. Environmental Protection Agency
Office of Clean Water Act Compliance
75 Hawthorne Street, WTR-7
San Francisco, California 94105

State of California
Department of Transportation - District 11
Post Office Box 85406
San Diego, California 92186

California Department of Fish and Game
330 Golden Shore, Suite 50
Long Beach, California 90802

Environmental Consultants

Environmental Impact Report

P&D Environmental Services
401 West A Street, Suite 2500
San Diego, California 92101

Betty Dehoney, Principal-in-Charge
Shawna Anderson, AICP, Project Manager
Madonna Marcelo, Environmental Analyst
Ty Garrison, Biologist
John Burke, Environmental Specialist
Shannon Allen, Environmental Specialist

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Linscott Law & Greenspan
8989 Rio San Diego Drive, Suite 135
San Diego, California 92108

John Boarman, P.E., Traffic Engineer

8.2 PERSONS AND ORGANIZATIONS CONTACTED

Azimzadeh, Kamran, Lakeside Union Elementary School District

Becker, Christina, Manager, Facilities & Construction, Grossmont Union High School District

Bird, L.A., Captain, San Diego County Sheriff's Department

Chadwick, Don, Padre Dam Municipal Water District

Deihr, Daniel, Senior Water Resources Specialist, San Diego County Water Authority

Jayne, Deborah, Environmental Specialist IV, San Diego Regional Water Quality Control Board

Kaiser, Mike, Regional Engineer, San Diego Landfill System

McPherson, Mark, San Diego County Department of Environmental Health, Storm Water
Division

Mislow, John, San Diego County Department of Environmental Health, Hazardous Materials
Division

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Sanders, Brett, Superintendent, Lakeside Water District

Strange, Wayne T., Chief, Lakeside Fire Protection District

Teasley, Doug, Field Operations Superintendent, Riverview Water District

VanRhyn, Jon, San Diego County Department of Environmental Health, Storm Water Division

Wong, Bai, Wastewater Management Division, County of San Diego Department of Public Works

***LIST OF PREPARERS AND PERSONS
AND ORGANIZATIONS CONTACTED***

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9.0 LIST OF MITIGATION MEASURES AND ENVIRONMENTAL DESIGN CONSIDERATIONS

9.1 MITIGATION MEASURES PROPOSED FOR THE PROJECT

9.1.1 Transportation/Circulation

Intersections

- Lakeside Avenue/SR 67

Signalize the intersection

- Mapleview Street/SR 67

Provide the following lane configurations:

- Northbound: one left, two through, one right
- Southbound: one left, two through, one right
- Eastbound: one left, one through, one right
- Westbound: one left, one left-through, one right

- Winter Gardens Boulevard/SR 67 Northbound Off-Ramp

Signalize the intersection

- Lakeside Avenue/Valle Vista Road

Signalize and provide the following lane configurations:

- Southbound: one left and one right
- Eastbound: one left and two through
- Westbound: one right and two through

- Channel Road/Mapleview Street

Signalize and provide the following lane configurations:

- Northbound: one through and one through-right
- Southbound: one left and two through
- Westbound: one left and one right

- Woodside Avenue/Winter Gardens Boulevard

Modify approaches to accommodate the following lane configurations:

- Northbound: two lefts, one through and one through-right
- Southbound: two lefts, two through and one right

LIST OF MITIGATION MEASURES AND ENVIRONMENTAL DESIGN CONSIDERATIONS

- Eastbound: one left, two through and one right
- Westbound: one left, two through and one right
- Woodside Avenue/Riverford Road
 - Modify approaches to accommodate the following lane configurations:
 - Southbound: one left and one shared left-right
 - Eastbound: two lefts and one through
 - Westbound: two through and one right
- Riverford Road/SR 67 Southbound Ramps
 - Signalize and provide the following lane configurations:
 - Northbound: one left and two through
 - Southbound: two through and one right
 - Westbound: one left-through and one right
- Woodside Avenue North/Riverford Road
 - Signalize and provide the following lane configurations:
 - Northbound: one left and two through
 - Southbound: one through and one through-right
 - Eastbound: one left and one right

Street Segments

- Improve Riverford Road to a four lane Major Road from Woodside Avenue to Riverside Drive/Mast Boulevard.
- Improve Riverside Drive to a four lane Collector Road from Riverford Road to Lakeside Avenue.
- Improve Woodside Avenue to a four lane Collector Road from Winter Gardens Boulevard to Riverford Road.

Since the County lacks the financial means to implement mitigation measures that would reduce traffic impacts to below a level of significance, traffic impacts would remain unmitigable and unavoidable.

9.1.2 Biological Resources

- Impacts to wetlands caused by the County flood control plan shall be mitigated in accordance with the County Biological Mitigation Ordinance. All wetland restoration, revegetation, and creation activities will be conducted within the San Diego River floodplain. Impacts to all

LIST OF MITIGATION MEASURES AND ENVIRONMENTAL DESIGN CONSIDERATIONS

wetland resources will be mitigated by creation and restoration of wetlands which replace the functions and values of the resources disturbed. For all impacts, there will be no net loss of wetland acreage in addition to a replacement of the functions and values. The mitigation plan must be prepared to the satisfaction of the Department of Planning and Land Use. In addition, appropriate wetland permits shall be obtained from the U.S. Army Corps of Engineers and the California Department of Fish and Game. The project applicant shall also comply with all applicable permit requirements.

9.1.3 Noise

- As a requirement of environmental review of any discretionary permit, any commercial and/or industrial use projects to be located adjacent to residential uses shall prepare a site-specific detailed noise study. These residential uses are located as follows:
 - The northwestern portion of the site where RS7 Residential is located in proximity to M54 Industrial Zone;
 - The northern portion of the site where M54 Industrial is located adjacent to existing residential uses, namely the Willowbrook Mobile Estates;
 - The northern portion of the site where RS3 Residential is located in proximity to C34 Commercial; and
 - The southern pocket of the site where RU29 is located adjacent to C36 Commercial.
- The noise study shall evaluate specific activities to be conducted at the individual project sites to ensure that the projects conform to the property line noise regulations of the County's Noise Ordinance and, in particular, the sound level averaging provision of the Noise Ordinance. The noise study shall include site-specific mitigation measures, including building design and orientation, site layout, placement of noise-generating uses away from residential property lines, limitation of the hours of operation, placement of buffers, noise walls, and setbacks, as needed.

9.1.4 Public Services

No mitigation measures were identified.

9.1.5 Cultural Resources

- As a condition of any Subdivision Map proposed for the RS7 area in the northwest portion of the site, a monitoring or survey/monitor program would be required. Figure 2.5-1 depicts the requirements.

LIST OF MITIGATION MEASURES AND ENVIRONMENTAL DESIGN CONSIDERATIONS

- For parcels located in the eastern portion of the site designated as Industrial or Commercial, the appropriate cultural resources program (monitoring or survey/monitor) identified in Figure 2.5-1, will be required as part of any development proposal.
- In the event that potentially significant resources are identified during cultural resource investigations, evaluation programs shall be implemented to assess resource significance and the need for mitigation, which may include avoidance and data recovery. These programs will be completed in accordance with the County guidelines for cultural resources surveys and mitigation.
- In accordance with County Guidelines for the Implementation of the California Environmental Quality Act, all archaeological and cultural resource investigations shall be conducted by certified Society of Professional Archaeologists personnel. The results of these investigations shall be documented in reports acceptable to the County.

9.1.6 Aesthetics

- Prior to issuance of a building permit for properties bordering the river, the applicant shall take the aesthetic value of the river into account by implementing the following: no construction of buildings shall be approved within 25 feet of the exterior bank of the flood control channel; landscaping with the buffer shall be done in accordance with the Lakeside Design Guidelines requirements; parking shall be allowed in conjunction with a 10-foot screened landscaping buffer designed to the satisfaction of the Director of the Department of Planning and Land Use.

9.1.7 Hazards

- Prior to construction of each individual development allowed under the proposed project or by right, a project-specific assessment of the site's condition and characteristics shall be required to determine the presence or absence of environmental contamination and concerns resulting from existing uses.

9.1.8 Land Use and Planning

No mitigation measures were identified.

9.1.9 Air Quality

No mitigation measures were identified.

9.1.10 Public Utilities

No mitigation measures were identified.

9.1.11 Geological Issues

No mitigation measures were identified.

9.1.12 Water Resources

No mitigation measures were identified.

9.2 ENVIRONMENTAL DESIGN CONSIDERATIONS FOR THE PROJECT

Because the proposed project is analyzed at a programmatic level, there are no project-specific environmental design considerations, such as proposed landscaping, road improvements, drainage system design, etc., identified in this report. The following lists the applicable state, regional, and/or local requirements and regulations, including guidelines, ordinances, plans, etc., to which each of the individual projects allowed in the project area would need to comply and adhere, resulting in the reduction of impact to below a level of significance:

9.2.1 Transportation/Circulation

- Congestion Management Plan
- Circulation Element
- Subdivision Ordinance
- Centerline Ordinance
- Board Policy J-34
- Public Facilities Element (Section 4 Transportation Policy 1.1)
- Capital Improvement Program

9.2.2 Biological Resources

- Section 404 Clean Water Act
- Section 1600 Streambed Alteration Agreement
- Biological Mitigation Ordinance

9.2.3 Noise

- Noise Element
- County Noise Ordinance

9.2.4 Public Services

- School Developer Fees
- Fire Mitigation Fees

9.2.5 Cultural Resources

- National Historic Preservation Act
- Archaeological Resource Protection Act
- San Diego County Archaeological/Historical Report Procedures
- Resource Protection Ordinance

9.2.6 Aesthetics

- Lakeside Design Guidelines

9.2.7 Hazards

- Cal/OHSA Regulations
- "W" Flood Control Channel Designator

9.2.8 Land Use and Planning

- County of San Diego General Plan which includes the Lakeside Community Plan
- Lakeside Design Guidelines
- Zoning Ordinance

9.2.9 Air Quality

- Regional Air Quality Strategy
- State Implementation Plan

9.2.10 Public Utilities

None identified.

9.2.11 Geological Issues

- Uniform Building Code
- County Grading Ordinance

9.2.12 Water Resources

- County Stormwater Quality Management Ordinance

9.3 MITIGATION MEASURES PROPOSED FOR THE ENVIRONMENTALLY PREFERRED ALTERNATIVE

9.3.1 Transportation/Circulation

Intersections

- Lakeside Avenue/SR 67

Signalize the intersection

- Mapleview Street/SR 67

Provide the following lane configurations:

- Northbound: one left, two through, one right
- Southbound: one left, two through, one right
- Eastbound: one left, one through, one right
- Westbound: one left, one left-through, one right

- Winter Gardens Boulevard/SR 67 Northbound Off-Ramp

Signalize the intersection

- Lakeside Avenue/Valle Vista Road

Signalize and provide the following lane configurations:

- Southbound: one left and one right
- Eastbound: one left and two through
- Westbound: one right and two through

- Channel Road/Mapleview Street

Signalize and provide the following lane configurations:

- Northbound: one through and one through-right
- Southbound: one left and two through
- Westbound: one left and one right

- Woodside Avenue/Winter Gardens Boulevard

Modify approaches to accommodate the following lane configurations:

- Northbound: two lefts, one through and one through-right
- Southbound: two lefts, two through and one right
- Eastbound: one left, two through and one right
- Westbound: one left, two through and one right

LIST OF MITIGATION MEASURES AND ENVIRONMENTAL DESIGN CONSIDERATIONS

- Woodside Avenue/Riverford Road

Modify approaches to accommodate the following lane configurations:

- Southbound: one left and one shared left-right
- Eastbound: two lefts and one through
- Westbound: two through and one right

- Riverford Road/SR 67 Southbound Ramps

Signalize and provide the following lane configurations:

- Northbound: one left and two through
- Southbound: two through and one right
- Westbound: one left-through and one right

- Woodside Avenue North/Riverford Road

Signalize and provide the following lane configurations:

- Northbound: one left and two through
- Southbound: one through and one through-right
- Eastbound: one left and one right

Street Segments

- Improve Riverford Road to a four lane Major Road from Woodside Avenue to Riverside Drive/Mast Boulevard.
- Improve Riverside Drive to a four lane Collector Road from Riverford Road to Lakeside Avenue.
- Improve Woodside Avenue to a four lane Collector Road from Winter Gardens Boulevard to Riverford Road.

Since the County lacks the financial means to implement mitigation measures that would reduce traffic impacts to below a level of significance, traffic impacts would remain unmitigable and unavoidable.

9.3.2 Biological Resources

- Impacts to wetlands caused by the County flood control plan shall be mitigated in accordance with the County Biological Mitigation Ordinance and Resource Protection Ordinance. All wetland restoration, revegetation, and creation activities will be conducted within the San Diego River floodplain. Impacts to all wetland resources will be mitigated by creation and restoration of wetlands which replace the functions and values of the resources disturbed. For all impacts, there will be no net loss of wetland acreage in addition to a replacement of

LIST OF MITIGATION MEASURES AND ENVIRONMENTAL DESIGN CONSIDERATIONS

the functions and values. The mitigation plan must be prepared to the satisfaction of the Department of Planning and Land Use. In addition, appropriate wetland permits shall be obtained from the U.S. Army Corps of Engineers and the California Department of Fish and Game. The project applicant shall also comply with all applicable permit requirements.

9.3.3 Noise

- As a requirement of environmental review of any discretionary permit, any commercial and/or industrial use projects to be located adjacent to residential uses shall prepare a site-specific detailed noise study. These residential uses are located as follows:
 - The northwestern portion of the site where RS7 Residential is located in proximity to M54 Industrial Zone;
 - The northern portion of the site where M54 Industrial is located adjacent to existing residential uses, namely the Willowbrook Mobile Estates;
 - The northern portion of the site where RS3 Residential is located in proximity to C34 Commercial; and
 - The southern pocket of the site where RU29 is located adjacent to C36 Commercial.
- The noise study shall evaluate specific activities to be conducted at the individual project sites to ensure that the projects conform to the property line noise regulations of the County's Noise Ordinance and, in particular, the sound level averaging provision of the Noise Ordinance. The noise study shall include site-specific mitigation measures, including building design and orientation, site layout, placement of noise-generating uses away from residential property lines, limitation of the hours of operation, placement of buffers, noise walls, and setbacks, as needed.

9.3.4 Public Services

No mitigation measures were identified.

9.3.5 Cultural Resources

- As a condition of any Subdivision Map proposed for the RS7 area in the northwest portion of the site, a monitoring or survey/monitor program would be required. Figure 2.5-1 depicts the requirements.
- For parcels located in the eastern portion of the site designated as Industrial or Commercial, the appropriate cultural resources program (monitoring or survey/monitor) identified in Figure 2.5-1, will be required as part of any development proposal.

LIST OF MITIGATION MEASURES AND ENVIRONMENTAL DESIGN CONSIDERATIONS

- In the event that potentially significant resources are identified during cultural resource investigations, evaluation programs shall be implemented to assess resource significance and the need for mitigation, which may include avoidance and data recovery. These programs will be completed in accordance with the County guidelines for cultural resources surveys and mitigation.
- In accordance with County Guidelines for the Implementation of the California Environmental Quality Act, all archaeological and cultural resource investigations shall be conducted by certified Society of Professional Archaeologists personnel. The results of these investigations shall be documented in reports acceptable to the County.

9.3.6 Aesthetics

- Prior to issuance of a building permit for properties bordering the river, the applicant shall take the aesthetic value of the river into account by implementing the following: no construction of buildings shall be approved within 50 feet of the exterior bank of the flood control channel; landscaping with the buffer shall be done in accordance with the Lakeside Design Guidelines requirements; parking shall be allowed in conjunction with a 10-foot screened landscaping buffer designed to the satisfaction of the Director of the Department of Planning and Land Use.

9.3.7 Hazards

- Prior to construction of each individual development allowed under the proposed project or by right, a project-specific assessment of the site's condition and characteristics shall be required to determine the presence or absence of environmental contamination and concerns resulting from existing uses.

9.3.8 Land Use and Planning

No mitigation measures were identified.

9.3.9 Air Quality

No mitigation measures were identified.

9.3.10 Public Utilities

No mitigation measures were identified.

9.3.11 Geological Issues

No mitigation measures were identified.

9.3.12 Water Resources

No mitigation measures were identified.

9.4 ENVIRONMENTAL DESIGN CONSIDERATIONS FOR THE ENVIRONMENTALLY PREFERRED ALTERNATIVE

Because the proposed project is analyzed at a programmatic level, there are no project-specific environmental design considerations, such as proposed landscaping, road improvements, drainage system design, etc., identified in this report. The following lists the applicable state, regional, and/or local requirements and regulations, including guidelines, ordinances, plans, etc., to which each of the individual projects allowed in the project area would need to comply and adhere, resulting in the reduction of impact to below a level of significance:

9.4.1 Transportation/Circulation

- Congestion Management Plan
- Circulation Element
- Subdivision Ordinance
- Centerline Ordinance
- Board Policy J-34
- Public Facilities Element (Section 4 Transportation Policy 1.1)
- Capital Improvement Program

9.4.2 Biological Resources

- Section 404 Clean Water Act
- Section 1600 Streambed Alteration Agreement
- Biological Mitigation Ordinance
- Resource Protection Ordinance

9.4.3 Noise

- Noise Element
- County Noise Ordinance

9.4.4 Public Services

- School Developer Fees
- Fire Mitigation Fees

9.4.5 Cultural Resources

- National Historic Preservation Act
- Archaeological Resource Protection Act
- San Diego County Archaeological/Historical Report Procedures
- Resource Protection Ordinance

9.4.6 Aesthetics

- Lakeside Design Guidelines

9.4.7 Hazards

- Cal/OHSA Regulations
- "W" Flood Control Channel Designator

9.4.8 Land Use and Planning

- County of San Diego General Plan which includes the Lakeside Community Plan
- Zoning Ordinance

9.4.9 Air Quality

- Regional Air Quality Strategy
- State Implementation Plan

9.4.10 Public Utilities

None identified.

9.4.11 Geological Issues

- Uniform Building Code
- County Grading Ordinance

9.4.12 Water Resources

- County Stormwater Quality Management Ordinance



APPENDIX A

Environmental Initial Study, Notice of Preparation, and Responses



County of San Diego

GARY PRYOR
DIRECTOR
(619) 694-2962

DEPARTMENT OF PLANNING AND LAND USE

5201 RUFFIN ROAD, SUITE B, SAN DIEGO, CALIFORNIA 92123-1666

INFORMATION (619) 694-2960

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

April 30, 1998

NOTICE IS HEREBY GIVEN that the County of San Diego is requesting public input regarding the preparation of an Environmental Impact Report in accordance with the California Environmental Quality Act for the Upper San Diego River Improvement Project, Log No. 98-10-014. The proposed project includes a General Plan Amendment and a Zone Reclassification of approximately 591 acres which currently make up the RiverWay Specific Plan Area (SPA)/Upper San Diego River Improvement Project Redevelopment Area. The project site would be reclassified to RS7 (approximately 64 acres), C34 (four acres), C36 (22.8 acres), M54 (402.7 acres). Impacts to land use, geologic issues, water resources, air quality, transportation/circulation, biological resources, hazards, noise, public services, utilities and services, aesthetics, and cultural resources are the potential significant environmental issues to be addressed in the Environmental Impact Report. The proposed project is located within the unincorporated community of Lakeside, California, under the jurisdiction of the County of San Diego within the current boundaries of the Upper San Diego River Improvement Project Redevelopment Area. The project site is situated approximately 21 miles northeast of downtown San Diego and is within the Lakeside Community Planning Area, immediately north and west of the Lakeside Town Center. Thomas Brothers Coordinates: Page 48, Grid C-2, 3; D-2, 3; E-2, 3; F-2, 3. This Notice of Preparation can be reviewed at the Department of Planning and Land Use, Project Processing Counter, 5201 Ruffin Road, Suite B, San Diego, California 92123, at the Lakeside Branch Library, located at 9839 Vine Street, and the Santee Branch Library, located at 9225 Carlton Hills Boulevard, #17. Comments on this Notice of Preparation should be sent to Kiersten Rydbeck at the address listed above and should reference the project number and name. Comments on this proposed Notice of Preparation must be received no later than June 1, 1998 at 4:00 p.m. (a 30 day public review period). For additional information, please contact Kiersten Rydbeck at (619) 694-3016.

ND0498/9810014.NOT;jcr

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE UPPER SAN DIEGO RIVER IMPROVEMENT PROJECT

The County of San Diego will be preparing an Environmental Impact Report (EIR) for the project described below. The purpose of this Notice of Preparation is to solicit input and participation from affected public agencies and the general public on the scope of the EIR. This scoping includes but is not limited to determining the type and sequence of discretionary actions necessary to implement the project, identification of potentially significant and "non-significant" impacts, possible mitigation scenarios, and proposals of feasible alternatives.

Project Description

The proposed project includes a Zone Reclassification of approximately 591 acres which currently make up the RiverWay Specific Plan Area (SPA)/Upper San Diego River Improvement Project Redevelopment Area (Figure 1). The site is currently zoned S88 with a (21) Specific Plan Land Use Designation, except for approximately 27 acres which were given the (21) Land Use Designation but retained their pre-SPA zones. Approximately 64 acres located in the northwestern portion of the site would be reclassified to RS7 with a (6) Residential Land Use Designation. This designation allows 7.3 dwelling units per acre. Approximately 22.8 acres adjacent to Riverford Road would be reclassified C36 (General Commercial) with a (14) Service Commercial Land Use Designation. Four acres in the northeastern portion of the project area would be given a C34 (General Commercial/Residential) zone with a (14) Service Commercial Land Use Designation. Approximately 242 acres in the western, southern and eastern portions of the project area would be reclassified to M54 (General Impact Industrial) with a (16) General Impact Land Use Designation as would 5.7 acres of General Commercial located in the western area of the project site. Approximately 155 acres, which includes the San Diego River, would also be reclassified to M54 with a (16) Land Use Designation and a "W" Flood Channel Special Area Designator. A "B" Community Design Review Special Area Designator (attached) would be applied to areas proposed for industrial and commercial zones. The remaining 70.5 acres of the 591 acre site include roads. Please refer to the Use and Enclosure Matrix of The Zoning Ordinance for a list of uses allowed within each zone classification.

Project Location

The 591 acre project area is located within the unincorporated community of Lakeside, California, under the jurisdiction of the County of San Diego within the current boundaries of the Upper San Diego River Improvement Project Redevelopment Area. The project site is situated approximately 21 miles northeast of downtown San Diego and is within the Lakeside Community Planning Area, immediately north and west of the Lakeside Town Center. The project site is bound on the west by residential property in the unincorporated area and the

city limits of Santee, on the south and east by State Highway 67, and on the north by portions of El Nopal, Riverside Drive, and Lakeside Avenue. A portion of the property extends south and east of Highway 67 and north of Riverside Drive. Thomas Brothers Coordinates: Page 48, Grid C-2, 3; D-2, 3; E-2, 3; F-2, 3

Description of Anticipated Environmental Effects

Land Use and Planning - The EIR will analyze the proposed project against goals and objectives of the County's General Plan, Lakeside Community Plan, Lakeside Design Review Manual, regulations in The Zoning Ordinance, and other relevant planning documents. The analysis will include a description of the bulk and scale of structures and existing grading. The analysis will assess the levels of traffic, which would be generated by the project relative to that existing in the surrounding area. In addition, the analysis will address potential incompatibilities between existing and allowed residential development with allowed industrial and commercial uses with emphasis on visual, noise, and air quality effects.

Geological Issues - The EIR will analyze the existing geological environment in conjunction with standard building practices, the Uniform Building Code, and the Grading Ordinance to identify and assess any geological impacts associated with development allowed under the proposed project. The analysis will include a discussion of impacts associated with seismic and landslide hazards and erosion.

Water Resources - The EIR will analyze any impacts to surface and groundwater resulting from increased impervious surfaces and urban runoff as well as piecemealed flood control implementation in conjunction with the San Diego Basin Plan and Water Quality Element Regional Growth Management Strategy. The analysis will determine the project's impact on the quality and pattern of runoff to the surrounding area. In addition, the assessment will address siltation and erosion associated with runoff and describe drainage.

Air Quality - The EIR will assess air quality impacts, which would result from changes in zoning and land use designations and traffic levels, in accordance with the Regional Air Quality Strategy. The analysis will also include air quality impacts from odors and emissions from existing (e.g., egg ranch) and allowed (commercial and industrial) uses.

Transportation/Circulation - The EIR will assess on and off-site impacts which would result from development of residential, commercial, and industrial uses. The traffic study will include a projection of traffic that would be generated by the proposal on potential and actual routes of travel for the vehicles both to

and from the project site. The analysis will contain information regarding existing and projected level of service for on-site and adjacent roads with may be affected by allowed development.

Biological Resources - The EIR will assess impacts caused by implementation of the project and include a report for biological surveys including discussions of the quality of the resources and areas that would be impacted by the proposed project. The assessment will include a vegetation map with special emphasis on the unique and sensitive habitat lands identified in the San Diego County California and Environmental Quality Act Guidelines and Resource Protection Ordinance (RPO). Directed surveys for sensitive plants and animals involving site examination on foot will be performed. Focused surveys for the following state and federally listed species and narrow and endemic species: 1) San Diego Ambrosia; 2) Willow monardella; 3) Southwestern willow flycatcher; 4) Least Bell's vireo; 5) American Peregrine falcon; 6) Southwestern pond turtle; and 7) California black rail (Extirpated) will be performed. The analysis will also address conformance with the Multiple Species Conservation Program Plan and RPO with respect to the loss of exemption status due to elimination of the Redevelopment Plan. In addition, the study will include analysis of impacts on regional and local wildlife corridors.

Hazards - The EIR will analyze hazard impacts associated with implementation of allowed residential, commercial and industrial uses. The analysis will include discussion of the exposure of people or property to flood hazards, dam failure and the County's Operational Area Emergency Plan, release of hazardous substances, and accidental explosion.

Noise - The EIR will evaluate noise impacts resulting from allowed uses, assessment of noise created by traffic, changes in land use activities and the effects of noise on existing and proposed residential development and determine whether or not noise levels would exceed San Diego County standards. The noise analysis will conform to the Noise Element of the San Diego County General Plan.

Public Services - The EIR will determine whether or not the proposed project would significantly increase existing maintenance burdens or capacities on local fire and police protection, schools, parks, or other public facilities serving the project site.

Utilities and Services - The EIR will determine if future development, allowed with implementation of the proposed project, would result in the need for significant new systems or supplies, or substantial alterations.

Aesthetics - The EIR will include a worst-case analysis of visual quality impacts from allowed uses on adjacent residential development and SR 67. The analysis will include a map of the viewshed and a discussion of communities and roads from which the project may be viewed as a prominent feature.

Cultural Resources - The EIR will include the results of an institutional record search for archaeological and historical resources within the project area. Scientific evidence will be provided to substantiate the scientific or historical significance and the boundaries of the resource(s). The report will address direct and indirect impacts and include, under separate cover, specific archaeological/cultural site location maps and figures.

Environmental Effects Determined Not to be Significant During Initial Study

Based on the analysis conducted during the Initial Study for the current proposal, population and housing and paleontological resources were determined not be potentially significant. The EIR will include discussions addressing the rationale for determining each issue as insignificant.

Alternatives Anticipated to be Considered

The EIR will include a minimum of five (5) project alternatives including the "No Project" and "No Development" alternatives as defined in the Guidelines as well as the Lakeside Planning Group Alternative (described below). The remaining two project alternatives will be developed based upon the analysis contained in the first screencheck draft EIR.

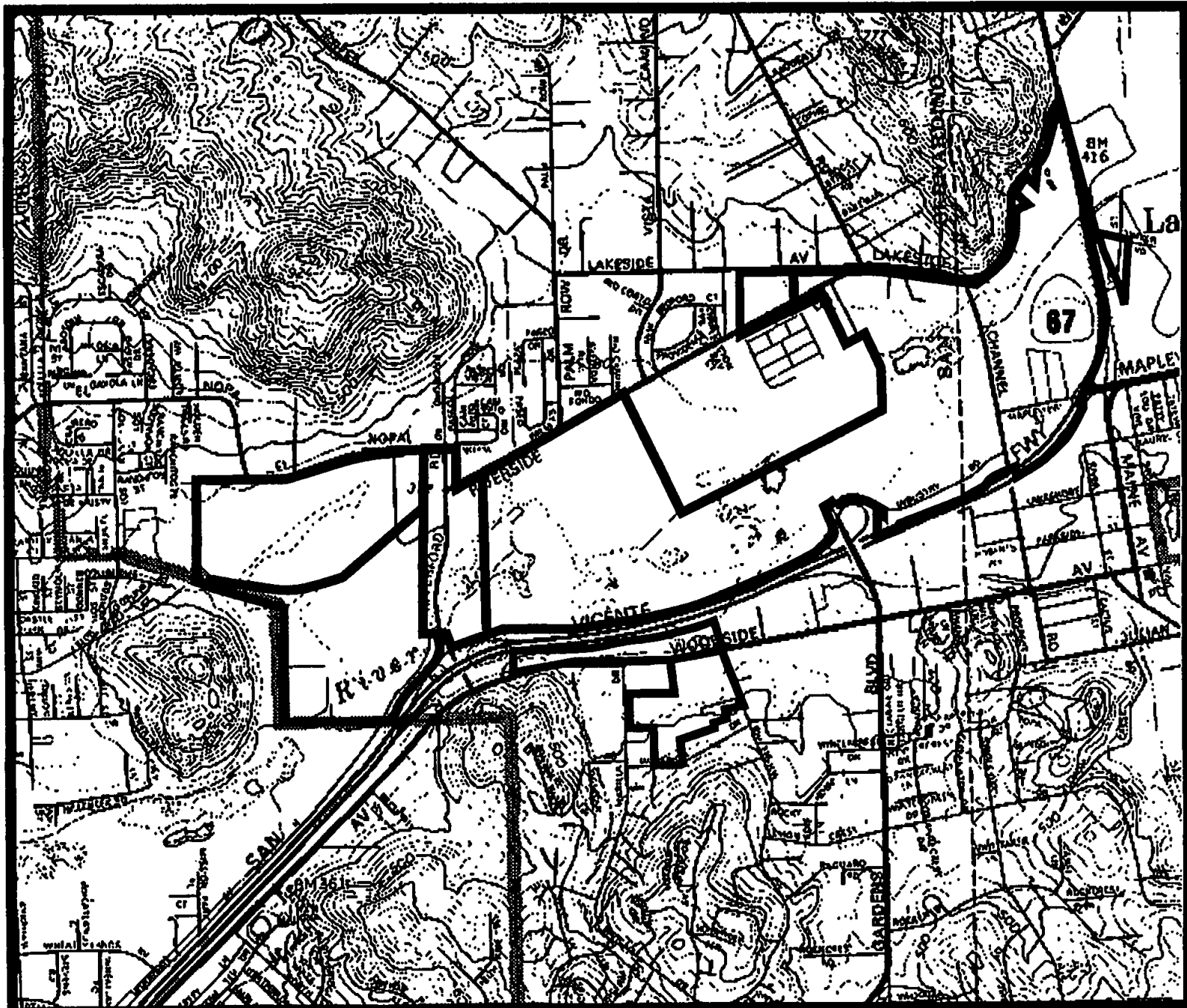
The Lakeside Planning Committee Alternative would replace some portions of the proposed zoning with zones and/or land use designations that allow reduced development densities. In the western and southern portions of the project area, the proposed M54 General Industrial zone would be replaced by M52 Limited Industrial. These zones would have a (15) Limited Impact Industrial Land Use Designation as opposed to the proposed (16) General Impact Industrial. Directly east of Riverford Road, the proposed C36 zone would remain but would have a (13) General Commercial instead of a (14) Service Commercial Land use Designation. In the northeastern portion of the project area, four acres of proposed would be zoned RS7 Single-Family Residential with a (6) Residential Land Use Designation under the Planning Groups alternative. Finally, the San Diego River would have an S87 Limited Control Zone with (24) Impact Sensitive Land Use Designation.

Attachment A: Initial Study

EIRS/USDRIIP.NOP;jcr

UPPER SAN DIEGO RIVER IMPROVEMENT PROJECT LOCATION MAP

(FIGURE 1)



SOURCE: USGS



County of San Diego

GARY PRYOR
DIRECTOR
(619) 694-2962

DEPARTMENT OF PLANNING AND LAND USE

5201 RUFFIN ROAD, SUITE B, SAN DIEGO, CALIFORNIA 92123-1666
INFORMATION (619) 694-2960

INITIAL STUDY FORM

1. Project Number(s)/Environmental Log Number/Name:

98-10-014/Upper San Diego River Improvement Project

2. Description of Project:

Background

The Upper San Diego River Improvement Project (USDRIP) redevelopment area was established July 18, 1989 by the San Diego County Board of Supervisors. Government assistance through redevelopment was deemed necessary for the USDRIP due to the severity of blight caused by abandoned sand mining operations, flood damage, odd lot configurations, and the lack of needed infrastructure.

The RiverWay Specific Plan was adopted to establish zoning and development requirements for the project that would implement the goals and objectives of the Upper San Diego River Improvement Project Redevelopment Plan. Since the approval of the redevelopment area several goals and objectives were implemented: a) a flood control plan was adopted, establishing the final configuration of the San Diego River and the type and location of needed flood control structures; b) one of three flood control structures was built; c) a drop structure was engineered and is scheduled for construction as part of the TransNet Channel Road project; d) portions of Channel Road and Riverside Drive were funded for major improvement; and e) portions of Mast Boulevard were improved to a two-lane road.

It was the goal of the USDRIP Specific Plan to redevelop the area to eliminate blight, provide flood control and environmental protection, and to provide new employment and recreational opportunities for residents in the East County. Though some progress has been made toward these goals, continued progress has been hindered by poor market demand for land uses currently planned in the project area, the speed with which land can be reclaimed from sand mining activity, and the high cost of needed road improvements.

Project Objectives

- ☐ Restore reasonable development opportunities to the private sector by eliminating infrastructure improvements and reducing discretionary approval requirements;
- ☐ Ensure future development is not built within the 100-year floodplain with the exception of necessary transportation, utility, and flood control improvements;
- ☐ Ensure compatibility of zone and General Plan designation changes with adjacent existing residential uses by reducing visual, noise, and air quality impacts; and
- ☐ Change the General Plan to reflect the elimination of County fund commitments to implement the Redevelopment Plan.

Project Description

The proposed project includes a Zone Reclassification of approximately 591 acres which currently make up the RiverWay Specific Plan Area (SPA)/Upper San Diego River Improvement Project Redevelopment Area (Figure 1). The site is currently zoned S88 with a (21) Specific Plan Land Use Designation (Table 1), except for approximately 27 acres which were given the (21) Land Use Designation but retained their pre-SPA zones. Approximately 64 acres located in the northwestern portion of the site would be reclassified to RS7 with a (6) Residential Land Use Designation. This designation allows 7.3 dwelling units per acre. Approximately 22.8 acres adjacent to Riverford Road would be reclassified C36 (General Commercial) with a (14) Service Commercial Land Use Designation. Four acres in the northeastern portion of the project area would be given a C34 (General Commercial/Residential) zone with a (14) Service Commercial Land Use Designation. Approximately 242 acres in the western, southern and eastern portions of the project area would be reclassified to M54 (General Impact Industrial) with a (16) General Impact Land Use Designation as would 5.7 acres of General Commercial located in the western area of the project site. Approximately 155 acres, which includes the San Diego River, would also be reclassified to M54 with a (16) Land Use Designation and a "W" Flood Channel Special Area Designator (attached). A "B" Community Design Review Special Area Designator (attached) would be applied to areas proposed for industrial and commercial zones. The remaining 70.5 acres of the 591-acre site include roads. Please refer to the Use and Enclosure Matrix of the Zoning Ordinance for a list of uses allowed within each Zone Classification (attached).

Table 1: Land Use Matrix for USDRIP GPA and Rezone

Existing Zone	Existing Land Use Designation	Acres	Proposed Zone	Proposed Land Use Designation
S88 Residential Uses	(21) Specific Plan	64	RS7	(6) Residential
S88 Residential Uses	(21) Specific Plan	4.0	C34	(14) Service Commercial
S88 General Commercial	(21) Specific Plan	22.8	C36	(14) Service Commercial
S88 Limited Industrial	(21) Specific Plan	143	M54	(16) General Impact Industrial
S88 General Commercial	(21) Specific Plan	5.7	M54	(16) General Impact Industrial
S88 General Impact Industrial	(21) Specific Plan	99	M54	(16) General Impact Industrial
S88 Open Space	(21) Specific Plan	155	M54	(16) General Impact Industrial

The "W" Flood Control Channel Designator restricts development within a 100-year floodplain approved for channelization by the Board of Supervisors. No buildings or structures are allowed within an area subject to Flood Channel Area Regulations (attached) until adequate flood control structures are erected and the land is no longer subject to a 100-year inundation.

The "B" Community Design Review Designator requires that a site plan be reviewed and approved for all industrial and commercial development prior to issuance of building or discretionary permits. Physical design, siting, and interior vehicular and pedestrian access are considered during the review process for projects subject to Design Review Area Regulations (attached).

The project also proposes to downgrade Riverford Road between the two on/off ramps of SR67 from a Prime Arterial to a four-lane collector (Figure 2). Maplevue Street, between Channel Road and SR67, and Channel Road between Woodside Avenue and Maplevue Street would be downgraded from Major Road status to four-lane collector status. In addition, Maplevue Street between Riverford Road and Wintergardens Boulevard would be deleted from the Circulation Element.

The proposed project would eliminate the adopted RiverWay Specific Plan which requires a mixture of residential uses with an overall density not to exceed 0.99 dwelling units per acre. In addition, the project proposes to delete Section 6878 of the San Diego County Zoning Ordinance which states: "Notwithstanding other provisions of these Nonconforming Regulations, any use located within the project area of a Redevelopment Plan approved pursuant to the Community Redevelopment Law (Health and Safety Code section 33000 et seq.) which becomes nonconforming to zoning which is adopted to implement such redevelopment plan, may, upon issuance of a Minor Use Permit, be expanded, extended, modified or another use substituted therefore, provided such substituted use was a permitted use by right or Minor Use Permit under the existing zoning prior to the rezone which created the nonconformity. Any application for such Minor Use Permit shall be accompanied by an Owner Participation Agreement which has been entered into pursuant to Section 33339 of the Community Redevelopment Law and is in effect and which provides for such continuation, expansion, modification or substitution. In addition to the findings for Minor Use Permit required by Section 7358, the approving authority shall first find that such permit is in conformance to the applicable redevelopment plan."

3. Project Applicant Name and Address:

County of San Diego, Department of Planning and Land Use
5201 Ruffin Road, San Diego, CA 92123

4. Project Location:

The 591-acre project area is located within the unincorporated community of Lakeside, California, under the jurisdiction of the County of San Diego within the current boundaries of the Upper San Diego River Improvement Project Redevelopment Area. The project site is situated approximately 21 miles northeast of downtown San Diego and is within the Lakeside Community Planning Area, immediately north and west of the Lakeside Town Center. The project site is bound on the west by residential property in the unincorporated area and the city limits of Santee, on the south and east by State Highway 67, and on the north by portions of El Nopal, Riverside Drive, and Lakeside Avenue. A portion of the property extends south and east of Highway 67 and north of Riverside Drive.

Thomas Brothers Coordinates: Page 48, Grid C-2, 3; D-2, 3; E-2, 3; F-2, 3

5. Environmental Setting:

The Project Area is partially urbanized and is generally surrounded by urbanized uses, and currently contains an assortment of commercial, industrial, residential, and institutional uses. In addition, a large portion of the project area is vacant floodplain of the San Diego River, and much of this area has been subject to sand mining operations.

Industrial, commercial, agricultural, and institutional uses in the area include concrete products manufacturing, heavy equipment storage, building materials and supply stores, construction and drilling materials storage, and a barn manufacturer. A restaurant, plant nursery, gas station, fire station, and two schools are also located in the project area. An egg ranch and Christmas tree farm are located in the northwest portion, and a swim and tennis club is situated in the northeastern part of the project area. The total acreage of aggregate mining/processing, industrial, agricultural, institutional, and commercial is approximately 362 acres.

Existing residential uses within the project area consist of approximately 32 single-family dwelling units, six duplexes, and a mobile home park with 60 spaces. About 149 acres can be characterized as open space. Although much of the open space has been mined for sand resources in the past, areas of high quality riparian habitat have regenerated in the northeast corner of the project area south of El Nopal. A 15-acre parcel, the site of a former sewage treatment plant owned by the Lakeside Sanitation District is in the southeast corner of the project area and has been reactivated for wastewater storage as part of a flow equalization facility.

The area surrounding the project site consists of a 183-space mobile home park with a golf course. Single-family residential and general commercial land uses also comprise the property immediately north of the project boundary. West of the project site is a residential neighborhood with residential care for the developmentally handicapped. Primarily commercial uses exist west of the site while to the east is undeveloped open space of the San Diego River, industrial storage, rodeo grounds, and the Lakeside Town Center.

6. General Plan Designation
 Community Plan: Lakeside Community Planning Area
 Land Use Designation: (21) Specific Plan
 Density: various
7. Zoning
 Use Regulation: S80 (Floodplain), S88 (Industrial), S88 (Very Restricted Industrial), S88 (Residential Density - 7.3), S88 (Commercial), R23 (Residential - 2.9), RU29 (Residential Density 29), C36 (General Commercial), A72 (General Agricultural)
 Density: Varies from 0.0 to 29 du/acre
 Special Area Regulation: B
8. Environmental resources either significantly affected or significantly affected but avoidable as detailed on the following attached "Environmental Analysis Form".
 Land Use and Planning:
 Geologic Issues:
 Water Resources:
 Air Quality:
 Transportation/Circulation:
 Biological Resources:
 Hazards:
 Noise:
 Public Services:
 Utilities and Services
 Aesthetics: and
 Cultural Resources.
9. Lead Agency Name and Address:
 County of San Diego, Department of Planning and Land Use
 5201 Ruffin Road, Suite B MS 0650
 San Diego, California 92123-1666

Initial Study.

- 5 -

10. Lead Agency Contact and Phone Number:

Kiersten Rydbeck, Project Manager, Environmental (619) 694-3016

11. Public agencies, other than the County, whose approval is necessary to implement the proposed project:

Air Pollution Control District
California Department of Fish and Game
Caltrans
U.S. Fish and Wildlife Service
U.S. Army Corps of Engineers
U.S. Environmental Protection Agency - Wetlands Division

12. State agencies (not included in #11) that have jurisdiction by law over natural resources affected by the project:

California Department of Conservation, Division of Mines and Geology

13. Participants in the preparation of this Initial Study:

Kiersten Rydbeck, Project Manager, Environmental
Eric Gibson, Environmental Coordinator
Robert Forsythe, Project Manager, Planning
Nancy Whalen, Regional Planner
Steve Denny, Transportation Planner
Kent Burnham, Civil Engineer

14. Initial Study Determination:

On the basis of this Initial Study, the Department of Planning and Land Use recommends that the proposed project MAY have a potentially significant effect on the environment. An ENVIRONMENTAL IMPACT REPORT is required.

Kiersten Rydbeck, Project Manager, Environmental
County of San Diego, Department of Planning and Land Use
Resource Planning

Date: April 20, 1998

Proposed Land Use Regulations Using Standard Zoning





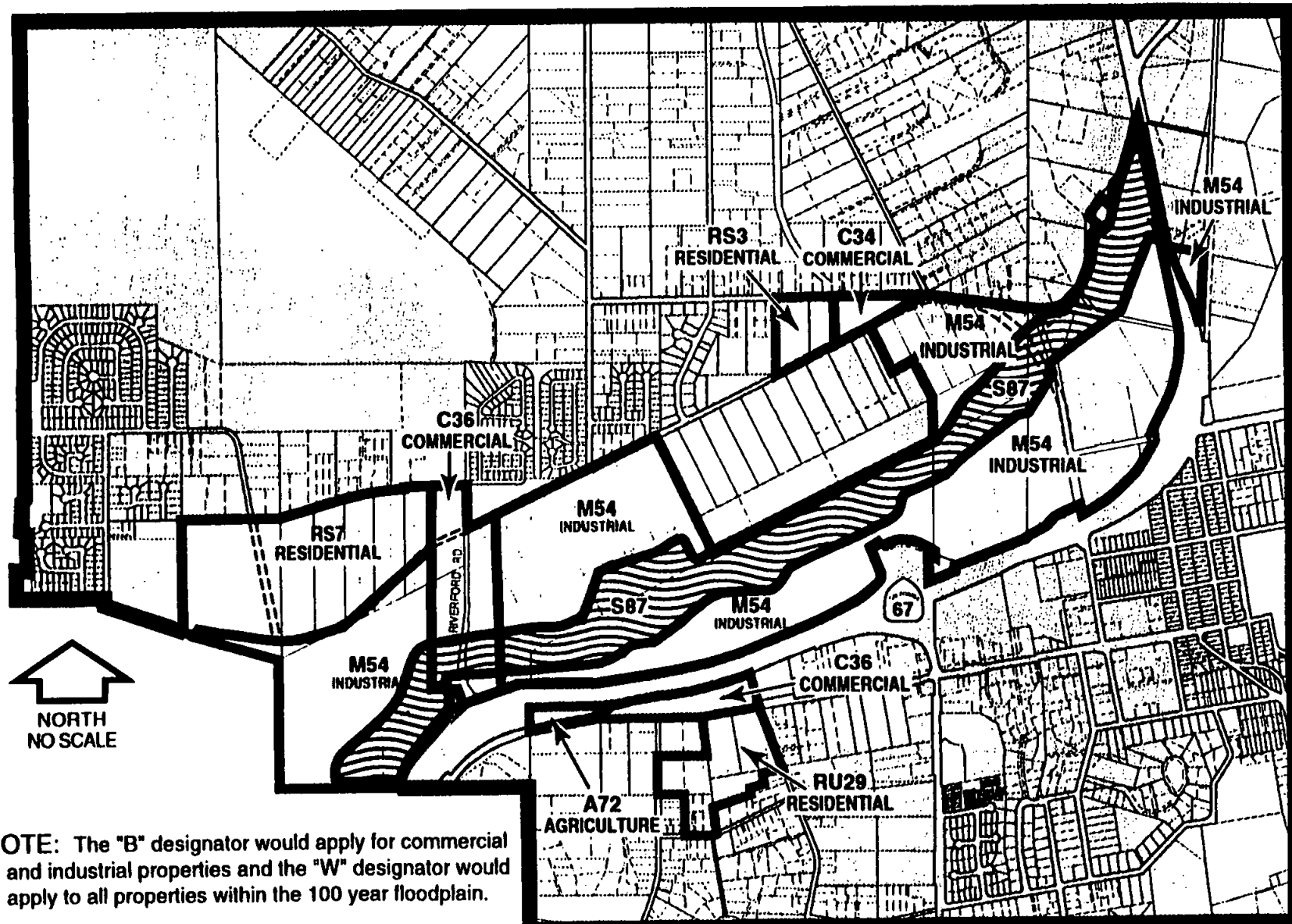
-  Change in zoning from S88 to zoning shown.
-  No change in existing zoning.
-  Floodplain
-  Project Boundary.

Figure 1



NOTE: The "B" designator would apply for commercial and industrial properties and the "W" designator would apply to all properties within the 100 year floodplain.

Page 1 of 6

NOTE: This matrix is a summary only. For complete regulations see appropriate sections of the Zoning Ordinance. In case of conflict between the provisions graphically represented in this matrix and the provisions set forth in the text of the Zoning Ordinance, the provisions of the Zoning Ordinance shall apply.

MATRIX LEGEND

- 1-21 Subject to Limitations (See Section 2980)**
- **May Be Subject to Site Plan Approval**
 - + **Other Uses Not Shown on Matrix May be Permitted (See Text of Use Regulations)**
 - **Subject to Limitations (See Sections 2812 and 2818)**
 - [E] Exceptions to Enclosure Matrix (See Section 6814)**

THE ZONING ORDINANCE - COUNTY OF SAN DIEGO USE & ENCLOSURE MATRIX

Page 2 of 6

SUMMARY PREPARED PURSUANT TO SECTIONS 2990 and 6816

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MATRIX LEGEND

- Permitted
- A Permitted by Administrative Permit
- S Permitted by Site Plan
- m Permitted by Minor Use Permit
- M Permitted by Major Use Permit
- P Permitted Only Within Planned Developments of 20 Acres or Larger

- 1-21 Subject to Limitations (See Section 2990)
- * May Be Subject to Site Plan Approval
- + Other Uses Not Shown on Matrix May Be Permitted (See Text of Use Regulations)
- Subject to Limitations (See Sections 2812 and 2813)
- [E] Exceptions to Enclosure Matrix (See Section 6816)

THE ZONING ORDINANCE - COUNTY OF SAN DIEGO USE & ENCLOSURE MATRIX

SUMMARY PREPARED PURSUANT TO SECTIONS 2990 and 6816

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Use Types

COMMERCIAL (cont.)

Commercial continued on next page

1400	Enclosed See Section 6816	1435 Open Drive-In	1440 Suburban Business	1445 Business Maintenance Services	1450 Business Equipment Services	1455 Communications Services	1460 Convenience Services	1463 College Sales and Services	1464 Drug Paraphernalia Establishment	1465 Eating and Drinking Establishment	1470 Exotic Entertainment (See Section 6800)	1475 Financial Services and Real Estate [E]	1480 Food and Beverage Retail [E]	1485 Funerals and Interment Services	1490 a) Bowling b) Hunting c) Unloading Gasoline Sales [E]	1495 Laundry Services	1500 Medical Services	Use Regulations	
RESIDENTIAL																			
RS			P	P	P	P	P										P	Single Family Residential	
RD			P	P	P	P	P										P	Duplex/Two Family Residential	
RM			P	P	P	P	P										P	Multi-Family Residential	
RV			P	P	P	P	P										P	Variable Family Residential	
RU			P	P	P	P	P										P	Urban Residential	
RMH			P	P	P	P	P										P	Mobilehome Residential	
RR	● ● ●				17														Rural Residential
RRO	● ● ●		P		M		M	P	M								P		Recreation-Oriented Residential
RC	● m m		P	P	m		m	11	m						P		4		Residential-Commercial
COMMERCIAL																			
C30	●	m	● m	10	10	10	10	M	●										Office-Professional
C31	●	m	● m	10	10	10	10	M	●										Residential/Office Professional
C32	●	m	●	●	●	●	●		M										Convenience Commercial
C34	● m M m	7	● ● 8	●	●	●	●	M M M	12 13	●									Gen. Commercial/Residential
C35	● m M m	7	● ● 8	●	●	●	●	M M M	12 13	●									Gen. Comm./Apt. Residential
C36	● m M m	7	● ● 8	●	21	●	●	M M M	12 13	●									General Commercial
C37	● ● ● ● ● ● ● ● ● ●	21	●	●	●	●	●	M M	● ● ● ●										Heavy Commercial
C38	● ● ● ● ● ● ● ● ● ●	m	●	●	10	M	● ● ● ●												Service Commercial
C40	● ● ● ● ● ● ● ● ● ●	9	●	21	●	●	M M	● ● ● ●											Rural Commercial
C42	● ● ● ● ● ● ● ● ● ●	20	●	●	20	●	M												Visitor Serving Commercial
C44	● ● ● ● ● ● ● ● ● ●		●	●	●	●	12												Freeway Commercial
C46	● ● ● ● ● ● ● ● ● ●	10	●	10	10	●													Medical Center
INDUSTRIAL																			
M50	● m M m	●	●	●	●	●	●	10	M	12	●								Basic Industrial
M52	● m M m	8	● ● 8	●	●	●	10	M	● ●										Limited Impact Industrial
M54	● ● ● ● ● ● ● ● ● ●	●	●	●	●	10	M	● ●											General Impact Industrial
M56	● ● ● ● ● ● ● ● ● ●	●	●	●	●	10	M	● ●											Mixed Industrial
M58	● ● ● ● ● ● ● ● ● ●	●	●	●	●	10	M	● ●											High Impact Industrial
AGRICULTURAL																			
A70	● ● ● ● ● ● ● ● ● ●	17	●	●	●	●	M												Limited Agriculture
A72	● ● ● ● ● ● ● ● ● ●	17	●	●	●	●	M												General Agriculture
SPECIAL PURPOSE																			
S80	● S M						M												Open Space
S81	● ● ● ● ● ● ● ● ● ●						M												Ecological Resource Area
S82	● ● ● ● ● ● ● ● ● ●																		Estuarine
S86	● ● ● ● ● ● ● ● ● ●																		Parking
S87	● ● ● ● ● M M M M M M	17	●	●	●	●	M M M M	M M M M M M											Limited Control
S88	● ● ● ● ● ● ● ● ● ●																		Specific Plan Area
S90	● ● ● ● ● ● ● ● ● ●	17	●	●	●	●	M												Holding Area
S92	● ● ● ● ● ● ● ● ● ●	17	●	●	●	●	M												General Rural
S94	● ● ● ● ● ● ● ● ● ●																		Transportation & Utility Corridor

MATRIX LEGEND

- Permitted
- A Permitted by Administrative Permit
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THE ZONING ORDINANCE - COUNTY OF SAN DIEGO USE & ENCLOSURE MATRIX

Page 4 of 4

SUMMARY PREPARED PURSUANT TO SECTIONS 2990 and 6816

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Use Types

COMMERCIAL (cont.)

Commercial continued on next page

	1400	1500	1505	1510	1512	1513	1515	1520	1525	1530	1535	1540
	Section 6816											
RS			P	P	P	2				P	P	P
RD			P	P	P	2				P	P	P
RM			P	P	P	2				P	P	P
RV			P	P	P	2				P	P	P
RU			P	P	P	2				P	P	P
RUH			P	P	P	2				P	P	P
RR	●●●			M		2						
RRC	●●●		P	M	P	2				P	P	P
RC	●m●		P	P	P	2				m	m	P
C30	●●●	m			●	2	2	3	M		M	
C31	●●●	m		●		2	2	3	M		M	
C32	●●●	m				2	2	3	M			
C34	●m●	M	m	m	●	2	2	3	M	●	M	●●
C35	●m●	M	m	m	●	2	2	3	M	●	M	●●
C36	●m●	M	m	m	●	2	2	3	M	●	M	●●
C37	●m●	M	m	m	●	2	2	3	3	15	●	●●
C38	●m●	M	m	m	●	2	2	3	3	15	●	●●
C40	●m●	M	m	m	●	2	2	3	3	15	●	●●
C42	●m●	M	m	m	●	2	2	3	3	15	●	●●
C44	●m●	M	m	m	●	2	2	3	3	15	●	●●
C45	●m●	M	m	m	●	2	2	3	3	15	●	●●
M50	●m●	M	m	m	●	2	2	3	M	●	●	
M52	●m●	M	m	m	●	2	2	3	M	●	●	
M54	●m●	M	m	m	●	2	2	3	3	●	●	M
M55+	●m●	M	m	m	●	2	2	3	M	●	●	
M58	●m●	M	m	m	●	2	2	3	3	●	●	M
A70	●●●			M		A				m		
A72	●●●			M		A				m		
SP0	●S●	M			M	2	m			m		
SP1	●●●											
SP2	●●●				M	2	m			m		
SP3	●●●					2	m				M	
SP6	●●●					2	m			m		
SP7+	●●●				M	M	M	2	m	m	M	M
SP8+	●●●					2	m					
SP9+	●●●					2	m					
SP0+	●●●				M	2	m					
SP2	●●●					2	m					
SP4+	●●●				M	2	m					

Use Regulations

RESIDENTIAL

RS	Single Family Residential
RD	Duplex/Two Family Residential
RM	Multi-Family Residential
RV	Variable Family Residential
RU	Urban Residential
RUH	Metropolitan Residential
RR	Rural Residential
RRC	Resort/Colonial Residential
RC	Residential-Commercial

COMMERCIAL

C30	Office-Professional
C31	Residential/Office Professional
C32	Convenience Commercial
C34	Gen. Commercial/Residential
C35	Gen. Comm./A.M. Residential
C36	General Commercial
C37	Heavy Commercial
C38	Service Commercial
C40	Retail Commercial
C42	Visitor Serving Commercial
C44	Foodservice Commercial
C45	Medical Center

INDUSTRIAL

M50	Basic Industrial
M52	Light Industrial
M54	General Industrial
M55+	Mixed Industrial
M58	High Impact Industrial

AGRICULTURAL

A70	United Agriculture
A72	General Agriculture

SPECIAL PURPOSE

SP0	Open Space
SP1	Ecological Resource Area
SP2	Education
SP6	Parking
SP7+	Unlimited Control
SP8+	Specific Plan Area
SP0+	Working Area
SP2	General Retail
SP4+	Transportation & Utility Center

MATRIX LEGEND

- Permitted
- A Permitted by Administrative Permit
- S Permitted by Site Plan
- m Permitted by Minor Use Permit
- M Permitted by Major Use Permit
- P Permitted Only Within Planned Developments of 20 Acres or Larger

- 1-21 Subject to Limitations (See Section 2900)
- May Be Subject to Site Plan Approval
- Other Uses Not Shown on Matrix May Be Permitted (See Text of Use Regulations)
- Subject to Limitations (See Sections 2812 and 2814)
- Exceptions to Enclosure Matrix (See Section 6514)

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NOTE: This matrix is a summary only. For complete regulations see appropriate sections of the Zoning Ordinance. In case of conflict between the provisions graphically represented in this matrix and the provisions set forth in the text of the Zoning Ordinance, the provisions of the Zoning Ordinance shall apply.

[illegible]

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THE ZONING ORDINANCE - COUNTY OF SAN DIEGO USE & ENCLOSURE MATRIX

Page 6 of 6

SUMMARY PREPARED PURSUANT TO SECTIONS 2990 and 6816

NOTE: This matrix is a summary only. For complete regulations see appropriate sections of the Zoning Ordinance. In case of conflict between the provisions graphically represented in this matrix and the provisions set forth in the text of the Zoning Ordinance, the provisions of the Zoning Ordinance shall apply.

Use Types		AGRICULTURAL										EXTRACTIVE										Use Regulations	
		1700	1710	1715	1720	1725	1730	1735	1740	1800	1810	1820	1830	1840	1850	1860	1870	1880	1890	1900	1910		
																						RESIDENTIAL	
RS	Single-Family Residential																					RS	Single-Family Residential
RD	Double-Family Residential																					RD	Double-Family Residential
RM	Medium-Density Residential																					RM	Medium-Density Residential
RV	Variable-Family Residential																					RV	Variable-Family Residential
RU	Urban Residential																					RU	Urban Residential
RMH	Medium-Density Residential																					RMH	Medium-Density Residential
RR	Rural Residential																					RR	Rural Residential
RRC	Rural Residential - Conditional																					RRC	Rural Residential - Conditional
RC	Residential - Commercial																					RC	Residential - Commercial
																						COMMERCIAL	
C30	Office-Professional																					C30	Office-Professional
C31	Residential/Office Professional																					C31	Residential/Office Professional
C32	Convenience Commercial																					C32	Convenience Commercial
C34	Gen. Commercial/Residential																					C34	Gen. Commercial/Residential
C35	Gen. Comm./Apt. Residential																					C35	Gen. Comm./Apt. Residential
C36	General Commercial																					C36	General Commercial
C37	Heavy Commercial																					C37	Heavy Commercial
C38	Service Commercial																					C38	Service Commercial
C40	Retail Commercial																					C40	Retail Commercial
C42	Vehicle Servicing Commercial																					C42	Vehicle Servicing Commercial
C44	Freeway Commercial																					C44	Freeway Commercial
C45	Medical Center																					C45	Medical Center
																						INDUSTRIAL	
M50	Basic Industrial																					M50	Basic Industrial
M52	Limited Impact Industrial																					M52	Limited Impact Industrial
M54	General Impact Industrial																					M54	General Impact Industrial
M56	Heavy Industrial																					M56	Heavy Industrial
M58	High Impact Industrial																					M58	High Impact Industrial
																						AGRICULTURAL	
A70	Limited Agriculture																					A70	Limited Agriculture
A72	General Agriculture																					A72	General Agriculture
																						SPECIAL PURPOSE	
S80	Open Space																					S80	Open Space
S81	Ecological Resource Area																					S81	Ecological Resource Area
S82	Education																					S82	Education
S85	Parking																					S85	Parking
S87	Limited Control																					S87	Limited Control
S88	Specific Plan Area																					S88	Specific Plan Area
S89	Neighborhood Area																					S89	Neighborhood Area
S90	General Road																					S90	General Road
S92	Transportation & Utility Center																					S92	Transportation & Utility Center

MATRIX LEGEND

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- Subject to Limitations (See Sections 2812 and 2813)
- ⊠ Exceptions to Enclosure Matrix (See Section 6816)

FLOOD CHANNEL AREA REGULATIONS**5450 TITLE AND PURPOSE.**

The provisions of Section 5450 through Section 5499, inclusive, shall be known as the Flood Channel Area Regulations. The purpose of these provisions is to protect the public health, safety and welfare by restricting the construction of buildings and structures within areas as set forth in Section 5452 until such time as adequate flood protection or control works or facilities are constructed to protect persons and property.

5452 APPLICATION OF FLOOD CHANNEL DESIGNATOR.

A flood channel designator shall be applied to those properties within San Diego County which are subject to inundation under 100-year frequency flood conditions. A determination of such flood conditions shall be reached by the Board of Supervisors after considering available reports of the Federal Government, appropriate State and County agencies and consultants. These regulations shall be applied only to watercourses, or portions thereof, for which the Board of Supervisors has, by resolution adopted after a public hearing, approved a plan for channelizing the watercourse or portion thereof by the construction of a flood control structure or facility, or because of existing construction and development, it has been determined by the Board of Supervisors that channelization is appropriate.

5454 REMOVAL OF FLOOD CHANNEL DESIGNATOR.

Pursuant to a public hearing initiated by the County, the flood plain designator shall be removed from any property no longer subject to inundation as a result of the construction of flood control structures or facilities in accordance with Section 5462.

5456 USES PERMITTED.

The following uses are permitted in areas subject to the Flood Channel Area Regulations:

- a. Uses permitted by the Use Regulations.
- b. Any irrigation structure; and
- c. Flood control structures and facilities subject to the provisions of Section 5462.

5458 RELATIONSHIP TO NONCONFORMING USE REGULATIONS.

In any case of conflict between the provisions of the Flood Channel Area Regulations and the provisions of the Nonconforming Use Regulations, the provisions of the Flood Channel Area Regulations shall apply.

5460 BUILDING AND STRUCTURES SUBJECT TO COUNTY CODE.

No building or structure shall be placed, erected or constructed within the area subject to the Flood Channel Area Regulations except in accordance with such regulations, all provisions of the San Diego County Code, including but not limited to the provisions of the Building Code (Chapter 1 of Title 5 of the San Diego County Code) applicable to areas subject to inundation, and Division 8 of Title 8 of the San Diego County Code applicable to drainage and watercourses.

5462 FLOOD CONTROL FACILITIES.

All flood control structures and facilities are subject to the following conditions:

- a. **Adopted Plan.** Concrete flood control channels shall be constructed only in accordance with a plan adopted by the Board of Supervisors.
- b. **Construction Without Adopted Plan.** If a plan for channelizing a watercourse has not been adopted, earth, sack cement, rip rap or similar flood control structures or facilities shall include plans satisfactory to the Director of the Department of Sanitation and Flood Control, to connect to future compatible flood control structures or facilities upstream and downstream.

5464 REPAIR, RECONSTRUCTION OR IMPROVEMENT.

Repair, reconstruction or improvement to any existing building or structure within the floodway is permitted, provided such repair, reconstruction or improvement is not substantial improvement and would not result in any increase in flood levels during the occurrence of a 100-year flood.

5466 STRUCTURES FOR HUMAN HABITATION OR EMPLOYMENT.

Except as provided in Section 5464, no building or structure designed or used for human habitation, or as a place of work, or by the public shall be constructed, erected, placed or maintained in a floodway.

5468 STANDARDS FOR APPROVAL OF OTHER STRUCTURES.

Except as provided in Section 5464, no building or structure may be placed, erected, constructed or expanded in a floodway unless the facility is not designed or used for human habitation or as a place of work or by the public and unless the Director of the Department of Sanitation and Flood Control determines such building or structure will not adversely affect or unduly hinder, restrict or alter the water-carrying capacity of the floodway and will not result in any increase in flood levels during the occurrence of a 100-year flood.

5470 TEMPORARY STRUCTURES PERMITTED IN FLOODWAY.

The restrictions of Section 5466 and Section 5468 shall not preclude the Director from authorizing the construction, erection or placement and maintenance of a temporary structure within the floodway during the period from the beginning of May to the end of October.

(Amended by Ord. No. 7935 (N.S.) adopted 6-19-91)

5472 STORAGE OF MATERIALS IN FLOODWAY.

With the exception of parking operating motor vehicles incidental to residential or business use or except as may be specifically authorized by a use permit issued in accordance with the provisions of this ordinance, no materials, vehicles or equipment shall be stored within the floodway and outside of a building, except those materials that will not create a hazard to the health or safety of person or property in the event the storage area is inundated.

DESIGN REVIEW AREA REGULATIONS

(Added by Ord. No. 6186 (N.S.) adopted 11-18-81)

5900 TITLE PURPOSE.

The provisions of Section 5900 through Section 5949, inclusive, shall be known as the Design Review Area Regulations. The purpose of these provisions is to insure that future structures and development of a site will complement not only the site to be developed but also the surrounding areas and existing development.

(Added by Ord. No. 6186 (N.S.) adopted 11-18-81)

5902 APPLICATION OF DESIGN REVIEW DESIGNATOR.

The design review area designator shall be applied in accordance with the stated purpose of the Design Review Area Regulations at Section 5900. The ordinance applying said designator to particular property shall contain a statement of the objective(s) sought to be achieved and the standard(s) by which the required site plan will be judged.

(Added by Ord. No. 6186 (N.S.) adopted 11-18-81)

5905 SITE PLAN REQUIRED.

- a. No permit of any type shall be issued for any development in areas subject to the Design Review Area Regulations until a Site Plan has been submitted and approved in accordance with the Site Plan Review Procedure commencing at Section 7150. A Site Plan is not required if the Director determines that the proposed project is of such type or character that the stated objectives or review criteria contained in the ordinance applying the design review designator would not be applicable to the proposed project. A Site Plan is also not required if said ordinance applying the design review designator specifically waives or exempts the Site Plan requirement for the proposed project, and such an ordinance waiver or exemption shall be final.
- b. The Site Plan shall not be required to contain more information than required to satisfy the stated concerns of the Board of Supervisors at the time the design review area designator was applied.
- c. The Site Plan requirement of this section may be waived by the Director under either of the following circumstances:
 1. If it is determined that the nature of the proposed project is such that subjecting it to the Site Plan review process would not materially contribute to the attainment of the stated purpose or objectives of the ordinance which applied the Design Review Area

Regulations to the subject property, or that all of the purposes and requirements of the Site Plan have been fulfilled by an existing approved discretionary permit. In making a decision on such a waiver of a Site Plan, the Director shall consider the recommendation of the applicable Community Planning Group or Sponsor Group. Waiver requests shall be transmitted by the applicant to the Group using a form approved by the Director for that purpose. If no recommendation is received by the Director from the Group within 45 days following the Group's receipt of the request, the Director may make a decision without the Group's recommendation. Notwithstanding the above, the Community Planning or Sponsor Group may recommend waiver of entire classes of projects, in which case the Director may waive projects within these classes without obtaining recommendations from the Planning or Sponsor Group on each individual case.

2. If all of the purposes and requirements of the Site Plan will be fulfilled by a concurrent discretionary permit which will be reviewed by the applicable Community Planning Group or Sponsor Group.

No building permit shall be issued for a project for which the Site Plan requirement has been waived except pursuant to plans bearing the Director's stamp granting such waiver. No deviation from aspects of such plans pertinent to the stated purpose or objectives of the ordinance which applied the Design Review Area Regulations to the subject property shall be permitted without prior recommendation of the appropriate Community Planning or Sponsor Group.

(Added by Ord. No. 6186 (N.S.) adopted 11-18-81)
 (Amended by Ord. No. 6761 (N.S.) adopted 4-25-84)
 (Amended by Ord. No. 7432 (N.S.) adopted 1-06-88)
 (Amended by Ord. No. 8105 (N.S.) adopted 7-15-92)
 (Amended by Ord. No. 8185 (N.S.) adopted 12-16-92)
 (Amended by Ord. No. 8236 (N.S.) adopted 5-5-93)

5906 CONTENT OF SITE PLAN.

The required Site Plan shall specify the dimensions, elevation, color and architectural design of the proposed buildings and structures necessary to be compatible with the architectural theme and character of adjacent developed parcels and the existing neighborhood. In addition, the required Site Plan may, when required pursuant to Section 5905b, include such maps, plans, drawings, and sketches as are necessary to show:

- a. The placement, height and physical characteristics of all existing and proposed buildings and structures located on the development site;
- b. The existing vegetation to be removed or retained and all proposed landscaping;

- c. The location and dimensions of existing and proposed ingress and egress points, interior road and pedestrian walkways, parking and storage area;
- d. The existing and finished topography of the development site, including the existing natural drainage system and its proposed treatment;
- e. The number, size, location and design of existing and proposed signs; and
- f. The exterior lighting plan, which could have a visual impact on the exterior appearance of the development.

(Added by Ord. No. 6186 (N.S.) adopted 11-18-81)
(Amended by Ord. No. 6761 (N.S.) adopted 4-25-84)

5910 SITE PLAN CRITERIA.

The statement by the approving authority as required by Section 5902 shall be the general criterion for review of the site plan by the Director. The following specific criteria shall also be reviewed to achieve the objectives of the approving authority.

- a. **Building Characteristics.** The dimensions, color, architectural design of the proposed buildings and structures shall be compatible and in keeping with those existing in the designated area.
- b. **Building and Structure Placement.** The placement of buildings and structures shall not detract from the visual setting or obstruct significant views.
- c. **Landscaping.** The removal of native vegetation shall be minimized and the replacement vegetation and landscaping shall be compatible with the vegetation of the designated area and shall harmonize with the natural landscaping. Landscaping and plantings shall be used to the maximum extent practicable to screen those features listed in subsections "d" and "e" of this section and shall not obstruct significant views, either when installed or when they reach mature growth.
- d. **Roads, Pedestrian Walkways, Parking and Storage Areas.** Any development involving more than one building or structure shall provide common access roads and pedestrian walkways. Parking and outside storage areas shall be screened from view, to the maximum extent feasible, by existing topography, by the placement of buildings and structures, or by landscaping and plantings.

- e. **Grading.** The alteration of the natural topography of the site shall be minimized and shall avoid detrimental effects to the visual setting of the designated area and the existing natural drainage system. Alterations of the natural topography shall be screened from view by landscaping and plantings which harmonize with the natural landscape of the designated area, except when such alteration add variety to or otherwise enhance the visual setting of the designated area.
- f. **Signs.** The number, size, location, and design of all signs shall not detract from the visual setting of the designated area or obstruct significant views. Subsequent to the site plan review and approval, any alteration to signs other than general maintenance shall be subject to a new Site Plan or an Administrative Permit.
- g. **Lighting.** The interior and exterior lighting of the buildings and structures and the lighting of signs, roads and parking areas shall be compatible with the lighting employed in the designated area.

(Added by Ord. No. 6186 (N.S.) adopted 11-18-81)
(Amended by Ord. No. 6983 (N.S.) adopted 7-03-85)

ENVIRONMENTAL ANALYSIS FORM

DATE: April 20, 1998
PROJECT NAME: Upper San Diego River Improvement Project
PROJECT NUMBER(S): 98-10-014

EXPLANATION OF ANSWERS:

The following questions are answered either "Yes", "Yes, Unless Mitigated", "No", or "Not Applicable".

A "Yes" answer indicates that County staff has recommended that there is substantial evidence that the project has a potentially significant environmental effect and the effect is not clearly avoidable with mitigation measures. Any "Yes" entry in the following form indicates that County staff recommends the preparation of an Environmental Impact Report (EIR) for the project.

A "Yes, Unless Mitigated" answer indicates that County staff has recommended that the incorporation of mitigation measures agreed to by the applicant has clearly reduced a potentially significant adverse environmental effect to a less than significant adverse environmental effect.

A "No" answer indicates that County staff has recommended that, while the project has an adverse effect on the resource, there is no substantial evidence that the effect is potentially significant.

A "Not Applicable" answer indicates that County staff has recommended that the proposed project clearly has no adverse effect on the environmental resource.

I. LAND USE AND PLANNING

1. Would the proposal potentially be in conflict with General Plan designation or zoning? No.

The proposed project is a rezone and would amend the General Plan; therefore, it would not result in a conflict with the General Plan and Zoning Ordinance.

2. Would the proposal potentially be in conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project? Yes, unless mitigated.

The proposed project, with its Special Area Designators, complies with development allowed by the RiverWay Specific Plan. However, the project would no longer be exempt from the County's Resource Protection Ordinance or the Biological Mitigation Ordinance.

3. Does the proposal have the potential to be incompatible with existing land uses or character of the community? Yes, unless mitigated.

A 7.3 density for the residential zone would be incompatible with the egg ranch operation currently onsite due to fly and odor problems normally associated with egg ranch operations. On the western and southern sides of the project area, M54 (General Impact Industrial) is proposed. The zone reclassification would allow outdoor storage and manufacturing. Such intense uses would result in significant visual, noise, and air quality impacts on existing residences to the north as well as areas proposed for residential development.

4. Would the proposal have a potentially significant adverse impact on agricultural resources or operation? Yes, unless mitigated.

Portions of the project site contain prime agricultural land. The proposed rezone could adversely impact agricultural resources. In addition, the EIR prepared for the RiverWay Specific Plan identified pressures from the surrounding neighborhoods to stop agricultural activities and change onsite egg ranching and nearby tree farming to other land uses. The proposed project may add to such pressures resulting in potentially significant adverse impacts on agricultural resources.

5. Would the proposal have the potential to significantly disrupt or divide the physical arrangement of an established community? No.

Although the project site is largely undeveloped, the majority of it has been disturbed by mining activities, thereby functioning as an established industrial area. Implementation of the proposed project would not significantly change this land use or divide the physical arrangement of the area.

6. Would the proposal use non-renewable resources in a wasteful and inefficient manner? Yes, unless mitigated.

Although this area has been a significant source of sand and gravel for the region in the past, ongoing mining operations have subsided due to the limited amount of remaining sand and gravel reserves. The abandonment of the remaining sand and gravel reserves could result in wasteful or inefficient use of the project site.

II. POPULATION AND HOUSING

1. Would the proposal potentially induce substantial growth in an area either directly or indirectly? No.

Utilities and public services currently exist within the project site. As a result, extension of services would not be required which could promote growth in the surrounding area. Although the proposed project would allow about the same number of housing units as the previously approved RiverWay Specific Plan, an increase in the intensity of industrial could occur. All proposed land uses already occur within the project area. Therefore, incremental

increases in employment opportunities from future commercial and industrial uses would not represent a substantial growth in the area.

2. Would the proposal displace a potentially significant amount of existing housing, especially affordable housing? No.

The project site is largely undeveloped and does not contain residential development. Therefore, the proposed project would not replace a significant amount of affordable or existing housing.

III. GEOLOGIC ISSUES

1. Would the proposal have the potential to significantly increase the exposure of people to hazards related to fault rupture (Alquist-Priolo Zone), seismic ground shaking, seismic ground failure (liquefaction), subsidence of land (from groundwater extraction), or landslides? Yes, unless mitigated.

The project site is not located within an Alquist Priolo fault zone; however, a seismic event during a peak flow period of the San Diego River could result in liquefaction of the alluvial sand that forms the land around the San Diego River. Buildings placed on top of alluvial sand could structurally fail during such an episode.

2. Would the proposal result in potentially significant increased erosion? Yes, unless mitigated.

The proposed project would allow commercial, industrial and residential uses to occur within the project site. In addition, the project would allow development where the previously approved RiverWay Specific Plan designated open space. Although future development would be required to comply with Sections 87.414 (Drainage - Erosion Prevention) and 87.417 (Planting) of Division 7 (Excavation and Grading) of the San Diego County Zoning and Land Use Regulations, increased impervious surfaces and additional runoff could result in a significant increase in erosion within the San Diego River floodplain.

3. Would the proposal result in potentially significant unstable soil conditions from excavation, grading, or fill? Yes, unless mitigated.

A review of the San Diego Area Soil Survey identifies one soil onsite which has a HIGH shrink-swell behavior. This soil exists within the island section of the project site south of SR67 which is fully developed and no rezone is proposed. All other mapped soils onsite have a LOW shrink-swell behavior and are not identified as having adverse potential for development activity; however, ongoing mining activities of the onsite alluvial material is unstable and would require excavation and recompaction. Future development would be required to comply with the Grading Ordinance which includes provisions for the protection of unstable soil.

4. Does the proposal have soil characteristics that have the potential to substantially increase grading quantities? Yes, unless mitigated.

The alluvial material located within the project site is loose, inter-bedded sand and gravel. This material would require excavation and recompaction. An estimated 3.5 million cubic yards of material would need to be moved for future development, of which approximately 2.5 million cubic yards of fill materials would need to be imported.

5. Would the proposal result in a potentially significant adverse effect to unique geologic features? No.

A site visit completed by Kiersten Rydbeck on March 30, 1998 did not identify any significant unique geologic features onsite. No known unique geologic features were identified on the property or within the immediate vicinity on the Natural Resources Inventory of San Diego County listed in the Conservation Element of the San Diego County General Plan. Since no unique geologic features are present onsite, no adverse impacts would result with implementation of the proposed project.

6. Would the proposal result in potentially significant loss of availability of a known significant mineral resource that would be of future value to the region? Yes, unless mitigated.

The project site is located within a significant mineral resource area, as identified on maps prepared by the Department of Conservation, Division of Mines and Geology (Update of Mineral Land Classification: Aggregate Materials in the Western San Diego Production-Consumption Region, 1996). Although, ongoing mining operations have depleted the majority of the sand and gravel within the project site, remaining reserves could represent a significant amount of mineral resources valuable to the region.

IV. WATER RESOURCES

1. Would the proposal create a potentially significant adverse environmental impact to drainage patterns or the rate and amount of surface runoff? Yes, unless mitigated.

Due to the increase in allowed uses within the project site, additional impervious surfaces would result with implementation of the proposed project. Therefore, future development could significantly impact drainage patterns or the rate and amount of surface runoff.

2. Would the proposal result in a potentially significant increase in local imported water supply demand? Yes, unless mitigated.

The proposed project involves a rezone and General Plan Amendment. Proposed uses could significantly increase the demand for imported water. Consultation with the Lakeside and Riverview Districts is required in order to determine

whether or not the project would result in a significant increase in the water supply demand.

3. Would the proposal have a potentially significant adverse impact on surface water quality? Yes, unless mitigated.

The proposed project would allow development of intensive industrial and commercial uses within the project site. Development of such uses would increase impervious surfaces as well as increase urban runoff within the local watershed which could result in significant surface water quality impacts. Implementation of Best Management Practices in accordance with the San Diego Regional Water Quality Control Board's Basin Plan would be required to reduce impacts to below significant levels.

4. If the proposal is groundwater dependent, plans to utilize groundwater for non-potable purposes, or will obtain water from a groundwater dependent water district, does the project have a potentially significant adverse impact on groundwater quantity? No.

The project would obtain its water supply from the local Water Districts which obtain water from surface reservoirs and/or imported sources. The project would not use any groundwater for any purpose, including irrigation or domestic supply.

5. Would the project have a potentially significant adverse impact on groundwater quality? Yes, unless mitigated.

Implementation of the proposed project could result in significant groundwater quality impacts from allowed industrial and commercial uses. Implementation of Best Management Practices in accordance with the San Diego Regional Water Quality Control Board's Basin Plan would be required to reduce impacts to below significant levels.

V. AIR QUALITY

1. Would the proposal have the potential to significantly contribute to the violation of any air quality standard or significantly contribute to an existing or projected air quality violation? Yes, unless mitigated.

Future development of commercial and industrial uses allowed with implementation of the proposed project could contribute significant quantities of either stationary or indirect sources of air pollutants. Individual development would require subsequent review by the Air Pollution control District (APCD).

2. Would the proposal have the potential to significantly increase the exposure of sensitive receptors to any excessive levels of air pollutants? Yes, unless mitigated.

The proposed project would allow residential, commercial, and industrial development to occur within the San Diego Air Basin. Future development has the potential to significantly increase the exposure of sensitive receptors (e.g., adjacent residences) to air pollutant levels in excess of APCD standards. Individual development would require subsequent review by the Air Pollution Control District.

3. Would the proposal potentially result in the emission of objectionable odors at a significant intensity over a significant area? Yes, unless mitigated.

Future commercial and industrial uses could result in incremental emission of objectionable odors; however, Section 6318 of the Zoning Ordinance sets performance standards which prohibit such emissions. Although, uses allowed with implementation of the proposed project would be required to comply with Section 6318, future development would be subject to existing objectionable odors created by the onsite egg ranch.

VI. TRANSPORTATION/CIRCULATION

1. Would the proposal result in a potential increase in traffic congestion that is significant in relation to existing traffic loads and street capacities? Yes.

Traffic generated by future development, allowed within the project site, would have significant impacts to the existing Circulation Element. Several on- and off-site Circulation Element roads are currently operating at unacceptable levels of service. In addition, the dissolution of the RiverWay Specific Plan would result in the loss of clear enforcement mechanisms for mitigating significant offsite traffic impacts.

2. Would the proposal result in potentially significant adverse traffic safety impacts related to development of, or increased exposure to, identified traffic safety issues (e.g., sharp curves, limited sight distance, or dangerous intersections) or incompatible uses (e.g., farm equipment, heavy truck use)? Yes, unless mitigated.

Implementation of the Circulation Element involves both constructing new roads and reconstructing existing roads to their selected Circulation Element classifications. The design of all Circulation Element roads would be completed in accordance with County road standards which would eliminate potential design deficiencies, such as limited sight distance, substandard curve radii, and right of way. However, heavy truck uses associated with allowed commercial and industrial uses could be incompatible with existing and allowed residential development.

3. Would the proposal potentially result in inadequate emergency access? Yes, unless mitigated.

Implementation of the Circulation Element involves both constructing new roads and reconstructing existing roads to their selected Circulation Element

classifications. Although, the design of all Circulation Element roads includes standards which would eliminate potential design deficiencies, such as inadequate emergency access, consultation with the Lakeside Fire Protection District is required to determine if the project would result in inadequate emergency access.

4. Would the proposal potentially result in insufficient parking capacity onsite or offsite? Yes, unless mitigated.

The proposed project would allow development of intensive industrial and commercial uses. Unless appropriate site designs, for individual projects within the site, ensure adequate parking opportunities, future development could result in insufficient on and offsite parking capacities.

5. Would the proposal result in a potentially significant adverse increase in hazards or barriers for pedestrians or bicyclists? Yes, unless mitigated.

A Class III Bikeway exists along Mast Boulevard, within the western portion of the project, and traverses the northern project boundary on Riverside Drive and Lakeside Avenue. Uses allowed with implementation of the proposed project could result in an increase in hazards or barriers for pedestrians or bicyclists.

VII. BIOLOGICAL RESOURCES

1. Would the proposal result in potentially significant adverse impacts to an endangered, threatened, or rare plant or animal species or their habitats? Yes, unless mitigated.

Future development allowed with implementation of the proposed project could impact riparian wetland and open water biological habitats. Losses to San Diego Ambrosia, Willow monardella, Southwestern willow flycatcher, Least Bell's vireo, American Peregrine falcon, Southwestern pond turtle, and California black rail (Extirpated) which are state and federally endangered species and rare, narrow endemic species within the MSCP Subarea.

2. Would the proposal result in potentially significant adverse impacts to wetland habitat? Yes, unless mitigated.

Freshwater Marsh, Freshwater, and Southern Riparian Scrub exist within the project site. Therefore, future development of the site could result in potentially significant impacts to wetland habitat with implementation of the proposed project.

3. Would the proposal result in potentially significant adverse impacts to wildlife dispersal or migration corridors? Yes, unless mitigated.

The San Diego River, which traverses the project site, is not identified on the MSCP, County Subarea Plan as a wildlife corridor. However, the River could serve as a local wildlife corridor connecting patches of significant

habitat and open space within the floodplain. Therefore, future development of the site could result in potentially significant impacts to wildlife dispersal and/or migration corridors.

VIII. HAZARDS

1. Would the proposal present a significant risk of accidental explosion or release of hazardous substances? Yes, unless mitigated.

Implementation of the proposed project would allow commercial and intensive industrial uses (e.g., gasoline service stations, outside storage). Therefore, the project could present a significant risk of accidental explosion or release of hazardous substances to the Lakeside Community.

2. Would the proposal have the potential to significantly interfere with an emergency response plan or emergency evacuation plan? Yes, unless mitigated.

The proposed project lies within a mapped Dam Inundation area for the El Capitan and San Vicente reservoirs. San Diego County, Office of Disaster Preparedness is currently revising an evacuation plan for the area. In addition, the County has an Operational Area Emergency Plan (Annex C: Law Enforcement Mutual Aid Operations). Future development would be required to comply with these plans in the event of dam failure.

3. Would the proposal have the potential to significantly increase the fire hazard in areas with flammable vegetation? No.

The project site has been disturbed by past mining activities and does not contain significant amounts of flammable vegetation. Therefore, implementation of the proposed project would not significantly increase the potential for such fire hazards.

4. Would the proposal expose people or property to flooding? Yes, unless mitigated.

Much of the project site is located within the 100-year floodplain of the San Diego River. The proposed project does not include a comprehensive plan for development within the floodway. Implementation of the proposed project would result in piecemeal improvements to the River flood channel. Therefore, depending upon the order and nature of future development, allowed with implementation of the proposed project, the project could expose people or property to flood hazards.

5. Would the proposal expose people to any other demonstrable potentially significant health or safety hazard not listed above? No.

The proposed project would not create a significant health or safety hazard beyond those discussed above.

IX. NOISE

1. Would the proposal expose people to potentially significant noise levels (i.e., in excess of the County General Plan or Noise Ordinance)? Yes, unless mitigated.

The proposed rezone would allow intensive industrial uses adjacent to existing residential uses. Noise from industrial uses may exceed thresholds identified in the County General Plan and/or Noise Ordinance and significantly impact existing and allowed residential development within the project vicinity.

2. Would the proposal generate potentially significant adverse noise levels (i.e., in excess of the County General Plan or Noise Ordinance)? Yes, unless mitigated.

The proposed rezone would allow development of intensive industrial uses. Noise generated from such uses and increased traffic could exceed noise thresholds identified in the County General Plan and/or Noise Ordinance.

X. PUBLIC SERVICES

Would the proposal create potentially significant adverse effects on, or result in the need for new or significantly altered services or facilities including a significantly increased maintenance burden on fire or police protection, schools, parks, or other public services or facilities? Yes, unless mitigated.

Although service infrastructure exists within the project site, the wider range of uses allowed with the proposed project could result in the potential for a greater need for public services. Consultation with the local service providers is required in order to determine if the proposed project would significantly increase the maintenance burdens on local fire and police protection, schools, parks, or other public facilities serving the project site.

XI. UTILITIES AND SERVICES

Would the proposal result in a need for potentially significant new systems or supplies, or substantial alterations to the following utilities:

Power or natural gas:
Communication systems:
Water treatment or distribution facilities:
Sewer or septic tanks:
Storm water drainage:
Solid waste disposal:
Water supplies?

Yes, unless mitigated. Although, systems and supplies for the aforementioned utilities and services already exist within the project site, consultation with local utility and service providers is required to determine if future

development, allowed with implementation of the proposed project, would result in the need for significant new systems or supplies, or substantial alterations.

XII. AESTHETICS

1. Would the proposal result in a demonstrable potentially significant adverse effect on a scenic vista or scenic highway? No.

No scenic highways, as designated by the Scenic Highway Element of the County General Plan exist within the project vicinity. In addition, the project site has been extensively disturbed by past mining activities and does not contain scenic vistas. Therefore, the proposed project would not result in significant impacts on scenic resources.

2. Would the proposal result in a demonstrable potentially significant adverse visual impact that results from landform modification, development on steep slopes, and/or excessive grading (cut/fill slopes)? No.

The project site does not contain steep slopes and future development of the site would not involve excessive grading; therefore, the project would not result in significant visual impacts due to landform modification.

3. Would the project have any other demonstrable potentially significant negative aesthetic effect not included above? Yes, unless mitigated.

Future development allowed with the proposed project could result in visual quality impacts land use incompatibilities between allowed industrial and commercial uses adjacent to allowed and existing residential development.

4. Would the project produce excessive light or glare? Yes, unless mitigated.

Future development allowed with the proposed rezone could produce excessive light or glare. Standard reduction measures including shielding and the use of low sodium bulbs would be required on a project-by-project basis.

XIII. CULTURAL AND PALEONTOLOGICAL RESOURCES

1. Would the proposal grade or disturb geologic formations that may contain potentially significant paleontological resources? No.

No known paleontological resources exist within the project site. In addition, the project site is not located within known paleontological formations in the region.

2. Would the proposal grade, disturb, or threaten a potentially significant archaeological, historical, or cultural artifact, object, structure, or site which:

- a. Contains information needed to answer important scientific research questions:
- b. Has particular quality or uniqueness (such as being the oldest of its type or the best available example of its type):
- c. Is directly associated with a scientifically recognized important prehistoric or historic event or person:
- d. Is listed in, or determined to be eligible to be listed in, the California Register of Historical Resources, National Register of Historic Places, or a National Historic Landmark: or
- e. Is a marked or ethnohistorically documented religious or sacred shrine, landmark, human burial, rock art display, geoglyph, or other important cultural site?

Yes, unless mitigated. Future development, allowed with implementation of the proposed project, within agricultural lands and properties not previously mined, could impact significant archaeological resources. North of Lakeside Avenue (i.e., outside of the project boundary), Kumeyaay base camp (SDM-W-2142) was recorded within a plowed field of alluvial sand. Six similar settings, within a few miles of the project site, have also been recorded. Approximately 100 acres of the western portion of the project site are similar to the agricultural field containing the Kumeyaay base camp. This suggests a potential for significant archaeological resources onsite.

XIV. OTHER IMPACTS NOT DETAILED ABOVE

There are no significant effects other than those identified in this Initial Study/Environmental Assessment.

XV. MANDATORY FINDINGS OF SIGNIFICANCE

1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? Yes, unless mitigated.

As discussed in Section VII (Biological Resources) and Section XIII (Cultural Resources), the proposed project could degrade the quality of the environment which may substantially reduce that habitat of a fish or wildlife species. The proposed project could cause a fish or wildlife population to drop below self-sustaining levels, and could threaten to eliminate a plant or animal community. In addition, development allowed with implementation of the proposed project could reduce the number or restrict the range of rare or endangered plant or animal and could eliminate important examples of the major periods of California history or prehistory.

2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? No.

The Initial Study did not identify adverse effects to long-term environmental goals.

3. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) Yes.

The proposed project would increase traffic in the Lakeside area. This impact is both directly and cumulatively significant. The cumulative traffic impacts would adversely affect the LOS of Circulation Element roads and residential streets currently operating at unacceptable LOS in some areas.

In addition, the proposed project would significantly impact biological resources within the project area. These impacts are both directly and cumulatively significant.

4. Does the project have environmental effects which will cause substantially adverse effects on human beings, either directly or indirectly? Yes, unless mitigated.

The Initial Study and Environmental Assessment identified potential significant effects on human beings from noise and visual quality due to increased traffic and land use incompatibility.

XVI. EARLIER ANALYSIS

Earlier California Environmental Quality Act (CEQA) analyses are used where one or more effects have been adequately analyzed in an earlier EIR or Negative Declaration.

1. Earlier analyses used.

None

2. Impacts adequately addressed in earlier CEQA documents. The following effects from the above checklist that are within the scope of, and were adequately analyzed in, an earlier CEQA document.

None

VII. REFERENCES USED IN THE COMPLETION OF THE INITIAL STUDY CHECKLIST

California Alquist Priolo

California Department of conservation. Division of Mines and Geology. Mineral Land Classification.

California Environmental Quality Act.

County of San Diego. Department of Planning and Land Use. Environmental Guidelines.

County of San Diego. Zoning Ordinance.

County of San Diego. Grading Ordinance.

Federal Emergency Management Agency (FEMA). National Flood Insurance Program. Flood Boundary and Floodway Map. September 29. 1989.

Multiple Species Conservation Program.

Regional Air Quality Strategies (RAQS).

RiverWay Specific Plan Final EIR. GPA 90-04. SP90-003. SCH #90010319. Labeled "Upper San Diego River Specific Plan." Certified March 6. 1991.

U.S. Department of Agriculture Soil Survey. San Diego Area, California. Part I and II. December 1973.



STATE OF CALIFORNIA
Governor's Office of Planning and Research

1400 TENTH STREET SACRAMENTO, CALIFORNIA 95833-1044

Pete Wilson
GOVERNOR

Paul F Miner
DIRECTOR

DATE: May 29, 1998

TO: Reviewing Agencies

RE: UPPER SAN DIEGO RIVER IMPROVEMENT PROJECT (SCH # 98041146)

Attached for your comment is the Notice of Preparation for the UPPER SAN DIEGO RIVER IMPROVEMENT PROJECT environmental impact report.

Responsible agencies must transmit their concerns and comments on the scope and the content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of this notice. We encourage commenting agencies to respond to this notice and express their concerns early in the environmental review process:

Please direct your comments to:

KIERSTEN RYDBECK
COUNTY OF SAN DIEGO
5201 RUFFIN ROAD, SUITE B
SAN DIEGO, CA 92123-1666

with a copy to the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the review process, call at (916) 445-0613.

Sincerely,


ANTERO A. RIVASPLATA
Chief, State Clearinghouse

Attachments

cc: Lead Agency

DEPARTMENT OF FISH AND GAME

Natural Community Conservation Planning
4949 Viewridge Avenue
San Diego, CA 92123
(619) 467-4251
FAX 467-4235

**RECEIVED**

May 11, 1998

MAY 14 1998

**DEPARTMENT OF PLANNING
AND LAND USE**

Ms. Kiersten Rydbeck
Department of Planning and Land Use
County of San Diego
5201 Ruffin Road, Suite B
San Diego, CA 92123

**Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the
Upper San Diego River Improvement Project (Log No. 98-10-014)**

Dear Ms. Rydbeck:

The Department of Fish and Game (Department) has reviewed the above-referenced document in the County of San Diego. The County has approved the Subarea Plan and Implementing Agreement (IA) under the Natural Community Conservation Planning Program. In preparing the environmental documentation for the proposed project, the County must ensure and verify that all requirements and conditions of the Subarea Plan and IA are met. Biological issues that are not addressed in the Subarea Plan and IA, such as specific impacts to and mitigation requirements for wetlands or sensitive species and habitats that are not covered by the Subarea Plan and IA also will need to be addressed.

Sections in the DEIR that may be affected by conditions and requirements of the Subarea Plan and IA include: "Land Use;" "Landform Alteration/Visual Quality;" "Traffic/Circulation;" "Biological Resources;" "Drainage/Urban Runoff/Water Quality;" "Noise;" and "Cumulative Effects." In addition, the DEIR should describe why the proposed project, irrespective of project alternatives is consistent with and appropriate for the Subarea Plan.

Thank you for the opportunity to comment. Questions regarding this letter and further coordination on these issues should be directed to Ms. Terri Stewart of my staff at 619/467-4209.

Sincerely,

William E. Tippetts
NCCP Field Supervisor

Ms. Kiersten Rydbeck

May 11, 1998

Page 2

cc: Department of Fish and Game
Gail Presley
Sacramento

Ron Rempel
Terri Dickerson
Long Beach

Terri Stewart
Rob Thomas
San Diego

U.S. Fish and Wildlife Service
Nancy Gilbert
Carlsbad

File: Chron
file: NCCP/UPRSDVR.NOP

DEPARTMENT OF TRANSPORTATION

DISTRICT 11, P. O. BOX 85406, SAN DIEGO, CA 92186-5406

PHONE (619) 688-6954

FAX (619) 688-8424



June 1, 1998

11-SD-067
P.M. 3.91
(K.P. 6.29)

Ms. Kiersten Rydbeck
San Diego County
Department of Planning and Land Use
5201 Ruffin Road, Suite B
San Diego, CA 92123-1666

Dear Ms. Rydbeck:

NOP for the Upper San Diego River Improvement Project-SCH 98041146

Caltrans District 11 comments are as follows:

- The current (December 1994) Caltrans Transportation Concept Report (TCR) for State Route 67 (SR-67) calls for a six-lane freeway south of Maplevue Street and a four-lane conventional highway north of Maplevue Street. The TCR also notes that the existing signalized intersection at Maplevue Street should be upgraded to a full interchange.
- A traffic study should be prepared to analyze impacts to the SR-67 intersections at Riverford Road, Maplevue Street and Lakeside Avenue and propose appropriate mitigation measures. The State owned signalized intersections should be analyzed for each scenario using the Intersecting Lane Vehicle (ILV) method, Per Topic 406 of the Caltrans Highway Design Manual.
- Beginning July 1, 1998, Caltrans will no longer maintain both metric and imperial versions of the Standard Plans, Specifications, Special Provisions and manuals. Therefore, all plans, as well as encroachment permit applications submitted to Caltrans must be stated in metric units.

Our contact person for SR-67 is Pam Klos, Route Manager, at (619) 688-6134. For Traffic Operations our contact person is Richard Coward, Branch Chief, at (619) 467-4328.

Sincerely,

BILL FIGGE, Chief
Planning Studies Branch

BF/LS:hgs



1600 Pacific Highway • Room 452
San Diego, CA 92101 • (619) 531-5400

San Diego Local Agency Formation Commission

Chairwoman

Dr. Lillian M. Childs
Helix Water District

May 8, 1998

Vice Chairman

Bill Horn
County Board of
Supervisors

Kiersten Rydbeck
Project Manager (Environmental)
Department of Planning and Land Use
5201 Ruffin Road, Suite B
San Diego, CA 92123-1666

Members

Dianne Jacob
County Board of
Supervisors

SUBJECT: Notice of Preparation of an Environmental Impact Report -
Upper San Diego River Improvement Project, Log No. 98-10-
14

Lori Howard
Councilmember,
City of Santee

Harry Mathis
Councilmember,
City of San Diego

Dear Ms. Rydbeck:

Julianne Nygaard
Councilmember,
City of Carlsbad

Thank you for the opportunity to review the above referenced Notice of Preparation (NOP) of an Environmental Impact Report (EIR). We offer the following comments.

Ronald W. Wootton
Vista Fire Protection District

Andrew L. Vanderlaan
Public Member

Alternate Members

Greg Cox
County Board of
Supervisors

The project area is wholly or partially within a number of governmental agencies. These include the Padre Dam Municipal Water District, the Lakeside and Riverview Water Districts, and the Lakeside Sanitation District. Of special concern to the Local Agency Formation Commission (LAFCO) is that the provision of public services to the project area be as efficient as possible. This may entail modifications to the spheres of influence and the boundaries of some of these agencies. Sphere of influence amendments and district boundary changes will require LAFCO review and approval.

Shirley Horton
Mayor,
City of Chula Vista

Juan Vargas
Councilmember,
City of San Diego

Bud Pocklington
South Bay Irrigation District

Guy W. Winton III
Public Member

So that LAFCO can utilize the EIR when reviewing future changes of government organization, the EIR should include a discussion of the agencies currently serving the area and identify future jurisdictional changes (i.e., annexations and detachments) that will be necessary. Unless there are special circumstances, individual services, such as sewer or water, should be provided by a single agency and the EIR should identify the preferred service provider. We suggest that the preferred service provider be determined in consultation with the affected agencies and LAFCO staff. The EIR should also discuss the level of services that will be required by the project and the ability of the various agencies to extend these services.

Executive Officer

Michael D. Ott

Counsel

John J. Sansone

Counsel

Kiersten Rydbeck
May 8, 1998
Page Two

The Environmental Analysis Form (Item I. 4) indicates that the project area contains prime agricultural land. LAFCO is required to consider the effect of any proposal on existing agricultural lands and the EIR should discuss the location and extent of prime agricultural lands as well as existing agricultural uses. For your information, I have enclosed a copy of San Diego LAFCO's policy on open space and agricultural preservation.

I will be the LAFCO contact for this project. If you have any questions or would like to discuss these comments further, please contact me at 531-5400.

Sincerely,


JOE CONVERY
Local Governmental Analyst

JFC:hm

Enclosure

cc: General Manager, Padre Dam Municipal Water District
General Manager, Lakeside Water District
General Manager, Riverview Water District
Deputy Director, County Department of Public Works, Liquid Waste Division

Subject

PRESERVATION OF OPEN SPACE AND AGRICULTURAL LANDS.

Purpose

To further the policies and priorities of the Cortese-Knox Local Government Reorganization Act regarding the preservation of open space and prime agricultural lands.

Background

The State Legislature has instructed Local Agency Formation Commissions to establish policies that address the preservation of open space (Govt. Code § 56300). LAFCOs are required to consider how spheres of influence or changes of local governmental organization could affect open space and prime agricultural lands. Commissions are directed to guide development away from prime agricultural lands—unless that action would not promote the planned, orderly and efficient development of an area—and to encourage development of existing vacant or non-prime agricultural lands within a jurisdiction before approving any proposal that would allow development of open-space lands outside of an agency's boundary (Govt. Code § 56377). Proposals must be further reviewed for their effect on maintaining the physical and economic integrity of agricultural lands [Govt. Code § 56841(e)].

Policy

It is the policy of the San Diego Local Agency Formation Commission to:

1. Discourage proposals that would convert prime agricultural or open space lands to other uses unless such an action would not promote the planned, orderly, efficient development of an area *or* the affected jurisdiction has identified all prime agricultural lands within its sphere of influence and adopted measures that would effectively preserve prime agricultural lands for agricultural use;
2. Require rezoning of territory (city only) to identify areas subject to agricultural/preservation and planned development;
3. Follow San Diego LAFCO's adopted procedures to define agricultural and

open space lands and to determine when a proposal may adversely affect such lands.

Adopted: November 6, 1978
Amended: June 4, 1990
Amended: May 4, 1998

Cross reference:

SAN DIEGO LAFCO PROCEDURES:

-Open Space and Agricultural Preservation



San Diego County Archaeological Society
Environmental Review Committee

30 May 1998

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JUN 02 1998

DEPARTMENT OF PLANNING
AND LAND USE

To: Ms. Kiersten Rydbeck
Department of Planning and Land Use
County of San Diego
5201 Ruffin Road, Suite B
San Diego, California 92123-1666

Subject: Notice of Preparation of a Draft Environmental Impact Report
Upper San Diego River Improvement Project
Log No. 98-10-014


Dear Ms. Rydbeck:

Thank you for the subject Notice of Preparation for the subject project, received by this Society earlier this month.

We are pleased to note the inclusion of cultural resources in the list of subject areas to be addressed in the DEIR, and look forward to reviewing it during the upcoming public comment period. To that end, please include us in the distribution of the DEIR, and also provide us with a copy of the cultural resources technical report(s).

SDCAS appreciates being included in the County's environmental review process for this project.

Sincerely,


James W. Royle, Jr., Chairperson
Environmental Review Committee

cc: SDCAS President
file



Padre Dam Municipal Water District

10887 Woodside Avenue / P.O. Box 719003
Santee, CA 92072-9003
Telephone: 619-448-3111
FAX Administration: 619-449-9469
FAX Operations: 619-449-9537

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JUN 02 1998

**DEPARTMENT OF PLANNING
AND LAND USE**

Board of Directors:

Jesse T. Dixon
Division 1

Mark Robak
Division 2

Andrew J. Menshek
Division 3

Lex Boswell
Division 4

Dan McMillan
Division 5

June 1, 1998

Kiersten Rydbeck
County of San Diego
Planning and Land Use
5201 Ruffin Road, Suite B
San Diego, CA 92123

**SUBJECT: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT
FOR UPPER SAN DIEGO RIVER IMPROVEMENT PROJECT**

Thank you for a copy of the Notice of Preparation and Initial Study for the subject project. We understand the project to be an amendment to the County of San Diego's General Plan, and a Zone Reclassification for parcels lying within the area that forms the River Way Specific Area of the Upper San Diego River Improvement Project (USDRIP) Redevelopment Area.

The entire project area is located within Padre Dam Municipal Water District's Wholesale Water Improvement District. However, retail water service in the project area is provided by three water districts/improvement district, being Lakeside Water District, Riverview Water District, and Padre Dam Municipal Water District's Western Service Area (formerly known as Improvement District "A"). Per information compiled by our office, some parcels within the project area are not located within any retail water service area, and would require annexation into one of the three retail water service territories if public water service is desired.

A portion of the project area is within Padre Dam Municipal Water District's sewer service area. The District's sewer service area within the project area is primarily west of Riverford Road, and includes the majority of the parcels fronting Riverside Drive. The County of San Diego's Lakeside Sanitation District is the other agency providing sewer service to the project area. Again, there may be several parcels in the project area that would require annexation into one of the sewer service agencies, prior to being able to connect to the public sewer system.

County of San Diego

Page 2

June 1, 1998

Any action to annex parcels into a water or sewer service area would require consultations between the various service agencies to determine which agencies can most likely serve the parcel. Any action to annex a parcel would be subject to the approval of LAFCO.

Maps of our water and sewer service areas are available by contacting Joni Cooley at (619) 258-4636.

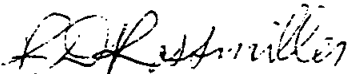
Padre Dam Municipal Water District is considering the construction of a combined administration/customer service/operations center in the project area. We are conducting a feasibility analysis on a parcel of land owned by the City of San Diego located between Woodside Avenue and Highway 67 (APN 382-260-12). Currently, the project shows this parcel will be zoned as C-36.

The operations aspect of our new combined center would require a storage and maintenance yard for the materials and vehicles used by the District. The proposed C-36 zoning does not provide for outdoor storage yards. We would like to propose that zoning be allowed that can accommodate the District's combined administration/customer service/operations center facility, such as C-37. Such a zoning designation would be consistent with other parcels located on the north side of Woodside Avenue, and west of Winter Gardens Boulevard.

possible
alternatives

If you have questions concerning the District's proposed combined administration/customer service/operations center, please call Mr. Neal Brown, P.E. at (619) 258-4645.

PADRE DAM MUNICIPAL WATER DISTRICT

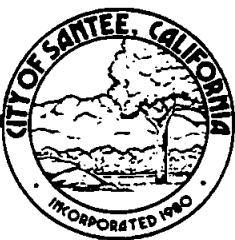


Roland D. Rossmiller, P.E.
Director of Engineering and Planning

RDR:DC:cc

17848.1

CITY MANAGER
George E. Tuckstein



CITY OF SANTEE

MAYOR
Jack E. Dale
CITY COUNCIL
Jim Bartell
Lori Howard
Hal Ryan
Randy Voepel

June 1, 1998

County of San Diego
Department of Planning and Land Use
Attn: Kiersten Rydbeck
5201 Ruffin Road, Suite B
San Diego, CA 92123

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JUN 03 1998

DEPARTMENT OF PLANNING
AND LAND USE

RE: Notice of Preparation for Upper San Diego River Improvement Project Area Zone
Reclassification and General Plan Amendment Environmental Impact Report

Dear Ms. Rydbeck,

The City of Santee has reviewed the Notice of Preparation for the Upper San Diego River Improvement Project Environmental Impact Report and offers the following comments:

1. The traffic analysis should take into consideration any project related impacts to City of Santee streets. The analysis should also reflect the Santee City Council's decision not to open Mast Boulevard to the east until CalTrans completes the construction of State Route 52 to State Route 67, and evaluate impacts to City streets with and without the extension of Mast Blvd. This study should be coordinated with the City.
2. The City has an adopted Ordinance that prohibits through-City truck traffic from using City streets. This Ordinance should be factored in when evaluating truck routes for the proposed heavy industrial land uses.
3. The Environmental Impact Report needs to clearly spell out how the traffic and other mitigation measures will be carried out now that the Specific Plan has been dissolved. This should include how responsibility for completion of the required mitigation measures will be allocated, and mechanisms for monitoring completion of those mitigation measures.
4. The proposed land use designations place heavy industrial land uses directly adjacent to proposed residential uses both in the City of Santee and the project area itself and existing residential land uses on the north side of Riverside Drive. Land use compatibility impacts, including noise and air pollution, should be evaluated and mitigations identified.

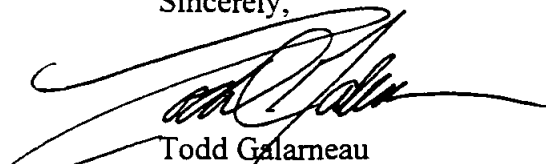
5. The Scenic Highway's Element of the City of Santee's General Plan identifies SR67 as a Scenic Road Corridor. While outside the City's boundaries, the proposed plan identifies additional heavy industrial zoning along the north side of the freeway almost the full length of the project area. This zoning district allows for outdoor material and equipment storage which can result in visual impacts. The Environmental Impact Report should evaluate the aesthetic impacts of the proposed zoning and identify mitigation measures to address those impacts.

The County may also wish to include a less intensive zoning district along the freeway and adjacent to residential land uses to address aesthetic and land use compatibility issues.

6. When analyzing the impacts of flood hazard, and establishing the limits of the floodplain, an analysis should be conducted based on ultimate development of the tributary watershed and should not rely on the current FEMA mapping. The current FEMA mapping is based on current flowrates and does not appear to take into account future flowrates at watershed build out or vegetation growth within the river, both of which will create a higher water surface elevation through the proposed project area. Currently the revised June 19, 1997 Flood Insurance Study prepared by the County adopted a flowrate for the San Diego River of 36,000 cfs at Murphy Canyon Creek and 31,000 cfs downstream of the confluence of San Vicente Creek. The flowrates adopted for the 1997 study are less than the flowrates used in the adopted 1984 FEMA Flood Insurance Study through Santee, despite considerable development within the watershed over the past fourteen years. Historical rainfall data from 1916, 1927 and 1980 indicate a much higher runoff potential, especially with reservoirs at or near capacity when a major storm event occurs (Ref: FEMA June 19, 1997 Flood Insurance Study and February, 1980 Storm Report prepared by San Diego County Flood Control District). Currently the City of Santee has an adopted standard recognizing as a minimum flowrate of 45,000 cfs at our eastern boundary where the San Diego River enters the City.


The City appreciates the opportunity to respond to the Notice of Preparation. We look forward to reviewing the Draft Environmental Impact Report when it is available. If you have any questions on our comments you can reach me at (619) 258-4100 x173.

Sincerely,



Todd Galameau
Associate Planner

LAKE SIDE COMMUNITY PLANNING GROUP
Post Office Box 2040
Lakeside, California 92040

Date: June 1, 1998
 To: Joan Vokac, Department of Planning and Land Use
 From: Gordon Shackelford, Chair Lakeside Community Planning Group 
 Re: LCPG Recommendation: Notice of Prep. of an EIR for USDRIP, Log # 98-10-014

As per our telephone conversation, I am in agreement that the Lakeside Community Planning Groups Recommendation, that is M52 versus Staff's M54 on the west end of the project and "lighter" General Plan Categories as applicable throughout the project area, be reviewed as a "less impactful alternative" in this EIR. My support of this was because CEQA requires less impactful alternatives, rather than more impactful alternatives -- which would be the case if the Staff and LCPG Recommendations were reversed in position in this EIR. Given the unusual nature of this EIR and its relationship to the same Staff that appears to support "by right" General Outdoor Industrial in the middle of Lakeside, this EIR must maintain the highest standards for even-handedness and impartiality. Unfortunately, the Notice of Preparation fails this test in several important areas: Project Objectives (Attachment A, page 1). Description of the Lakeside Community Planning Group Alternative (page 4), and most seriously in the "Environmental Analysis Form."

Of further concern is, "Description of Anticipated Environmental Effect" (pages 2,3 & 4). Many of the environmental issues discussed have been studied many times in the past and do not justify the expenditure of additional resources. At the same time, key issues that clearly show the differences in the environmental impacts of Staff's M54 proposal versus LCPG's M52 proposal are not clearly brought into focus.

Project Objectives (Attachment A, page 1)

Project objectives include "Restore reasonable development opportunities to the private sector by ... reducing discretionary approval requirements." It is not the proper role of the County to run land use for the benefit of private property owners -- the role of good government is to meet the standard stated by, "The noblest motive is the public good." The goal of this project must be to meet the greater public/community need, of which the property owner is only a part.

Description of the Lakeside Community Planning Group Alternative (page 4)

"The LCPG Alternative would replace some portions of the proposed zoning with zones and/or land designations that allow reduced development densities." The word "densities" is incorrect, the LCPG Proposal differs primarily in calling for the less intense M52 zone on the west end of the project. Actually, intense outdoor industrial uses may occur under both Staff's M54 proposal and the LCPG Proposal, the difference is that with M54 they are by right and in M52 would require a MUP.

Environmental Analysis Form

The Environmental Analysis Form frequently answers questions about possible impacts with, "Yes, Unless Mitigated" rather than, "Yes." A "Yes" answer is described as, "County staff has recommended that there is substantial evidence that the project has a potentially significant environmental effect and the effect is not clearly avoidable with mitigation measures." Clearly this is an appropriate response for a Staff proposal to locate M54 in residential areas. However, "Yes, Unless Mitigated" is used to answer numerous environmental questions. "Yes, Unless Mitigated" is described as, "County Staff has recommended that the incorporation of mitigation measures agreed to by the applicant has clearly reduced a potentially significant adverse environmental effect to a less than significant adverse environmental effect." Who is this "applicant" who has agreed to something that is not public? This is inappropriate for a publicly initiated rezoning generally, and is not an accurate description of the potential environmental impacts of Staff's proposal to place M54 next to residential uses. The LCPG is most aggrieved by the following uses of "Yes, Unless Mitigated" I. Land Use and Planning #3, #4; V. Air Quality #1, #2, #3; VI. Transportation/Circulation #2, #5; IX. Noise #1, #2 and XII. Aesthetics #3.

EIR Issues, "Description of Anticipated Environmental Effect" (pages 2,3 & 4)

Issue	LCPG Recommendation
Land Use and Planning	Description supported as written.
Geological Issues	Studied numerous times, no addition study needed.
Water Resources	Studied numerous times, generally no additional study needed, except for possible "Piecemealed flood control implementation" within the USDRIP area due to the elimination of the Riverway Specific Plan.
Air Quality	Studied numerous times, generally no additional study needed except for the impact of heavy equipment/truck emissions (especially diesel exhaust) comparing the differences due to Staff's proposed M54 zoning verses LCPG's proposed M52 zoning.
Transportation/Circulation	Studied numerous times, generally no addition study needed except for traffic impacts due to large trucks used in Staff's proposed M54 verses generally lighter trucks used in LCPG's proposed M52 zoning.
Biological Resources	Studied numerous times, generally no addition study needed, except for, "The analysis will also address conformance with the Multiple Species Conservation Program Plan and RPO with respect to the loss of exemption status due to elimination of the Redevelopment Plan."
Hazards	Studied numerous times, no addition study needed.
Noise	Supported as written, with the addition of a review of noise impacts due to large trucks used in Staff's proposed M54 verses generally lighter trucks used in LCPG's proposed M52 zoning.
Public Services	Studied numerous times, generally no addition study needed except for impacts on "existing road maintenance burdens" due to large trucks used in Staff's proposed M54 verses generally lighter trucks used in LCPG's proposed M52 zoning.
Utilities and Services	Studied numerous times, no addition study needed.
Aesthetics	Supported as written, with the addition of a review of aesthetics impacts due to Staff's proposed "by right" outdoor industrial M54 uses verses the generally indoor uses or outdoor uses, subject to MUP, in LCPG's proposed M52 zoning.
Cultural Resources	Studied numerous times, no addition study needed.

Lakeside Planning Group Action

After group discussion of the issues described above, the LCPG at its May 20, 1998 meeting, directed the Chair to work with Vice Chair Rick Smith to write a letter expressing its concerns.

Motion Passed 10-Yes, 0-No, 0-Abstain

c.c. Supervisor Dianne Jacob
Kiersten Rydbeck, DPLU

LAKESIDE DESIGN REVIEW BOARD

May 17, 1998

TO: Kiersten Rydbeck
Department of Planning and Land Use

SUBJECT: Notice of Preparation of an Environmental Impact Report:
Upper San Diego River Improvement Project, 98-10-014

Dear Ms. Rydbeck,

The Lakeside Design Review Board reviewed the notice of preparation of an Environmental Impact Report for the Upper San Diego River Improvement Project at our meeting held May 13, 1998. The LDRB voted 6-Yes, 0-No, 0-Abstain to submit the following comments.

1. The EIR must evaluate potential impacts of the zone reclassification regarding the aesthetic/visual impacts associated with:
 - a. Loss of the Design Criteria appearing in the Riverway Specific Plan.
 - b. Indoor uses allowed in an M52 zone versus outdoor uses allowed in an M54 zone.
2. The EIR must propose mitigations for all aesthetic/visual impacts identified.
3. Regarding the Initial Study Form (Attachment A), the LDRB strongly disagrees with the stated project objective of "... reducing discretionary approval requirements:". This should not be a purpose of the proposed General Plan Amendment unless a goal is to eliminate community input and accountability to the Community of Lakeside.

Submitted by,



Janis Shackelford, Chair

RECEIVED

MAY 20 1998

DEPARTMENT OF PLANNING
AND LAND USE

CASTER

FAMILY ENTERPRISES

4607 MISSION GORGE PL., SAN DIEGO, CA 92120 - TEL.: (619) 287-8873 - FAX (619) 287-2493

May 27, 1998

Kiersten Rydbeck
County of San Diego
Dept. of Planning and Land Use
5201 Ruffin Road, Suite B
San Diego, Ca. 92123-1666

RECEIVED

JUN 02 1998

DEPARTMENT OF PLANNING
AND LAND USE

Dear Kiersten,

I have reviewed the above EIR Notification. My only comment at this point is I believe you need to review the split zoning option we have discussed with Bob Forsythe which has approximately 150 to 200 feet from the center line along Riverford Road and Riverside Drive back to be zoned M-52. All other property behind that 200 feet would be M-54..

Sincerely,


Brian R. Caster
Caster Family Enterprises

Park Paseo Community Association

c/o: CURTIS MANAGEMENT COMPANY, INC.

10455 Sorrento Valley Road, Suite 102
San Diego, California 92121

(619) 587-9844

(760) 436-4560

April 3, 1998

Dear Homeowners and Residents:

The Board of Directors has been made aware of proposed rezoning for the area across Riverside Drive (along Riverford Rd) which would allow the Lakeside Land Company to continue to maintain this property as it is currently being used. This means our community will continue to suffer indefinitely, from the odors, dirt, trash and noise that we have had to endure from the Lakeside Land Company.

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The proposed resolution for the rezoning is listed below. Please review it carefully. Then, please complete the form on the reverse of this letter and mail your opinion prior to April 16, 1998 to:

County of San Diego
Department of Planning and Land Use
5201 Ruffin Road, Ste. B
San Diego, CA 92123-1666

You may also contact Robert Forsythe, Project Manager for the County at (619) 694-3856 for further information of the project or proposed rezoning.

We also request that you call Curtis Management Company at the phone numbers listed above (Marysia Leu or Adriana Peraza) to let us know if you favor the rezoning to M54 or not! The Board of Directors recommends rejecting the rezoning to M54. This involves your community, so please take the time to reply.

RESOLUTION ON REZONING

Whereas the specific plan for the Upper San Diego River Project has been repealed and is being replaced by standard zoning;

AND

Whereas, the preliminary plan present by County Staff proposes that part of the western area of the project be zoned as M54;

AND

Whereas, M54 allows for a variety of undesirable uses including non-operating vehicle storage and explosives storage;

AND

Whereas, the preamble to M54 clearly states that "the intent of M54 is for areas where impacts associated with noise, odor and traffic would not impact on residential or commercial areas," but some of the proposed M54 zone is in fact adjacent to existing homes and schools;

Therefore be it known that I, support the position of the Lakeside Planning Board at its March 4, 1998 meeting and urge that the western part of this area (along Riverside and Riverford Roads) that is not zoned as commercial or residential, be zoned as general plan 15, Zone M52 (not M54).

Thank you,

Board of Directors

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Thank you,

Board of Directors

**UPPER SAN DIEGO RIVER IMPROVEMENT PROJECT
GENERAL PLAN AMENDMENT AND ZONE
RECLASSIFICATION**

Please Print Clearly

RECEIVED

NAME: Bruce Dale Betz

APR 10 1998

ADDRESS: 11554 Camino Rio
Lakeside CA 92040

DEPARTMENT OF PLANNING
AND LAND USE

I AM ☒ IN FAVOR OF THE PROPOSED REZONING TO M54.
I AM NOT ☐ IN FAVOR OF THE PROPOSED REZONING TO M54.

COMMENTS: This area proposed is no
place for industrial yards &
Truck farms, especially with the new
M54 extension coming in, this (Truck Farms)
need to be moved east to a
less residential area. Why would
Lakeside let Lakeside Land Co.
Ruin a beautiful res area
when there are so many other
more suitable places.

Don't allow it!

Bruce Dale Betz
Signature

4-8-98
Date

Park Paseo Community Association

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10455 Sorrento Valley Road, Suite 102
San Diego, California 92121

(619) 587-9844
(760) 436-4560

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Whereas, M54 allows for a variety of undesirable uses including non-operating vehicle storage and explosives storage;
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Thank you,

Board of Directors

Park Paseo Community Association

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Thank you,

Board of Directors

UPPER SAN DIEGO RIVER IMPROVEMENT PROJECT
GENERAL PLAN AMENDMENT AND ZONE
RECLASSIFICATION

Please Print Clearly

NAME: HANS K. & GERTRUD BLESSING

ADDRESS: 11539 CAMINITO RIO
LAKE SIDE, CA. 92040

I AM ☐ IN FAVOR OF THE PROPOSED REZONING TO M54.
I AM NOT ☒ IN FAVOR OF THE PROPOSED REZONING TO M54.

COMMENTS: IN TRAVELLING TO EUROPE
AND OTHER PARTS OF THE U.S.A. WE
HAVE NOTICED THAT THE RIVER BANKS
ARE USED AS RECREATION AREAS.
WHEN WE MOVED HERE 8 YEARS AGO WE
WERE TOLD THAT A PARK WAS PROPOSED
ON THE RIVER EDGE. SINCE THEN WE HAVE
HAD TO ENDURE DUST, SMELLS, ODORS,
DECLAPATED TRUCKS AND OTHER STORAGES
ON EL NORAL AND RIVERFORD, A FAR
CRY FROM A PARK.
IT WOULD BE WONDERFUL IF SOME MORE
HOMES WERE BUILT ON THE PROPERTY THAT
IS SUCH AN EYE SORE, AND IF IN EFFECT
SOME PARK OR WALKWAYS WERE BUILT
AT THE RIVERS EDGE AND THAT WE
COULD FEEL FREE TO RIDE BICYCLES
IN THE AREA. WHAT WE DONT NEED
IS A ZONING TO M-54 THAT WOULD
ALLOW THE CONTINUED UNPLEASANT
SURROUNDINGS TO WHAT IS A GREAT
PARK PASEO DEVELOPMENT.

RECEIVED

APR 14 1998

DEPARTMENT OF PLANNING
AND LAND USE

Gertrud Blessing
Signature

4/10/97
Date

Park Paseo Community Association

c/o: CURTIS MANAGEMENT COMPANY, INC.

10455 Sorrento Valley Road, Suite 102

San Diego, California 92121

(619) 587-9844

(760) 436-4560

April 3, 1998

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Thank you,

Board of Directors

**UPPER SAN DIEGO RIVER IMPROVEMENT PROJECT
GENERAL PLAN AMENDMENT AND ZONE
RECLASSIFICATION**

RECEIVED

APR 10 1998

Please Print Clearly

DEPARTMENT OF PLANNING
AND LAND USE

NAME: Ronald J. & Noreen L. Kolek
ADDRESS: 10303 Plaza Paseo Drive
Lakeside CA 92040

I AM ☐ IN FAVOR OF THE PROPOSED REZONING TO M54.
I AM NOT ☒ IN FAVOR OF THE PROPOSED REZONING TO M54.

COMMENTS: We are in agreement with the
Board of Directors of the Park Paseo Community
Association in its opposition of rezoning
the property in the Upper San Diego River
to M54.

We purchased our home new in February 1985.
At that time we were told that the above
mentioned area would be turned into a county
park. Instead, over the years, we have seen this
area become a literal "DUMP" from burning
contaminated soil to storing enormous
amounts of heavy equipment, this area is an
eyesore in "our" backyard.

Trucks exiting the premises at both
Lakeside Dr & Palm Rd and the access road
on Riverside Rd are reckless and do not
obey the laws of the road. I have been cut
off countless times. The dust and air has
negatively affected our daughter's allergies.

We truly believe our home's value has been
negatively affected by this property and do not
wish it to continue to be used in any manner.

If necessary, we would be happy to
discuss this further. We can be reached at the
numbers listed below.

Ron Kolek - work - 654 8342
Ron & Noreen Kolek - home - 562 4127

Ron J. Kolek
Signature

4-8-98
Date

Park Paseo Community Association

c/o: CURTIS MANAGEMENT COMPANY, INC.
10455 Sorrento Valley Road, Suite 102
San Diego, California 92121

(619) 587-9844
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April 3, 1998

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Thank you,

Board of Directors

**UPPER SAN DIEGO RIVER IMPROVEMENT PROJECT
GENERAL PLAN AMENDMENT AND ZONE
RECLASSIFICATION**

Please Print Clearly

NAME: RENE M DESCHENES

ADDRESS: 10329 PLAZA PASADENA
LAKEVIEW, CA 92040-2333

I AM ☐ IN FAVOR OF THE PROPOSED REZONING TO M54.
I AM NOT ☒ IN FAVOR OF THE PROPOSED REZONING TO M54.

COMMENTS: _____

I never would have bought this
home ~~place~~ if I had known what a
mess the West end of Riverside drive
would become

RECEIVED

APR 10 1998

DEPARTMENT OF PLANNING
AND LAND USE

Rene M Deschenes
Signature

4-8-98
Date

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Date

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San Diego, CA 92123-1666

You may also contact Robert Forsythe, Project Manager for the County at (619) 694-3856 for further information of the project or proposed rezoning.

We also request that you call Curtis Management Company at the phone numbers listed above (Marysia Leu or Adriana Peraza) to let us know if you favor the rezoning to M54 or not! The Board of Directors recommends rejecting the rezoning to M54. This involves your community, so please take the time to reply.

RESOLUTION ON REZONING

Whereas the specific plan for the Upper San Diego River Project has been repealed and is being replaced by standard zoning;
AND

Whereas, the preliminary plan present by County Staff proposes that part of the western area of the project be zoned as M54;
AND

Whereas, M54 allows for a variety of undesirable uses including non-operating vehicle storage and explosives storage;
AND

Whereas, the preamble to M54 clearly states that "the intent of M54 is for areas where impacts associated with noise, odor and traffic would not impact on residential or commercial areas," but some of the proposed M54 zone is in fact adjacent to existing homes and schools;

Therefore be it known that I, support the position of the Lakeside Planning Board at its March 4, 1998 meeting and urge that the western part of this area (along Riverside and Riverford Roads) that is not zoned as commercial or residential, be zoned as general plan 15, Zone M52 (not M54).

Thank you,

Board of Directors

RECEIVED

APR 10 1998

UPPER SAN DIEGO RIVER IMPROVEMENT PROJECT
GENERAL PLAN AMENDMENT AND ZONE
RECLASSIFICATION

DEPARTMENT OF PLANNING

AND LAND USE Please Print Clearly

NAME: Squad Campbell + William Campbell

ADDRESS: 10231 Caminito Rio Ct.
Lakeside, CA 92040

I AM ☐ IN FAVOR OF THE PROPOSED REZONING TO M54.
I AM NOT ☒ IN FAVOR OF THE PROPOSED REZONING TO M54.

COMMENTS: We strongly object to M54 zoning
in the proposed areas because our
family and our neighbors' families
will be adversely affected because
we live right across from the
proposed rezoning site. We have 2
boys, one of whom goes to Lakeside
Elementary + the other who
goes to Lakeside Middle School. We
don't want them being exposed to
explosives storage and its possible
bad consequences. As it is, truck
traffic is thick in this area and
makes it noisy and unsafe for
our son to walk to Lakeside
Middle School. It is dirty, unsightly,
noisy and dangerous, as it stands,
because of the Lakeside Land Co. to
increase these factors and add to them
explosives storage is irresponsible and
is counter to the quote = the intent
for M54 is for areas where impacts associated
with noise, odor, and traffic would not impact
on residential or commercial areas.
M-54 will impact on residential areas.
Please do not allow M54 zoning in the
proposed areas!

Squad Campbell
Signature

William L. Campbell
(WILLIAM L. CAMPBELL)

4/7/98
Date

4-7-98

Park Paseo Community Association

c/o: CURTIS MANAGEMENT COMPANY, INC.
10455 Sorrento Valley Road, Suite 102
San Diego, California 92121

(619) 587-9844
(760) 436-4560

April 3, 1998

Dear Homeowners and Residents:

The Board of Directors has been made aware of proposed rezoning for the area across Riverside Drive (along Riverford Rd) which would allow the Lakeside Land Company to continue to maintain this property as it is currently being used. This means our community will continue to suffer indefinitely, from the odors, dirt, trash and noise that we have had to endure from the Lakeside Land Company.

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Thank you,

Board of Directors

**UPPER SAN DIEGO RIVER IMPROVEMENT PROJECT
GENERAL PLAN AMENDMENT AND ZONE
RECLASSIFICATION**

Please Print Clearly

NAME: Roger Podmoski

ADDRESS: 10327 Paseo Pacific Drive
LAKESIDE CA 92040

I AM ☐ IN FAVOR OF THE PROPOSED REZONING TO M54.
I AM NOT ☒ IN FAVOR OF THE PROPOSED REZONING TO M54.

COMMENTS: _____

RECEIVED

APR 09 1998

DEPARTMENT OF PLANNING
AND LAND USE

Roger Podmoski
Signature

4-6-98
Date

Park Paseo Community Association

Spacetti

c/o: CURTIS MANAGEMENT COMPANY, INC.
10455 Sorrento Valley Road, Suite 102
San Diego, California 92121

(619) 587-9844
(760) 436-4560

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**UPPER SAN DIEGO RIVER IMPROVEMENT PROJECT
GENERAL PLAN AMENDMENT AND ZONE
RECLASSIFICATION**

RECEIVED

APR 15 1998

DEPARTMENT OF PLANNING
AND LAND USE

Please Print Clearly

NAME: Michelle & Robert Fendenheim
ADDRESS: 10233 Paseo Park Dr.
Juliusdale ca 92040-

I AM ☐ IN FAVOR OF THE PROPOSED REZONING TO M54.
I AM NOT ☒ IN FAVOR OF THE PROPOSED REZONING TO M54.

COMMENTS: When we purchased our
home in 1989, this neighborhood
was clean and open. Now we have
unsightly storage yards with
high noises and dust. The roads
are torn apart with mud-
dust grime & etc. The area
is certainly an eyesore. the
property value currently is
reflected by this unplanned un-
organized development. Please contact
the community which has, and is
currently affected to hear their
voices of the current development

Michelle Fendenheim
Signature

4/11/98
Date

Park Paseo Community Association

c/o: CURTIS MANAGEMENT COMPANY, INC.
10455 Sorrento Valley Road, Suite 102
San Diego, California 92121

(619) 587-9844
(760) 436-4560

April 3, 1998

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Thank you,

Board of Directors

**UPPER SAN DIEGO RIVER IMPROVEMENT PROJECT
GENERAL PLAN AMENDMENT AND ZONE
RECLASSIFICATION**

Please Print Clearly

NAME: Cardace Boeck

ADDRESS: 11529 Paseo Vista
Lakeside CA 92040

I AM ☐ IN FAVOR OF THE PROPOSED REZONING TO M54.
I AM NOT ☒ IN FAVOR OF THE PROPOSED REZONING TO M54.

COMMENTS: The areas near our property
are already zoned - we do not
need additional permission for these
types of businesses.

RECEIVED

APR 15 1998

DEPARTMENT OF PLANNING
AND LAND USE

Cardace Boeck
Signature

4/16/98
Date

Park Paseo Community Association

c/o: CURTIS MANAGEMENT COMPANY, INC.
10455 Sorrento Valley Road, Suite 102
San Diego, California 92121

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10455 Sorrento Valley Road, Suite 102

San Diego, California 92121

(619) 587-9844

(760) 436-4560

April 3, 1998

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Thank you,

Board of Directors

UPPER SAN DIEGO RIVER IMPROVEMENT PROJECT
GENERAL PLAN AMENDMENT AND ZONE
RECLASSIFICATION

Please Print Clearly

NAME: Michele Morris

ADDRESS: 11575 Caminito Rio
Lakeside, CA 92040

I AM ☐ IN FAVOR OF THE PROPOSED REZONING TO M54.
I AM NOT ☒ IN FAVOR OF THE PROPOSED REZONING TO M54.

COMMENTS: _____

RECEIVED
APR 10 1998

DEPARTMENT OF PLANNING
AND LAND USE

Michele Morris
Signature

4-9-98
Date

Park Paseo Community Association

c/o: CURTIS MANAGEMENT COMPANY, INC.
10455 Sorrento Valley Road, Suite 102
San Diego, California 92121

(619) 587-9844
(760) 436-4560

April 3, 1998

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Thank you,

Board of Directors

UPPER SAN DIEGO River improvement project
GENERAL PLAN AMENDMENT AND ZONE
RECLASSIFICATION

RECEIVED

APR 15 1998

Name Edward W Turner
10242 Paseo Palmas Dr.
Lakeside, Ca 92040

DEPARTMENT OF PLANNING
AND LAND USE

I am not in favor of the proposed rezoning to M54

Comments

The following reasons support this opinion;

1 The large existing residential area and public elementary schools are well established in the area in question and should take precedence in any decision regarding zoning change. The Lakeside Land Co is adjacent to these existing residential areas and schools. The preamble to M54 states, "the intent" Commercial areas. If this area in question is rezoned to M54 it will violate this very intent.

2 The noise, smell and appearance of the Lakeside Land Co. business is atrocious. It appears much as a junk yards. The dust is detrimental to the homes and school. Real estate values are negatively impacted by these conditions, causing economic loss.

There is no evidence of increased demand for additional M54 zoned property in this general area. Need for additional storage has not been shown.

3 The traffic on Riverford and Riverside will greatly increase due to growth and the completion of the connecting roads. This will be a dangerous intersection if Lakeside Land Co. is allowed to operate a business that increases heavy truck traffic in this area. The in-let out-let is a high density traffic area and the commercial truck traffic will cause many problems including dangerous wrecks.

4 Lakeside is a part of San Diego in transition. What was once a loosely controlled rural area is rapidly becoming a part of metropolitan San Diego. The needs of quality residential development should take precedence over any consideration for additional M54 zoning. M54 zoning and any adjacent residential/ public zoning are not compatible land uses.

Edward W Turner

April 13, 1998

Park Paseo Community Association

c/o: CURTIS MANAGEMENT COMPANY, INC.
10455 Sorrento Valley Road, Suite 102
San Diego, California 92121

(619) 587-9844
(760) 436-4560

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Thank you,

Board of Directors

**UPPER SAN DIEGO RIVER IMPROVEMENT PROJECT
GENERAL PLAN AMENDMENT AND ZONE
RECLASSIFICATION**

Please Print Clearly

NAME: Scott + Nada Markley
ADDRESS: 10319 Plaza Paseo Dr.
Lakeside, CA 92040

I AM ☐ IN FAVOR OF THE PROPOSED REZONING TO M54.
I AM NOT ☒ IN FAVOR OF THE PROPOSED REZONING TO M54.

COMMENTS: When we bought our (from Barrett)
home we were told this area Bldg
would be a park!!

RECEIVED

APR 17 1998

DEPARTMENT OF PLANNING
AND LAND USE

Nada Markley
Signature

4-13-98
Date

Park Paseo Community Association

c/o: CURTIS MANAGEMENT COMPANY, INC.
10455 Sorrento Valley Road, Suite 102
San Diego, California 92121

(619) 587-9844
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**UPPER SAN DIEGO RIVER IMPROVEMENT PROJECT
GENERAL PLAN AMENDMENT AND ZONE
RECLASSIFICATION**

RECEIVED

Please Print Clearly

APR 17 1998

NAME: Drammisi Family DEPARTMENT OF PLANNING
AND LAND USE

ADDRESS: 10340 Paseo Park Drive
Lakeside, CA 92040

I AM ☐ IN FAVOR OF THE PROPOSED REZONING TO M54.
I AM NOT ☒ IN FAVOR OF THE PROPOSED REZONING TO M54.

COMMENTS: We need compatible development with
residential areas. There are homes, school, preschool,
and small businesses adjacent to proposed
M-54 zoning. That is unacceptable. Enclosed storage
& buildings would insure that noise levels,
fumes, and traffic would not impact residences.

M-52 zoning will still be marketable.

Enclosed storage was worked upon with
the Planning & Land Use Dept to have an M-52
zoning buffer zone next to residences & schools
& to have M-54 zoning for freeways.
Noise, odor & fumes are less noticeable.

M. Drammisi
Signature

4/11/98
Date

Park Paseo Community Association

c/o: CURTIS MANAGEMENT COMPANY, INC.
10455 Sorrento Valley Road, Suite 102
San Diego, California 92121

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Whereas the specific plan for the Upper San Diego River Project has been repealed and is being replaced by standard zoning;
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Whereas, the preliminary plan present by County Staff proposes that part of the western area of the project be zoned as M54;
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Whereas, M54 allows for a variety of undesirable uses including non-operating vehicle storage and explosives storage;
AND

Whereas, the preamble to M54 clearly states that "the intent of M54 is for areas where impacts associated with noise, odor and traffic would not impact on residential or commercial areas," but some of the proposed M54 zone is in fact adjacent to existing homes and schools;

Therefore be it known that I, support the position of the Lakeside Planning Board at its March 4, 1998 meeting and urge that the western part of this area (along Riverside and Riverford Roads) that is not zoned as commercial or residential, be zoned as general plan 15, Zone M52 (not M54).

Thank you,

Board of Directors

Please Print Clearly

I AM ☐ IN FAVOR OF THE PROPOSED REZONING TO M54.
I AM NOT ☒ IN FAVOR OF THE PROPOSED REZONING TO M54.

~~RECEIVED~~

~~APR 17 1998~~

~~DEPARTMENT OF PLANNING
AND LAND USE~~

Kathy Matina
Signature

4/14/98
Date

Park Paseo Community Association

c/o: CURTIS MANAGEMENT COMPANY, INC.
10455 Sorrento Valley Road, Suite 102
San Diego, California 92121

(619) 587-9844
(760) 436-4560

April 3, 1998

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San Diego, CA 92123-1666

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Thank you,

Board of Directors

**UPPER SAN DIEGO RIVER IMPROVEMENT PROJECT
GENERAL PLAN AMENDMENT AND ZONE
RECLASSIFICATION**

Please Print Clearly

NAME: Rich Goodbody

ADDRESS: 10120 PASEO PALMAS DR

I AM ☐ IN FAVOR OF THE PROPOSED REZONING TO M54.
I AM NOT ☒ IN FAVOR OF THE PROPOSED REZONING TO M54.

COMMENTS: WE DO NOT WANT RE ZONED
TO M54 KEEP OUR AREA NICE AND
SMELL FREE. THERE ARE TRUCKS AND
TRACTORS RUNNING AT 3:00 AM YOU
CAN HEAR CLATER BANGING AND LOTS
OF NOISE.

I HAVE HERP TRACTORS WORKING
AT 3:00 AM WORKING AND HEARD NO
BACK UP WARNINGS (BEEP BEEP) SO
THERE IS SOME HAZARD FOR THE PEOPLE
IN THE AREA OF THE WORK BEING
DONE

NOT ONLY SAFETY IS A CONCERN
BUT OUR STANDARD OF LIFE PLEASE
CUT OUT THE CRUD

RECEIVED

APR 15 1998

DEPARTMENT OF PLANNING
AND LAND USE

Richard P Goodbody
Signature

4-7-98
Date

Park Paseo Community Association

c/o: CURTIS MANAGEMENT COMPANY, INC.
10455 Sorrento Valley Road, Suite 102
San Diego, California 92121

(619) 587-9844
(760) 436-4560

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**UPPER SAN DIEGO RIVER IMPROVEMENT PROJECT
GENERAL PLAN AMENDMENT AND ZONE
RECLASSIFICATION**

RECEIVED

APR 15 1998

Please Print Clearly

**DEPARTMENT OF PLANNING
AND LAND USE**

NAME: Brian & Angela Weit
ADDRESS: 10236 Paseo Palmas Drive
Lakeside CA

I AM ☐ IN FAVOR OF THE PROPOSED REZONING TO M54.
I AM NOT ☒ IN FAVOR OF THE PROPOSED REZONING TO M54.

COMMENTS: This area already looks
bad. We don't need it to look
any worse than it already does.
A few times there has been bad
smells emanating from that area.
The proposed rezoning to M54 is not
what we want. And Owe as the
residents are the ones who have
to look at & smell it on a daily
basis. If we wanted to look at
and smell a dump we would move
closer to one. If the preamble
to M54 states that it is not supposed
to be for areas where people live
& go to school then I can't believe
that the County is even trying
to change the zoning area. Do you
people understand the impact
the storage of wastes & equipment
is going to have on not only us
as residents but also our resale
value of our homes. The decision
that is made is going to greatly
impact the residents of Park Phase
Development.

Angela C Weit
Signature

4/8/98
Date

Park Paseo Community Association

c/o: CURTIS MANAGEMENT COMPANY, INC.
10455 Sorrento Valley Road, Suite 102
San Diego, California 92121

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(760) 436-4560

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Thank you,

Board of Directors

**UPPER SAN DIEGO RIVER IMPROVEMENT PROJECT
GENERAL PLAN AMENDMENT AND ZONE
RECLASSIFICATION**

RECEIVED

APR 15 1998

Please Print Clearly

**DEPARTMENT OF PLANNING
AND LAND USE**

NAME: DONNA ALIOTO - CAROL STECH

ADDRESS: 10358 PASEO PARK DR.
LAKEVIEW 92040.

I AM ☐ IN FAVOR OF THE PROPOSED REZONING TO M54.
I AM NOT ☒ IN FAVOR OF THE PROPOSED REZONING TO M54.

COMMENTS: WE ARE TOTALLY AGAINST
THE REZONING TO M54.

WE FEEL THIS WILL HAVE A GREAT IMPACT
ON THE VERY NEARBY RESIDENTIAL AREAS.
NOISE, ODOR, HEALTH POTENTIAL LAW SUITS.

THE FACT THAT THE UNSIGHTLY STORAGE AREAS
FOR NON OPERATING VEHICLE MAY INCREASE
DISTURBS US GREATLY - THE PRESENT
AREAS THAT EXIST ARE ENOUGH UGLINESS
FOR ONE RESIDENTIAL HOMES-AREA
OUR HOMES HAVE RAISED THE IMPRESSION
OF LAKEVIEW TO A LEVEL OF CONSIDERATION
TO GROW TO A FAMILY-CENTERED COMMUNITY

INSTEAD OF BUILDING OUR COMMUNITY INTO
A CLEANER HEALTHIER BEAUTIFUL COUNTRY TOWN
M54- WOULD CONTINUE TO BEAR IT DOWN
TO APPEAR AS A DUMP.

WE VOTE IN LAKEVIEW - WE PAY TAXES IN
LAKEVIEW - WE LIVE AND SPEND OUR
MONEY IN LAKEVIEW - 10 YRS NOW -
WE WOULD LIKE TO STAY AND HELP OUR COMMUNITY
GROW IN A POSITIVE WAY.

IF M54 IS APPROVED WE WILL SERIOUSLY CONSIDER
LEAVING THIS AREA WE HAVE COME TO KNOW AND LOVE
SINCERELY-

Donna Alioto - Carol A. Stech
Signature

4-18-98
Date

WE WOULD LIKE TO SEE THE AREAS IN QUESTION BE ZONED
RESIDENTIAL OR COMMERCIAL -

Park Paseo Community Association

c/o: CURTIS MANAGEMENT COMPANY, INC.
10455 Sorrento Valley Road, Suite 102
San Diego, California 92121

(619) 587-9844
(760) 436-4560

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Board of Directors

Date _____

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Thank you,

Board of Directors

UPPER SAN DIEGO RIVER IMPROVEMENT PROJECT
GENERAL PLAN AMENDMENT AND ZONE
RECLASSIFICATION

RECEIVED

APR 17 1998

Please Print Clearly

NAME: Jose and Maria Cortes

DEPARTMENT OF PLANNING
AND LAND USE

ADDRESS: 11525 Paseo Lago

Lakeside, CA. 92040

I AM ☐ IN FAVOR OF THE PROPOSED REZONING TO M54.
I AM NOT ☒ IN FAVOR OF THE PROPOSED REZONING TO M54.

COMMENTS: We are very much opposed ^{to} ~~at~~ the
rezoning of Riverford / Riverside Dr. to M54. It is
a constant and straining issue. The obvious reasons
are: 1) There already exists a tremendous amount
of noise, trash, dirt, and debris that decoratively
looks awful but more importantly poses health
and safety risks for those that live in the surrounding
areas. There are many days that the disgusting
odors permeate every inch of my house ~~that~~ and
we can't open windows.
2) It is disillusioning to consider that ~~from~~ a
potential safety issue is possible. How could
explosive substances be allowed anywhere near
homes and schools? Many children walk
home from Lakeside Farms or are bused to and

Signature

Date

from school using both Riverside Dr.
and Riverford Rd. I am greatly
concerned for their safety as well as
my own children.

I happen to teach at Lakeside Farms
Elementary School and have firsthand
been at school on such days when
a foul odor takes over the playground.
It is disgusting!! This cannot be
allowed to continue.

As a member of the community I am
angry that such a proposed rezoning
could even be discussed. Should I

consider moving in the near future to a cleaner and safer city? How could I sell my home knowing that this possibility exists? This area cannot be rezoned and needs to stay residential. As a matter of fact, the city should closely investigate all the litter, pollution, and stench that encompasses that general area and realize that homeowners will no longer be tolerant of such obvious disconcert for its citizens.

I strongly support the position,

with many of my neighbors, and
urge the San Diego County Department
of Planning and Land use not to
rezone this area to M54.

Sincerely,

Maria-Adeline Cortes

Park Paseo Community Association

c/o: CURTIS MANAGEMENT COMPANY, INC.
10455 Sorrento Valley Road, Suite 102
San Diego, California 92121

(619) 587-9844
(760) 436-4560

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Thank you,

Board of Directors

**UPPER SAN DIEGO RIVER IMPROVEMENT PROJECT
GENERAL PLAN AMENDMENT AND ZONE
RECLASSIFICATION**

Please Print Clearly

NAME:

Kristi M Cox

ADDRESS:

10350 Plaza Paseo Dr
Lakeside, CA. 92040

I AM ☐ IN FAVOR OF THE PROPOSED REZONING TO M54.
I AM NOT ☒ IN FAVOR OF THE PROPOSED REZONING TO M54.

COMMENTS:

It is a complete disgrace.
I have property in Eucalyptus Hills
& Park Paseo Community - I have
lived in the area for 22 years &
I am sickened every day by the way
this area now looks. It seems
only to get worse instead of better.
I absolutely hate what has happened
to this part of Lakeside -

K. Cox

RECEIVED

MAY 05 1998

DEPARTMENT OF PLANNING
AND LAND USE

Kristi M. Cox
Signature

4-28-98
Date

Park Paseo Community Association

c/o: CURTIS MANAGEMENT COMPANY, INC.

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Whereas, the preliminary plan present by County Staff proposes that part of the western area of the project be zoned as M54;

AND

Whereas, M54 allows for a variety of undesirable uses including non-operating vehicle storage and explosives storage;

AND

Whereas, the preamble to M54 clearly states that "the intent of M54 is for areas where impacts associated with noise, odor and traffic would not impact on residential or commercial areas," but some of the proposed M54 zone is in fact adjacent to existing homes and schools;

Therefore be it known that I, support the position of the Lakeside Planning Board at its March 4, 1998 meeting and urge that the western part of this area (along Riverside and Riverford Roads) that is not zoned as commercial or residential, be zoned as general plan 15, Zone M52 (not M54).

Thank you,

Board of Directors

Park Paseo Community Association

RECEIVED

APR 14 1998

DEPARTMENT OF PLANNING
AND LAND USE

c/o: CURTIS MANAGEMENT COMPANY, INC.
10455 Sorrento Valley Road, Suite 102
San Diego, California 92121

(619) 587-9844
(760) 436-4560

April 3, 1998

Dear Homeowners and Residents:

The Board of Directors has been made aware of proposed rezoning for the area across Riverside Drive (along Riverford Rd) which would allow the Lakeside Land Company to continue to maintain this property as it is currently being used. This means our community will continue to suffer indefinitely, from the odors, dirt, trash and noise that we have had to endure from the Lakeside Land Company.

The San Diego County Department of Planning and Land Use is requesting public participation and opinion on this matter. Your recommendations and comments will be considered by the Department and may be incorporated into the main project or may be incorporated into an alternative for the project's environmental documentation.

The proposed resolution for the rezoning is listed below. Please review it carefully. Then, please complete the form on the reverse of this letter and mail your opinion prior to April 16, 1998 to:

County of San Diego
Department of Planning and Land Use
5201 Ruffin Road, Ste. B
San Diego, CA 92123-1666

You may also contact Robert Forsythe, Project Manager for the County at (619) 694-3856 for further information of the project or proposed rezoning.

We also request that you call Curtis Management Company at the phone numbers listed above (Marysia Leu or Adriana Peraza) to let us know if you favor the rezoning to M54 or not! The Board of Directors recommends rejecting the rezoning to M54. This involves your community, so please take the time to reply.

RESOLUTION ON REZONING

Whereas the specific plan for the Upper San Diego River Project has been repealed and is being replaced by standard zoning;
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Thank you,

Board of Directors

**UPPER SAN DIEGO RIVER IMPROVEMENT PROJECT
GENERAL PLAN AMENDMENT AND ZONE
RECLASSIFICATION**

Please Print Clearly

NAME: Dick & Ann Bailey
ADDRESS: 10273 Paseo Park Dr
Lakeside CA 92040

I AM ☐ IN FAVOR OF THE PROPOSED REZONING TO M54.
I AM NOT ☒ IN FAVOR OF THE PROPOSED REZONING TO M54.

COMMENTS: There is one storage sight at
El Niguel & Riverford. The place is
an eyesore, littered with junk. There is
much noise & pollution from the
large trucks leaving at early morning
hours. The strong odor & dust from
the lakeside, hand company, must go! The
place stinks. The area should be
developed with a park, bike trails, etc
to fit in with the nice residential
areas. Why continue to ruin a great
area in which to live. Please seriously
consider NOT rezoning. The traffic
is already a problem & to rezone
would add more congestion

Dick & Ann Bailey 4/9/98
Signature Date

H7-00081-2 96

Park Paseo Community Association

c/o: CURTIS MANAGEMENT COMPANY, INC.
10455 Sorrento Valley Road, Suite 102
San Diego, California 92121

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(760) 436-4560

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Thank you,

Board of Directors

RECEIVED

APR 21 1998

UPPER SAN DIEGO RIVER IMPROVEMENT PROJECT
GENERAL PLAN AMENDMENT AND ZONE
RECLASSIFICATION

DEPARTMENT OF PLANNING
AND LAND Please Print Clearly

NAME: Paula A. Contreras

ADDRESS: 10133 Paseo Palmas Dr.
Lakeside, Calif. 92040

I AM ☐ IN FAVOR OF THE PROPOSED REZONING TO M54.
I AM NOT ☒ IN FAVOR OF THE PROPOSED REZONING TO M54.

COMMENTS: This is a residential area
I cannot understand why this would
be zoned for industrial. Our house is
constantly dusty, we have to spray off
the outside toys before our children
can even use them. Can't go for a walk
down Riverside with out having dust
blown-up in your face as the large
trucks go by. During the winter time
there is mud every where. Our children
ride their bikes in this area. So we
might as well take them down town.
The noise from the back up horns wakes
up the children from their naps. The
large dirt walls they have constructed
make our community look trashy and
devalue our homes! also this makes
it much more easy for vagrants
and migrant workers to live back in
there! We own our homes and pay
for it in every way, why should we
have to lose!

I've noticed that in Mission Valley and
Santee they have added walking trails and
Value to their communities by landscaping
and developing this area. Why can't we!

Paula A Contreras
Signature

4/10/98
Date

Park Paseo Community Association

RECEIVED

APR 14 1998

DEPARTMENT OF PLANNING
AND LAND USE

c/o: CURTIS MANAGEMENT COMPANY, INC.
10455 Sorrento Valley Road, Suite 102
San Diego, California 92121

(619) 587-9844
(760) 436-4560

April 3, 1998

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Thank you,

Board of Directors

UPPER SAN DIEGO RIVER IMPROVEMENT PROJECT
GENERAL PLAN AMENDMENT AND ZONE
RECLASSIFICATION

Please Print Clearly

NAME: JERRY & DAHLIA M YADDGO

ADDRESS: 11536 PASEO VISTA
LAKEVIEW, CA 92040

I AM ☐ IN FAVOR OF THE PROPOSED REZONING TO M54.
I AM NOT ☒ IN FAVOR OF THE PROPOSED REZONING TO M54.

COMMENTS: ODORS, DIRT, TRASH, &
NOISE, WHO WANTS IT?
NOT US!!

Jerry Yaddgo, Dahlia M. Yaddgo
Signature

4/10/98
Date

MARTIN L. GLEICH
P. O. BOX 85304
SAN DIEGO, CA 92186

April 17, 1998

Post-It® Fax Note	7671	Date	4/17/98	# of pages	1
To	Bob Forsythe		From	Randy Lang	
Co./Dept.	Dept. of Planning		Co.	Martin Gleich	
Phone #			Phone #	627-5800	
Fax #	694-2373		Fax #		

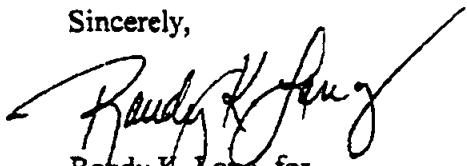
Robert Forsythe
Project Manager
Dept. of Planning and Land Use, MS0650
5201 Ruffin Road, Suite B
San Diego, CA 92123-1666

RE: USDRIP, Planning Area I

Dear Bob:

As we have discussed, I am in the process of working with an engineer regarding the desired land use for the Gleich property located in Lakeside. However, for purposes of responding to Joan Vokac's February 17, 1998 request for comments and recommendations, I am reiterating that we have an interest in developing residential and/or industrial.

Sincerely,



Randy K. Lang, for
Martin L. Gleich

RKL:lw



WILLOWBROOK MOBILE ESTATES DIVISION
11949 RIVERSIDE DRIVE
LAKESIDE, CALIFORNIA 92040
PHONE (619) 561-0571

RECEIVED

APR 09 1998

DEPARTMENT OF PLANNING
AND LAND USE

April 6, 1998

Mr. Robert Forsythe, Project Manager
County of San Diego
Department of Planning and Land Use
5201 Ruffin Road, Suite B
San Diego, CA 92123-1666

Dear Mr. Forsythe:

I represent Alpha Investments Inc., owner of Willowbrook Golf Course, Estates East & West. I have been associated with the USDRIP project for the past 15 years and an USDRIP member representing Alpha Investments.

Alpha Investments owns approx. 90 acres of developed land within the USDRIP area. The proposed zone reclassification of the land around us must take into consideration the residents of Willowbrook East & West and Eucalyptus Hills.

Our concern is the proposed M54 Industrial zoning on the land (owned by Lakeside Land Co.) adjacent to the west of Willowbrook Estates West. We strongly believe that the noise, dust, and visual impact from an M54 zoned area, next to a residential subdivision with no enforceable controls, will deprive our park's senior homeowners from a peaceful life style and a clean environment.

Therefore, it is imperative that a well perceived buffer zone between Willowbrook and the Lakeside Land Company be established to offset the noise pollution, dust, & visual impacts that will result from the industrial zoning.

Sincerely,

Spero Tzathas, Pres.

UPPER SAN DIEGO RIVER IMPROVEMENT PROJECT
GENERAL PLAN AMENDMENT AND ZONE
RECLASSIFICATION

Please Print Clearly

NAME: Charles DINTRONE

ADDRESS: 10370 PASCO PARK Drive
LAkeside, CA 92040

I AM ☐ IN FAVOR OF THE PROPOSED REZONING TO M54.
I AM NOT ☒ IN FAVOR OF THE PROPOSED REZONING TO M54.

COMMENTS: You should have my comments on file
but to reiterate:

M54 is NOT compatible with Residence due
to traffic, noise, AND OVS. I WANT something
that requires Enclosure as that seems to be

M52.

I AM in Agreement with the Lakeside Community
Planning Group's STANCE OF March of 1998.

RECEIVED

APR 15 1998

DEPARTMENT OF PLANNING
AND LAND USE

Charles Dintone
Signature

4/13/98
Date

**UPPER SAN DIEGO RIVER IMPROVEMENT PROJECT
GENERAL PLAN AMENDMENT AND ZONE
RECLASSIFICATION**

RECEIVED

Please Print Clearly

APR 15 1998

NAME: HERBERT SULLIVAN DEPARTMENT OF PLANNING
AND LAND USE

ADDRESS: 10314 PLAZA PASO
LAKE SIDE, CA 92040

I AM ☐ IN FAVOR OF THE PROPOSED REZONING TO M54.
I AM NOT ☒ IN FAVOR OF THE PROPOSED REZONING TO M54.

COMMENTS: We have put up with
too much already from Lakeside
Land Co. We have had odor,
they have piled debris all around their
property - (now its full of weeds), the
drainage ditch is full of trees &
weeds which hinders flood water flowing
& the streets are full of large trucks
& mud constantly.
We were informed by the County in
1985 that the area where Lakeside
Land Co. is located was going
to be a Park & playground
for children. Do us the favor &
DO NOT REZONE to more trucks & junk
and more explosives.

Herbert J. Sullivan
Signature

4-13-98
Date

**UPPER SAN DIEGO RIVER IMPROVEMENT PROJECT
GENERAL PLAN AMENDMENT AND ZONE
RECLASSIFICATION**

Please Print Clearly

NAME: Laurel A. Schoop

ADDRESS: 10349 Paseo Palmas Dr
Lakeside, CA 92040

I AM ☐ IN FAVOR OF THE PROPOSED REZONING TO M54.
I AM NOT ☒ IN FAVOR OF THE PROPOSED REZONING TO M54.

COMMENTS: This should NOT exist in the middle
of a residential community. The area along
Riverford + Riverside are deplorable. There
is a huge population of transients living in the
area requesting to rezone. This in itself is
a potential to the surrounding community.
Our homes have barely started to recover
their value of 3-4 years ago. The surrounding
area is certainly making the values less than
those in nearby Jester or eastern Lakeside

RECEIVED

APR 14 1998

DEPARTMENT OF PLANNING
AND LAND USE

Laurel A. Schoop
Signature

4/10/98
Date



APPENDIX B

County's Use and Enclosure Matrix

USE & ENCLOSURE MATRIX

SUMMARY PREPARED PURSUANT TO SECTIONS 2990 and 6816

NOTE: This matrix is a summary only. For complete regulations see appropriate sections of the Zoning Ordinance. In case of conflict between the provisions graphically represented in this matrix and the provisions set forth in the text of the Zoning Ordinance, the provisions of the Zoning Ordinance shall apply.

Use Types		Use Regulations																																																																																																																										
		RESIDENTIAL																		COMMERCIAL				INDUSTRIAL				AGRICULTURAL				SPECIAL PURPOSE																																																																																												
1250	1260	1265	1275	1280	1300	See Section 6816	1310	1315	1320	1325	1330	1332	1335	1340	1345	1346	1348	1350	1355	1360	1365	1370	1375	1380	1250	1260	1265	1275	1280	1300	See Section 6816	1310	1315	1320	1325	1330	1332	1335	1340	1345	1346	1348	1350	1355	1360	1365	1370	1375	1380	1250	1260	1265	1275	1280	1300	See Section 6816	1310	1315	1320	1325	1330	1332	1335	1340	1345	1346	1348	1350	1355	1360	1365	1370	1375	1380	1250	1260	1265	1275	1280	1300	See Section 6816	1310	1315	1320	1325	1330	1332	1335	1340	1345	1346	1348	1350	1355	1360	1365	1370	1375	1380	1250	1260	1265	1275	1280	1300	See Section 6816	1310	1315	1320	1325	1330	1332	1335	1340	1345	1346	1348	1350	1355	1360	1365	1370	1375	1380
RS	●			18		●	●		M	M	M	M	M	●	S	M		M	M	m	M	M	M	M	M	A	RS	Single Family Residential																																																																																																
RD	●			18		●	●		M	M	M	M	M	●	S	M		M	M	m	M	M	M	M	M	A	RD	Duplex/Two Family Residential																																																																																																
RM	●			18		●	●		M	M	M	M	M	●	S	M		M	M	m	M	M	M	M	M	A	RM	Multi-Family Residential																																																																																																
RV	●			18		●	●		M	M	M	M	M	●	S	M		M	M	m	M	M	M	M	M	A	RV	Variable Family Residential																																																																																																
RU	●	●		18		●	●		M	M	M	M	m	M	●	S	M		M	M	m	M	M	M	M	A	RU	Urban Residential																																																																																																
RMH	●			18		●	●		M	M	M	M	M	●	S	M		M	M	m	M	M	M	M	M	A	RMH	Mobilehome Residential																																																																																																
RR	●	M	m	18		●	●	m	M	M	M	M	M	●	S	M	M		M	M	m	M	M	M	M	A	RR	Rural Residential																																																																																																
RRO	●	M		18		●	●	m	M	M	M	M	M	●	S			M	M	m	M	M	M	M	M	A	RRO	Recreation-Oriented Residential																																																																																																
RC	●	●		18		●	●		M	M	●	M	●	●	S	●		●	M	m	M	M	●	●	A	RC	Residential-Commercial																																																																																																	
C30						●	●		●	●	●	●	●	●	S			●	M	M	m	●	M	M	●	A	C30	Office-Professional																																																																																																
C31	●	●				●	●		●	●	●	●	●	●	S	●		●	M	M	m	●	M	M	●	A	C31	Residential/Office Professional																																																																																																
C32	1					●	●		M	M	M	M	M	●	S			●	M	M	m	M	M	●	A	C32	Convenience Commercial																																																																																																	
C34*	●	●				●	●		●	●	●	●	●	●	S	●		●	●	M	m	●	●	●	●	A	C34*	Gen. Commercial/Residential																																																																																																
C35	M					●	●		●	●	●	●	●	●	S	●		●	●	M	m	●	●	●	●	A	C35	Gen. Comm./Ltd. Residential																																																																																																
C36	1	M				●	●		●	●	●	●	●	●	S	●		●	●	M	●	●	●	●	●	A	C36	General Commercial																																																																																																
C37	1	M				●	●		●	●	●	●	●	●	S	●		●	●	M	●	●	●	●	●	A	C37	Heavy Commercial																																																																																																
C38	1					●	●		●	●	●	●	●	●	S	●		●	●	M	●	●	●	●	●	A	C38	Service Commercial																																																																																																
C40	1					●	●		●	●	●	●	●	●	S	●		●	●	M	m	●	●	●	●	A	C40	Rural Commercial																																																																																																
C42*	20					●	●		●	●	●	●	●	●	S	●		●	●	M	●	●	●	●	●	A	C42*	Visitor Serving Commercial																																																																																																
C44						●	●	●	M	M	M	M	M	●	S			●	M	M	m	M	M	●	●	A	C44	Freeway Commercial																																																																																																
C46*						●	●	●	M	M	●	M	●	●	S	●		●	M	M	m	●	M	M	●	A	C46*	Medical Center																																																																																																
M50						●	●		M	●	M	●	M	M	●	S			●	M	M	m	●	●	M	m	A	M50	Basic Industrial																																																																																															
M52						●	●		M	●	M	●	M	M	●	S			●	M	M	m	●	●	M	m	A	M52	Limited Impact Industrial																																																																																															
M54						●	●		M	●	M	●	M	M	●	S			●	M	M	●	●	●	M	m	A	M54	General Impact Industrial																																																																																															
M56+						●	●		M	●	M	●	M	M	●	S			●	M	M	●	●	●	M	m	A	M56+	Mixed Industrial																																																																																															
M58						●	●		M	●	M	●	M	M	●	S			●	M	M	●	●	●	M	m	A	M58	High Impact Industrial																																																																																															
A70	●	M	m	18		●	●	m	M	M	M	M	M	M	●	S	M	m	M	M	m	M	M	M	m	A	A70	Limited Agriculture																																																																																																
A72	●	M	m	18		●	●	m	M	M	M	M	M	M	●	S	M	m	M	M	m	M	M	M	m	A	A72	General Agriculture																																																																																																
S80*	●					●	●		M	M	M	M	M	M	●	S			M	M	m	M	M	M	m	A	S80*	Open Space																																																																																																
S81						●	●								●	S										A	S81	Ecological Resource Area																																																																																																
S82						●	●		M	M	M	M	M		●	S		m	M	M	m	M	M	M		A	S82	Extractive																																																																																																
S86						●	●		M	M	M	M	M		●	S		m								A	S86	Parking																																																																																																
S87+	●	M	m	M		●	●	m	M	M	M	M	M	M	●	S	M	m	M	M	m	M	M	M	m	A	S87+	Limited Control																																																																																																
S88+	●		m			●	●		M	M	M	M	M		●	S		m								A	S88+	Specific Plan Area																																																																																																
S90+	●	M	m			●	●	m	M	M	M	M	M	M	●	S	M	m	M	M	m	M	M	M	m	A	S90+	Holding Area																																																																																																
S92	●	M	m			●	●	m	M	M	M	M	M	M	●	S	M	m	M	M	m	M	M	M	m	A	S92	General Rural																																																																																																
S94+						●	●	m	M	M		M	M		●	S		m		M	m	m	M			A	S94+	Transportation & Utility Corridor																																																																																																

**MATRIX
LEGEND**

- Permitted
- A Permitted by Administrative Permit
- S Permitted by Site Plan
- m Permitted by Minor Use Permit
- M Permitted by Major Use Permit
- P Permitted Only Within Planned Developments of 20 Acres or Larger

- 1-21 Subject to Limitations (See Section 2980)
- * May Be Subject to Site Plan Approval
- + Other Uses Not Shown on Matrix May be Permitted (See Text of Use Regulations)
- O Subject to Limitations (See Sections 2812 and 2818)
- [E] Exceptions to Enclosure Matrix (See Section 6814)

THE ZONING ORDINANCE - COUNTY OF SAN DIEGO

USE & ENCLOSURE MATRIX

Page 2 of 6

SUMMARY PREPARED PURSUANT TO SECTIONS 2990 and 6816

NOTE: This matrix is a summary only. For complete regulations see appropriate sections of the Zoning Ordinance. In case of conflict between the provisions graphically represented in this matrix and the provisions set forth in the text of the Zoning Ordinance, the provisions of the Zoning Ordinance shall apply.

Use Types		COMMERCIAL		Use Regulations	
1400	Enclosed See Section 6816	Open 1410 6930 1415	Drive-In 1420 1425	1430	1440
RS		P	P P	16 16	P
RD		P	P P	16 16	P
RM		P	P P	16 16	P
RV		P	P P	16 16	P
RU		P	P P	16 16	P
RMH		P	P P		P
RR	● ● ●			16 16	
RRO*	● ● ●	P	P P	16 16	P P
RC	● m m	4	m m	m 16 16	P
C30	● ● ● m ●			16 16	m
C31	● ● ● m ●			16 16	m
C32	● ● ● m			16 16	m
C34*	● m M m ●	● ●	● ●	16 16	M ● m ● M
C35	● m M m ●	● ●	● ●	16 16	M ● m ● M
C36	● m M ● ●	19 ● ●	9 ● ●	16 16	● M ● 8 ● ● ● M
C37	● ● ● ● ●	19 ● ●	● ●	16 16	● ● ● ● ● ● ● M ●
C38	● ● ● ● ●	● ●	● ●	16 16	● ● ● ● ● ● ● m M ●
C40	● ● ● ● ●	19 ● ●	● ●	M ● 16 16	M ● ● ● ● ● ● ● ● M ●
C42*	● ● ● ● ●	20			
C44	● ● ● ● ●			16 16	M
C46*	● ● ● ● ●			16 16	
M50	● m M m 5			16 16	●
M52	● m M m ●	8 8		16 16	8 ● 8 8 9 9
M54	● ● ● ● ●	● ● M		16 16	● ● ● ● ● ● ● M ●
M56+	● ● ● ● ●				● ● ● ● ● ● ● ● ●
M58	● ● ● ● ●	● ● M		16 16	M ● ● ● ● ● ● ● ● 9 ●
A70	● ● ● ● ●	M M		16 16	6 6
A72	● ● ● ● ●	M M	M	16 16	6 6
S80*	● S M			16 16	M
S81	● ● ● ● ●			16 16	
S82	● ● ● ● ●			16 16	M
S86	● ● ● ● ●			16 16	●
S87+	● ● ● ● M M	M M M	M M	16 16	M 6 6 M M M M M M M M
S88+	● ● ● ● ●			16 16	
S90+	● ● ● ● ●	M M M			
S92	● ● ● ● ●	M M		16 16	6 6
S94+	● ● ● ● ●	M M M			m
Commercial continued on next page					
RESIDENTIAL					
RS	Single Family Residential				
RD	Duplex/Two Family Residential				
RM	Multi-Family Residential				
RV	Variable Family Residential				
RU	Urban Residential				
RMH	Mobilehome Residential				
RR	Rural Residential				
RRO*	Recreation-Oriented Residential				
RC	Residential-Commercial				
COMMERCIAL					
C30	Office-Professional				
C31	Residential/Office Professional				
C32	Convenience Commercial				
C34*	Gen. Commercial/Residential				
C35	Gen. Comm./Ltd. Residential				
C36	General Commercial				
C37	Heavy Commercial				
C38	Service Commercial				
C40	Rural Commercial				
C42*	Visitor Serving Commercial				
C44	Freeway Commercial				
C46*	Medical Center				
INDUSTRIAL					
M50	Basic Industrial				
M52	Limited Impact Industrial				
M54	General Impact Industrial				
M56+	Mixed Industrial				
M58	High Impact Industrial				
AGRICULTURAL					
A70	Limited Agriculture				
A72	General Agriculture				
SPECIAL PURPOSE					
S80*	Open Space				
S81	Ecological Resource Area				
S82	Extractive				
S86	Parking				
S87+	Limited Control				
S88+	Specific Plan Area				
S90+	Holding Area				
S92	General Rural				
S94+	Transportation & Utility Corridor				

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THE ZONING ORDINANCE - COUNTY OF SAN DIEGO USE & ENCLOSURE MATRIX

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SUMMARY PREPARED PURSUANT TO SECTIONS 2990 and 6816

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Use Types

COMMERCIAL (cont.)

Commercial
continued on
next page

Enclosed
See
Section
6816

Semi-Open

Drive-In

Building Maintenance Services

Business Equipment Sales and Services

Business Support Services

Communications Services

Construction Sales and Services

Convenience Stores and Personal Services

Drug Industries and Personal Services (See Sec. 6800)

Explosive Storage Establishments

Financial Institutions (See Section 6804)

Food and Beverage Retail Sales

Funeral and Intermment Services

a) Cremating

b) Interment

c) Interment

Gasoline Sales

Laundry Services

Medical Services

1400

1435

1440

1445

1450

1455

1460

1463

1464

1465

1470

1475

1480

1485

1490

1495

1500

RS																		
RD																		
RM																		
RV																		
RU																		
RMH																		
RR	●	●	●															
RRO*	●	●	●															
RC	●	m	m															

C30	●		m			●	m	10		10		●	10			M		●
C31	●		m			●	m	10		10		●	10			M		●
C32	●		m									●				M		
C34*	●	m	M	m	7	●	8	●				●	●		M	M	M	12 13
C35	●	m	M	m	7	●	8	●				●	●		M	M	M	12 13
C36	●	m	M	●	7	●	8	●	21	●		●	●		M	M	●	12 13
C37	●	●	●	●	●	●	●	●	21	●		●	●		M	M	●	●
C38	●	●	●	●	●	●	●	m		m		10			M		●	●
C40	●	●	●	●	●	●	9		21	●					M	M	●	●
C42*	●	●	●	●	20	●				●	20						M	
C44	●	●	●	●						●								12
C46*	●						10		10		10							●

M50	●	m	M	m				m		m		m						
M52	●	m	M	m	8	●	●	8	m		m		10		M		12	●
M54	●	●	●	●	●	●	●	m		m	M	10		M		●	●	
M56+	●	●	●	●	●	●	●			10		10						
M58	●	●	●	●	●	●	●	m		m	M	10		M		●	●	

A70	●	●	●					17		M								
A72	●	●	●					17		M						M		

S80*	●	S	M									M						
S81	●																	
S82	●	●	●									M						
S86	●	●	●	●														
S87+	●	●	●	●	M	M	M	M	M	M	17	M	M	M	M	M	M	M
S88+	●	●	●	●														
S90+	●	●	●	●							17		M					
S92	●	●	●	●							17		M					
S94+	●	●	●	●														

Use Regulations

RESIDENTIAL

RS	Single Family Residential
RD	Duplex/Two Family Residential
RM	Multi-Family Residential
RV	Variable Family Residential
RU	Urban Residential
RMH	Mobilehome Residential
RR	Rural Residential
RRO*	Recreation-Oriented Residential
RC	Residential-Commercial

COMMERCIAL

C30	Office-Professional
C31	Residential/Office Professional
C32	Convenience Commercial
C34*	Gen. Commercial/Residential
C35	Gen. Comm./Ltd. Residential
C36	General Commercial
C37	Heavy Commercial
C38	Service Commercial
C40	Rural Commercial
C42*	Visitor Serving Commercial
C44	Freeway Commercial
C46*	Medical Center

INDUSTRIAL

M50	Basic Industrial
M52	Limited Impact Industrial
M54	General Impact Industrial
M56+	Mixed Industrial
M58	High Impact Industrial

AGRICULTURAL

A70	Limited Agriculture
A72	General Agriculture

SPECIAL PURPOSE

S80*	Open Space
S81	Ecological Resource Area
S82	Extractive
S86	Parking
S87+	Limited Control
S88+	Specific Plan Area
S90+	Holding Area
S92	General Rural
S94+	Transportation & Utility Corridor

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THE ZONING ORDINANCE - COUNTY OF SAN DIEGO USE & ENCLOSURE MATRIX

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Use Types		COMMERCIAL (cont.)												Use Regulations			
1400	1500	1505	1510	1512	1513	1515	1520	1525	1530	1535	1540						
	Enclosed See Section 6816	Open Drive-In	Participant Sports and Recreation: a) Indoor b) Outdoor	Personal Services (General) a) Large b) Small c) Light	Recycling Collection Facility (See Sec. 6970)	Recycling Processing Facility (See Sec. 6970)	Wood and Green Materials Recycling Services (Consumer) Retail Sales: a) General b) Specialty	Scrap Operations (See Section 6909) a) Limited b) General	Commercial continued on next page								
RESIDENTIAL																	
RS			P P P	2					P P		P		RS	Single Family Residential			
RD			P P P	2					P P		P		RD	Duplex/Two Family Residential			
RM			P P P	2					P P		P		RM	Multi-Family Residential			
RV			P P P	2					P P		P		RV	Variable Family Residential			
RU			P P P	2					P P		P		RU	Urban Residential			
RMH			P P P	2					P P		P		RMH	Mobilehome Residential			
RR			M	2									RR	Rural Residential			
RRO*			P M P	2					P P		P		RRO*	Recreation-Oriented Residential			
RC			P P P	2					m m		P		RC	Residential-Commercial			
COMMERCIAL																	
C30		m		2 2	3 M		M						C30	Office-Professional			
C31		m		2 2	3 M		M						C31	Residential/Office Professional			
C32		m	m	2 2	3 M								C32	Convenience Commercial			
C34*		m M m	m	2 2	3 M		M				M M		C34*	Gen. Commercial/Residential			
C35		m M m	m	2 2	3 M		M				M M		C35	Gen. Comm./Ltd. Residential			
C36		m M m		2 2	3 M		M						C36	General Commercial			
C37				2 2	3 3 15								C37	Heavy Commercial			
C38			M	2 2	3 3 15						M		C38	Service Commercial			
C40				2 2	3 3 15						M		C40	Rural Commercial			
C42*													C42*	Visitor Serving Commercial			
C44				2	3 M						M M		C44	Freeway Commercial			
C46*				2	3 M								C46*	Medical Center			
INDUSTRIAL																	
M50		m M m		2 2	3 M								M50	Basic Industrial			
M52		m M m		2 2	3 M								M52	Limited Impact Industrial			
M54			M	2 2	3 3						M		M54	General Impact Industrial			
M56+				2 2	3 M								M56+	Mixed Industrial			
M58			M	2 2	3 3						M		M58	High Impact Industrial			
AGRICULTURAL																	
A70			M	A			m						A70	Limited Agriculture			
A72			M	A			m						A72	General Agriculture			
SPECIAL PURPOSE																	
S80*		S M		M	2 m		m						S80*	Open Space			
S81													S81	Ecological Resource Area			
S82			M		2 m		m				M		S82	Extractive			
S86					2 m		m						S86	Parking			
S87+			M M M		2 m		m M M		M M M		M M M		S87+	Limited Control			
S88+					2 m		m						S88+	Specific Plan Area			
S90+			M		2 m		m						S90+	Holding Area			
S92			M		2 m		m						S92	General Rural			
S94+			M		2 m		m						S94+	Transportation & Utility Corridor			

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THE ZONING ORDINANCE - COUNTY OF SAN DIEGO USE & ENCLOSURE MATRIX

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Use Types		Use Regulations													
		COMMERCIAL (cont.)					INDUSTRIAL								
		1400	1545	1550	1600	1610	1620	1630							
		Enclosed See Section 6816	See Section 6816	Drive-In See Section 6450	Transient Habitation: a) Lodging b) Motel c) Hotel d) Light e) Heavy	Wholesaling, Storage and Distribution: a) Light b) Heavy	Enclosed See Section 6816	See Section 6816	Custom Manufacturing General Industrial Heavy Industrial						
		RESIDENTIAL													
RS										RS	Single Family Residential				
RD										RD	Duplex/Two Family Residential				
RM						M				RM	Multi-Family Residential				
RV						M				RV	Variable Family Residential				
RU										RU	Urban Residential				
RMH										RMH	Mobilehome Residential				
RR		●	●	●	M	M	M			RR	Rural Residential				
RRO*		●	●	●	M	M				RRO*	Recreation-Oriented Residential				
RC		●	m	m		m	M		m	RC	Residential-Commercial				
		COMMERCIAL													
C30		●		m						C30	Office-Professional				
C31		●		m						C31	Residential/Office Professional				
C32		●		m					m	C32	Convenience Commercial				
C34*		●	m	M	m	M	●		●	C34*	Gen. Commercial/Residential				
C35		●	m	M	m	M	●		●	C35	Gen. Comm./Ltd. Residential				
C36		●	m	M	●	M	●		●	C36	General Commercial				
C37		●	●	●	●	M	●	●	●	15	C37	Heavy Commercial			
C38		●	●	●	●	●	●	●	●	15	C38	Service Commercial			
C40		●	●	●	●	M	●	●	●	15	C40	Rural Commercial			
C42*		●	●	●	●	●	●	●	●		C42*	Visitor Serving Commercial			
C44		●	●	●	●	M	●	●	●		C44	Freeway Commercial			
C45*		●									C45*	Medical Center			
		INDUSTRIAL													
M50		●	m	M	m		8	M	●	m	M	14	M50	Basic Industrial	
M52		●	m	M	m	M	●	8	M	●	m	M	14	M52	Limited Impact Industrial
M54		●	●	●	●	M	●	8	14	●	●	●	14	M54	General Impact Industrial
M56+		●	●	●	●		●	●	●	●	●	●		M56+	Mixed Industrial
M58		●	●	●	●		●	8	14	●	●	●	14	M58	High Impact Industrial
		AGRICULTURAL													
A70		●	●	●		M	M		●	●	m		A70	Limited Agriculture	
A72		●	●	●		M	M		●	●	m		A72	General Agriculture	
		SPECIAL PURPOSE													
S80*		●	S	M									S80*	Open Space	
S81		●											S81	Ecological Resource Area	
S82		●	●	●									S82	Extractive	
S86		●	●	●	●								S86	Parking	
S87+		●	●	●	●	M	M	M	M	M	M	M	S87+	Limited Control	
S88+		●	●	●	●								S88+	Specific Plan Area	
S90+		●	●	●	●	M	M						S90+	Holding Area	
S92		●	●	●	●	M	M			●	●	m	S92	General Rural	
S94+		●	●	●	●	M				●	●	●	S94+	Transportation & Utility Corridor	

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Use Types		Use Regulations											
		1700	1710	1715	1720	1725	1730	1735	1740	1800	1810	1820	
AGRICULTURAL		Enclosed See Section 6816	Semi-Enclosed Open	Horiculture: a) Cultivation b) Storage	The Cross Road and Field Crop	Animal Raising Packing and Processing: a) Limited b) Heavy c) General	Support Agricultural Equipment Storage	EXTRACTIVE					
		1700	1710	1715	1720	1725	1730	1735	1740	1800	1810	1820	
RESIDENTIAL													
RS	m m ●	●	●	●	●	16					M		RS Single Family Residential
RD	m m ●	●	●	●	●	16					M		RD Duplex/Two Family Residential
RM	m m ●	●	●	●	●	16					M		RM Multi-Family Residential
RV	m m ●	●	●	●	●	16					M		RV Variable Family Residential
RU	m m ●	●	●	●	●	16					M		RU Urban Residential
RMH	m m ●	●	●	●	●	16					M		RMH Mobilehome Residential
RR	● ● ●	●	●	●	●	16		M M			M		RR Rural Residential
RRO*	m m ●	●	●	●	●	16		M M			M		RRO* Recreation-Oriented Residential
RC	m m ●	●	●	●	●	16		M M			M		RC Residential-Commercial
COMMERCIAL													
C30	● ● ●					16					M		C30 Office-Professional
C31	● ● ●					16					M		C31 Residential/Office Professional
C32	A A ●	●	m	●	●	16					M		C32 Convenience Commercial
C34*	A A ●	●	●	●	●	16					M		C34* Gen. Commercial/Residential
C35	A A ●	●	●	●	●	16					M		C35 Gen. Comm./Ltd. Residential
C36	A A ●	●	●	●	●	16					M		C36 General Commercial
C37	A A ●	●	●	●	●	16					M		C37 Heavy Commercial
C38	A A ●	●	●	●	●	16					M		C38 Service Commercial
C40	A A ●	●	●	●	●	16					M		C40 Rural Commercial
C42*	A A ●	●	●	●	●	16					M		C42* Visitor Serving Commercial
C44	A A ●	●	●	●	●	16					M		C44 Freeway Commercial
C46*	A A ●	●	●	●	●	16					M		C46* Medical Center
INDUSTRIAL													
M50	A A ●	●	●	●	●	16	●	●	●		M		M50 Basic Industrial
M52	A A ●	●	●	●	●	16	●	●	●		M		M52 Limited Impact Industrial
M54	A A ●	●	●	●	●	16	●	●	●		M		M54 General Impact Industrial
M56+	● ● ●						●	●	●	●			M56+ Mixed Industrial
M58	A A ●	●	●	●	●	16	M	●	●	●	M	M	M58 High Impact Industrial
AGRICULTURAL													
A70	● ● ●	●	●	●	●	16	●	M	M	M	M		A70 Limited Agriculture
A72	● ● ●	●	●	●	●	16	M	●	M	M	M	M	A72 General Agriculture
SPECIAL PURPOSE													
S80*	A A ●	●	●	●	●	16	●				M		S80* Open Space
S81	● ● ●					M					M		S81 Ecological Resource Area
S82	● ● ●	●	●	●	●	16					M		S82 Extractive
S86	● ● ●										M		S86 Parking
S87+	● ● ●	●	●	●	●	16	M	●	M	M	M	M	S87+ Limited Control
S88+	● ● ●	●	●	●	●	16		●	M	M	M	M	S88+ Specific Plan Area
S90+	● ● ●	●	●	●	●	16					M		S90+ Holding Area
S92	● ● ●	●	●	●	●	16	M	●	M	M	M		S92 General Rural
S94+	● ● ●	●	●	●	●	16					M		S94+ Transportation & Utility Corridor

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APPENDIX C

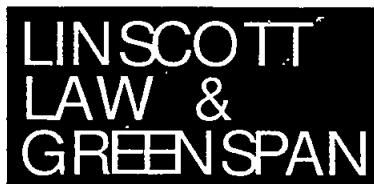
Traffic Technical Study

**TRAFFIC IMPACT ANALYSIS
UPPER SAN DIEGO RIVER IMPROVEMENT PLAN
SAN DIEGO, CALIFORNIA**

Prepared for:

P & D CONSULTANTS, INC.
401 West A Street, Suite 2500
San Diego, CA 92101

Prepared by:



E N G I N E E R S

8989 Rio San Diego Drive, Suite 135
San Diego, CA 92108
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January 13, 1999
JPK/JB/jh
3-980820

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- B Signalized/Unsignalized Intersection Calculation Sheets
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**TRAFFIC IMPACT STUDY
UPPER SAN DIEGO RIVER IMPROVEMENT PLAN
SAN DIEGO, CALIFORNIA**

INTRODUCTION

The following traffic study has been prepared to determine and evaluate the traffic impacts on the local circulation system due to the development of approximately 552 acres in the unincorporated community of Lakeside. The project area is generally located north and west of SR 67, south of Riverside Drive, and east of Riverford Road. **Exhibit 1** shows a general vicinity of the project. **Exhibit 2** shows a more detailed project area map.

Included in this traffic study is the following:

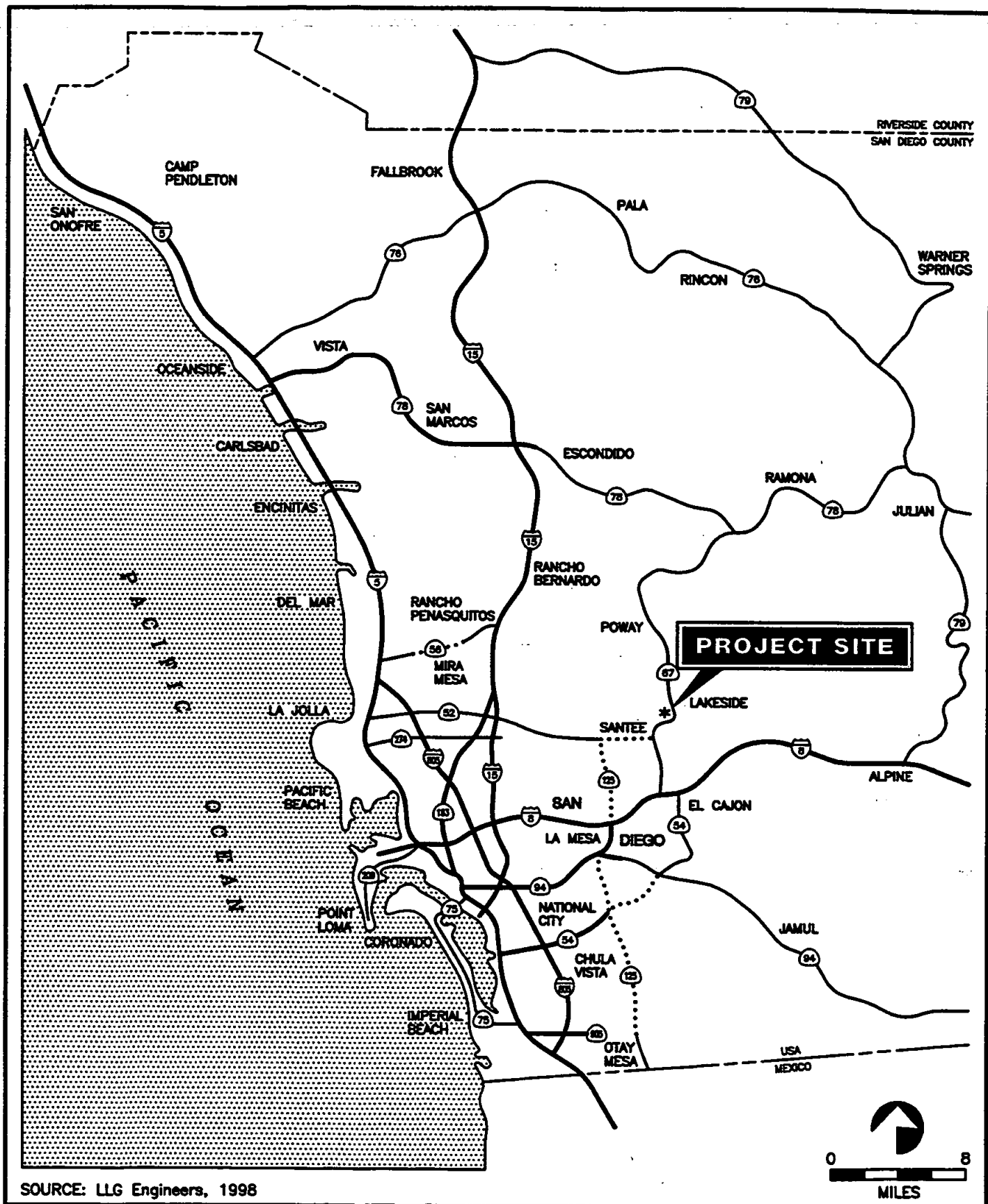
- Project description;
- Existing conditions;
- Cumulative projects description;
- Project traffic generation/distribution/assignment;
- Traffic analysis methodology;
- Circulation system operations discussion;
- Congestion management compliance; and
- Significant impacts/mitigation measures

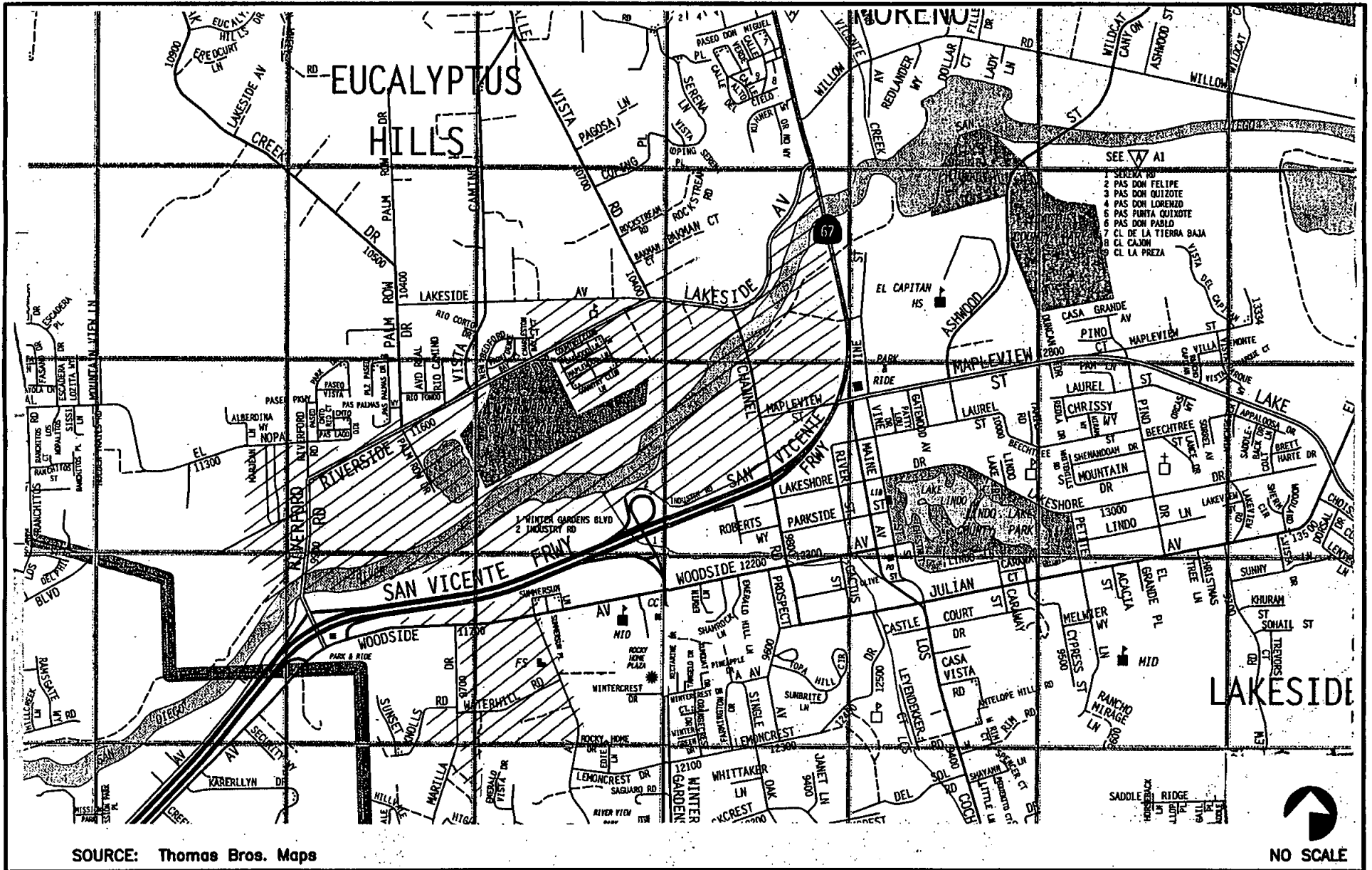
The following scenarios are analyzed in this report:

- Existing;
- Existing + project; and
- Year 2015

PROJECT DESCRIPTION

The project is to remove the Riverway Specific Plan for the Upper San Diego River Improvement Project (USDRIP) area from the County's General Plan and re-apply standard zoning classifications to the USDRIP site. The project site comprises approximately 134 privately- and publicly-owned parcels totaling approximately 552 acres in the unincorporated community of Lakeside.





PROJECT LOCATION

The project site is located in the community of Lakeside in unincorporated eastern San Diego County approximately 21 miles northeast of downtown San Diego just east of the City of Santee. The project site encompasses 552 acres, the majority of which is located immediately north and west of State Highway 67. A non-contiguous 32-acre portion of the site is located just south of SR 67; and a 2.88-acre piece lies just east of SR 67 along Vine Street. The upper reach of the San Diego River runs through the middle of the project site. The project boundaries are irregular but primarily follow parcel lines and roadways. The western boundary abuts the jurisdictional boundary of the City of Santee; the northern boundary follows portions of El Nopal, Riverside Drive, and Lakeside Avenue; and the eastern and southern boundaries generally follow SR 67.

PROJECT BACKGROUND

The USDRIP area has been in active sand and aggregate mining and processing since the 1950's. Related industrial uses, including concrete products manufacturing, building material and supply stores, and construction and drilling materials storage have built off the mining activities. The Riverway Specific Plan for the USDRIP project site was adopted in 1990 to establish zoning and development requirements for the project and implement the goals and objectives of the USDRIP Redevelopment Plan. The Riverway Specific Plan established the S-88 zone and a Specific Plan land use designation within the project area.

Since the approval of the Riverway Specific Plan, several goals and objectives were implemented: (1) a flood control plan was adopted in 1992, establishing the final configuration of the San Diego River and type and location of needed flood control structures; (2) one of three flood control structures was built, (3) the Channel Road Bridge project was engineered and is scheduled for completion in May 2000; (4) Riverside Drive widening was approved for design; and (5) a portion of Mast Boulevard, west of Riverford Road, was improved to a two-lane road.

With the exception of the improvements listed above, little development has occurred in the project area due to low market demand for land uses currently planned in the project area, the speed with which land can be reclaimed from sand mining activity, and the high cost of needed road improvements.

PROJECT CHARACTERISTICS

General Plan Amendment and Zone Reclassification

The proposed project includes a General Plan Amendment and zone reclassification of the entire 552 acres to remove the Specific Plan land use designation and S88 zone and replace them with County standard zoning. The proposed zoning and land uses designations include approximately 401 acres of industrial with an M54 zone and a (16) General Impact Industrial land use designation, 69 acres of residential with an RS7 zone and a (6) Residential land use designation, 23 acres of commercial with C34 and C36 zones and (14) Service Commercial and (13) General Commercial land use designations, an elementary school (RS3) and a middle school and a fire station (both RU29). All three would receive a (22) public/semipublic land use designation. The proposed zones would allow uses similar to the Riverway Specific Plan including industrial, commercial, and residential uses. The proposed zoning and land use designations include approximately 400 acres of industrial, 69 acres of single-family residential, 23 acres of commercial, an elementary school, middle school, and fire station. The remaining acreage would be devoted to roads. Approximately 151 acres within the industrial zone and 4 acres within the C36 zone are undevelopable. The residential zone would allow a maximum of 505 dwelling units. **Exhibit 3** shows the project area subdivided into Traffic Analysis Zones (TAZ's). TAZ's are used by the San Diego Association of Governments (SANDAG) to report land use assumptions for all areas of San Diego County. **Table 1** shows the land use assumptions for the project area by TAZ.

County Circulation Element Amendments

Amendments to the County's Circulation Element are also proposed as part of the project. The project proposes to downgrade Riverford Road between the two on/off ramps at SR 67 from Prime Arterial to a Four-Lane Collector. In addition, Maplevue Street between Channel Road and SR 67, and Channel Road between Woodside Avenue and Maplevue Street would be downgraded from Major Roads to four-lane Collectors. Maplevue Street between Riverford Road and Winter Gardens Boulevard, would be deleted from the County's Circulation Element. However, Maplevue Street from Channel Road to Winter Gardens Boulevard will be constructed as planned.

EXISTING STREET SYSTEM

According to the County of San Diego Public Road Standards, Prime Arterials should be 102 feet wide in 122 feet of Right-of-Way (R/W), providing six thru lanes, a raised median and curbside parking. Major Roads should be 78 feet wide in 98 feet of R/W, providing four thru lanes, a raised median and curbside parking. Collectors should be 64 feet wide in 84 feet of R/W providing four thru lanes with curbside parking or four thru

TABLE 1
PROPOSED PROJECT LAND AMOUNTS

TAZ	LAND USE TYPE	AMOUNT
4552	Industrial	20.9 AC
4556	Industrial	5.0 AC
	Commercial	5.5 AC
4554	Commercial	2.7 AC
4555	Industrial	36.2 AC
4553	Commercial	2.2 AC
3953	Industrial	34.0 AC
4558	Commercial	3.1 AC
4557	Single Family	155 DU
4559	Industrial	51.1 AC
4560	Neighborhood Commercial	1.5 AC
4561	Single Family	5 DU
3979	Middle School	19.5 AC
	Fire Station	0.5 AC
4550	Elementary School	7.0 AC
3932	Industrial	30.1 AC
3916	Industrial	30.0 AC
4549	Commercial	4.0 AC
3915	Industrial	31.7 AC
4551	Industrial	7.0 AC
3950	Single Family	349 DU

TAZ = Traffic Analysis Zone

DU = Dwelling Unit

AC = Acre

lanes with a left-turn lane. Light Collectors should be 40 feet wide in 60 feet of R/W, providing two thru lanes with a left-turn lane. Bike lanes add 10 feet to both the road width and the R/W.

The following provides a brief synopsis of the circulation system near the project. The following is a brief description of the existing street system in the project area. **Exhibit 4** is an existing conditions diagram.

Riverford Road is currently classified as a Prime Arterial from SR 67 to Riverside Drive but it is proposed to reclassify it as a Collector as part of this project. Riverford Road currently is a two lane undivided road from Woodside Avenue to just south of Riverside Drive. The northbound approach to Riverside Drive is a four lane undivided road. Riverford Road is currently signalized at Woodside Avenue and at Riverside Drive. It should be noted that the Riverford Road/Riverside Drive intersection was analyzed without a traffic signal since this was the case when the study commenced. The posted speed limit is 40 miles per hour and curbside parking is generally prohibited. Bike lanes are provided in the project area.

Riverside Drive is classified as a Collector along its entire length from Riverford Road to Lakeside Avenue and currently operates as a two lane undivided roadway. Riverside Drive is currently signalized at Palm Row Drive. The posted speed limit on Riverside Drive is 45 miles per hour, and bus stops and bike lanes are provided.

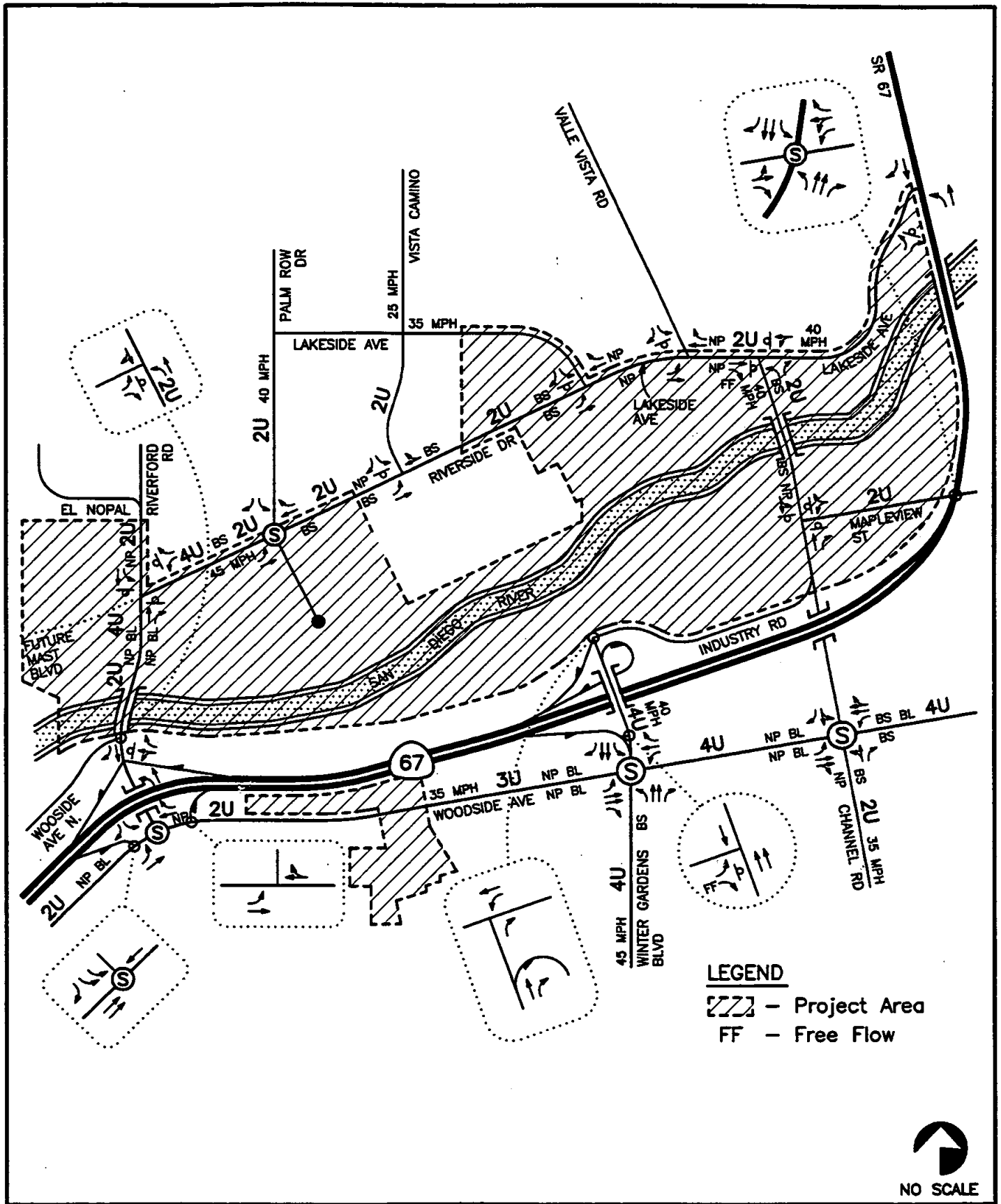
Palm Row Drive is classified as a Light Collector and intersects Riverside Drive at a signalized intersection. Parking is generally allowed on Palm Row Drive and the posted speed limit is 40 miles per hour.

Vista Camino is a two lane residential street that intersects Riverside Drive at an unsignalized intersection. Parking is generally permitted along Vista Camino and the posted speed limit is 25 miles per hour.

Lakeside Avenue is a two lane undivided road that extends east from Palm Row Drive to SR 67 within the project area. West of Riverside Drive, Lakeside Avenue is classified as a Residential Collector with a posted speed limit of 35 miles per hour. East of Riverside Drive, Lakeside Avenue continues to its intersection with SR 67 as a two lane Light Collector. Parking is prohibited and the posted speed limit is 40 miles per hour.

Valle Vista is a two lane undivided road classified as a Light Collector. It intersects Lakeside Avenue at an unsignalized intersection immediately east of the Lakeside Avenue/Riverside Drive intersection. Parking along Valle Vista is generally prohibited, and the posted speed limit is 45 miles per hour.

Channel Road is classified as a Major Road on the County's Circulation Element although it currently is a two lane undivided road. Within the project area, Channel road



intersects Lakeside Avenue at a two-way stop controlled intersection, Maplevue Street at an all-way stop controlled intersection, and Woodside Avenue at a signalized intersection. Bus stops are provided along Channel Road and parking is generally permitted. The posted speed limit is 40 miles per hour. Channel Road is currently being widened to a four lane Major Road between Lakeside Avenue and Maplevue Street. This capital improvement project will include construction of a new bridge over the San Diego River as well as signalization of Channel Road at Lakeside Avenue and Maplevue Street. Construction is in progress and is expected to be completed in the fiscal year 1999 – 2000.

Maplevue Street is a two lane undivided road extending east from Channel Road to SR 67 and beyond. It provides full access to SR 67 via an at grade intersection. Maplevue Street is stop sign controlled at Channel Road. Parking is generally permitted and no speed limit is posted. The County circulation element will be amended to delete the portion of Maplevue Street from Winter Gardens Boulevard to Riverford Road. However, Maplevue Street will remain on the circulation element from Channel Road to Winter Gardens Boulevard. This segment has not been constructed to date.

Woodside Avenue is classified as a Major Road and within the project area provides local access to SR 67. West of Winter Gardens Boulevard, Woodside Boulevard is a three-lane road with two eastbound lanes and one westbound lane provided. Parking is generally prohibited and bike lanes are provided. East of Winter Gardens Boulevard, Woodside Avenue is a four lane road with a two-way left turn lane and bike lanes provided. The posted speed limit is 35 miles per hour. Within the project area, Woodside Avenue is signalized at Riverford Road, Winter Gardens Boulevard and Channel Road.

Winter Gardens Boulevard is a four lane undivided road classified as a Major Road that provides access to SR 67. North of Woodside Avenue, the posted speed limit is 40 miles per hour. South of Woodside Avenue, the speed limit is 45 miles per hour and bus stops and bike lanes are provided. Parking is generally prohibited on Winter Gardens Boulevard.

Woodside Avenue North is a two lane Collector that intersects Riverford Road at a two-way stop controlled intersection. Curbside parking is generally prohibited along Woodside Avenue North and no speed limits are posted.

State Route 67 extends generally north-south from I-8 in El Cajon to SR 78 in Ramona. It is generally a four lane freeway between Prospect Avenue and Maplevue Street and a two lane undivided roadway north of Maplevue Street. Additional lanes are provided near its intersection with Poway Road and at intermittent locations between Poway Road and the community of Ramona.

EXISTING TRAFFIC VOLUMES

Exhibit 5 shows the existing PM peak hour turning movement counts at the key intersections in the study area (listed below). These counts were conducted in July and November 1998 by Traffic Data Services (TDS). **Appendix A** contains copies of the intersection manual count sheets. The intersections are noted as being either unsignalized (u), signalized (s) or uncontrolled (n). The data for the El Nopal/Magnolia Avenue intersection is contained in **Appendix A1**.

- El Nopal/Magnolia Avenue (s)
- Riverside Drive/Riverford Drive (u)
- Riverside Drive/Palm Row Drive (s)
- Riverside Drive/Vista Camino (u)
- Riverside Drive/Lakeside Avenue (u)
- Lakeside Avenue/Valle Vista Road (u)
- Lakeside Avenue/Channel Road (u)
- Lakeside Avenue/SR 67 (u)
- Mapleview Street/SR 67 (s)
- Channel Road/Mapleview Street (u)
- Woodside Avenue/Channel Road (s)
- Industry Road/Winter Gardens Boulevard/SR 67 On-Ramps (n)
- Winter Gardens Boulevard/SR 67 Northbound Off-Ramp (u)
- Woodside Avenue/Winter Gardens Boulevard (s)
- Woodside Avenue/SR 67 Northbound On-Ramp (n)
- Woodside Avenue/Riverford Road (s)
- SR 67 Northbound/Woodside Avenue Off-Ramp (s)
- Riverford Road/SR 67 Southbound Ramps (u)
- Riverford Road/Woodside Avenue North (u)

Table 2 shows a summary of the most recent available existing daily traffic volumes (ADT's) on the street segments in the project area. The existing daily volumes were obtained from County of San Diego records and were supplemented with counts conducted by TDS in 1998. The majority of existing ADT's were counted in 1997 and 1998.

CUMULATIVE PROJECTS

There were two types of cumulative projects included in this analysis, planned roadway improvement projects and other potential development projects.

Within the project area, several near term improvement projects have been scheduled by the County of San Diego, Department of Public Works to be completed within the next two to five years. These include:

- NOTE: - ADT's are shown midblock
 - PM Peak hour volumes are shown at the intersections
 - E = Estimated ADT based on peak hour volumes
 [Hatched Box] - Project Area

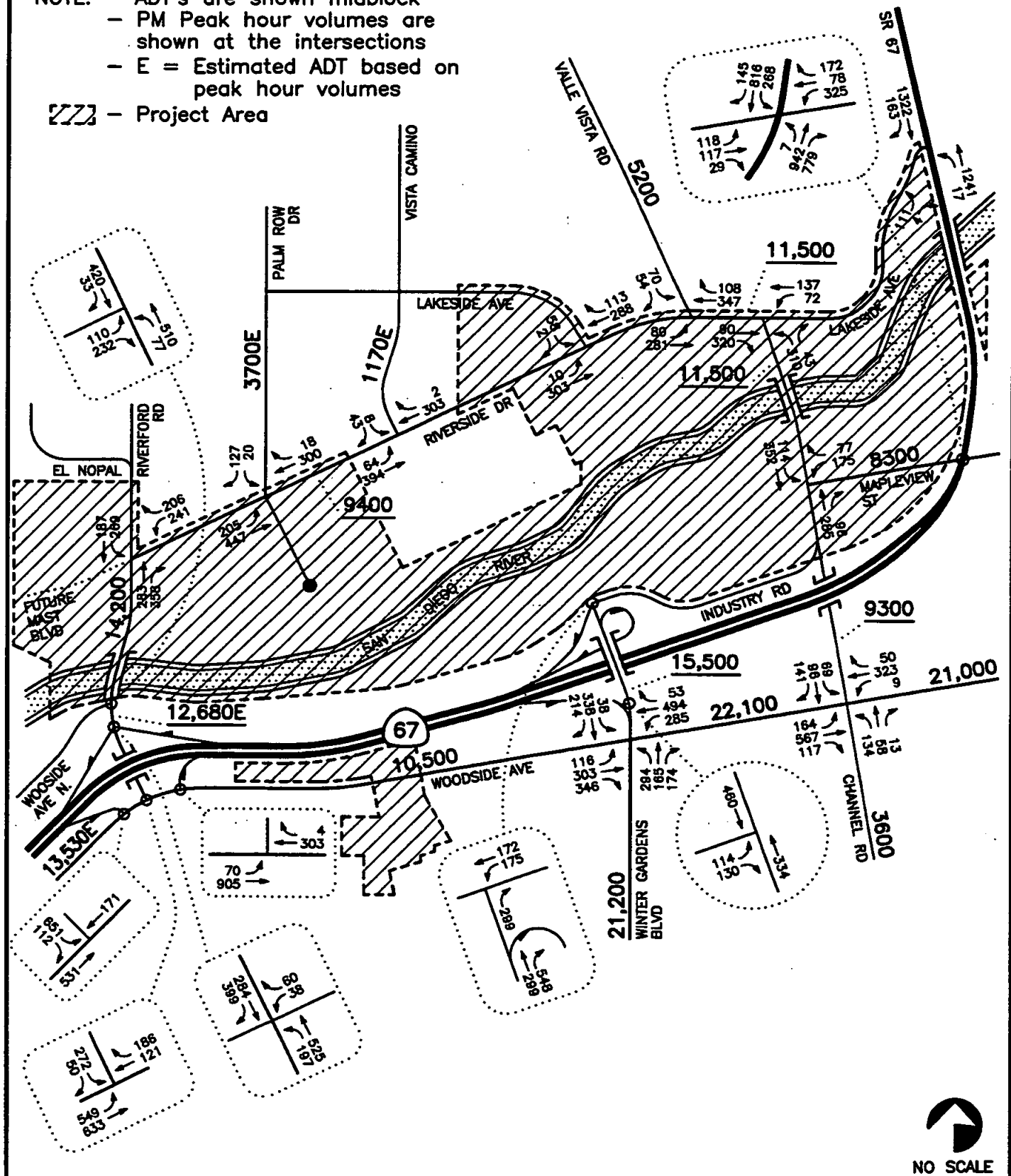


TABLE 2
EXISTING DAILY (ADT) TRAFFIC VOLUMES

STREET SEGMENT	DATE	24-HOUR VOLUME (ADT)
El Nopal e/o Magnolia Avenue	1996	6,900
Riverford Road s/o Woodside Avenue North	1998	12,680 E
s/o Riverside Drive	1998	14,200
Riverside Drive e/o Riverford Road	1998	9,400
Lakeside Avenue e/o Valle Vista Road	1998	11,500
Palm Row Drive n/o Riverside Drive	1998	3,700 E
Vista Camino n/o Riverside Drive	1998	1,170 E
Valle Vista Road n/o Riverside Drive	1993	5,200
Channel Road s/o Lakeside Avenue	1995	11,500
s/o SR 67	1998	9,300
s/o Woodside Avenue	< 1993	3,600
Mapleview Street e/o Channel Road	1994	8,300
Winter Gardens Boulevard s/o SR 67	1996	15,500
s/o Woodside Avenue	1997	21,200
Woodside Avenue e/o Channel Road	< 1993	21,000
e/o Winter Gardens Boulevard	1995	22,100
w/o Winter Gardens Boulevard	1997	10,500
w/o Riverford Road	1998	13,530 E

E = Estimated volume based on peak hour volumes.

- Signalizing and realigning the Riverford Road/Riverside Drive intersection to accommodate Mast Boulevard as the fourth leg of this intersection. It should be noted that the near-term (existing + project) analysis did not assume Mast Boulevard would be extended westward into the City of Santee but the future analysis did. The signal has been installed and is currently operating.
- Signalizing and realigning the Lakeside Avenue/Channel Road intersection to provide for a smoother flow of traffic to and from the newly improved Riverside Drive/Lakeside Avenue street segments.
- Widening Channel Road to four lanes and providing bike lanes as well as constructing a new bridge across the San Diego River.
- Improving Riverside Drive to a four lane road.

Additionally, an alignment study has been prepared for Riverside Drive that also recommends:

- Realigning the Riverside Drive/Lakeside Avenue intersection to provide separation from the Valle Vista intersection and to better "T" the north leg of Lakeside Avenue into Riverside Drive.
- Installing a traffic signal at the Valle Vista intersection.
- Realigning the substandard curve on Riverside Drive near the Valle Vista intersection to meet current design standards for sight distances, safe speeds, and other traffic safety related issues.

Additionally, several significant developments in the nearby area were identified and inputted into the SANDAG model for the future analysis since these projects will affect the project area. The Fanita Ranch project proposes to build 3,000 dwelling units in the northwestern portion of the City of Santee, and the Santee Trolley Square is a proposed 58 acre commercial center in Santee anchored by a multiplex theater. This site is located on the northeast corner of the Mission Gorge Road/Cuyamaca Street intersection. Additionally, a portion of the County property (Edgemoor) is assumed in the model to be built out by the Year 2015.

Finally, the recently approved Los Coches Road Phase II/Maine Avenue GPA and Road Improvement Project was considered as a cumulative project. This project proposes to downgrade Julian Avenue and Channel Road. The currently proposed USDRIP project

generates 1,370 more ADT than contemplated in that EIR. This translates to less than 100 more ADT on Julian Avenue and Channel Road, an insignificant impact.

PROJECT TRAFFIC GENERATION

The amount of traffic to be generated by the project was estimated based on SANDAG trip generation rates for the various proposed land uses (i.e. industrial, single family, and commercial). **Table 3** shows a summary of the trip generation rates which were utilized. **Table 4** shows a summary of the total project traffic generation based on these rates. This table shows that the entire project is calculated to generate 39,370 average daily trips (ADT) with 1,570 inbound and 3,075 outbound trips during the PM peak hour.

PROJECT TRAFFIC DISTRIBUTION/ASSIGNMENT

Exhibit 6 shows the estimated regional distribution of project traffic. The project traffic was distributed and assigned to the street segment based on a Select Zone Assignment (SZA) prepared by SANDAG. The SZA matches the trips generated by the project with other areas of San Diego County. **Exhibit 7** shows the assignment of project traffic based on the distribution percentages shown on Exhibit 6. **Exhibit 8** shows the existing + project traffic volumes.

YEAR 2015 TRAFFIC VOLUMES

The SANDAG Series 8 traffic model was used to estimate long-term cumulative future traffic volumes in the project area. The model's horizon year is 2015. SANDAG uses a transportation planning computer package called Tranplan which provides a framework for performing much of the computer processing involved with modeling. The project land uses were entered exactly as proposed into the model. Key network assumptions for the Year 2015 analysis included SR 52 being extended from SR 125 to SR 67, Mast Boulevard being connected between the existing County and City of Santee portions, Maplevue Street being extended westward from Channel Road to Winter Gardens Boulevard, and completion of a full interchange on SR 67 at Maplevue Street. Cumulative projects such as Fanita Ranch, Santee Trolley Square, and Edgemoor were included.

The model outputs street segment ADT's and peak hour intersection turn movements. The ADT's which the model outputs are considered to be accurate for planning purposes and were used directly as outputted by the Series 8 model. The peak hour volumes outputted by the model require significant modification because the SANDAG model is not as accurate in determining peak hour intersection turn movements as it is ADT's. SANDAG recommends that these outputted volumes should never be used

TABLE 3
TRIP GENERATION RATES BY USE

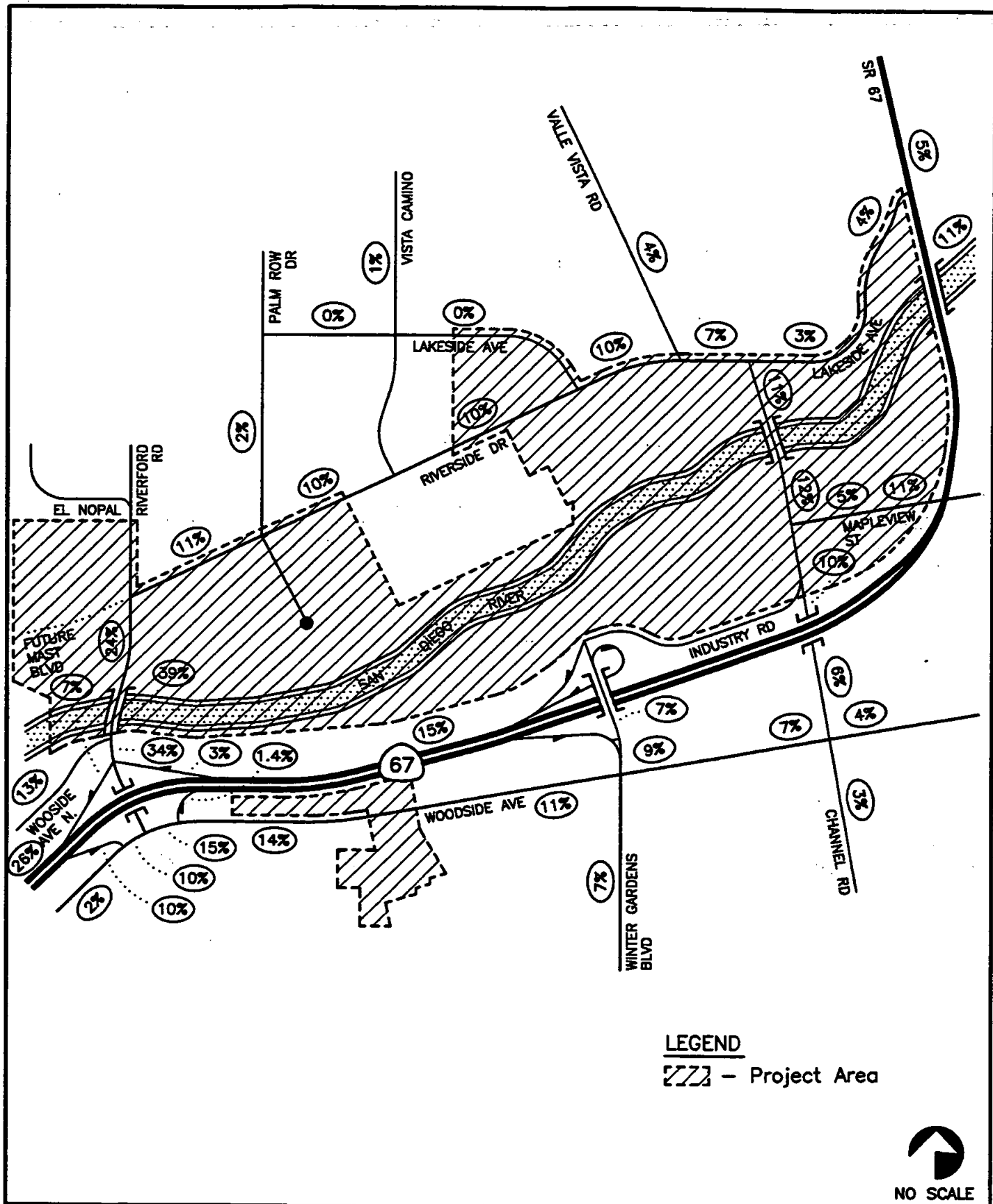
USE	RATE
Industrial	90/AC
Commercial	500/AC
Single Family Residential	10/DU
Neighborhood Shopping Center	1,200/AC
Elementary School	60/AC
Middle School	40/AC
Fire Station	60/AC

Source: SANDAG Generation Guide (December 1996).

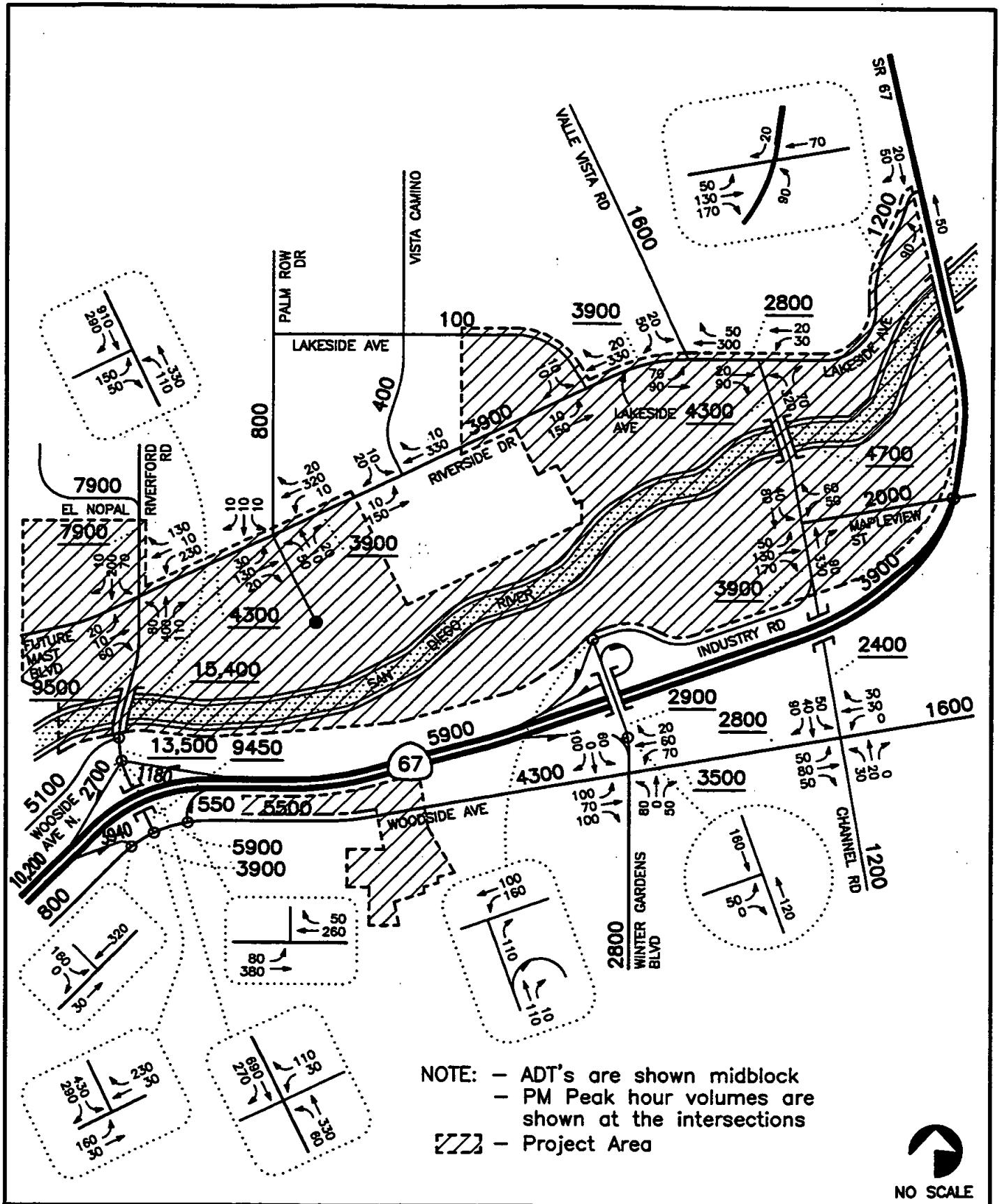
TABLE 4
PROJECT TRAFFIC GENERATION

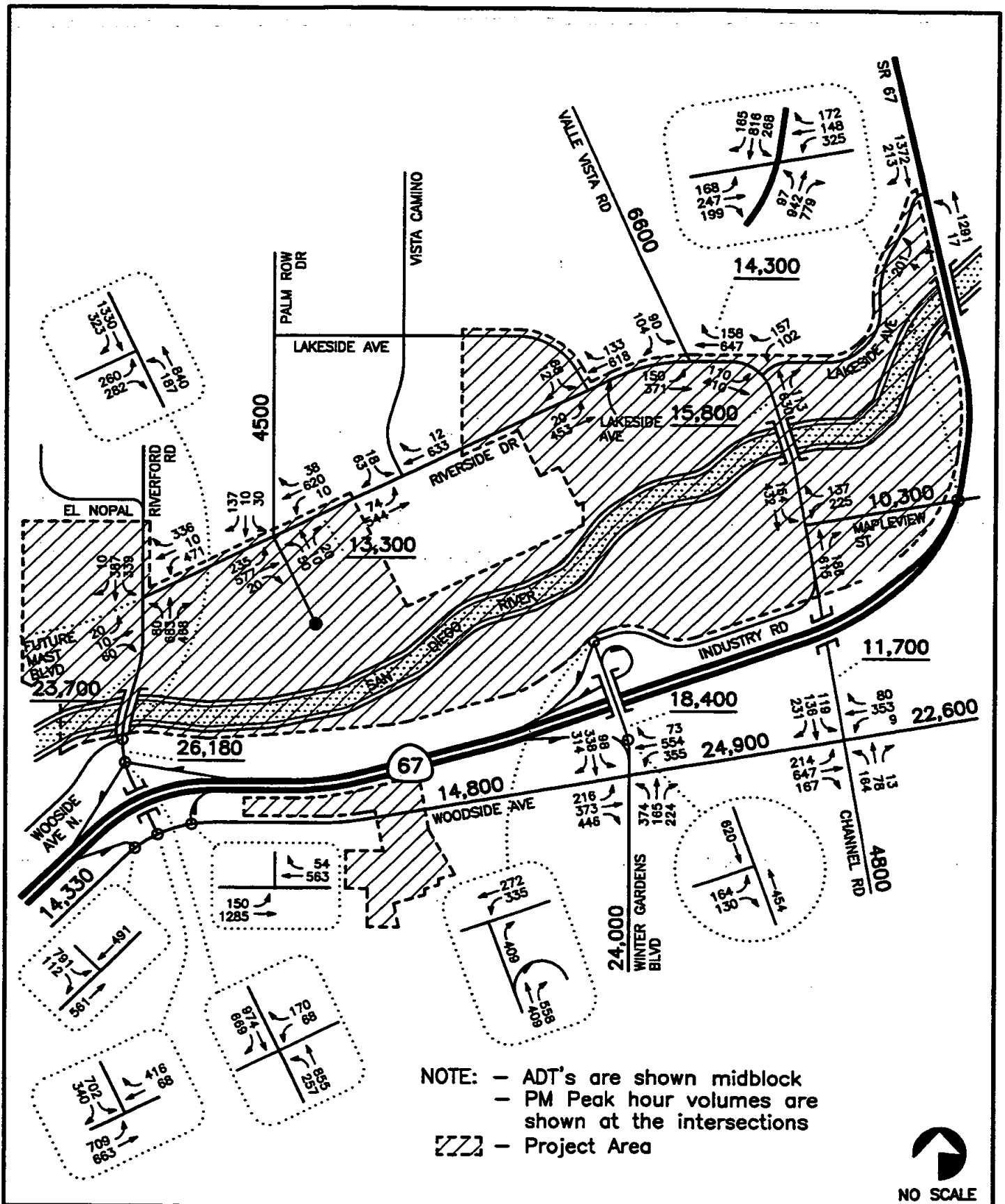
TAZ	LAND USE	AMOUNT	DAILY TRIP ENDS (ADT)		PM PEAK HOUR			
			RATE	VOLUME	% OF ADT	IN:OUT SPLIT	VOLUME IN OUT	
4555	Industrial	36.2 AC	90/AC	3,260	12%	20:80	80	315
3950	Single Family	349 DU	10/DU	3,490	10%	70:30	245	105
4554	Commercial	2.7 AC	500/AC	1,350	9%	50:50	60	60
4557	Single Family	155 DU	10/DU	1,550	10%	70:30	110	45
4556	Industrial	5.0 AC	90/AC	450	12%	20:80	10	45
	Commercial	5.5 AC	500/AC	2,750	9%	50:50	125	125
4558	Commercial	3.1 AC	500/AC	1,550	9%	50:50	70	70
4559	Industrial	51.1 AC	90/AC	4,600	12%	20:80	110	440
4560	Neighborhood Commercial	1.5 AC	1,200/AC	1,800	11%	50:50	100	100
4553	Commercial	2.2 AC	500/AC	1,100	9%	50:50	50	50
4551	Industrial	7.0 AC	90/AC	630	12%	20:80	15	60
4561	Single Family	5 DU	10/DU	50	10%	70:30	5	0
3979	Middle School	19.5 AC	40/AC	780	7%	30:70	165	380
3979	Fire Station	0.5 AC	60/AC	30	10%	50:50	45	45
3953	Industrial	34.0 AC	90/AC	3,060	12%	20:80	75	295
4549	Commercial	4.0 AC	500/AC	2,000	9%	50:50	90	90
4550	Elementary School	7.0 AC	60/AC	420	5%	30:70	5	15
3915	Industrial	31.7 AC	90/AC	2,850	12%	20:80	70	270
3932	Industrial	30.1 AC	90/AC	2,710	12%	20:80	65	260
3916	Industrial	30.0 AC	90/AC	2,700	12%	20:80	65	260
4548	Industrial	4.0 AC	90/AC	360	12%	20:80	10	35
4552	Industrial	20.9 AC	90/AC	1,880	12%	20:80	0	10
TOTAL				39,370			1,570	3,075

- 1) Source: Generation factors derived from the SANDAG Brief Guide, December 1996.
- 2) Rate is a trip end per dwelling unit (DU) or acre (AC).
- 3) Trip ends are one-way traffic movements, entering or leaving.
- 4) All ADT's are rounded to the nearest 10 and peak hour volumes are rounded to the nearest 5.



6





directly. The SANDAG model outputted intersection peak hour turn volumes were used as a "starting point" in determining the future (2015) peak hour volumes. Volumes that appeared inaccurate were revised based on future ADT's and on the relationship between existing peak hour turn movements and the existing ADT's.

The Series 8 model run was conducted to forecast Year 2015 traffic volumes in the project area. To be conservative, it was decided to assume buildout of all of Lakeside in the analysis. Since the Series 8 Year 2015 model assumed 85% of the ultimate Lakeside Buildout, the outputted Series 8 traffic volumes were increased by 15% to represent buildout of the entire area. It should be noted that for the purposes of this report, "Year 2015" assumes buildout of the Lakeside Community. **Exhibit 9** shows these ultimate volumes.

Exhibit 9 shows the estimated Year 2015 ADT's and PM peak hour volumes assuming full Lakeside buildout. The volumes on this exhibit include the project traffic as proposed.

SIGNIFICANCE CRITERIA

DIRECT PROJECT

Table 5 shows a summary of the County of San Diego traffic impact significance criteria. This table shows the allowable increase in intersection delay or street segment v/c (volume/capacity) ratio for a particular LOS. In general, the worse the intersection operates, the less change in delay is allowed due to a project. If the values in the table are exceeded due to the addition of project traffic, the impact was considered to be a direct project significant impact. However, since LOS C indicates good operations, if an intersection or street segment was calculated to operate at LOS C or better with project traffic the impact was considered to be not significant.

A freeway impact was considered significant if the addition of project traffic caused an impact to decrease to worse than LOS D.

CUMULATIVE

An impact was considered to be a cumulative significant impact if Year 2015 traffic resulted in LOS E or LOS F operations.

TRAFFIC ANALYSIS METHODOLOGY

The traffic analysis assesses the key intersections, street segments, and freeways in the project area.

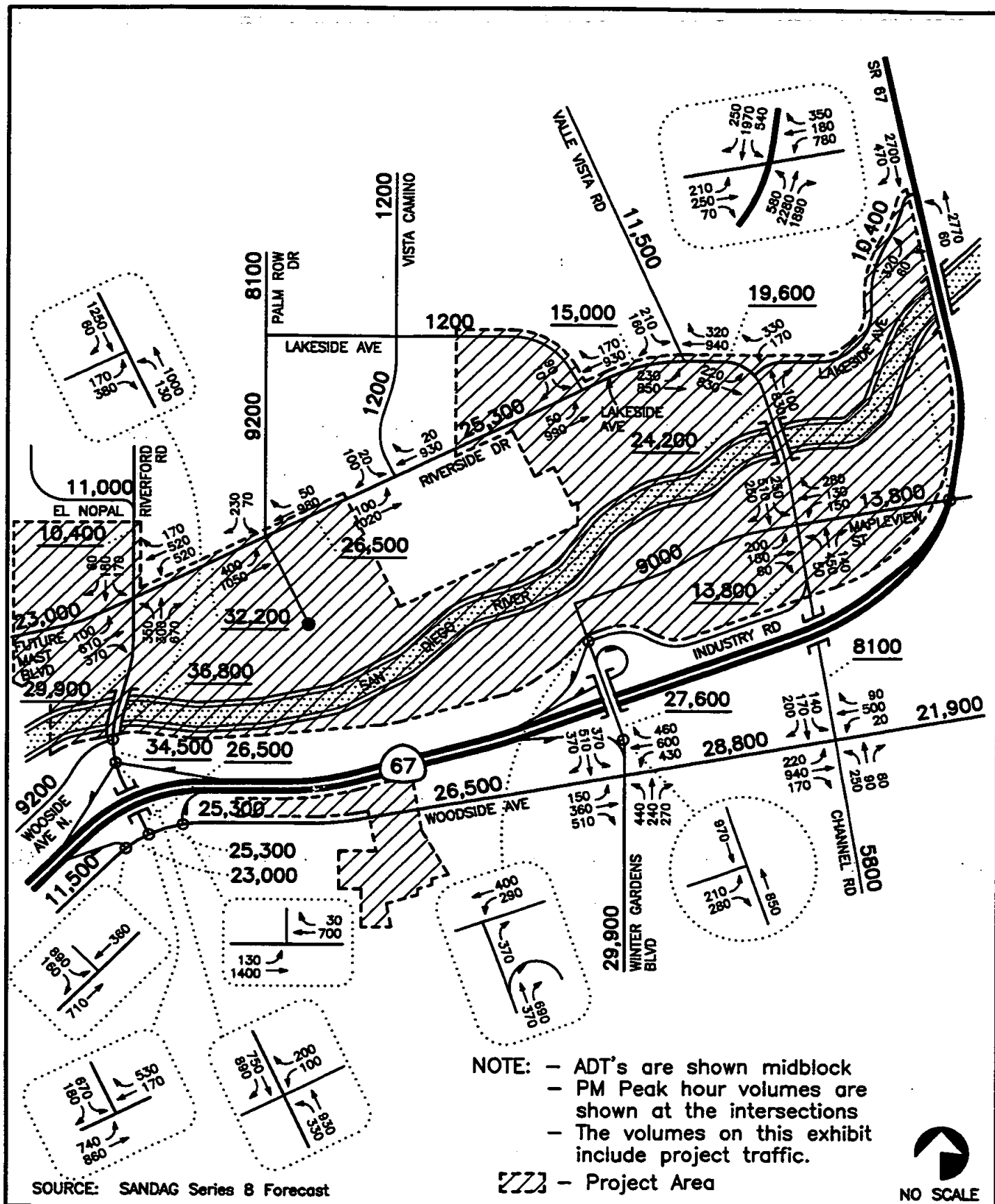


TABLE 5
COUNTY TRAFFIC SIGNIFICANCE THRESHOLDS

LEVEL OF SERVICE WITH PROJECT	ALLOWABLE INCREASE DUE TO PROJECT TRAFFIC	
	INTERSECTIONS	ROADWAY SEGMENTS
	DELAY	V/C
A	15	0.15
B	10	0.10
C	5	0.05
D	3	0.03
E	2	0.02
F	2	0.02

Source: County of San Diego Department of Public Works.

There are different methodologies used to assess signalized intersections, unsignalized intersections, uncontrolled intersections, street segments, and freeways, as described below. It should be noted that the Traffix software developed by Dowling Associates was utilized in aiding with intersection calculations. This is an interactive computer program which has the ability to efficiently calculate levels of services at intersections for multiple project scenarios. All calculations performed by Traffix utilized 1994 Highway Capacity Manual (HCM) methodologies.

The signalized intersections were analyzed during the PM peak hours by determining the average delay per vehicle entering the intersection. The delay was determined using a computer program which utilizes the methodology found in Chapter 9 of the 1994 HCM. The delay values (seconds) were qualified by giving a Level of Service (LOS) or "Grade" to the corresponding delay values for the intersection as a whole. Level of Service for signalized intersections vary from A (free flow, little delay) to F (forced flow, significant delays). **Appendix B** provides a more detailed explanation of the methodology, a full description of Levels of Service and the intersection calculation sheets. **Table 6** is a description of the various intersection LOS thresholds.

The unsignalized intersections were analyzed by determining the delay and Levels of Service based on Chapter 9 HCM. Different methodologies are used to assess two-way stop controlled intersections and all-way stop controlled intersections. **Appendix B** also contains the unsignalized intersection analysis. **Table 7** shows a summary of the signalized and unsignalized intersections operations during the PM peak hour. The PM peak hour was analyzed since this provides a worst case analysis. The unsignalized intersection (two-way) LOS shown in Table 7 is for the minor street left-turn since this is the most constrained movement at an unsignalized intersection.

The uncontrolled intersections were analyzed by comparing the volumes of traffic from the existing to existing + project conditions and assigning a Level of Service. In general, uncontrolled intersections are not analyzed in a traffic impact analyses since conditions are free flow.

The street segments were assessed by comparing the street segment volume to the theoretical capacity of the roadway. **Table 8** is a description of the various street segment LOS thresholds. **Table 9** shows a summary of the street segment Levels of Service in the project area. **Appendix C** contains a table depicting the County's LOS thresholds

The SR 67 freeway segment was assessed during the peak hours, to satisfy Congestion Management Program (CMP) requirements, based on the methodologies contained in Chapter 3 of the 1994 HCM. Freeway segment LOS is based on the density for a given free-flow speed on the freeway. **Table 10** contains a summary of the freeway operations. **Appendix D** contains the calculation sheets.

TABLE 6

INTERSECTION LEVEL OF SERVICE THRESHOLD DESCRIPTIONS

LEVEL OF SERVICE	DESCRIPTION
A	Occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	Generally occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.
C	Generally results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
D	Generally results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences.
F	Considered to be unacceptable to most drivers. This condition often occurs with oversaturation i.e. when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume-to-capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

SOURCE: Highway Capacity Manual, 1994.

DELAY		LOS
0.0	≤ 5.0	A
5.1	to 15.0	B
15.1	to 25.0	C
25.1	to 40.0	D
40.1	to 60.0	E
	> 60.0	F

TABLE 7
INTERSECTION OPERATIONS

INTERSECTION	EXISTING			EXISTING + PROJECT			EXISTING + PROJECT WITH MITIGATION			YEAR 2015 ⁴			YEAR 2015 ⁴ WITH MITIGATION		
	TYPE	AVERAGE DELAY	LOS	TYPE	AVERAGE DELAY	LOS	TYPE	AVERAGE DELAY	LOS	TYPE	AVERAGE DELAY	LOS	TYPE	AVERAGE DELAY	LOS
El Nopal/Magnolia Street	S	21.3	C	S	24.5	C	-	-	-	S	23.6	C	-	-	-
Riverside Dr/Riverford Rd/Mast Blvd	U ¹	38.9	E ²	S	47.2	E	S	28.9	D	S	24.3	C	-	-	-
Riverside Drive/Palm Row Drive	S	6.4	B	S	19.0	C	-	-	-	S	17.4	C	-	-	-
Riverside Drive/Vista Camino	U ¹	0.6	C ²	U ¹	1.1	D ²	-	-	-	U ¹	3.0	F ²	S	9.3	B
Riverside Drive/Lakeside Avenue	U ¹	0.9	B ²	U ¹	1.7	D ²	-	-	-	U ¹	85.6	F ²	S	4.6	A
Lakeside Avenue/Valle Vista Road	U ¹	1.7	C ²	U ¹	6.1	F ²	S	9.8	B	S	21.2	C	-	-	-
Lakeside Avenue/Channel Road	U ¹	5.3	C ²	U ¹	> 60.0	F ²	S	6.1	B	S	15.8	C	-	-	-
Lakeside Avenue/SR 67	U ¹	>45.0	F	U ¹	>45.0	F	S	17.5	C	S	>60.0	F	S	39.8	D
Mapleview Street/SR 67	S	31.9	D	S	44.6	E	S	33.8	D	S	>60.0	F	INTERCHANGE NEEDED		
Channel Road/Mapleview Street	U ³	17.0	C	U ³	> 60.0	F	S	7.0	B	S	31.6	D			
Woodside Avenue/Channel Road	S	15.8	C	S	20.3	C	-	-	-	S	35.1	D	-	-	-
Industry Rd/Winter Gardens Blvd/SR 67 Ramps	N	-	A	N	-	A	-	-	-	-	-	-	-	-	-
Winter Gardens Boulevard/SR 67 NB Off-Ramp	U ¹	3.5	C	U ¹	14.7	F	S	8.8	B	S	12.6	B	-	-	-
Woodside Ave/Winter Gardens Blvd	S	30.5	D	S	> 60.0	F	S	36.0	D	S	28.2	D	-	-	-
Woodside Avenue/SR 67 NB On-Ramp	N	-	A	N	-	A	-	-	-	-	-	-	-	-	-
Woodside Avenue/Riverford Road	S	13.8	B	S	> 60.0	F	S	24.5	C	S	31.4	D	-	-	-
SR 67 NB/Woodside Avenue Off-Ramp	S	12.2	B	S	13.4	B	-	-	-	S	13.7	B	-	-	-
Riverford Road/SR 67 SB Ramps	U ¹	1.3	D ²	U ¹	> 60.0	F ²	S	11.2	B	S	12.5	B	-	-	-
Riverford Rd/Woodside Ave North	U	4.9	E	U ¹	> 60.0	F	S	16.9	C	S	14.2	B	-	-	-

1. One-way or two-way stop controlled intersection.

2. LOS given for minor street left-turn movement.

3. All-way stop intersection.

4. Includes buildout of the Lakeside Community Plan.

- Indicates mitigation not needed.

S = Signalized intersection

U = Unsignalized intersection

LOS = Level of Service

Average delay is given in seconds.

Significant impacts are bold faced.

N = Uncontrolled intersection

Unsignalized	LOS	Signalized	LOS
0.0 ≤ 5.0	A	0.0 ≤ 5.0	A
5.1 to 10.0	B	5.1 to 15.0	B
10.1 to 20.0	C	15.1 to 25.0	C
20.1 to 30.0	D	25.1 to 40.0	D
30.1 to 45.0	E	40.1 to 60.0	E
> 45.0	F	> 60.0	F

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TABLE 8

STREET SEGMENT LEVEL OF SERVICE THRESHOLD DESCRIPTIONS

LEVEL OF SERVICE	DESCRIPTION
A	Describes primarily free-flow operations. Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.
B	Also represents reasonably free-flow, and speeds at the free-flow speed are generally maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.
C	Provides for flow with speeds still at or near the free-flow speed of the roadway. Freedom to maneuver within the traffic stream is noticeably restricted at LOS C, and lane changes require more vigilance on the part of the driver. The driver now experiences a noticeable increase in tension because of the additional vigilance required for safe operation.
D	The level at which speeds begin to decline slightly with increasing flows. In this range, density begins to deteriorate somewhat more quickly with increasing flows. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels.
E	Describes operation at capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream. At capacity, the traffic stream has no ability to dissipate even the most minor disruptions, and any incident can be expected to produce a serious breakdown with extensive queuing.
F	Describes breakdowns in vehicular flow. Such conditions generally exist within queues forming behind breakdown points such as traffic incidents and recurring points of congestion. Whenever LOS F conditions exist, there is a potential for them to extend upstream for significant distances.

SOURCE: Highway Capacity Manual, 1994.

TABLE 9
DAILY STREET SEGMENT OPERATIONS

STREET SEGMENT	CAPACITY ¹	EXISTING			EXISTING + PROJECT			EXISTING + PROJECT WITH MITIGATION				YEAR 2015				YEAR 2015 WITH MITIGATION			
		VOL	V/C	LOS	VOL	V/C	LOS	CAPACITY	VOL	V/C	LOS	CAPACITY	VOL	V/C	LOS	CAPACITY	VOL	V/C	LOS
El Nopal e/o Magnolia Avenue	7,500 ²	6,900	0.43	C	9,200	0.58	D	-	-	-	-	20,000	11,000	0.37	B	-	-	-	-
Riverford Road n/o Woodside Avenue	16,200	10,570	0.65	E	20,020	1.24	E	34,200	20,020	0.58	B	34,200	26,500	0.77	C	-	-	-	-
n/o SR 67 SB Ramps	16,200	12,680	0.78	E	26,180	1.62	F	57,000	26,180	0.46	B	57,000	34,500	0.61	B	-	-	-	-
s/o Riverside Drive	16,200	14,200	0.88	E	23,700	1.46	F	57,000	23,700	0.42	B	57,000	29,900	0.52	B	-	-	-	-
Riverside Drive e/o Riverford Road	16,200	9,400	0.58	D	13,300	0.82	E	34,200	13,300	0.39	A	34,200	26,500	0.77	C	-	-	-	-
Lakeside Avenue e/o Riverside Drive	16,200	11,500	0.71	E	14,300	0.88	E	34,200	14,300	0.42	B	34,200	19,660	0.57	B	-	-	-	-
Valle Vista Road n/o Riverside Drive	16,200	5,200	0.32	C	6,600	0.41	C	-	-	-	-	16,200	11,500	0.71	D	-	-	-	-
Channel Road s/o Lakeside Avenue	16,200	11,500	0.71	E	15,800	0.98	E	34,200	15,800	0.46	B	34,200	24,200	0.71	C	-	-	-	-
s/o SR 67	16,200	9,300	0.57	D	11,700	0.72	E	34,200	11,700	0.34	A	34,200	8,100	0.24	A	-	-	-	-
s/o Woodside Avenue	16,200	3,600	0.22	B	4,800	0.30	C	-	-	-	-	16,200	5,800	0.36	C	-	-	-	-
Mapleview Street e/o Channel Road	16,200	8,300	0.51	D	10,300	0.64	D	-	-	-	-	16,200	13,800	0.85	E	34,200	13,800	0.40	B
w/o Channel Road				DOES NOT EXIST				-	-	-	-	34,200	9,000	0.26	A	-	-	-	-
Winter Gardens Blvd. s/o SR 67	34,200	15,500	0.45	B	18,400	0.54	B	-	-	-	-	34,200	27,600	0.81	D	-	-	-	-
s/o Woodside Avenue	34,200	21,200	0.62	B	24,000	0.70	C	-	-	-	-	34,200	29,900	0.87	D	-	-	-	-
Woodside Avenue e/o Channel Road	34,200	21,000	0.61	B	22,600	0.66	B	-	-	-	-	34,200	21,900	0.64	B	-	-	-	-
e/o Winter Gardens Blvd.	34,200	22,100	0.65	B	24,900	0.73	C	-	-	-	-	34,200	28,800	0.84	D	-	-	-	-
w/o Winter Gardens Blvd.	16,200	10,500	0.65	D	14,800	0.91	E	34,200	14,800	0.43	B	34,200	26,500	0.77	C	-	-	-	-
w/o Riverford Road	16,200	13,530	0.84	E	14,330	0.88	E	34,200	14,330	0.42	B	34,200	23,000	0.67	C	-	-	-	-

1. Capacity based on County of San Diego Standards (LOS E).

2. City of Santee LOS C capacity (16,000 and 30,000 are approximate LOS E capacities for existing and Year 2015 conditions, respectively).

Significant impacts are bold faced.

- Indicates mitigation not needed.

* See text for explanation as to why a significant impact is not calculated.

TABLE 10
FREEWAY OPERATIONS
PM PEAK HOUR

FREEWAY SEGMENT	DIR	EXISTING ¹		EXISTING + PROJECT ¹ FOUR LANE SR 67		EXISTING + PROJECT SIX LANE SR 67		YEAR 2015 ³ FOUR LANE SR 67		YEAR 2015 ³ SIX LANE SR 67	
		DENSITY ²	LOS	DENSITY ²	LOS	DENSITY ²	LOS	DENSITY ²	LOS	DENSITY ²	LOS
SR 67 Woodside Avenue to Riverford Road Riverford Rd to Winter Gardens Blvd	NB	31.01	D	36.95	E	21.82	C	-	F	33.45	E
	SB	26.90	D	37.61	E	22.02	C	-	F	28.61	D
	NB	22.63	C	25.74	D	16.95	C	-	F	25.98	D
	SB	20.35	C	23.21	C	15.45	B	-	F	23.03	C

NOTES: 1. SR 67 is assumed to be a four lane freeway.
 2. Density = Passenger Cars per miles per lane.
 3. Includes buildout of Lakeside Community Plan.

The following is a discussion of the street system operations for the existing, existing + project and Year 2015 scenarios. Subsequent sections of this report discuss the significance of impacts, based on County criteria.

EXISTING CONDITIONS

Table 7 shows a summary of the existing intersection operations during the PM peak hour. This table shows that each of the intersections is calculated to currently operate at LOS D or better during the PM peak hour with the following exceptions:

- Riverside Drive/Riverford Road/Mast Boulevard (LOS E)
- Lakeside Avenue/SR 67 (LOS F)
- Riverford Road/Woodside Avenue North (LOS E)

The LOS E at the Riverford Road/Woodside Avenue North intersection and the Lakeside Avenue/SR 67 intersection is for the minor street left-turn movement. All other movements at these intersections are calculated to operate at LOS C or better.

Table 9 shows a summary of the existing street segment operations. This table shows that the following street segments are calculated to operate at LOS E. All other street segments are calculated to currently operate at LOS D or better.

- Riverford Road between Woodside Avenue and Riverside Drive
- Lakeside Avenue east of Riverside Drive
- Channel Road south of Lakeside Avenue
- Woodside Avenue west of Riverford Road

Table 10 shows that SR 67 is calculated to currently operate at LOS D during the PM peak hour between Woodside Avenue and Riverford Road, and LOS C during the PM peak hour between Riverford Road and Winter Gardens Boulevard.

EXISTING + PROJECT OPERATIONS

Table 7 shows that with the addition of project traffic to the existing street system, operations at the following intersections fall from acceptable LOS D or better operations to LOS E or LOS F.

- Lakeside Avenue/Valle Vista Road (LOS F)
- Lakeside Avenue/Channel Road (LOS F)
- Maplevue Street/SR 67 (LOS E)
- Channel Road/Maplevue Street (LOS F)
- Winter Gardens Boulevard/SR 67 Northbound Ramp (LOS F)
- Woodside Avenue/Winter Gardens Boulevard (LOS F)

- Woodside Avenue/Riverford Road (LOS F)
- Riverford Road/SR 67 Southbound Ramps (LOS F)

Additionally, the project adds traffic to the following three intersections already operating at poor (LOS E or LOS F) Levels of Service.

- Riverside Drive/Riverford Road/Mast Boulevard
- Lakeside Avenue/SR 67
- Riverford Road/Woodside Avenue North

Table 9 shows that the addition of project traffic is calculated to worsen the LOS from LOS D or better to LOS E or LOS F on the following street segments.

- Riverside Drive east of Riverford Road (LOS E)
- Channel Road south of SR 67 (LOS E)
- Woodside Avenue west of Winter Gardens Boulevard (LOS E)

Additionally, the project adds traffic to the following four street segments already operating at poor (LOS E) Levels of Service.

- Riverford Road, Woodside Avenue to Riverside Drive
- Lakeside Avenue east of Riverside Drive
- Channel Road south of Lakeside Avenue
- Woodside Avenue west of Riverford Road

Table 10 shows that the addition of project traffic causes the segment of SR 67 between Woodside Avenue and Riverford Road to fall to LOS E during the PM peak hour. LOS D or better operations are calculated on SR 67 between Riverford Road and Winter Gardens Boulevard during the PM peak hour.

The significance of these impacts is discussed later in the report.

YEAR 2015 (BUILDOUT OF THE LAKESIDE COMMUNITY PLAN) OPERATIONS

Table 7 shows that based on the forecasted traffic volumes for 2015, all but the following intersections operate at an acceptable LOS D or better. Mitigation is recommended to improve the operations to an acceptable level. It was assumed that the near term intersection improvements recommended in this report would be implemented prior to the Year 2015.

- Riverside Drive/Vista Camino (LOS F)
- Riverside Drive/Lakeside Avenue (LOS F)

- Lakeside Avenue/SR 67 (LOS F)
- Mapleview Street/SR 67 (LOS F)

Table 9 shows that for the year 2015 scenario, all the street segments operate at LOS D or better with the exception of Mapleview Street, which, classified as a collector, operates at LOS E.

Table 10 shows that in the Year 2015 both segments of SR 67 to operate at LOS F during the PM peak hour with the current four lane geometry.

With six lanes, SR 67 from Woodside Avenue to Riverford Road will operate at LOS E (northbound direction) and LOS D (southbound direction) during the PM peak hour. LOS C operations are calculated on SR 67 between Riverford Road and Winter Gardens Boulevard for the PM peak hour, assuming this freeway is widened to six lanes by 2015.

CALTRANS INTERSECTING LANE VOLUME METHODOLOGY

For the purpose of this report, the state-owned SR 67 signalized ramps and intersections in the study area were analyzed using Highway Capacity Manual (HCM) methodology for signalized intersections. Caltrans recognizes the HCM methodology but prefers the Intersecting Lane Volume (ILV) methodology for signalized intersections. The ILV sums the critical intersecting lane volumes and compares this value to thresholds capacity. This method is a good planning tool, but does not take into account operational characteristics such as signal phasing, signal progression, heavy vehicles, and roadway grades. **Appendix E** shows the signalized intersection calculation sheets using the ILV method. **Table 11** shows a summary of the existing signalized intersection operations using the ILV method during the PM peak hour.

As shown in **Table 11**, the state-owned signalized intersections are calculated to operate under or near capacity in the existing, existing + project and year 2015 conditions with the exception of SR 67/Lakeside Avenue, which is calculated to operate at over-capacity in the year 2015.

CONGESTION MANAGEMENT PROGRAM COMPLIANCE

The Congestion Management Program (CMP) was adopted on November 22, 1991, and is intended to directly link land use, transportation and air quality through Level of Service performance. Local agencies are required by statute of conform to the CMP.

The CMP requires an Enhanced CEQA Review for all large projects that are expected to generate more than 2,400 ADT or more than 200 peak hour trips. Since the project is

TABLE 11
ILV METHOD
PM PEAK HOUR

INTERSECTION	EXISTING		EXISTING + PROJECT		EXISTING + PROJECT WITH MITIGATION		YEAR 2015 ¹	
	ILV VALUE	STATUS	ILV VALUE	STATUS	ILV VALUE	STATUS	ILV VALUE	STATUS
SR 67 NB Ramps/Woodside Avenue	592	UNDER	887	UNDER	-	-	800	UNDER
SR 67 SB Ramps/Riverford Road	UNSIGNALIZED		UNSIGNALIZED		1,096	UNDER	1,230	NEAR
SR 67 NB Ramp/Winter Gardens Boulevard	UNSIGNALIZED		UNSIGNALIZED		784	UNDER	1,250	NEAR
SR 67/Mapleview Street	1,367	NEAR	1,255	NEAR	-	-	INTERCHANGE NEEDED	
SR 67/Lakeside Avenue	UNSIGNALIZED		UNSIGNALIZED		1,590	NEAR	1,736	OVER

NOTE: The ILV method only applies to signalized intersections.

ILV VALUE: Intersecting Lane Volumes per hour.

STATUS: ≤ 1,200 ILV/hr - UNDER CAPACITY
 > 1,200 but ≤ 1,500 ILV/hr - NEAR CAPACITY
 > 1,500 ILV/hr - OVER CAPACITY

1. Includes buildout of the Lakeside Community Plan.

calculated to generate over 200 peak hour trips, this level of review is required of this proposed project.

In 1993, the Institute of Transportation Engineers California Border Section and the San Diego Region Traffic Engineer's Council established a set of guidelines to be used in the preparation of traffic impact studies that are subject to the Enhanced CEQA review process. This published document, which is titled 1993 Guidelines for Congestion Management Program Transportation Impact Reports for the San Diego Region, requires that a project study area be established as follows:

- All streets and intersections on CMP roadways where the project will add 50 or more peak hour trips in either direction.
- Mainline freeway locations where the project will add 150 or more peak hour trips in either direction.

Per these guidelines, the SR 67 freeway was analyzed in this report, as required to satisfy the CMP.

The project will not add 50 or more peak hour trips to any CMP arterials but will add over 150 peak hour trips to SR 67. The CMP LOS standard is LOS E.

Table 10 shows that SR 67 meets CMP standards.

PLAN-TO-PLAN ANALYSIS

The existing General Plan consists of Industrial, Single Family Housing, Commercial, Middle School, Fire Station and Elementary school land uses in the USDRIP project area that generate 38,790 ADT. The proposed General Plan includes these same land uses as well as a small portion of neighborhood commercial. The proposed General Plan is calculated to generate 39,370 ADT. **Table 12** shows the comparative land uses, trip rates and ADT by land use. The proposed General Plan is calculated to generate 1.5% more traffic to the project area than the existing General Plan. The impacts and corresponding mitigation would be identical.

Other changes to the existing General Plan include the deletion of Maplevue Street from Winter Gardens Boulevard to Riverford Road, and the reclassification of Riverford Road to a Collector. Past models conducted by the County projected about 4000 ADT on Maplevue Street west of Winter Gardens Boulevard. This small amount of projected traffic indicates that the elimination of this future roadway would not constitute a significant impact. Therefore, the project traffic distribution and Series 8 modeling assumed the deletion of this portion of Maplevue Street from the County's Circulation Element. The peak hour intersection analysis shows that Riverford Road can operate at

TABLE 12
TRAFFIC VOLUME COMPARISON
EXISTING GENERAL PLAN & PROPOSED GENERAL PLAN

LAND USE	EXISTING GENERAL PLAN			PROPOSED GENERAL PLAN		
	AMOUNT	RATE	ADT	AMOUNT	RATE	ADT
Industrial	240.0 AC	90/AC	21,600	250.0 AC	90/AC	22,500
Single Family	746 DU	10/DU	8,500	509 DU	10/DU	5,090
Commercial	17.0 AC	500/AC	7,460	17.5 AC	500/AC	8,750
Neighborhood Commercial	0.0 AC	1,200/AC	0	1.5 AC	1,200/AC	1,800
Middle School	19.5 AC	40/AC	780	19.5 AC	40/AC	780
Fire Station	0.5 AC	60/AC	30	0.5 AC	60/AC	30
Elementary School	7.0 AC	60/AC	420	7.0 AC	60/AC	420
TOTAL			38,790			39,370

acceptable LOS as a Collector. It should be noted that the forecasted ADT on Riverford Road does in fact exceed its capacity.

Table 13 shows the three segments whose classifications are proposed to be changed. This table shows that these segments operate at acceptable level of service with both the existing and proposed circulation element classifications.

EXISTING COUNTY TRAFFIC IMPROVEMENT MECHANISMS

The following is a list of the existing County traffic improvement mechanisms.

SUBDIVISION ORDINANCE

- 1) Applies to major subdivisions located within the unincorporated area of San Diego County.
- 2) Establishes requirements for the dedication of right-of-way for future Circulation Element and public roads which serve, traverse and/or abut any proposed subdivision.
- 3) Establishes a minimum set of required improvements (including road improvements) that must be provided with any proposed subdivision.

CENTERLINE ORDINANCE

- 1) Applies to building permits for construction of alteration of buildings on parcels of land located in commercial, manufacturing and multiple residential zones.
- 2) Establishes a building line on each side of the centerline for Circulation Element roads and public streets which adjoin or provide direct access to property located in commercial, manufacturing and multiple residential zones.
- 3) Restricts buildings and/or structures from being constructed in the area between the building line and the centerline of the Circulation Element Road or public street.
- 4) Restricts buildings and/or structures from being constructed on a lot unless the streets or highways which abut the lot are adequate with respect to the current San Diego County Standards specified in 81.102.15 of the Subdivision Ordinance.

TABLE 13
FUTURE VOLUMES AND CAPACITIES
EXISTING AND PROPOSED CIRCULATION ELEMENT CLASSIFICATION

SEGMENT	EXISTING CAPACITY	YEAR 2015 WITH EXISTING CIRCULATION ELEMENT CLASSIFICATION				YEAR 2015 WITH PROPOSED CIRCULATION ELEMENT CLASSIFICATION			
		CAPACITY	VOLUME	V/C	LOS	CAPACITY	VOLUME	V/C	LOS
Riverford Road SR 67 SB Ramps to Woodside Avenue	16,200	57,000	26,500	0.46	B	34,200	26,500	0.77	C
Mapleview Street Channel Road to SR 67	16,200	37,000	13,800	0.37	A	34,200	13,800	0.40	B
Channel Road Mapleview Street to Woodside Avenue	16,200	37,000	13,800	0.37	A	34,200	13,800	0.40	B

Note: Assumes segment volume does not change if capacity changes since volumes are well within the capacity of the roadway.

BOARD POLICY J-34

- 1) Applies to major subdivisions, large scale projects and Major Use Permits.
- 2) Establishes method for determining off-site Circulation Element road improvements.
- 3) Requires the developer to submit a traffic study which identifies the proposed project's future impacts on Circulation Element roads in the vicinity of the proposed project.
- 4) Based upon the identified traffic impacts and the percentage of future traffic growth attributed to the proposed subdivision, project or major use permit the Department of Public Works shall determine the amount of improvements needed.

PUBLIC FACILITIES ELEMENT (Section 4 Transportation Policy 1.1)

- 1) Applies to discretionary projects that must be found in conformance with the Beneval Plan.
- 2) Requires development proposals to determine both their short-term and long-term impacts on the roadway system.
- 3) Requires as a condition of approval that improvements or other measures be taken to mitigate traffic impacts to avoid reduction or a level of service "C" on on-site Circulation Element Roads or level of service "D" for off-site Circulation Element Roads.
- 4) If impacts can not be mitigated, the project will be denied unless a specific statement of overriding findings is made pursuant to the State CEQA Guidelines.

CAPITAL IMPROVEMENT PROGRAM

- 1) List of scheduled county road improvement projects.
- 2) Funded by Gas Tax, TRANSNET revenue, federal and/or state resources and developer deposits.
- 3) Two projects currently scheduled in USDRIP area: widening of Riverside Drive between Channel Road and Riverford Road (project is currently on hold) and Channel Road Bridge between Lakeside Avenue and Maplevue Street.

SIGNIFICANCE OF IMPACTS

The following is a discussion of the significance of direct project and cumulative traffic impacts.

DIRECT PROJECT

Intersections

Based on the established significance criteria, the following intersections are calculated to be significantly impacted by the project (see **Table 7**).

- 1) Riverside Drive/Riverford Road/Mast Boulevard
- 2) Lakeside Avenue/Valle Vista Road
- 3) Lakeside Avenue/Channel Road
- 4) Lakeside Avenue/SR 67
- 5) Mapleview Street/SR 67
- 6) Channel Road/Mapleview Street
- 7) Winter Gardens Boulevard/SR 67 Northbound Off-Ramps
- 8) Woodside Avenue/Winter Gardens Boulevard
- 9) Woodside Avenue/Riverford Road
- 10) Riverford Road/SR 67 Southbound Ramps
- 11) Riverford Road/Woodside Avenue North

Measures are required to mitigate these impacts to below a level of significance.

Street Segments

Based on the established significance criteria, the following street segments are calculated to be significantly impacted by the project (see **Table 9**).

- 1) Riverford Road – Woodside Avenue to Riverside Drive
- 2) Riverside Drive – Riverford Road to Lakeside Avenue
- 3) Lakeside Avenue – Riverside Drive to Channel Road
- 4) Channel Road – Lakeside Avenue to Woodside Avenue
- 5) Woodside Avenue – Winter Gardens Boulevard to west of Riverford Road

Mitigation measures are required to mitigate these impacts to below a level of significance.

Freeways

Based on the established significance criteria, SR 67 between Woodside Avenue and Riverford Road is calculated to be significantly impacted.

CUMULATIVE

Intersections

Based on the established significance criteria, significant cumulative impacts are calculated at the following intersections which are calculated to operate at LOS F in the Year 2015.

- 1) Riverside Drive/Vista Camino
- 2) Riverside Drive/Lakeside Avenue
- 3) Lakeside Avenue/SR 67
- 4) Maplevue Street/SR 67

Street Segments

A significant cumulative impact is calculated on Maplevue Street.

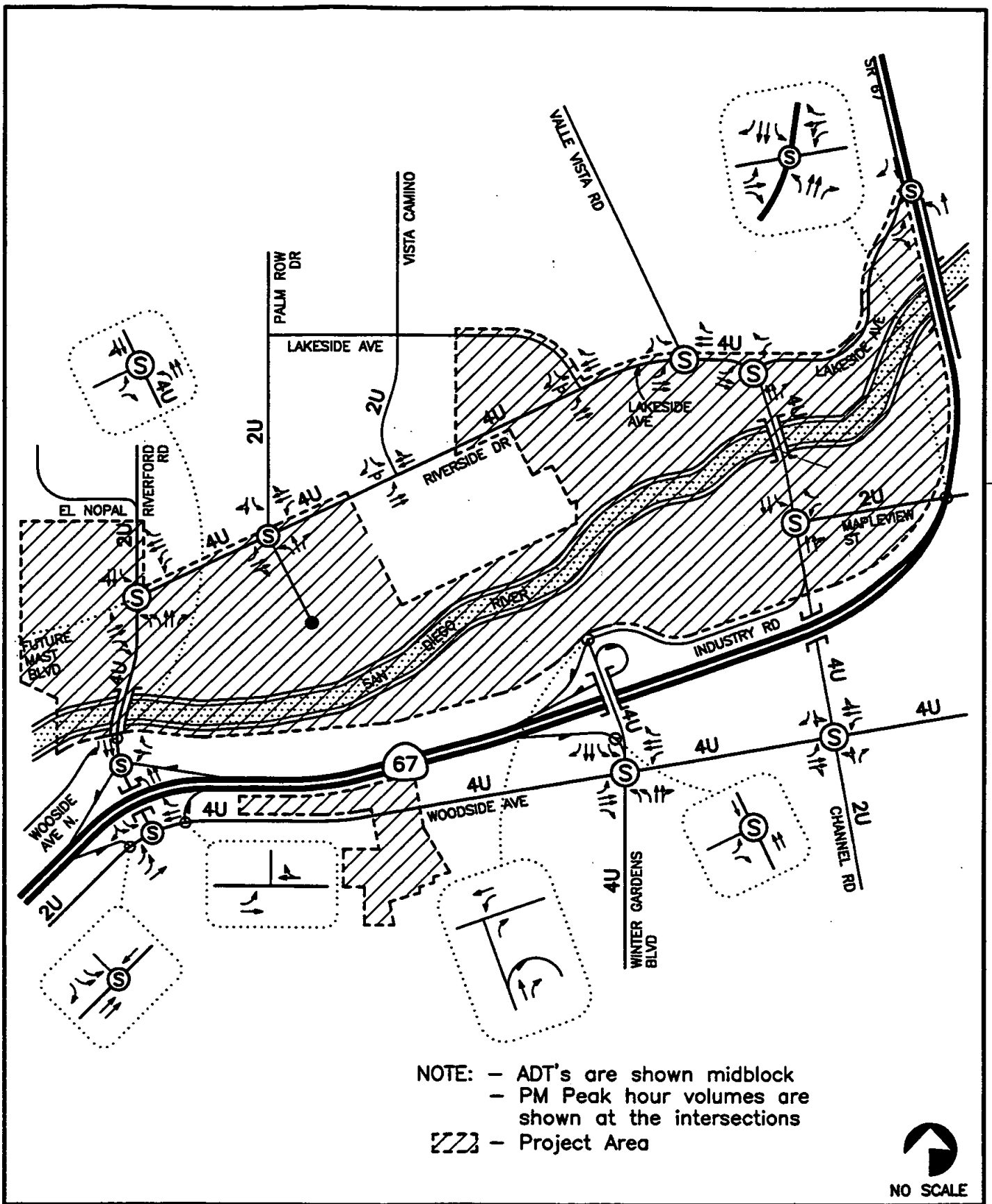
MITIGATION MEASURES

The following measures are needed to mitigate the identified significant impacts to below a level of significance. Some of these improvements are currently planned by the County of San Diego and are noted by an asterisk (*). **Exhibit 10** shows the mitigated condition diagram for the existing + project condition.

DIRECT PROJECT

Intersections

- 1) Riverside Drive/Riverford Road/Mast Boulevard*
Signalize and provide the following lane configurations:
 - Northbound: two lefts, two thru, and one right
 - Southbound: one left, one thru, and one thru-right
 - Eastbound: one left, two thru, and two right
 - Westbound: two lefts, two thru, and one right



- 2) Lakeside Avenue/Valle Vista Road
Signalize and provide the following lane configurations:
 - Southbound: one left and one right
 - Eastbound: one left and two thru
 - Westbound: one right and two thru
- 3) Lakeside Avenue/Channel Road*
Signalize and provide the following lane configurations:
 - Northbound (Channel Road): two thru and one right
 - Southbound: one left and two thru
 - Westbound: one left and one right
- 4) Lakeside Avenue/SR 67
Signalize the intersection.
- 5) Mapleview Street/SR 67
Provide the following lane configurations:
 - Northbound: one left, two thru, 1 right
 - Southbound: one left, two thru, 1 right
 - Eastbound: one left, 1 thru, 1 right
 - Westbound: one left, 1 left-thru, 1right
- 6) Channel Road/Mapleview Street
Signalize and provide the following lane configurations:
 - Northbound: one thru and one thru-right
 - Southbound: one left and two thru
 - Westbound: one left and one right
- 7) Winter Gardens Boulevard/SR 67 Northbound Off-Ramp
Signalize the intersection
- 8) Woodside Avenue/Winter Gardens Boulevard
Modify approaches to accommodate the following lane configurations:
 - Northbound: two lefts, one thru and one thru-right
 - Southbound: two lefts, two thru and one right
 - Eastbound: one left, two thru and one right
 - Westbound: one left, two thru and one right
- 9) Woodside Avenue/Riverford Road
Modify approaches to accommodate the following lane configurations:
 - Southbound: one left and one shared left-right
 - Eastbound: two lefts and one thru
 - Westbound: two thru and one right

- 10) Riverford Road/SR 67 Southbound Ramps
Signalize and provide the following lane configurations:
 - Northbound: one left and two thru
 - Southbound: two thru and one right
 - Westbound: one left-thru and one right
- 11) Riverford Road/Woodside Avenue North
Signalize and provide the following lane configurations:
 - Northbound: one left and two thru
 - Southbound: one thru and one thru-right
 - Eastbound: one left and one right

Street Segments

- 1) Improve Riverford Road to a four lane Collector Road from Woodside Avenue to SR 67 southbound ramps and to Prime Arterial standards from the SR 67 southbound ramps to Riverside Drive/Mast Boulevard.
- 2) Improve Riverside Drive to a four lane Collector Road from Riverford Road to Lakeside Avenue.
- 3) Improve Lakeside Avenue to a four lane Collector Road from Riverside Drive to Channel Road.*
- 4) Improve Channel Road to a four lane Collector Road from Lakeside Avenue to Woodside Avenue.*
- 5) Improve Woodside Avenue to a four lane Collector Road from Winter Gardens Boulevard to Riverford Road.

Freeways

- 1) Widen SR 67 between Woodside Avenue and Riverford Road to six lanes.

CUMULATIVE

Intersections

- 1) Signalize the Riverside Drive/Vista Camino intersection.
- 2) Signalize the Riverside Drive/Lakeside Avenue intersection.
- 3) Add one through lane in each direction on SR 67 at Lakeside Avenue.

- 4) Provide a full interchange on SR 67 at Maplevue Street.

Street Segments

- 1) Improve Maplevue Street to Four-Lane Collector Standards.
Incorporation of these measures would mitigate all impacts to below a level of significance. As shown in **Tables 7 and 9**, all intersections and street segments are calculated to operate at LOS D or better with mitigation.

CONCLUSIONS

The addition of project traffic to the existing street system causes most intersections and street segments to fall to below LOS D. Measures were recommended to mitigation impacts to below a level of significance.

As shown in **Tables 7 and 9**, all intersections and street segments are calculated to operate at LOS D or better with mitigation. Riverford Road would operate adequately as a Major Road based on the detailed intersection analysis.

APPENDIX A
Manual Count Sheets

Weather : Clear & Dry

Counted by: Martin

Board # : D1-0790

Location : Riverford & Riverside Dr.

Linacott, Law & Greenspan

8989 Rio San Diego, Suite 135

San Diego, CA 92108

(619) 299-3090 Fax (619) 299-7041

Site Code : 09845005

Start Date: 07/15/98

File I.D. : 9845005

Page : 3

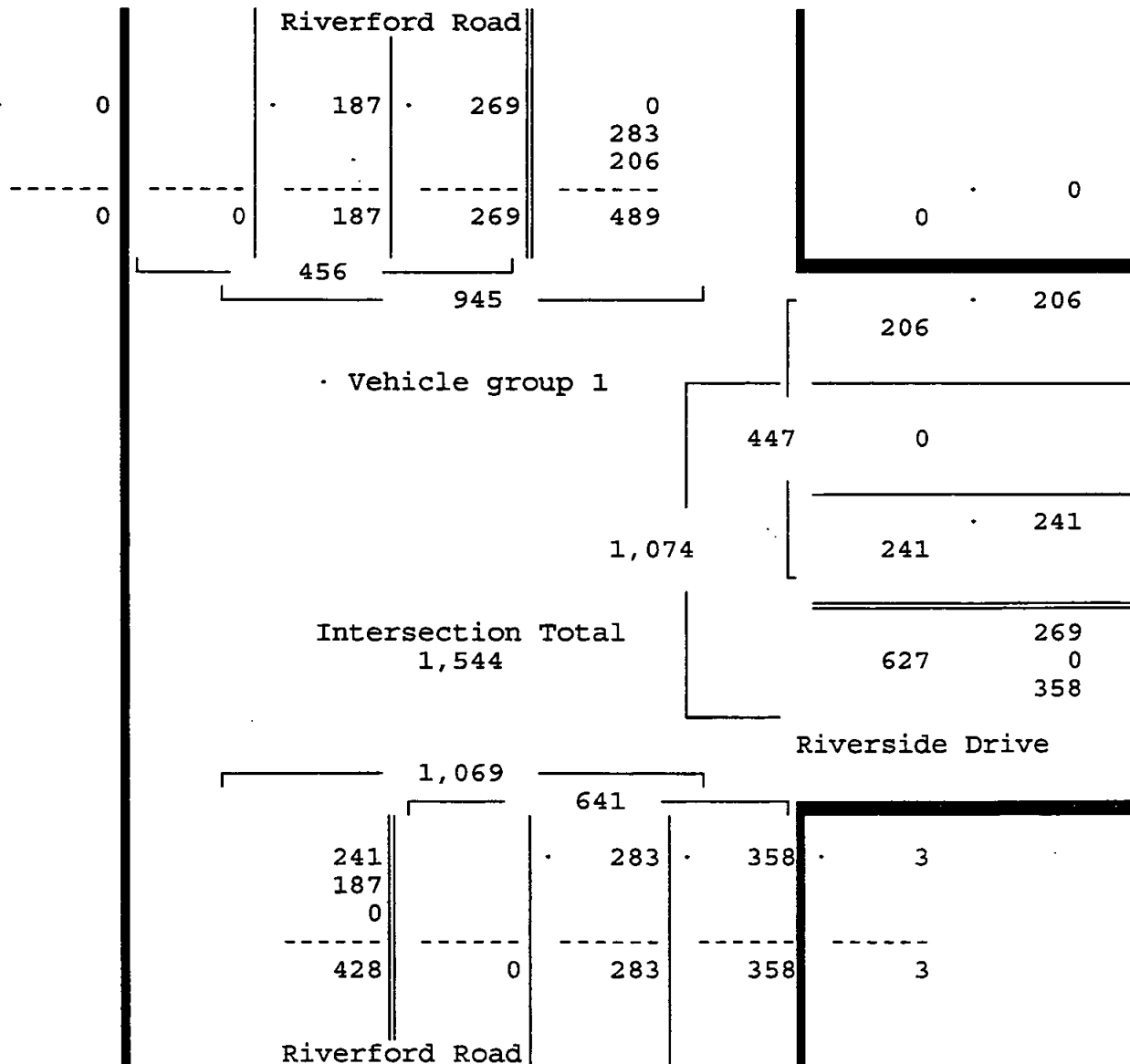
Vehicle group 1

Riverford Road Southbound			Riverside Drive Westbound			Riverford Road Northbound			Total
Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	

Date 07/15/98

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 07/15/98

Peak start 16:30			16:30				16:30		
Volume	269	187	0	241	206	0	283	358	3
Percent	59%	41%	0%	54%	46%	0%	44%	56%	0%
Pk total	456		447				644		
Highest	17:00		17:15				16:45		
Volume	66	54	0	64	61	0	86	88	0
Hi total	120		125				174		
PHF	.95		.89				.93		



Weather : Clear & Dry
 Counted by: Bill
 Board # : D1-0791
 Location : Riverside Dr. & Palm Row

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 8989 Rio San Diego, Suite 135
 San Diego, CA 92108
 (619) 299-3090 Fax (619) 299-7041

Site Code : 09845006
 Start Date: 07/16/98
 File I.D. : 9845006
 Page : 3

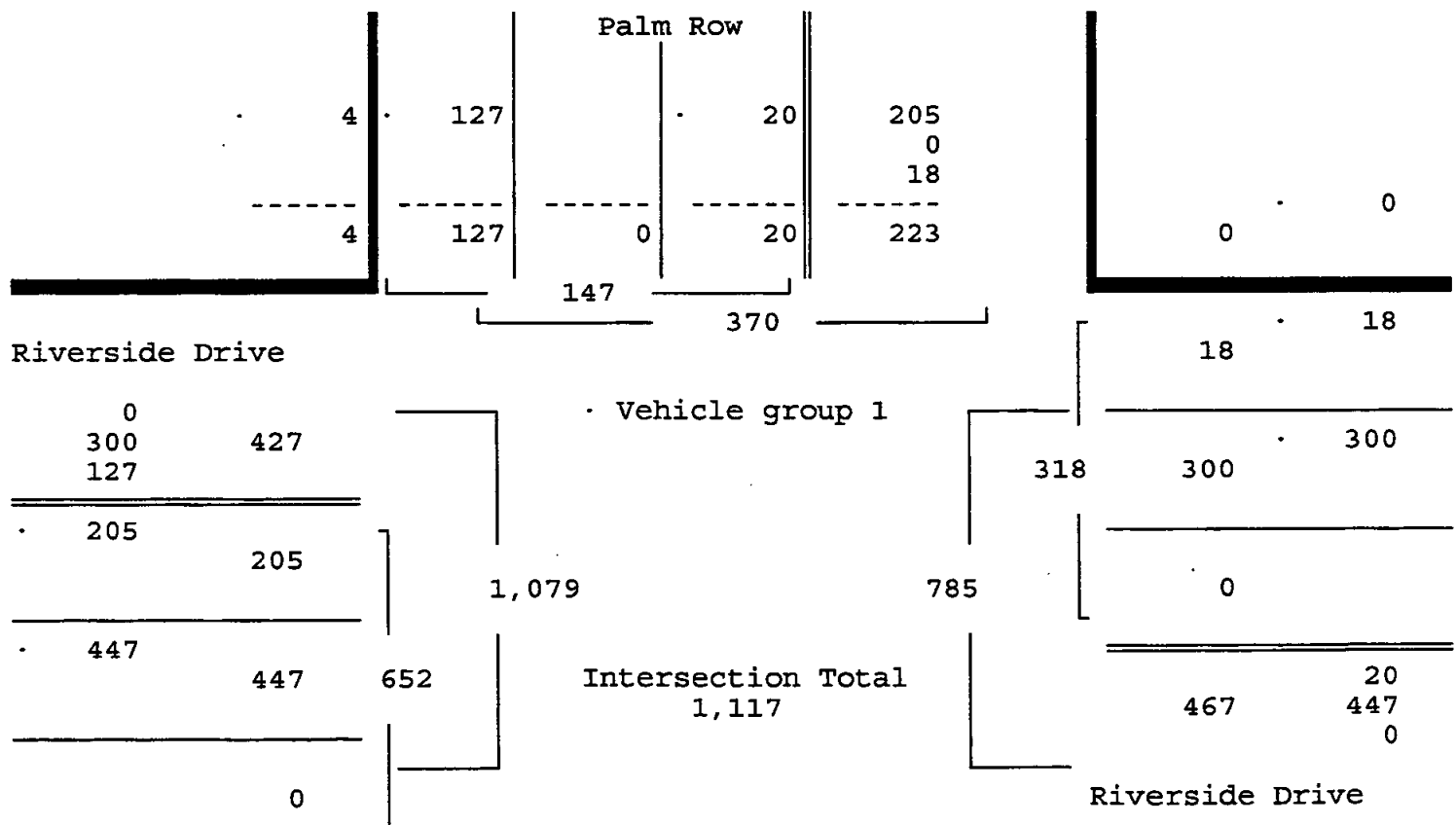
Vehicle group 1

Palm Row			Riverside Drive			Riverside Drive			Total
Southbound			Westbound			Eastbound			
Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	

Date 07/16/98

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 07/16/98

Peak start 17:00	17:00			17:00			17:00		
Volume	20	127	4	300	18	0	205	447	1
Percent	13%	84%	3%	94%	6%	0%	31%	68%	0%
Pk total	151			318			653		
Highest	17:15			17:15			17:15		
Volume	10	35	0	84	4	0	53	132	0
Hi total	45			88			185		
PHF	.84			.90			.88		



Weather : Clear & Dry
 Counted by: Julie
 Board # : D1-0792
 Location : Riverside Dr. & Vista Camino

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 8989 Rio San Diego, Suite 135
 San Diego, CA 92108
 (619) 299-3090 Fax (619) 299-7041

Site Code : 09845007
 Start Date: 07/16/98
 File I.D. : 9845007
 Page : 3

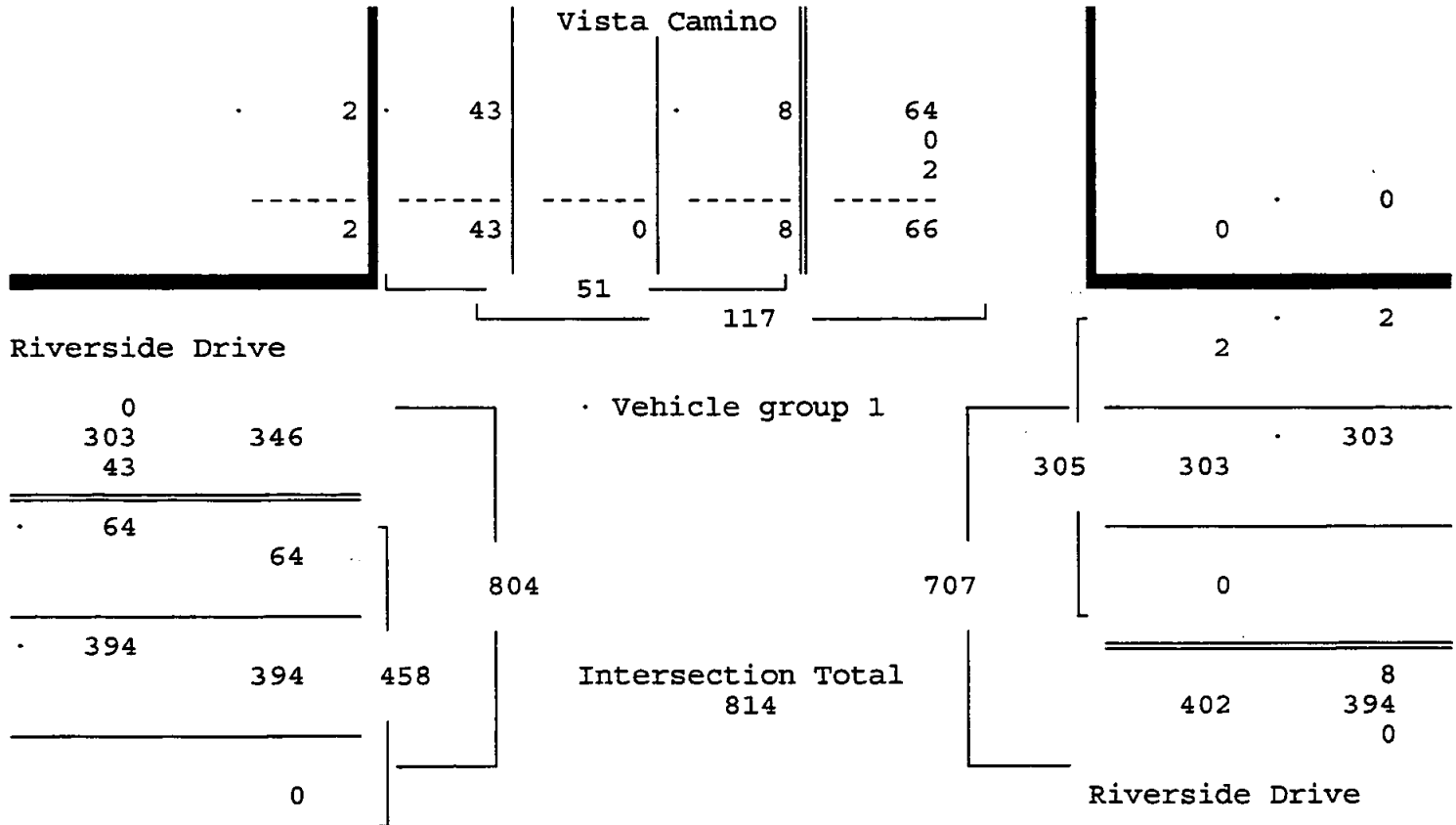
Vehicle group 1

Vista Camino			Riverside Drive			Riverside Drive			Total
Southbound			Westbound			Eastbound			
Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	

Date 07/16/98

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 07/16/98

Peak start 17:00				17:00				17:00			
Volume	8	43	2	303	2	0	64	394	0		
Percent	15%	81%	4%	99%	1%	0%	14%	86%	0%		
Pk total	53			305			458				
Highest	17:00			17:45			17:15				
Volume	4	14	0	83	0	0	22	109	0		
Hi total	18			83			131				
PHF	.74			.92			.87				



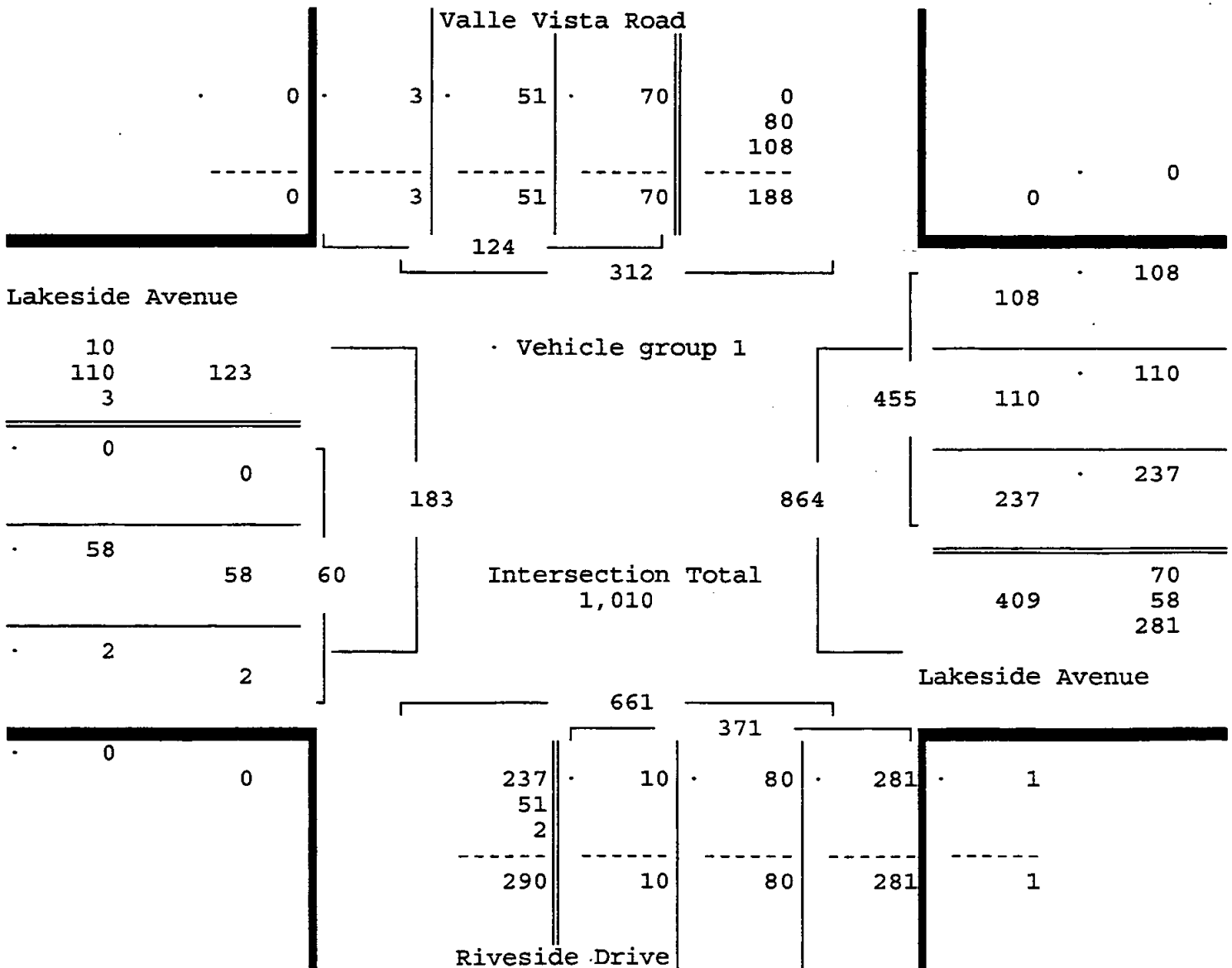
Weather : Clear & Dry
Counted by: Chris
Board # : D1-0760
Location : Riverside Dr. & Lakeside Av.

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Site Code : 09845008
Start Date: 07/16/98
File I.D. : 9845008
Page : 3

Vehicle group 1

Valle Vista Road				Lakeside Avenue				Riverside Drive				Lakeside Avenue				
Southbound				Westbound				Northbound				Eastbound				
Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 07/16/98																
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 07/16/98																
Peak start 17:00				17:00				17:00				17:00				
Volume	70	51	3	0	237	110	108	0	10	80	281	1	0	58	2	0
Percent	56%	41%	2%	0%	52%	24%	24%	0%	3%	22%	76%	0%	0%	97%	3%	0%
Pk total	124				455				372				60			
Highest	17:15				17:30				17:30				17:15			
Volume	24	15	1	0	68	39	33	0	1	23	79	0	0	16	1	0
Hi total	40				140				103				17			
PHF	.78				.81				.90				.88			



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Site Code : 98850200
Start Date: 11/12/98
File I.D. : 98850200
Page : 3

Cars / Trucks

SR 67 Southbound			SR 67 Northbound			Lakeside Drive Eastbound			
Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	Total
Date 11/12/98									
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/12/98									
Peak start 16:30			16:30			16:30			
Volume	1322	163	0	17	1241	0	111	4	0
Percent	89%	11%	0%	1%	99%	0%	97%	3%	0%
Pk total	1485		1258			115			
Highest 17:15			16:30			17:15			
Volume	360	44	0	4	336	0	33	1	0
Hi total	404		340			34			
PHF	.92		.92			.85			

		SR 67			
0	163	1,322		111	
				1,241	
				0	
0	163	1,322	0	1,352	
		1,485			
		2,837			

Lakeside Drive

	Cars / Trucks	
17 0 <hr/> 163		180
111 <hr/>		111
	295	
0 <hr/>	115	
4 <hr/>		4
Intersection Total	2,858	
	2,584	1,258
0 1,322 4 ----- 1,326	17 ----- 17	1,241 ----- 1,241
SR 67		

Weather : Clear & Dry
 Counted by: Denise
 Board # : D1-0759
 Location : Lakeside Av. & Channel Rd.

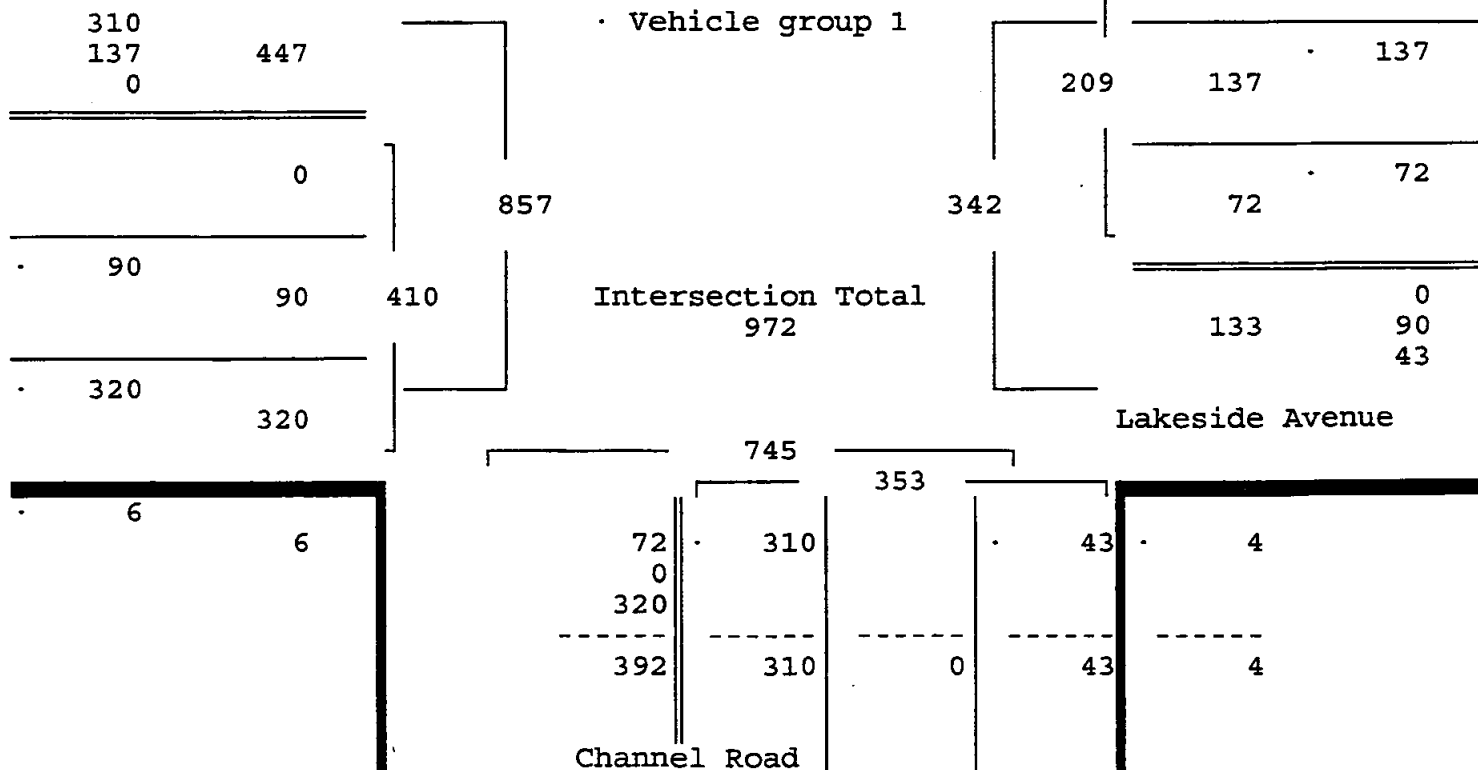
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Site Code : 09845002
 Start Date: 07/15/98
 File I.D. : 9845002
 Page : 3

Vehicle group 1

Lakeside Avenue			Channel Road			Lakeside Avenue			
Westbound			Northbound			Eastbound			
Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Total
Date 07/15/98 -----									
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 17:45 on 07/15/98									
Peak start 16:30			16:30			16:30			:
Volume	72	137	2	310	43	4	90	320	6
Percent	34%	65%	1%	87%	12%	1%	22%	77%	1%
Pk total	211		357			416			
Highest	17:15		16:45			17:00			
Volume	22	36	0	90	14	0	20	91	4
Hi total	58		104			115			
PHP	.91		.86			.90			

Lakeside Avenue



Weather : Clear & Dry
 Counted by: C. Parish \ S. Mockler
 Board # : D1-240 \ D1-239
 Location : Maplevue Street & SR-67

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Site Code : 98850101
 Start Date: 11/12/98
 File I.D. : 98850103
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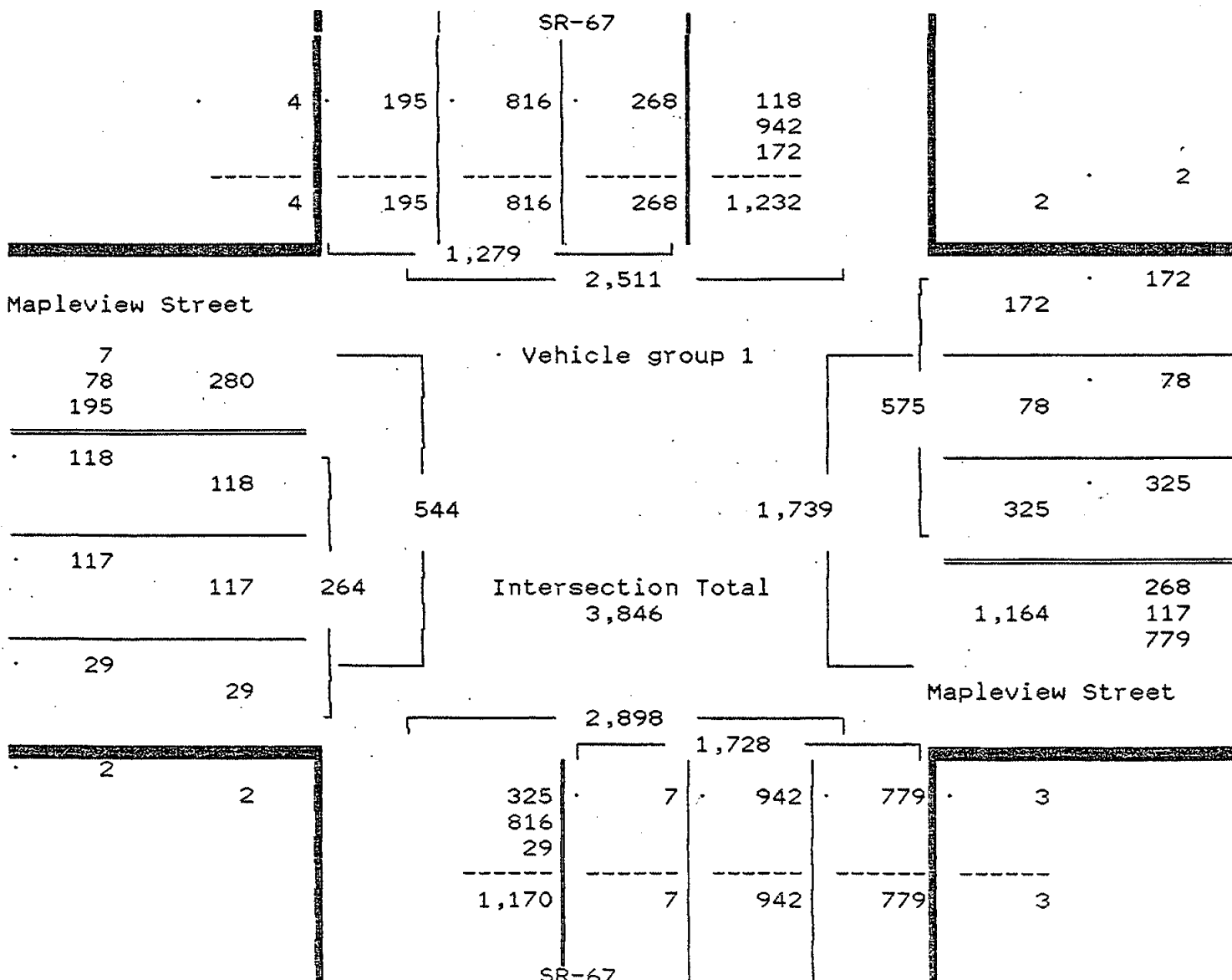
Vehicle group 1

SR-67 Southbound				Maplevue Street Westbound				SR-67 Northbound				Maplevue Street Eastbound				Total
Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

Date 11/12/98

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/12/98

Peak start 17:00					17:00					17:00					17:00	
Volume	268	816	195	4	325	78	172	2	7	942	779	3	118	117	29	2
Percent	21%	64%	15%	0%	56%	14%	30%	0%	0%	54%	45%	0%	44%	44%	11%	1%
Pk total	1283					577					1731					266
Highest	17:00					17:00					17:45					17:30
Volume	71	211	54	1	94	21	53	1	2	248	197	2	32	33	5	1
Hi total	337					169					449					71
PHF	.95					.85					.96					.94



Weather : Clear & Dry
 Counted by: John
 Board # : D1-0767
 Location : Maplevue & Channel

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Site Code : 09845001
 Start Date: 07/15/98
 File I.D. : 9845001
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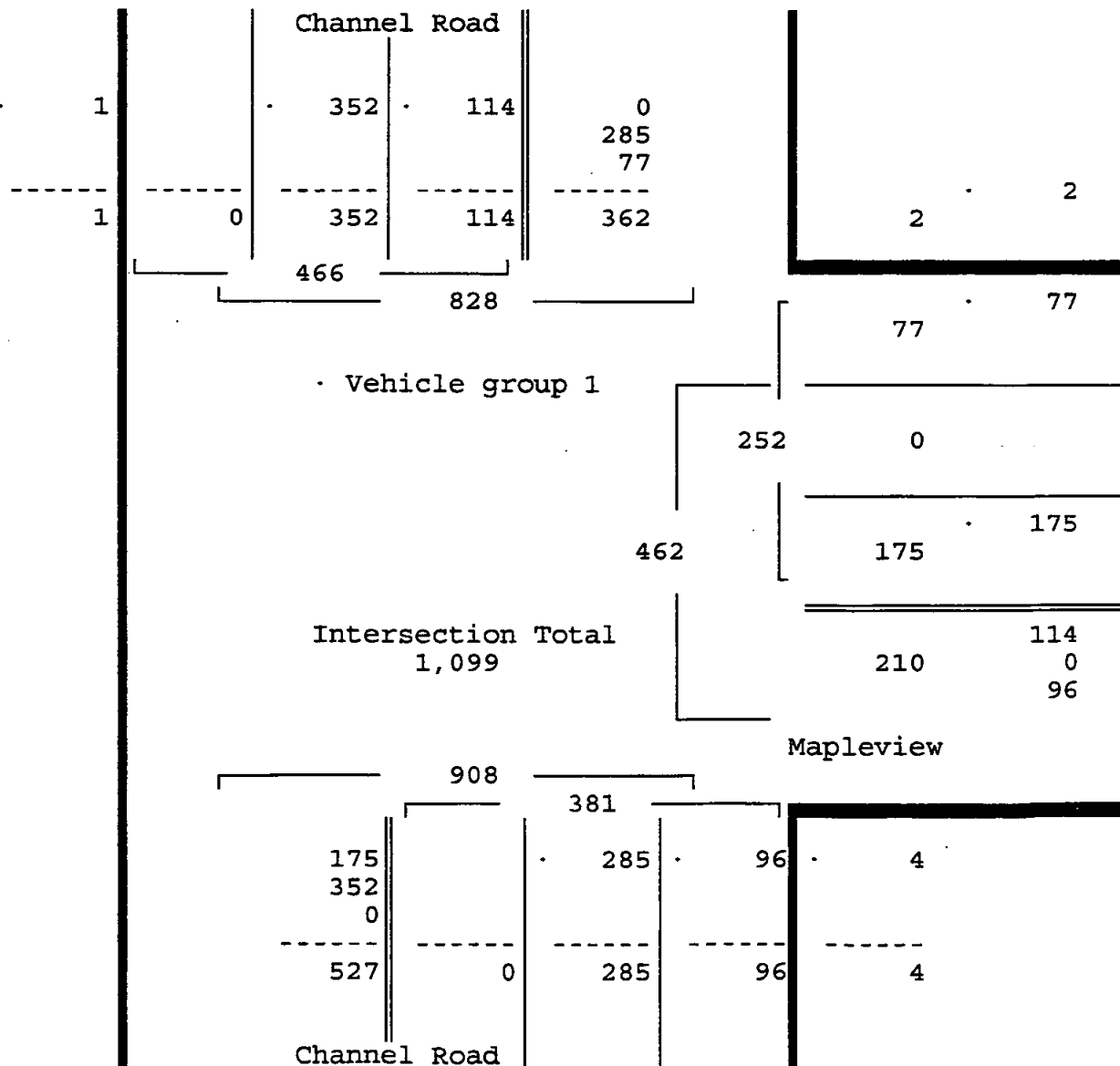
Vehicle group 1

Channel Road			Maplevue			Channel Road			Total
Southbound			Westbound			Northbound			
Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	

Date 07/15/98

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 07/15/98

Peak start 17:00			17:00			17:00			
Volume	114	352	1	175	77	2	285	96	4
Percent	24%	75%	0%	69%	30%	1%	74%	25%	1%
Pk total	467			254			385		
Highest	17:45			17:30			17:15		
Volume	41	85	0	44	22	0	74	34	0
Hi total	126			66			108		
PHF	.93			.96			.89		



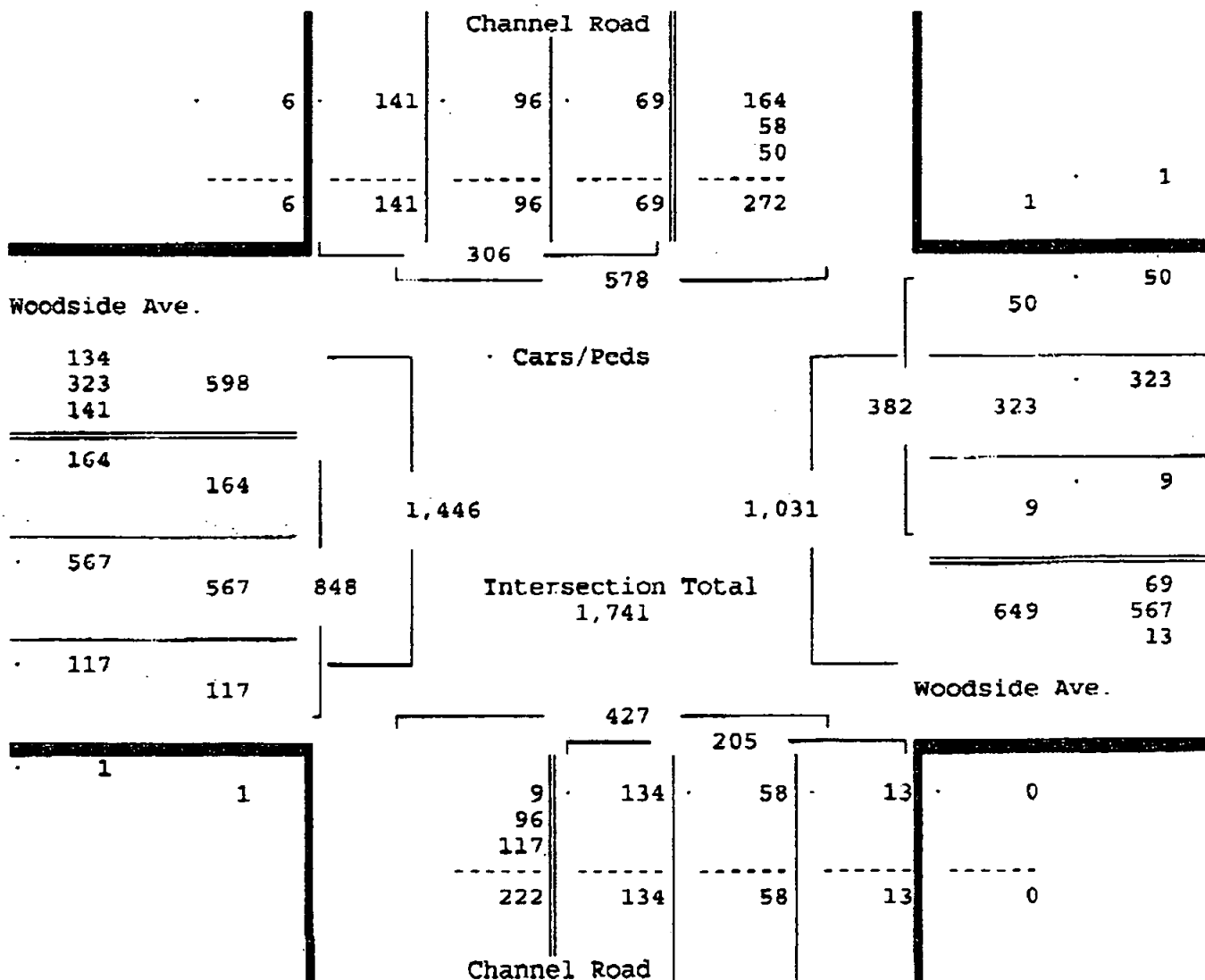
Location : Woodside & Channel
 Weather : Clear and Dry
 Board # : J1560
 Counted By: DLF

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 (619) 299-3090

Site Code : 97160203
 Start Date: 08/05/97
 File I.D. : 97160203
 Page : 3

Cars/Peds

Channel Road Southbound				Woodside Ave. Westbound				Channel Road Northbound				Woodside Ave. Eastbound				
Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 08/05/97																
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/05/97																
Peak start 17:00				17:00				17:00				17:00				
Volume	69	96	141	6	9	323	50	1	134	58	13	0	164	567	117	1
Percent	22%	31%	45%	2%	2%	84%	13%	0%	6%	28%	6%	0%	12%	67%	14%	0%
Pk total	312			383			205			849						
Highest	17:45			17:00			17:00			17:15						
Volume	18	38	37	1	0	93	11	0	35	16	6	0	43	151	36	0
Hi total	94			104			57			230						
PMF	.87			.92			.20			.92						



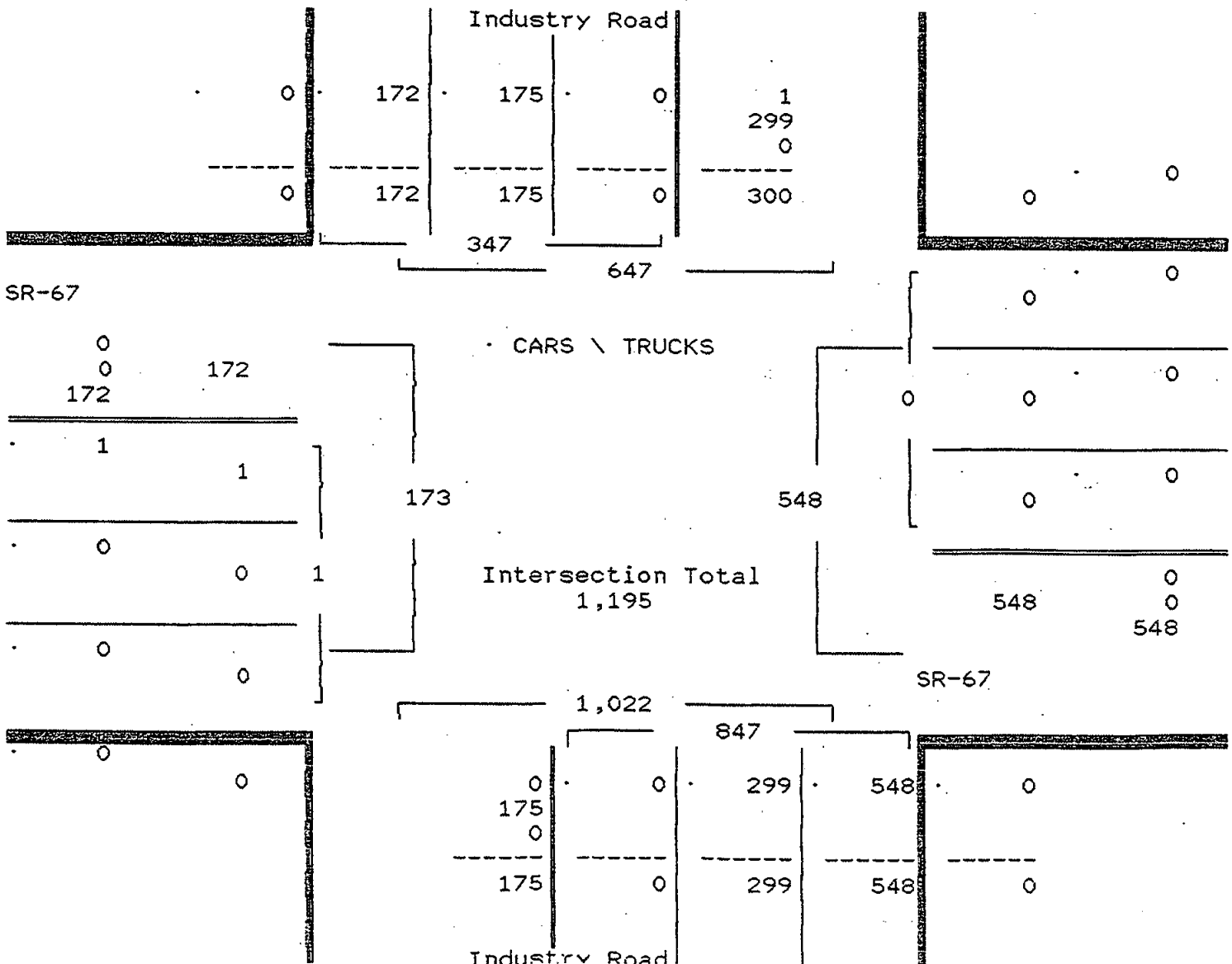
Weather : Clear & Dry
 Counted by: G. Bonds
 Board # : D1-0791
 Location : Industry Road & SR-67

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Site Code : 98850300
 Start Date: 11/12/98
 File I.D. : 98850300
 Page : 3

CARS \ TRUCKS

Industry Road Southbound				SR-67 Westbound				Industry Road Northbound				SR-67 Eastbound				Total
Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
Date 11/12/98																
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/12/98																
Peak start 16:30				16:30				16:30				16:30				
Volume	0	175	172	0	0	0	0	0	299	548	0	1	0	0	0	
Percent	0%	50%	50%	0%	0%	0%	0%	0%	35%	65%	0%	100%	0%	0%	0%	
Pk total	347			0				847				1				
Highest 17:00				16:00				17:00				17:00				
Volume	0	56	61	0	0	0	0	0	87	177	0	1	0	0	0	
Hi total	117			0				264				1				
PHF	.74			.0				.80				.25				



Weather : Clear & Dry
 Counted by: F. Gilbert
 Board # : D1-0790
 Location : Wintergarden Blvd. & SR-67

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Site Code : 98850400
 Start Date: 11/12/98
 File I.D. : 98850400
 Page : 3

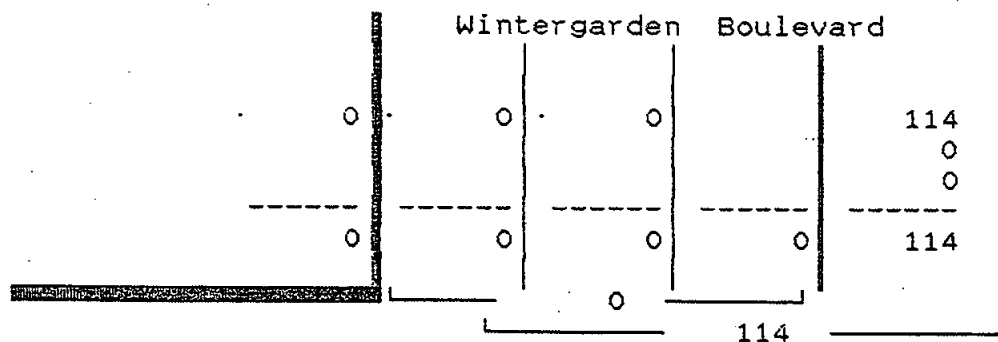
Vehicle group 1

Wintergarden Boulevard Southbound			Wintergarden Boulevard Northbound			SR-67 E\B Off Ramp Eastbound			Total
Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	

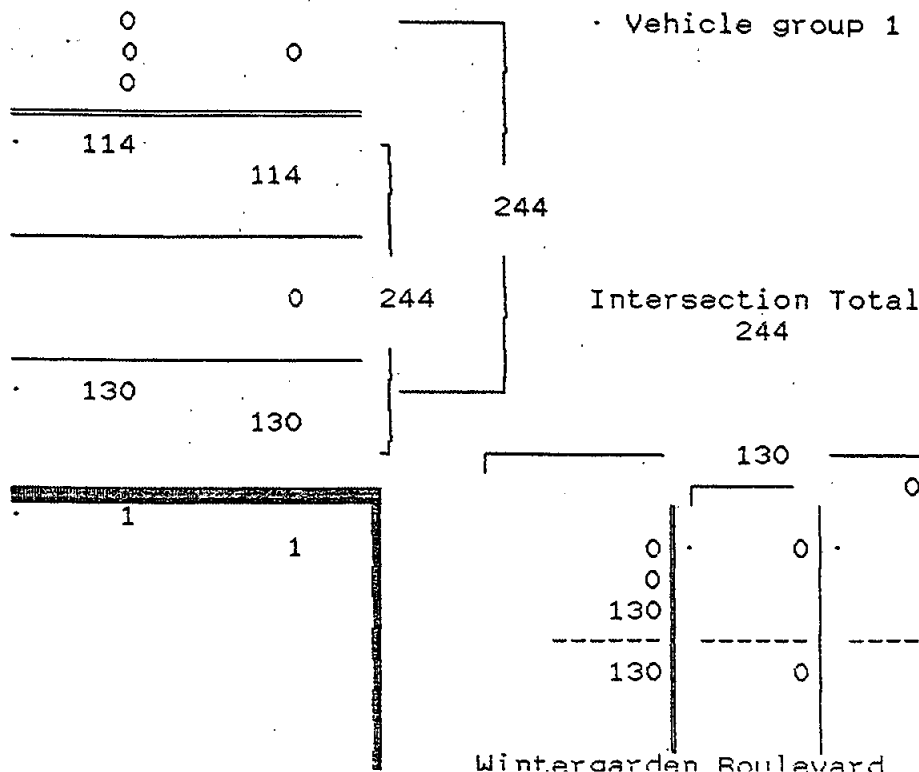
Date 11/12/98

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/12/98

Peak start 16:30	16:30			16:30			16:30		
Volume	0	0	0	0	0	0	114	130	1
Percent	0%	0%	0%	0%	0%	0%	47%	53%	0%
Pk total	0			0			245		
Highest	16:00			16:00			16:30		
Volume	0	0	0	0	0	0	20	53	0
Hi total	0			0			73		
PHF	.0			.0			.84		



SR-67 E\B Off Ramp



Location : Woodside & Wintergardens

Linscott, Law & Greenspan
8989 Rio San Diego, Suite 135

Weather : Clear and Dry

San Diego, CA 92108

Board # : J1560/J1559

(619) 293-3090

Site Code : 97160303

Start Date: 08/06/97

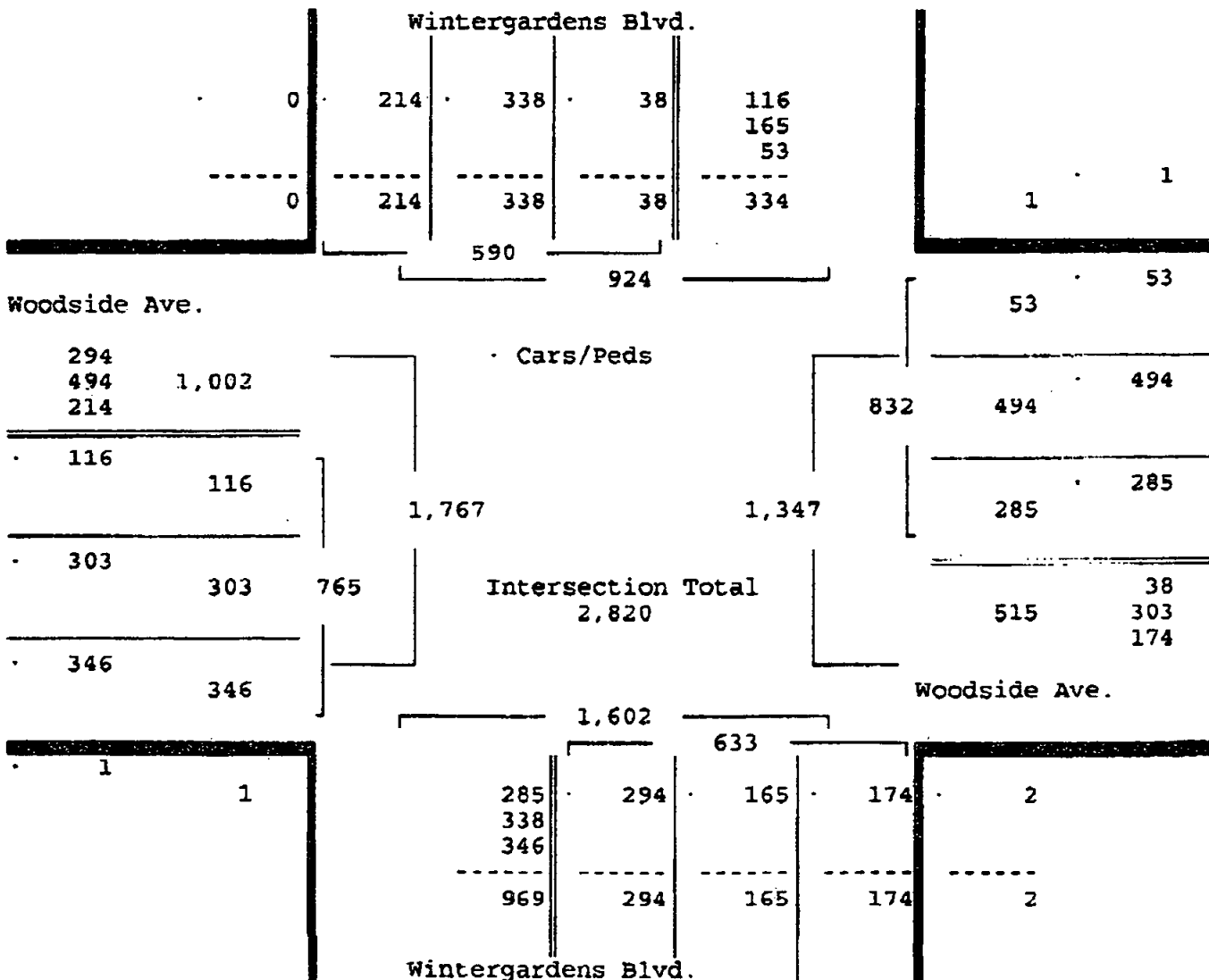
File I.D. : 97160303

Counted By: DLP/CMP

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Cars/Peds

Wintergardens Blvd. Southbound				Woodside Ave. Westbound				Wintergardens Blvd. Northbound				Woodside Ave. Eastbound				Total
Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
Date 08/06/97																
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/06/97																
Peak start 17:00				17:00				17:00				17:00				
Volume	38	338	214	0	285	494	53	1	294	165	174	2	116	303	346	1
Percent	6%	57%	36%	0%	34%	59%	6%	0%	46%	26%	27%	0%	15%	40%	45%	0%
Pk total	590				833				635				766			
Highent	17:44				17:00				17:30				17:00			
Volume	4	108	55	0	74	142	12	0	73	46	45	1	37	84	81	0
Hi total	167				235				165				202			
PMF	.68				.82				.96				.94			



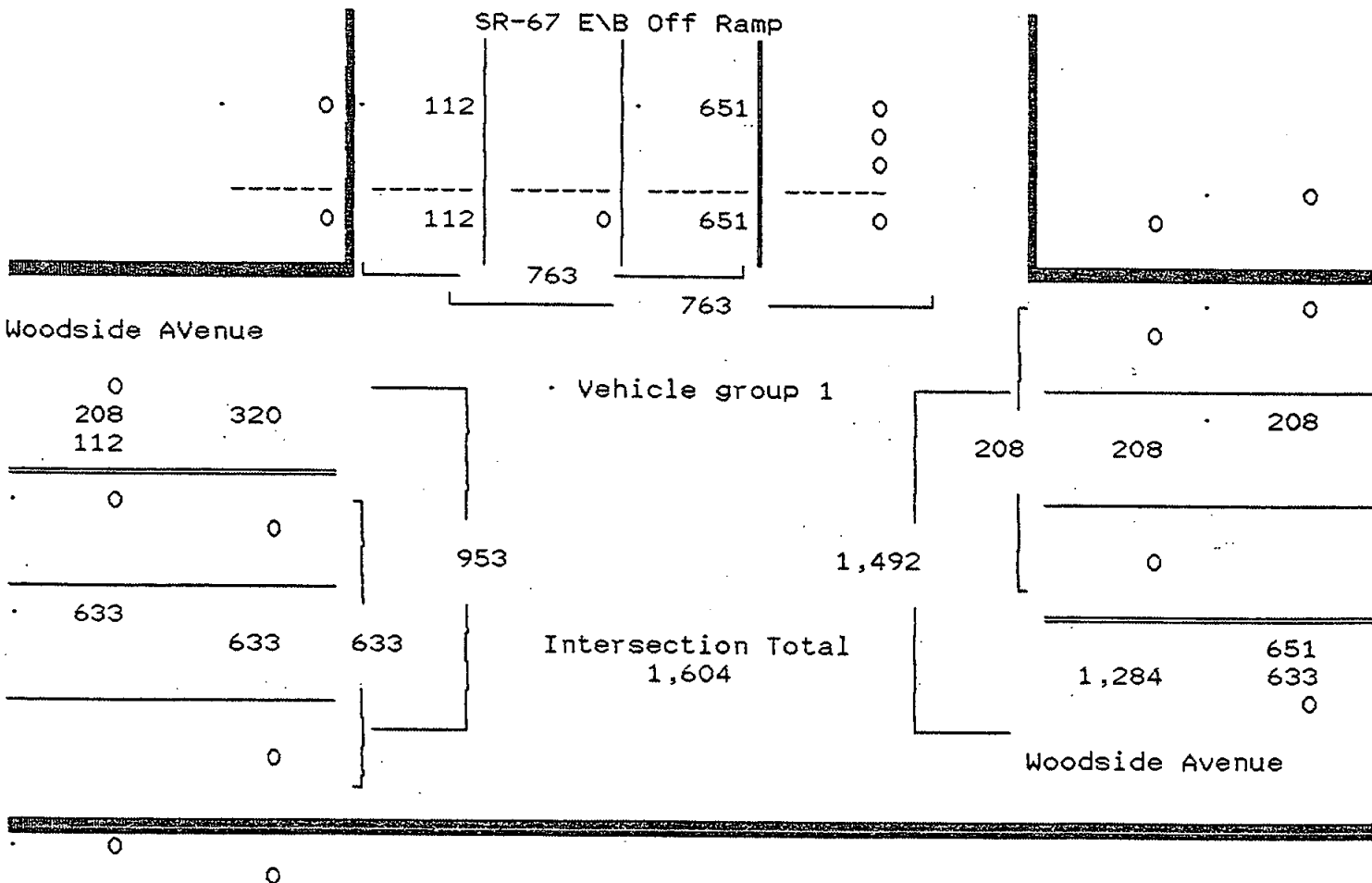
Weather : Clear & Dry
 Counted by: M. Delgadillo
 Board # : J-1560
 Location : SR-67\EB Riverford Off Ramp

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Site Code : 98850600
 Start Date: 11/11/98
 File I.D. : 98850600
 Page : 3

Vehicle group 1

SR-67 E\B Off Ramp Southbound			Woodside Avenue Westbound			Woodside Avenue Eastbound			Total
Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	
Date 11/11/98									
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/11/98									
Peak start 16:30			16:30			16:30			
Volume	651	112	0	208	0	0	0	633	0
Percent	85%	15%	0%	100%	0%	0%	0%	100%	0%
Pk total	763			208			633		
Highest	17:15			17:15			17:00		
Volume	184	29	0	67	0	0	0	185	0
Hi total	213			67			185		
PHF	.90			.78			.86		



Weather : Clear & Dry
 Counted by: Julie
 Board # : D1-0763
 Location : Riverford & Woodside Av. So.

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Site Code : 09845003
 Start Date: 07/15/98
 File I.D. : 9845003
 Page : 3

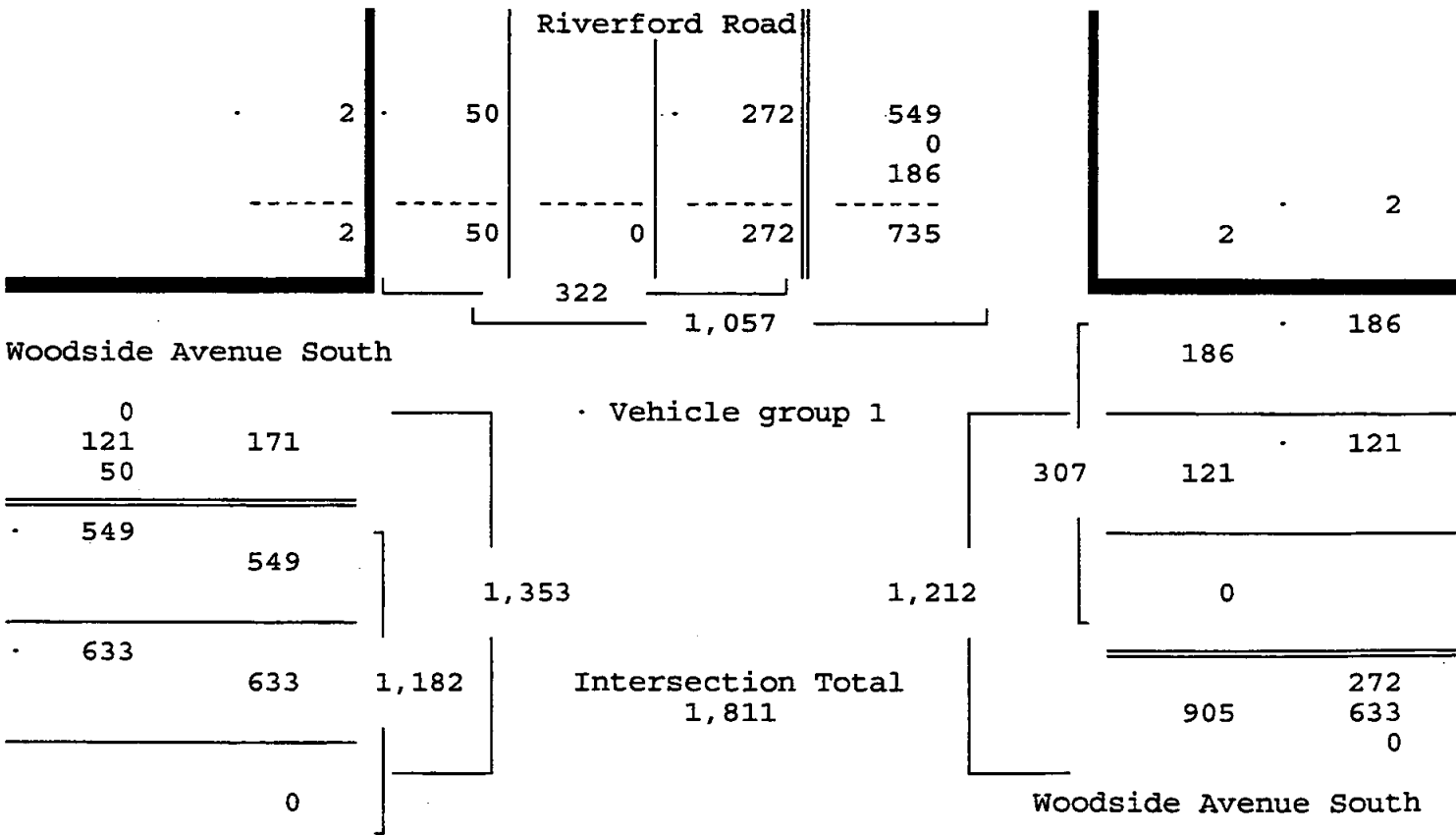
Vehicle group 1

Riverford Road			Woodside Avenue South			Woodside Avenue South			Total
Southbound			Westbound			Eastbound			
Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	

Date 07/15/98

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 07/15/98

Peak start 16:30				16:30				16:30			
Volume	272	50	2	121	186	2	549	633	1		
Percent	84%	15%	1%	39%	60%	1%	46%	54%	0%		
Pk total	324			309			1183				
Highest	16:30			17:00			17:00				
Volume	75	13	0	35	53	1	151	187	0		
Hi total	88			89			338				
PHF	.92			.87			.88				



1

1

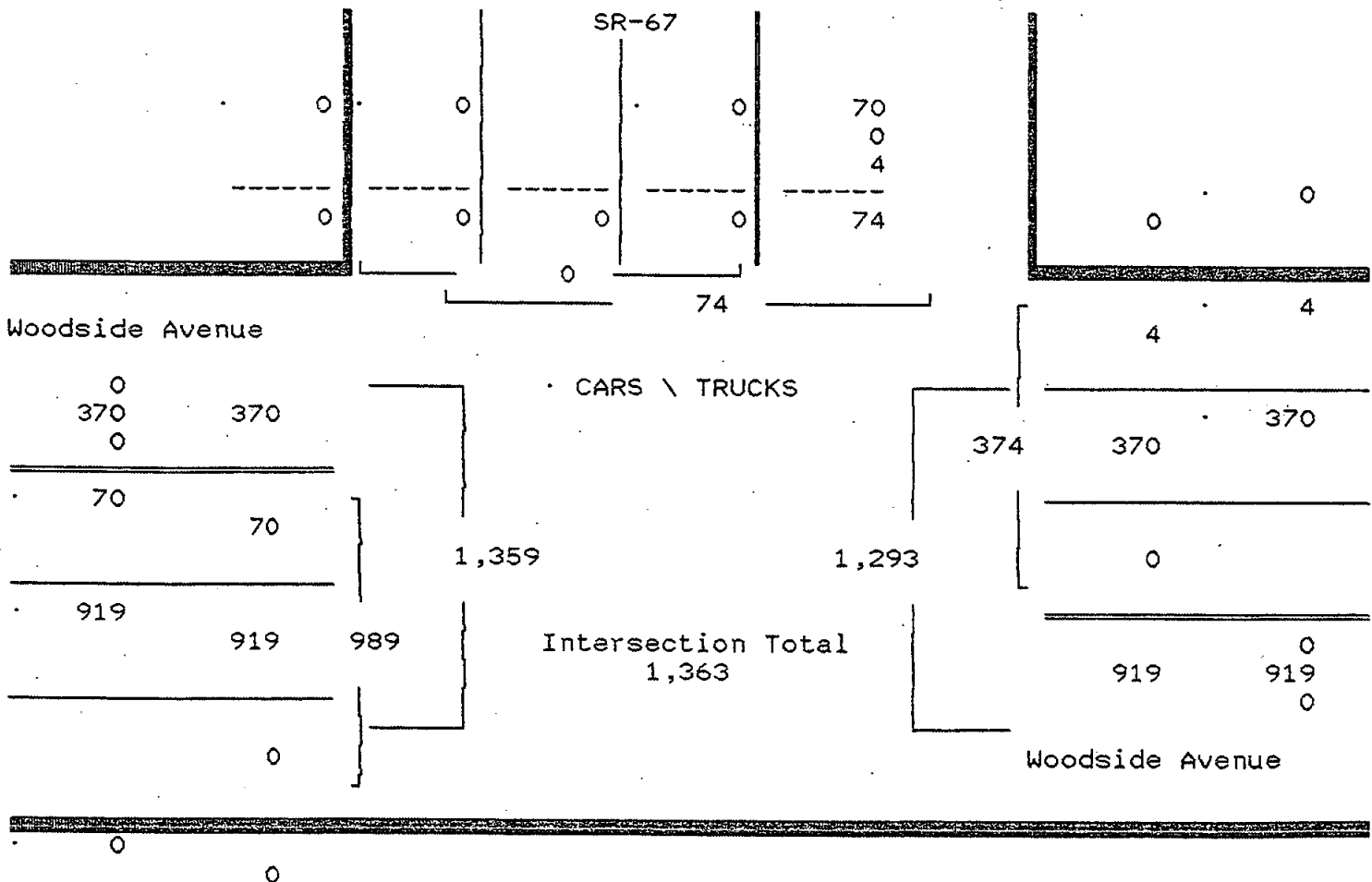
Weather : Clear & Dry
 Counted by: D. Gilbert
 Board # : D1-0767
 Location : Woodside Avenue & SR-67

Linscott, Law & Greenspan
 8989 Rio San Diego, Suite 135
 San Diego, CA 92108
 (619) 299-3090 fax(619) 299-7041

Site Code : 98850500
 Start Date: 11/12/98
 File I.D. : 98850500
 Page : 3

CARS \ TRUCKS

SR-67 Southbound			Woodside Avenue Westbound			Woodside Avenue Eastbound			Total	
Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds		
Date 11/12/98 -----										
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/12/98										
Peak start 16:30			16:30			16:30				
Volume	0	0	0	370	4	0	70	919	0	
Percent	0%	0%	0%	99%	1%	0%	7%	93%	0%	
Pk total	0			374			989			
Highest	16:00			17:15			17:15			
Volume	0	0	0	119	0	0	18	242	0	
Hi total	0			119			260			
PHF	.0			.79			.95			



Weather : Clear & Dry

Counted by: C. Parish

San Diego, CA 92108

Start Date: 07/23/98

Board # : D1-0766

(619) 299-3090 Fax (619) 299-7041

File I.D. : 98450901

Location : SR-67 S/B Ramps & Riverford

Page : 3

Vehicle group 1

Riverford Road Southbound				SR-67 Southbound off Ramp Westbound				Riverford Road Northbound				SR-67 Southbound on Ramp Eastbound				Total
Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
Date 07/23/98 -----																
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 07/23/98																
Peak start 16:45				16:45				16:45				16:45				
Volume	0	284	399	0	38	0	60	0	197	525	0	0	0	0	0	0
Percent	0%	42%	58%	0%	39%	0%	61%	0%	27%	73%	0%	0%	0%	0%	0%	0%
Pk total	683				98				722				0			
Highest	17:30				17:15				17:00				16:00			
Volume	0	65	126	0	11	0	16	0	60	143	0	0	0	0	0	0
Hi total	191				27				203				0			
PHF	.89				.91				.89				.0			

Riverford Road				
0	399	284	0	0
				525
				60
0	399	284	0	585
683				
1,268				

SR-67 Southbound on Ramp

[illegible]

SR-67 Southbound off Ramp

0	0	38	197	525	0	0
		284				
		0				
		-----	-----	-----	-----	-----
		322	197	525	0	0
		Riverford Road				

Weather : Clear & Dry
 Counted by: Chris
 Board # : D1-0766
 Location : Riverford Rd. & Woodside No.

Linscott, Law & Greenspan
 8989 Rio San Diego, Suite 135
 San Diego, CA 92108
 (619) 299-3090 Fax (619) 299-7041

Site Code : 09845004
 Start Date: 07/15/98
 File I.D. : 9845004
 Page : 3

Vehicle group 1

Riverford Road Southbound			Riverford Road Northbound			Woodside Avenue North Eastbound			Total
Thru	Right	Peds	Left	Thru	Peds	Left	Right	Peds	

Date 07/15/98

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 07/15/98

Peak start 16:00			16:00			16:00			
Volume	420	33	0	77	510	0	110	232	0
Percent	93%	7%	0%	13%	87%	0%	32%	68%	0%
Pk total	453			587			342		
Highest	16:00			16:45			16:30		
Volume	128	8	0	16	149	0	25	82	0
Hi total	136			165			107		
PHF	.83			.89			.80		

Riverford Road				
0	33	420		110
				510
				0
0	33	420	0	620
		453		
		1,073		

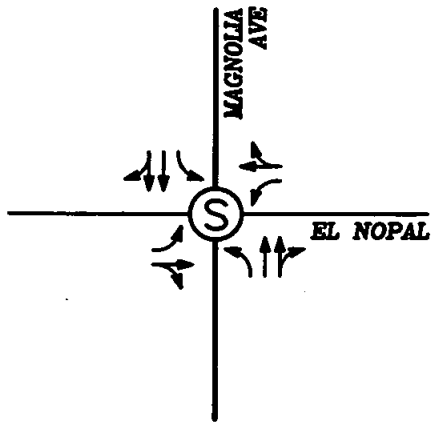
Woodside Avenue North

77				Vehicle group 1
0	110			
33				
<hr/>				
110				
	110			
<hr/>			452	
	0	342		Intersection Total
<hr/>				1,382
232				
	232			
<hr/>				
				1,239

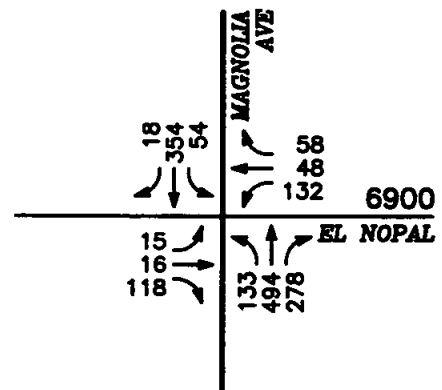
0	0	0	77	510	0
420	232	652	77	510	0
				587	
				Riverford Road	

APPENDIX A1

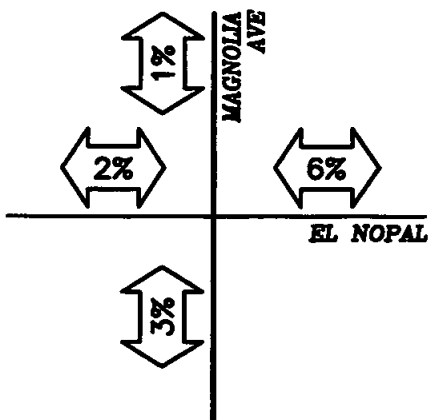
El Nopal/Magnolia Avenue Data



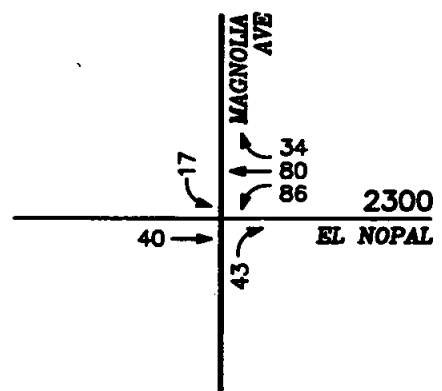
EXISTING CONDITIONS



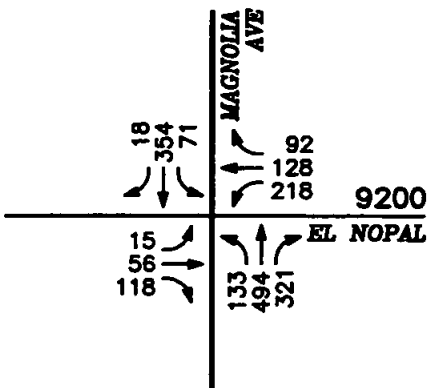
EXISTING TRAFFIC VOLUMES
PM PEAK HOUR & ADT



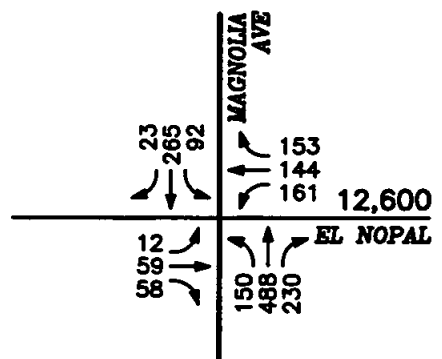
REGIONAL TRAFFIC DISTRIBUTION



PROJECT TRAFFIC VOLUMES
PM PEAK HOUR & ADT



EXISTING + PROJECT TRAFFIC VOLUMES
PM PEAK HOUR & ADT



YEAR 2015 (BUILDOUT OF
LAKESIDE COMMUNITY PLAN)
PM PEAK HOUR & ADT



NO SCALE

APPENDIX B

Signalized/Unsignalized Intersection Analyses

In the 1994 Highway Capacity Manual (HCM), Level of Service for signalized intersections is defined in terms of delay. Delay is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. Specifically, Level of Service criteria are stated in terms of the average stopped delay per vehicle for a 15-minute analysis period. The criteria are given in the table below.

Delay is a complex measure, and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the v/c ratio for the lane group or approach in question.

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

LEVEL OF SERVICE	STOPPED DELAY PER VEHICLE (SEC)
A	≤ 5.0
B	5.1 TO 15.0
C	15.1 TO 25.0
D	25.1 TO 40.0
E	40.1 TO 60.0
F	>60.0

Level of Service A describes operations with very low delay, i.e., less than 5.0 seconds per vehicle. This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.

Level of Service B describes operations with delay in the range of 5.1 to 15.0 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.

Level of Service C describes operations with delay in the range of 15.1 to 25.0 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in the level. The number of vehicles stopping is significant at this level, although many still pass through the intersections without stopping.

Level of Service D describes operations with delay in the range of 25.1 to 40.0 seconds per vehicle. At Level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

Level of Service E describes operations with delay in the range of 40.1 to 60.0 seconds per vehicle. This is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.

Level of Service F describes operations with delay in excess of 60.0 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with over-saturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Source: Highway Capacity Manual, Transportation Research Board
Special Report 209, 1994. Edited for clarity

LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

The computations described in the 1994 HCM result in a solution for the capacity of each lane on the minor approaches to a STOP or YIELD-controlled intersection. Level of Service for this methodology are stated in very general terms, and are related to general delay ranges. The criterias are given in the following table, and are based on the average total delay for any particular minor movement.

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS.

AVERAGE TOTAL DELAY SEC/VEH	LEVEL OF SERVICE	EXPECTED DELAY TO MINOR STREET TRAFFIC
≤ 5	A	Little or no delay
> 5 and ≤ 10	B	Short traffic delays
> 10 and ≤ 20	C	Average traffic delays
> 20 and ≤ 30	D	Long traffic delays
> 30 and ≤ 45	E	Very long traffic delays
> 45	F	Severe congestion

Level of Service F exists when there are insufficient gaps of suitable size to allow a side street demand to safely cross through a major street traffic stream. This is generally evident from extremely long delays experienced by side street traffic, and by queuing on the minor approaches. Level of Service F may also appear in the form of side street vehicles selecting smaller than usual gaps. In such cases, safety may be a problem, and some disruption to the major traffic stream may result. It is important to note that LOS F may not always result in long queues, but may result in adjustments to a normal gap acceptance behavior.

Source: Highway Capacity Manual, Transportation Research Board
Special Report 209, 1994. Edited for clarity

Scenario: ex PM Scenario Report

Command: ex PM

Volume: ex PM

Geometry: existing

Impact Fee: Default Impact Fee

Trip Generation: Default Trip Generation

Trip Distribution: Default Trip Distribution

Paths: Default Paths

Routes: Default Routes

Configuration: Default Configuration

Impact Analysis Report						
Level Of Service						
Intersection		Base		Future		Change In
		LOS	Dol/ Veh C	LOS	Dol/ Veh C	
# 3 SR 67 Northbound Offramp/Woods	B	12.2	0.412	B	12.2 0.412	+ 0.000 D/V
# 4 SR 67 Northbound Offramp/Winto	C	3.5	0.000	C	3.5 0.000	+ 0.000 V/C
# 5 SR 67 Northbound/Mapleview Str	D	31.9	0.814	D	31.9 0.814	+ 0.000 D/V
# 6 SR 67 Northbound/Lakeside Aven	P	379.3	0.000	P	379.3 0.000	+ 0.000 V/C

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Level Of Service Computation Report
 1994 HCM Operations Method (Base Volume Alternative)

Intersection #3 SR 67 Northbound Offramp/Woodside Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.412
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 12.2
 Optimal Cycle: 36 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 0 0 0 2 0 0 0 1 0 0 2 0 0 0 0 0 1 0 0 0

Volume Module:
 Base Vol: 0 0 0 651 0 112 0 531 0 0 171 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 651 0 112 0 531 0 0 171 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.85 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
 PHF Volume: 0 0 0 723 0 106 0 590 0 0 190 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 723 0 106 0 590 0 0 190 0
 PCF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MFL Adj: 1.00 1.00 1.00 1.03 1.00 1.00 1.00 1.05 1.00 1.00 1.00 1.00
 Final Vol.: 0 0 0 745 0 106 0 620 0 0 190 0

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 1.00 1.00 0.96 1.00 1.17 1.00 1.03 1.00 1.00 1.03 1.00
 Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 0.00 2.00 0.00 0.00 1.00 0.00
 Final Sat.: 0 0 0 3646 0 2229 0 3927 0 0 1963 0

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.20 0.00 0.05 0.00 0.16 0.00 0.00 0.10 0.00
 Crit Moves: ****
 Green/Cycle: 0.00 0.00 0.00 0.50 0.00 0.50 0.00 0.38 0.00 0.00 0.38 0.00
 Volume/Cap: 0.00 0.00 0.00 0.41 0.00 0.10 0.00 0.41 0.00 0.00 0.25 0.00

Level Of Service Module:
 Uniform Del: 0.0 0.0 0.0 12.1 0.0 10.1 0.0 17.1 0.0 0.0 16.0 0.0
 IncrementDel: 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.1 0.0 0.0 0.0 0.0
 Delay Adj: 0.00 0.00 0.00 0.85 0.00 0.85 0.00 0.85 0.00 0.00 0.85 0.00
 Delay/Veh: 0.0 0.0 0.0 10.4 0.0 8.6 0.0 14.7 0.0 0.0 13.6 0.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 0.0 0.0 10.4 0.0 8.6 0.0 14.7 0.0 0.0 13.6 0.0
 DesignQueue: 0 0 0 22 0 3 0 22 0 0 7 0

ex PM Tue Nov 24, 1998 07:57:15 Page 4-1

Level Of Service Detailed Computation Report
 1994 HCM Operations Method
 Base Volume Alternative

Intersection #3 SR 67 Northbound Offramp/Woodside Avenue

Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

HCM Ops Adjusted Lane Utilization Module:
 Lanes: 0 0 0 0 0 2 0 0 0 1 0 0 2 0 0 0 0 0 1 0 0
 Lane Group: XXXX XXXX XXXX L XXXX R XXXX T XXXX XXXX T XXXX
 #LnsInGrps: 0 0 0 2 0 1 0 2 0 0 0 1 0

HCM Ops Input Saturation Adj Module:
 Lane Width: 12 12 12 12 12 23 12 13 12 12 13 12
 % Hov Veh: 0 0 0 0 0 0 0 0 0 0 0 0
 Grade: 0% -2% 0% 0%
 Parking/Hr: No No No No
 Bus Stp/Hr: 0 0 0 0
 Area Type: < < < < < < < < Other > > > > > > > >
 Cnft Ped/Hr: 0 0 0 0
 ExclusiveRT: Include Include Include Include
 % RT Pctct: 0 0 0 0

HCM Ops f(r) and f(l) Adj Case Module:
 f(r) Case: XXXX XXXX XXXX XXXX XXXX 2 XXXX XXXX XXXX XXXX XXXX XXXX
 f(l) Case: XXXX XXXX XXXX 1 XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX

HCM Ops Saturation Adj Module:
 Ln Wid Adj: XXXX XXXX XXXXX 1.00 XXXX 1.37 XXXX 1.03 XXXXX XXXX 1.03 XXXXX
 Hov Veh Adj: XXXX XXXX XXXXX 1.00 XXXX 1.00 XXXX 1.00 XXXXX XXXX 1.00 XXXXX
 Grade Adj: XXXX XXXX XXXXX 1.01 XXXX 1.01 XXXX 1.00 XXXXX XXXX 1.00 XXXXX
 Parking Adj: XXXX XXXX XXXXX XXXX XXXX 1.00 XXXX 1.00 XXXXX XXXX 1.00 XXXXX
 Bus Stp Adj: XXXX XXXX XXXXX XXXX XXXX 1.00 XXXX 1.00 XXXXX XXXX 1.00 XXXXX
 Area Adj: XXXX XXXX XXXXX 1.00 XXXX 1.00 XXXX 1.00 XXXXX XXXX 1.00 XXXXX
 RT Adj: XXXX XXXX XXXXX XXXX XXXX 0.85 XXXX XXXX XXXXX XXXX XXXX XXXXX
 LT Adj: XXXX XXXX XXXXX 0.95 XXXX XXXX XXXX XXXX XXXXX XXXX XXXX XXXXX
 HCM Sat Adj: 1.00 1.00 1.00 0.96 1.00 1.17 1.00 1.03 1.00 1.00 1.03 1.00
 User Sat Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 HLP Sat Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Pnl Sat Adj: 1.00 1.00 1.00 0.96 1.00 1.17 1.00 1.03 1.00 1.00 1.03 1.00

Delay Adjustment Factor Module:
 Coordinated: < < < < < < < < < No > > > > > > > >
 Signal Type: < < < < < < < < < Actuated > > > > > > > >
 DelAdjFctr: 0.00 0.00 0.00 0.85 0.00 0.85 0.00 0.85 0.00 0.00 0.85 0.00

Level Of Service Computation Report
 1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 SR 67 Northbound Offramp/Winter Gardens Blvd

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: C

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign

Rights: Include Include Include Include

Lanes: 0 0 2 0 0 0 0 1 0 0 1 0 0 0 0 0

Volume Module:

Base Vol: 0 334 0 0 460 0 114 0 130 0 0 0 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 334 0 0 460 0 114 0 130 0 0 0 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHP Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90

PHP Volume: 0 371 0 0 511 0 127 0 144 0 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Final Vol: 0 371 0 0 511 0 127 0 144 0 0 0 0

Adjusted Volume Module:

Grade: 0% 0% +2% 0%

% Cycle/Cars: xxxx xxxx xxxx xxxx xxxx xxxx

% Truck/Comb: xxxx xxxx xxxx xxxx xxxx xxxx

PCR Adj: 1.10 1.00 1.00 1.10 1.00 1.00 1.40 1.40 1.40 1.10 1.10 1.10

Cycl/Car PCB: xxxx xxxx xxxx xxxx xxxx xxxx

Trck/Comb PCB: xxxx xxxx xxxx xxxx xxxx xxxx

Adj Vol: 0 371 0 0 511 0 177 0 202 0 0 0 0

Critical Gap Module:

MoveUp Time:xxxx xxxx xxxx xxxx xxxx 3.4 xxxx 2.6 xxxxx xxxx xxxxx

Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 6.5 xxxxx 5.5 xxxxx xxxx xxxxx

Capacity Module:

Cnflct Vol: xxxx xxxx xxxxx xxxx xxxx xxxxx 882 xxxx 511 xxxx xxxx xxxxx

Potent Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 327 xxxxx 763 xxxx xxxx xxxxx

Adj Cap: xxxx xxxx xxxxx xxxx xxxx xxxxx 1.00 xxxxx 1.00 xxxx xxxx xxxxx

Move Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx 327 xxxxx 763 xxxx xxxx xxxxx

Level Of Service Module:

Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 18.0 xxxxx 5.8 xxxxx xxxx xxxxx

LOS by Move: C B

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx

Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxx xxxx xxxxx

Shared LOS: C B

ApproachDel: 0.0 0.0 11.5 0.0

Level Of Service Computation Report
 1994 HCM Operations Method (Base Volume Alternative)

Intersection #5 SR 67 Northbound/Mapleview Street

Cycle (sec): 180 Critical Vol./Cap. (X): 0.814

Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 31.9

Optimal Cycle: 95 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 0 1 1 0 2 0 1 0 1 0 0 1 1 1 0 0 1

Volume Module:

Base Vol: 7 942 779 268 816 145 118 117 29 325 78 172

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 7 942 779 268 816 145 118 117 29 325 78 172

User Adj: 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85

PHP Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90

PHP Volume: 8 1047 736 298 907 137 131 130 27 361 87 162

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 8 1047 736 298 907 137 131 130 27 361 87 162

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLP Adj: 1.00 1.05 1.00 1.00 1.05 1.00 1.00 1.00 1.00 1.05 1.05 1.00

Final Vol: 8 1099 736 298 952 137 131 130 27 379 91 162

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.89 1.07 1.10 1.17 1.07 0.85 0.91 1.08 1.39 0.90 0.96 1.30

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 0.54 0.46 1.00 1.63 0.37 1.00

Final Sat.: 1685 4053 2100 2226 4053 1615 943 936 2638 2781 668 2476

Capacity Analysis Module:

Vol/Sat: 0.00 0.27 0.35 0.13 0.23 0.08 0.14 0.14 0.01 0.14 0.14 0.07

Crit Moves: ****

Green/Cycle: 0.01 0.43 0.43 0.16 0.58 0.58 0.17 0.17 0.17 0.17 0.17 0.17

Volume/Cap: 0.40 0.63 0.81 0.81 0.40 0.15 0.81 0.81 0.06 0.81 0.81 0.39

Level Of Service Module:

Uniform Del: 67.1 30.4 34.1 55.1 15.5 13.0 54.6 54.6 47.5 54.9 54.9 50.7

Incremental Del: 6.4 0.5 4.0 9.0 0.1 0.0 10.1 10.1 0.0 6.1 6.1 0.3

Delay Adj: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85

Delay/Veh: 63.4 26.4 33.1 55.9 13.2 11.0 56.5 56.5 40.4 52.7 52.7 43.4

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 63.4 26.4 33.1 55.9 13.2 11.0 56.5 56.5 40.4 52.7 52.7 43.4

DesignQueue: 1 68 47 26 42 6 11 11 2 33 8 14

Level Of Service Detailed Computation Report
1994 HCM Operations Method
Base Volume Alternative

Intersection #5 SR 67 Northbound/Mapleview Street

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
HCM Ops Adjusted Lane Utilization Module:																
Lanes:	1	0	2	0	1	1	0	2	0	1	0	1	0	0	1	
Lane Group:	L	T	R		L	T	R		LT	LT	R		LT	T	R	
#LnsInGrp:	1	2	1		1	2	1		1	1	1		2	2	1	
HCM Ops Input Saturation Adj Module:																
Lane Width:	10	14	21		19	14			10	15			10	12	28	
% Hov Veh:		0				0				0				0		
Grade:	0%				0%				0%				0%			
Parking/Hr:	No				No				No				No			
Bus Stp/Hr:	0				0				0				0			
Area Type:	<	<	<	<	<	<	<	<	Other	>	>	>	>	>	>	
Cnft Pod/Hr:	0				0				0				0			
ExclusiveRT:	Include				Include				Include				Include			
% RT Prctc:	0				0				0				0			
HCM Ops f(r) and f(lt) Adj Case Module:																
f(r) Case:	xxxx	xxxx		2	xxxx	xxxx		2	xxxx	xxxx		2	xxxx	xxxx		
f(lt) Case:	1	xxxx	xxxx		1	xxxx	xxxx		4	4	xxxx		4	4	xxxx	
HCM Ops Saturation Adj Module:																
Ln Wid Adj:	0.93	1.07	1.30		1.23	1.07	1.00		0.93	1.10	1.63		0.93	1.00	1.53	
Hov Veh Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Grade Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Parking Adj:	xxxx	xxxx	1.00		xxxx	xxxx	1.00		xxxx	xxxx	1.00		xxxx	xxxx	1.00	
Bus Stp Adj:	xxxx	xxxx	1.00		xxxx	xxxx	1.00		xxxx	xxxx	1.00		xxxx	xxxx	1.00	
Area Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
RT Adj:	xxxx	xxxx	0.85		xxxx	xxxx	0.85		xxxx	xxxx	0.85		xxxx	xxxx	0.85	
LT Adj:	0.95	xxxx	xxxxx		0.95	xxxx	xxxxx		0.98	0.98	xxxxxx		0.96	0.96	xxxxxx	
HCM Sat Adj:	0.89	1.07	1.10		1.17	1.07	0.85		0.91	1.08	1.39		0.90	0.96	1.30	
Usr Sat Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Mlf Sat Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Fnl Sat Adj:	0.89	1.07	1.10		1.17	1.07	0.85		0.91	1.08	1.39		0.90	0.96	1.30	
Delay Adjustment Factor Module:																
Coordinated:	<	<	<	<	<	<	<	<	No	>	>	>	>	>	>	
Signal Type:	<	<	<	<	<	<	<	<	Actuated	>	>	>	>	>	>	
DblAdjPctr:	0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85		0.85	0.85	0.85	

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 SR 67 Northbound/Lakeside Avenue

Average Delay (sec/veh):		379.3		Worst Case Level Of Service:		F			
Approach:		North Bound		South Bound		East Bound		West Bound	
Movement:		L - T - R		L - T - R		L - T - R		L - T - R	
Control:		Uncontrolled		Uncontrolled		Stop Sign		Stop Sign	
Rights:		Include		Include		Include		Include	
Lanes:		1 0 1 0 0		0 0 1 0 1		0 0 1 0 1		0 0 0 0 0	
Volume Module:									
Base Vol:		17 1241 0		0 1322 163		111 0 4		0 0 0	
Growth Adj:		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
Initial Bae:		17 1241 0		0 1322 163		111 0 4		0 0 0	
User Adj:		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
PHF Adj:		0.90 0.90 0.90		0.90 0.90 0.90		0.90 0.90 0.90		0.90 0.90 0.90	
PHF Volume:		19 1379 0		0 1469 181		123 0 4		0 0 0	
Reduct Vol:		0 0 0		0 0 0		0 0 0		0 0 0	
Final Vol.:		19 1379 0		0 1469 181		123 0 4		0 0 0	
Adjusted Volume Module:									
Grade:		0%		0%		0%		0%	
% Cycle/Cars:		XXXX XXXX		XXXX XXXX		XXXX XXXX		XXXX XXXX	
% Truck/Comb:		XXXX XXXX		XXXX XXXX		XXXX XXXX		XXXX XXXX	
PCE Adj:		1.10 1.00 1.00		1.10 1.00 1.00		1.10 1.10 1.10		1.10 1.10 1.10	
Cycl/Car PCE:		XXXX XXXX		XXXX XXXX		XXXX XXXX		XXXX XXXX	
Trck/Cmb PCE:		XXXX XXXX		XXXX XXXX		XXXX XXXX		XXXX XXXX	
Adj Vol.:		21 1379 0		0 1469 181		136 0 5		0 0 0	
Critical Gap Module:									
MoveUp Time:		2.1 XXXX XXXXX		XXXX XXXX XXXXX		3.4 XXXX		2.6 XXXXX XXXX XXXXX	
Critical Gp:		5.0 XXXX XXXXX		XXXX XXXX XXXXX		6.5 XXXX		5.5 XXXXX XXXX XXXXX	
Capacity Module:									
Cnflct Vol:		1650 XXXX XXXXX		XXXX XXXX XXXXX		2867 XXXX		1469 XXXX XXXX XXXXX	
Potent Cap.:		280 XXXX XXXXX		XXXX XXXX XXXXX		23 XXXX		250 XXXX XXXX XXXXX	
Adj Cap.:		1.00 XXXX XXXXX		XXXX XXXX XXXXX		0.93 XXXX		1.00 XXXX XXXX XXXXX	
Move Cap.:		280 XXXX XXXXX		XXXX XXXX XXXXX		21 XXXX		250 XXXX XXXX XXXXX	
Level of Service Module:									
Stopped Del:		13.8 XXXX XXXXX		XXXXXX XXXX XXXXX		8916 XXXX		14.7 XXXXX XXXX XXXXX	
LOS by Move:		C		A		C		A	
Movement:		LT - LTR - RT		LT - LTR - RT		LT - LTR - RT		LT - LTR - RT	
Shared Cap.:		XXXX XXXX XXXXX		XXXX XXXX XXXXX		XXXX 22		XXXX XXXX XXXX XXXXX	
Shrd StpDel:		XXXXXX XXXX XXXXX		XXXX XXXX XXXXX		XXXXXX 8607		XXXXXX XXXX XXXX XXXXX	
Shared LOS:		A		A		F		A	
ApproachDel:		0.2		0.0		8606.6		0.0	

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Scenario: ex PM Scenario Report

Command: ex PM

Volume: ex PM

Geometry: existing

Impact Fee: Default Impact Fee

Trip Generation: Default Trip Generation

Trip Distribution: Default Trip Distribution

Paths: Default Paths

Routes: Default Routes

Configuration: Default Configuration

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Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change In
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 1 El Nopal/Magnolia Street	C 21.3	0.491	C 21.3	0.491	+ 0.000 D/V

Intersection #1 El Nopal/Magnolia Street

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected Include				Protected Include				Protected Include				Protected Include			
Right:																
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	0	1	0	1	0	1	0	0	1	0	1	0	

Base Vol:	133	494	278	54	354	18	15	16	118	132	48	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Base:	133	494	278	54	354	18	15	16	118	132	48	58
User Adj:	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	148	549	263	60	393	17	17	18	111	147	53	55
Product Vol:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Reduced Vol:	148	549	263	60	393	17	17	18	111	147	53	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Mfr Adj:	1.00	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	148	576	276	60	413	18	17	18	111	147	53	55

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.93	0.93	0.87	0.97	0.97	0.87	0.85	0.85	0.87	0.90
Lanes:	1.00	1.35	0.65	1.00	1.92	0.08	1.00	0.14	0.86	1.00	0.49
Final Sat.:	1652	2393	1147	1652	3534	154	1652	226	1394	1652	841

Capacity: 1000000	0.09	0.24	0.24	0.04	0.12	0.12	0.01	0.08	0.08	0.09	0.06	0.06
Vol/Sat:	0.09	0.24	0.24	0.04	0.12	0.12	0.01	0.08	0.08	0.09	0.06	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.24	0.49	0.49	0.07	0.32	0.32	0.05	0.16	0.16	0.18	0.30	0.30
Volume/Cap:	0.37	0.49	0.49	0.49	0.37	0.37	0.21	0.49	0.49	0.49	0.21	0.21

Level of Service Module:												
Unavail Del:	30.9	16.9	16.9	44.0	25.9	25.9	45.2	37.7	37.7	36.3	26.2	26.2
Incremental:	0.3	0.2	0.2	2.5	0.1	0.1	0.2	1.2	1.2	1.0	0.0	0.0
Delay Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Delay/Veh:	26.6	14.6	14.6	39.9	22.1	22.1	38.6	33.2	33.2	31.9	22.3	22.3
Use DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Use Del/Veh:	26.6	14.6	14.6	39.9	22.1	22.1	38.6	33.2	33.2	31.9	22.3	22.3
Design Queue:	6	23	23	1	1	1	3	3	3	3	3	3
Design Queue:	8	23	23	1	1	1	3	3	3	3	3	3

Intersection #1 El Nopal/Magnolia Street

```

HCM Ops Adjusted Lane Utilization Module:
Lanes:      1 0 1 1 0 1 0 1 1 0 1 0 0 1 0 1 0 0 1 0
Lane Group:  L  RT  RT  L  RT  RT  L  RT  RT  L  RT  RT  L  RT  RT  L  RT  RT
#LnsInGrps:  1  2  2  1  2  2  1  1  1  1  1  1  1  1  1  1  1  1

```

Lane Width:	10	12	12	10	12	12	10	12	12	10	12	12
% Mov Veh:	2			2				2			2	
Grade:	0%			0%			0%			0%		
Parking/Hr:	No			No			No			No		
Bun Stp/Hr:	0			0			0			0		
Area Type:	<<< <	<<< <	<<< <	<<< <	<<< <	<<< <	<<< <	<<< <	<<< <	<<< <	<<< <	<<< <
Cnst Ped/Hr:	0			0			0			0		
ExclusiveRT:	Include			Include			Include			Include		
% RT Prtct:	0			0			0			0		

HCM Ops f (rt) and f (lt) Adj Case Module:											
f (rt) Case:	xxxx	5	5	xxxx	5	xxxx	5	xxxx	5	xxxx	5
f (lt) Case:	1	xxxx	xxxx	1	xxxx	xxxx	1	xxxx	xxxx	1	xxxx

HCM Ups		Satur		100		Adj		Module:	
Raw Wid Adj:	0.93	1.00	1.00	0.93	1.00	0.99	0.93	1.00	1.00
Raw Vch Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Grade Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00
Bus Stop Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00
Area Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
RT Adj:	xxxx	0.95	0.95	xxxx	0.99	0.99	xxxx	0.87	0.87
LT Adj:	0.95	xxxx	xxxxxx	0.95	xxxx	xxxxxx	0.95	xxxx	xxxxxx
HCM Sat Adj:	0.87	0.93	0.93	0.87	0.97	0.97	0.87	0.85	0.85
Utr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLP Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pnl Sat Adj:	0.87	0.93	0.93	0.87	0.97	0.97	0.87	0.85	0.85

Delay Adjustment Factor Module:
Coordinated: <<<<<<<<<<<<<< No >>>>>>>>>>>>>>>>
Signal Type: <<<<<<<<<<<<<< Actuated >>>>>>>>>>>>>>>>
DelAdj?ctr: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85

Scenario:

ex + proj PM

Command:

$$\text{ex} + \text{proj PM}$$

Volume:

$$ex + proj \quad PM$$

Geometry:

existing

Impact Fe

Default Impact Fee

Trip Generation:

Default Trip Generation

Trip Distribution:

Default Trip Distribution

Paths:

Default Paths

Routes:

Default Routes

Configuration:

Default Configuration

Impact Analysis Report

Level Of Service

Intersection

Base

Future

Change

Del/

Del/

change
in

#	3	SR 67 Northbound Offramp/Woods	B	13.4	0.598	B	13.4	0.598	+ 0.000	D/V
---	---	--------------------------------	---	------	-------	---	------	-------	---------	-----

4 SR 67 Northbound Offramp/Winte P 14.7 0.000 P 14.7 0.000 + 0.000 V/C

5 SR 67 Northbound/Mapleview Str E 44.6 0.946 E 44.6 0.946 + 0.000 D/V

6 SR 67 Northbound/Lakeside Aven F OVRFL 0.000 F OVRFL 0.000 + 0.000 V/C

Intersection #3 SR 67 Northbound Offramp/Woodside Avenue

Level of Service Module:												
Uniform Del:	0.0	0.0	0.0	17.3	0.0	13.7	0.0	13.1	0.0	0.0	15.1	0.0
IncrementDel:	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.1	0.0	0.0	0.8	0.0
Delay Adj:	0.00	0.00	0.00	0.85	0.00	0.85	0.00	0.85	0.00	0.00	0.85	0.00
Delay/Veh:	0.0	0.0	0.0	15.2	0.0	11.6	0.0	11.2	0.0	0.0	13.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.2	0.0	11.6	0.0	11.2	0.0	0.0	13.6	0.0
DesignQueue:	0	0	0	31	0	3	0	20	0	0	18	0

Intersection #3 SR 67 Northbound Offramp/Woodside Avenue

```
Delay Adjustment Factor Module:
```

Coordinated:	<	<	<	<	<	<	<	<	<	<	No	>	>	>	>	>	>	>
Signal Type:	<	<	<	<	<	<	<	<	<	<	Actuated	>	>	>	>	>	>	>
DelAdjPctr:	0.00	0.00	0.00	0.85	0.00	0.85	0.00	0.85	0.00	0.00	0.85	0.00	0.00	0.85	0.00	0.00	0.85	0.00

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Level Of Service Computation Report
 1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 SR 67 Northbound Offramp/Winter Gardens Blvd

Average Delay (sec/veh): 14.7 Worst Case Level Of Service: P

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	0 0 2 0 0	0 0 1 0 0	1 0 0 0 1	0 0 0 0 0

Volume Module:

Base Vol:	0 454	0	0 620	0	164	0	130	0	0	0
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
Initial Bae:	0 454	0	0 620	0	164	0	130	0	0	0
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
PHF Adj:	0.90 0.90	0.90	0.90 0.90	0.90	0.90 0.90	0.90	0.90 0.90	0.90	0.90 0.90	0.90
PHF Volume:	0 504	0	0 689	0	182	0	144	0	0	0
Reduct Vol:	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0
Final Vol.:	0 504	0	0 689	0	182	0	144	0	0	0

Adjusted Volume Module:

Grade:	0%	0%	+2%	0%
% Cycle/Cars:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
% Truck/Comb:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
PCE Adj:	1.10 1.00	1.00	1.10 1.00	1.00
Cycl/Car PCE:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
Trck/Cmb PCE:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
Adj Vol.:	0 504	0	0 689	0

Critical Gap Module:

MoveUp Time:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	3.4	xxxxxx	2.6	xxxxxx	xxxxxx	xxxxxx
Critical Cp: <td>xxxxxx</td> <td>xxxxxx</td> <td>xxxxxx</td> <td>xxxxxx</td> <td>6.5 <td>xxxxxx</td> <td>5.5 <td>xxxxxx</td> <td>xxxxxx</td> <td>xxxxxx</td> </td></td>	xxxxxx	xxxxxx	xxxxxx	xxxxxx	6.5 <td>xxxxxx</td> <td>5.5 <td>xxxxxx</td> <td>xxxxxx</td> <td>xxxxxx</td> </td>	xxxxxx	5.5 <td>xxxxxx</td> <td>xxxxxx</td> <td>xxxxxx</td>	xxxxxx	xxxxxx	xxxxxx

Capacity Module:

Conflict Vol:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1193	xxxx	689	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	216 <td>xxxx</td> <td>620 <td>xxxx</td> <td>xxxx</td> <td>xxxxxx</td> </td>	xxxx	620 <td>xxxx</td> <td>xxxx</td> <td>xxxxxx</td>	xxxx	xxxx	xxxxxx
Adj Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1.00	xxxx	1.00	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	216 <td>xxxx</td> <td>620 <td>xxxx</td> <td>xxxx</td> <td>xxxxxx</td> </td>	xxxx	620 <td>xxxx</td> <td>xxxx</td> <td>xxxxxx</td>	xxxx	xxxx	xxxxxx

Level Of Service Module:

Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	88.9	xxxx	7.6	xxxxxx	xxxx	xxxxxx
LOS by Move:							P		B			
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT						
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:												
ApproachDel:	0.0	0.0					52.9		0.0			

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Level Of Service Computation Report
 1994 HCM Operations Method (Base Volume Alternative)

Intersection #5 SR 67 Northbound/Mapleview Street

Cycle (sec): 180 Critical Vol./Cap. (X): 0.946

Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 44.6

Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	0 1 0 0 1	1 1 0 0 1

Volume Module:

Base Vol:	97	942	779	268	816	165	168	247	199	325	148	172
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
Initial Bae:	97	942	779	268	816	165	168	247	199	325	148	172
User Adj:	1.00 1.00	0.85	1.00 1.00	0.85	1.00 1.00	0.85	1.00 1.00	0.85	1.00 1.00	0.85	1.00 1.00	0.85
PHF Adj:	0.90 0.90	0.90	0.90 0.90	0.90	0.90 0.90	0.90	0.90 0.90	0.90	0.90 0.90	0.90	0.90 0.90	0.90
PHF Volume:	108	1047	736	298	907	156	187	274	188	361	164	162
Reduct Vol:	0 0	0	0 0	0	0 0	0	0 0	0	0 0	0 0	0 0	0
Reduced Vol:	108	1047	736	298	907	156	187	274	188	361	164	162
PCE Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
MUP Adj:	1.00 1.05	1.00	1.00 1.05	1.00	1.00 1.05	1.00	1.00 1.05	1.00	1.00 1.05	1.00	1.05 1.05	1.00
Final Vol.:	108	1099	736	298	952	156	187	274	188	379	173	162

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.07	1.10	1.17	1.07	0.85	0.91	1.08	1.39	0.91	0.97	1.30
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.45	0.55	1.00	1.40	0.60	1.00
Final Sat.:	1685	4053	2100	2226	4053	1615	775	1135	2638	2412	1101	2476

Capacity Analysis Module:

Vol/Sat:	0.06	0.27	0.35	0.13	0.23	0.10	0.24	0.24	0.07	0.16	0.16	0.07
Crit Moves:												
Green/Cycle:	0.11	0.37	0.37	0.14	0.40	0.40	0.26	0.26	0.26	0.17	0.17	0.17
Volume/Cap:	0.58	0.73	0.95	0.95	0.58	0.24	0.95	0.95	0.28	0.95	0.95	0.39

Level Of Service Module:

Uniform Del:	57.9	37.2	41.7	58.2	31.9	27.0	50.0	50.0	40.9	56.4	56.4	50.9
IncrementDel:	3.3	1.3	14.8	26.6	0.4	0.0	20.2	20.2	0.1	17.9	17.9	0.3
Delay Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Delay/Veh:	52.6	32.9	50.3	76.1	27.5	23.0	62.7	62.7	34.8	65.9	65.9	43.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	32.9	50.3	76.1	27.5	23.0	62.7	62.7	34.8	65.9	65.9	43.6
DesignQueue:	10	75	52	27	61	10	15	22	14	33	15	14

Intersection #5 SR 67 Northbound/Mapleview Street

H01ABJF0001: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85

Intersection #6 SR 67 Northbound/Lakeside Avenue

ApproachDel:	0.2	0.0	xxxxxx	0.0
--------------	-----	-----	--------	-----

```

ex + proj PM                               Wed Jan 13, 1999 11:41:45                               Page 1-1
.....
Scenario Report
Scenario:          ex + proj PM
Command:          ex + proj PM
Volume:          ex + proj PM
Geometry:        existing
Impact Fee:      Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths:          Default Paths
Routes:         Default Routes
Configuration:  Default Configuration

```

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Impact Analysis Report							
Level Of Service							
Intersection		Base		Future		Change	
		Del/	V/	Del/	V/	in	
		LOS Veh	C	LOS Veh	C		
#	1 El Nopal/Magnolia Street	C	24.5 0.606	C	24.5 0.606	+ 0.000 D/V	

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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1 El Nopal/Magnolia Street

Cycle (sec): 130 Critical Vol./Cap. (X): 0.606
Loss Time (sec): 12 (Y/R = 4 sec) Average Delay (sec/veh): 24.5
Optimal Cycle: 51 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 0

Volume Module:
Base Vol: 133 494 321 71 354 18 15 56 118 218 128 92
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bae: 133 494 321 71 354 18 15 56 118 218 128 92
User Adj: 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85
PHP Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHP Volume: 148 549 303 79 393 17 17 62 111 242 142 87
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 148 549 303 79 393 17 17 62 111 242 142 87
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.05 1.05 1.00 1.05 1.05 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 148 576 318 79 413 18 17 62 111 242 142 87

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 0.93 0.93 0.87 0.97 0.97 0.87 0.88 0.88 0.87 0.92 0.92
Lanes: 1.00 1.29 0.71 1.00 1.92 0.08 1.00 0.36 0.64 1.00 0.62 0.38
Final Sat.: 1652 2280 1259 1652 3534 154 1652 601 1076 1652 1086 665

Capacity Analysis Module:
Vol/Sat: 0.09 0.25 0.25 0.05 0.12 0.12 0.01 0.10 0.10 0.15 0.13 0.13
Crit Moves: ****
Green/Cycle: 0.22 0.42 0.42 0.08 0.28 0.28 0.03 0.17 0.17 0.24 0.38 0.38
Volume/Cap: 0.42 0.61 0.61 0.61 0.42 0.42 0.34 0.61 0.61 0.61 0.34 0.34

Level Of Service Module:
Uniform Del: 33.4 22.5 22.5 44.0 29.0 29.0 47.0 37.9 37.9 33.3 21.7 21.7
IncrementDel: 0.5 0.5 0.5 5.4 0.2 0.2 1.6 2.6 2.6 1.9 0.1 0.1
Delay Adj: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
Delay/Veh: 28.9 19.6 19.6 42.8 24.8 24.8 41.5 34.8 34.8 30.2 18.6 18.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 28.9 19.6 19.6 42.8 24.8 24.8 41.5 34.8 34.8 30.2 18.6 18.6
DesignQueue: 9 26 14 5 22 1 1 4 7 14 7 4

ex + proj PM Wed Jan 13, 1999 11:41:45 Page 4-1

Level Of Service Detailed Computation Report
1994 HCM Operations Method
Base Volume Alternative

Intersection #1 El Nopal/Magnolia Street

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

HCM Ops Adjusted Lane Utilization Module:
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 0 1 0 1 0 0 1 0
Lane Group: L RT RT L RT RT L RT RT L RT RT L RT RT
#LnsInGrps: 1 2 2 1 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1

HCM Ops Input Saturation Adj Module:
Lane Width: 10 12 12 10 12 12 10 12 12 10 12 12
% Rev Veh: 2 2 2 2 2 2 2 2 2 2 2 2
Grade: 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%
Parking/Hr: No No No No No No No No No No No No
Bus Stp/Hr: 0 0 0 0 0 0 0 0 0 0 0 0
Area Type: < < < < < < < < < < Other > > > > > > > > > > > > > >
Cnft Pod/Hr: 0 0 0 0 0 0 0 0 0 0 0 0
ExclusiveRT: Include Include Include Include
% RT Prtct: 0 0 0 0 0 0 0 0 0 0 0 0

HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case: xxxx 5 5 xxxx 5 5 xxxx 5 5 xxxx 5 5
f(lt) Case: 1 xxxx xxxx 1 xxxx xxxx 1 xxxx xxxx 1 xxxx xxxx

HCM Ops Saturation Adj Module:
Ln Wid Adj: 0.93 1.00 1.00 0.93 1.00 1.00 0.93 1.00 1.00 0.93 1.00 1.00 0.93 1.00 1.00
Hav Veh Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
Grade Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Parking Adj: xxxx 1.00 1.00 xxxx 1.00 1.00 xxxx 1.00 1.00 xxxx 1.00 1.00
Bus Stp Adj: xxxx 1.00 1.00 xxxx 1.00 1.00 xxxx 1.00 1.00 xxxx 1.00 1.00
Area Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
RT Adj: xxxx 0.95 0.95 xxxx 0.99 0.99 xxxx 0.90 0.90 xxxx 0.94 0.94
LT Adj: 0.95 xxxx xxxx 0.95 xxxx xxxx 0.95 xxxx xxxx 0.95 xxxx xxxx
HCM Sat Adj: 0.87 0.93 0.93 0.87 0.97 0.97 0.87 0.88 0.88 0.87 0.92 0.92
User Sat Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Sat Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Fnl Sat Adj: 0.87 0.93 0.93 0.87 0.97 0.97 0.87 0.88 0.88 0.87 0.92 0.92

Delay Adjustment Factor Module:
Coordinated: < < < < < < < < < < No > > > > > > > > > > > > > >
Signal Type: < < < < < < < < < < Actuated > > > > > > > > > > > > > >
DelAdjFctr: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85

Scenario: ex + proj w/mitigation PM

Command: ex + proj w/mitigation PM

Volume: ex + proj w/mitigation PM

Geometry: w/mitigation

Impact Fee: Default Impact Fee

Trip Generation: Default Trip Generation

Trip Distribution: Default Trip Distribution

Paths: Default Paths

Routes: Default Routes

Configuration: Default Configuration

Scenario Report

ex + proj w/mitigation PM

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 3 SR 67 Northbound Offramp/Woods		0.0	0.000		0.0	0.000	+ 0.000 D/V
# 4 SR 67 Northbound Offramp/Winte		0.0	0.000		0.0	0.000	+ 0.000 V/C
# 5 SR 67 Northbound/Mapleview Str	D	33.8	0.743	D	33.8	0.743	+ 0.000 D/V
# 6 SR 67 Northbound/Lakeside Aven		0.0	0.000		0.0	0.000	+ 0.000 V/C

Level Of Service Computation Report
 1994 HCM Operations Method (Base Volume Alternative)

Intersection #3 SR 67 Northbound Offramp/Woodside Avenue

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 0.0
 Optimal Cycle: 0 Level Of Service:

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHP Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHP Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCR Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLP Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Level Of Service Module:

Uniform Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Design Queue:	0	0	0	0	0	0	0	0	0	0	0	0

Level Of Service Detailed Computation Report
 1994 HCM Operations Method
 Base Volume Alternative

Intersection #3 SR 67 Northbound Offramp/Woodside Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

HCM Ops Adjusted Lane Utilization Module:

Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0
Lane Group:	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX
LnsInGrps:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

HCM Ops Input Saturation Adj Module:

Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
% Hav Veh:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grade:	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Parking/Hr:	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Bus Stp/Hr:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Area Type:	<	<	<	<	<	<	<	<	<	<	<	<	<	<	<	<
Craft Ped/Hr:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ExclusiveRT:	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include
% RT Prct:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

HCM Ops f(r) and f(l) Adj Case Module:

f(r) Case:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
f(l) Case:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

HCM Ops Saturation Adj Module:

Ln Wid Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hav Veh Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grade Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Parking Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Bus Stp Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Area Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
RT Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
LT Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLP Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pln Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Delay Adjustment Factor Module:

Coordinated:	<	<	<	<	<	<	<	<	<	<	<	<	<	<	<	<
Signal Type:	<	<	<	<	<	<	<	<	<	<	<	<	<	<	<	<
DelAdjPctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

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Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)
.....
Intersection #4 SR 67 Northbound Offramp/Winter Gardens Blvd
.....
Average Delay (sec/veh): 0.0 Worst Case Level Of Service:
Loss Time (sec): 12 (V+R = 4 sec) Average Delay (sec/veh): 33.8
Optimal Cycle: 74 Level Of Service: D
.....
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
.....
Volume Module:
Base Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Growth Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Initial Base: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
User Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
PHF Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
PHF Volume: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
.....
Adjusted Volume Module:
Grade: 0% 0% 0% 0%
% Cycle/Cars: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
% Truck/Comb: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
PCE Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Cycl/Car PCE: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Truck/Comb PCE: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Adj Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
.....
Critical Gap Module:
MoveUp Time: 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0
Critical Gp: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
.....
Capacity Module:
Conflict Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Potent Cap: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Adj Cap: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Move Cap: 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
.....
Level Of Service Module:
Stopped Del: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
LOS by Move:
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Shrd StpDel: 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0
Shared LOS:
ApproachDel: 0.0 0.0 0.0 0.0

```

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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)
.....
Intersection #5 SR 67 Northbound/Mapleview Street
.....
Cycle (sec): 180 Critical Vol./Cap. (X): 0.743
Loss Time (sec): 12 (V+R = 4 sec) Average Delay (sec/veh): 33.8
Optimal Cycle: 74 Level Of Service: D
.....
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 1 0 1 1 1 1 0 0 1
.....
Volume Module:
Base Vol: 97 942 779 268 816 165 168 247 199 325 148 172
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Base: 97 942 779 268 816 165 168 247 199 325 148 172
User Adj: 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 108 1047 736 298 907 156 187 274 188 361 164 162
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 108 1047 736 298 907 156 187 274 188 361 164 162
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLP Adj: 1.00 1.05 1.00 1.00 1.05 1.00 1.00 1.00 1.00 1.05 1.05 1.00
Final Vol: 108 1099 736 298 952 156 187 274 188 379 173 162
.....
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.89 1.07 1.10 1.17 1.07 0.85 0.89 1.10 1.39 0.91 0.97 1.30
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.40 0.60 1.00
Final Sat: 1685 4053 2100 2226 4053 1615 1685 2090 2638 2412 1101 2476
.....
Capacity Analysis Module:
Vol/Sat: 0.06 0.27 0.35 0.13 0.23 0.10 0.11 0.13 0.07 0.16 0.16 0.07
Crit Moves: ****
Green/Cycle: 0.12 0.37 0.58 0.18 0.43 0.43 0.16 0.18 0.18 0.21 0.23 0.23
Volume/Cap: 0.55 0.74 0.61 0.74 0.55 0.23 0.69 0.74 0.40 0.74 0.69 0.29
.....
Level Of Service Module:
Uniform Del: 57.0 37.8 18.9 53.1 29.2 24.7 54.2 53.4 49.9 50.4 48.4 43.7
IncrementDel: 2.4 1.4 0.6 5.0 0.3 0.0 5.0 5.4 0.3 2.8 1.8 0.1
Delay Adj: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
Delay/Veh: 50.9 33.6 16.7 50.1 25.1 21.1 51.0 50.8 42.8 45.7 43.0 37.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 50.9 33.6 16.7 50.1 25.1 21.1 51.0 50.8 42.8 45.7 43.0 37.2
DesignQueue: 10 76 35 25 58 9 16 23 16 31 14 13
.....

```

Level Of Service Detailed Computation Report
1994 HCM Operations Method
Base Volume Alternative

Intersection #5 SR 67 Northbound/Mapleview Street

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
HCM Ops Adjusted Lane Utilization Module:													
Lanes:	1	0	2	0	1	0	2	0	1	1	0	0	1
Lane Group:	L	T	R	L	T	R	L	T	R	LT	LT	R	L
#LnsInGrps:	1	2	1	1	2	1	1	1	1	2	2	1	1
HCM Ops Input Saturation Adj Module:													
Lane Width:	10	14	21	19	14	12	10	15	31	10	12	28	
% Hwy Veh:	0			0			0			0			
Grade:	0%			0%			0%			0%			
Parking/Hr:	No			No			No			No			
Bus Stp/Hr:	0			0			0			0			
Area Type:	< < < < < < < < < Other > > > > > > >												
Cnf Ped/Hr:	0			0			0			0			
ExclusiveRT:	Include			Include			Include			Include			
% RT Pct:	0			0			0			0			
HCM Ops f(r) and f(l) Adj Case Module:													
f(r) Case:	xxxx	xxxx	2	xxxx	xxxx	2	xxxx	xxxx	2	xxxx	xxxx	2	
f(l) Case:	1	xxxx	xxxx	1	xxxx	xxxx	1	xxxx	xxxx	4	4	xxxx	
HCM Ops Saturation Adj Module:													
Ln Wid Adj:	0.93	1.07	1.30	1.23	1.07	1.00	0.93	1.10	1.63	0.93	1.00	1.53	
Hwy Veh Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Grade Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Parking Adj:	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	xxxx	1.00	
Bus Stp Adj:	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	xxxx	1.00	
Area Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
RT Adj:	xxxx	xxxx	0.85	xxxx	xxxx	0.85	xxxx	xxxx	0.85	xxxx	xxxx	0.85	
LT Adj:	0.95	xxxx	xxxxxx	0.95	xxxx	xxxxxx	0.95	xxxx	xxxxxx	0.97	0.97	xxxxxx	
HCM Sat Adj:	0.89	1.07	1.10	1.17	1.07	0.85	0.89	1.10	1.39	0.91	0.97	1.30	
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLP Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Pnl Sat Adj:	0.89	1.07	1.10	1.17	1.07	0.85	0.89	1.10	1.39	0.91	0.97	1.30	
Delay Adjustment Factor Module:													
Coordinated:	< < < < < < < < < No > > > > > > >												
Signal Type:	< < < < < < < < < Actuated > > > > > > >												
DelAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 SR 67 Northbound/Lakeside Avenue

Average Delay (sec/veh):	0.0						Worst Case Level Of Service:					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHP Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHP Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reeduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	XXXX	XXXX		XXXX	XXXX		XXXX	XXXX		XXXX	XXXX	
% Truck/Comb:	XXXX	XXXX		XXXX	XXXX		XXXX	XXXX		XXXX	XXXX	
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Cycl/Car PCE:	XXXX	XXXX		XXXX	XXXX		XXXX	XXXX		XXXX	XXXX	
Trck/Cmb PCE:	XXXX	XXXX		XXXX	XXXX		XXXX	XXXX		XXXX	XXXX	
Adj Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
MoveUp Time:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Critical Gap:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap:	0	0	0	0	0	0	0	0	0	0	0	0
Adj Cap:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Move Cap:	1	1	1	1	1	1	1	1	1	1	1	1
Level of Service Module:												
Stopped Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap:	0	0	0	0	0	0	0	0	0	0	0	0
Shrd StpDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:	0.0			0.0			0.0			0.0		

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Scenario: 2015 PM Scenario Report

Command: 2015 PM
 Volume: 2015
 Geometry: existing
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Paths
 Routes: Default Routes
 Configuration: Default Configuration

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Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Dol/ LOS Veh	V/ C	Dol/ LOS Veh	V/ C	
# 3 SR 67 Northbound Offramp/Woods	B 13.7	0.557	B 13.7	0.557	+ 0.000 D/V
# 5 SR 67 Northbound/Mapleview Str	P 168.2	1.513	P 168.2	1.513	+ 0.000 D/V
# 7 SR 67 NB/Winter Gardens Boulev	B 12.6	0.872	B 12.6	0.872	+ 0.000 D/V
# 8 SR 67 NB/Lakeside Avenue (Miti	F OVRPL	1.985	F OVRPL	1.985	+ 0.000 D/V

ASSUMED
 SIGNALIZED →

Intersection #3 SR 67 Northbound Offramp/Woodside Avenue

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Right:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	2	0	0	0

Saturation Flow Module:												
Adj/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.96	1.00	1.17	1.00	1.03	1.00	1.00	1.03	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	3646	0	2229	0	3927	0	0	1963	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.07	0.00	0.21	0.00	0.00	0.20	0.00
Crit Moves:				****				****			****	
Green/Cycle:	0.00	0.00	0.00	0.50	0.00	0.50	0.00	0.38	0.00	0.00	0.38	0.00
Volume/Cap:	0.00	0.00	0.00	0.56	0.00	0.14	0.00	0.56	0.00	0.00	0.54	0.00

Level of Service Module:												
Uniform Del:	0.0	0.0	0.0	13.1	0.0	10.1	0.0	18.6	0.0	0.0	18.4	0.0
IncrementDel:	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.4	0.0	0.0	0.6	0.0
Delay Adj:	0.00	0.00	0.00	0.85	0.00	0.85	0.00	0.85	0.00	0.00	0.85	0.00
Delay/Veh:	0.0	0.0	0.0	11.4	0.0	8.6	0.0	16.2	0.0	0.0	16.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.4	0.0	8.6	0.0	16.2	0.0	0.0	16.3	0.0
DesignQueue:	0	0	0	30	0	4	0	30	0	0	15	0

Intersection #3 SR 67 Northbound Offramp/Woodside Avenue

```

HCM Ops Adjusted Lane Utilization Module:
Lanes:      0 0 0 0 0 2 0 0 0 1 0 0 2 0 0 0 0 1 0 0
Lane Group: xxxx xxxx xxxx L xxxx R xxxx T xxxx xxxx T xxxx
#LnsInGrps: 0 0 . 2 0 1 0 2 0 0 1

```

[illegible]

```

HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:  xxxx xxxx  xxxx  xxxx  xxxx      2  xxxx xxxx  xxxx  xxxx xxxx  xxxx
f(lt) Case:  xxxx xxxx  xxxx    1 xxxx  xxxx  xxxx  xxxx  xxxx  xxxx  xxxx  xxxx

```

HCM Ops Saturation Adj Module:												
Ln Wld Adj:	XXXX	XXXX	XXXXXX	1.00	XXXX	1.37	XXXX	1.03	XXXXXX	XXXX	1.03	XXXXXX
Env Veh Adj:	XXXX	XXXX	XXXXXX	1.00	XXXX	1.00	XXXX	1.00	XXXXXX	XXXX	1.00	XXXXXX
Grade Adj:	XXXX	XXXX	XXXXXX	1.01	XXXX	1.01	XXXX	1.00	XXXXXX	XXXX	1.00	XXXXXX
Parking Adj:	XXXX	XXXX	XXXXXX	XXXX	XXXX	1.00	XXXX	1.00	XXXXXX	XXXX	1.00	XXXXXX
Bus Stp Adj:	XXXX	XXXX	XXXXXX	XXXX	XXXX	1.00	XXXX	1.00	XXXXXX	XXXX	1.00	XXXXXX
Area Adj:	XXXX	XXXX	XXXXXX	1.00	XXXX	1.00	XXXX	1.00	XXXXXX	XXXX	1.00	XXXXXX
RT Adj:	XXXX	XXXX	XXXXXX	XXXX	XXXX	0.85	XXXX	XXXX	XXXXXX	XXXX	XXXX	XXXXXX
LT Adj:	XXXX	XXXX	XXXXXX	0.95	XXXX	XXXXXX	XXXX	XXXX	XXXXXX	XXXX	XXXX	XXXXXX
HCM Sat Adj:	1.00	1.00	1.00	0.96	1.00	1.17	1.00	1.03	1.00	1.00	1.03	1.00
Ustr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MFLP Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fnl Sat Adj:	1.00	1.00	1.00	0.96	1.00	1.17	1.00	1.03	1.00	1.00	1.03	1.00

[illegible]

Intersection #5 SR 67 Northbound/Mapleview Street

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0				0				0				0			
Lanes:	1	0	2	0	1	0	2	0	1	1	0	1	0	1	0	0

Volume Module:												
Base Vol:	580	2280	1890	540	1970	250	210	250	70	780	180	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bso:	580	2280	1890	540	1970	250	210	250	70	780	180	350
User Adj:	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	644	2533	1785	600	2185	236	233	278	66	867	200	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	644	2533	1785	600	2185	236	233	278	66	867	200	331
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLP Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.05	1.05	1.00
Final Vol:	644	2660	1785	600	2298	236	233	278	66	910	210	331

Saturation	Flow	Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.07	1.10	1.17	1.07	0.85	0.89	1.10	1.39	0.90	0.96	1.30								
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.65	0.35	1.00								
Final Sat.:	1685	4053	2200	2226	4053	1605	1685	2090	2638	2801	646	2476								

Capacity Analysis Module:												
Vol/Sat:	0.38	0.67	0.85	0.27	0.57	0.15	0.14	0.13	0.03	0.32	0.32	0.13
Crit Moves:	****			****			****			****		
Green/Cycle:	0.25	0.44	0.66	0.18	0.37	0.37	0.09	0.09	0.09	0.21	0.21	0.21
Volume/Cap:	1.51	1.48	1.29	1.48	1.51	0.39	1.51	1.46	1.27	1.51	1.51	0.62

Level of Service Module:												
Unavail Del:	1.1	38.0	23.3	55.9	42.8	31.3	62.1	62.1	57.9	53.7	53.7	48.7
Increment Del:	0.75	364	173.7	380.3	413	0.2	460.3	377	0.2	18.9	419	1.6
Delay Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	1.85	0.85	0.85
Delay/Veh:	471.0	396	193.5	427.8	449	26.8	513.1	430	49.4	464.6	465	43.0
User Del Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Del/Veh:	471.0	396	193.5	427.8	449	26.8	513.1	430	49.4	464.6	465	43.0
Design Queue:	53	181	81	54	171	15	22	26	6	77	18	27

ASSUMED
INTERLUDE

Intersection #3 SR 67 Northbound/Haplevlew Street

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L · T · R	L · T · R	L · T · R	L · T · R

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HCM Ops Adjusted Lane Utilization Module:
Lanes:      1 0 2 1 1 0 2 0 1 1 0 1 1 1 0 0 1
Lane Group:  L  T  R  L  T  R  L  T  R  LT  LT  R
#LnsInGrps:  1  2  1  1  2  1  1  1  1  2  2  1

```

```

HCM Flow Input Saturation Adj Module:
Lane Width: 10 14 21 19 14 12 10 15 31 10 12 28
% Hev Veh: 0 0 0 0 0 0 0 0 0 0 0 0
Grade: 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%
Parking/Hr: No No No No No No No No No No No
Bus Stp/Hr: 0 0 0 0 0 0 0 0 0 0 0 0
Area Type: < < < < < < < < < Other > > > > > > > > > > > > >
Cnft Ped/Hr: 0 0 0 0 0 0 0 0 0 0 0 0
ExclusiveRT: Include Include Include Include
% RT Prctc: 0 0 0 0

```

```

HCM Ops f(r) and f(l): Adj Case Module:
f(r) Case:  xxxx xxxx  2  xxxx xxxx  2  xxxx xxxx  2  xxxx xxxx  2
f(l) Case:  1  xxxx xxxx  1  xxxx xxxx  1  xxxx xxxx  4  4  xxxx

```

HCM Ops	Saturation	Adj	Mod	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
Ln Wid Adj:	0.93	1.07	1.10	1.23	1.07	1.00	0.93	1.10	1.63	0.93	1.00	1.53		
Hov Veh Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Grade Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Parking Adj:	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	xxxx	1.00		
Bus Stop Adj:	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	xxxx	1.00	xxxx	xxxx	1.00		
Abs Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
RT Adj:	xxxx	xxxx	0.85	xxxx	xxxx	0.85	xxxx	xxxx	0.85	xxxx	xxxx	0.85		
LT Adj:	0.95	xxxx	xxxxxx	0.95	xxxx	xxxxxx	0.95	xxxx	xxxxxx	0.95	xxxx	xxxxxx		
HCM Sat Adj:	0.89	1.07	1.10	1.17	1.07	0.85	0.89	1.10	1.39	0.90	0.96	1.30		
Utr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MFLP Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Fnl Sat Adj:	0.89	1.07	1.10	1.17	1.07	0.85	0.89	1.10	1.39	0.90	0.96	1.30		

[illegible]

Cycle (sec):	80	Critical Vol./Cap. (X):	0.872
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	12.6
Optimal Cycle:	88	Level Of Service:	B

Volume Module:												
Base Vol:	0	850	0	0	970	0	210	0	280	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bas:	0	850	0	0	970	0	210	0	280	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	944	0	0	1078	0	233	0	264	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	944	0	0	1078	0	233	0	264	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Mif Adj:	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	992	0	0	1078	0	233	0	264	0	0	0

Saturation Flow Module:											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.97	1.00	1.00	0.99	1.00	0.92	1.00	0.82	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Final Sat.:	0	3688	0	0	1881	0	1752	0	1568	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.00	0.57	0.00	0.13	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.66	0.00	0.00	0.66	0.00	0.19	0.00	0.19	0.00	0.00	0.00
Volume/Cap:	0.00	0.41	0.00	0.00	0.87	0.00	0.69	0.00	0.87	0.00	0.00	0.00

Level of Service Module:												
Uniform Del:	0.0	0.9	0.0	0.0	8.4	0.0	22.8	0.0	23.8	0.0	0.0	0.0
IncrementDel:	0.0	0.1	0.0	0.0	5.1	0.0	4.0	0.0	16.1	0.0	0.0	0.0
Delay Adj:	0.00	0.85	0.00	0.00	0.85	0.00	0.85	0.00	0.85	0.00	0.00	0.00
Delay/Veh:	0.0	4.2	0.0	0.0	12.2	0.0	23.4	0.0	36.3	0.0	0.0	0.0
User DelayAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.2	0.0	0.0	12.2	0.0	23.4	0.0	36.3	0.0	0.0	0.0
DesignQueue:	0	16	0	0	19	0	9	0	10	0	0	0

Approach:	North Bound	South Bound	East Bound	West Bound
-----------	-------------	-------------	------------	------------

```

Movement:      L   T   R   L   T   R   L   T   R   L   T   R
               ||   ||   ||   ||   ||   ||   ||   ||
HCM Ops Adjusted Lane Utilization Module:
Lanes:         0 0 2 0 0 0 0 0 1 0 0 1 0 0 0 1 0 0 0 0 0 0
Lane Group:    xxxxx T xxxxx xxxxx T xxxxx L xxxxx R xxxxx xxxxx xxxxx
#LansInGrps:   0 2 0 0 0 1 0 1 0 1 0 1 0 0 0 0 0 0 0 0

```

Module:	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12	12	12
% Veh Veh:	2				2				2					0
Grade:	+2%				-2%				+2%					0%
Parking/Hr:	No				No				No					No
Bus Stop/Hr:	0				0				0					0
Area Type:	<	<	<	<	<	<	<	<	<	<	<	<	<	<
Cnft Ped/Hr:					0				0					0
ExclusiveRT:	Include				Include				Include				Include	
% RT Prct:	0				0				0				0	0

```

HCM Ops f(r) and f(l) Adj Case Module:
f(r) Case: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 2 xxxx xxxx xxxx
f(l) Case: xxxx xxxx xxxx xxxx xxxx xxxx 1 xxxx xxxx xxxx xxxx

```

HCM Ops Saturation Adj Module:												
Ln Wld Adj:	XXXXX	1.00	XXXXXX	XXXXX	1.00	XXXXXX	1.00	XXXXX	1.00	XXXX	XXXX	XXXXXX
Hev Veh Adj:	XXXXX	0.98	XXXXXX	XXXXX	0.98	XXXXXX	0.98	XXXXX	0.98	XXXX	XXXX	XXXXXX
Grade Adj:	XXXXX	0.99	XXXXXX	XXXXX	1.01	XXXXXX	0.99	XXXXX	0.99	XXXXX	XXXX	XXXXXX
Parking Adj:	XXXXX	1.00	XXXXXX	XXXXX	1.00	XXXXXX	XXXXX	XXXXX	1.00	XXXXX	XXXX	XXXXXX
Bus Stp Adj:	XXXXX	1.00	XXXXXX	XXXXX	1.00	XXXXXX	XXXXX	XXXXX	1.00	XXXXX	XXXX	XXXXXX
Area Adj:	XXXXX	1.00	XXXXXX	XXXXX	1.00	XXXXXX	1.00	XXXXX	1.00	XXXXX	XXXX	XXXXXX
RT Adj:	XXXXX	XXXXX	XXXXXX	XXXXX	XXXXX	XXXXXX	XXXXX	XXXXX	0.85	XXXX	XXXX	XXXXXX
LT Adj:	XXXXX	XXXXX	XXXXXX	XXXXX	XXXXX	XXXXXX	0.95	XXXXX	XXXXXX	XXXXX	XXXX	XXXXXX
HCM Sat Adj:	1.00	0.97	1.00	1.00	0.99	1.00	0.92	1.00	0.82	1.00	1.00	1.00
Utr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLP Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pnl Sat Adj:	1.00	0.97	1.00	1.00	0.99	1.00	0.92	1.00	0.82	1.00	1.00	1.00

```

Delay Adjustment Factor Module:
Coordinated: < < < < < < < < < < No > > > > > > > > > > > > > >
Signal Type: < < < < < < < < < Actuated > > > > > > > > > > > > > >
DelAdjPctr: 0.00 0.85 0.00 0.00 0.85 0.00 0.85 0.00 0.85 0.00 0.00 0.00

```


Interaction NB SR 67 NB/Lakeside Avenue (Mitigation)

.....

Intersection #8 SR 67 NB/Lakeside Avenue (Mitigation)

```
*****
*****
```

Scenario: year 2015 Scenario Report
Command: year 2015
Volume: year 2015
Geometry: existing
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 1 El Nopal/Magnolia Street	C 23.6	0.519	C 23.6	0.519	+ 0.000 D/V

```

year 2015          Tue Jan 12, 1999 13:27:42          Page 3-1
-----
Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)
*****
Intersection #1 El Nopal/Magnolia Street
*****
Cycle (sec):      130          Critical Vol./Cap. (X):    0.519
Loss Time (sec):   12 (Y+R = 4 sec) Average Delay (sec/veh): 23.6
Optimal Cycle:     43          Level Of Service:         C
*****
Approach:          North Bound      South Bound      East Bound      West Bound
Movement:          L - T - R        L - T - R        L - T - R        L - T - R
*****
Control:           Protected         Protected         Protected         Protected
Rights:            Include           Include           Include           Include
Min. Green:        0 0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
Lanes:             1 0 1 1 0        1 0 1 1 0        1 0 0 1 0        1 0 0 1 0
*****
Volume Module:
Base Vol:          150 488 230      92 265 23      15 59 58      161 144 153
Growth Adj:        1.00 1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bsq:        150 488 230      92 265 23      15 59 58      161 144 153
User Adj:          1.00 1.00 0.85    1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85
PHF Adj:            0.90 0.90 0.90    0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume:        167 542 217      102 294 22      17 66 55      179 160 145
Reduct Vol:        0 0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
Reduced Vol:       167 542 217      102 294 22      17 66 55      179 160 145
PCE Adj:           1.00 1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:           1.00 1.05 1.05    1.00 1.05 1.05 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:        167 569 228      102 309 23      17 66 55      179 160 145
*****
Saturation Flow Module:
Sat/Lane:          1900 1900 1900    1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:        0.87 0.94 0.94    0.87 0.97 0.97 0.87 0.91 0.91 0.87 0.91 0.91
Lanes:             1.00 1.43 0.57    1.00 1.86 0.14 1.00 0.55 0.45 1.00 0.52 0.48
Final Sat.:        1652 2553 1023    1652 3433 256 1652 945 787 1652 909 824
*****
Capacity Analysis Module:
Vol/Sat:           0.10 0.22 0.22    0.06 0.09 0.09 0.01 0.07 0.07 0.11 0.18 0.18
Crit Moves:        ****             ****             ****             ****
Green/Cycle:        0.29 0.43 0.43    0.12 0.26 0.26 0.02 0.14 0.14 0.22 0.34 0.34
Volume/Cap:         0.35 0.52 0.52    0.52 0.35 0.35 0.52 0.50 0.50 0.50 0.52 0.52
*****
Level Of Service Module:
Uniform Del:        27.7 20.7 20.7    40.9 29.9 29.9 48.0 39.2 39.2 33.8 26.2 26.2
IncrementDel:       0.2 0.3 0.3        2.0 0.1 0.1 10.0 1.3 1.3 0.9 0.7 0.7
Delay Adj:          0.85 0.85 0.85    0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
Delay/Veh:          23.7 17.8 17.8    36.7 25.5 25.5 50.8 34.7 34.7 29.7 22.9 22.9
User DelAdj:        1.00 1.00 1.00    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:         23.7 17.8 17.8    36.7 25.5 25.5 50.8 34.7 34.7 29.7 22.9 22.9
DesignQueue:        9 25 10          7 17 1 1 4 3 10 8 7
*****

```

```

year 2015          Tue Jan 12, 1999 13:27:42          Page 4-1
-----
Level Of Service Detailed Computation Report
1994 HCM Operations Method
Base Volume Alternative
*****
Intersection #1 El Nopal/Magnolia Street
*****
Approach:          North Bound      South Bound      East Bound      West Bound
Movement:          L - T - R        L - T - R        L - T - R        L - T - R
*****
HCM Ops Adjusted Lane Utilization Module:
Lanes:             1 0 1 1 0        1 0 1 1 0        1 0 0 1 0        1 0 0 1 0
Lane Group:         L RT RT RT      L RT RT RT      L RT RT RT      L RT RT RT
#LnsInGrps:         1 2 2 2 1 2      1 2 2 2 1 2      1 1 1 1 1 1      1 1 1 1 1 1
*****
HCM Ops Input Saturation Adj Module:
Lane Width:         10 12 12 10 12 12      10 12 12 10 12 12
% Hov Veh:          2 2 2 2 2 2            2 2 2 2 2 2
Grade:              0% 0% 0% 0% 0% 0%      0% 0% 0% 0% 0% 0%
Parking/Hr:         No No No No No No        No No No No No No
Bus Stp/Hr:         0 0 0 0 0 0            0 0 0 0 0 0
Area Type:          < < < < < < < < < < Other > > > > > > > > > >
Cnft Ped/Hr:        0 0 0 0 0 0            0 0 0 0 0 0
ExclusiveRT:        Include Include Include Include
% RT Prct:          0 0 0 0 0 0            0 0 0 0 0 0
*****
HCM Ops f(r,t) and f(l,t) Adj Case Module:
f(r,t) Case:        xxxx 5 5 5 5 5 5 5 5 5 5 5 5
f(l,t) Case:         1 xxxx xxxx 1 xxxx xxxx 1 xxxx xxxx 1 xxxx xxxx
*****
HCM Ops Saturation Adj Module:
Ln Wid Adj:         0.93 1.00 1.00 0.93 1.00 1.00 0.93 1.00 1.00 0.93 1.00 1.00
Hov Veh Adj:        0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
Grade Adj:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Parking Adj:        xxxx 1.00 1.00 xxxx 1.00 1.00 xxxx 1.00 1.00 xxxx 1.00 1.00
Bus Stp Adj:        xxxx 1.00 1.00 xxxx 1.00 1.00 xxxx 1.00 1.00 xxxx 1.00 1.00
Area Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
RT Adj:             xxxx 0.96 0.96 xxxx 0.99 0.99 xxxx 0.93 0.93 xxxx 0.93 0.93
LT Adj:             0.95 xxxx xxxxxx 0.95 xxxx xxxxxx 0.95 xxxx xxxxxx 0.95 xxxx xxxxxx
HCM Sat Adj:        0.87 0.94 0.94 0.87 0.97 0.97 0.87 0.91 0.91 0.87 0.91 0.91
Utr Sat Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Sat Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Fnl Sat Adj:        0.87 0.94 0.94 0.87 0.97 0.97 0.87 0.91 0.91 0.87 0.91 0.91
*****
Delay Adjustment Factor Module:
Coordinated:        < < < < < < < < < < No > > > > > > > > > >
Signal Type:        < < < < < < < < < < Actuated > > > > > > > > > >
DelAdjPctr:         0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
*****

```

Scenario: 2015 w/mitigation PM
 Command: 2015 w/mitigation PM
 Volume: 2015 w/mitigation PM
 Geometry: w/mitigation
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Paths
 Routes: Default Routes
 Configuration: Default Configuration

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 8 SR 67 NB/Lakeside Avenue (Miti	D 39.8	1.054	D 39.8	1.054	+ 0.000 D/V

2015 w/mitigation PM Mon Nov 23, 1998 08:29:51 Page 3-1

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #8 SR 67 NB/Lakeside Avenue (Mitigation)

Cycle (sec): 180 Critical Vol./Cap. (X): 1.054
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 39.8
Optimal Cycle: 180 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0

Volume Module:
Base Vol: 60 2770 0 0 2700 470 320 0 60 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bas: 60 2770 0 0 2700 470 320 0 60 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 67 3078 0 0 3000 444 356 0 57 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 67 3078 0 0 3000 444 356 0 57 0 0 0 0
PCR Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLP Adj: 1.00 1.05 1.00 1.00 1.05 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 67 3232 0 0 3150 444 356 0 57 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 1.05 1.00 1.00 1.05 0.78 1.24 1.00 1.17 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 2.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.: 1652 3974 0 0 3974 1478 2359 0 2217 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.04 0.81 0.00 0.00 0.79 0.30 0.15 0.00 0.03 0.00 0.00 0.00
Crit Moves: **** **** ****
Green/Cycle: 0.04 0.79 0.00 0.00 0.75 0.75 0.14 0.00 0.14 0.00 0.00 0.00
Volume/Cap: 1.05 1.03 0.00 0.00 1.05 0.40 1.05 0.00 0.18 0.00 0.00 0.00

Level Of Service Module:
Uniform Del: 65.8 14.3 0.0 0.0 17.0 6.0 58.6 0.0 51.6 0.0 0.0 0.0
IncrementDel: 110.1 19.7 0.0 0.0 28.3 0.1 54.7 0.0 0.0 0.0 0.0 0.0
Delay Adj: 0.85 0.85 0.00 0.00 0.85 0.85 0.85 0.00 0.85 0.00 0.00 0.00
Delay/Veh: 166.0 31.9 0.0 0.0 42.7 5.3 104.5 0.0 43.8 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 166.0 31.9 0.0 0.0 42.7 5.3 104.5 0.0 43.8 0.0 0.0 0.0
DesignQueue: 7 87 0 0 100 12 32 0 5 0 0 0 0

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Level Of Service Detailed Computation Report
1994 HCM Operations Method
Base Volume Alternative

Intersection #8 SR 67 NB/Lakeside Avenue (Mitigation)

Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R

HCM Ops Adjusted Lane Utilization Module:
Lanes: 1 0 2 0 0 0 0 2 0 1 1 0 0 0 1 0 0 0 0 0
Lane Group: L T XXXX XXXX T R L XXXX R XXXX XXXX XXXX
#LnsInGrps: 1 2 0 0 2 1 1 0 1 0 0 0 0

HCM Ops Input Saturation Adj Module:
Lane Width: 10 14 12 12 14 10 22 12 24 12 12 12
% Hev Veh: 2 2 2 2
Grade: 0% 0% 0% 0%
Parking/Hr: No No No No
Bus Stp/Hr: 0 0 0 0
Area Type: < < < < < < < < Other > > > > > > > >
Cnft Ped/Hr: 0 0 0 0
ExclusiveRT: Include Include Include Include
% RT Prtct: 0 0 0 0

HCM Ops f(r) and f(l) Adj Case Module:
f(r) Case: XXXX XXXX XXXX XXXX XXXX 2 XXXX XXXX 2 XXXX XXXX XXXX
f(l) Case: 1 XXXX XXXX XXXX XXXX XXXX 1 XXXX XXXX XXXX XXXX XXXX

HCM Ops Saturation Adj Module:
Ln Wid Adj: 0.93 1.07 XXXXX XXXX 1.07 0.93 1.33 XXXX 1.40 XXXX XXXX XXXXX
Hev Veh Adj: 0.98 0.98 XXXXX XXXX 0.98 0.98 0.98 XXXX 0.98 XXXX XXXX XXXXX
Grade Adj: 1.00 1.00 XXXXX XXXX 1.00 1.00 1.00 XXXX 1.00 XXXX XXXX XXXXX
Parking Adj: XXXX 1.00 XXXXX XXXX XXXX 1.00 XXXX XXXX 1.00 XXXX XXXX XXXXX
Bus Stp Adj: XXXX 1.00 XXXXX XXXX XXXX 1.00 XXXX XXXX 1.00 XXXX XXXX XXXXX
Area Adj: 1.00 1.00 XXXXX XXXX 1.00 1.00 1.00 XXXX 1.00 XXXX XXXX XXXXX
RT Adj: XXXX XXXX XXXXX XXXX XXXX 0.85 XXXX XXXX 0.85 XXXX XXXX XXXXX
LT Adj: 0.95 XXXX XXXXX XXXX XXXX XXXXX 0.95 XXXX XXXXX XXXX XXXX XXXXX
HCM Sat Adj: 0.87 1.05 1.00 1.00 1.05 0.78 1.24 1.00 1.17 1.00 1.00 1.00
Usr Sat Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLP Sat Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Pnl Sat Adj: 0.87 1.05 1.00 1.00 1.05 0.78 1.24 1.00 1.17 1.00 1.00 1.00

Delay Adjustment Factor Module:
Coordinated: < < < < < < < < < No > > > > > > > >
Signal Type: < < < < < < < < < Actuated > > > > > > > >
DelAdjPctr: 0.85 0.85 0.00 0.00 0.85 0.85 0.85 0.00 0.85 0.00 0.00 0.00

Scenario: EXISTING PM
 Command: EXISTING PM
 Volume: EXISTING PM
 Geometry: EXISTING PM
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Paths
 Routes: Default Routes
 Configuration: Default Configuration

Impact Analysis Report Level Of Service									
Intersection		Base			Future			Change in	
		LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C		
# 1	RIVERSIDE DRIVE/RIVERFORD ROAD	E	38.9	1.280	E	38.9	1.280	+	0.000 V/C
# 2	RIVERSIDE DRIVE/PAIM ROW DRIVE	B	6.4	0.439	B	6.4	0.439	+	0.000 D/V
# 3	RIVERSIDE DRIVE/VISTA CAMINO	C	0.6	0.000	C	0.6	0.000	+	0.000 V/C
# 4	RIVERSIDE DRIVE/LAKESIDE AVENUE	B	0.9	0.000	B	0.9	0.000	+	0.000 V/C
# 5	LAKESIDE AVENUE/VALLE VISTA ROAD	C	1.7	0.000	C	1.7	0.000	+	0.000 V/C
# 6	LAKESIDE AVENUE/CHANNEL ROAD	C	5.3	0.000	C	5.3	0.000	+	0.000 V/C
# 7	CHANNEL ROAD/MAPLEVIEW STREET	C	17.0	0.863	C	17.0	0.863	+	0.000 V/C
# 8	WOODSIDE AVENUE/CHANNEL ROAD	C	15.8	0.535	C	15.8	0.535	+	0.000 D/V
# 9	WOODSIDE AVENUE/WINTER GARDENS	D	30.5	0.869	D	30.5	0.869	+	0.000 D/V
# 10	WOODSIDE AVENUE/RIVERFORD ROAD	B	13.8	0.673	B	13.8	0.673	+	0.000 D/V
# 11	RIVERFORD ROAD/67 SB RAMPS	D	1.3	0.000	D	1.3	0.000	+	0.000 V/C
# 12	RIVERFORD ROAD/WOODSIDE ROAD NORTH	E	4.9	0.000	E	4.9	0.000	+	0.000 V/C

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Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 RIVERSIDE DRIVE/RIVERFORD ROAD

Cycle (sec): 1 Critical Vol./Cap. (X): 1.280
Loss Time (sec): 3 (Y+R = 4 sec) Average Delay (sec/veh): 38.9
Optimal Cycle: 0 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 1 1 0 1 0 0 0 0 0 0 0 0 1 0 0 0 1

Volume Module: >> Count Date: 15 Jul 1998 << PM PEAK
Base Vol: 0 283 358 269 187 0 0 0 0 241 0 206
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 283 358 269 187 0 0 0 0 241 0 206
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHP Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHP Volume: 0 314 398 299 208 0 0 0 0 268 0 229
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 314 398 299 208 0 0 0 0 268 0 229
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 0 314 398 299 208 0 0 0 0 268 0 229

Saturation Flow Module:
Sat/Lane: 311 311 311 437 437 437 0 0 0 357 357 357
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.: 0 311 311 437 437 0 0 0 0 357 0 357

Capacity Analysis Module:
Vol/Sat: 0.00 1.01 1.28 0.68 0.48 0.00 0.00 0.00 0.00 0.75 0.00 0.64
Crit Moves: ****
ApproachV/S: 1.14 0.58 xxxxx 0.70

Level Of Service Module:
Delay/Veh: 0.0 46.4 129.4 13.5 6.1 0.0 0.0 0.0 0.0 17.3 0.0 11.4
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 46.4 129.4 13.5 6.1 0.0 0.0 0.0 0.0 17.3 0.0 11.4
LOS by Move: P F C B * * C * C
ApproachDel: 77.5 9.1 xxxxxx 14.1
LOS by Appr: F B F C

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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #2 RIVERSIDE DRIVE/PALM ROW DRIVE

Cycle (sec): 40 Critical Vol./Cap. (X): 0.439
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 6.4
Optimal Cycle: 30 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 7 0 0 7 7 7 0 0 0 0 7 7
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 1 0 0 1

Volume Module: >> Count Date: 16 Jul 1998 <<
Base Vol: 0 0 0 20 0 127 205 447 0 0 300 18
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 20 0 127 205 447 0 0 300 18
User Adj: 1.00 1.00 1.00 1.00 1.00 0.85 1.00 1.00 1.00 1.00 1.00 0.85
PHP Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHP Volume: 0 0 0 22 0 120 228 497 0 0 333 17
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 22 0 120 228 497 0 0 333 17
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 0 0 0 22 0 120 228 497 0 0 333 17

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.84 1.00 0.81 0.84 0.94 1.00 1.00 0.95 0.80
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 1.00 0.00 0.00 1.00 1.00
Final Sat.: 0 0 0 1604 0 1538 1604 1795 0 0 1810 1526

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.08 0.14 0.28 0.00 0.00 0.18 0.01
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.17 0.00 0.17 0.26 0.60 0.00 0.00 0.34 0.34
Volume/Cap: 0.00 0.00 0.00 0.08 0.00 0.45 0.54 0.46 0.00 0.00 0.54 0.03

Level Of Service Module:
Uniform Del: 0.0 0.0 0.0 10.5 0.0 11.2 9.7 3.4 0.0 0.0 8.1 6.7
IncrementDel: 0.0 0.0 0.0 0.0 0.0 0.8 1.1 0.2 0.0 0.0 0.8 0.0
Delay Adj: 0.00 0.00 0.00 0.85 0.00 0.85 0.85 0.85 0.00 0.00 0.85 0.85
Delay/Veh: 0.0 0.0 0.0 8.9 0.0 10.3 9.3 3.1 0.0 0.0 7.7 5.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 8.9 0.0 10.3 9.3 3.1 0.0 0.0 7.7 5.7
DesignQueue: 0 0 0 0 0 2 4 5 0 0 5 0

Intersection #2 RIVERSIDE DRIVE/PALM ROW DRIVE

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Intersection #3 RIVERSIDE DRIVE/VISTA CAMINO

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Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 RIVERSIDE DRIVE/LAKESIDE AVENUE

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Channel
Lanes: 0 0 0 0 1 0 0 0 1 0 1 0 0 0 0 1 0 1

Volume Module: >> Count Date: 16 Jul 1998 << PM PEAK
Base Vol: 0 0 0 58 0 2 10 303 0 0 288 113
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bso: 0 0 0 58 0 2 10 303 0 0 288 113
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHP Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHP Volume: 0 0 0 64 0 2 11 337 0 0 320 126
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 0 64 0 2 11 337 0 0 320 126

Adjusted Volume Module:
Grade: 0% 0% 0% 0%
% Cycle/Cars: xxxx xxxx xxxx xxxx xxxx xxxx
% Truck/Comb: xxxx xxxx
PCE Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.00 1.00 1.10 1.00 1.00
Cycl/Car PCE: xxxx xxxx xxxx xxxx xxxx xxxx
Trck/Cmb PCE: xxxx xxxx xxxx xxxx xxxx
Adj Vol: 0 0 0 71 0 2 12 337 0 0 320 126

Critical Gap Module:
MoveUp Time:xxxxx xxxx xxxxx 3.4 xxxx 2.6 2.1 xxxx xxxxx xxxxx xxxxx xxxxx
Critical Gp:xxxxx xxxx xxxxx 6.5 xxxx 5.5 5.0 xxxx xxxxx xxxxx xxxxx xxxxx

Capacity Module:
Conflict Vol: xxxx xxxx xxxxx 668 xxxx 320 320 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx 435 xxxx 953 1207 xxxx xxxxx xxxx xxxx xxxxx
Adj Cap: xxxx xxxx xxxxx 0.99 xxxx 1.00 1.00 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx 430 xxxx 953 1207 xxxx xxxxx xxxx xxxx xxxxx

Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx 9.8 xxxx 3.8 3.0 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * B * A A * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: 0.0 9.6 0.1 0.0

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Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 LAKESIDE AVENUE/VALLE VISTA ROAD

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Channel
Lanes: 0 0 0 0 0 1 0 0 0 1 0 1 0 0 0 0 0 1 0 1

Volume Module: >> Count Date: 16 Jul 1998 << PM PEAK
Base Vol: 0 0 0 70 0 54 80 281 0 0 347 108
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bso: 0 0 0 70 0 54 80 281 0 0 347 108
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHP Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHP Volume: 0 0 0 78 0 60 89 312 0 0 386 120
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 0 78 0 60 89 312 0 0 386 120

Adjusted Volume Module:
Grade: 0% 0% 0% 0%
% Cycle/Cars: xxxx xxxx xxxx xxxx xxxx xxxx
% Truck/Comb: xxxx xxxx
PCE Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.00 1.00 1.10 1.00 1.00
Cycl/Car PCE: xxxx xxxx xxxx xxxx xxxx
Trck/Cmb PCE: xxxx xxxx xxxx xxxx xxxx
Adj Vol: 0 0 0 86 0 66 98 312 0 0 386 120

Critical Gap Module:
MoveUp Time:xxxxx xxxx xxxxx 3.4 xxxx 2.6 2.1 xxxx xxxxx xxxxx xxxxx xxxxx
Critical Gp:xxxxx xxxx xxxxx 6.5 xxxx 5.5 5.0 xxxx xxxxx xxxxx xxxxx xxxxx

Capacity Module:
Conflict Vol: xxxx xxxx xxxxx 787 xxxx 386 386 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx 371 xxxx 883 1123 xxxx xxxxx xxxx xxxx xxxxx
Adj Cap: xxxx xxxx xxxxx 0.89 xxxx 1.00 1.00 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx 331 xxxx 883 1123 xxxx xxxxx xxxx xxxx xxxxx

Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx 14.2 xxxx 4.4 3.5 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * C * A A * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: 0.0 9.9 0.8 0.0

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Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 LAKESIDE AVENUE/CHANNEL ROAD

Average Delay (sec/veh): 5.3 Worst Case Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Channel Include
Lanes: 1 0 0 1 0 0 0 0 0 0 1 0 1 0 0 0

Volume Module: >> Count Date: 15 Jul 1998 << PM PEAK
Base Vol: 310 0 43 0 0 0 0 0 90 320 72 137 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 310 0 43 0 0 0 0 0 90 320 72 137 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHP Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHP Volume: 344 0 48 0 0 0 0 0 100 356 80 152 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 344 0 48 0 0 0 0 0 100 356 80 152 0

Adjusted Volume Module:
Grade: +2% 0% 0% 0%
% Cycle/Cars: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
% Truck/Comb: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
PCE Adj: 1.40 1.00 1.00 1.10 1.00 1.00 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Cycl/Car PCE: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Trck/Cmb PCE: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Adj Vol: 482 0 48 0 0 0 0 0 110 391 88 167 0

Critical Gap Module:
MoveUp Time: 2.1 XXXX XXXXX XXXXX XXXX XXXXX XXXXX XXXXX 3.3 2.6 3.4 3.3 XXXXX
Critical Gp: 5.0 XXXX XXXXX XXXXX XXXX XXXXX XXXXX XXXXX 6.0 5.5 6.5 6.0 XXXXX

Capacity Module:
Conflict Vol: 0 XXXX XXXXX XXXX XXXX XXXXX XXXX 392 0 394 344 XXXXX
Potent Cap: 1714 XXXX XXXXX XXXX XXXX XXXXX XXXX 679 1385 626 720 XXXXX
Adj Cap: 1.00 XXXX XXXXX XXXX XXXX XXXXX XXXX 0.72 1.00 0.47 0.72 XXXXX
Move Cap: 1714 XXXX XXXXX XXXX XXXX XXXXX XXXX 488 1385 293 517 XXXXX

Level Of Service Module:
Stopped Del: 2.6 XXXX XXXXX XXXXX XXXX XXXXX XXXXX XXXXX 9.3 3.5 16.9 9.9 XXXXX
LOS by Move: A * * * * * B A * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: XXXX XXXX XXXXX XXXX XXXX XXXXX XXXX XXXX XXXXX 409 XXXX XXXXX
Shrd StpDel: XXXXX XXXX XXXXX XXXX XXXX XXXXX XXXX XXXX XXXXX 12.3 XXXX XXXXX
Shared LOS: * * * * * C * * * *
ApproachDel: 2.4 0.0 4.8 12.3

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Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #7 CHANNEL ROAD/MAPLEVIEW STREET

Cycle (sec): 1 Critical Vol./Cap. (X): 0.863
Loss Time (sec): 3 (Y+R = 4 sec) Average Delay (sec/veh): 17.0
Optimal Cycle: 0 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R

Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 1 0 0 0 0 0 0 0 0 0 1 0 0

Volume Module: >> Count Date: 15 Jul 1998 << PM PEAK
Base Vol: 0 285 96 114 352 0 0 0 0 175 0 77
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 285 96 114 352 0 0 0 0 175 0 77
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHP Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHP Volume: 0 317 107 127 391 0 0 0 0 194 0 86
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 317 107 127 391 0 0 0 0 194 0 86
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 0 317 107 127 391 0 0 0 0 194 0 86

Saturation Flow Module:
Sat/Lane: 377 377 377 600 600 600 0 0 0 423 423 423
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 0.25 0.75 0.00 0.00 0.00 0.00 0.69 0.00 0.31
Final Sat: 0 377 377 147 453 0 0 0 0 293 0 130

Capacity Analysis Module:
Vol/Sat: 0.00 0.84 0.28 0.86 0.86 0.00 0.00 0.00 0.00 0.66 0.00 0.66
Crit Moves: **** **** **** ****
ApproachV/S: 0.56 0.86 XXXXX 0.66

Level Of Service Module:
Delay/Veh: 0.0 24.4 2.9 26.6 26.6 0.0 0.0 0.0 0.0 12.4 0.0 12.4
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 24.4 2.9 26.6 26.6 0.0 0.0 0.0 0.0 12.4 0.0 12.4
LOS by Move: * D A D * * * * * C * C
ApproachDel: 8.5 26.6 XXXXXX 12.4
LOS by Appr: B D F C

Intersection #8 WOODSIDE AVENUE/CHANNEL ROAD

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7				7				7				7			
Lanes:	0	1	0	0	1	0	1	0	1	0	1	1	0	1	0	

Volume Module:	Count	Date:	5	Aug	1998	<<	PM	PRAX							
Base Vol:	134	58	13	69	96	141		164	567	117	9	323	50		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bas:	134	58	13	69	96	141		164	567	117	9	323	50		
User Adj:	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85			
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90			
PHF Volume:	149	64	12	77	107	133		182	630	111	10	359	47		
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	149	64	12	77	107	133		182	630	111	10	359	47		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05		
Final Vol:	149	64	12	77	107	133		182	662	116	10	377	50		

Sat/Lano:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.92	0.80	0.80	0.85	0.74	0.84	0.93	0.93	0.77	0.85	0.85
Lanes:	0.71	0.29	1.00	0.44	0.56	1.00	1.00	1.70	0.30	1.00	1.77	0.23
Final Sat.:	1169	502	1526	658	914	1404	1604	3018	529	1465	2848	378

Vol/Sat:	0.13	0.13	0.01	0.12	0.12	0.09	0.11	0.22	0.22	0.01	0.13	0.13
Crit Moves:	****			****			****			***		
Green/Cycle:	0.22	0.22	0.22	0.20	0.20	0.20	0.21	0.37	0.37	0.09	0.25	0.25
Volume/Cap:	0.59	0.59	0.04	0.59	0.59	0.48	0.53	0.59	0.59	0.07	0.53	0.53

Uniform Del:	20.1	20.1	17.7	20.7	20.7	20.2	19.8	14.4	14.4	23.6	18.4	18.4
IncrcmntDel:	1.8	1.8	0.0	2.1	2.1	1.0	1.2	0.5	0.5	0.0	0.5	0.5
Delay Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Delay/Veh:	18.9	18.9	15.0	19.7	19.7	18.2	18.1	12.8	12.8	20.1	16.2	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.9	18.9	15.0	19.7	19.7	18.2	18.1	12.8	12.8	20.1	16.2	16.2
DesignQueue:	5	2	0	3	4	5	6	18	3	0	12	2

Base Volume Alternative

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

```

HCM Ops Adjusted Lane Utilization Module:
Lanes:      0 1 0 0 1 0 1 0 0 1 1 0 1 1 0 1 0 1 0
Lane Group:  LT  LT  R  LT  LT  R  L  RT  RT  L  RT  RT  L  RT
#LnsInGrps: 1  1  1  1  1  1  1  2  2  1  2  2  1  2  2

```

Lane Width:	12	12	10	12	12	10	12	12	10	12	12
% Mov Veh:	5			15			5			15	
Grade:	0%		0%		0%		0%		0%		
Parking/Hr:						No				No	
Bus Stop/Hr:	2		< 0		< 0		< 0		< 0		> 2
Area Type											
Cnft Ped/Hr:	10		10		10		10		10		10
ExclusiveRT:	Include		Include		Include		Include		Include		
% RT Pctct:	0		0		0		0		0		0

```
f(rtl) Case:  xxxx  xxxx  2  xxxx  xxxx  2  xxxx  5  5  xxxx  5  5
f(ltl) Case:  4  4  xxxx  4  4  xxxx  1  xxxx  xxxx  1  xxxx  xxxx
```

Ln Wid Adj:	0.93	1.00	1.00	0.93	1.00	1.00	0.93	1.00	1.00	0.93	1.00	1.00
Hev Veh Adj:	0.95	0.95	0.95	0.87	0.87	0.87	0.95	0.95	0.95	0.87	0.87	0.87
Grade Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adj:	XXXX	XXXX	1.00	XXXX	XXXX	1.00	XXXX	1.00	1.00	XXXX	1.00	1.00
Bus Stop Adj:	XXXX	XXXX	0.99	XXXX	XXXX	1.00	XXXX	1.00	1.00	XXXX	1.00	1.00
Abs Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
RT Adj:	XXXX	XXXX	0.85	XXXX	XXXX	0.85	XXXX	0.98	0.98	XXXX	0.98	0.98
LT Adj:	0.97	0.97	XXXXXX	0.98	0.98	XXXXXX	0.95	XXXX	XXXXXX	0.95	XXXX	XXXXXX
HCM Sat Adj:	0.86	0.92	0.80	0.80	0.85	0.74	0.84	0.93	0.93	0.77	0.85	0.85
Ucn Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MFL Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pln Sat Adj:	0.86	0.92	0.80	0.80	0.85	0.74	0.84	0.93	0.93	0.77	0.85	0.85

[illegible]

Intersection #9 WOODSIDE AVENUE/WINTER GARDENS BLVD.

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	14	7		7	14	7		7	14	7		7	7	7	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	

Volume Module:	>>> Count	Date:	6 Aug 1998	<< PM	PEAK							
Base Vol:	224	165	174	38	338	214	116	303	346	285	494	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Base:	224	165	174	38	338	214	116	303	346	285	494	53
User Adj:	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	327	183	164	42	376	202	129	337	327	317	549	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	327	183	164	42	376	202	129	337	327	317	549	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MIF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.00	1.00
Final Vol.:	327	193	164	42	394	202	129	354	327	317	549	50

Saturation Flow Models:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.87	0.73	0.87	0.98	0.83	0.87	0.98	0.83	0.77	0.87	0.73
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1465	3304	1393	1652	3725	1583	1652	3725	1571	1465	1652	1393

Vol/Sat:	0.22	0.06	0.12	0.03	0.11	0.13	0.08	0.10	0.21	0.22	0.33	0.04
Crit Moves:	****			****					****	****		
Green/Cycle:	0.25	0.27	0.27	0.13	0.16	0.16	0.09	0.23	0.23	0.24	0.38	0.38
Volume/Cap:	0.91	0.22	0.44	0.19	0.68	0.82	0.88	0.42	0.91	0.91	0.88	0.10

Deber of Service Manager												
Uniform Del:	25.1	19.5	20.8	26.3	27.3	28.0	30.8	22.5	25.7	25.4	19.9	13.8
IncrementDel:	18.6	0.0	0.6	1.1	2.2	13.1	28.5	0.2	18.8	19.3	9.7	0.0
Delay Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Delay/Veh:	40.2	16.6	18.3	22.4	25.4	36.9	54.7	19.3	40.7	40.8	26.6	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	16.6	18.3	22.4	25.4	36.9	54.7	19.3	40.7	40.8	26.6	11.7
DesignQueue:	13	7	6	2	17	9	6	14	13	13	19	2

Intersection #9 WOODSIDE AVENUE/WINTER GARDENS BLVD.

```

HCM Ops Adjusted Lane Utilization Module:
Lanes:      1 0 2 0 1      1 0 2 0 1      1 0 2 0 1      1 0 1 0 1
Lane Group:  L   T   R      L   T   R      L   T   R      L   T   R
#LnsInGrps: 1   2   1      1   2   1      1   2   1      1   1   1

```

Area	UPS	Input	Saturation	Adj	Module:										
Lane Width:	10	12	12	10	12	12	10	12	12	10	12	12			
% Mov Veh:		15			2			2				15			
Grade:		0%			0%			0%				0%			
Parking/Hr:		No			No			No				No			
Bus Stp/Hr:		2			0			2				2			
Area Type:	<	<	<	<	<	<	<	<	<	<	<	<	<	<	<
Cnft Ped/Hr:		10			10			10				10			
ExclusiveRT:		Include			Include			Include				Include			
% RT Prctc:		0			0			0				0			

```
f(rlt) Case:   xxxx   xxxx      2   xxxx   xxxx      2   xxxx   xxxx      2   xxxx   xxxx      2
f(lit) Case:    1   xxxx   xxxx      1   xxxx   xxxx      1   xxxx   xxxx      1   xxxx   xxxx
```

Ln Wld Adj:	0.93	1.00	1.00	0.93	1.00	1.00	0.93	1.00	1.00	0.93	1.00	1.00
Hev Veh Adj:	0.87	0.87	0.87	0.88	0.98	0.98	0.98	0.98	0.98	0.87	0.87	0.87
Grade Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adj:	XXXX	XXXX	1.00	XXXX	XXXX	1.00	XXXX	XXXX	1.00	XXXX	XXXX	1.00
Bus Stp Adj:	XXXX	XXXX	0.99	XXXX	XXXX	1.00	XXXX	XXXX	0.99	XXXX	XXXX	0.99
Area Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
RT Adj:	XXXX	XXXX	0.85	XXXX	XXXX	0.85	XXXX	XXXX	0.85	XXXX	XXXX	0.85
LT Adj:	0.95	XXXX	XXXXXX	0.95	XXXX	XXXXXX	0.95	XXXX	XXXXXX	0.95	XXXX	XXXXXX
HCH Sat Adj:	0.77	0.87	0.73	0.87	0.98	0.83	0.87	0.98	0.83	0.77	0.87	0.73
Ustr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLP Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt Sat Adj:	0.77	0.87	0.73	0.87	0.98	0.83	0.87	0.98	0.83	0.77	0.87	0.73

[illegible]

Intersection #10 WOODSIDE AVENUE/RIVERFORD ROAD

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L · T · R	L · T · R	L · T · R	L · T · R

Min. Green:	0	0	0	7	0	7	7	7	0	0	7	7									
lanes:	0	0	0	0	0	1	0	0	0	1	1	0	1	0	0	0	0	0	1	0	1

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.82	0.87	0.98	1.00	1.00	0.98	0.83
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1752	0	1568	1652	1863	0	0	1863	1583

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.03	0.37	0.38	0.00	0.00	0.07	0.11
Crit Moves:				****			****					****
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.55	0.71	0.00	0.00	0.17	0.17
Volume/Cap:	0.00	0.00	0.00	0.67	0.00	0.12	0.67	0.53	0.00	0.00	0.44	0.67

Level of Service Module:												
Uniform Del:	0.0	0.0	0.0	25.4	0.0	21.7	12.3	5.0	0.0	0.0	28.5	29.8
Incremental Del:	0.0	0.0	0.0	2.7	0.0	0.0	1.4	0.3	0.0	0.0	0.6	4.5
Delay Adj:	0.00	0.00	0.00	0.85	0.00	0.85	0.85	0.85	0.00	0.00	0.85	0.85
Delay/Veh:	0.0	0.0	0.0	24.3	0.0	18.4	11.8	4.6	0.0	0.0	24.9	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.3	0.0	18.4	11.8	4.6	0.0	0.0	24.9	29.9
DonignQueue:	0	0	0	13	0	2	17	12	0	0	6	8

Intersection #10 WOODSIDE AVENUE/RIVERFORD ROAD

HCM Ops Adjusted Lane Utilization Module:

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.....|-----||-----|.....|
HCM Ops Input Saturation Adj Module:
```

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HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:  xxxx  xxxx  xxxx  xxxx  xxxx      2  xxxx  xxxx  xxxx  xxxx  xxxx      2
f(lt) Case:  xxxx  xxxx  xxxx      1  xxxx  xxxx      1  xxxx  xxxx  xxxx  xxxx  xxxx

```

HCM Ops Saturation Adj Module:														
Ln	Wid	Adj:	XXXX	XXXX	XXXXXX	1.00	XXXX	1.00	0.93	1.00	XXXXXX	XXXX	1.00	1.00
Max	Veh	Adj:	XXXX	XXXX	XXXXXX	0.98	XXXX	0.98	0.98	0.98	XXXXXX	XXXX	0.98	0.98
Grade	Adj:	XXXX	XXXX	XXXXXX	0.99	XXXX	0.99	1.00	1.00	XXXXXX	XXXX	1.00	1.00	
Parking	Adj:	XXXX	XXXX	XXXXXX	XXXX	XXXX	1.00	XXXX	1.00	XXXXXX	XXXX	XXXX	1.00	
Bus Stp	Adj:	XXXX	XXXX	XXXXXX	XXXX	XXXX	1.00	XXXX	1.00	XXXXXX	XXXX	XXXX	1.00	
Area	Adj:	XXXX	XXXX	XXXXXX	1.00	XXXX	1.00	1.00	1.00	XXXXXX	XXXX	1.00	1.00	
RT Adj:	XXXX	XXXX	XXXXXX	XXXX	XXXX	0.85	XXXX	XXXXXX	XXXX	XXXX	XXXX	0.85		
LT Adj:	XXXX	XXXX	XXXXXX	0.95	XXXX	XXXXXX	0.95	XXXXXX	XXXXXX	XXXX	XXXX	XXXXXX		
HCM Sat	Adj:	1.00	1.00	1.00	0.92	1.00	0.82	0.87	0.98	1.00	1.00	0.98	0.83	
Uar Sat	Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MPL Sat	Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Pnl Sat	Adj:	1.00	1.00	1.00	0.92	1.00	0.82	0.87	0.98	1.00	1.00	0.98	0.83	

[illegible]

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Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #11 RIVERFORD ROAD/67 SB RAMPS

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Channel Include
Lanes: 1 0 1 0 0 0 0 1 0 0 0 0 0 1 0 0 1

Volume Module: >> Count Date: 23 Jul 1998 << PM PEAK
Base Vol: 197 525 0 0 284 399 0 0 38 0 60
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 197 525 0 0 284 399 0 0 38 0 60
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 219 583 0 0 316 443 0 0 42 0 67
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 219 583 0 0 316 443 0 0 42 0 67

Adjusted Volume Module:
Grade: 0% 0% 0% -2%
% Cycle/Cars: xxxx xxxx xxxx xxxx xxxx xxxx
% Truck/Comb: xxxx xxxx xxxx xxxx xxxx xxxx
PCE Adj: 1.10 1.00 1.00 1.10 1.00 1.00 1.10 1.10 1.10 1.00 1.00 1.10
Cycl/Car PCE: xxxx xxxx xxxx xxxx xxxx xxxx
Trck/Cmb PCE: xxxx xxxx xxxx xxxx xxxx xxxx
Adj Vol: 241 583 0 0 316 443 0 0 42 0 67

Critical Gap Module:
MoveUp Time: 2.1 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx 3.4 xxxx 2.6
Critical Gp: 5.0 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx 6.5 xxxx 5.5

Capacity Module:
Conflict Vol: 316 xxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx 1118 xxxx 583
Potent Cap.: 1213 xxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 239 xxxx 701
Adj Cap: 1.00 xxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.80 xxxx 1.00
Move Cap.: 1213 xxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 191 xxxx 701

Level Of Service Module:
Stopped Del: 3.6 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 24.1 xxxx 5.7
LOS by Move: A * * * * * B
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 191 xxxx xxxxx
Shrd StpDel: xxxx xxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 24.1 xxxx xxxxx
Shared LOS: * * * * * D * * * * *
ApproachDel: 1.1 0.0 0.0 12.8

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Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #12 RIVERFORD ROAD/WOODSIDE ROAD NORTH

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include
Lanes: 1 0 1 0 0 0 0 1 0 1 0 0 1 0 0 0 0

Volume Module: >> Count Date: 15 Jul 1998 << PM PEAK
Base Vol: 77 510 0 0 420 33 110 0 232 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 77 510 0 0 420 33 110 0 232 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 86 567 0 0 467 37 122 0 258 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 86 567 0 0 467 37 122 0 258 0 0 0

Adjusted Volume Module:
Grade: 0% 0% 0% 0%
% Cycle/Cars: xxxx xxxx xxxx xxxx xxxx xxxx
% Truck/Comb: xxxx xxxx xxxx xxxx xxxx xxxx
PCE Adj: 1.10 1.00 1.00 1.10 1.00 1.00 1.10 1.10 1.10 1.10 1.10 1.10
Cycl/Car PCE: xxxx xxxx xxxx xxxx xxxx xxxx
Trck/Cmb PCE: xxxx xxxx xxxx xxxx xxxx xxxx
Adj Vol: 94 567 0 0 467 37 134 0 284 0 0 0

Critical Gap Module:
MoveUp Time: 2.1 xxxx xxxxx xxxxx xxxxx xxxxx 3.4 xxxx 2.6 xxxxx xxxxx xxxxx
Critical Gp: 5.0 xxxx xxxxx xxxxx xxxxx xxxxx 6.5 xxxx 5.5 xxxxx xxxxx xxxxx

Capacity Module:
Conflict Vol: 503 xxxx xxxxx xxxx xxxxx xxxxx 1137 xxxx 485 xxxx xxxx xxxxx
Potent Cap.: 987 xxxx xxxxx xxxx xxxxx xxxxx 232 xxxx 786 xxxx xxxx xxxxx
Adj Cap: 1.00 xxxx xxxxx xxxx xxxxx xxxxx 0.90 xxxx 1.00 xxxx xxxx xxxxx
Move Cap.: 987 xxxx xxxxx xxxx xxxxx xxxxx 210 xxxx 786 xxxx xxxx xxxxx

Level Of Service Module:
Stopped Del: 4.0 xxxx xxxxx xxxxx xxxxx xxxxx 40.2 xxxx 6.8 xxxxx xxxxx xxxxx
LOS by Move: A * * * * * E * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Shrd StpDel: xxxx xxxx xxxxx xxxx xxxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Shared LOS: * * * * * * * * * *
ApproachDel: 0.6 0.0 17.5 0.0

Scenario Report
 Scenario: EXISTING + PROJ PM
 Command: EXISTING + PROJECT PM
 Volume: EXISTING + PROJECT PM
 Geometry: EXISTING + PROJECT PM
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Paths
 Routes: Default Routes
 Configuration: Default Configuration

Impact Analysis Report Level Of Service						
Intersection	Base			Future		
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C
# 1 RIVERSIDE DRIVE/RIVERFORD ROAD	E	47.2	0.910	E	47.2	0.910
# 2 RIVERSIDE DRIVE/PALM ROW DRIVE	C	19.0	0.752	C	19.0	0.752
# 3 RIVERSIDE DRIVE/VISTA CAMINO	D	1.1	0.000	D	1.1	0.000
# 4 RIVERSIDE DRIVE/LAKESIDE AVENUE	D	1.7	0.000	D	1.7	0.000
# 5 LAKESIDE AVENUE/VALLE VISTA ROAD	F	6.1	0.000	F	6.1	0.000
# 6 LAKESIDE AVENUE/CHANNEL ROAD	F	154.2	0.000	F	154.2	0.000
# 7 CHANNEL ROAD/MAPLEVIEW STREET	F	107.9	1.388	F	107.9	1.388
# 8 WOODSIDE AVENUE/CHANNEL ROAD	C	20.3	0.694	C	20.3	0.694
# 9 WOODSIDE AVENUE/WINTER GARDENS	F	75.1	1.121	F	75.1	1.121
# 10 WOODSIDE AVENUE/RIVERFORD ROAD	F	127.1	1.265	F	127.1	1.265
# 11 RIVERFORD ROAD/67 SB RAMPS	F	130.6	0.000	F	130.6	0.000
# 12 RIVERFORD ROAD/WOODSIDE ROAD	N	F OVRFL	0.000	F OVRFL	0.000	0.000

Intersection #2 RIVERSIDE DRIVE/PALM ROW DRIVE

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	7	7	0	7	7	0	7	7	0
Lancs:	1	0	0	1	0	0	1	0	0	1	0	0

Volume Module:	>>	Count	Date:	16	Jul	1998	<<											
Base Vol:	50	10	20	30	10	137	235	577	20	10	620	38						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bae:	50	10	20	30	10	137	235	577	20	10	620	38						
User Adj:	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	56	11	19	33	11	129	261	641	22	11	689	36						
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	56	11	19	33	11	129	261	641	22	11	689	36						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLP Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	56	11	19	33	11	129	261	641	22	11	689	36						

[illegible]

Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.02	0.02	0.09	0.09	0.16	0.37	0.37	0.01	0.41	0.41
Crit Moves:	****				****		****			****		
Green/Cycle:	0.06	0.09	0.09	0.09	0.12	0.12	0.21	0.69	0.69	0.06	0.54	0.54
Volume/Cap:	0.60	0.21	0.21	0.23	0.76	0.76	0.76	0.54	0.54	0.12	0.76	0.76

Level of Service Module:												
Uniform Del:	41.9	38.6	38.6	38.7	39.0	39.0	33.7	6.9	6.9	40.7	16.6	16.6
Increment:Del:	6.9	0.1	0.1	0.2	11.3	11.3	6.6	0.4	0.4	0.0	2.6	2.6
Delay Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Delay/Veh:	42.5	32.9	32.9	33.1	44.5	44.5	35.3	6.3	6.3	34.6	16.7	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	32.9	32.9	33.1	44.5	44.5	35.3	6.3	6.3	34.6	16.7	16.7
DesignQueue:	4	1	1	2	1	8	14	15	1	1	24	1

Intersection #2 RIVERSIDE DRIVE/PAIM ROW DRIVE

HCM Ops Adjusted Lane Utilization Module:												
Lanes:	1	0	0	1	0	1	0	1	0	1	0	0
Lane Group:	L	RT	RT	L	RT	RT	L	RT	RT	L	RT	RT
#LnsInGrps:	1	1	1	1	1	1	1	1	1	1	1	1
HCM Ops Input Saturation Adj Module:												
Lane Width:	10	12	12	10	12	12	10	12	12	10	12	12

Grade:	0%	0%	0%	0%
Parking/Hr:	No	No	No	No
Bus Stp/Hr:	0	0	2	2
Area Type:	< < < < < < < < < Other > > > > > >			
Cnft Ped/Hr:	10	10	10	10
ExclusiveRT:	Include	Include	Include	Include
% RT Prctc:	0	0	0	0

```

HCM Ops firt) and f(lit) Adj Case Module:
f(rt) Case:  xxxx  5  5  xxxx  5  5  xxxx  5  5  xxxx  5  5
f(lit) Case:   1 xxxx  xxxx  1 xxxx  xxxx  1 xxxx  xxxx  1 xxxx  xxxx

```

HCM Ops Saturation Adj. Module:									
Ln Wid Adj:	0.93	1.00	1.00	0.93	1.00	1.00	0.93	1.00	1.00
Hav Veh Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Grade Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	1.00	1.00
Bus Stp Adj:	xxxx	1.00	1.00	xxxx	1.00	1.00	xxxx	0.99	0.99
Area Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
RT Adj:	xxxx	0.90	0.90	xxxx	0.86	0.86	xxxx	1.00	1.00
LT Adj:	0.95	xxxx	xxxx	0.95	xxxx	xxxx	0.95	xxxx	xxxx
HCM Sat Adj:	0.84	0.86	0.86	0.84	0.82	0.82	0.84	0.94	0.94
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLP Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fnl Sat Adj:	0.84	0.86	0.86	0.84	0.82	0.82	0.84	0.94	0.94

```

Delay Adjustment Factor Module:
Coordinated: < < < < < < < < < < No > > > > > > > > > > > > > >
Signal Type: < < < < < < < < < < Actuated > > > > > > > > > > > > > >
DelAdjPctr: 0.05 0.05 0.05 0.05 0.05 0.05 0.05 0.05 0.05 0.05 0.05 0.05 0.05

```

Level Of Service Computation Report
 1994 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #3 RIVERSIDE DRIVE/VISTA CAMINO

 Average Delay (sec/veh): 1.1 Worst Case Level Of Service: D

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 0 0 0 0 1 0 0 0 1 0 1 0 0 0 0 1 0
 Volume Module: >> Count Date: 16 Jul 1998 <<
 Base Vol: 0 0 18 0 63 74 544 0 0 633 12
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 18 0 63 74 544 0 0 633 12
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
 PHF Volume: 0 0 0 20 0 70 82 604 0 0 703 13
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 0 0 0 20 0 70 82 604 0 0 703 13
 Adjusted Volume Module:
 Grade: 0% 0% 0% 0%
 % Cycle/Cars: xxxx xxxx xxxx xxxx xxxx xxxx
 % Truck/Comb: xxxx xxxx xxxx xxxx xxxx xxxx
 PCE Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.00 1.00 1.10 1.00 1.00
 Cycl/Car PCE: xxxx xxxx xxxx xxxx xxxx xxxx
 Trck/Cmb PCE: xxxx xxxx xxxx xxxx xxxx xxxx
 Adj Vol: 0 0 0 22 0 77 90 604 0 0 703 13
 Critical Gap Module:
 MoveUp Time:xxxxx xxxx xxxxx 3.4 xxxxx 2.6 2.1 xxxxx xxxxx xxxxx xxxxx xxxxx
 Critical Gp:xxxxx xxxx xxxxx 6.5 xxxxx 5.5 5.0 xxxxx xxxxx xxxxx xxxxx xxxxx
 Capacity Module:
 Conflict Vol: xxxx xxxx xxxxx 1397 xxxxx 710 717 xxxxx xxxxx xxxxx xxxxx xxxxx
 Potent Cap.: xxxx xxxx xxxxx 164 xxxxx 605 781 xxxxx xxxxx xxxxx xxxxx xxxxx
 Adj Cap: xxxx xxxx xxxxx 0.88 xxxxx 1.00 1.00 xxxxx xxxxx xxxxx xxxxx xxxxx
 Move Cap.: xxxx xxxx xxxxx 145 xxxxx 605 781 xxxxx xxxxx xxxxx xxxxx xxxxx
 Level Of Service Module:
 Stopped Del:xxxxx xxxx xxxxx 28.7 xxxxx 6.7 5.2 xxxxx xxxxx xxxxx xxxxx xxxxx
 LOS by Move: * * * D * B * B *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
 Shrd StpDel:xxxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
 Shared LOS: * * * * *
 ApproachDel: 0.0 11.6 0.7 0.0

Level Of Service Computation Report
 1994 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #4 RIVERSIDE DRIVE/LAKESIDE AVENUE

 Average Delay (sec/veh): 1.7 Worst Case Level Of Service: D

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Include Channel
 Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 1 0
 Volume Module: >> Count Date: 16 Jul 1998 << PM PEAK
 Base Vol: 0 0 68 0 12 20 453 0 0 618 133
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 68 0 12 20 453 0 0 618 133
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
 PHF Volume: 0 0 0 76 0 13 22 503 0 0 687 148
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 0 0 0 76 0 13 22 503 0 0 687 148
 Adjusted Volume Module:
 Grade: 0% 0% 0% 0%
 % Cycle/Cars: xxxx xxxx xxxx xxxx xxxx xxxx
 % Truck/Comb: xxxx xxxx xxxx xxxx xxxx xxxx
 PCE Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.00 1.00 1.10 1.00 1.00
 Cycl/Car PCE: xxxx xxxx xxxx xxxx xxxx xxxx
 Trck/Cmb PCE: xxxx xxxx xxxx xxxx xxxx xxxx
 Adj Vol: 0 0 0 83 0 15 24 503 0 0 687 148
 Critical Gap Module:
 MoveUp Time:xxxxx xxxx xxxxx 3.4 xxxxx 2.6 2.1 xxxxx xxxxx xxxxx xxxxx xxxxx
 Critical Gp:xxxxx xxxx xxxxx 6.5 xxxxx 5.5 5.0 xxxxx xxxxx xxxxx xxxxx xxxxx
 Capacity Module:
 Conflict Vol: xxxx xxxx xxxxx 1212 xxxxx 687 687 xxxxx xxxxx xxxxx xxxxx xxxxx
 Potent Cap.: xxxx xxxx xxxxx 210 xxxxx 621 807 xxxxx xxxxx xxxxx xxxxx xxxxx
 Adj Cap: xxxx xxxx xxxxx 0.97 xxxxx 1.00 1.00 xxxxx xxxxx xxxxx xxxxx xxxxx
 Move Cap.: xxxx xxxx xxxxx 204 xxxxx 621 807 xxxxx xxxxx xxxxx xxxxx xxxxx
 Level Of Service Module:
 Stopped Del:xxxxx xxxx xxxxx 27.9 xxxxx 5.9 4.6 xxxxx xxxxx xxxxx xxxxx xxxxx
 LOS by Move: * * * D * B * A *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
 Shrd StpDel:xxxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
 Shared LOS: * * * * *
 ApproachDel: 0.0 24.6 0.2 0.0

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Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 LAKESIDE AVENUE/VALLE VISTA ROAD

Average Delay (sec/veh): 6.1 Worst Case Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Channel
Lanes: 0 0 0 0 1 0 0 0 1 0 1 0 0 0 0 1 0 1

Volume Module: >> Count Date: 16 Jul 1998 << PM PEAK
Base Vol: 0 0 90 0 104 150 371 0 0 647 158
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 90 0 104 150 371 0 0 647 158
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 0 0 0 100 0 116 167 412 0 0 719 176
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 100 0 116 167 412 0 0 719 176

Adjusted Volume Module:
Grade: 0% 0% 0% 0%
% Cycle/Cars: xxxx xxxx xxxx xxxx xxxx xxxx
% Truck/Comb: xxxx xxxx xxxx xxxx xxxx xxxx
PCE Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.10
Cycl/Car PCE: xxxx xxxx xxxx xxxx xxxx xxxx
Trck/Cmb PCE: xxxx xxxx xxxx xxxx xxxx xxxx
Adj Vol.: 0 0 0 110 0 127 183 412 0 0 719 176

Critical Gap Module:
MoveUp Time:xxxx xxxx xxxx 3.4 xxxx 2.6 2.1 xxxx xxxxx xxxxx xxxx xxxxx
Critical Gp:xxxxxx xxxx xxxxx 6.5 xxxx 5.5 5.0 xxxxx xxxxx xxxxx xxxx xxxxx

Capacity Module:
Conflict Vol: xxxx xxxx xxxxx 1298 xxxx 719 719 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx 188 xxxx 599 779 xxxx xxxxx xxxx xxxx xxxxx
Adj Cap: xxxx xxxx xxxxx 0.76 xxxx 1.00 1.00 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx 143 xxxx 599 779 xxxx xxxxx xxxx xxxx xxxxx

Level Of Service Module:
Stopped Del:xxxxxx xxxx xxxxx 77.7 xxxx 7.5 5.9 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: A B B A
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Shrd StpDel:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: A B B A
ApproachDel: 0.0 40.0 1.8 0.0

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Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 LAKESIDE AVENUE/CHANNEL ROAD

Average Delay (sec/veh): 154.2 Worst Case Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Channel Include
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 0 0 0

Volume Module: >> Count Date: 15 Jul 1998 << PM PEAK
Base Vol: 630 0 113 0 0 0 0 110 410 102 157 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 630 0 113 0 0 0 0 110 410 102 157 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 700 0 126 0 0 0 0 122 456 113 174 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 700 0 126 0 0 0 0 122 456 113 174 0

Adjusted Volume Module:
Grade: +2% 0% 0% 0%
% Cycle/Cars: xxxx xxxx xxxx xxxx xxxx xxxx
% Truck/Comb: xxxx xxxx xxxx xxxx xxxx xxxx
PCE Adj: 1.40 1.00 1.00 1.10 1.00 1.00 1.10 1.10 1.10 1.10 1.10
Cycl/Car PCE: xxxx xxxx xxxx xxxx xxxx
Trck/Cmb PCE: xxxx xxxx xxxx xxxx xxxx
Adj Vol.: 980 0 126 0 0 0 0 134 501 125 192 0

Critical Gap Module:
MoveUp Time: 2.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 3.3 2.6 3.4 3.3 xxxxx
Critical Gp: 5.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 6.0 5.5 6.5 6.0 xxxxx

Capacity Module:
Conflict Vol: 0 xxxx xxxxx xxxx xxxx xxxxx xxxx 826 0 761 700 xxxxx
Potent Cap.: 1714 xxxx xxxxx xxxx xxxx xxxxx xxxx 402 1385 384 468 xxxxx
Adj Cap: 1.00 xxxx xxxxx xxxx xxxx xxxxx xxxx 0.43 1.00 0.14 0.43 xxxxx
Move Cap.: 1714 xxxx xxxxx xxxx xxxx xxxxx xxxx 172 1385 53 201 xxxxx

Level Of Service Module:
Stopped Del: 3.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 67.7 3.9 2266 105 xxxxx
LOS by Move: A A A A P A
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx 95 xxxx xxxxx
Shrd StpDel:xxxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 956.2 xxxx xxxxx
Shared LOS: A A A A P A
ApproachDel: 3.1 0.0 17.4 956.2

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Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #7 CHANNEL ROAD/MAPLEVIEW STREET

Cycle (sec): 1 Critical Vol./Cap. (X): 1.388
Loss Time (sec): 3 (Y+R = 4 sec) Average Delay (sec/veh): 107.9
Optimal Cycle: 0 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 1 0 0 0 0 1 1 0 0

Volume Module: >> Count Date: 15 Jul 1998 << PM PEAK
Base Vol: 0 615 186 154 432 0 0 0 225 0 137
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 615 186 154 432 0 0 0 225 0 137
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHP Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHP Volume: 0 683 207 171 480 0 0 0 250 0 152
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 683 207 171 480 0 0 0 250 0 152
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 683 207 171 480 0 0 0 250 0 152

Saturation Flow Module:
Sat/Lane: 641 641 641 729 729 729 0 0 0 414 414 414
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.77 0.23 0.26 0.74 0.00 0.00 0.00 0.00 0.62 0.00 0.38
Final Sat.: 0 492 149 191 538 0 0 0 0 257 0 157

Capacity Analysis Module:
Vol/Sat: 0.00 1.39 1.39 0.89 0.89 0.00 0.00 0.00 0.00 0.97 0.00 0.97
Crit Moves: **** **

ApproachV/S: 1.39 0.89 xxxxxx 0.97

Level Of Service Module:
Delay/Veh: 0.0 196 195.6 29.8 29.8 0.0 0.0 0.0 0.0 40.0 0.0 40.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 196 195.6 29.8 29.8 0.0 0.0 0.0 0.0 40.0 0.0 40.0
LOS by Move: * F F D * * * * E * E
ApproachDel: 195.6 29.8 xxxxxx 40.0
LOS by Appr: F D P B

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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #8 WOODSIDE AVENUE/CHANNEL ROAD

Cycle (sec): 75 Critical Vol./Cap. (X): 0.694
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 20.3
Optimal Cycle: 48 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R
Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 7 7 0 7 7 7 14 0 7 14 0
Lanes: 0 1 0 0 1 0 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1

Volume Module: >> Count Date: 5 Aug 1998 << PM PEAK
Base Vol: 164 78 13 119 136 231 214 647 167 9 353 80
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 164 78 13 119 136 231 214 647 167 9 353 80
User Adj: 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85
PHP Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHP Volume: 182 87 12 132 151 218 238 719 158 10 392 76
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 182 87 12 132 151 218 238 719 158 10 392 76
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.05 1.05 1.00 1.05 1.05
Final Vol.: 182 87 12 132 151 218 238 755 166 10 412 79

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.86 0.92 0.80 0.80 0.85 0.74 0.84 0.92 0.92 0.77 0.85 0.85
Lanes: 0.69 0.31 1.00 0.48 0.52 1.00 1.00 1.64 0.36 1.00 1.68 0.32
Final Sat.: 1133 542 1526 731 836 1404 1604 2878 633 1465 2706 519

Capacity Analysis Module:
Vol/Sat: 0.16 0.16 0.01 0.18 0.18 0.16 0.15 0.26 0.26 0.01 0.15 0.15
Crit Moves: **** **

Green/Cycle: 0.21 0.21 0.21 0.24 0.24 0.24 0.25 0.34 0.34 0.09 0.19 0.19
Volume/Cap: 0.77 0.77 0.04 0.77 0.77 0.66 0.60 0.77 0.77 0.07 0.82 0.82

Level Of Service Module:
Uniform Del: 21.2 21.2 18.0 20.3 20.3 19.7 18.9 16.7 16.7 23.6 22.2 22.2
IncrementDel: 6.7 6.7 0.0 6.4 6.4 3.3 1.8 2.1 2.1 0.0 5.9 5.9
Delay Adj: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
Delay/Veh: 24.8 24.8 15.3 23.7 23.7 20.1 17.8 16.4 16.4 20.1 24.8 24.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 24.8 24.8 15.3 23.7 23.7 20.1 17.8 16.4 16.4 20.1 24.8 24.8
DesignQueue: 6 3 0 4 5 7 8 22 5 0 14 3

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Level Of Service Detailed Computation Report
1994 HCM Operations Method
Base Volume Alternative

Intersection #8 WOODSIDE AVENUE/CHANNEL ROAD

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
HCM Ops Adjusted Lane Utilization Module:				
Lanes:	0 1 0 0 1	0 1 0 0 1	1 0 1 1 0	1 0 1 1 0
Lane Group:	LT LT R	LT LT R	L RT RT	L RT RT
#LnsInGrps:	1 1 1	1 1 1	1 2 2	1 2 2
HCM Ops Input Saturation Adj Module:				
Lane Width:	10 12 12	10 12 12	10 12 12	10 12 12
% Hov Veh:	5	15	5	15
Grade:	0%	0%	0%	0%
Parking/Hr:	No	No	No	No
Bus Stp/Hr:	2	0	0	2
Area Type:	< < < < < < < < < Other > > > > > > > >			
Cnft Ped/Hr:	10	10	10	10
ExclusiveRT:	Include	Include	Include	Include
% RT Prct:	0	0	0	0
HCM Ops f(rtl) and f(lt) Adj Case Module:				
f(rtl) Case:	xxxx xxxx 2 xxxx xxxx	2 xxxx 5 5 xxxx 5 5		
f(lt) Case:	4 4 xxxx 4 4 xxxx	1 xxxx xxxx 1 xxxx xxxx		
HCM Ops Saturation Adj Module:				
Ln Wid Adj:	0.93 1.00 1.00	0.93 1.00 1.00	0.93 1.00 1.00	0.93 1.00 1.00
Hov Veh Adj:	0.95 0.95 0.95	0.87 0.87 0.87	0.95 0.95 0.95	0.87 0.87 0.87
Grade Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Parking Adj:	xxxx xxxx 1.00	xxxx xxxx 1.00	xxxx 1.00 1.00	xxxx 1.00 1.00
Bus Stp Adj:	xxxx xxxx 0.99	xxxx xxxx 1.00	xxxx 1.00 1.00	xxxx 1.00 1.00
Area Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
RT Adj:	xxxx xxxx 0.85	xxxx xxxx 0.85	xxxx 0.97 0.97	xxxx 0.98 0.98
LT Adj:	0.97 0.97 xxxxx	0.98 0.98 xxxxx	0.95 xxxxx xxxxx	0.95 xxxxx xxxxx
HCM Sat Adj:	0.86 0.92 0.80	0.80 0.85 0.74	0.84 0.92 0.92	0.77 0.85 0.85
Usr Sat Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MHP Sat Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Fnl Sat Adj:	0.86 0.92 0.80	0.80 0.85 0.74	0.84 0.92 0.92	0.77 0.85 0.85
Delay Adjustment Factor Module:				
Coordinated:	< < < < < < < < < No > > > > > > > >			
Signal Type:	< < < < < < < < < Actuated > > > > > > > >			
DelAdjPctr:	0.85 0.85 0.85	0.85 0.85 0.85	0.85 0.85 0.85	0.85 0.85 0.85

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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #9 WOODSIDE AVENUE/WINTER GARDENS BLVD.

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Cycle (sec):	120		Critical Vol./Cap. (X):	1.121
Loss Time (sec):	12 (Y+R = 4 sec)		Average Delay (sec/veh):	75.1
Optimal Cycle:	180		Level Of Service:	P
Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	7 14 7	7 14 7	7 14 7	7 7 7
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 1 0 1
Volume Module:	>> Count Date: 6 Aug 1998 << PM PEAK			
Base Vol:	374 165 224	98 338 314	216 373 446	355 554 73
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	374 165 224	98 338 314	216 373 446	355 554 73
User Adj:	1.00 1.00 0.85	1.00 1.00 0.85	1.00 1.00 0.85	1.00 1.00 0.85
PHF Adj:	0.90 0.90 0.90	0.90 0.90 0.90	0.90 0.90 0.90	0.90 0.90 0.90
PHP Volume:	416 183 212	109 376 297	240 414 421	394 616 69
Reduced Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	416 183 212	109 376 297	240 414 421	394 616 69
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MHP Adj:	1.00 1.05 1.00	1.00 1.05 1.00	1.00 1.05 1.00	1.00 1.00 1.00
Final Vol.:	416 193 212	109 394 297	240 435 421	394 616 69
Saturation Flow Module:				
Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.77 0.87 0.73	0.87 0.98 0.83	0.87 0.98 0.83	0.77 0.87 0.73
Lanes:	1.00 2.00 1.00	1.00 2.00 1.00	1.00 2.00 1.00	1.00 1.00 1.00
Final Sat.:	1465 3304 1393	1652 3725 1583	1652 3725 1571	1465 1652 1393
Capacity Analysis Module:				
Vol/Sat:	0.28 0.06 0.15	0.07 0.11 0.19	0.15 0.12 0.27	0.27 0.37 0.05
Crit Moves:	***	***	***	***
Green/Cycle:	0.25 0.29 0.29	0.13 0.17 0.17	0.13 0.24 0.24	0.24 0.34 0.34
Volume/Cap:	1.12 0.20 0.52	0.52 0.63 1.12	1.08 0.49 1.12	1.12 1.08 0.14
Level Of Service Module:				
Uniform Del:	34.0 24.2 26.8	37.2 35.4 38.0	39.5 29.9 34.7	34.7 29.9 20.6
Incremental Del:	80.7 0.0 1.0	1.8 1.5 88.5	75.3 0.4 80.4	81.8 55.3 0.0
Delay Adj:	0.85 0.85 0.85	0.85 0.85 0.85	0.85 0.85 0.85	0.85 0.85 0.85
Delay/Veh:	109.6 20.6 23.8	33.4 31.5 120.8	108.8 25.8 109.9	111.3 80.7 17.5
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	109.6 20.6 23.8	33.4 31.5 120.8	108.8 25.8 109.9	111.3 80.7 17.5
DesignQueue:	22 9 10	6 22 17	14 23 23	21 29 3

Intersection #9 WOODSIDE AVENUE/WINTER GARDENS BLVD.

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Intersection #10 WOODSIDE AVENUE/RIVERFORD ROAD

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Level Of Service Detailed Computation Report
1994 HCM Operations Method
Base Volume Alternative

Intersection #10 WOODSIDE AVENUE/RIVERFORD ROAD

Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	T	R		L	T	R		L	T	R		L	T	R		
HCM Ops Adjusted Lane Utilization Module:																	
Lanes:	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	1
Lane Group:	xxxx	xxxx	xxxx		L	xxxx	R		L	T	xxxx	xxxx		T	R		
#LnsInGrp:	0	0	0		1	0	1		1	1	0	0		0	1	1	
HCM Ops Input Saturation Adj Module:																	
Lane Width:	10	12	12		12	12	12		10	12	12		10	12	12		
% Hov Veh:			2				2				2				2		
Grade:	0%				+2%				0%				0%				
Parking/Hr:	No				No				No				No				
Bus Stp/Hr:	0				0				0				0				
Area Type:	<	<	<	<	<	<	<	<	<	<	<	<	<	<	<	<	
Cnft Pad/Hr:	10				10				10				10				
ExclusiveRT:	Include				Include				Include				Include				
% RT Prtct:	0				0				0				0				

```

HCM Ops f(r) and f(l) Adj Case Module:
f(r) Case:  xxxx xxxx  xxxx xxxx  xxxx  2  xxxx xxxx  xxxx  xxxx xxxx  2
f(l) Case:  xxxx xxxx  xxxx  1 xxxx  xxxx  1  xxxx xxxx  xxxx xxxx  xxxx

```

HCM Ops Saturation Adj: Module:														
Ln	Wid	Adj:	XXXX	XXXX	XXXXX	1.00	XXXX	1.00	0.93	1.00	XXXXX	XXXX	1.00	1.00
Hwy	Veh	Adj:	XXXX	XXXX	XXXXX	0.98	XXXX	0.98	0.98	0.98	XXXXX	XXXX	0.98	0.98
Grade	Adj:	XXXX	XXXX	XXXXX	0.99	XXXX	0.99	1.00	1.00	XXXXX	XXXX	1.00	1.00	
Parking	Adj:	XXXX	XXXX	XXXXX	XXXX	XXXX	1.00	XXXX	1.00	XXXXX	XXXX	XXXX	1.00	
Bus Stp	Adj:	XXXX	XXXX	XXXXX	XXXX	XXXX	1.00	XXXX	1.00	XXXXX	XXXX	XXXX	1.00	
Area	Adj:	XXXX	XXXX	XXXXX	1.00	XXXX	1.00	1.00	1.00	XXXXX	XXXX	1.00	1.00	
RT	Adj:	XXXX	XXXX	XXXXX	XXXX	XXXX	0.85	XXXX	XXXX	XXXXX	XXXX	XXXX	0.85	
LD	Adj:	XXXX	XXXX	XXXXX	0.95	XXXX	XXXXX	0.95	XXXX	XXXXX	XXXX	XXXX	XXXXX	
HCM	Sat	Adj:	1.00	1.00	1.00	0.92	1.00	0.82	0.87	0.98	1.00	1.00	0.98	0.83
Upr	Sat	Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MFL	Sat	Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pln	Sat	Adj:	1.00	1.00	1.00	0.92	1.00	0.82	0.87	0.98	1.00	1.00	0.98	0.83

```

Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < No > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < Actuated > > > > > > > > > > > > > >
DelAdjPctr:  0.00 0.00 0.00 0.85 0.00 0.85 0.85 0.85 0.00 0.00 0.85 0.85

```

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #11 RIVERFORD ROAD/67 SB RAMP

Average Delay (sec/veh): 130.6 Worst Case Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	T	R		L	T	R		L	T	R		L	T	R		
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign				
Rights:	Include				Channel				Include				Include				
Lanes:	1	0	1	0	0	0	1	0	1	0	0	0	0	0	1	0	0

Volume Module:	>> Count	Date:	23 Jul 1998	<< PM PEAK									
Base Vol.:	257 855	0	0	974 669	0	0	0	68	0	170			
Growth Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Base:	257 855	0	0	974 669	0	0	0	68	0	170			
User Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHP Adj:	0.90 0.90	0.90	0.90	0.90 0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90		
PHP Volume:	286 950	0	0	1082 743	0	0	0	76	0	189			
Reduct Vol.:	0 0	0	0	0 0	0	0	0	0	0	0	0		
Final Vol.:	286 950	0	0	1082 743	0	0	0	76	0	189			

Adjusted Volume Module:																
	0%				0%				0%				-2%			
% Cycle/Cars:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
% Truck/Comb:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
PCE Adj:	1.10	1.00	1.00		1.10	1.00	1.00		1.10	1.10	1.10		1.00	1.00	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Trck/Comb PCE:	xxxx	xxxx			xxxx	xxxx			xxxx	xxxx			xxxx	xxxx		
Adj Vol:	314	950	0		0	1082	743		0	0	0		0	76	0	189

Critical Gap Module:											
MoveUp Time:	2.1	xxxx	xxxxx	xxxxxx	xxxxx	xxxxxxx	xxxxxx	xxxxxx	3.4	xxxx	2.6
Critical Gp:	5.0	xxxx	xxxxxx	xxxxxx	xxxxx	xxxxxxx	xxxxxx	xxxxxx	6.5	xxxx	5.5

Capacity Module:												
Conflict Vol:	1082	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	2318	xxxx	950
Potent Cap.:	523	xxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	48	xxxx	457
Adj Cap.:	1.00	xxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.40	xxxx	1.00
Move Can.:	523	xxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	19	xxxx	457

Level of Service Module:													
Stapped Del:	15.1	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	5700 XXXXX 13.4
LOS by Mover:	C	*											C
Movement:	LT	- LTR	- RT		LT	- LTR	- RT		LT	- LTR	- RT		LT - LTR - RT
Shared Cap.:	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	19 XXXXX
Shrd StpDel:	XXXXXX	XXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	5700 XXXXX
Shared LOS:		*			*		*		*		*		P
ApproachDel:	3.7				0.0				0.0				1638.3

1994 HCM Unsignalized Method (Base Volume Alternative)

Average Delay (sec/veh):	OVERFLOW	Worst Case Level Of Service:	F
--------------------------	----------	------------------------------	---

Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign

Control:	Uncontrolled	Uncontrolled	Stop sign	Stop sign
Rights:	Include	Include	Include	Include

Right:	Include					Exclude					Include					Exclude				
Lanes:	1	0	1	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0

.....|.....|.....|.....|.....|

Volume Modulo: >> Count Date: 15 Jul 1998 << PM PEAK

Base Vol:	187	840	0	0	1330	323	260	0	282	0	0	0
-----------	-----	-----	---	---	------	-----	-----	---	-----	---	---	---

[illegible]

Initial Buo:	187	840	0	0	1330	323	260	0	282	0	0	0
--------------	-----	-----	---	---	------	-----	-----	---	-----	---	---	---

[illegible][illegible]

PHP Volume:	208	933	0	0	1478	359	289	0	313	0	0	0
-------------	-----	-----	---	---	------	-----	-----	---	-----	---	---	---

Reduct. Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Direct. Vol:	000	000	0	0	1.170	250	000	0	0.10	0	0	0

Final Vol.:	208	933	0	0	1478	359	289	0	313	0	0	0
-------------	-----	-----	---	---	------	-----	-----	---	-----	---	---	---

.....|.....|.....|.....|.....|

Adjusted Volume Module: 00 00 00 00

Grade:	0%	0%	0%	0%
▲ Cumulative Grade:	0%	0%	0%	0%

1 Cycle/Cars: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx

* Truck/Comb:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
207 211	1	10	1	10	1	10	1
	00	00	00	00	00	00	00

PCE Adj: 1.10 1.00 1.00 1.10 1.00 1.00 1.10 1.10 1.10 1.10 1.10 1.10

[illegible]

Track/Cmb PCE: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx

Adj Vol.:	229	933	0	0	1478	359	318	0	345	0	0	0
-----------	-----	-----	---	---	------	-----	-----	---	-----	---	---	---

.....|.....|.....|.....|.....|

Critical Gap Module:
 Available Times: 2.1, 2.4, 2.6

MoveUp Time:	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6	xxxxx	xxxx	xxxxx
Critical Co:	6.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5	xxxxx	xxxx	xxxxx

Critical Gp: 5.0 xxxx xxxxx xxxxx xxxx xxxxx 6.5 xxxx 5.5 xxxxx xxxx xxxxx

Capacity Module:

Capacity Module:
Conflict Vol: 1927 xxxxx xxxxxx xxxxx xxxxx xxxxxx 2208 xxxxx 1667 xxxxx xxxxx xxxxxx

Conflict Vol:	1837	xxxx	xxxxx	xxxx	xxxx	xxxxx	2198	xxxx	1657	xxxx	xxxx	xxxxxx
Potent Cap :	228	xxxx	xxxxx	xxxx	xxxx	xxxxx	25	xxxx	200	xxxx	xxxx	xxxxxx

Potent Cap.:	228	xxxx	xxxxx	xxxx	xxxx	xxxxx	25	xxxx	200	xxxx	xxxx	xxxxx
Adj Cap:	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.00	xxxx	1.00	xxxx	xxxx	xxxxx

Adj Cap:	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.00	xxxx	1.00	xxxx	xxxx	xxxxx
Move Cap :	228	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	200	xxxx	xxxx	xxxxx

```

Move Cap.: 228 xxxx xxxxx  xxxx xxxx xxxxx  0 xxxx  200  xxxx xxxxx xxxxx

```

Level Of Service Module:

Level Of Service Module:
Stopped Del:114.3 xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx 1082 xxxxxx xxxx xxxxxx

Stopped Del:114.3 xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx 1082 xxxxxx xxxx xxxxxx
LOS by Move: P * * * * * * P * P * * *

LOS by Move: F T V F V F V V V V
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Movement:	LF	LTR	RT	LF	LTR	RT	LF	LTR	RT	LF	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx

```

Shared Cap.: xxxx xxxx xxxxxx  xxxx xxxx xxxxxx  xxxx xxxx xxxxxx  xxxx xxxx xxxxxx
Shrd StgDel:xxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxxx

```

Shared StpDel:xxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shared LOS: * * * * *

[illegible]

Default Scenario Mon Nov 23, 1998 07:29:18 Page 1-1

Scenario Report

Scenario: Default Scenario

Command: EXISTING + PR + MIT PM
 Volume: EXISTING + PR + MIT PM
 Geometry: EXISTING + PR + MIT PM
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Paths
 Routes: Default Routes
 Configuration: Default Configuration

Default Scenario Mon Nov 23, 1998 07:29:18 Page 2-1

Impact Analysis Report
Level Of Service

Intersection		Base		Future		Change in
		LOS	Veh C	LOS	Veh C	
# 1 RIVERSIDE DRIVE/RIVERFORD ROAD	D	28.9	0.797	D	28.9 0.797	+ 0.000 D/V
# 2 RIVERSIDE DRIVE/PALM ROW DRIVE	C	19.0	0.764	C	19.0 0.764	+ 0.000 D/V
# 3 RIVERSIDE DRIVE/VISTA CAMINO	D	1.1	0.000	D	1.1 0.000	+ 0.000 V/C
# 4 RIVERSIDE DRIVE/LAKESIDE AVENU	D	1.7	0.000	D	1.7 0.000	+ 0.000 V/C
# 5 LAKESIDE AVENUE/VALLE VISTA RO	B	9.8	0.706	B	9.8 0.706	+ 0.000 D/V
# 6 LAKESIDE AVENUE/CHANNEL ROAD	B	6.1	0.495	B	6.1 0.495	+ 0.000 D/V
# 7 CHANNEL ROAD/MAPLEVIEW STREET	B	7.0	0.587	B	7.0 0.587	+ 0.000 D/V
# 8 WOODSIDE AVENUE/CHANNEL ROAD	C	20.3	0.694	C	20.3 0.694	+ 0.000 D/V
# 9 WOODSIDE AVENUE/WINTER GARDENS	D	36.0	1.005	D	36.0 1.005	+ 0.000 D/V
# 10 WOODSIDE AVENUE/RIVERFORD ROAD	C	24.5	0.909	C	24.5 0.909	+ 0.000 D/V
# 11 RIVERFORD ROAD/67 SB RAMPS	B	11.2	0.611	B	11.2 0.611	+ 0.000 D/V
# 12 RIVERFORD ROAD/WOODSIDE ROAD N	C	16.9	0.861	C	16.9 0.861	+ 0.000 D/V

Intersection #1 RIVERSIDE DRIVE/RIVERFORD ROAD

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	14	14	7	7	7	7	14	14	14	14	7
Lanes:	2	0	1	1	1	0	1	0	1	2	0	2

Volume Module:	>> Count	Date:	15 Jul 1998	<< PM	PEAK								
Base Vol:	80	683	468	339	387	10	20	10	60	471	10	336	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Base:	80	683	468	339	387	10	20	10	60	471	10	336	
User Adj:	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
PHF Volume:	89	759	442	377	430	9	22	11	57	523	11	317	
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	89	759	442	377	430	9	22	11	57	523	11	317	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLP Adj:	1.03	1.05	1.00	1.00	1.05	1.05	1.00	1.05	1.13	1.03	1.05	1.00	
Final Vol:	92	797	442	377	452	10	22	12	64	539	12	317	

Saturation Flow Module:											
Stat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.98	0.83	0.87	0.98	0.98	0.87	0.98	0.83	0.87	0.98
Lanes:	2.00	2.00	1.00	1.00	1.96	0.04	1.00	2.00	2.00	2.00	2.00
Final Sat.:	3303	3725	1583	1652	3645	81	1652	3725	3167	3303	3725

Capacity Analysis Module:																	
Vbl/Sat:	0.03	0.21	0.28	0.23	0.12	0.12	0.01	0.00	0.02	0.16	0.00	0.20					
Crit Moves:			****	****					****	****							
Green/Cycle:	0.08	0.30	0.30	0.30	0.24	0.46	0.46	0.08	0.16	0.16	0.17	0.25	0.25				
Volume/Cycle:	0.36	0.72	0.94	0.94	0.27	0.27	0.17	0.02	0.13	0.94	0.01	0.80					

Level of Service Module:												
Uniform Del:	29.9	21.6	23.5	25.5	11.4	11.4	29.5	24.5	24.9	27.9	19.3	24.0
Increment/Del:	0.4	1.7	20.2	22.4	0.0	0.0	0.1	0.0	0.0	17.7	0.0	7.5
Delay Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Usar/Del/Veh:	25.8	20.0	40.2	44.0	9.7	9.7	25.1	20.8	21.2	41.5	16.4	27.9
Usar Del/Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
DelAdj/Veh:	25.8	20.0	40.2	44.0	9.7	9.7	25.1	20.8	21.2	41.5	16.4	27.9
DesignQueue:	4	30	17	15	13	0	1	1	3	23	0	13

Intersection #1 RIVERSIDE DRIVE/RIVERFORD ROAD

```

NCHM Ops Adjusted Lane Utilization Module:
Lanes:      2 0 2 0 1      1 0 1 1 0      1 0 2 0 2      2 0 2 0 1
Lane Group:  L  T  R      L  RT  RT      L  T  R      L  T  R
#LnsInGrps:  2  2  1      1  2  2      1  2  2      2  2  1

```

HCM Ops Input	Saturation Adj	Module:
Lane Width:	10 12 12	10 12 12 10 12 12 10 12 12
% Hwy Veh:	2	2 2 2 2 2 2 2 2 2
Grade:	0%	0% 0% 0% 0% 0% 0% 0% 0%
Parking/Hr:	No	No No No No No No No No
Bus Stp/Hr:	0	0 0 0 0 0 0 0 0
Area Type:	< < <	< < < < Other >>>>>>>>>>>>>>>>
Cnf Ped/Frd:	< < <	< < < 0 0 0 0 0 0 0 0
ExclusiveRT:	Include	Include Include Include Include Include Include Include
% RT Prctc:	0	.0 .0 .0 .0 .0 .0 .0 .0

```

HCN Ops firt) and f(1t) Adj Case Module:
f(rt) Case:  xxxx xxxx    2  xxxx  5    5  xxxx xxxx    2  xxxx xxxx    2
f(1t) Case:    1 xxxx xxxx    1 xxxx xxxx    1 xxxx xxxx    1 xxxx xxxx

```

HCM Ops Saturation Adj		Module:										
Ln Wld Adj:	0.93 1.00	1.00	0.93 1.00	1.00	0.93 1.00	1.00	0.93 1.00	1.00	0.93 1.00	1.00	0.93 1.00	1.00
Env Veh Adj:	0.98 0.98	0.98	0.98 0.98	0.98	0.98 0.98	0.98	0.98 0.98	0.98	0.98 0.98	0.98	0.98 0.98	0.98
Grade Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
Parking Adj:	XXXX XXXX	1.00	XXXX 1.00	1.00	XXXX XXXX	1.00	XXXX XXXX	1.00	XXXX XXXX	1.00	XXXX XXXX	1.00
Bus Stp Adj:	XXXX XXXX	1.00	XXXX 1.00	1.00	XXXX XXXX	1.00	XXXX XXXX	1.00	XXXX XXXX	1.00	XXXX XXXX	1.00
Area Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
RT Adj:	XXXX XXXX	0.85	XXXX 1.00	1.00	XXXX XXXX	0.85	XXXX XXXX	0.85	XXXX XXXX	0.85	XXXX XXXX	0.85
LT Adj:	0.95 XXXX	XXXXXX	0.95 XXXX	XXXXXX	0.95 XXXX	XXXXXX	0.95 XXXX	XXXXXX	0.95 XXXX	XXXXXX	0.95 XXXX	XXXXXX
HCM Sat Adj:	0.87 0.98	0.83	0.87 0.98	0.98	0.87 0.98	0.83	0.87 0.98	0.83	0.87 0.98	0.83	0.87 0.98	0.83
Ustr Sat Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
MFP Sat Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
Fnl Sat Adj:	0.87 0.98	0.83	0.87 0.98	0.98	0.87 0.98	0.83	0.87 0.98	0.83	0.87 0.98	0.83	0.87 0.98	0.83

```
Delay Adjustment Factor Module:  
Coordinated: <<<<<<<<<<< No >>>>>>>>>>>>  
Signal Type: <<<<<<<<<<< Actuated >>>>>>>>>>>>  
DelAdjPctr: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
```

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #2 RIVERSIDE DRIVE/PALM ROW DRIVE

Cycle (sec):	115	Critical Vol./Cap. (X):	0.764
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	19.0
Optimal Cycle:	63	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	7	0		7	7	0		7	7	0		7	7	0	
Lanes:	1	0	0	1	0	1	0	1	0	1	0	0	1	0	0	

Volume Module:	>>	Count	Date:	16 Jul 1998	<<							
Base Vol:	50	10	20	30	137	235	577	20	10	620	38	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bas:	50	10	20	30	10	137	235	577	20	10	620	
User Adj:	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.00	0.85	
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
PHF Volume:	56	11	22	33	11	129	261	641	22	11	689	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	56	11	22	33	11	129	261	641	22	11	689	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLP Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Vol:	56	11	22	33	11	129	261	641	22	11	689	

Saturation Flow Module:								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	0.69	0.69	0.84	0.82	0.82	0.84	0.94
Lanes:	1.00	0.33	0.67	1.00	0.08	0.92	1.00	0.97
Final Sat.	1296	438	877	1604	122	1434	1604	1735
							0.03	0.05
							1604	1689
								88

Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.03	0.02	0.09	0.09	0.16	0.37	0.37	0.01	0.41	0.41
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.09	0.09	0.09	0.12	0.12	0.21	0.68	0.68	0.06	0.53	0.53
Volume/Cap:	0.71	0.28	0.28	0.23	0.77	0.77	0.77	0.54	0.54	0.11	0.77	0.77

Level of Service Module:												
Uniform Del:	40.3	37.2	37.2	37.0	37.4	37.4	32.4	7.0	7.0	38.8	16.2	16.2
Incremental Del:	16.4	0.4	0.4	0.2	11.8	11.8	0.9	0.4	0.4	0.5	2.7	12.7
Delay Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Delay/Veh:	50.6	32.0	32.0	31.6	43.6	43.6	34.4	6.3	6.3	33.0	16.5	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	32.0	32.0	31.6	43.6	43.6	34.4	6.3	6.3	33.0	16.5	16.5
DesignQueue:	3	1	1	2	1	7	14	14	0	1	23	

Level Of Service Detailed Computation Report
1994 HCM Operations Method
Base Volume Alternative

Intersection #2 RIVERSIDE DRIVE/PALM ROW DRIVE

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

```

HCM Ops Adjusted Lane Utilization Module:
Lanes:      1 0 0 1 0      1 0 0 1 0      1 0 0 1 0      1 0 0 1 0
Lane Group:  L  RT      RT      L  RT      RT      L  RT      RT      L  RT      RT
#LnsInGrps:  1.  1      1      1  1      1      1  1      1      1  1      1

```

HCM Input	Saturation	Adj	Module:
Lane Width:	10 12	12	10 12 10 12 12 10 12 12
% Hev Veh:	30		5 12 5 12 5 12 5
Grade:	0%		0% 0% 0%
Parking/Hr:	No		No No No
Bus Stp/Hr:	0		0 2 2
Area Type:	< < < <	< < < <	< Other > > > > > > > > >
Cnft Ped/Hr:	10		10 10 10
ExclusiveRT:	Include		Include Include Include
% RT Prctc:	0		0 0 0

```

HCM Ops f(r) and f(l) Adj Case Module:
f(r) Case:  xxxx  5  5  xxxx  5  5  xxxx  5  5  xxxx  5  5
f(l) Case:  1 xxxx  xxxx  1 xxxx  xxxx  1 xxxx  xxxx  1 xxxx  xxxx

```

[illegible][illegible]

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)
Intersection #3 RIVERSIDE DRIVE/VISTA CAMINO

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: D

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include
Lanes:	0 0 0 0	1 0 0 0 1	1 0 1 0 0	0 0 0 1 0

Volume Module: >> Count Date: 16 Jul 1998 <<				
Base Vol:	0 0 0 18 0 63	74 544 0	0 633 12	
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Initial Bse:	0 0 0 18 0 63	74 544 0	0 633 12	
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Adj:	0.90 0.90 0.90 0.90 0.90 0.90	0.90 0.90 0.90	0.90 0.90 0.90	
PHF Volume:	0 0 0 20 0 70	82 604 0	0 703 13	
Reduct Vol:	0 0 0 0 0 0	0 0 0	0 0 0	
Final Vol:	0 0 0 20 0 70	82 604 0	0 703 13	

Adjusted Volume Module:				
Grade:	0%	0%	0%	0%
% Cycle/Cars:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
% Truck/Comb:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
PCE Adj:	1.10 1.10 1.10	1.10 1.10 1.10	1.10 1.00 1.00	1.10 1.00 1.00
Cycl/Car PCE:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
Trck/Cmb PCE:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
Adj Vol:	0 0 0 22 0 77	90 604 0	0 703 13	

Critical Gap Module:				
MoveUp Time:xxxxx	xxxx xxxxx	3.4 xxxxx	2.6	2.1 xxxxx xxxxx xxxxx xxxxx
Critical Gap:xxxxx	xxxx xxxxx	6.5 xxxxx	5.5	5.0 xxxxx xxxxx xxxxx xxxxx

Capacity Module:				
Conflict Vol:	xxxx xxxx xxxxx	1397 xxxxx	710	717 xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap:	xxxx xxxx xxxxx	164 xxxxx	605	781 xxxxx xxxxx xxxxx xxxxx xxxxx
Adj Cap:	xxxx xxxx xxxxx	0.88 xxxxx	1.00	1.00 xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap:	xxxx xxxx xxxxx	145 xxxxx	605	781 xxxxx xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:				
Stopped Del:xxxxx	xxxx xxxxx	28.7 xxxxx	6.7	5.2 xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move:		D	B	B
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx
Shrd StpDel:xxxxx	xxxx xxxxx	xxxx xxxxx	xxxx xxxxx	xxxx xxxxx
Shared LOS:				
ApproachDel:	0.0	11.6	0.7	0.0

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)
Intersection #4 RIVERSIDE DRIVE/LAKESIDE AVENUE

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: D

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Channel
Lanes:	0 0 0 0 0	1 0 0 0 1	1 0 1 0 0	0 0 1 0 1

Volume Module: >> Count Date: 16 Jul 1998 << PM PEAK				
Base Vol:	0 0 0 68 0 12	20 453 0	0 618 133	
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Initial Bse:	0 0 0 68 0 12	20 453 0	0 618 133	
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Adj:	0.90 0.90 0.90 0.90 0.90 0.90	0.90 0.90 0.90	0.90 0.90 0.90	
PHF Volume:	0 0 0 76 0 13	22 503 0	0 687 148	
Reduct Vol:	0 0 0 0 0 0	0 0 0	0 0 0	
Final Vol:	0 0 0 76 0 13	22 503 0	0 687 148	

Adjusted Volume Module:				
Grade:	0%	0%	0%	0%
% Cycle/Cars:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
% Truck/Comb:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
PCE Adj:	1.10 1.10 1.10	1.10 1.10 1.10	1.10 1.00 1.00	1.10 1.00 1.00
Cycl/Car PCE:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
Trck/Cmb PCE:	xxxx xxxx	xxxx xxxx	xxxx xxxx	xxxx xxxx
Adj Vol:	0 0 0 83 0 15	24 503 0	0 687 148	

Critical Gap Module:				
MoveUp Time:xxxxx	xxxx xxxxx	3.4 xxxxx	2.6	2.1 xxxxx xxxxx xxxxx xxxxx
Critical Gap:xxxxx	xxxx xxxxx	6.5 xxxxx	5.5	5.0 xxxxx xxxxx xxxxx xxxxx

Capacity Module:				
Conflict Vol:	xxxx xxxx xxxxx	1212 xxxxx	687	687 xxxxx xxxxx xxxxx xxxxx
Potent Cap:	xxxx xxxx xxxxx	210 xxxxx	621	807 xxxxx xxxxx xxxxx xxxxx
Adj Cap:	xxxx xxxx xxxxx	0.97 xxxxx	1.00	1.00 xxxxx xxxxx xxxxx xxxxx
Move Cap:	xxxx xxxx xxxxx	204 xxxxx	621	807 xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:				
Stopped Del:xxxxx	xxxx xxxxx	27.9 xxxxx	5.9	4.6 xxxxx xxxxx xxxxx xxxxx
LOS by Move:		D	B	A
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx
Shrd StpDel:xxxxx	xxxx xxxxx	xxxx xxxxx	xxxx xxxxx	xxxx xxxxx
Shared LOS:				
ApproachDel:	0.0	24.6	0.2	0.0

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #5 LAKESIDE AVENUE/VALLE VISTA ROAD

Cycle (sec):	50	Critical Vol./Cap. (X):	0.706
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	9.8
Optimal Cycle:	49	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0	0	7	0	0	7	7	0	1	0	0	0	1	7
Lanes:	0	0	0	0	1	0	0	1	1	0	0	0	0	0	1	1

Volume Module: >> Count		Date: 16 Jul 1998	PM PEAK									
Base Vol:	0	0	90	0	104	150	371	0	0	647	158	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
Initial Bas:	0	0	90	0	104	150	371	0	0	647	0	
User Adj:	1.00	1.00	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.00	
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00	
PHF Volume:	0	0	100	0	98	167	412	0	0	719	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	100	0	98	167	412	0	0	719	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
Final Vol.:	0	0	100	0	98	167	412	0	0	719	0	

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.89	1.00	0.85	0.89	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1685	0	1615	1685	1900	0	0	1900	1900

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.10	0.22	0.00	0.00	0.38	0.00	0.00
Crit Moves:				****		****				****		
Green/Cycle:	0.00	0.00	0.00	0.14	0.00	0.14	0.14	0.62	0.00	0.00	0.48	0.00
Volume/Cao:	0.00	0.00	0.00	0.42	0.00	0.43	0.71	0.35	0.00	0.00	0.79	0.00

Level Of Service Module:												
Uniform Del:	0.0	0.0	0.0	14.9	0.0	15.0	15.6	3.5	0.0	0.0	8.3	0.0
UncmtdDel:	0.0	0.0	0.0	0.8	0.0	0.9	6.3	0.1	0.0	0.0	3.3	0.0
Delay Adj:	0.00	0.00	0.00	0.85	0.00	0.85	0.85	0.85	0.00	0.00	0.85	0.00
Delay/Veh:	0.0	0.0	0.0	13.5	0.0	13.6	19.6	3.1	0.0	0.0	10.3	0.0
Unser DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.5	0.0	13.6	19.6	3.1	0.0	0.0	10.3	0.0
DesignQueue:	0	0	0	2	0	2	4	5	0	0	12	0

Level Of Service Detailed Computation Report
1994 HCM Operations Method
Base Volume Alternative

Intersection #5 LAKESIDE AVENUE/VALLE VISTA ROAD

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

```

HCM Ops Adjusted Lane Utilization Module:
Lanes:      0 0 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 1 0 1
Lane Group: xxxx xxxx xxxx L xxxx R L T xxxx xxxx T R
#LnsInGrps: 0 0 0 1 0 1 1 1 0 0 1 1

```

HCM Ops Input	Saturation	Adj	Module:										
Lane Width:	12	12	12	10	12	10	12	12	12	12	12	12	12
% Hov Veh:	0				0		0					0	
Grade:	0%			0%		0%					0%		
Parking/Hr:	No			No		No					No		
Bus Stp/Hr:	0			0		0					0		
Area Type:	<	<	<	<	<	<	<	<	<	<	<	<	<
Cnft Ped/Hr:	0			10		10					10		
ExclusiveRT:	Include			Include		Include					Include		
% RT Prtct:	0			0		0					0		

```

HCM Ops f(r) and f(l) Adj Case Module:
f(r) Case: xxxx xxxx xxxx xxxx xxxx      2  xxxx xxxx  xxxx  xxxx  xxxx  xxxx
f(l) Case: xxxx xxxx xxxx      1  xxxx  xxxx      1  xxxx  xxxx  xxxx  xxxx  xxxx

```

HCM Ops Saturation Adj										Module:									
Ln	Mid	Adj	XXXX	XXXX	XXXXXX	0.93	XXXX	1.00	0.93	1.00	XXXX	XXXX	1.00	XXXXXX					
Hov	Veh	Adj	XXXX	XXXX	XXXXXX	1.00	XXXX	1.00	1.00	1.00	XXXXXX	XXXX	1.00	XXXXXX					
Grade	Adj		XXXX	XXXX	XXXXXX	1.00	XXXX	1.00	1.00	1.00	XXXXXX	XXXX	1.00	XXXXXX					
Parking	Adj		XXXX	XXXX	XXXXXX	XXXX	XXXX	1.00	XXXX	1.00	XXXXXX	XXXX	XXXXXX	XXXXXX					
Bum	Stp	Adj	XXXX	XXXX	XXXXXX	XXXX	XXXX	1.00	XXXX	1.00	XXXXXX	XXXX	XXXXXX	XXXXXX					
Area	Adj		XXXX	XXXX	XXXXXX	1.00	XXXX	1.00	1.00	1.00	XXXXXX	XXXX	1.00	XXXXXX					
RT	Adj		XXXX	XXXX	XXXXXX	XXXX	XXXX	0.85	XXXX	XXXX	XXXXXX	XXXX	XXXX	XXXXXX					
LT	Adj		XXXX	XXXX	XXXXXX	0.95	XXXX	XXXXXX	0.95	XXXX	XXXX	XXXX	XXXX	XXXXXX					
HCM	Sat	Adj	1.00	1.00	1.00	0.89	XXXX	0.85	0.89	1.00	1.00	1.00	1.00	1.00					
Upr	Sat	Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MSP	Sat	Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Pnl	Sat	Adj	1.00	1.00	1.00	0.89	1.00	0.85	0.89	1.00	1.00	1.00	1.00	1.00					

```
Delay Adjustment Factor Module:
```

Coordinated:	<	<	<	<	<	<	<	<	<	<	<	<	No	>	>	>	>	>	>	>
Signal Type:	<	<	<	<	<	<	<	<	<	<	<	Actuated	>	>	>	>	>	>	>	>
DclAdjFctr:	0.00	0.00	0.00	0.85	0.00	0.85	0.85	0.85	0.00	0.00	0.85	0.00								

Level Of Service Computation Report

1994 HCM Operations Method (Base Volume Alternative)

Intersection #6 LAKESIDE AVENUE/CHANNEL ROAD

Cycle (sec):	40	Critical Vol./Cap. (X):	0.495
LOSS Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	6.1
Optimal Cycle:	37	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0 14 7				7 14 0				0 0 0				7 0 7			
Lanes:	0	0	2	0	1	7	1	0	2	0	0	0	0	0	0	1

Volume Module:	>> Count	Date:	15 Jul 1998	<< PM PEAK																
Base Vol:	0	630	113	110	410	1.00	0	0	102	0	157									
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0	0	0.00	1.00	1.00	1.00								
Initial Base:	0	630	113	110	410	0	0	0	0	102	0									
User Adj:	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00									
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90								
PHF Volume:	0	700	107	122	456	0	0	0	0	113	0	174								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0									
Reduced Vol:	0	700	107	122	456	0	0	0	0	113	0	174								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.00	0.00	1.00	1.00	1.00								
Final Vol.:	0	735	107	122	478	0	0	0	0	113	0	174								

Saturation Flow Module:

Saturation Flow Models:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.97	0.82	0.87	0.98	1.00	1.00	1.00	1.00	0.87	1.00	0.83
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3688	1555	1652	3711	0	0	0	0	1652	0	1571

Capacity Analysis Module:

Capacity Analysis	Model											
Vol/Sat:	0.00	0.20	0.07	0.07	0.13	0.00	0.00	0.00	0.00	0.07	0.00	0.11
Crit Moves:	****			****								****
Green/Cycle:	0.00	0.39	0.39	0.17	0.56	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Volume/Cap:	0.00	0.52	0.18	0.42	0.23	0.00	0.00	0.00	0.00	0.32	0.00	0.52

Level Of Service Module:

Uniform Del:	0.0	7.2	6.2	11.2	3.4	0.0	0.0	0.0	0.0	10.1	0.0	10.6
Incremental Del:	0.0	0.3	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.2	0.0	1.1
Delay Adj:	0.00	0.85	0.85	0.85	0.85	0.00	0.00	0.00	0.00	0.85	0.00	0.85
Delay/Veh:	0.0	6.4	5.3	10.1	2.9	0.0	0.0	0.0	0.0	8.7	0.0	10.1
User DelayAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.4	5.3	10.1	2.9	0.0	0.0	0.0	0.0	8.7	0.0	10.1
DesignQueue:	0	11	1	2	5	0	0	0	0	2	0	3

Level Of Service Detailed Computation Report

1994 HCM Operations Method

Intersection #6 LAKESIDE AVENUE/CHANNEL ROAD

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

```

HCM Ops Adjusted Lane Utilization Module:
Lanes:      0 0 2 0 1      1 0 2 0 0      0 0 0 0 0      1 0 0 0 1
Lane Group: xxxx T R      L T xxxx xxxx xxxx L xxxx R
#LnsInGrps: 0 2 1      1 2 0      0 0 0      1 0 1

```

HCM Ops Input Saturation Adj Module:

Input Saturation Adj Module:												
Lane Width:	12	12	12	10	12	12	12	12	12	10	12	12
% Hov Veh:		2			2			0			2	
Grade:		+2%			0%			0%			0%	
Parking/Hr:		No			No			No			No	
Bus Stp/Hr:		2			2			0			2	
Area Type:	<	<	<	<	<	<	<	<	<	<	<	<
Cnft Ped/Hr:	10				10			0			10	
ExclusiveRT:	Include				Include			Include			Include	
% RT Prcnt:	0				0			0			0	

HCM Ops f (rt) and f (lt) Adj Case Module:

```

f(1r) Case: xxxx xxxx 2 xxxx xxxx xxxx xxxx xxxx xxxx 2
f(1t) Case: xxxx xxxx xxxx 1 xxxx xxxx xxxx xxxx 1 xxxx xxxx

```

HCM Ops Saturation Adj Module:

Ln	Wid	Adj:	XXXXX	1.00	1.00	0.93	1.00	XXXXXX	XXXXX	XXXXX	XXXXXX	0.93	XXXXX	1.00
Hov	Veh	Adj:	XXXXX	0.98	0.98	0.98	0.98	XXXXXX	XXXXXX	XXXXXX	XXXXXX	0.98	XXXXX	0.98
Grade	Adj:	XXXXX	0.99	0.99	1.00	1.00	XXXXXX	XXXXX	XXXXX	XXXXXX	XXXXXX	1.00	XXXXX	1.00
Parking	Adj:	XXXXX	XXXXX	1.00	XXXXX	1.00	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXX	XXXXX	1.00
Bus Stp	Adj:	XXXXX	XXXXX	0.99	XXXXX	1.00	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXX	XXXXX	0.99
Area	Adj:	XXXXX	1.00	1.00	1.00	1.00	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	1.00	XXXXX	1.00
RT	Adj:	XXXXX	XXXXX	0.85	XXXXX	XXXXX	XXXXXX	XXXXX	XXXXX	XXXXXX	XXXXXX	XXXXX	XXXXX	0.85
LT	Adj:	XXXXX	XXXXX	XXXXXX	0.95	XXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	0.95	XXXXX	XXXXXX
HCM	Sat	Adj:	1.00	0.97	0.82	0.87	0.98	1.00	1.00	1.00	1.00	0.87	1.00	0.83
Ustr	Sat	Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Plf	Sat	Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MNI	Sat	Adj:	1.00	0.97	0.82	0.87	0.98	1.00	1.00	1.00	1.00	0.87	1.00	0.83

Delay Adjustment Factor Module:

[illegible]

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #7 CHANNEL ROAD/MAPLEVIEW STREET

Cycle (sec):	40	Critical Vol./Cap. (X):	0.587
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	7.0
Optimal Cycle:	34	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Right:	Include			Include			Include			Include		
Min. Green:	0	7	0	7	14	0	0	0	0	7	0	7
Lanes:	0	0	1	1	0	0	1	0	0	0	0	1

[illegible]

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustmont:	1.00	0.95	0.95	0.87	0.98	1.00	1.00	1.00	1.00	0.87	1.00	0.83
Lanes:	0.00	1.59	0.41	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2863	736	1652	3711	0	0	0	0	1652	0	1571

Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.09	0.12	0.00	0.00	0.00	0.00	0.14	0.00	0.07
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.37	0.37	0.17	0.55	0.00	0.00	0.00	0.00	0.23	0.00	0.23
Volume/Cap:	0.00	0.60	0.60	0.53	0.22	0.00	0.00	0.00	0.00	0.60	0.00	0.33

Level Of Service Module:												
Uniform Del:	0.0	7.7	7.7	11.4	3.5	0.0	0.0	0.0	0.0	10.5	0.0	9.8
IncrementDel:	0.0	0.6	0.6	1.5	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.2
Delay Adj:	0.00	0.85	0.85	0.85	0.85	0.00	0.00	0.00	0.00	0.85	0.00	0.85
Delay/Veh:	0.0	7.1	7.1	11.2	3.0	0.0	0.0	0.0	0.0	10.9	0.0	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.1	7.1	11.2	3.0	0.0	0.0	0.0	0.0	10.9	0.0	8.6
DesignQueue:	0	10	2	3	5	0	0	0	0	4	0	2

Level Of Service Detailed Computation Report
1994 HCM Operations Method
Base Volume Alternative

Intersection #7 CHANNEL ROAD/MAPLEVIEW STREET

Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	T	R		L	T	R		L	T	R		L	T	R			
HCM Ops Adjusted Lane Utilization Module:																		
Lanes:	0	0	1	1	0	1	0	2	0	0	0	0	0	1	0	0	0	1
Lane Group:	xxxx	RT		RT		L	T	xxxx	xxxx	xxxx	xxxx		L	xxxx		R		
LnasInGrps:		0	2	2		1	2	0	0	0	0	0		1	0			

[illegible]

HCM Ops f(rtl) and f(lt) Adj Case Module:													
f(rtl) Case:	xxxx	5	5	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2
f(lt) Case:	xxxx	xxxx	xxxx	1	xxxx	xxxx	xxxx	xxxx	xxxx	1	xxxx	xxxx	

HCM Ops Saturation Adj Module:														
Ln	Wld	Adj:	XXXXX	1.00	1.00	0.93	1.00	XXXXXX	XXXXX	XXXXX	XXXXXX	0.93	XXXXX	1.00
Mev	Veh	Adj:	XXXXX	0.98	0.98	0.98	0.98	XXXXXX	XXXXX	XXXXX	XXXXXX	0.98	XXXXX	0.98
Grade	Adj:	XXXXX	1.00	1.00	1.00	1.00	XXXXXX	XXXXX	XXXXX	XXXXXX	1.00	XXXXX	1.00	
Parking	Adj:	XXXXX	1.00	1.00	XXXXX	1.00	XXXXXX	XXXXX	XXXXX	XXXXXX	XXXXX	XXXXX	1.00	
Bus Stp	Adj:	XXXXX	1.00	1.00	XXXXX	1.00	XXXXXX	XXXXX	XXXXX	XXXXXX	XXXXX	XXXXX	0.99	
Area	Adj:	XXXXX	1.00	1.00	1.00	1.00	XXXXXX	XXXXX	XXXXX	XXXXXX	1.00	XXXXX	1.00	
RT	Adj:	XXXXX	0.97	0.97	XXXXX	XXXXX	XXXXXX	XXXXX	XXXXX	XXXXXX	XXXXX	XXXXX	0.85	
LT	Adj:	XXXXX	XXXXX	XXXXXX	0.95	XXXXX	XXXXXX	XXXXX	XXXXX	XXXXXX	0.95	XXXXX	XXXXXX	
HCM Sat	Adj:	XXXXX	0.95	0.95	0.87	0.98	1.00	1.00	1.00	1.00	0.87	1.00	0.83	
Utr Sat	Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLP Sat	Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Fnl Sat	Adj:	1.00	0.95	0.95	0.87	0.98	1.00	1.00	1.00	1.00	0.87	1.00	0.83	

```
Delay Adjustment Factor Module:
```

Coordinated:	<	<	<	<	<	<	<	<	<	<	<	<	No	>	>	>	>	>	>	>	>
Signal Type:	<	<	<	<	<	<	<	<	<	<	<	<	Actuated	>	>	>	>	>	>	>	>
DelAdjPctr:	0.00	0.85	0.85	0.85	0.85	0.85	0.00	0.00	0.00	0.00	0.85	0.00	0.85								

Intersection #8 WOODSIDE AVENUE/CHANNEL ROAD

Level Of Service Module:												
Uniform Del:	21.2	21.2	18.0	20.3	20.3	19.7	18.9	16.7	16.7	23.6	22.2	22.2
Incremental Del:	6.7	6.7	0.0	6.4	6.4	3.3	1.8	2.1	2.1	0.0	5.9	5.9
Delay Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Delay/Veh:	24.8	24.8	15.3	23.7	23.7	20.1	17.8	16.4	16.4	20.1	24.8	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.8	24.8	15.3	23.7	23.7	20.1	17.8	16.4	16.4	20.1	24.8	24.8
DesignQueue:	6	3	0	4	5	7	8	22	5	0	14	3

Intersection #8 WOODSIDE AVENUE/CHANNEL ROAD

```

Delay Adjustment Factor Module:
Coordinated: < < < < < < < < < < No > > > > > > > > > > > >
Signal Type: < < < < < < < < < Actuated > > > > > > > > > > > >
DblAddFctr: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85

```


Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #9 WOODSIDE AVENUE/WINTER GARDENS BLVD.

Cycle (sec):	90	Critical Vol./Cap. (X):	1.005
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	36.0
Optimal Cycle:	176	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	T	R		L	T	R		L	T	R		L	T	R		
Control:	Protected				Protected				Protected				Protected				
Rights:	Include				Include				Include				Include				
Min. Green:	14	7	7		14	14	7		7	14	7		7	14	7		
Lanes:	2	0	1	1	0	2	0	2	1	0	2	0	1	0	2	0	1

Volume Module:	<<	Count	Date:	6	AUG	1998	<<	PM	PEAK										
Base Vol.: 374	165	224	98	98	338	314	216	373	446	355	554	73							
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Dose:	374	165	224	98	98	338	314	216	373	446	355	554	73						
User Adj:	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	0.85						
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHP Volume:	416	183	212	109	376	297	240	414	421	394	616	69							
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	416	183	212	109	376	297	240	414	421	394	616	69							
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLP Adj:	1.03	1.00	1.00	1.03	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.00	1.05	1.00	1.00	1.00	1.00
Final Vol.:	428	183	212	112	394	297	240	435	421	394	646	69							

Saturation Flow Module:											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.87	0.73	0.87	0.98	0.83	0.87	0.98	0.83	0.77	0.87
Lanes:	2.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00
Final Sat.:	2930	1652	1393	3303	3725	1583	1652	3725	1571	1465	3304

Capacity Analysis Module:												
Vol/Sat:	0.15	0.11	0.15	0.03	0.11	0.19	0.15	0.12	0.27	0.27	0.20	0.05
Crit Moves:	****					****			****	****		
Green/Cycle:	0.16	0.18	0.18	0.16	0.18	0.18	0.22	0.26	0.26	0.26	0.30	0.30
Volume/Cap:	0.94	0.60	0.83	0.22	0.57	1.02	0.65	0.44	1.02	1.02	0.65	0.16

Level of Service Module:												
Uniform Del:	26.9	25.2	25.5	27.9	24.1	21.0	25.2	25.2	20.7	17.5		
Incremental Del:	19.9	19.5	0.0	0.9	46.0	3.0	2.2	1.0	0.0			
Delay Adj:	0.5	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85		
Delay/Veh:	44.2	22.9	30.7	21.5	22.5	69.7	23.2	18.1	60.7	61.8	18.2	14.9
User Del/Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj/Del/Veh:	44.2	22.9	30.7	21.5	22.5	69.7	23.2	18.1	60.7	61.8	18.2	14.9
DesignQueue	19	8	9	5	17	13	10	17	16	15	24	2

Level Of Service Detailed Computation Report
1994 HCM Operations Method
Base Volume Alternative

Intersection #9 WOODSIDE AVENUE/WINTER GARDENS BLVD.

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

```

HCM Ops Adjusted Lane Utilization Module:
Lanes:      2  0  1  0  1      2  0  2  0  1      1  0  2  0  1      1  0  2  0  1
Lane Group:  L  T  R      L  T  R      L  T  R      L  T  R
#LnsInGrps:  2  1  1      2  2  1      1  2  1      1  2  1

```

[illegible]

HCM Ops f(rt) and f(lt) Adj Case Module:															
f(rt) Case:				xxxx	xxxx	2	xxxx	xxxx	2	xxxx	xxxx	2	xxxx	xxxx	2
f(lt) Case:				1	xxxx	xxxx	1	xxxx	xxxx	1	xxxx	xxxx	1	xxxx	xxxx

HCM Ops Saturation Adj		Module:										
Ln Wld Adj:	0.93	1.00	1.00	0.93	1.00	1.00	0.93	1.00	1.00	0.93	1.00	1.00
Hv Veh Adj:	0.87	0.87	0.87	0.98	0.98	0.98	0.98	0.98	0.98	0.87	0.87	0.87
Grade Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adj:	XXXXX	XXXXX	1.00	XXXXX	XXXXX	1.00	XXXXX	XXXXX	1.00	XXXXX	XXXXX	1.00
Bus Stp Adj:	XXXXX	XXXXX	0.99	XXXXX	XXXXX	1.00	XXXXX	XXXXX	0.99	XXXXX	XXXXX	0.99
Area Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
RT Adj:	XXXXX	XXXXX	0.85	XXXXX	XXXXX	0.85	XXXXX	XXXXX	0.85	XXXXX	XXXXX	0.85
LT Adj:	0.95	XXXXX	XXXXXX	0.95	XXXXX	XXXXXX	0.95	XXXXX	XXXXXX	0.95	XXXXX	XXXXXX
HCM Sat Adj:	0.77	0.87	0.73	0.87	0.98	0.83	0.87	0.98	0.83	0.77	0.87	0.73
Ustr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pnl Sat Adj:	0.77	0.87	0.73	0.87	0.98	0.83	0.87	0.98	0.83	0.77	0.87	0.73

```

Delay Adjustment Factor Module:
Coordinated: < < < < < < < < < < No > > > > > > > > > > > > > >
Signal Type: < < < < < < < < < < Actuated > > > > > > > > > > > > > >
DelAdjPctr: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85

```


Intersection #11 RIVERFORD ROAD/67 SB RAMP5

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected Include			Protected Ignore			Protected Include			Protected Include		
Rights:												
Min. Green:	7	0	0	0	14	7	0	0	0	0	0	7
Lanes:	1	0	2	0	0	2	0	1	0	0	0	0

[illegible]

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00	0.86
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1805	3800	0	0	3800	1900	0	0	0	1823	0	1631

Capacity Analysis Module:										
Vol/Sat:	0.16	0.26	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.10
Crit Moves:	***				***					***
Green/Cycle:	0.26	0.75	0.00	0.00	0.49	0.00	0.00	0.00	0.16	0.16
Volume/Cap:	0.61	0.35	0.00	0.00	0.61	0.00	0.00	0.00	0.26	0.61

Level of Service Modules:												
Uniform Del:	2.8	3.3	0.0	0.0	14.1	0.0	0.0	0.0	0.0	27.9	0.0	29.6
IncrementDel:	1.7	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.1	0.0	2.9
Delay Adj:	0.85	0.85	0.00	0.00	0.85	0.00	0.00	0.00	0.00	0.85	0.00	0.85
Delay/Veh:	22.7	2.8	0.0	0.0	12.5	0.0	0.0	0.0	0.0	23.8	0.0	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.7	2.8	0.0	0.0	12.5	0.0	0.0	0.0	0.0	23.8	0.0	28.1
DesignQueue:	12	15	0	0	35	0	0	0	0	4	0	8

Intersection #11 RIVERFORD ROAD/67 SB RAMPS

```

HCM Ops Adjusted Lane Utilization Module:
Lanes:      1  0  2  0  0      0  0  2  0  1      0  0  0  0  0  0  1  0  0  0  1
Lane Group:  L  T      xxxx      xxxx      T      R      xxxx      xxxx      xxxx      LT      LT      R
#LnsInGrps: 1  2      0      0      2      1      0      0      0      0      1      1      1      1

```

[illegible]

```

HCM Ops f(r) and f(l): Adj Case Module:
f(r) Case: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 2
f(l) Case: 1 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 4 xxxx xxxx

```

HCM Ops Saturation Adj Module:													
Ln	Wid Adj:	1.00	1.00	XXXXXX	XXXXX	1.00	XXXXXX	XXXXX	XXXXX	XXXXX	1.00	XXXXX	1.00
Hv	Veh Adj:	1.00	1.00	XXXXXX	XXXXX	1.00	XXXXXX	XXXXX	XXXXX	XXXXX	1.00	XXXXX	1.00
Grade	Adj:	1.00	1.00	XXXXXX	XXXXX	1.00	XXXXXX	XXXXX	XXXXX	XXXXX	1.01	XXXXX	1.01
Parking	Adj:	XXXXX	1.00	XXXXXX	XXXXX	XXXXX	XXXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	1.00
Bus Stp	Adj:	XXXXX	1.00	XXXXXX	XXXXX	XXXXX	XXXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	1.00
Area	Adj:	1.00	1.00	XXXXXX	XXXXX	1.00	XXXXXX	XXXXX	XXXXX	XXXXX	1.00	XXXXX	1.00
RT Adj:		XXXXX	XXXXX	XXXXXX	XXXXX	XXXXX	XXXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	0.85
LT Adj:	0.95	XXXXX	XXXXXX	XXXXX	XXXXX	XXXXXX	XXXXXX	XXXXX	XXXXX	XXXXX	0.95	XXXXX	XXXXXX
HCM Sat	Adj:	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00	0.86
Ustr	Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF	Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Pnl	Sat Adj:	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00	0.86

```
Delay Adjustment Factor Module:
Coordinated: < < < < < < < < < No > > > > > > > > > > > > >
Signal Type: < < < < < < < < Actuated > > > > > > > > > > > > >
DelAdjPctr: 0.85 0.85 0.00 0.00 0.00 0.85 0.00 0.00 0.00 0.00 0.85 0.00 0.85
```

Intersection #12 RIVERFORD ROAD/WOODSIDE ROAD NORTH

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Right:	Include			Include			Include			Include		
Min. Green:	7	14	0	0	14	0	7	0	7	0	0	0
Leos:	1	0	2	0	0	1	1	0	0	0	0	0

Volume Module:		>> Count	Date:	15	Jul	1998	32	PM	PEAK					
Base Vol:	187	840	0	0	1330	323	260	0	282	0	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Base:	187	840	0	0	1330	323	260	0	282	0	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
PHF Volume:	208	933	0	0	1478	305	289	0	266	0	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	208	933	0	0	1478	305	289	0	266	0	0	0	0	
PCB Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Mi/F Adj:	1.00	1.05	1.00	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Vol.:	208	980	0	0	1552	320	289	0	266	0	0	0	0	

Saturation Flow Module:												
Adj/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.97	0.97	0.95	1.00	0.85	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.66	0.34	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3800	0	0	3056	630	1805	0	1615	0	0	0

Capacity Analysis Module:											
Vol/Sat:	0.12	0.26	0.00	0.00	0.51	0.51	0.16	0.00	0.16	0.00	0.00
Crit Moves:	****				****		****				
Green/Cyclo:	0.13	0.72	0.00	0.00	0.59	0.59	0.19	0.00	0.19	0.00	0.00
Volume/Cap:	0.86	0.36	0.00	0.00	0.86	0.86	0.86	0.00	0.89	0.00	0.00

Level of Service Module:												
Uniform Del:	32.2	3.9	0.0	0.0	13.0	13.0	30.0	0.0	30.1	0.0	0.0	0.0
IncrementDel:	17.6	0.0	0.0	0.0	2.7	2.7	13.6	0.0	17.8	0.0	0.0	0.0
Delay Adj:	0.85	0.85	0.00	0.00	0.85	0.85	0.85	0.00	0.85	0.00	0.00	0.00
Delay/Veh:	45.0	3.4	0.0	0.0	13.7	13.7	39.1	0.0	43.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	3.4	0.0	0.0	13.7	13.7	39.1	0.0	43.4	0.0	0.0	0.0
DesignQueue:	10	16	0	0	41	8	14	0	12	0	0	0

Intersection #12 RIVERFORD ROAD/WOODSIDE ROAD NORTH

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L · T · R	L · T · R	L · T · R	L · T · R

```

HCM Ops Adjusted Lane Utilization Module:
Lanes:      1 0 2 0 0 0 0 0 1 1 0 1 0 0 0 1 0 0 0 0 0 0
Lane Group:  L  T  xxxxx xxxxx RT RT L xxxxx R xxxxx xxxxx xxxxx
#LanesInGrps: 1 2 0 0 2 2 1 0 1 0 0 0

```

[illegible]

```

HCM Ops f(r) and f(l) Adj Case Module:
f(r) Case:  xxxxx xxxxx xxxxx xxxxx 5 5 xxxxx xxxxx 2 xxxxx xxxxx xxxxx
f(l) Case:  1 xxxxx xxxxx xxxxx xxxxx xxxxx 1 xxxxx xxxxx xxxxx xxxxx xxxxx

```

HCM Ops Saturation Adj: Module:													
Ln Wld Adj:	1.00	1.00	XXXXX	XXXX	1.00	1.00	1.00	XXXX	1.00		XXXX	XXXX	XXXXXX
Hv Veh Adj:	1.00	1.00	XXXXXX	XXXX	1.00	1.00	1.00	XXXX	1.00		XXXX	XXXX	XXXXXX
Grade Adj:	1.00	1.00	XXXXXX	XXXX	1.00	1.00	1.00	XXXX	1.00		XXXX	XXXX	XXXXXX
Parking Adj:	XXXX	1.00	XXXXXX	XXXX	1.00	1.00	XXXX	XXXX	1.00		XXXX	XXXX	XXXXXX
Bus Stp Adj:	XXXX	1.00	XXXXXX	XXXX	1.00	1.00	XXXX	XXXX	1.00		XXXX	XXXX	XXXXXX
Area Adj:	1.00	1.00	XXXXX	XXXX	1.00	1.00	1.00	XXXX	1.00		XXXX	XXXX	XXXXXX
RT Adj:	XXXX	XXXX	XXXXXX	XXXX	0.97	0.97	XXXX	XXXX	0.85		XXXX	XXXX	XXXXXX
LT Adj:	0.95	XXXX	XXXXXX	XXXX	XXXX	XXXXXX	0.95	XXXX	XXXXXX		XXXX	XXXX	XXXXXX
HCM Sat Adj:	0.95	1.00	1.00	1.00	0.97	0.97	0.95	1.00	0.85		1.00	1.00	1.00
Ubr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
MFP Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Fnl Sat Adj:	0.95	1.00	1.00	1.00	0.97	0.97	0.95	1.00	0.85		1.00	1.00	1.00

[illegible]

Scenario: Default Scenario

Command: 2015 PM
Volume: 2015 PM
Geometry: 2015 PM
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

Impact Analysis Report Level Of Service									
Intersection			Base			Future			Change in
			LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 1 RIVERSIDE DRIVE/RIVERFORD ROAD	C	24.3	0.824	C	24.3	0.824	+ 0.000	D/V	
# 2 RIVERSIDE DRIVE/PALM ROW DRIVE	C	17.4	0.793	C	17.4	0.793	+ 0.000	D/V	
# 3 RIVERSIDE DRIVE/VISTA CAMINO	P	3.0	0.000	P	3.0	0.000	+ 0.000	V/C	
# 4 RIVERSIDE DRIVE/LAKESIDE AVENU	F	85.6	0.000	F	85.6	0.000	+ 0.000	V/C	
# 5 LAKESIDE AVENUE/VALLE VISTA RO	C	21.2	0.923	C	21.2	0.923	+ 0.000	D/V	
# 6 LAKESIDE AVENUE/CHANNEL ROAD	C	15.8	0.708	C	15.8	0.708	+ 0.000	D/V	
# 7 CHANNEL ROAD/MAPLEVIEW STREET	D	31.6	0.917	D	31.6	0.917	+ 0.000	D/V	
# 8 WOODSIDE AVENUE/CHANNEL ROAD	D	35.1	0.912	D	35.1	0.912	+ 0.000	D/V	
# 9 WOODSIDE AVENUE/WINTER GARDENS	D	28.2	0.866	D	28.2	0.866	+ 0.000	D/V	
# 10 WOODSIDE AVENUE/RIVERFORD ROAD	D	31.4	0.988	D	31.4	0.988	+ 0.000	D/V	
# 11 RIVERFORD ROAD/67 SB RAMPS	B	12.5	0.604	B	12.5	0.604	+ 0.000	D/V	
# 12 RIVERFORD ROAD/WOODSIDE ROAD N	B	14.2	0.775	B	14.2	0.775	+ 0.000	D/V	

Intersection #1 RIVERSIDE DRIVE/RIVERFORD ROAD

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected Include			Protected Include			Protected Include			Protected Include		
Rights:	7 14 14			7 7 7			7 14 14			14 14 7		
Min. Green:	7 2 0 2			7 0 1 1			7 0 2 2			2 0 2 0 1		
Lanes:	1 0 2 0 2			1 0 1 0 1			1 0 2 0 2			2 0 2 0 1		

Volume Module:	PM	PEAK																			
Base Vol:	350	300	670	170	180	60	100	610	370	520	520	170									
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Base:	350	300	670	170	180	60	100	610	370	520	520	170									
User Adj:	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHP Volume:	389	333	633	189	200	57	111	678	349	578	578	161									
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	333	633	189	200	57	111	678	349	578	578	161									
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MFP Adj:	1.00	1.05	1.13	1.00	1.00	1.00	1.00	1.00	1.05	1.13	1.03	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	389	350	715	189	200	57	111	712	395	595	607	161									

[illegible]

Capacity Analysis Module:															
Vol/Sat:	0.24	0.09	0.23	0.11	0.11	0.04	0.07	0.19	0.12	0.18	0.16	0.10			
Crit Moves:	****				****				****						
Green/Cycle:	0.29	0.28	0.28	0.14	0.13	0.13	0.08	0.23	0.23	0.22	0.37	0.37			
Volume/Cap:	0.82	0.34	0.82	0.82	0.82	0.28	0.86	0.82	0.54	0.82	0.44	0.27			

Level of Service Module:												
Uniform Del:	22.8	19.8	23.1	28.6	29.0	26.8	31.2	24.9	23.1	25.5	16.1	15.0
Incremental Del:	7.8	0.1	4.3	13.6	13.6	0.2	28.3	4.6	0.6	5.4	0.1	0.1
Delay Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Delay/Veh:	27.2	16.9	24.0	37.9	38.3	23.0	54.8	25.8	20.2	27.0	13.8	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	16.9	24.0	37.9	38.3	23.0	54.8	25.8	20.2	27.0	13.8	12.8
DesignQueue:	15	13	27	8	9	2	5	29	16	24	20	5

Intersection #1 RIVERSIDE DRIVE/RIVERFORD ROAD

```

HCM Ops Adjusted Lane Utilization Module:
Lanes:      1 0 2 0 2      1 0 1 0 1      1 0 2 0 2      2 0 2 0 1
Lane Group:  L  T  R      L  T  R      L  T  R      L  T  R
#LnsInGrps: 1 2 2      1 1 1      1 2 2      2 2 2

```

Lane Width:		12	12	10	12	10	12	12	10	12	12
% Mov Veh:		2			2		2			2	2
Grade:	0%				0%		0%			0%	
Parking/Hr:	No			No			No			No	
Bus Stp/Hr:	0			0			0			0	
Area Type:	< < <	< < <	< < <	< < <	< < Other	>>>	>>>	>>>	>>>	>>>	>>>
Cnft Ped/Hr:	0			0			0			0	
ExclusiveRT:	Include			Include			Include			Include	
% RT Prtct:	0			0			0			0	

HCM Ops f(rt) and f(lt) Adj Case Module:			
f(rt) Case:	xxxx xxxx	2 xxxx xxxx	2 xxxx xxxx 2 xxxx xxxx 2
f(lt) Case:	1 xxxx xxxx	1 xxxx xxxx	1 xxxx xxxx 1 xxxx xxxx

HCM Ops Saturation Adj										Module:									
Ln	Mid	Adj	0.93	1.00	1.00	0.93	1.00	1.00	0.93	1.00	0.93	1.00	1.00	0.93	1.00	1.00			
Hev	Veh	Adj	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98			
Grade	Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Parking	Adj	XXXX	XXXX	1.00	XXXX	XXXX	1.00	XXXX	XXXX	1.00	XXXX	XXXX	1.00	XXXX	XXXX	1.00			
Bus	Stp	Adj	XXXX	XXXX	1.00	XXXX	XXXX	1.00	XXXX	XXXX	1.00	XXXX	XXXX	1.00	XXXX	XXXX			
Area	Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
RT	Adj	XXXX	XXXX	0.85	XXXX	XXXX	0.85	XXXX	XXXX	0.85	XXXX	XXXX	0.85	XXXX	XXXX	0.85			
LT	Adj	0.95	XXXX	XXXX	0.95	XXXX	XXXX	0.95	XXXX	XXXX	0.95	XXXX	XXXX	0.95	XXXX	XXXX			
HCM	Sat	Adj	0.87	0.98	0.83	0.87	0.98	0.83	0.87	0.98	0.83	0.87	0.98	0.83	0.87	0.98			
Uer	Sat	Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MFP	Sat	Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Fnl	Sat	Adj	0.87	0.98	0.83	0.87	0.98	0.83	0.87	0.98	0.83	0.87	0.98	0.83	0.87	0.98			

```

Delay Adjustment Factor Module:
Coordinated: < < < < < < < < < < No > > > > > > > > > > > > >
Signal Type: < < < < < < < < < Actuated > > > > > > > > > > > > >
DelAdjPctr: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85

```

Intersection #2 RIVERSIDE DRIVE/PALM ROW DRIVE

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	7	0	0	7	7	7	0	0	0	7	0	7
Lanos:	0	0	0	0	1	0	0	1	1	0	2	0	0	0	2	0

Volume Module: >> Count		Date: 16 Jul 1998 <<													
Base Vol:	0	0	0	70	0	230	400	1050	0	0	980	50			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	70	0	230	400	1050	0	0	980	50			
User Adj:	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	0.85		
PHP Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHP Volume:	0	0	0	78	0	217	444	1167	0	0	1089	47			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	78	0	217	444	1167	0	0	1089	47			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Final Vol.:	0	0	0	78	0	217	444	1225	0	0	1143	47			

Saturation Flow Module:												
Set/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.84	1.00	0.81	0.84	0.95	1.00	1.00	0.95	0.80
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.60	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1604	0	1538	1604	3605	0	0	3619	1526

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.14	0.28	0.34	0.00	0.00	0.32	0.03
Crit Movs:						***	***				***	
Green/Cycle:	0.00	0.00	0.00	0.18	0.00	0.18	0.35	0.75	0.00	0.00	0.40	0.40
Volume/Cap:	0.00	0.00	0.00	0.27	0.00	0.79	0.79	0.45	0.00	0.00	0.79	0.08

Level Of Service Module:												
Uniform Del:	0.0	0.0	0.0	32.4	0.0	35.9	26.7	4.4	0.0	0.0	24.1	17.0
IncrementDel:	0.0	0.0	0.0	0.1	0.0	10.0	5.3	0.1	0.0	0.0	2.2	0.0
Delay Adj:	0.00	0.00	0.00	0.85	0.00	0.85	0.85	0.85	0.00	0.00	0.85	0.85
AdjDel/Veh:	0.0	0.0	0.0	27.7	0.0	40.5	28.0	3.8	0.0	0.0	22.7	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.7	0.0	40.5	28.0	3.8	0.0	0.0	22.7	14.5
DesignQueue:	0	0	0	4	0	12	21	23	0	0	50	2

Intersection #2 RIVERSIDE DRIVE/PALM BOW DRIVE

```

HCM Ops Adjusted Lane Utilization Module:
Lanes:      0 0 0 0 0 1 0 0 0 1 1 0 2 0 0 0 0 2 0 1
Lane Group:  xxxx xxxx xxxx  L  xxxx  R  L  T  xxxx  xxxx  T  R
#LnsInGrps:  0 0 0 0 1 1 0 1 1 2 0 0 0 2 0 0

```

[illegible]

HCM Ops f(rt) and f(lt) Adj Case Module:													
f(rt) Case:		xxxx	xxxx	xxxx	xxxx	xxxx	2	xxxx	xxxx	xxxx	xxxx	xxxx	2
f(lt) Case:		xxxx	xxxx	xxxx	1	xxxx	xxxx	1	xxxx	xxxx	xxxx	xxxx	xxxx

HCM Ops Saturation Adj Module												
In Lnd Adj:	XXXXX	XXXXX	XXXXXX	0.93	XXXXX	1.00	0.93	1.00	XXXXXX	XXXXX	1.00	1.00
Hov Voh Adj:	XXXXX	XXXXX	XXXXXX	0.95	XXXXX	0.95	0.95	0.95	XXXXXX	XXXXX	0.95	0.95
Grade Adj:	XXXXX	XXXXX	XXXXXX	1.00	XXXXX	1.00	1.00	1.00	XXXXXX	XXXXX	1.00	1.00
Parking Adj:	XXXXX	XXXXX	XXXXXX	XXXXX	XXXXX	1.00	XXXXX	XXXXX	XXXXXX	XXXXX	XXXXX	1.00
Buss Stp Adj:	XXXXX	XXXXX	XXXXXX	XXXXX	XXXXX	1.00	XXXXX	XXXXX	XXXXXX	XXXXX	XXXXX	0.99
Area Adj:	XXXXX	XXXXX	XXXXXX	1.00	XXXXX	1.00	1.00	1.00	XXXXXX	XXXXX	1.00	1.00
RT Adj:	XXXXX	XXXXX	XXXXXX	XXXXX	XXXXX	0.85	XXXXX	XXXXX	XXXXXX	XXXXX	XXXXX	0.85
LT Adj:	XXXXX	XXXXX	XXXXXX	0.95	XXXXX	XXXXXX	0.95	XXXXXX	XXXXXX	XXXXX	XXXXX	XXXXXX
HCM Sat Adj:	1.00	1.00	1.00	0.84	XXXXX	0.81	0.84	0.95	1.00	1.00	0.81	0.81
Utr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MIF Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fnl Sat Adj:	1.00	1.00	1.00	0.84	1.00	0.81	0.84	0.95	1.00	1.00	0.95	0.80

```
Delay Adjustment Factor Module:
```

Coordinated:	<	<	<	<	<	<	<	<	<	<	>	>	>	>	>	>	>
Signal Type:	<	<	<	<	<	<	<	No	Actual	>	>	>	>	>	>	>	>
DelAdjFctr:	0.00	0.00	0.00	0.85	0.00	0.85	0.85	0.85	0.00	0.00	0.85	0.85					

Default Scenario Mon Nov 23, 1998 07:24:43 Page 7-1

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 RIVERSIDE DRIVE/VISTA CAMINO

Average Delay (sec/vah): 3.0 Worst Case Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 1 0

Volume Module:
Base Vol: 0 0 0 20 0 100 100 1020 0 0 930 20
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 20 0 100 100 1020 0 0 930 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 0 0 0 22 0 111 111 1133 0 0 1033 22
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 22 0 111 111 1133 0 0 1033 22

Adjusted Volume Module:
Grade: 0% 0% 0% 0%
% Cycle/Cars: xxxx xxxx xxxx xxxx xxxx xxxx
% Truck/Comb: xxxx xxxx xxxx xxxx xxxx xxxx
PCB Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.00 1.10 1.00 1.00
Cycl/Car PCB: xxxx xxxx xxxx xxxx xxxx xxxx
Trck/Cmb PCB: xxxx xxxx xxxx xxxx xxxx
Adj Vol.: 0 0 0 24 0 122 122 1133 0 0 1033 22

Critical Gap Module:
MoveUp Time:xxxxx xxxx xxxxx 3.4 xxx 2.6 2.1 xxxx xxxxx xxxxx xxxx xxxxx
Critical Gp:xxxxx xxxx xxxxx 6.5 xxx 5.5 5.0 xxxx xxxxx xxxxx xxxx xxxxx

Capacity Module:
Conflict Vol: xxxx xxxx xxxxx 2289 xxx 1044 1056 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx 50 xxx 409 538 xxxx xxxxx xxxx xxxx xxxxx
Adj Cap: xxxx xxxx xxxxx 0.77 xxx 1.00 1.00 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx 39 xxx 409 538 xxxx xxxxx xxxx xxxx xxxxx

Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx 202.9 xxx 12.1 8.4 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * P * C B * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Shared LOS: * * * * *
ApproachDel: 0.0 43.9 0.8 0.0

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Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 RIVERSIDE DRIVE/LAKESIDE AVENUE

Average Delay (sec/vah): 85.6 Worst Case Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 1 0 1

Volume Module: PM PEAK
Base Vol: 0 0 0 90 0 10 50 990 0 0 930 170
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 90 0 10 50 990 0 0 930 170
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 0 0 0 100 0 11 56 1100 0 0 1033 189
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 100 0 11 56 1100 0 0 1033 189

Adjusted Volume Module:
Grade: 0% 0% 0% 0%
% Cycle/Cars: xxxx xxxx xxxx xxxx xxxx xxxx
% Truck/Comb: xxxx xxxx xxxx xxxx xxxx xxxx
PCB Adj: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.00 1.10 1.00 1.00
Cycl/Car PCB: xxxx xxxx xxxx xxxx xxxx xxxx
Trck/Cmb PCB: xxxx xxxx xxxx xxxx xxxx
Adj Vol.: 0 0 0 110 0 12 61 1100 0 0 1033 189

Critical Gap Module:
MoveUp Time:xxxxx xxxx xxxxx 3.4 xxx 2.6 2.1 xxxx xxxxx xxxxx xxxx xxxxx
Critical Gp:xxxxx xxxx xxxxx 6.5 xxx 5.5 5.0 xxxx xxxxx xxxxx xxxx xxxxx

Capacity Module:
Conflict Vol: xxxx xxxx xxxxx 2189 xxx 1033 1033 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx 57 xxx 415 552 xxxx xxxxx xxxx xxxx xxxxx
Adj Cap: xxxx xxxx xxxxx 0.89 xxx 1.00 1.00 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx 51 xxx 415 552 xxxx xxxxx xxxx xxxx xxxxx

Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx 1944 xxx 8.9 7.3 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * P * B * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Shared LOS: * * * * *
ApproachDel: 0.0 1750.5 0.4 0.0

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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #5 LAKESIDE AVENUE/VALLE VISTA ROAD

Cycle (sec): 100 Critical Vol./Cap. (X): 0.923
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 21.2
Optimal Cycle: 116 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R
Control: Protected Protected Protected Protected
Rights: Include Include Include Ignore
Min. Green: 0 0 0 7 0 7 0 7 0 7
Lanes: 0 0 0 0 1 0 0 1 0 0 1 0 1

Volume Module: PM PEAK
Base Vol: 0 0 210 160 230 850 0 0 940 320
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 210 160 230 850 0 0 940 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 0 0 233 151 256 944 0 0 1044 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 233 151 256 944 0 0 1044 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 233 151 256 944 0 0 1044 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.89 1.00 0.85 0.89 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 1.00 0.00 1.00
Final Sat.: 0 0 1685 0 1615 1685 1900 0 0 1900

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.14 0.00 0.09 0.15 0.50 0.00 0.00 0.55 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.15 0.00 0.15 0.16 0.76 0.00 0.00 0.60 0.00
Volume/Cap: 0.00 0.00 0.00 0.92 0.00 0.62 0.92 0.65 0.00 0.00 0.92 0.00

Level Of Service Module:
Uniform Del: 0.0 0.0 0.0 31.9 0.0 30.3 31.3 4.3 0.0 0.0 13.8 0.0
IncrementDel: 0.0 0.0 0.0 26.0 0.0 3.5 24.5 0.8 0.0 0.0 8.9 0.0
Delay Adj: 0.00 0.00 0.00 0.85 0.00 0.85 0.85 0.85 0.00 0.00 0.85 0.00
Delay/Vol: 0.0 0.0 0.0 53.1 0.0 29.2 51.0 4.5 0.0 0.0 20.7 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Vol: 0.0 0.0 0.0 53.1 0.0 29.2 51.0 4.5 0.0 0.0 20.7 0.0
DesatQueue: 0 0 11 0 7 12 14 0 0 27 0

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Level Of Service Detailed Computation Report
1994 HCM Operations Method
Base Volume Alternative

Intersection #5 LAKESIDE AVENUE/VALLE VISTA ROAD

Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R

HCM Ops Adjusted Lane Utilization Module:
Lanes: 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 1 0 1
Lane Group: xxxx xxxx xxxx L xxxx R L T xxxx xxxx T R
#LnsInGrps: 0 0 0 1 0 1 1 1 0 0 1 1

HCM Ops Input Saturation Adj Module:
Lane Width: 12 12 12 10 12 12 10 12 12 12 12 12
% Hev Veh: 0 0 0 0 0 0 0 0 0 0 0 0
Grade: 0% 0% 0% 0% 0% 0% 0% 0%
Parking/Hr: No No No No No No No No
Bus Stp/Hr: 0 0 0 0 0 0 0 0
Area Type: < < < < < < < < < < Other > > > > > > > >
Cnft Ped/Hr: 0 10 10 10
ExclusiveRT: Include Include Include Include
% RT Pct: 0 0 0 0

HCM Ops f(r) and f(lt) Adj Case Module:
f(r) Case: xxxx xxxx xxxx xxxx xxxx 2 xxxx xxxx xxxx xxxx xxxx
f(lt) Case: xxxx xxxx xxxx 1 xxxx xxxx 1 xxxx xxxx xxxx xxxx xxxx

HCM Ops Saturation Adj Module:
Ln Wid Adj: xxxx xxxx xxxxx 0.93 xxxx 1.00 0.93 1.00 xxxxx xxxx 1.00 xxxxx
Hev Veh Adj: xxxx xxxx xxxxx 1.00 xxxx 1.00 1.00 1.00 xxxxx xxxx 1.00 xxxxx
Grade Adj: xxxx xxxx xxxxx 1.00 xxxx 1.00 1.00 1.00 xxxxx xxxx 1.00 xxxxx
Parking Adj: xxxx xxxx xxxxx xxxxx xxxxx 1.00 xxxx 1.00 xxxxx xxxx xxxxx
Bus Stp Adj: xxxx xxxx xxxxx xxxxx xxxxx 1.00 xxxx 1.00 xxxxx xxxx xxxxx
Area Adj: xxxx xxxx xxxxx 1.00 xxxx 1.00 1.00 1.00 xxxxx xxxx 1.00 xxxxx
RT Adj: xxxx xxxx xxxxx xxxxx xxxxx 0.85 xxxx xxxx xxxxx xxxx xxxxx
LT Adj: xxxx xxxx xxxxx 0.95 xxxx xxxxx 0.95 xxxx xxxxx xxxx xxxxx
HCM Sat Adj: 1.00 1.00 1.00 0.89 1.00 0.85 0.89 1.00 1.00 1.00 1.00 1.00
Usr Sat Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLP Sat Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Fnl Sat Adj: 1.00 1.00 1.00 0.89 1.00 0.85 0.89 1.00 1.00 1.00 1.00 1.00

Delay Adjustment Factor Module:
Coordinated: < < < < < < < < < < No > > > > > > > >
Signal Type: < < < < < < < < < < Actuated > > > > > > > >
DelAdjFctr: 0.00 0.00 0.00 0.85 0.00 0.85 0.85 0.85 0.00 0.00 0.85 0.00

1994 HCM Operations Method (Base Volume Alternative)

Cycle (sec):	100	Critical Vol./Cap. (X):	0.708
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	15.8
Optimal Cycle:	52	Level Of Service:	C

Volume Module: PM PEAK												
Base Vol:	0	830	100	220	830	0	0	0	0	170	0	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Initial Base:	0	830	100	220	830	0	0	0	0	170	0	330
User Adj:	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90
PHF Volume:	0	922	94	244	922	0	0	0	0	189	0	367
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	922	94	244	922	0	0	0	0	189	0	367
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	0	968	94	244	968	0	0	0	0	189	0	367

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	1.00	0.97	0.82	0.87	0.98	1.00	1.00	1.00	1.00	0.87	1.00	0.83
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3688	1555	1652	3711	0	0	0	0	1652	0	1571

Vol/Sat:	0.00	0.26	0.06	0.15	0.26	0.00	0.00	0.00	0.00	0.11	0.00	0.23
Crit Moves:	****			****								****
Green/Caps:	0.00	0.37	0.37	0.21	0.50	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.00	0.71	0.16	0.71	0.45	0.00	0.00	0.00	0.00	0.35	0.00	0.71

Uniform Del:	0.0	20.4	16.0	27.9	9.1	0.0	0.0	0.0	0.0	19.2	0.0	22.2
Incremental Del:	0.0	1.2	0.0	4.5	0.1	0.0	0.0	0.0	0.0	0.2	0.0	3.0
Delay Adj:	0.00	0.85	0.85	0.85	0.85	0.00	0.00	0.00	0.00	0.85	0.00	0.85
Delay/Veh:	0.0	18.5	13.6	28.2	7.8	0.0	0.0	0.0	0.0	16.5	0.0	22.0
Use DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.5	13.6	28.2	7.8	0.0	0.0	0.0	0.0	16.5	0.0	22.0
DesignQueue:	0	36	3	11	24	0	0	0	0	7	0	14

1994 HCM Operations Method

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

```

HCM Ops Adjusted Lane Utilization Module:
Lanes:      0 0 2 0 1 1 1 0 2 0 0 0 0 0 0 0 0 1 0 0 0 0
Lane Group: xxxx T R L T xxxx xxxx xxxx xxxx L xxxx
#LnsInGrps: 0 2 1 1 2 0 0 0 0 1 0

```

Lane Width:	12	12	12	10	12	12	12	12	12	10	12	2	1
# Veh Veh:	2				2			0					
Grade:	+2%				0%			0%				0%	
Parking/Hr:	No				2							No	
Bus Stop/Hr:	2											2	
Area Type:	<	<	<	<	<	<	<	<	Other	>	>	>	>
Cnft Ped/Hr:	10				10								
ExclusiveRT:	Include				Include			Include				Include	
# RT Prctc:	0				0			0				0	

```
f (rt) Case: xxxx xxxx 2 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
f (lt) Case: xxxx xxxx xxxx 1 xxxx xxxx xxxx xxxx xxxx 1 xxxx xxx
```

Ln	Wid	Adj:	XXXXX	1.00	1.00	0.93	1.00	XXXXXX	XXXXX	XXXXX	XXXXX	0.93	XXXXX	1.00
How	Veh	Adj:	XXXXX	0.98	0.98	0.98	0.98	XXXXXX	XXXXX	XXXXX	XXXXX	0.98	XXXXX	0.98
Grade	Adj:	XXXXX	0.99	0.99	1.00	1.00	XXXXXX	XXXXX	XXXXX	XXXXX	XXXXX	1.00	XXXXX	1.00
Parking	Adj:	XXXXX	XXXXX	1.00	XXXXX	1.00	XXXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	1.00	XXXXX
Bus	Stp	Adj:	XXXXX	XXXXX	0.99	XXXXX	1.00	XXXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	1.00
Area	Adj:	XXXXX	1.00	1.00	1.00	1.00	XXXXXX	XXXXX	XXXXX	XXXXX	XXXXX	1.00	XXXXX	1.00
RT	Adj:	XXXXX	XXXXX	0.85	XXXXX	XXXXX	XXXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	0.85
LT	Adj:	XXXXX	XXXXX	XXXXXX	0.95	XXXXX	XXXXXX	XXXXX	XXXXX	XXXXX	XXXXX	0.95	XXXXX	XXXXXX
HCM	Sat	Adj:	1.00	0.97	0.82	0.87	0.98	1.00	1.00	1.00	1.00	0.87	1.00	0.82
Use	Sat	Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MinP	Sat	Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PL	Sat	Adj:	1.00	0.97	0.82	0.87	0.98	1.00	1.00	1.00	1.00	0.87	1.00	0.82

Coordinated: <<<<<<<<<<<<<< No >>>>>>>>>>>>>>

Signal Type: <<<<<<<<<<< Actuated >>>>>>>>>>>>>>

DelAdjFctr: 0.00 0.85 0.85 0.85 0.85 0.00 0.00 0.00 0.00 0.85 0.00 0.8

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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #7 CHANNEL ROAD/MAPLEVIEW STREET

Cycle (sec): 100 Critical Vol./Cap. (X): 0.917
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 31.6
Optimal Cycle: 118 Level Of Service: D

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	7 14 7	7 14 0	7 14 0	7 14 0
Lanes:	1 0 1 1 0	1 0 0 1 0	1 0 1 0 1	1 0 1 0 1
Volume Module: PM PEAK				
Base Vol:	50 450 140	250 510 250	200 150 60	150 130 280
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	50 450 140	250 510 250	200 150 60	150 130 280
User Adj:	1.00 1.00 0.85	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.85
PHF Adj:	0.90 0.90 0.90	0.90 0.90 0.90	0.90 0.90 0.90	0.90 0.90 0.90
PHF Volume:	56 500 132	278 567 278	222 167 67	167 144 264
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	56 500 132	278 567 278	222 167 67	167 144 264
PCR Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.05 1.05	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Vol.:	56 525 139	278 567 278	222 167 67	167 144 264
Saturation Flow Module:				
Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.93 0.95 0.95	0.87 0.92 0.92	0.93 0.98 0.83	0.87 0.98 0.83
Lanes:	1.00 1.58 0.42	1.00 0.67 0.33	1.00 1.00 1.00	1.00 1.00 1.00
Final Sat.:	1770 2846 753	1652 1178 578	1770 1863 1571	1652 1863 1571
Capacity Analysis Module:				
Vol/Sat:	0.03 0.18 0.18	0.17 0.48 0.48	0.13 0.09 0.04	0.10 0.08 0.17
Crit Moves:	****	****	****	****
Green/Cycle:	0.07 0.30 0.30	0.27 0.50 0.50	0.13 0.14 0.14	0.17 0.18 0.18
Volume/Cap:	0.45 0.62 0.62	0.62 0.96 0.96	0.96 0.64 0.30	0.61 0.44 0.96
Level Of Service Module:				
Uniform Del:	33.9 22.9 22.9	24.1 18.1 18.1	32.8 30.9 29.4	29.3 28.0 31.0
IncrementDel:	1.8 0.8 0.8	1.8 15.1 15.1	34.4 3.6 0.3	2.7 0.6 31.1
Delay Adj:	0.85 0.85 0.85	0.85 0.85 0.85	0.85 0.85 0.85	0.85 0.85 0.85
Delay/Veh:	30.6 20.2 20.2	22.3 30.5 30.5	62.3 29.9 25.2	27.6 24.4 57.4
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	30.6 20.2 20.2	22.3 30.5 30.5	62.3 29.9 25.2	27.6 24.4 57.4
DesignQueue:	3 21 6	12 18 9	11 8 3	8 7 13

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Level Of Service Detailed Computation Report
1994 HCM Operations Method
Base Volume Alternative

Intersection #7 CHANNEL ROAD/MAPLEVIEW STREET

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
HCM Ops Adjusted Lane Utilization Module:				
Lanes:	1 0 1 1 0	1 0 0 1 0	1 0 1 0 1	1 0 1 0 1
Lane Group:	L RT RT	L RT RT	L T R	L T R
#LnsInGrps:	1 2 2	1 1 1	1 1 1	1 1 1
HCM Ops Input Saturation Adj Module:				
Lane Width:	12 12 12	10 12 12	12 12 12	10 12 12
% Hov Veh:	2	2	2	2
Grade:	0%	0%	0%	0%
Parking/Hr:	No	No	No	No
Bus Stp/Hr:	2	2	2	2
Area Type:	< < < < < < < < < Other > > > > > > > >			
Cnft Ped/Hr:	10	10	10	10
ExclusiveRT:	Include	Include	Include	Include
% RT Prtct:	0	0	0	0
HCM Ops f(r) and f(l) Adj Case Module:				
f(r) Case:	xxxx 5 5	xxxx 5 5	xxxx xxxx 2	xxxx xxxx 2
f(l) Case:	1 xxxx xxxx	1 xxxx xxxx	1 xxxx xxxx	1 xxxx xxxx
HCM Ops Saturation Adj Module:				
Ln Wid Adj:	1.00 1.00 1.00	0.93 1.00 1.00	1.00 1.00 1.00	0.93 1.00 1.00
Hov Veh Adj:	0.98 0.98 0.98	0.98 0.98 0.98	0.98 0.98 0.98	0.98 0.98 0.98
Grade Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Parking Adj:	xxxx 1.00 1.00	xxxx 1.00 1.00	xxxx xxxx 1.00	xxxx xxxx 1.00
Bus Stp Adj:	xxxx 1.00 1.00	xxxx 0.99 0.99	xxxx xxxx 0.99	xxxx xxxx 0.99
Area Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
RT Adj:	xxxx 0.97 0.97	xxxx 0.95 0.95	xxxx xxxx 0.85	xxxx xxxx 0.85
LT Adj:	0.95 xxxx xxxx	0.95 xxxx xxxx	0.95 xxxx xxxx	0.95 xxxx xxxx
HCM Sat Adj:	0.93 0.95 0.95	0.87 0.92 0.92	0.93 0.98 0.83	0.87 0.98 0.83
Utr Sat Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Sat Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Flt Sat Adj:	0.93 0.95 0.95	0.87 0.92 0.92	0.93 0.98 0.83	0.87 0.98 0.83
Delay Adjustment Factor Module:				
Coordinated:	< < < < < < < < < No > > > > > > > >			
Signal Type:	< < < < < < < < < Actuated > > > > > > > >			
DelAdjPctr:	0.85 0.85 0.85	0.85 0.85 0.85	0.85 0.85 0.85	0.85 0.85 0.85

Default Scenario Mon Nov 23, 1998 07:24:43 Page 15-1

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #8 WOODSIDE AVENUE/CHANNEL ROAD

Cycle (sec): 90 Critical Vol./Cap. (X): 0.912
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 35.1
Optimal Cycle: 104 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 14 7 0 14 7 7 14 0 7 14 0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 1 0 1 1 0

Volume Module: PM PEAK
Base Vol: 250 90 80 140 170 200 220 940 170 20 500 90
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 250 90 80 140 170 200 220 940 170 20 500 90
User Adj: 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85
PHP Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHP Volume: 278 100 76 156 189 189 244 1044 161 22 556 85
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 278 100 76 156 189 189 244 1044 161 22 556 85
PCR Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.05 1.05 1.00 1.05 1.05
Final Vol.: 278 100 76 156 189 189 244 1097 169 22 583 89

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.85 0.91 0.80 0.80 0.85 0.74 0.84 0.93 0.93 0.77 0.85 0.85
Lanes: 0.75 0.25 1.00 0.47 0.53 1.00 1.00 1.73 0.27 1.00 1.74 0.26
Final Sat.: 1214 437 1526 709 859 1404 1604 3073 473 1465 2798 427

Capacity Analysis Module:
Vol/Sat: 0.23 0.23 0.05 0.22 0.22 0.13 0.15 0.36 0.36 0.02 0.21 0.21
Crit Moves: ****
Green/Cycle: 0.23 0.23 0.23 0.22 0.22 0.22 0.19 0.36 0.36 0.08 0.26 0.26
Volume/Cap: 0.98 0.98 0.21 0.98 0.98 0.60 0.82 0.98 0.98 0.19 0.82 0.82

Level Of Service Module:
Uniform Del: 26.1 26.1 21.1 26.4 26.4 23.8 26.7 21.5 21.5 29.5 23.9 23.9
IncrementDel: 30.4 30.4 0.0 31.9 31.9 2.3 10.8 15.3 15.3 0.1 4.5 4.5
Delay Adj: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
Delay/Veh: 52.5 52.5 18.0 54.4 54.4 22.5 33.5 33.6 33.6 25.2 24.8 24.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 52.5 52.5 18.0 54.4 54.4 22.5 33.5 33.6 33.6 25.2 24.8 24.8
DesignQueue: 11 4 3 6 8 8 10 38 6 1 23 3

Default Scenario Mon Nov 23, 1998 07:24:43 Page 16-1

Level Of Service Detailed Computation Report
1994 HCM Operations Method
Base Volume Alternative

Intersection #8 WOODSIDE AVENUE/CHANNEL ROAD

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

HCM Ops Adjusted Lane Utilization Module:
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 1 0 1 1 0
Lane Group: LT LT R LT LT R L RT RT L RT RT
#LnsInGrps: 1 1 1 1 1 1 1 2 2 1 2 2

HCM Ops Input Saturation Adj Module:
Lane Width: 10 12 12 10 12 12 10 12 12 10 12 12
% Hov Veh: 5 15 5 15
Grade: 0% 0% 0% 0%
Parking/Hr: No No No No
Bus Stp/Hr: 2 0 0 2
Area Type: < < < < < < < < Other > > > > > > > >
Cnft Ped/Hr: 10 10 10 10
ExclusiveRT: Include Include Include Include
% RT Prct: 0 0 0 0

HCM Ops f(r) and f(l) Adj Case Module:
f(r) Case: xxxx xxxx 2 xxxx xxxx 2 xxxx 5 5 xxxx 5 5
f(l) Case: 4 4 xxxx 4 4 xxxx 1 xxxx xxxx 1 xxxx xxxx

HCM Ops Saturation Adj Module:
Ln Wid Adj: 0.93 1.00 1.00 0.93 1.00 1.00 0.93 1.00 1.00 0.93 1.00 1.00
Hov Veh Adj: 0.95 0.95 0.95 0.87 0.87 0.87 0.95 0.95 0.95 0.87 0.87 0.87
Grade Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Parking Adj: xxxx xxxx 1.00 xxxx xxxx 1.00 xxxx 1.00 1.00 xxxx 1.00 1.00
Bus Stp Adj: xxxx xxxx 0.99 xxxx xxxx 1.00 xxxx 1.00 1.00 xxxx 1.00 1.00
Area Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
RT Adj: xxxx xxxx 0.85 xxxx xxxx 0.85 xxxx 0.98 0.98 xxxx 0.95 xxxx
LT Adj: 0.96 0.96 xxxx 0.98 0.98 xxxx 0.95 xxxx 0.98 0.98 xxxx 0.95 xxxx
HCM Sat Adj: 0.85 0.91 0.80 0.80 0.85 0.74 0.84 0.93 0.93 0.77 0.85 0.85
User Sat Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Sat Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Fnl Sat Adj: 0.85 0.91 0.80 0.80 0.85 0.74 0.84 0.93 0.93 0.77 0.85 0.85

Delay Adjustment Factor Module:
Coordinated: < < < < < < < < No > > > > > > > >
Signal Type: < < < < < < < < Actuated > > > > > > > >
DelAdjPctr: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85

Default Scenario Mon Nov 23, 1998 07:24:43 Page 17-1

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #9 WOODSIDE AVENUE/WINTER GARDENS BLVD.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.866
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 28.2
Optimal Cycle: 91 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ovl Ovl Ovl
Min. Green: 14 7 7 14 14 7 7 14 14 7
Lanes: 2 0 1 1 0 2 0 2 0 1 1 0 2 0 1

Volume Module: PM PEAK
Base Vol: 440 240 270 370 510 370 150 360 510 430 600 460
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bae: 440 240 270 370 510 370 150 360 510 430 600 460
User Adj: 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85 1.00 1.00 0.85
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 489 267 255 411 567 349 167 400 482 478 667 434
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 489 267 255 411 567 349 167 400 482 478 667 434
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLP Adj: 1.03 1.00 1.00 1.03 1.05 1.00 1.00 1.05 1.00 1.00 1.05 1.00
Final Vol.: 504 267 255 423 595 349 167 420 482 478 700 434

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.77 0.87 0.73 0.87 0.98 0.83 0.87 0.98 0.83 0.77 0.87 0.73
Lanes: 2.00 1.00 1.00 2.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2930 1652 1393 3303 3725 1583 1652 3725 1571 1465 3304 1393

Capacity Analysis Module:
Vol/Sat: 0.17 0.16 0.18 0.13 0.16 0.22 0.10 0.11 0.31 0.33 0.21 0.31
Crit Moves: ****
Green/Cycle: 0.18 0.20 0.20 0.16 0.17 0.34 0.17 0.16 0.34 0.36 0.35 0.50
Volume/Cap: 0.93 0.81 0.92 0.82 0.93 0.66 0.61 0.72 0.90 0.92 0.61 0.62

Level Of Service Module:
Uniform Del: 27.5 26.1 26.8 28.0 28.0 19.3 26.5 27.5 21.5 21.1 18.5 12.3
IncrementDel: 17.0 5.3 14.2 7.2 15.2 2.0 2.8 3.1 13.3 15.1 0.7 1.2
Delay Adj: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85
Delay/Veh: 40.4 27.5 37.0 31.0 39.0 18.5 25.4 26.5 31.6 33.0 16.5 11.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 40.4 27.5 37.0 31.0 39.0 18.5 25.4 26.5 31.6 33.0 16.5 11.7
DesignQueue: 21 11 11 18 26 12 7 18 17 16 24 12

Default Scenario Mon Nov 23, 1998 07:24:43 Page 18-1

Level Of Service Detailed Computation Report
1994 HCM Operations Method
Base Volume Alternative

Intersection #9 WOODSIDE AVENUE/WINTER GARDENS BLVD.

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

HCM Ops Adjusted Lane Utilization Module:
Lanes: 2 0 1 0 1 2 0 2 0 1 1 0 2 0 1 1 0 2 0 1
Lane Group: L T R L T R L T R L T R
#LnsInGrps: 2 1 1 2 2 1 1 2 1 1 2 1

HCM Ops Input Saturation Adj Module:
Lane Width: 10 12 12 10 12 12 10 12 12 10 12 12
% Hev Veh: 15 2 2 15
Grade: 0% 0% 0% 0%
Parking/Hr: No No No No
Bus Stp/Hr: 2 0 2 2
Area Type: < < < < < < < < < Other > > > > > > > > > >
Cnft Ped/Hr: 10 10 10 10
ExclusiveRT: Include Include Include Include
% RT Prct: 0 0 0 0

HCM Ops f(r) and f(l) Adj Case Module:
f(r) Case: XXXX XXXX 2 XXXX XXXX 2 XXXX XXXX 2 XXXX XXXX 2
f(l) Case: 1 XXXX XXXX 1 XXXX XXXX 1 XXXX XXXX 1 XXXX XXXX

HCM Ops Saturation Adj Module:
Ln Wid Adj: 0.93 1.00 1.00 0.93 1.00 1.00 0.93 1.00 1.00 0.93 1.00 1.00
Hev Veh Adj: 0.87 0.87 0.87 0.98 0.98 0.98 0.98 0.98 0.98 0.87 0.87 0.87
Grade Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Parking Adj: XXXX XXXX 1.00 XXXX XXXX 1.00 XXXX XXXX 1.00 XXXX XXXX 1.00
Bus Stp Adj: XXXX XXXX 0.99 XXXX XXXX 1.00 XXXX XXXX 0.99 XXXX XXXX 0.99
Area Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
RT Adj: XXXX XXXX 0.85 XXXX XXXX 0.85 XXXX XXXX 0.85 XXXX XXXX 0.85
LT Adj: 0.95 XXXX XXXX 0.95 XXXX XXXX 0.95 XXXX XXXX 0.95 XXXX XXXX
HCM Sat Adj: 0.77 0.87 0.73 0.87 0.98 0.83 0.87 0.98 0.83 0.77 0.87 0.73
Utr Sat Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLP Sat Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Fnl Sat Adj: 0.77 0.87 0.73 0.87 0.98 0.83 0.87 0.98 0.83 0.77 0.87 0.73

Delay Adjustment Factor Module:
Coordinated: < < < < < < < < < No > > > > > > > > > >
Signal Type: < < < < < < < < < Actuated > > > > > > > > > >
DelAdjFctr: 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85

Intersection #10 WOODSIDE AVENUE/RIVERFORD ROAD

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Intersection #10 WOODSIDE AVENUE/RIVERFORD ROAD

Traffix 7.1.0427 (c) 1998 Dowling Assoc. Licensed to LLG, SAN DIEGO, CA

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #11 RIVERFORD ROAD/67 SB RAMPs

Cycle (sec):	100	Critical Vol./Cap. (X):	0.604
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/veh):	12.5
Optimal Cycle:	41	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	7	14	0	0	14	7	0	0	0	0	0	7
Lanes:	1	0	2	0	0	2	0	1	0	0	0	1

Volume Module: >>> Count		Date:	23 Jul 1998 <<< PM PEAK									
Base Vol:	330	930	0	0	750	890	0	0	100	0	200	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	330	930	0	0	750	0	0	0	100	0	200	
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.85	
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	
PHP Volume:	367	1033	0	0	833	0	0	0	111	0	189	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	367	1033	0	0	833	0	0	0	111	0	189	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.05	1.00	1.00	1.05	0.00	1.00	1.00	1.00	1.00	1.00	
Final Vol:	367	1085	0	0	875	0	0	0	111	0	189	

Saturation Flow Module:											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.86
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00
Final Sat.:	1805	3800	0	0	3800	1900	0	0	0	1823	0

Capacity Analysis Module:												
Vol/Sat:	0.20	0.29	0.00	0.00	0.23	0.00	0.00	0.00	0.00	0.06	0.00	0.12
Crit Moves:	****			****			****					
Green/Cycle:	0.34	0.72	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.19	0.00	0.19
Volume/Cap:	0.60	0.40	0.00	0.00	0.60	0.00	0.00	0.00	0.00	0.32	0.00	0.60

Level of Service Module:												
Uniform Del:	21.0	4.2	0.0	0.0	18.9	0.0	0.0	0.0	0.0	26.4	0.0	28.1
Incremental Del:	1.2	0.1	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.2	0.0	0.3
Delay Adj:	0.85	0.85	0.00	0.00	0.85	0.00	0.00	0.00	0.00	0.85	0.00	0.85
Delay/Veh:	19.1	3.6	0.0	0.0	16.6	0.0	0.0	0.0	0.0	22.6	0.0	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.1	3.6	0.0	0.0	16.6	0.0	0.0	0.0	0.0	22.6	0.0	26.2
DesignQueue:	14	18	0	0	32	0	0	0	0	5	0	9

Level Of Service Detailed Computation Report
1994 HCM Operations Method
Base Volume Alternative

Intersection #11 RIVERFORD ROAD/67 SB RAMP/

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L · T · R	L · T · R	L · T · R	L · T · R

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HCM Ops Adjusted Lane Utilization Module:
Lanes:      1 0 2 0 0 0 0 2 0 2 1      0 0 0 0 0 0 1 1 0 0 1
Lane Group:  L  T  xxxx  xxxx  T  R      xxxx  xxxx  xxxx  LT  LT  R
#LnsInGrps:  1  2  0  0  2  1      0  0  0  1  1  1

```

HCM Ops Input	Saturation	Adj	Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
% Hev Veh:					0			0					0		12
Grade:	0%			0%			0%						-2%		
Parking/Hr:	No			No			No					No			
Bus Stp/Hr:	0			0			0					0			
Area Type:	<	<	<	<	<	<	<	<	<	<	<	<	<	<	<
Cnft Ped/Hr:	0			0			0					0			
ExclusiveRT:	Include			Include			Include					Include			
% RT Prtct:	0			0			0					0			

```

HCM Ops f(r) and f(l) Adj Case Module:
f(r) Case:  xxxx  xxxx  xxxx  xxxx  xxxx  xxxx  xxxx  xxxx  xxxx  xxxx  xxxx  2
f(l) Case:   1  xxxx  xxxx  xxxx  xxxx  xxxx  xxxx  xxxx  xxxx  4  xxxx  xxxx

```

HCM Ops Saturation Adj		Module:										
Ln Wld Adj:	1.00	1.00	XXXXX	XXXXX	1.00	XXXXXX	XXXXX	XXXXX	XXXXXX	1.00	XXXXX	1.00
Dev Veh Adj:	1.00	1.00	XXXXXX	XXXXX	1.00	XXXXXX	XXXXX	XXXXX	XXXXXX	1.00	XXXXX	1.00
Grade Adj:	1.00	1.00	XXXXXX	XXXXX	1.00	XXXXXX	XXXXX	XXXXX	XXXXXX	1.01	XXXXX	1.01
Parking Adj:	XXXXX	1.00	XXXXXX	XXXXX	XXXXX	XXXXXX	XXXXX	XXXXX	XXXXXX	XXXXX	XXXXX	1.00
Bus Stp Adj:	XXXXX	1.00	XXXXXX	XXXXX	XXXXX	XXXXXX	XXXXX	XXXXX	XXXXXX	XXXXX	XXXXX	1.00
Area Adj:	1.00	1.00	XXXXXX	XXXXX	1.00	XXXXXX	XXXXX	XXXXX	XXXXXX	1.00	XXXXX	1.00
RT Adj:	XXXXX	XXXXX	XXXXXX	XXXXX	XXXXX	XXXXXX	XXXXX	XXXXX	XXXXXX	XXXXX	XXXXX	0.85
LT Adj:	0.95	XXXXX	XXXXXX	XXXXX	XXXXX	XXXXXX	XXXXX	XXXXX	XXXXXX	0.95	XXXXX	XXXXXX
HCM Sat Adj:	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00	0.86
Utr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fnl Sat Adj:	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00	0.86

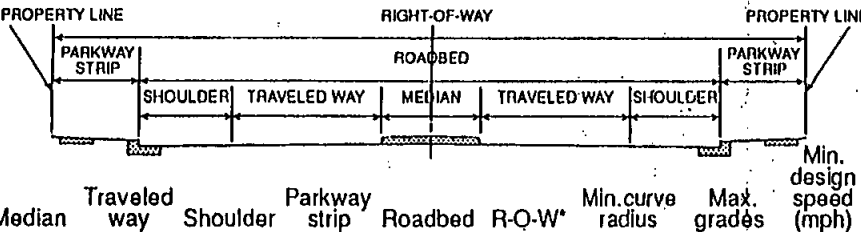
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Delay Adjustment Factor Module:
Coordinated: < < < < < < < < < No > > > > > > > > > > > > >
Signal Type: < < < < < < < < < Actuated > > > > > > > > > > > >
DelAdjPctr: 0.85 0.85 0.00 0.00 0.00 0.85 0.00 0.00 0.00 0.00 0.85 0.00 0.85

```


APPENDIX C

County of San Diego Roadway Classification Table

CLASS	CIRCULATION ELEMENT ROAD CROSS SECTIONS										AVERAGE DAILY VEHICLE TRIPS (ADT)				
											LEVEL OF SERVICE (LOS)				
	Median	Traveled way	Shoulder	Parkway strip	Roadbed	R-O-W*	Min. curve radius	Max. grades	Min. design speed (mph)		A Free flow	B Steady flow	C Stable flow	D Approach unstable	E Unstable flow
EXPRESSWAY Divided highway with only selected public road access with full grade separations	34'	36'	10'	10'	126'	146'	1200'	6%	55		36,000	54,000	70,000	86,000	108,000
PRIME ARTERIAL Divided highway, signalized intersections, access control, or extra lanes as required	14'	36'	8'	8'	102'	122'	1200'	6%	55		<22,200	37,000	44,600	50,000	57,000
MAJOR ROAD 4-lane divided road, access & parking controlled as necessary	14'	24'	8'	10'	78'	98'	1200'	7%	55		<14,800	24,700	29,600	33,400	37,000
COLLECTOR 4-lane undivided road	—	24'	8'	10'	64'	84'	700'	7%	45		<13,700	22,800	27,400	30,800	34,200
LIGHT COLLECTOR 2-lane undivided road**	—	12'	8'	10'	40'	60'	700'	9%	45		<1,900	4,100	7,100	10,900	16,200
RURAL COLLECTOR 2-lane undivided road, extra R-O-W allows greater flexibility & upgrade	—	12'	8'	22'	40'	84'	500'	12%	40		<1,900	4,100	7,100	10,900	16,200
RURAL LIGHT COLLECTOR 2-lane undivided road, increased "curve radii" standards**	—	12'	8'	10'	40'	60'	500'	12%	40		<1,900	4,100	7,100	10,900	16,200
RURAL MOUNTAIN 2-lane undivided road appropriate only in rural mountain areas**	—	12'	8'	30'	40'	100'	500'	12%	40		<1,900	4,100	7,100	10,900	16,200
RECREATIONAL PARKWAY Recreational routes for travel pleasure purposes	—	12'	8'	30'	40'	100'	400'	12%	25		<1,900	4,100	7,100	10,900	16,200
NON-CIRCULATION ROADS†															
RESIDENTIAL COLLECTION	—	12'	8'	10'	40'	60'	300'	12%	—		—	—	4,500	—	—
RESIDENTIAL STREET	—	12'	6'	10'	36'	56'	200'	15%	—		—	—	1,500	—	—
RESIDENTIAL LOOP STREET	—	12'	4'	10'	32'	52'	200'	15%	—		—	—	200	—	—
RESIDENTIAL INTERIM ROAD	—	—	—	—	28'	40'-60'	—	—	—		—	—	2,800	—	—

*Maximum protected corridor width for future right-of-way (R-O-W)
 **Auxiliary lanes & additional R-O-W at critical sections

† Levels of service are not applied to non-circulation roads since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and

APPENDIX D

Freeway Operations

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 Gainesville, FL 32611-2083
 Ph: (904) 392-0378

=====

File Name WFWYX.HC3
 Location..... SR 67
 From/To..... WOODSIDE/RIVERFORD
 Analyst..... CJM
 Time of Analysis..... PM PEAK
 Date of Analysis..... 01/08/99
 Other Information.... EXISTING

A. Geometrics and Traffic Input Data	Dir 1	Dir 2
Traffic Volume (vph)	3536	3172
Peak-Hour Factor or Peak 15-min Volume	0.95	0.95
Percentage of Trucks	5.0	5.0
Percentage of Recreational Vehicles	1.0	1.0
Number of Lanes	2	2
Free-Flow Speed (mph)	65.0	65.0
Lane Width (ft)	12.0	12.0
Obstructions-No (0), One (1) or Both (2)	0	0
Distance from Pavement Edge (ft)		
Driver Population Factor	1.00	1.00

B. Adjustment Factors

		E	E	F	F	F
Terrain Type		T	R	HV	W	P
Dir 1	LEVEL	1.50	1.20	0.974	1.00	1.00
Dir 2		1.50	1.20	0.974	1.00	1.00

C. Level of Service Results	Dir 1	Dir 2
Maximum Service Flow (MSF) (pcphpl)	1911	1715
Level of Service (LOS)	D	D
Projected Speed at Flow Rate (mph)	61.6	63.8
Density (pc/mi/ln)	31.01	26.90
Density (veh/mi/ln)	30.20	26.19
Speed of prevailing traffic (mph)	61.6	63.7

=====

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=====

File Name WFWYXP.HC3
 Location..... SR 67
 From/To..... WOODSIDE/RIVERFORD
 Analyst..... CJM
 Time of Analysis..... PM PEAK
 Date of Analysis..... 01/08/99
 Other Information.... EXISTING + PROJECT

A. Geometrics and Traffic Input Data	Dir 1	Dir 2
Traffic Volume (vph)	3936	3972
Peak-Hour Factor or Peak 15-min Volume	0.95	0.95
Percentage of Trucks	5.0	5.0
Percentage of Recreational Vehicles	1.0	1.0
Number of Lanes	2	2
Free-Flow Speed (mph)	65.0	65.0
Lane Width (ft)	12.0	12.0
Obstructions-No (0), One (1) or Both (2)	0	0
Distance from Pavement Edge (ft)		
Driver Population Factor	1.00	1.00

B. Adjustment Factors

		E	E	F	F	F
Terrain Type		T	R	HV	W	P
Dir 1	LEVEL	1.50	1.20	0.974	1.00	1.00
Dir 2		1.50	1.20	0.974	1.00	1.00

C. Level of Service Results	Dir 1	Dir 2
Maximum Service Flow (MSF) (pcphpl)	2128	2147
Level of Service (LOS)	E	E
Projected Speed at Flow Rate (mph)	57.6	57.1
Density (pc/mi/ln)	36.95	37.61
Density (veh/mi/ln)	35.98	36.63
Speed of prevailing traffic (mph)	57.6	57.1

=====

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=====

File Name WFWYXP6.HC3
 Location..... SR 67
 From/To..... WOODSIDE/RIVERFORD
 Analyst..... CJM
 Time of Analysis..... PM PEAK
 Date of Analysis..... 01/08/99
 Other Information.... EXISTING + PROJECT

A. Geometrics and Traffic Input Data	Dir 1	Dir 2
Traffic Volume (vph)	3936	3972
Peak-Hour Factor or Peak 15-min Volume	0.95	0.95
Percentage of Trucks	5.0	5.0
Percentage of Recreational Vehicles	1.0	1.0
Number of Lanes	3	3
Free-Flow Speed (mph)	65.0	65.0
Lane Width (ft)	12.0	12.0
Obstructions-No (0), One (1) or Both (2)	0	0
Distance from Pavement Edge (ft)		
Driver Population Factor	1.00	1.00

B. Adjustment Factors

Terrain Type		E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50	1.20	0.974	1.00	1.00
Dir 2		1.50	1.20	0.974	1.00	1.00

C. Level of Service Results	Dir 1	Dir 2
Maximum Service Flow (MSF) (pcphpl)	1418	1431
Level of Service (LOS)	C	C
Projected Speed at Flow Rate (mph)	65.0	65.0
Density (pc/mi/ln)	21.82	22.02
Density (veh/mi/ln)	21.24	21.44
Speed of prevailing traffic (mph)	65.0	65.0

=====

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=====

File Name WFWY20154.HC3
 Location..... SR 67
 From/To..... WOODSIDE/RIVERFORD
 Analyst..... CJM
 Time of Analysis..... PM PEAK
 Date of Analysis..... 01/08/99
 Other Information.... 2015

A. Geometrics and Traffic Input Data	Dir 1	Dir 2
Traffic Volume (vph)	5576	5002
Peak-Hour Factor or Peak 15-min Volume	0.95	0.95
Percentage of Trucks	5.0	5.0
Percentage of Recreational Vehicles	1.0	1.0
Number of Lanes	2	2
Free-Flow Speed (mph)	65.0	65.0
Lane Width (ft)	12.0	12.0
Obstructions-No (0), One (1) or Both (2)	0	0
Distance from Pavement Edge (ft)		
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50	1.20	0.974	1.00	1.00
Dir 2		1.50	1.20	0.974	1.00	1.00

C. Level of Service Results

	Dir 1	Dir 2
Maximum Service Flow (MSF) (pcphpl)	* 3014	* 2704
Level of Service (LOS)	*F	*F
Projected Speed at Flow Rate (mph)		
Density (pc/mi/ln)		
Density (veh/mi/ln)		
Speed of prevailing traffic (mph)		

* Speed and density are highly variable for LOS F

* Maximum Service Flow must not be greater than 2200 for 2 lanes.

* Maximum Service Flow must not be greater than 2200 for 2 lanes.

=====

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=====

File Name WFWY2015.HC3
 Location..... SR 67
 From/To..... WOODSIDE/RIVERFORD
 Analyst..... CJM
 Time of Analysis..... PM PEAK
 Date of Analysis..... 01/08/99
 Other Information.... 2015

A. Geometrics and Traffic Input Data	Dir 1	Dir 2
Traffic Volume (vph)	5576	5002
Peak-Hour Factor or Peak 15-min Volume	0.95	0.95
Percentage of Trucks	5.0	5.0
Percentage of Recreational Vehicles	1.0	1.0
Number of Lanes	3	3
Free-Flow Speed (mph)	65.0	65.0
Lane Width (ft)	12.0	12.0
Obstructions-No (0), One (1) or Both (2)	0	0
Distance from Pavement Edge (ft)		
Driver Population Factor	1.00	1.00

B. Adjustment Factors

Terrain Type		E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50	1.20	0.974	1.00	1.00
Dir 2		1.50	1.20	0.974	1.00	1.00

C. Level of Service Results	Dir 1	Dir 2
Maximum Service Flow (MSF) (pcphpl)	2009	1802
Level of Service (LOS)	E	D
Projected Speed at Flow Rate (mph)	60.1	63.0
Density (pc/mi/ln)	33.45	28.61
Density (veh/mi/ln)	32.57	27.86
Speed of prevailing traffic (mph)	60.1	63.0

=====

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=====

File Name EFWYX.HC3
 Location..... SR 67
 From/To..... RIVERFORD/WINTER GRD
 Analyst..... CJM
 Time of Analysis..... PM PEAK
 Date of Analysis..... 08/18/98
 Other Information.... EXISTING

A. Geometrics and Traffic Input Data	Dir 1	Dir 2
Traffic Volume (vph)	2719	2447
Peak-Hour Factor or Peak 15-min Volume	0.95	0.95
Percentage of Trucks	5.0	5.0
Percentage of Recreational Vehicles	1.0	1.0
Number of Lanes	2	2
Free-Flow Speed (mph)	65.0	65.0
Lane Width (ft)	12.0	12.0
Obstructions-No (0), One (1) or Both (2)	0	0
Distance from Pavement Edge (ft)		
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50	1.20	0.974	1.00	1.00
Dir 2		1.50	1.20	0.974	1.00	1.00

C. Level of Service Results	Dir 1	Dir 2
Maximum Service Flow (MSF) (pcphpl)	1470	1323
Level of Service (LOS)	C	C
Projected Speed at Flow Rate (mph)	65.0	65.0
Density (pc/mi/ln)	22.63	20.35
Density (veh/mi/ln)	22.03	19.82
Speed of prevailing traffic (mph)	64.9	65.0

=====

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=====

File Name EFWYXP.HC3
 Location..... SR 67
 From/To..... RIVERFORD/WINTER GRD
 Analyst..... CJM
 Time of Analysis..... PM PEAK
 Date of Analysis..... 08/18/98
 Other Information.... EXISTING + PROJECT

A. Geometrics and Traffic Input Data	Dir 1	Dir 2
Traffic Volume (vph)	3059	2787
Peak-Hour Factor or Peak 15-min Volume	0.95	0.95
Percentage of Trucks	5.0	5.0
Percentage of Recreational Vehicles	1.0	1.0
Number of Lanes	2	2
Free-Flow Speed (mph)	65.0	65.0
Lane Width (ft)	12.0	12.0
Obstructions-No (0), One (1) or Both (2)	0	0
Distance from Pavement Edge (ft)		
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50	1.20	0.974	1.00	1.00
Dir 2		1.50	1.20	0.974	1.00	1.00

C. Level of Service Results	Dir 1	Dir 2
Maximum Service Flow (MSF) (pcphpl)	1653	1506
Level of Service (LOS)	D	C
Projected Speed at Flow Rate (mph)	64.2	64.9
Density (pc/mi/ln)	25.74	23.21
Density (veh/mi/ln)	25.07	22.60
Speed of prevailing traffic (mph)	64.2	64.9

=====

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=====

File Name EFWYXP6.HC3
 Location..... 3R 67
 From/To..... RIVERFORD/WINTER GRD
 Analyst..... CJM
 Time of Analysis..... PM PEAK
 Date of Analysis..... 08/18/98
 Other Information.... EXISTING +. PROJECT

A. Geometrics and Traffic Input Data	Dir 1	Dir 2
Traffic Volume (vph)	3059	2787
Peak-Hour Factor or Peak 15-min Volume	0.95	0.95
Percentage of Trucks	5.0	5.0
Percentage of Recreational Vehicles	1.0	1.0
Number of Lanes	3	3
Free-Flow Speed (mph)	65.0	65.0
Lane Width (ft)	12.0	12.0
Obstructions-No (0), One (1) or Both (2)	0	0
Distance from Pavement Edge (ft)		
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50	1.20	0.974	1.00	1.00
Dir 2		1.50	1.20	0.974	1.00	1.00

C. Level of Service Results	Dir 1	Dir 2
Maximum Service Flow (MSF) (pcphpl)	1102	1004
Level of Service (LOS)	C	B
Projected Speed at Flow Rate (mph)	65.0	65.0
Density (pc/mi/ln)	16.95	15.45
Density (veh/mi/ln)	16.51	15.04
Speed of prevailing traffic (mph)	65.0	65.0

=====

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=====

File Name EFWY20154.HC3
 Location..... SR 67
 From/To..... RIVERFORD/WINTER GRD
 Analyst..... CJM
 Time of Analysis..... PM PEAK
 Date of Analysis..... 01/08/99
 Other Information.... 2015

A. Geometrics and Traffic Input Data	Dir 1	Dir 2
Traffic Volume (vph)	4624	4148
Peak-Hour Factor or Peak 15-min Volume	0.95	0.95
Percentage of Trucks	5.0	5.0
Percentage of Recreational Vehicles	1.0	1.0
Number of Lanes	2	2
Free-Flow Speed (mph)	65.0	65.0
Lane Width (ft)	12.0	12.0
Obstructions-No (0), One (1) or Both (2)	0	0
Distance from Pavement Edge (ft)		
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50	1.20	0.974	1.00	1.00
Dir 2		1.50	1.20	0.974	1.00	1.00

C. Level of Service Results

	Dir 1	Dir 2
Maximum Service Flow (MSF) (pcphpl)	* 2499	* 2242
Level of Service (LOS)	*F	*F
Projected Speed at Flow Rate (mph)		
Density (pc/mi/ln)		
Density (veh/mi/ln)		
Speed of prevailing traffic (mph)		

* Speed and density are highly variable for LOS F

* Maximum Service Flow must not be greater than 2200 for 2 lanes.

* Maximum Service Flow must not be greater than 2200 for 2 lanes.

=====

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=====

File Name EFWY2015.HC3
 Location..... SR 67
 From/To..... RIVERFORD/WINTER GRD
 Analyst..... CJM
 Time of Analysis..... PM PEAK
 Date of Analysis..... 01/08/99
 Other Information.... 2015

A. Geometrics and Traffic Input Data	Dir 1	Dir 2
Traffic Volume (vph)	4624	4148
Peak-Hour Factor or Peak 15-min Volume	0.95	0.95
Percentage of Trucks	5.0	5.0
Percentage of Recreational Vehicles	1.0	1.0
Number of Lanes	3	3
Free-Flow Speed (mph)	65.0	65.0
Lane Width (ft)	12.0	12.0
Obstructions-No (0), One (1) or Both (2)	0	0
Distance from Pavement Edge (ft)		
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50	1.20	0.974	1.00	1.00
Dir 2		1.50	1.20	0.974	1.00	1.00

C. Level of Service Results	Dir 1	Dir 2
Maximum Service Flow (MSF) (pcphpl)	1666	1495
Level of Service (LOS)	D	C
Projected Speed at Flow Rate (mph)	64.1	64.9
Density (pc/mi/ln)	25.98	23.03
Density (veh/mi/ln)	25.30	22.42
Speed of prevailing traffic (mph)	64.1	64.9

APPENDIX E

Caltrans ILV Calculations

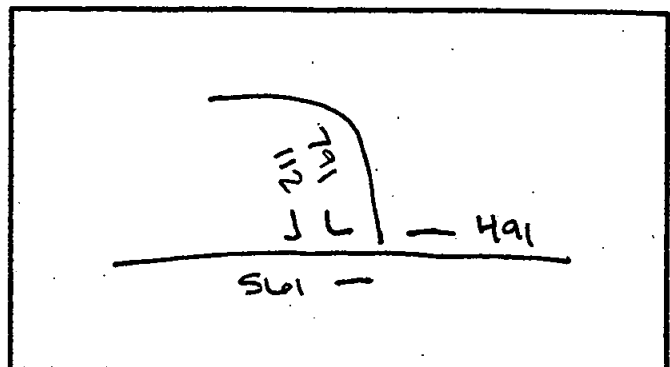
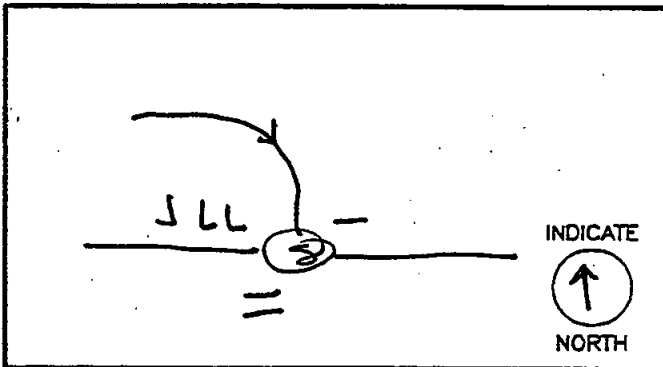
INTERSECTION

Signalized Intersection CAPACITY ANALYSIS

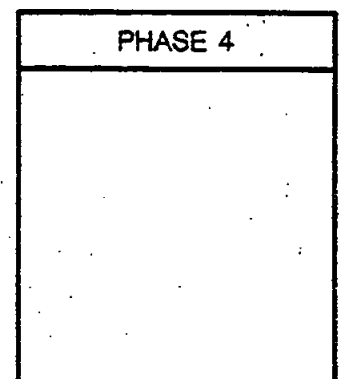
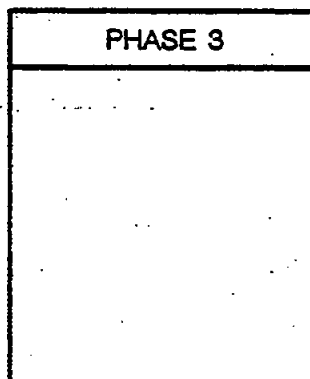
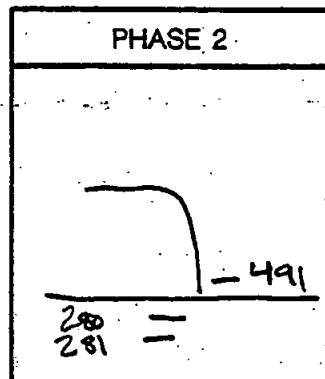
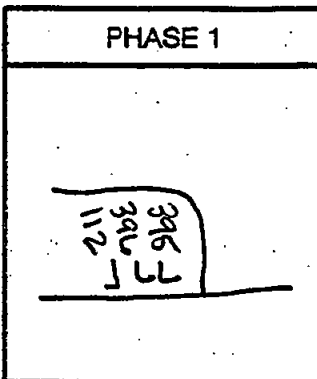
INTERSECTION SR 67 NB Lane
WOODSIDE AVE

DIST. CO. RTE. P.M. 11
BY CAM DATE 11/23
TIME AM PM

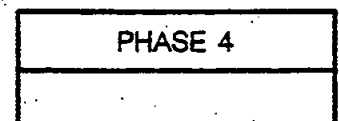
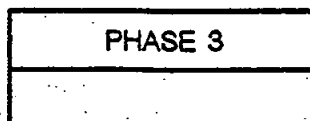
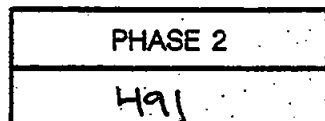
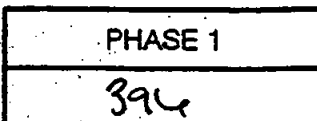
DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/HR)



CRITICAL LANE VOLUMES (ILV/HR)



TOTAL OPERATING LEVEL (ILV/HR)

Σ
887

IS . . .

- ☒ < 1200 ILV/HR.
☐ > 1200 BUT < 1500 ILV/HR.
☐ > 1500 ILV/HR (CAPACITY)

REMARKS:

EXISTING + PROPOSED

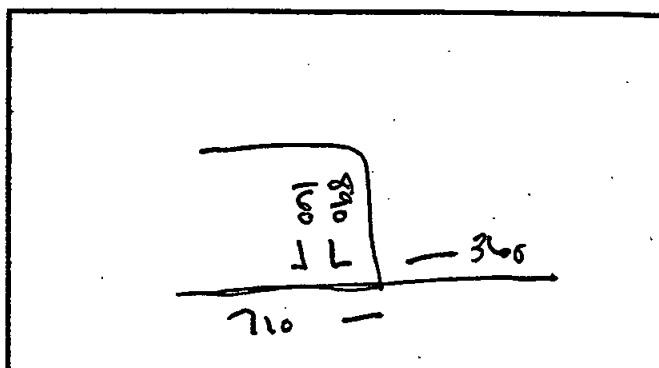
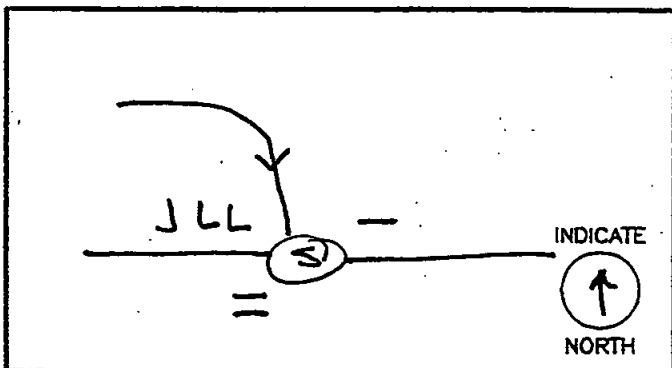
INTERSECTION

Signalized Intersection CAPACITY ANALYSIS

INTERSECTION SR 67 NB Lane
Woodsview Ave

DIST. CO. RTE. P.M. 11
BY AM DATE 11/23
TIME _____ AM (PM)

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/HR)

PHASE 1

PHASE 2

PHASE 3

PHASE 4

CRITICAL LANE VOLUMES (ILV/HR)

PHASE 1
445

PHASE 2
355

PHASE 3

PHASE 4

TOTAL OPERATING LEVEL (ILV/HR)

Σ
800

IS . . .

- ☒ < 1200 ILV/HR.
☐ > 1200 BUT < 1500 ILV/HR.
☐ > 1500 ILV/HR (CAPACITY)

REMARKS:

2015

INTERSECTION

Signalized Intersection CAPACITY ANALYSIS

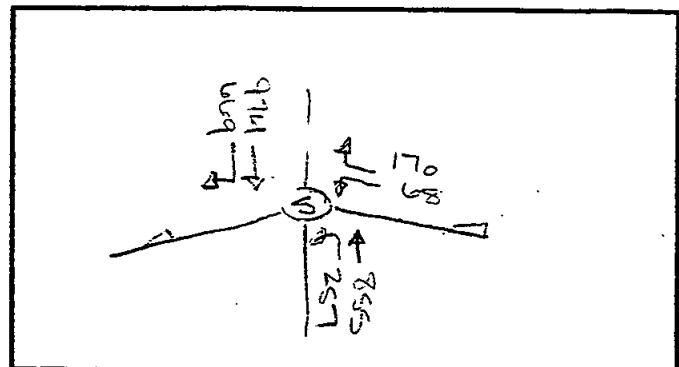
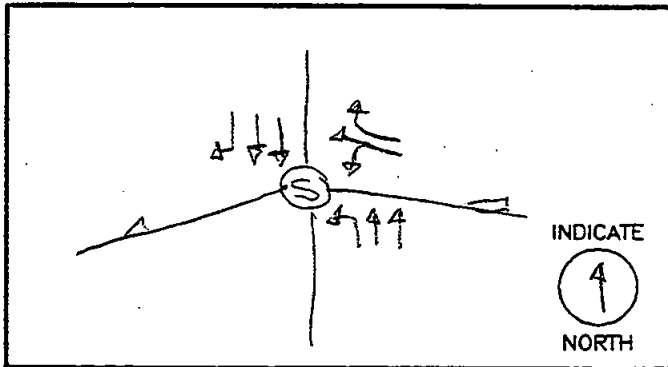
INTERSECTION SR 67 SB Ramps / Riverford RD

(DIST. CO. RTE P.M. 11)

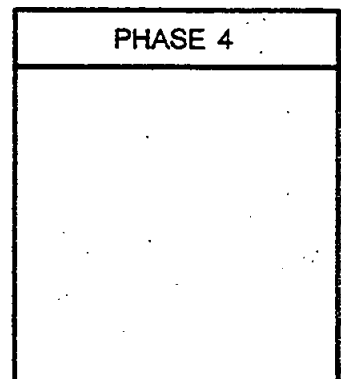
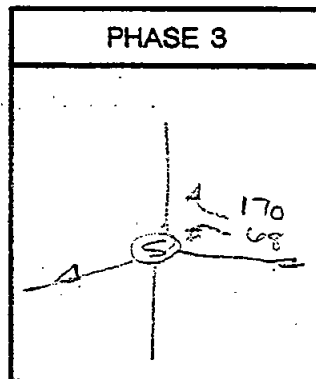
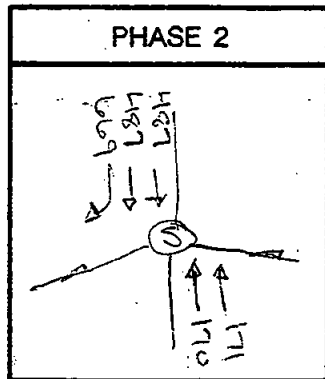
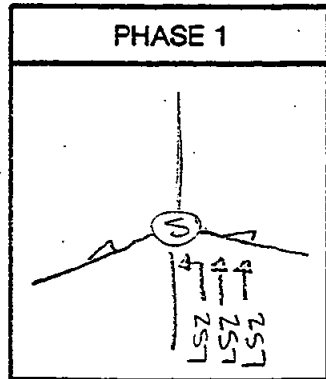
BY CDM DATE 8/18/98

TIME _____ AM PM

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/HR)



CRITICAL LANE VOLUMES (ILV/HR)

PHASE 1
257

PHASE 2
669

PHASE 3
170

PHASE 4

TOTAL OPERATING LEVEL (ILV/HR)

Σ
1090

IS . . . ☒ < 1200 ILV/HR.

☐ > 1200 BUT < 1500 ILV/HR.

☐ > 1500 ILV/HR (CAPACITY)

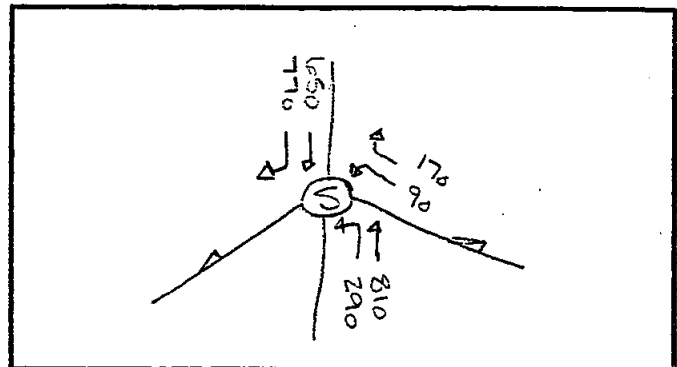
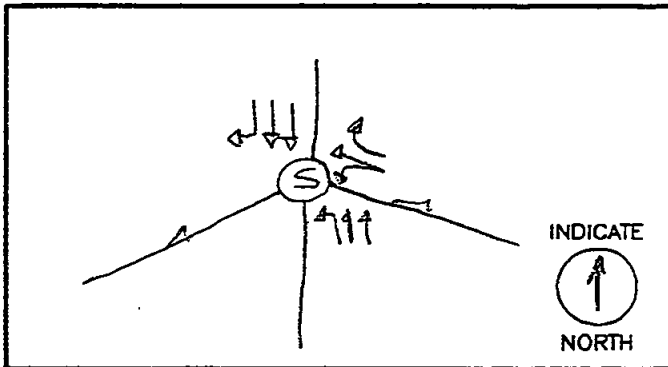
REMARKS: EXISTING + PROJECT W/ MITIGATION

INTERSECTION

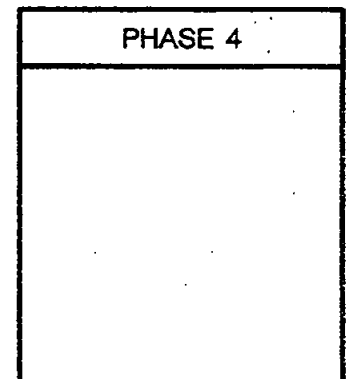
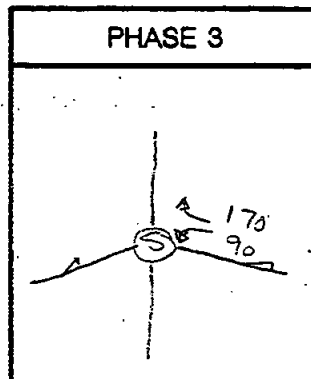
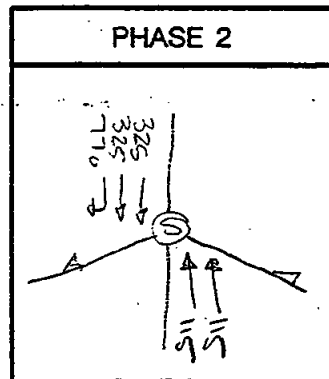
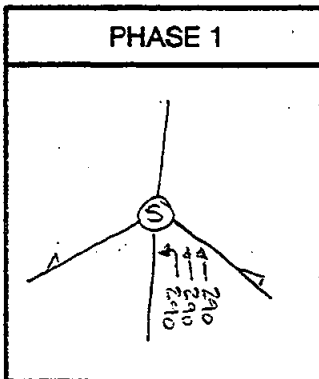
Signalized Intersection CAPACITY ANALYSIS

INTERSECTION SR 67 SB RAMP / RIVERFORD RD DIST. CO. RTE. P.M. 11
 BY CJM DATE 8/15/98
 TIME _____ AM PM

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/HR)



CRITICAL LANE VOLUMES (ILV/HR)

PHASE 1
290

PHASE 2
770

PHASE 3
170

PHASE 4

TOTAL OPERATING LEVEL (ILV/HR)

Σ
1230

IS . . .

☐ < 1200 ILV/HR.

☒ > 1200 BUT < 1500 ILV/HR.

☐ > 1500 ILV/HR (CAPACITY)

REMARKS: YEAR 2015

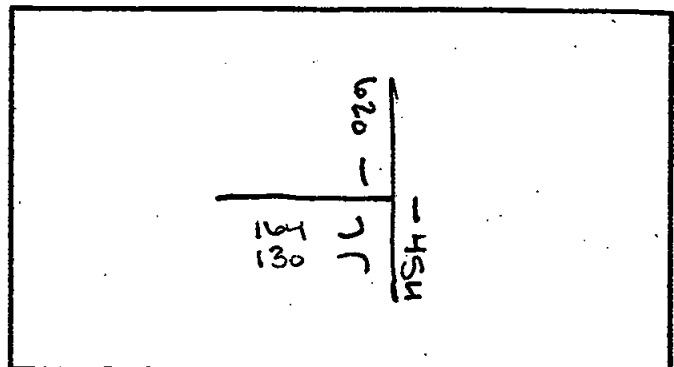
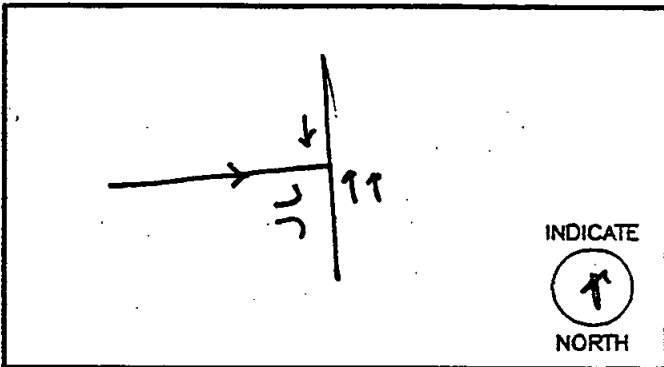
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Signalized Intersection CAPACITY ANALYSIS

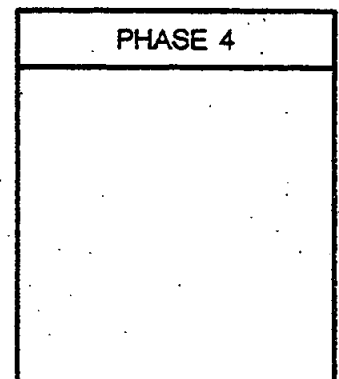
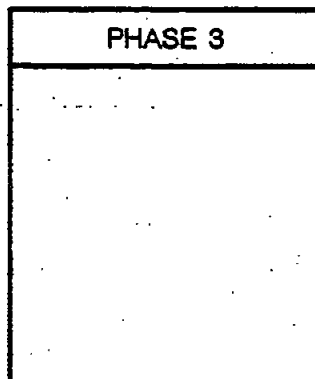
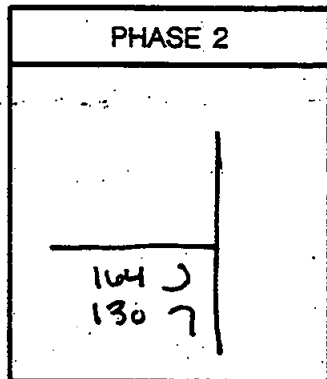
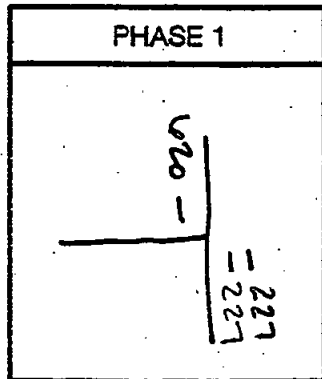
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NB EBD

DIST. CO. RTE. P.M. 11
 BY BJM DATE 11/23
 TIME AM (PM)

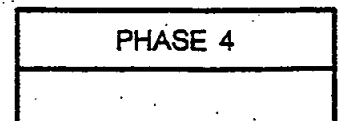
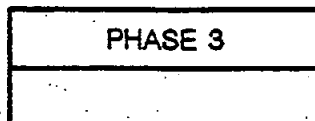
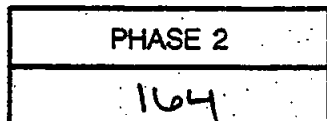
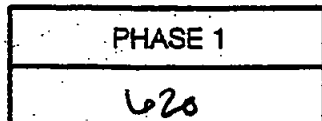
DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/HR)



CRITICAL LANE VOLUMES (ILV/HR)



TOTAL OPERATING LEVEL (ILV/HR)

Σ
784

IS . . . ☒ < 1200 ILV/HR.

☐ > 1200 BUT < 1500 ILV/HR.

☐ > 1500 ILV/HR (CAPACITY)

REMARKS: EX + PROJ w/ MITIGATION

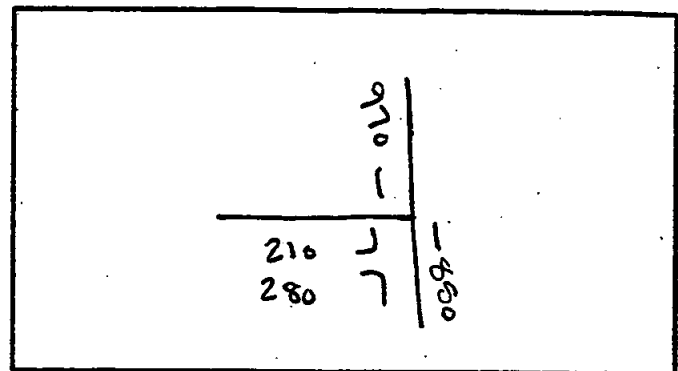
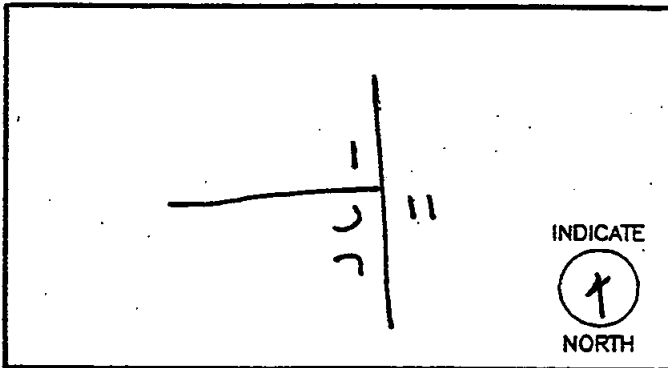
INTERSECTION

Signalized Intersection CAPACITY ANALYSIS

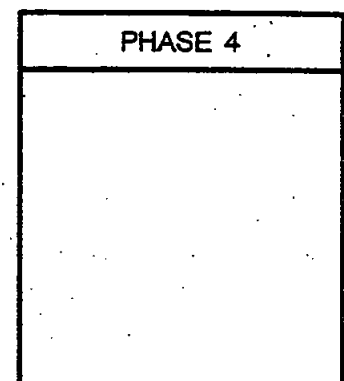
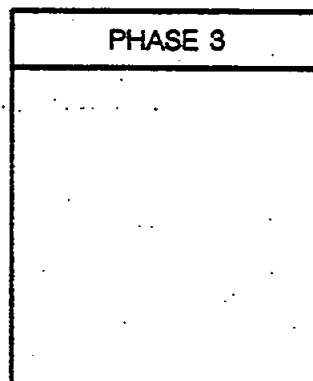
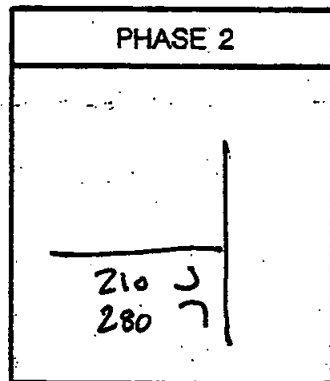
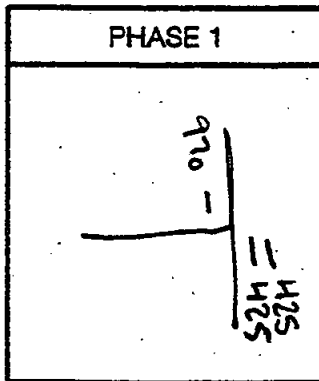
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125 3rd

DIST. CO. RTE. P.M. 11
BY Cam DATE 11/23
TIME AM PM

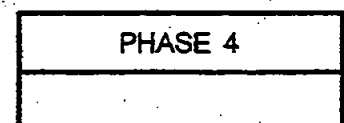
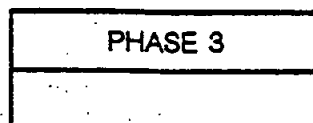
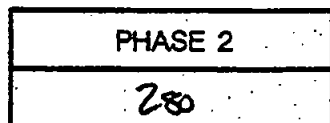
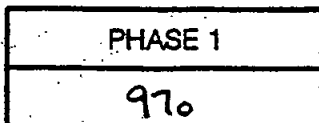
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LANE VOLUMES (ILV/HR)



CRITICAL LANE VOLUMES (ILV/HR)



TOTAL OPERATING LEVEL (ILV/HR)

Σ
1250

IS . . .

☐ < 1200 ILV/HR.

☒ > 1200 BUT < 1500 ILV/HR.

☐ > 1500 ILV/HR (CAPACITY)

REMARKS: Year 2015

INTERSECTION

Signalized Intersection CAPACITY ANALYSIS

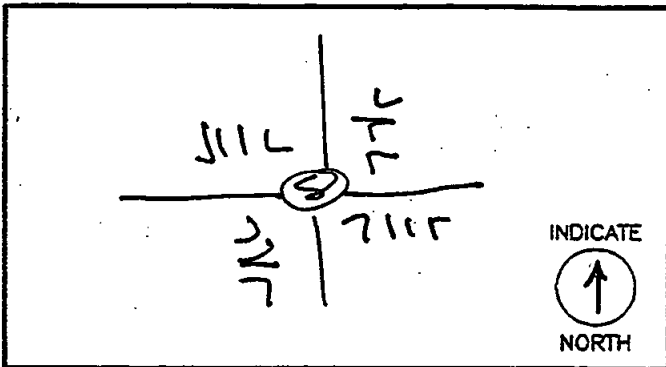
INTERSECTION 22nd / Mapleview

DIST/CO. RTE. P.M. 11

BY CSM DATE 11/23

TIME AM (PM)

DIAGRAM AND TRAFFIC FLOWS:



111L 71L 711R	71L 711R 323
168 247 199	71L 711R 97 442 779

LANE VOLUMES (ILV/HR)

PHASE 1
71L 711R 711L

PHASE 2
71L 711R 711L

PHASE 3
71L 711R 711L

PHASE 4
71L 711R 711L

CRITICAL LANE VOLUMES (ILV/HR)

PHASE 1
97

PHASE 2
171

PHASE 3
471

PHASE 4
308

TOTAL OPERATING LEVEL (ILV/HR)

Σ
1255

IS . . .

☐ < 1200 ILV/HR.

☒ > 1200 BUT < 1500 ILV/HR.

☐ > 1500 ILV/HR (CAPACITY)

REMARKS:

EXISTING + PROPOSED

INTERSECTION

Signalized Intersection CAPACITY ANALYSIS

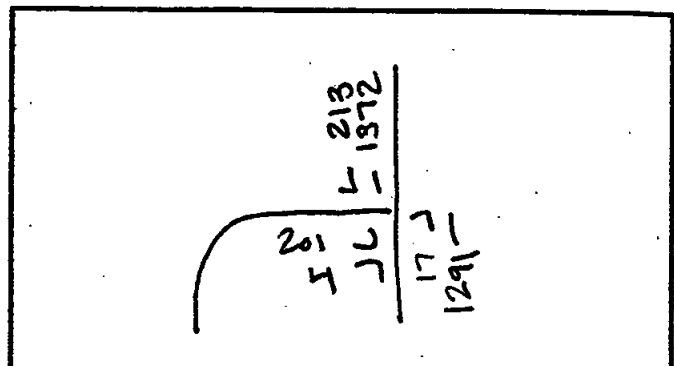
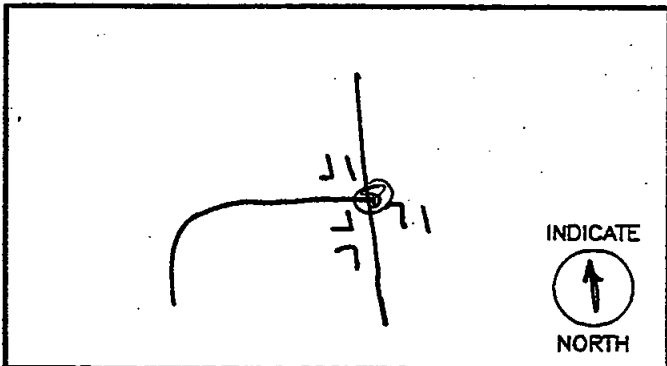
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DIST. CO. RTE. P.M. 11

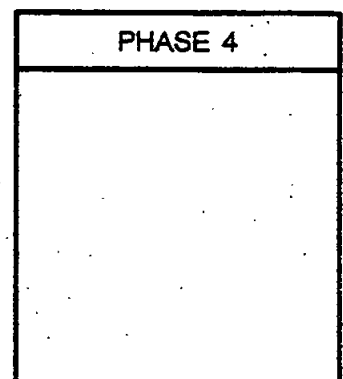
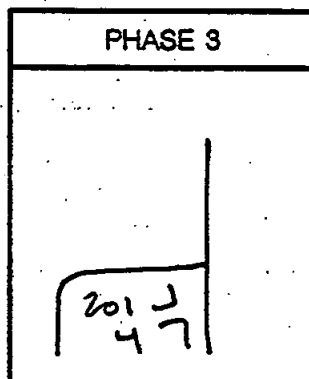
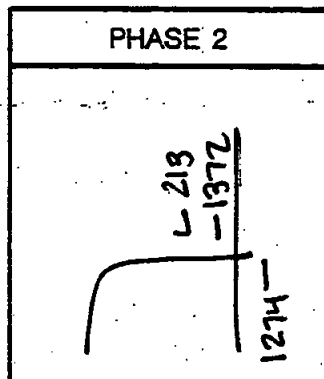
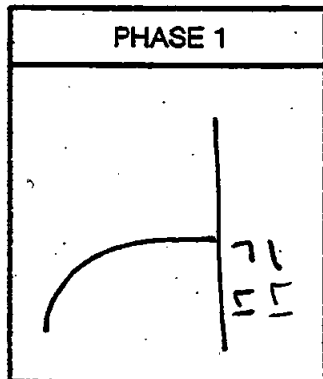
BY QAM DATE 11/22

TIME AM PM

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/HR)



CRITICAL LANE VOLUMES (ILV/HR)

PHASE 1
17

PHASE 2
1372

PHASE 3
201

PHASE 4

TOTAL OPERATING LEVEL (ILV/HR)

Σ
1590

IS . . .

☐ < 1200 ILV/HR.

☐ > 1200 BUT < 1500 ILV/HR.

☒ > 1500 ILV/HR (CAPACITY)

REMARKS:

EXISTING + PROPOSED w/ MITIGATION

INTERSECTION

Signalized Intersection CAPACITY ANALYSIS

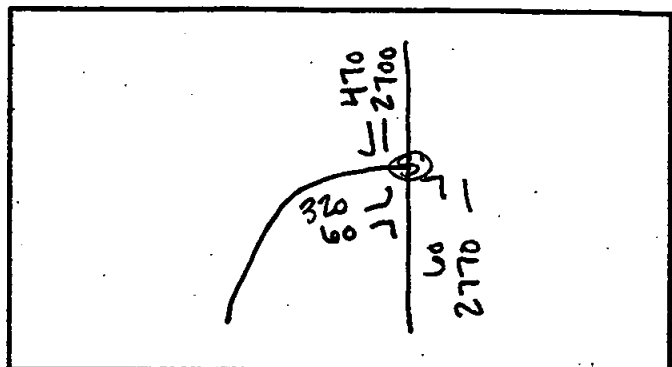
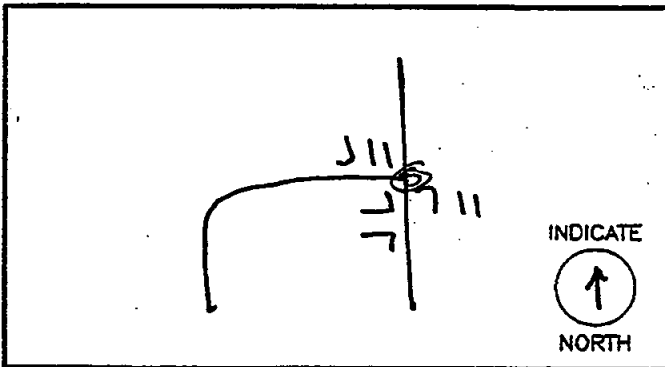
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DIST. CO. RTE. P.M. 11

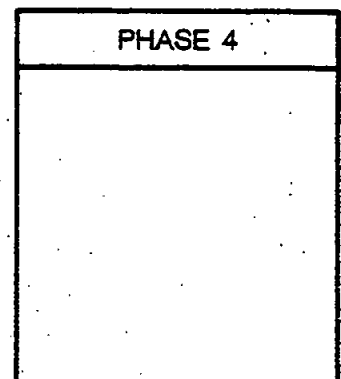
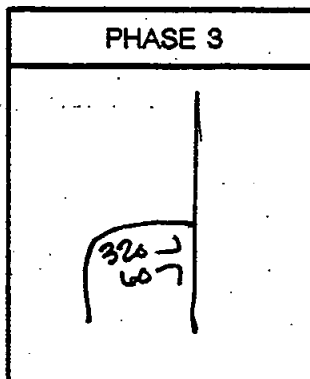
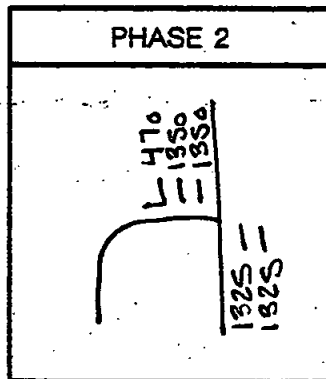
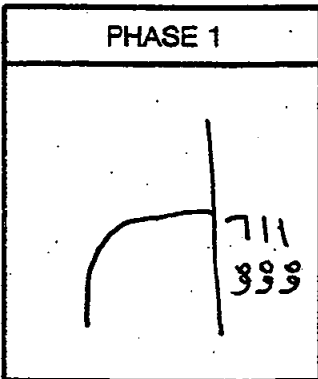
BY CJM DATE 11/22

TIME AM (PM)

DIAGRAM AND TRAFFIC FLOWS:



LANE VOLUMES (ILV/HR)



CRITICAL LANE VOLUMES (ILV/HR)

PHASE 1
60

PHASE 2
1350

PHASE 3
320

PHASE 4

TOTAL OPERATING LEVEL (ILV/HR)

Σ
1730

IS . . .

☐ < 1200 ILV/HR.

☐ > 1200 BUT < 1500 ILV/HR.

☒ > 1500 ILV/HR (CAPACITY)

REMARKS:

2019

APPENDIX D

List of Persons, Organizations, and Public Agencies That Have Commented on the Draft EIR

APPENDIX D

**List of Persons, Organizations, and Public Agencies
That Commented on the Draft Environmental Impact Report (EIR)**

A draft version of this EIR was circulated for public review from February 18, 1999 to April 5, 1999. The following is a listing of the names and addresses of persons, organizations, and public agencies that commented during this public review period.

NAME	ADDRESS
<i>FEDERAL AGENCIES</i>	
US Fish and Wildlife Service	Carlsbad Fish and Wildlife Office 2730 Loker Avenue West Carlsbad, CA 92008
<i>STATE AGENCIES</i>	
California Department of Fish and Game	1416 Ninth Street P.O. Box 944209 Sacramento, CA 94244
Department of Transportation (Caltrans)	District 11 P.O. Box 85406 San Diego, CA 92186
<i>COUNTY, CITY, AND OTHER LOCAL AGENCIES</i>	
San Diego County Flood Control	via Inter-Office Memorandum
City of Santee	10601 Magnolia Avenue Santee, CA 92701
Padre Dam MWD	10887 Woodside Avenue P.O. Box 719003 Santee, CA 92072
Local Agency Formation Commission (LAFCO)	1600 Pacific Highway, Room 452 San Diego, CA 92101
San Diego County Archaeological Society	P.O. Box 81106 San Diego, CA 92138

**List of Persons, Organizations, and Public Agencies
That Commented on the Draft Environmental Impact Report (EIR)
(Continued)**

NAME	ADDRESS
<i>ORGANIZATIONS</i>	
Lakeside Design Review Board	No Return Address Given
Lakeside Land Company	10101 Riverford Road Lakeside, CA 92040
J. Whalen Associates	4517 Santa Monica Avenue San Diego, CA 92107
Lakeside Community Planning Group	P.O. Box 2040 Lakeside, CA 92040
Pacific Southwest Biological Services, Inc.	P.O. Box 985 National City, CA 91951
Grabhorn Engineering Corp.	10601-A Tierrasanta Blvd., #353 San Diego, CA 92124
<i>INDIVIDUALS</i>	
Randy K. Lang	P.O. Box 85304 San Diego, CA 92186

APPENDIX E

Responses to Comments and Recommendations Received on the Draft EIR



Gray Davis
GOVERNOR

STATE OF CALIFORNIA

Governor's Office of Planning and Research

1400 TENTH STREET SACRAMENTO, CALIFORNIA 95832-3044

KM/ML

RECEIVED

APR 16 1999

DEPARTMENT OF PLANNING
AND LAND USE

KIERSTEN RYDBECK
SAN DIEGO COUNTY, DPLU
5201 Ruffin Rd
Suite B
San Diego, CA 92123-1666

Subject: UPPER SAN DIEGO RIVER IMPROVEMENT PROJECT
SCH#: 98041146

Dear KIERSTEN RYDBECK:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Notice of Completion form please note that the Clearinghouse has checked the state agencies that reviewed your document. The review period is now closed and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's eight-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 443-0613 if you have any questions regarding the environmental review process.

Sincerely,

Jerry Roberts

Jerry Roberts
Senior Planner, State Clearinghouse

Enclosures
cc: Resources Agency

Notice of Completion and Environmental Document Transmittal Form

Mail to: State Clearinghouse, 1400 Tenth Street, Sacramento, CA 95814-918/445-0813

FILED
FEB 23 1999
STATE
CLEARINGHOUSE

See NOTE Below
SCH # 98041146

Project Title: GPA 88-03, Log No. 98-10-014: Upper San Diego River Improvement Project (USDRIP)
 Lead Agency: San Diego County, DPLU
 Street Address: 8201 Burling Road, Suite G
 County: San Diego County
 3. Contact Person: Kristen Rydbeck
 3b. City: San Diego
 3c. Zip: 92123-1888
 3d. Phone: (619) 684-3019

Project Location: The western boundary abuts the jurisdictional boundary of the City of San Diego; the northern boundary follows portions of El Nopal, Riverside Drive, and Lakeside Avenue; and the eastern and southern boundaries generally follow 407.

County: County of San Diego
 4a. City/Community: Lakeside
 4b. Range: San Bernardino Meridian
 4c. For Rural, Nearest Community: Lakeside
 4d. Airports: None
 4e. Waterways: San Diego River

Assessor's Parcel No.: 8201 Burling Road, Suite G
 Section: N/A Twp: N/A
 Cross Streets: SR87, Lakeside Avenue, Woodside
 Within 2 Miles: Riverside Drive, Riverside Road, Mainview Street
 a. State Hwy #: SR 87
 c. Railways: None

Document Type
 01. ☐ NOP
 02. ☐ Early Cons
 03. ☐ Neg Dec
 04. ☒ Draft EIR
 05. ☐ Supplemental/Subsequent EIR (Prior SCH No.:)
 06. ☐ NOE
 07. ☐ NOC
 08. ☐ NOD
 NEPA: 09. ☐ NOI
 10. ☐ FONSI
 11. ☐ Draft EIS
 12. ☐ EA
 OTHER: 13. ☐ Joint Document
 14. ☐ Final Document
 15. ☐ Other

Local Action Type
 01. ☐ General Plan Update
 02. ☐ New Element
 03. ☒ General Plan Amendment
 04. ☐ Master Plan
 05. ☐ Annexation
 06. ☐ Specific Plan
 07. ☐ Community Plan
 08. ☐ Redevelopment
 09. ☒ Rezone
 10. ☐ Land Division (Subdivision, Parcel Map, Tract Map, etc.)
 11. ☐ Use Permit
 12. ☐ Waste Mgmt Plan
 13. ☐ Canceled Ag Preserve
 14. ☐ Reclamation Plan

Development Type
 01. ☐ Residential: Units Acres
 02. ☐ Office: Sq. Ft. Acres Employees
 03. ☐ Shopping/Commercial: Sq. Ft. Acres Employees
 04. ☐ Industrial: Sq. Ft. Acres Employees
 05. ☐ Water Facilities: MGD Type
 06. ☐ Transportation: Type
 07. ☐ Mining: Mineral Type Water
 08. ☐ Power: Employees
 09. ☐ Waste Treatment: Type
 10. ☐ OCS Related
 11. ☒ Other: mixed use including residential, commercial, and industrial
 12. ☐ Total Jobs Created unknown

Total Acres: approximately 552
 Project Issues Discussed in Document
 01. ☒ Aesthetic/Visual
 02. ☐ Agricultural Land
 03. ☒ Air Quality
 04. ☒ Archaeology/Historical
 05. ☐ Coastal Zone
 06. ☐ Economic
 07. ☐ Fire Hazard
 08. ☐ Flooding/Drainage
 09. ☐ Funding (approx.)
 10. ☐ General Land Use and Zoning: SSS
 11. ☐ Geologic/Seismic
 12. ☐ Jobs/Housing Balance
 13. ☐ Minerals
 14. ☐ Noise
 15. ☐ Public Services
 16. ☐ Schools
 17. ☐ Septic Systems
 18. ☐ Sewer Capacity
 19. ☐ Federal None
 20. ☐ Social
 21. ☐ Soil Erosion
 22. ☐ Solid Waste
 23. ☐ Toxic/Hazardous
 24. ☐ Traffic/Circulation
 25. ☐ Vegetation
 26. ☐ Water Quality
 27. ☐ Water Supply
 28. ☐ Wetland/Riparian
 29. ☐ Wildlife
 30. ☐ Growth Inducing
 31. ☐ Incompatible Land Use
 32. ☐ Cumulative Effects
 33. ☐ Dark Skies
 34. ☐ Public Health and Safety
 35. ☐ Total None

Project Description: The proposed project includes a General Plan Amendment and a Zone Reclassification of approximately 552 acres which currently make up the RiverWay Specific Plan Area (SPA)/Upper San Diego River government Project Redevelopment Area. The project site would be reclassified to RS7, CS4, CS8, and M54.

Signature of Lead Agency Representative: K. Rydbeck Date: February 10, 1999
 NOTE: Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project, from a Notice of Preparation or previous draft document, please fill it in.

Clearinghouse Contact: DeLicia Wynn
 (916) 443-0613

Review Begun: 2-23-99

Review to Agency: 4-2-99

Rev to SCH: 4-7-99

COMPLIANCE: 4-9-99

See note State Clearinghouse Number (IIR) on all Comments

98041146

to forward late comments directly to the Agency

ID/APCD 27 (Resources: 2/2)

Project Sent to the following State Agencies

☒ Resources
☐ Boating
☐ Coastal Comm
☐ Coastal Conserv
☐ Colorado Rvr Bd
☐ Conservation
☒ Fish & Game # 5
☐ Delta Protection
☐ Forestry
☐ Historic Preservation
☒ Parks & Rec
☐ Reclamation
☐ Bay Cons & Dev Comm
☐ DWR
☐ OCS
☐ Bus Transp Hous
☐ Aeronautics
☒ CHP
☒ Caltrans # 11
☐ Trans Planning
☐ Housing & Devel
☐ Food & Agriculture
☐ Health & Welfare

State/Consumer Svcs
 General Services
 Cal EPA
 ARB
☒ CA Waste Mgmt Bd
☐ SWRCB: Clean Wtr Prog
☐ SWRCB: Delta Unit
☒ SWRCB: Wtr Quality
☐ SWRCB: Wtr Rights
☒ Reg. WQCB # 9
☒ Toxic Sub Ctrl-CTC
☐ Yth/Adult Corrections
☐ Corrections
☐ Independent Comm
☐ Energy Commission
☒ NAHC
☐ Public Utilities Comm
☒ Santa Monica Mms
☒ State Lands Comm
☐ Tahoe Rgl Plan
☐ Other:
☐ Other:

04/05/1999 17:32 6194674299
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DEPT OF FISH AND GAME
 FAX NO. 916 631 2308

PAGE 82



US Fish and Wildlife Service
 Carlisod Fish and Wildlife Office
 2730 Loker Avenue, West
 Carlisod, CA 92008
 (760) 431-9440
 FAX (760) 431-3902 • 9618



CA Dept. of Fish & Game
 1416 Ninth Street
 PO Box 94 (209)
 Sacramento, CA 94244-2090
 (916) 631-9767
 FAX (916) 631-2308

APR 05 1999

Ms. Klersten Rydbeck
 County of San Diego
 Department of Planning and Land Use
 5201 Rufin Road, Suite B
 San Diego, California 92123-1666

RE: Comments on the Upper San Diego River Improvement Project (USDRIP) Programmatic
 Draft Environmental Impact Report (DEIR), GPA 99-03, LOG NO 98-10-014, SCH
 98041146

Dear Ms. Rydbeck:

The U.S. Fish and Wildlife Service (Service) and the California Department of Fish and Game (Department), referred to as the wildlife agencies, have reviewed the above referenced document and submit the following comments and recommendations. The proposed project includes a General Plan Amendment and a Zone Reclassification of approximately 552 acres which are currently part of the RiverWay A Specific Plan for the Upper San Diego River Improvement Project redevelopment area. This project area is located in the unincorporated community of Lakeside in the County of San Diego and encompasses 134 land parcels and a 2.25 mile stretch of the San Diego River. These 552 acres are situated east of the City of Santee and include lands east and south of the San Diego River which terminate at Highway 67. Proposed zoning and land use designations include approximately 400 acres of industrial, 69 acres of single-family residential, 23 acres of commercial, and an existing elementary school, middle school, and fire station. Approximately 151 acres within the industrial zone and four acres within the C36 zone would not be developed because this acreage would be located within the San Diego Flood Control Channel after channel construction.

The proposed project area is located in an urbanized area generally surrounded by an assortment of commercial, industrial, and institutional uses. Adjacent to the proposed project site is the Willowbrook County Club, single-family residential homes, various commercial and industrial uses including a rodeo ground and the Lakeside Town Center. Present land use within the project

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DEPT OF FISH AND GAM
FAX NO. 609 431 3344

PAGE 03
1. 2

Ms. Rydbeck

2

area is varied, but a majority of the site still remains in various stages of aggregate mining activities within the San Diego River. Other activities located within the project area include heavy equipment storage, a nursery, fire station, egg ranch, building and supply stores, concrete product manufacturing, barn manufacturer, gas station, and two schools. Existing residential uses within the project area consist of approximately 32 single family homes, six duplexes, and a mobile home park.

The DEIR summarized the pertinent components of the proposed project as follows:

- Repeal the RiverWay Specific Plan.
- Amend the Land Use Element to change the land use designation for the USDRIP area from (21) Specific Plan Area to (6) Residential, (13) General Commercial, (14) Service Commercial and (16) General Impact Industrial.
- Reclassify the zoning from the current S88 and S80 zones to RS7, C34, C36, and M34.
- Amend the Lakeside Community Plan to remove references to the RiverWay Specific Plan.
- Amend the Circulation Element to downgrade the status of certain road segments in Lakeside and to delete a road segment.
- Amend Section 5454 of the Zoning Ordinance.
- Repeal Section 6878 of the Zoning Ordinance.
- Amend Article V, Section 6 of the Resource Protection Ordinance.
- Repeal Article III, Section 7 of the Biological Mitigation Ordinance.

Biological Resources

The biological character of the project area was derived from two biological surveys conducted in June, 1998, supplemented with additional information from existing documents. Four major plant communities were observed onsite which include: 1) ruderal non-native grasslands and recently disturbed areas; 2) riparian habitats; 3) agricultural areas; and, 4) coastal sage scrub. The riparian areas were further divided into open water, emergent riparian, riparian woodland, riparian scrub, disturbed riparian, and wet meadow. According to the DEIR, the majority of the vegetation on the proposed project area would be characterized as ruderal and/or non-native grassland due to past and present disturbance. The riparian habitat has also been disturbed by sand mining activities, and hence, the riparian woodland is classified as mature with little shrub understorey. The document did not specify acreage amounts for each of the habitat types found onsite.

According to the biological resources section of the DEIR and previous biological surveys, seventy-five avian species have been observed within the project area. The DEIR stated that this relatively high number of avian species is due to the diversity of habitat types within the project area, despite the low quality of onsite habitats. It was also stated that the region supports or has historically supported, 52 sensitive animal species, 16 sensitive plant species, and three sensitive habitat types. However, the only listed species observed onsite was a pair of federally threatened coastal California gnatcatchers (*Poliupila californica californica*). Other sensitive species observed onsite include San Diego ambrosia (*Ambrosia pumilla*), yellow-breasted chat (*Icteria*

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 DEPT OF FISH AND GAM

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 FAX NO. 100 431 2333

PAGE 04

Ms. Rydbeck

3

virens) and the orange-throated whiptail (*Cnemidophorus hyparythrus beldingi*). Although not mentioned in the report, it is the wildlife agencies' understanding that the federal and state endangered least Bell's vireo (*Vireo bellii pusillus*) has been observed within the riparian habitat near the Chanel Road bridge crossing.

General Comments

The DEIR discussed the three largest existing reclamation and/or sand and gravel miners in the project area along the San Diego River which consist of Lakeside-Castor JV (121 acres), Calmat (103 acres), and Woodward Sand and Materials (23 acres). Only two mitigation plans were discussed as approved plans within the proposed project area. One mitigation plan is a floodway stabilization project located within the 20-acre Bill Signs Trucking site in the eastern portion of the river. The other project is for the County of San Diego (County) and includes an approved revegetation plan for 1.98 acres located in the 15 acre Lakeside Sanitation District property in the most western end of the site.

The DEIR did not include a third mitigation plan permitted by the Corps in 1993 to the Castor Group which included a 39 acre site consisting of two parcels, one east of Riverford Road and the second east of Palm Drive. A 404 permit (93-20016-TCD) was issued to the Castor Group for the fill of abandoned borrow pits and channelization of this portion of the San Diego River. The mitigation for impacts to wetland habitat as stated in the Corps Public Notice would include creation of approximately 11.0 acres of wetland habitat including riparian forest, freshwater marsh and mulefat scrub. The DEIR discussed the Lakeside Castor JV portion of the project and stated that the impacts for the reclamation plan will be reduced to a level below significance by adherence to the USDRIP EIR/EA mitigation measures as stated in a biological report written by TW Biological Services (1997). The Lakeside Land Development Company has submitted an application for an additional 404 permit (97-20171-TCD) from the Corps, and a 1603 from the Department, for implementation of surface sand mining reclamation activities on their remaining 107 acres. Their proposed project will remove 9.0 acres of wetland and riparian woodland habitat, and allow for the channelization of the San Diego River within their property boundaries. Presently the applicant is proposing to mitigate for the direct impacts to 9.0 acres of wetland habitat with just over a 1:1 mitigation ratio. It is also the understanding of the wildlife agencies that the Lakeside Land Development Company is currently working with the County to amend their permits regarding the aforementioned activities. Please clarify the status of this project and how the mitigation obligation is consistent with the RiverWay Plan.

The DEIR stated that "Neither the RiverWay Specific Plan nor the proposed project is subject to Article IV, Sections 1, 2, and 6 of the County's Resource Protection Ordinance (RPO), which applies to wetlands, wetland buffers areas, and sensitive habitat lands, respectively." Article IV, Sections 1, 2, and 6, of the County's RPO have established guidelines to limit development activities in sensitive wetland areas and "to allow development when all feasible measures necessary to protect and preserve the sensitive habitat lands are required as a condition of permit approval and where mitigation provides an equal or greater benefit to the affected species." It is understandable that this section of the RPO was not a part of the RiverWay Plan since this Plan addressed minimization and mitigation for impacts to wetland habitats. However, it is not clear

A-1: The Lakeside Land Development Company project and the other reclamation plans are not part of the project analyzed in this EIR. They will be mitigating their own impacts under the terms and conditions specified in their permits. The reclamation plans are discussed in the UDRIP EIR as background information and to provide an understanding of current and planned reclamation activities in the area. The County Department of Planning and Land Use is currently processing a minor amendment to the Lakeside Land Development Reclamation Plan.

A-2: Article V.6 of the Resource Protection Ordinance specifically exempts any project located within the USDRIP redevelopment area boundaries from the requirements of the RPO. Therefore, the RiverWay Specific Plan has always been exempt from RPO. Although the RiverWay Specific Plan would be repealed by the proposed project, properties in the USDRIP area are, and would remain, exempt from the RPO. However, future projects would be subject to the Biological Mitigation Ordinance (BMO) as stated in the project description (EIR, page 1-7). All discretionary permits require compliance with the BMO. Impacts to wetlands, wetland buffers, and sensitive habitats would be addressed by the BMO under Articles IV (administrative process and evaluations), V (project design criteria), VI (habitat-based mitigation), and VII (species-based mitigation).

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PAGE 05

Ms. Rydbeck

why these sections of the RPO would be amended under the proposed project. Please clarify why these sections of the RPO would not be applicable to this particular proposed project.

The DEIR stated that impacts to wetlands caused by the County flood control plan shall be mitigated in accordance with the Biological Mitigation Ordinance (BMO). However, it is not clear in this document why the Multiple Species Conservation Program (MSCP) is not amended to address impacts to this USDRIP area. The document also stated that the project site is not in a Pre-Approved Mitigation Area "indicating that development will be subject to less stringent requirements." The County's Subarea Plan has designated areas east and west of Riverford Road as Pre-Approved Mitigation Areas which qualifies the site as a Biological Resource Core Area.

The DEIR included a section called "Plan to Plan Comparison" (page 2.2-11) that addressed the significant biological differences between the RiverWay Specific Plan and the proposed rezoning plan. First, the proposed project rezoning would eliminate the planning buffer which was established under the RiverWay Plan. The planning buffer was a 50 foot wide buffer adjacent to the biological buffer. The biological and planning buffers were designed to assist in reducing the direct and indirect edge effects associated with the development of the upland area. The planning buffer was also designed to accommodate a trail which would have allowed passive recreation such as hiking and horseback riding adjacent to the river. The DEIR stated that if the proposed project is implemented then development could encroach to the edge of the biological buffer which would include the floodway and the river banks. Presently the biological buffer as constructed on the Lakeside Land Development site consists of a 3 to 1 slope. The elimination of the 50 foot buffer at the top of the slope diminishes the overall buffering aspect since development would be allowed up to the edge of the 3 to 1 slope. Detrimental edge effects would include increased noise, access by humans and pets, lighting, and intrusion by feral animals. Also the elimination of this buffer design, which has been implemented by two applicants along the San Diego River, would lead to greater inconsistency when future applicants develop with this buffer. The wildlife agencies recommend a minimum of a 100 foot linear buffer between development and wetland habitats to reduce edge effects.

The plan to plan comparison also stated that the proposed project would reduce the revegetation requirements within the floodway. "Although the County Biological Mitigation Ordinance and Clean Water Act Section 404 wetland regulations would require avoidance of wetlands and mitigation where no feasible alternatives exist to avoid impacts, the potential exists that wetland mitigation would not occur at the same level as currently required in the RiverWay Specific Plan." We are very concerned regarding the further loss of additional floodplain resulting from the channelization of the San Diego River along this 2.25 mile stretch in Lakeside. Please elaborate on this reduced revegetation plan, how this would impact the overall integrity of the San Diego River in this area, and how the no-net-loss policies for wetlands would be met.

The wildlife agencies would also like to stress that impacts to least Bell's vireo have not been addressed under this DEIR. Project impacts from channelization of this portion of the San Diego River have implications to the river system upstream and downstream of the proposed project. Recovery of the least Bell's vireo is an additional concern since criteria for down listing the vireo will be accomplished only when several hundred or more breeding pairs are protected and managed

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A-3: The USDRIP project was discussed in Section 4.3.5 (Processing Projects with Partial Approval for Open Space) of the Multiple Species Conservation Plan (MSCP) County of San Diego Subarea Plan where it was determined that areas subject to permitting through Section 404 of the Clean Water act to be exempt from MSCP Subarea Plan requirements. The MSCP is not being amended to add the USDRIP project for two main reasons: (1) The USDRIP area has been subjected to extensive mineral extraction for many years and the habitats that exist presently in the river are the result of an extensive level of disturbance. The County is attempting to reduce additional regulations in order to stimulate economic development in the USDRIP area. The high level of disturbance does not warrant a high level of regulation; and (2) there are a number of reclamation plans and permits already approved in the project area which have already set the rehabilitation and preserve requirements for this area.

A-4: The County of San Diego agrees that the USDRIP area, though exempt from the MSCP, would likely qualify as a Biological Resource Core Area under Article VI, Section A(1)(a) and (b) of the BMO.

A-5: The County of San Diego concurs with this comment. However, current and permitted projects within the USDRIP area must comply with the terms and conditions of their existing permits and agreements, including buffer areas. Future development projects within the USDRIP area must comply with the County's BMO and other local, state, and federal regulations as well as the terms and conditions (such as the maintenance of buffer areas) of subsequent permits and authorizations applicable to that specific future project. The County does not feel it is necessary to establish a standard buffer width in the USDRIP area because much of the area is already severely disturbed. Appropriate buffers will be established on a project-by-project basis as future projects are proposed.

A-6: Three areas within the USDRIP area were identified that would have the potential to be significantly impacted by future development projects allowed within the USDRIP project area. These areas are identified on Figure 2.2-2 and discussed on page 2.2-10 of the Draft EIR. Wetland impacts from the flood control plan approved for the RiverWay Specific Plan were to be mitigated by the revegetation requirements contained in the RiverWay Specific Plan (see pages 2.2-10 and 2.2-11 of the Draft EIR); however, since the RiverWay Specific Plan would be repealed, the mitigation measures specific to that plan would no longer be required unless specifically mandated under the terms and conditions of existing permits. The following are mitigation measures to replace the RiverWay Specific Plan (page 2.2-11 of the EIR):

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Ms. Rydbeck

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at several drainages in San Diego County including the San Diego River. Hence it would be beneficial to address potential impacts to this endangered species as a whole rather than on a case by case basis.

One of the objectives of the RiverWay Specific Plan was the improvement of the San Diego River by the establishment of riparian forest designed to support a variety of wildlife species, including the least Bell's vireo. The Riverway Plan would create 49.2 acres of riparian forest and preserve 32.2 acres of existing riparian forest. Total preservation and creation would be approximately 92 acres which included buffers, open water habitat and scrub habitat. The wildlife agencies are concerned that the proposed project, which will eventually impact hundreds of acres of upland and wetland habitats, should be directed and managed by a comprehensive and cohesive habitat management plan. Elimination of the RiverWay Plan will allow piecemeal implementation of the remaining projects along the San Diego River which may lead to inconsistent mitigation, an overall reduction in habitat preservation, and uncoordinated management practices. Therefore, we recommend that if the RiverWay Plan is eliminated then another plan should be developed to address development and open space management within this stretch of the San Diego River in a comprehensive and regional manner.

The wildlife agencies' primary concern for this stretch of the San Diego River is that a reasonable floodplain be allowed to remain intact and that habitat creation and preservation offset the proposed impacts associated with development of several hundred acres of upland land. We believe that an overall plan that allows for a viable and self-sustaining riparian corridor along this stretch of the San Diego River while still allowing reasonable build-out of the adjacent upland is achievable. The loss of some aspects of the RiverWay Plan would greatly diminish the overall integrity of this area by eliminating planning buffers and allowing development to encroach up to the edge of the habitat.

Zoning Changes

It is our understanding that the proposed project would change zoning to M54 General Impact Industrial which would allow for outdoor storage of goods such as lumber, cars, construction equipment, and manufactured items. The DEIR states that typically this zone is found near rail and trucking facilities. The wildlife agencies are concerned that this zone change has not been adequately addressed in the DEIR in regards to potential direct and/or indirect effects to wildlife in the floodplain. It would appear that if the planning buffer is eliminated and cars and heavy equipment can be stored adjacent to the river then runoff of petrochemicals would be a potential impact that requires assessment in this DEIR.

The DEIR also discussed a zoning change from the "F" Floodplain Designator that currently exists on the River channel and floodplain to "W" Zone Flood Channel Designator. Apparently the W Designator restricts development in the 100-year floodplain unless a flood control plan is adopted. The DEIR states that the County Board of Supervisors adopted such a plan in 1992, but does not elaborate any further on the flood control plan and how this zone change could impact the native habitat in the river. The document states that the F Designator is meant for streams that are meant to be left in a more natural state and hence this may be the more appropriate zone to safeguard the river and floodplain.

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- Impacts to wetlands caused by the County flood control plan will be mitigated in accordance with Article III, Section 9 of the BMO which requires that a finding be made that a public facility or public project is mitigated.
- All wetland restoration, revegetation, and creation activities will be conducted within the San Diego River floodplain.
- Impacts to all wetland resources will be mitigated by creation and restoration of wetlands which replace the functions and values of the resources disturbed.
- For all impacts, there will be no net loss of wetland acreage or wetland functions and values.

A-7: The County of San Diego concurs that impacts to the least Bell's vireo were not specifically called out in the Draft EIR. This is because no development projects are proposed at this time and it is speculative to assume that significant impacts to the least Bell's vireo would occur. Future development projects within the USDRIP area must comply with CEQA and the County's BMO. As noted in Response to Comment A-4, the USDRIP area is exempt from the MSCP; however, the County would require mitigation for potential impacts to the least Bell's vireo or its habitat through the BMO (specifically refer to BMO Article VII, Sections 2(a), 2(d) and 4(iii)). The BMO would apply to any discretionary action in the USDRIP area which includes application of the B Designator or a grading permit. Furthermore, as addressed in Response to Comment A-4, consultation with the USFWS under Section 7 of the federal Endangered Species Act would be anticipated for future projects through the COE 404 permitting process. It is assumed by the County that Section 7 related Biological Opinions issued by the USFWS, as part of the 404 permitting for future development projects, would be consistent with the USFWS *Recovery Plan for the Least Bell's Vireo*. These existing regulations would substantially reduce impacts to the least Bell's vireo on a project-level basis to less than significant.

A-8: The RiverWay Specific Plan Habitat Management component was prepared in 1990, but was never permitted for implementation by the Army Corps of Engineers or U.S. Fish and Wildlife Service, nor was it ever implemented by the County Redevelopment Agency due to lack of funds. In addition, the plan was based on the San Diego River Habitat Conservation Plan (1989) which was never adopted. Although a comprehensive plan may result in more consistent mitigation and management along the river, wetland and species impacts for this project are adequately mitigated by the measures listed in this EIR (see response to comment A-6).

A-9: See response to comment A-8.

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Summary

1. The completion of an approved comprehensive planning document may constitute a significant change under the California Environmental Quality Act and it may be necessary to fully address these new changes with another regional planning document. The wildlife agencies are concerned that addressing impacts on the San Diego River on a project by project basis would lead to further piecemealing and complicate regional planning for this area. Therefore, because rezoning proposes to eliminate a comprehensive planning document, this impact is significant and needs to be fully addressed.

2. The proposed project would have significant implications to state and federal listed species including several sensitive species and wetland habitats. Proposed project impacts have not been adequately addressed in the DEIR.

3. The elimination of the planning buffer could have a significant effect on the riparian habitat within the riverbed. We request clarification as to why this buffer would be removed with the rezoning of the project area under the current proposal.

4. The DEIR stated that there is a potential for a reduction of revegetation obligation if the RiverWay Plan is eliminated. Please describe in detail the mitigation measures proposed in lieu of those proposed under the RiverWay Plan. A reduction in mitigation requirements may be significant and needs to be fully addressed.

5. Please clarify why the proposed project should not be subject to Article IV, Sections 1, 2, and 6 of the RPO.

6. The Lakeside Land Development Company is in the process of applying for federal, state, and County permits for project development which impacts riparian woodland and open water habitats. It is our understanding that this project should be reviewed as a component of the RiverWay Plan. How would the rezoning of this area affect the processing of the Lakeside Development Company project?

7. The zone classification M54 adjacent to the San Diego River does not appear to be compatible with sensitive habitats. M52 may be the appropriate zone classification for land adjacent to the floodplain.

8. The F Designator provides floodplain protection for the San Diego River. The wildlife agencies recommend that this designation remain to ensure additional protection for an important and sensitive resource in San Diego County.

In conclusion, the wildlife agencies are greatly concerned that the proposed project will result in significant degradation of the upper San Diego River and its associated sensitive habitats and species. The County is proposing to repeal USD RIP without any equivalent level of protection and mitigation, which would then appear to make it inconsistent with the exemption in the County's MSCP Subarea Plan. We recommend that if the RiverWay is eliminated then another

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A-10: The proposed zoning change is consistent with the current land uses within the USD RIP area (see response to comment A-8). Also, as discussed in Section 2.7 (Hazards) of the Draft EIR (pages 2.7-1 to 2.7-3), some of the existing industrial uses within the USD RIP area have historically used and/or handled petrochemicals within the area of the San Diego River of concern. The EIR evaluated potential impacts to water quality from petrochemicals (page 6-22) and concluded that any future development would be required to comply with the San Diego County Stormwater Quality Management Ordinance (Section 67.800 et. seq) which requires use of Best Management Practices (BMPs) and pollutant prevention procedures. Compliance with this ordinance would reduce impacts to a level below significant.

A-11: The W designator is discussed within the draft EIR (see pages 1-4, 1.5 and 2.7-3 of the Draft EIR). The zone change from F to W Designator would not impact the native habitat in the river because a flood control plan has already been approved and partially implemented and the change in zone is only to make the zone consistent with the plan. The W Designator specifically applies to rivers where an approved flood control plan exists as in the case of this stretch of the San Diego River. Also, please refer to response to comment C-1.

A-12: Please refer to response to comment A-8.

A-13: The County disagrees with the comment that project impacts have not been adequately addressed. Please refer to response to comment A-7.

A-14: The planning buffer would be removed because it is part of the RiverWay Specific Plan which is being repealed. Please refer to response to comments A-5 and A-8.

A-15: Please refer to response to comments A-6 and A-8.

A-16: The USD RIP area has been exempt from the RPO since 1990 (see page 1-6 of the EIR). See response to comment A-2.

A-17: The Lakeside Land Development Reclamation Plan was approved in 1997. The USD RIP project would not have any affect on the Reclamation Plan. The land uses are essentially the same as under the RiverWay Specific Plan. Please refer to response to comment A-1.

A-18: The EIR evaluated the M52 zone as an alternative to M54 in the Lakeside Planning Group alternative (pages 4-13 to 4-18) and it was concluded that biological impacts would be substantially the same as the proposed project.

A-19: Please refer to response to comment A-11.

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PAGE 08

Mr. Rydbeck

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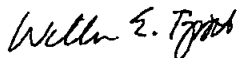
comprehensive plan should be initiated to address development and open space management within the San Diego River.

] A-20
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A-20: Please refer to response to comments A-3 and A-8.

Thank you for this opportunity to comment and offer our suggestions and recommendations regarding the proposed rezoning of the USDRIP area. If you have any questions or comments please contact Stacy Hewitson of the Department (619-467-4229) or Patrice Ashfield of the Service (760-431-9440).

Sincerely,



William E. Tippetts
Habitat Conservation Supervisor
California Department of Fish and Game



Sheryl L. Barrett
Assistant Field Supervisor
U.S. Fish and Wildlife Service

cc: Terri Dickerson, California Department of Fish and Game, Long Beach
Terry Dean, U.S. Army Corps of Engineers, San Diego
Elizabeth White, Environmental Protection Agency, San Francisco

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P. 2

STATE OF CALIFORNIA - BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 11

P.O. BOX 85406

SAN DIEGO, CA 92186-5406

PHONE: (619) 688 8954

FAX: (619) 688-4299



April 2, 1999

11-SD-067
P.M. 3.91
(K.P. 6.29)
cleared 4/9/99

Ms. Mosie Boyd
State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

Dear Ms. Boyd:

Draft EIR for the Upper San Diego River Improvement Project - SCH 98041146

Caltrans District 11 comments are as follows:

- The current (December 1994) Caltrans Transportation Concept Report (TCR) for the State Route 67 (SR-67) calls for a six-lane freeway south of Maplevue Street. The TCR also notes that the existing signalized intersection at Maplevue Street should be upgraded to a full interchange.
- The results of Intersection Capacity Analysis indicate that the SR-67 northbound off-ramp/Wintergardens Boulevard intersection and SR-67 southbound ramps/Riverford Road intersection would operate at Level of Service (LOS) F with the addition of the traffic generated by the proposed project. Caltrans requires LOS C or better at State owned facilities, including intersections. If an intersection is currently below LOS C, any increase in delay from project generated traffic must be analyzed and mitigated. The developer should make a "fair share" contribution toward the improvements on SR-67.
- Geometric design of new facilities should normally be based on estimated traffic 20 years after completion of construction. The traffic forecasts should be revised based on the SANDAG Series 8 regional land use projections and north San Diego County traffic model for the Ramona area.
- Caltrans no longer maintains both metric and Imperial versions of the Standard Plans, Specifications, Special Provisions and manuals. Therefore, all plans, as well as encroachment permit applications submitted to Caltrans must be stated in metric units.

B-1

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B-4

B-1: State Route 67 (SR 67) is analyzed as a six-lane freeway south of Maplevue Street (see page 29 in Appendix C of the Draft EIR). The existing signalized intersection of Maplevue Street/SR 67 is considered an interchange as shown on Table 2.1-2 of the EIR.

B-2: The EIR analyzed these ramps on page 2.1-20 (Table 2.1-2) and concluded that impacts to these ramps would be significant. Mitigation cited in the EIR (pages 2.1-9 and 2.1-10) would reduce impacts below significant. However, as explained on page 2.1-11, mitigation measures are considered infeasible and all traffic impacts would remain significant and unmitigable. The County does not have a mechanism to require "fair share" contributions by developers. A Statement of Overriding Considerations will be adopted per CEQA Section 21081.

B-3: The SANDAG Series 8 Model was used to forecast future traffic volumes in the project area. The Horizon Year for this model is 2015. This is the most current model available for future forecasts. Several traffic models were considered by the County, including the north San Diego traffic model for the Ramona area, and it was concluded that the Series 8 model would produce the most accurate forecast volumes.

B-4: The County of San Diego acknowledges and appreciates this comment; however, the issue raised is not related to an environmental issue pursuant to CEQA.

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Ms. Mosle Boyd
April 2, 1999
Page Two

Our contact person for SR-67 is Pam Klos, Route Manager, at (619) 688-6134. For Traffic Operations our contact person is Richard Coward, Branch Chief, at (619) 688-6610.

Sincerely,



BILL FIGGE, Chief
Planning Studies Branch

Enclosure

BF/LS:ds

Kiersten

INTEROFFICE MEMORANDUM

Date: March 23, 1999

To: Land Development

From: Flood Control 

Subject: Draft Environmental Impact Report for Upper San Diego River Improvement Project - Log # 98-10-014, SCH#98041146, dated February 18, 1999

This memorandum is in response to a February 18 cover letter that indicates comments on the subject project are due by 4/5/99.

Flood Control has reviewed the subject document. The following item may result in property owner concerns and/or comments:

1. The last paragraph on page 1-4 and the first paragraph on page 1-5 indicate that a "W" designator will be placed on properties within the river area as a result of the subject General Plan Amendment. The text also indicates that the "W" designator will require implementation of the flood control plan adopted for the USDRIP area by the Board of Supervisors (the "1992 River Plan and Profile" prepared by Kent Sturgeon).

The "1992 River Plan and Profile" was adopted by the Board of Supervisors in 1992 separate from and at a later date than the 1990 USDRIP Specific Plan. Since it was not included in or approved with the original USDRIP Specific Plan documents, the "1992 River Plan and Profile" is not directly affected by revisions to or deletion of the 1990 USDRIP Specific Plan.

The "1992 River Plan and Profile" status can be compared to that of other Board of Supervisor adopted plans such as Official Centerlines for roads. Changes and other revisions to Board approved/adopted Official Centerlines for roads require Board approval/adoption also. Therefore, project options are to follow, substitute, or revise the "1992 River Plan and Profile." This is different from the process outlined in the first paragraph on page 1-6. The text as written may result in the misunderstanding that the Director of Public Works can administratively revise a Board approved / adopted plan without the required Board of Supervisor hearing and approval to modify the 1992 River Plan and Profile.

For questions please call Kent Burnham at (726) 4084.
USDRIPeir2.DOC

C-1: The County agrees that the 1992 River Plan and Profile was adopted by the Board of Supervisors in 1992 separate from the 1990 RiverWay Specific Plan. However, the Minute Order and accompanying staff report adopting the River Plan and Profile (December 8, 1992) references the RiverWay Specific Plan EIR as the required CEQA documentation for the flood control plan and mitigation for the plan. The Minute Order states that "there have been no substantial changes in the project that would result in new significant environmental impacts."

C-1

The purpose of the Zoning Ordinance amendment cited on page 1-6 of the Draft EIR is not to revise or alter the adopted RiverWay flood control plan, but to allow property owners to develop their properties once out of the floodplain without being required to amend the Federal Emergency Management Agency (FEMA) maps for this area. Any revision, modification or alternation of the flood control plan itself would require the approval of the Board of Supervisors.

CITY MANAGER
George E. Tuckman



MAYOR
Jack E. Dale
CITY COUNCIL
Jim Harrell
Luis Howard
Dale Ryan
Randy Vogel

CITY OF SANTEE

April 5, 1999

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San Diego County
DEPT. OF PLANNING & LAND USE

County of San Diego
Department of Planning and Land Use
Attn: Kiersten Rydbeck
5201 Ruffin Road, Suite B
San Diego, CA 92123

RE: Draft Environmental Impact Report for the Upper San Diego River Improvement Project
Area Zone Reclassification and General Plan Amendment

Dear Ms. Rydbeck:

The City of Santee has reviewed the Draft Environmental Impact Report for the Upper San Diego River Improvement Project and offers the following comments:

1. The Environmental Impact Report fails to spell out how the traffic and other mitigation measures will be carried out now that the Specific Plan has been dissolved. The Environmental Impact Report takes the position that since the County does not have the funds available to construct the required traffic mitigations, then the mitigations are unfeasible and the impacts must remain significant and unmitigated.

If the County is unable to fund the necessary traffic improvements, then the responsibility for construction of those improvements falls upon the individual property owners as construction occurs. The traffic analysis identifies the list of required improvements necessary to reduce traffic impacts to a significant level. The County needs to include a mitigation measure similar to the one contained in the 1989 USDRIP Environmental Impact Report, which ensures that these improvements will be constructed as demand occurs.

2. The traffic analysis needs to be revised to take into consideration all project related impacts to City of Santee streets. The analysis does not evaluate impacts to Mast Blvd. in Santee nor does it discuss the Santee City Council's decision not to open Mast Boulevard to the east until CalTrans completes the construction of State Route 52 to State Route 67. The Environmental Impact Report needs to identify impacts to City streets with and without the extension of Mast Blvd.

The study also needs to take into consideration the City Ordinance that prohibits through-City truck traffic from using City streets. This Ordinance should be factored in when evaluating truck routes for the proposed heavy industrial land uses.

10601 Magnolia Avenue • Santee, California 92071-1266 • (619) 258-4100

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D-1

D-1: As discussed on page 2.1-11 of the EIR, the mitigation measures are infeasible, due to funding constraints, and impacts cannot be mitigated to a level below significant. As provided in Section 15093 of the CEQA Guidelines, the County is considering the economic benefits that outweigh the unavoidable adverse effects of the project and may adopt a Statement of Overriding Considerations.

D-2

D-2: It should be noted that the intersection of El Nopal/Magnolia Street and the El Nopal street segment in the project area were analyzed as shown on pages 26 and 28 in Appendix C of the Draft EIR. This analysis does not evaluate Mast Boulevard in the short-term because Mast Boulevard does not exist west of Riverford Road in the short-term (see page 14 in Appendix C of the Draft EIR). Because of the City's decision not to extend Mast Boulevard until SR-52 extension is complete, the EIR assumed that Mast Boulevard would not be extended in the short term. The EIR evaluated the project for the year 2015 condition assuming both Mast Boulevard and SR-52 would be completed concurrently.

D-3

D-3: The point of the comment is unclear. The County assumes that trucks are and would continue to observe the City's ordinance and that the City would enforce the ordinance. The project site is located adjacent to SR-67 (without travel on City streets) which has direct access to I-8, providing access to anywhere in San Diego.

County of San Diego
 Draft Environmental Impact Report for Upper San Diego River Improvement Project Area Zone Reclassification
 and General Plan
 April 5, 1999
 Page 2

3. The noise study does not take into consideration traffic noise based on the traffic projections in the Traffic Study. This noise should be taken into consideration along with the point-source noise coming from the industrial uses in evaluating overall noise impacts to adjacent residences. The Environmental Impact Report actually makes a finding that Mast Blvd. will act as a noise buffer for residential uses across the street from industrially zoned properties, without acknowledging the traffic noise from the street itself.
4. The Scenic Highway's Element of the City of Santee's General Plan identifies SR67 as a Scenic Road Corridor. While outside the City's boundaries, the proposed plan identifies additional heavy industrial zoning along the north side of the freeway almost the full length of the project area. The City believes the inclusion of a less intensive zoning district along the freeway and adjacent to residential land uses to address aesthetic and land use compatibility issues is appropriate.
5. The City is concerned with the statement in the Environmental Impact Report that Public Service impacts relating to Sheriff's and Fire Protection will be significant and unmitigated. The Environmental Impact Report needs to evaluate the impacts of the additional demand on the City of Santee, which provides service to this area under an Automatic Aid Agreement.

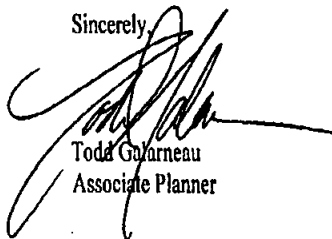
D-4

D-5

D-6

The City appreciates the opportunity to review and respond to the Draft Environmental Impact Report. We would also appreciate receiving a copy of the Final Environmental Impact Report when it is available. If you have any questions on our comments you can reach me at (619) 258-4100 extension 173.

Sincerely,



Todd Galarneau
 Associate Planner

D-4: The County does not agree with the statement. Table 2.3-1 of the Draft EIR contains the results of existing and projected afternoon peak-hour noise levels adjacent to roadways in the project area. There would be increases in noise levels along all of the roadways based on future traffic volumes; however, as stated at the top of page 2.3-6, the increases would not be perceptible (under 3 dB) and not significant. Although existing noise levels along Riverford Road and Riverside Drive are above 65 dBA, the increase in noise levels from the proposed project would not be perceptible and would be less than significant. The statement about Mast Boulevard as a noise buffer between the residential area in the northwestern portion of the site and proposed adjacent industrial uses is correct. The traffic noise along Mast Boulevard would mask any noise that might emanate from the industrial uses because noise generated by Mast Boulevard would be higher than noise generated by industrial uses. The extension of Mast Boulevard, a Circulation Element roadway, has already been approved and funded; thus, it is not part of this proposed project.

D-5: The County does not entirely agree with this statement. Industrial development already exists north of SR-67 in the USDRIP project area east of Winter Gardens Road. The Draft EIR evaluated an alternative that included M52 industrial zoning north of SR-67 and west of Winter Gardens Road (Lakeside Planning Group Alternative, Section 4.5). The Draft EIR recognized that this alternative would reduce impacts associated with noise, land use, and aesthetics. However, this reduction would occur north of San Diego River adjacent to residential areas, not adjacent to SR-67. As discussed on pages 1-4, 2.6-2, and 6-8 of the Draft EIR, implementation of the "B" Community Design Review Special Area Regulator on all parcels zoned commercial and industrial would require compliance with the Lakeside Design Guidelines (which address aesthetic and land use compatibility issues) and would reduce impacts to less than significant.

D-6: The Automatic Aid Agreement (AAA) between the fire protection district and the City of Santee would not be affected by the proposed project. The AAA allows fire protection units from other jurisdictions to assist each other in responding to emergencies. Under this agreement, the available station closest to the emergency responds to the call. The Heartland Zone, of which the USDRIP area is a part, includes the eastern areas of the County including Lakeside, Santee, El Cajon, and other areas. This area is highly developed and future industrial development in the USDRIP area has been planned for 10 years. The AAA is routinely reviewed by the Fire District and the City for any problems or the anticipation of increased demand. According to the Lakeside Fire Protection District, the AAA is working adequately at this time and the City has not identified any problems with respect to unmet demands. Should future development hinder the ability of local service agencies to adequately respond to calls under the AAA, then these issues would be addressed at that time by the fire protection district and surrounding jurisdictions. As explained on page 2.4-5 of the EIR, the specific number of Sheriff deputies and other sworn officers and associated equipment cannot be estimated until further review is conducted by the Sheriff's Department on a project-by-project basis..

CITY OF SANTEE INTER-OFFICE MEMO

TO: Scott Johnson, P.E., Associate Engineer

FROM: Dennis D. Barnes, P.E., Senior Traffic Engineer

DDB

DATE: April 1, 1999

SUBJECT: Review Comments on EIR for Upper San Diego River Improvement Project

I have completed my review of the subject EIR document and have the following comments:

1. None of the City's prior traffic study comments were addressed in the submitted EIR document. Therefore, I have attached a copy of that letter which was sent to the County at their request. These comments should be addressed as part of the review process. If they are not addressed, then an explanation needs to be provided by the agency in response to the requested information.
2. The traffic study recommends deleting Mapleview Street between Riverford Road and Winter Gardens Boulevard from the County's Circulation Element. This removal would displace a 4,000 average daily traffic volume to adjacent facilities. We do not recommend removal since it would offer relief to State Route 67 during incidents on the freeway.
3. The traffic study did not contain any discussion or analysis of traffic impacts to SR-67/Woodside Avenue interchange intersections as well as the intersection of Woodside Avenue/Magnolia Avenue in the City of Santee.

D-7

D-7: Please refer to response to comments D10 through D-14.

D-8

D-8: Page 34 in Appendix C of the Draft EIR discusses the proposed deletion of Mapleview Street from Winter Gardens Boulevard to Riverford Road. the SANDAG Series 8 Model was run with the assumption that adjacent intersections and street segments to this segment will be deleted. Pages 26 and 28 in Appendix C of the Draft EIR show that the adjacent intersections and street segments to this segment are calculated to operate at LOS D or better with its deletion. Traffic incidents on freeways often cause short-term traffic impacts on adjacent streets which cannot be avoided. There are alternative reoutes to SR-67 along Woodside Avenue and two access points at Riverford Road and Wintergardens Boulevard which would help alleviate the problem.

D-9

D-9: The Woodside Avenue/SR 67 ramps were analyzed as shown on page 2.1-20 of the Draft EIR. The amount of project traffic forecasted was considered too small to warrant analysis of the Woodside Avenue/Magnolia Avenue intersection located approximately 1.4 miles to the southwest.

Attachments

C: Niall Fritz
Cary Stewart
Traffic File

USDRIP EIR Ltr.doc

CITY MANAGER
George E. Tockman



CITY OF SANTEE

MAYOR
Jack E. Dale
CITY COUNCIL
Jim Russell
Lori Howard
Hal Ryan
Randy Varga

January 29, 1999

Mr. Francisco Ortiz
Associate Transportation Specialist
Department of Public Works
5555 Overland Avenue
San Diego, CA 92123-1295

**SUBJECT: REVIEW COMMENTS FOR TRAFFIC STUDY FOR UPPER SAN DIEGO RIVER
IMPROVEMENT PLAN**

I have completed my review of the subject traffic study for the Upper San Diego River Improvement Plan prepared by Linscott, Law and Greenspan. Based on this review, I have the following comments:

1. Incorrect legend in lower right hand corner on figures number 4 and 10.
2. Grammatical errors on pages 20 and 40 (see attachment).
3. Figure 6 should be revised to show the specific traffic distribution percentages that would be distributed onto the future Mast Boulevard extension.
4. The traffic study does not include an interim analysis for years such as 2005 and 2010 and the related traffic impacts on signalized intersections in the City of Santee if Mast Boulevard is not extended. Of particular importance is the intersection of El Nopal and Magnolia Avenue. Since it cannot be guaranteed that the monies will be there to allow this assumed extension, interim mitigation measures should be addressed as appropriate.
5. The traffic study does not address the impacts on the major signalized intersections in the City of Santee for the year 2015.

If you have any questions or need additional information, please contact me at (619) 258-4100 X189.

Sincerely,

Dennis D. Barnes

DENNIS D. BARNES, P.E.
Senior Traffic Engineer

Attachments
DDB:ddb

C: Cary Stewart

K:\BARNES\Ortiz Letter - Traffic Study for USDR Improv. Plan.doc

10601 Magnolia Avenue • Santee, California 92071-1266 • (619) 258-4100

D-10: The legends were corrected to delete the references to ADTs shown midblock.

D-11: The County of San Diego acknowledges and appreciates this comment; however, the issues raised are not at variance with the existing content of the Draft EIR and no formal response to this comment is required.

D-12: The analysis was done without the Mast Boulevard extension, to be conservative. The SANDAG Select Zone model shows that 14% of project traffic is forecast to use Mast Boulevard.

D-13: Based upon County of San Diego requirements, both the near-term (Existing, Existing + Project) and future (Year 2015) analyses were conducted. These analyses are summarized on pages 26 and 28 in Appendix C of the Draft EIR. It was assumed that Mast Boulevard would not be extended until SR 52 is extended. The El Nopal/Magnolia Avenue intersection was also analyzed as shown on page 26 in Appendix C of the Draft EIR. Until project-specific development is proposed, it is not known when or if interim mitigation would be required. The EIR states the roadway improvements needed to mitigate the project, as required by CEQA. However, the County cannot ensure that the mitigation measures will be implemented due to funding limitations; therefore, impacts cannot be mitigated to a level below significant.

D-14: The project will not add significant traffic to the City of Santee until Mast Boulevard is extended; however, Mast Boulevard will not be extended until SR 52 is extended. SR 52 would be expected to absorb a tremendous amount of Mast Boulevard traffic. Since this is the case, City of Santee intersections were not analyzed.



YEAR 2015 TRAFFIC VOLUMES

The SANDAG Series 8 traffic model was used to estimate long-term cumulative future traffic volumes in the project area. The model's horizon year is 2015. SANDAG uses a transportation planning computer package called Tranplan which provides a framework for performing much of the computer processing involved with modeling. The project land uses were entered exactly as proposed into the model. Key network assumptions for the Year 2015 analysis included SR 52 being extended from SR 125 to SR 67, Mast Boulevard being connected between the existing County and City of Santee portions, Mapleview Street being extended westward from Channel Road to Winter Gardens Boulevard, and completion of a full interchange on SR 67 at Mapleview Street. Cumulative projects such as Fanita Ranch and Santee Trolley Square were included as proposed.

The model outputs street segment ADT's and peak hour Intersection turn movements. The ADT's which the model outputs are considered to be accurate for planning purposes and were used directly as outputted by the Series 8 model. The peak hour volumes outputted by the model require significant modification because the SANDAG model is not as accurate in determining peak hour intersection turn movements as it is ADT's. SANDAG recommends that these outputted volumes should never be used directly. The SANDAG model outputted intersection peak hour turn volumes were used as a "starting point" in determining the future (2015) peak hour volumes. Volumes that appeared inaccurate were revised based on future ADT's and on the relationship between existing peak hour turn movements and the existing ADT's.

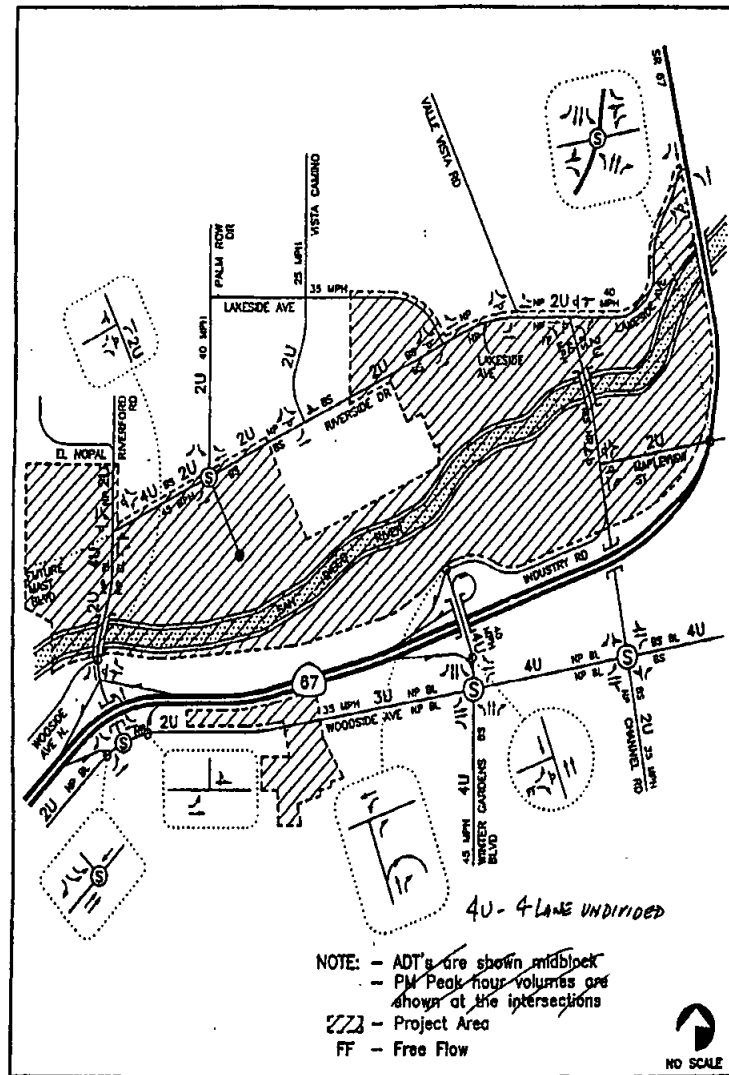
The Series 8 model run was conducted to forecast Year 2015 traffic volumes in the project area. To be conservative, it was decided to assume buildout of all of Lakeside in the analysis. Since the Series 8 Year 2015 model assumed 85% of the ultimate Lakeside Buildout, the outputted Series 8 traffic volumes were increased by 15% to represent buildout of the entire area. Exhibit 9 shows these ultimate volumes.

Exhibit 9 shows the estimated Year 2015 ADT's and PM peak hour volumes assuming full Lakeside buildout. The volumes on this exhibit include the project traffic as proposed.

SIGNIFICANCE CRITERIA

DIRECT PROJECT

Table 5 shows a summary of the County of San Diego traffic impact significance criteria. This table shows the allowable increase in Intersection delay or street segment v/c (volume/capacity) ratio for a particular LOS. In general, the worse the intersection operates, the less change in delay is allowed due to a project. If the values in the table



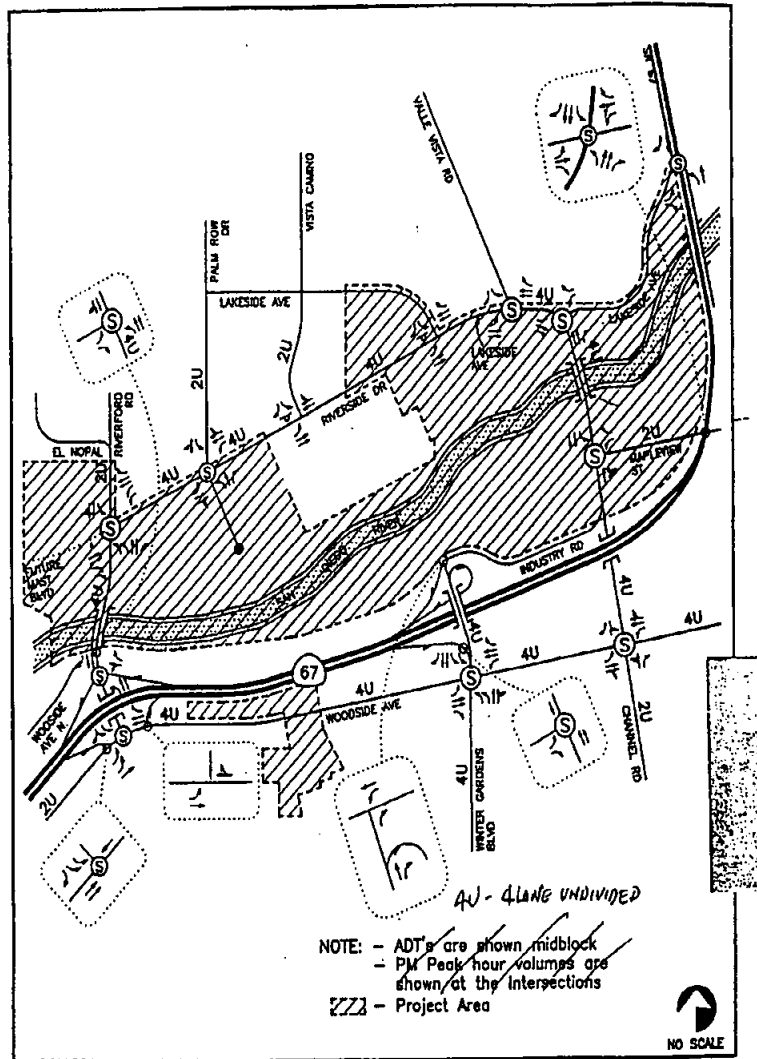
4

LINSCOTT
LAW &
GREENSPAN
ENGINEERS

EXISTING CONDITIONS DIAGRAM

-1-

USDRIP



10

LINSCOTT
LAW &
GREENSPAN
ENGINEERS

EXISTING + PROJECT WITH MITIGATION
CONDITIONS DIAGRAM

USDRIP



- 3) Improve Lakeside Avenue to a four lane Collector Road from Riverside Drive to Channel Road.*
- 4) Improve Channel Road to a four lane Collector Road from Lakeside Avenue to Woodside Avenue.*
- 5) Improve Woodside Avenue to a four lane Collector Road from Winter Gardens Boulevard to Riverford Road.

CUMULATIVE

Intersections

- 1) Signalize the Riverside Drive/Vista Camino Intersection.
- 2) Signalize the Riverside Drive/Lakeside Avenue intersection.
- 3) Add one through lane in each direction on SR 67 at Lakeside Avenue.
- 4) Provide a full interchange on SR 67 at Maplevue Street.

Street Segments

- 1) Improve Riverford Road to Four-lane Major Road Standards.
- 2) Improve Maplevue Street to Four-Lane Collector Standards.

Freeways

No mitigation necessary.

Incorporation of these measures would mitigate all impacts to below a level of significance. As shown in Tables 7 and 9, all intersections and street segments are calculated to operate at LOS D or better with mitigation. Riverford Road would operate adequately as a Major based on the detailed intersection analysis.

FAIR SHARE CALCULATIONS

It is assumed that project and cumulative impacts would be partially mitigated by contributing a fair share towards the necessary improvements. The formula which was used was the amount of traffic a project adds to an intersection or street segment

the

**Padre Dam Municipal
Water District**

Every Drop Counts!

10997 Whortshire Avenue / P.O. Box 719003
San Jose, CA 95072-9003
Telephone: 619-448-3111
FAX Administration: 619-449-9469
FAX Operations: 619-449-9537

RECEIVED

April 1, 1999

APR 2 1999

DEPARTMENT OF PLANNING
AND LAND USE

Kiersten Rydbeck
County of San Diego
Department of Planning and Land Use
5201 Ruffin Road, Suite B
San Diego, California 92123-1666

Board of Directors:
Jesse T. Dixon
Division 1
Mark Robek
Division 2
Andrew J. Menshek
Division 3
Lex Boswell
Division 4
Dan McMillan
Division 5

SUBJECT: DRAFT ENVIRONMENTAL IMPACT REPORT FOR UPPER SAN DIEGO
RIVER IMPROVEMENT PROJECT; GPA 99-03, LOG NO. 98-10-014,
SCH NO. 98041146.

Thank you for providing Padre Dam Municipal Water District (District) a copy of the Draft
Environmental Impact Report (DEIR) for our review and comment.

We concur with the analysis found in Section 6.1.3 Public Utilities (Water Services and Wastewater
Services) of the DEIR, which states that the project's demand for water and wastewater service will
be substantially the same as identified under the Specific Plan, because of similarity of the
proposed land uses.

We conclude that the adoption of the project will not negatively impact the District's ability to
provide its mandated services.

If you have any questions, please contact Mr. Steve Weston at (619) 258-4632, or Mr. Don
Chadwick at (619) 258-4637.

PADRE DAM MUNICIPAL WATER DISTRICT

Roland D. Rossmiller, P.E.
Director of Engineering and Planning

cc: General Manager
Board of Directors

RDR:DC
191311

E-1

E-1: The County of San Diego acknowledges and appreciates this letter.



San Diego Local Agency Formation Commission

1600 Pacific Highway • Room 452
San Diego, CA 92101 • (619) 531-5400

Website: www.sdlafco.com

Chairman
Bill Horn
County Board of
Supervisors

March 31, 1998

Vice Chairwoman
Julianne Nygaard
Councilmember,
City of Carlsbad

Klersten Rydbeck
Project Manager (Environmental)
Department of Planning and Land Use
5201 Ruffin Road, Suite B
San Diego, CA 92123-1666

Members

Dianne Jacob
County Board of
Supervisors

SUBJECT: Notice of Availability of a Draft Environmental Impact Report
- Upper San Diego River Improvement Project; GPA 99-03,
Log No. 98-10-014, SCH 98041146

Lori Howard
Councilmember,
City of San Lee

Dear Ms. Rydbeck:

Harry Mathis
Councilmember,
City of San Diego

Thank you for the opportunity to review the above referenced Draft
Environmental Impact Report (EIR). We offer the following comments.

Dr. Lillian M. Childs
Helix Water District

Ronald W. Wootton
Vista Fire Protection District

The arrangement of the Draft EIR is confusing in that public services are
discussed in separate sections. It would be helpful to the reader if each
section was footnoted to indicate where in the report additional information
on public services can be found.

Andrew L. Vanderlaan
Public Member

Alternate Members

Greg Cox
County Board of
Supervisors

The report concludes that there would be significant environmental effects
associated with fire and police protection, but that there would be no
significant effects associated with the provision of water and sewer
services. In responding to the Notice of Preparation of this EIR, a copy of
which is included in Appendix A of the Draft EIR, LAFCO staff provided a
number of comments regarding the provision of public services to the
project area. Our comments noted that the project area is wholly or
partially within a number of governmental agencies and indicated that
modifications to the spheres of influence and boundaries of these agencies
may be necessary. We further indicated that, unless there are special
circumstances, individual services, such as sewer and water, should be
provided by a single agency and the EIR should identify the preferred
service provider.

Shirley Horton
Mayor,
City of Chula Vista

Juan Vargas
Councilmember,
City of San Diego

Bud Pocklington
South Bay Irrigation District

Guy W. Winton III
Public Member

Executive Officer
Michael D. Ott

While the Draft EIR describes the existing water and sewer service
responsibilities, it does not address sphere of influence or jurisdictional
changes that would reduce the fragmentation of services in this area.

Counsel
John J. Sansone

F-1: The project does not include any jurisdictional changes (i.e., annex-
ations or detachments) to change service providers. These changes would
occur at a project-specific level; the County will not make this determination at
this time. The County recognizes that any future jurisdictional changes will
require compliance with CEQA and a separate CEQA analysis will be done at that
time.

F-1

Kiersten Rydbeck
March 31, 1999
Page Two

Likewise, the report notes that some parcels are not within any water or sewer agency, but fails to indicate which agency can best serve these areas. It is not sufficient to indicate, as the report does in the discussion of wastewater services (6-17), that annexation of territory not within a wastewater agency will be made to whichever agency has the capacity to serve the area at the time service is required. Additional analysis of water and sewer services and identification of the most appropriate water and sewer service provider for the entire project area should be included in the EIR. The most appropriate service provider should be determined in consultation with the affected agencies and LAFCO staff.

Failure to address service related issues early in the review process, as has been the history of the USDRIP project, can be costly and result in delays. A determination of the appropriate service providers for the USDRIP area should not be postponed and should be addressed in conjunction with this EIR. Unless the Draft EIR is revised to address public service related issues, LAFCO will be unable to use this document as a responsible agency for future jurisdictional changes. This will result in additional environmental review and needless delays. As the lead agency for environmental review, we defer to your judgement on this matter. However, we believe that incorporation of our comments and suggestions in the final EIR will result in a more adequate document.

F-1

If you have any questions or would like to discuss these comments further, please contact me at 531-5400.

Sincerely,


JOE CONVERY
Local Governmental Analyst

JFC:hm

cc: General Manager, Padre Dam Municipal Water District
General Manager, Lakeside Water District
General Manager, Riverview Water District
Manager, Liquid Waste Division, County Department of Public Works
Trish Butler, BRG, Inc.



KR

San Diego County Archaeological Society

Environmental Review Committee

28 March 1999

RECEIVED

APR 1 1999

DEPARTMENT OF PLANNING
AND LAND USE

To: Mr. Kiersten Rydbeck
Department of Planning and Land Use
County of San Diego
5201 Ruffin Road, Suite B
San Diego, California 92123-1666

Subject: Programmatic Draft Environmental Impact Report
Upper San Diego River Improvement Project
Log No. 98-10-014

Dear Ms. Rydbeck:

I have reviewed the cultural resources aspects of the subject Programmatic DEIR on behalf of this committee of the San Diego County Archaeological Society.

Based on the information contained in the DEIR, we have the following comments:

- (1) Figure 2.5-1 includes the annotation "Source: Brian F. Mooney Associates 1989." This is beyond the County's normal 5 year horizon for updated cultural resources reports and analyses. Therefore, the figure should be reviewed and updated as appropriate.
- (2) The cultural resources mitigation measures cited in the DEIR omit any requirement for curation. The attached copy of the SDCAS Policy on Curation provides relevant information.

G-1

G-2

Thank you for including SDCAS in the County's environmental review process for this project.

Sincerely,

James W. Royle, Jr.
James W. Royle, Jr., Chairperson
Environmental Review Committee

cc: Brian F. Mooney Associates
SDCAS President
file

P.O. Box 81106 . San Diego, CA 92138-1106 . (619) 538-0935

G-1: The County does not concur with the comment. The County does not have a five-year horizon when determining if an archaeological study is adequate. Archaeological studies are reviewed on a project-by-project basis taking into consideration whether site conditions have changed and whether changes in archaeological regulations might affect the study's conclusions. The 1989 study prepared for the RiverWay Specific Plan EIR was reviewed by the County staff archaeologist and determined adequate to address impacts at a plan level for the USDRIP project. As described in Section 2.5 of the Draft EIR, the project area is heavily disturbed with mining activities and industrial and commercial development which makes it virtually impossible to survey the project area for cultural resources. The cultural resources study performed in 1989 for the RiverWay Specific Plan was only able to predict which areas of the USDRIP project area may contain cultural resources based on field observation and land uses which include the extensive mining in the area. Land uses have remained the same on the USDRIP site since 1989. The proposed project is a rezoning of the properties and does not include any proposed development at this time. Therefore, use of the 1989 study is appropriate at this time.

G-2: The County concurs with the comment. The third mitigation measure in Section 2.5.4 has been modified to add that artifacts collected during a data recovery plan for a cultural resources site determined to be "significant" according to CEQA and County significance criteria shall be curated in a qualified facility. The revision can be found on page 2.5-4 of the Final EIR.

SDCAS POLICY ON CURATION
(Adopted by SDCAS Board on 10/21/97)

- (1) For mitigation of impacts to cultural resources to be complete, all collections resulting from survey, testing, salvage excavation and monitoring activities must be curated in a qualified facility. "Qualified" is intended to mean one which meets the standards of 36 CFR 79 and any and all applicable federal, state and local laws. In the context of this policy, "collections" includes the artifacts and other collected material, plus all field notes, photographs and other documentation relating to them.
- (2) To ensure reasonable accessibility to researchers, collections from within San Diego County should be curated within the county.
- (3) Jurisdictions should require curation, as discussed in (1) and (2), above, for all collections resulting from new projects under their purview.
- (4) Where a new project relies upon previous archaeological fieldwork as a basis for mitigation of a new project, the applicant must be responsible for locating, inspecting and upgrading, as necessary, all collections from the previous fieldwork. The inability to locate such collections will make reliance upon the work that produced them impossible, and new fieldwork should be required.
- (5) Jurisdictions should support and help archaeologists and others to solve the problem of locating, upgrading and curating earlier collections for which no provision was made for curation.

C:\WPWIN6\WPDOCSSDCAS\ERCMISC\CURATION 002

LR : km / ml

LAKESIDE DESIGN REVIEW BOARD

March 21, 1999

TO: Kiersten Rydbeck
Department of Planning and Land Use

SUBJECT: Draft Environmental Impact Report for the Upper San Diego River Improvement Project GPA 99-03

Dear Ms. Rydbeck,

The Lakeside Design Review Board discussed the Draft Environmental Impact Report for the USDRIP General Plan Amendment and Zone Reclassification at our meeting held March 10, 1999. The following motion was approved.

The Lakeside Design Review Board finds that the draft EIR does not adequately address the issues raised in our letter submitted May 17, 1998, which appears in Appendix A. The Draft EIR fails to properly identify impacts and fails to propose adequate mitigations.

1. The EIR must evaluate potential impacts of the zone reclassification regarding the aesthetic/visual impacts associated with:
 - a. Loss of the Design Criteria appearing in the Riverway Specific Plan.
 - b. Indoor uses allowed in an M52 zone versus outdoor uses allowed in an M54 zone.

Table S-1

Aesthetics: The proposed mitigation is inadequate to reduce impacts to a level of insignificance. Building or parking setbacks are proposed to mitigate impacts to the river corridor. But there is no method proposed to implement this criteria. Setbacks of this sort do not appear in Lakeside's Design Guidelines. Further, unless a building permit is required, there is no mechanism to trigger a setback requirement for a use such as vehicle parking or equipment storage.

p. 6.8

The Lakeside Design Guidelines were not formulated to deal with mitigation of noise, dust, odor, or other nuisance impacts strongly associated with outdoor industrial or commercial uses. It is more appropriate not to create the need for mitigation of future nuisance situations through the application of good planning and zoning. Further, the use of 'D' designators should be utilized where impacts may potentially occur after selection of the least impactful zoning. However, once again, mitigation will only occur if a discretionary permit is required.

The dEIR equates the uses allowed in the M52 and M54 zones. This is not a valid comparison. Indoor versus outdoor uses have very different visual impacts, and adequate mitigations are not proposed.

H-1: The County does not concur with the comment. The method to implement the building and parking setback mitigation measure will be through the "B" Community Design Review Special Area Regulator which will be placed on all parcels zoned commercial and industrial in the USDRIP area. Compliance with the "B" designator will be triggered by any proposal to establish a use (including equipment storage and parking) and require design according to the Lakeside Design Guidelines and the mitigation measures included in the Draft EIR. Page 2.6-2 of the Draft EIR describes specifically which design criteria included in the Lakeside Design Guidelines would reduce visual impacts including screening and landscaping. The Draft EIR acknowledges that RiverWay Specific Plan Design Guidelines are more specific than the Lakeside Design Guidelines because they address revegetation and planning buffers (i.e., setbacks) along the river channel (page 2.6-3). This is considered a significant impact of the proposed project. The mitigation measure to reduce impacts has been amended as a result of comments received on the Draft EIR. The revised measure included in the Final EIR is as follows:

- Prior to issuance of a building permit for properties bordering the river, the applicant shall take the aesthetic value of the river into account. No construction of buildings shall be approved within 25 feet of the exterior bank of the flood control channel. This buffer is intended to provide a natural visual transition between the river corridor and adjacent industrial development and to allow enjoyment of the natural setting of the river corridor. Native plants should be used in this area in order to achieve a natural interface with the river corridor. Landscaping should be designed so as to visually screen activities of adjacent development from the river corridor; parking may be allowed within the buffer in conjunction with a 10-foot screened landscaping buffer designed to the satisfaction of the Director of the Department of Planning and Land Use. Parking lot and security lighting shall be shielded to avoid light spillage into the river corridor in accordance with terms and conditions imposed by the wildlife agencies.

This mitigation measure would reduce impacts to less than significant.

H-1

H-2

H-3

RECEIVED
MAR 22 1999

San Diego County
DEPT. OF PLANNING & LAND USE

P. 03

LDRB 3/21/99

-2-

2. The EIR must propose mitigations for all aesthetic/visual impacts identified.

The dEIR only finds significant visual impacts to the River Corridor and proposes mitigations that cannot be implemented under the Lakeside Design Guidelines. The dEIR fails to recognize the significant visual impacts of M54 zoning, and the loss of the RiverWay Specific Plan Design Guidelines which are much more stringent than the Lakeside Design Guidelines.

Throughout the Riverway Specific Plan there are criteria which require compatibility and high visual quality. Many are site specific such as providing buffering adjacent to the Home of Guiding Hands. These requirements cannot simply be replaced with Lakeside's Design Guidelines. The proposed mitigation of a 'B' designator is inadequate to reduce impacts to a level of insignificance.

3. Regarding the Initial Study Form (Attachment A), the LDRB strongly disagrees with the stated project objective of "... reducing discretionary approval requirements:". This should not be a purpose of the proposed General Plan Amendment unless a goal is to eliminate community input and accountability to the Community of Lakeside.

This objective continues to appear in the dEIR. Good planning for a project of this magnitude would consider the stated community desires for the area, and the known incompatibilities of adjacent industrial and residential zoning. Otherwise the concept of zoning and community planning is lost. The proposed zoning of M54 is inconsistent with the existing and desired land uses (schools, residences, golf course, river corridor and visually attractive development) and would add blight to the community.

Other issues are:
Table S-1

Noise: The proposed mitigation is inadequate to reduce impacts to a level of insignificance. No method is proposed to implement a noise study. Discretionary review (i.e. site plan) is initiated only if a building permit is required. A truck repair or outdoor storage operation can operate on a site without permits being required.

p. 2.6-2

It is probably too much to expect that the preparer of the draft EIR for the USDRIP project, a project that will have tremendous impacts to the Lakeside community, would be familiar enough with County Land Use to know that it is the LAKESIDE DESIGN REVIEW BOARD (not Committee) who applies Lakeside's Design Guidelines.

The vote to submit this response was 7-Yes, 0- No, 0-Abstain.

Submitted by,

Janis Shackelford
Janis Shackelford, Chair

H-4

H-5

H-6

H-7

H-8

H-2: The County does not concur with the comment. The Draft EIR concluded that impacts regarding noise from outdoor industrial uses adjacent to residential areas is significant and recommended mitigation measures on pages 2.3-6 and 2.3-7. Dust generated from construction is discussed on page 6-12 of the Draft EIR and concludes that construction-related emissions would be short-term, would occur only intermittently as individual projects are built, and is not considered significant. Also, as discussed on page 6-8 of the Draft EIR, existing land use regulations such as the "B" designator (see response to comment H-1), future CEQA compliance, and compliance with the noise ordinance, zoning ordinance, and Lakeside Community Plan, impacts related to land use compatibility would be less than significant. Also, industrial uses that are more intensive in nature (e.g., recycling operations, storage and distribution, swap meets, scrap operations, etc.) and are more likely to create significant nuisance impacts require minor and major use permits under the M54 zone (page 6-8 of the Draft EIR), which could be conditioned to prevent nuisance impacts.

H-3: The Draft EIR acknowledges that the primary difference in the M52 and M54 zones is the M54 zone allows outdoor storage. The "B" Designator would mitigate impacts to below significant.

H-4: The County does not concur with the comment. The Draft EIR discusses aesthetic impacts with regard to future projects that may be proposed under the USDRIP site zoning. As discussed in response to comment H-1, the combination of the "B" designator on all industrially- and commercially-zoned parcels and the mitigation measure cited on page 2.6-3 of the Draft EIR would mitigate aesthetic impacts to less than significant. The Draft EIR acknowledges that RiverWay Specific Plan Design Guidelines are more specific than the Lakeside Design Guidelines (page 2.6-3). Also see response to comment H-1. Also, the Draft EIR acknowledges that the M52 Buffer Alternative and Lakeside Planning Group Alternative are environmentally superior to the proposed project.

H-5: Please refer to response to comments H-1 and H-4.

H-6: The County does not concur with the comment. While one of the project objectives is to reduce discretionary approval requirements to encourage economic development in the area, the County has incorporated standard County regulations into the USDRIP area that did not exist under the RiverWay Specific Plan. These include compliance with the "B" designator, the Biological Mitigation Ordinance, and Article IV, Section 7 of the Resource Protection Ordinance (which regulates impacts to cultural resources), as well as future CEQA review for projects that require a discretionary permit (such as a grading permit). The area has been planned for industrial development since the adoption of the RiverWay Specific Plan and, as discussed in various sections of the Draft EIR, the proposed zoning is generally consistent with uses allowed under the RiverWay Specific Plan. Mitigation measures are included in the Draft EIR to mitigate significant impacts regarding aesthetics and noise.

H-7: The County does not concur with the comment. Discretionary review will occur whenever a proposed project is subject to the B designator, the BMO, or when a project requires a grading permit. It is not true that a truck repair or outdoor storage operation can operate without a permit. Because these uses would only be allowed in the M54 zone, they would be subject to the B designator which includes screening requirements. The County Zoning Ordinance for the M54 zone also states that all outdoor storage areas would be subject to screening requirements (Zoning Ordinance Section 2540). The Lakeside Community Plan will also be amended to include the addition of a policy requiring future development in the USDRIP area to comply with the mitigation measures identified in the EIR including mitigation for noise impacts.

H-8: The Draft EIR has been corrected to reference the Lakeside Design Review Board. Please refer to page 2.6-2 of the Final EIR.

10101 Riverford Road
Lakeside, California 92040
Tel: 619-448-9083
Fax: 619-448-9818

Lakeside Land Company

April 5, 1999

Via US Mail and fax to: 619-694-3373

April 5, 1999

Ms. Kiersten Rydbeck
County of San Diego
Department of Planning and Land Use
5201 Ruffin Road, Suite B
San Diego, CA 92123-1666

Dear Ms. Rydbeck:

We have reviewed the Upper San Diego River Improvement Project Programmatic Draft Environmental Impact Report, dated February 18, 1999 (the "EIR").

Our comments are as follows:

1. The biological resources indicated as existing on our property are overstated in quantity and quality. The County declined to use our 1998-99 site-specific studies and instead used biological assessments from preceding years.

2. The average fifty foot Planning Buffer on our property will remain in perpetuity even after the implementation of standard zoning. This is because of the conditions contained in our Reclamation Plan, Army Corps 404 Permit, and California Department of Fish and Game Streambed Alteration Agreement.

3. The area identified as "Area 3" at page 2.2-10 and in figure 2.2-2 is part of RP97-001. Thus, mitigation has already been imposed for development impacts in this area.

4. Areas of our property outside the river channel are designated as core biological areas in the MSCP. The vegetation in these areas of our property is highly disturbed and does not exist under normal circumstances. As the County is aware, the entire project site was permitted prior to the effective date of the MSCP. Moreover, the core designation was administered on the property without coordinating with us. For these reasons, we feel the core designation is not justifiable or proper.

To the extent the proposed project will impose additional mitigation requirements upon us, we are opposed to the removal of the USDRIP MSCP exemption. Instead, the County should explore alternatives that do not require removal of the exemption.

If you have any questions or comments, please feel free to contact me at your convenience.

LAKESIDE LAND CO., INC.



Mark Kennedy, General Counsel

I-1: The *Biological Survey Upper San Diego River Improvement Project Lakeside Caster JV Parcel*, prepared for the Lakeside Land Company by TW Biological Services, 1997, was incorporated by reference into the Draft EIR consistent with CEQA Section 15150 and provided background information on the quantity and quality of biological resources on the property. The 1997 study is adequate for the programmatic-level of analysis done for this EIR. More detailed species surveys done for individual sites, such as the Lakeside Land Company's, is appropriate for individual project applications and permits.

I-2: The County agrees that any terms and conditions contained in existing permits and reclamation plans already approved would remain in effect.

I-3: The County of San Diego concurs with this comment.

I-4: The County of San Diego does not concur with this comment. The USDRIP area, though exempt from the MSCP, would be subject to the BMO as stated on page I-7 of the EIR. Habitats within the USDRIP area would likely qualify as a Biological Resource Core Area under Article VI, Section A(1)(a) and (b) of the BMO. The County of San Diego Subarea MSCP and the BMO have been the subject of, and are the result of, substantial public involvement and comment; therefore, the designation would be justifiable and proper. Only future development on the property, which is not covered under RP 97-001, would be affected by this designation.

I-5: As noted in response to comments I-2 and I-4, new or additional mitigation would only be imposed on future development on the property that does not conform to the terms and conditions of the existing permits and agreements. The Draft EIR will not, and is not intended to, result in the removal of the USDRIP MSCP exemption (please refer to response to comments A-3, A-4 and A-5).

JAY A. J. Whalen Associates



Balancing the needs of the environment with those of the community
 San Diego County
 DEPT. OF PLANNING & LAND USE

April 5, 1999

Ms. Kiersten Rydbeck
 Department of Planning and Land Use
 5201 Ruffin Road, Suite B
 San Diego, CA 92123-1666

RE: Comments on the USDRIP Programmatic Draft EIR

Dear Ms. Rydbeck:

Thank you for the opportunity to comment on the USDRIP
 Programmatic Draft EIR. Our firm represents the Helix Companies.
 The following are the Helix Companies' comments on the document:

Aesthetics

1. How do the Lakeside Design Guidelines incorporate the Centerline Ordinance?

J-1

2. On page 2.6-3 under Section 2.6.4 titled Mitigation Measures, it is stated that:

"landscaping within the buffer shall be done in accordance with the Lakeside Design Guideline requirements."

J-2

What are the specific requirements of the Lakeside Design Guidelines for landscaping within the flood control channel buffer? In what way would these requirements mitigate impacts to the aesthetic value of the community from the proposed action?

3. What are the specific requirements of the Landscaped Street Edge Zone as mentioned, on page 2.6-2 in the first sentence of the second full paragraph, for all front and side street property lines? In what way would these requirements mitigate impacts to the aesthetic value of the community from the proposed action?

J-3

4. What are the specific design requirements with respect to screening, landscaping and architecture of the Lakeside Design Guidelines for industrial uses? In what way would these requirements mitigate impacts to the aesthetic value of the community from the proposed action?

J-4

J-1: The Lakeside Design Guidelines do not incorporate the Centerline Ordinance, but the Centerline Ordinance would apply according to the terms of the ordinance.

J-2: The mitigation measure on page 2.6-3 of the Draft EIR has been amended to more specifically address the landscaping in the 25-foot buffer. The visual impact of the removal of the more stringent landscaping and planning buffer requirements included in the RiverWay Specific Plan is considered significant. As a result of comments received on the Draft EIR, the mitigation measure on page 2.6-3 of the EIR was strengthened to include more detailed landscaping requirements. See page 2.6-3 of the Final EIR and response to comment H-1.

J-3: The Lakeside Design Guidelines includes guidelines that apply specifically to industrial development (pages 54-56) requiring a Landscaped Street Edge Zone. This 20-foot-deep zone is located within the front setback along the street frontage. Within this zone the guidelines require the planting of 15-gallon trees per 300 square feet of total setback area and shrubs. The landscaping requirement would lessen the visual obstruction that could occur with the development of large industrial buildings along the street frontages.

J-4: The Lakeside Design Guidelines include requirements for screening, landscaping, and architecture within the Industrial Development section of the guidelines (pages 55 and 56). These guidelines would reduce the visual impacts associated with large-scale industrial development within the USDRIP area. The Guidelines are available at the County Department of Planning and Land Use.

5. What are the impacts to community character and recreational elements due to the removal of the planning buffer along the river which included trails and additional revegetation beyond that proposed by this project?

J-5

Reversion to General Zoning

6. The document does not adequately discuss the impacts of changing the current land use regulations to new, potentially less stringent ones to surrounding residential property values and overall community character. Residential property values and community character could be adversely effected by the zone change, increased industrial use, unmitigated traffic impacts, and inadequate police and fire services that would be associated with the repeal of the RiverWay Specific Plan.

We understand that the project area would return to its original zoning with the repeal of this plan, a more general zoning that includes heavier industrial uses and allows for an additional 160 acres of industrial use, from 240 to 400 acres, a 75% increase. We also understand that impacts to traffic, police and fire would be unmitigated.

J-6

What would be the impacts to residential property values and community character both within and surrounding the project area due to this zone change, increased industrial use, and the unmitigated impacts?

Land Uses within the Flood Control Channel

7. In the Summary under Project Synopsis on page S-2, the first full sentence on that page reads that 151 acres within the industrial zone will be undevelopable, because of their location within the San Diego River flood control channel, once the flood control improvements are implemented. However, it is unclear whether development would be allowed in the interim and whether any other uses would still be allowed following these improvements, such as materials storage. Would development be allowed in these 151 acres prior to the implementation of flood control measures, and, what, if any, uses would be allowed following these measures?

J-7

8. When is the Flood Control Channel scheduled for completion?

J-8

J-5: The visual impacts associated with the removal of the RiverWay Specific Plan Design Guidelines are discussed on pages 2.6-2 and 2.6-3 of the Draft EIR. Community character is discussed on page 6-8 of the Draft EIR under Land Use Compatibility. The Draft EIR concluded that the proposed project could cause an adverse aesthetic effect on the project area from the repeal of the Specific Plan and the associated design guidelines. This impact was considered significant and mitigation is proposed. Because the project area is already developed with industrial and other uses, and because future development will have to comply with the Lakeside Design Guidelines, impacts to community character were considered less than significant.

J-6: The issue raised regarding effects of the project on property values is not related to an environmental issue pursuant to CEQA. CEQA does not require an analysis of economic effects (CEQA Guidelines, Sections 15131 and 15382). Therefore, no formal response to this part of the comment is required. The impacts to community character, land use compatibility, and aesthetics are evaluated in the Draft EIR as described in responses to comments H-4, H-6, J-3, J-4 and J-5. Significant impacts to traffic and police and fire protection services cannot be mitigated and a Statement of Overriding Considerations for this project will be considered by the Board of Supervisors.

J-7: The 151 acres referenced in Table 1-1 of the Draft EIR would be zoned M54 under the proposed project. However, because this 151 acres will be a flood control channel (approved by the Board of Supervisors in 1992 but currently only partially complete), no industrial development would be constructed within this area. The flood control channel is only partially complete and is being implemented as individual reclamation plans are approved and implemented. No interim development would be allowed in this area because the parcels would be zoned with a "W" designator which requires implementation of the flood control plan prior to development (see pages 1-4 and 1-5 and 2.7-3 of the Draft EIR).

J-8: The flood control channel is being implemented as reclamation plans are approved and implemented along the San Diego River. To date, one large portion of the flood control channel has not been permitted or implemented. This area is shown as the Calmat Reclamation Plan in Figure 1-3. The applicant has submitted an application for Reclamation Plan Modification, which the Department of Planning and Land Use is currently evaluating. It is not known when the plan would be approved or implemented.

Alternatives

9. In the Summary under Project Alternatives, all but the *M52 Buffer Alternative* are referred to as not being environmentally preferred. In this section, nothing is mentioned about whether the *M52 Buffer Alternative* is environmentally preferred or not.

J-9

J-9: Section 4.4.3, page 4-13 states that the M52 Buffer Alternative is considered the environmentally preferred alternative.

10. With regard to the *No Project/Existing Entitlement Alternative*, it is stated that this alternative does not meet the project objective of eliminating the County's funding commitment. It is also stated that the County lacks the financial means to implement the mitigation measures associated with this funding commitment. From comparison, it becomes unclear whether the County is obligated to implement these measures under the RiverWay Specific Plan.

J-10

J-10: It is not clear what the commentor means by "these necessary mitigation measures." The RiverWay Specific Plan contains financing strategies for funding public improvements in the Specific Plan area. The County designated the USDRIP area as a redevelopment project in 1989 as a means to finance the major improvements included in the RiverWay Specific Plan. Funds to implement the improvements were anticipated from tax increment to be generated by new development in the USDRIP area. These funds have not been realized because of the slow rate of development in the project area. With the repeal of the RiverWay Specific Plan, most of the associated improvements stated in the Specific Plan would not be funded by the County unless other funding sources become available.

Under the existing plan or other approved mechanism, is the County currently obligated to implement all of these necessary mitigation measures?

11. Assuming the necessary mitigation would take place, would the RiverWay Specific Plan (Existing Entitlement Alternative) be the environmentally preferred alternative?

J-11

J-11: The County assumes that the commentator meant the "necessary mitigation" as the mitigation measures required by the RiverWay Specific Plan EIR. The conclusion regarding the Existing Entitlement Alternative is discussed in Section 4.3.3 of the Draft EIR. As stated, "the impacts of this alternative are substantially the same as the proposed action, however, since there are no means to implement mitigation measures that would reduce significant traffic impacts, they would remain unmitigable and unavoidable. With the exception of the biological impacts, this alternative is not the environmentally preferred alternative."

Traffic

12. On page 2.1-9 in Section 2.1.3, specifically the "Plan to Plan Analysis" subsection, it is stated that the traffic impacts and corresponding mitigation measures are virtually identical. However, upon review of Section 2.1, it is unclear whether all of these necessary traffic improvements would be made under the existing plan.

J-12

Under the RiverWay Specific Plan, is the County obligated to make all necessary traffic improvements to the USDRIP project area, and, if so, what is the schedule of completion for these improvements? If the County is obligated to make these improvements under the existing RiverWay Specific Plan but not under the proposed plan, how do the Plans then compare?

J-13

13. With regard to traffic impacts, please discuss the impacts associated with increased truck traffic due to a shift toward heavier industrial uses having a damaging effect on the condition of the roads servicing the industrial sites. We are concerned that the increased truck traffic on the roads servicing the project area and surrounding communities, predominantly two-lane undivided roads in less than fair shape, could be considered a significant impact.

J-14

J-12: As stated on page 2.1-11 of the Draft EIR, it was estimated that implementation of the RiverWay Specific Plan would require approximately \$26 million in roadway improvements. These roadway improvements are required to accommodate the proposed industrial, commercial, and residential development in the Specific Plan. The proposed project to replace the Specific Plan with conventional zoning would not substantively change the land use type and intensity proposed for the USDRIP area. Because most of the future land uses and intensities would remain the same under the proposed project, traffic generation would also be similar requiring comparable roadway improvements. The traffic analysis done for this Draft EIR identified the roadway improvements required to fully mitigate the traffic impacts of the project. These may differ somewhat from the RiverWay Specific Plan roadway improvements since the traffic study for the Specific Plan was done 9 years ago.

What would be the impact to these roads from an increase in truck traffic, both as a potentially significant environmental effect and cumulatively?

14. On page 2.1-6 under Existing County Improvement Mechanisms it is stated that two projects are currently scheduled in the USDRIP area, the widening of Riverside Drive and the Channel Road Bridge. The widening of Riverside Drive is said to be on hold. Why is this project on hold and when is it scheduled for completion? Is the Channel Road Bridge improvement project as part of the Capital Improvement Program still scheduled for completion by May 2000? If not, when is it planned to be completed? What are the temporary impacts associated with these improvements?

J-15

J-16

Noise and Air Pollution

15. The Lakeside Farms Elementary School is located in the RS3 Residential zone above the Willowbrook Mobile Estates along Riverside Drive. It is also adjacent to the C34 Commercial zone and within 500 feet of a proposed M54 Industrial zone. It is considered to be a "noise sensitive area" as well as a "sensitive receptor." What would be the potential impacts to the elementary school due to an increase in noise and air pollution from heavier industrial uses in this industrial zone? What mitigation would be proposed for these potential impacts?

J-17

Biology

16. On page 2.2-11, Section 2.2.3 the second to last sentence under *Plan to Plan Comparison* states that:

"Impacts from completion of the County flood control plan may not be adequately mitigated since the approval of this plan relied on the RiverWay Specific Plan as mitigation for wetland impacts. This is considered a significant impact."

J-18

In the following section titled *Mitigation Measures*, no mitigation for this *Plan to Plan* impact is proposed. What mitigation is the County proposing to reduce the wetland impacts from the repeal of RiverWay Specific Plan to below a level of significance?

J-13: Please refer to response to comment J-10. As stated on page 2.1-11 of the EIR, future private development projects may be required to construct some of the roadway improvements listed as mitigation measures in the EIR.

J-14: The sand mixing activities already produce heavy truck traffic in the area (for example, the Nelson and Sloan operation). Roadway maintenance is ongoing throughout the County. The County uses developer exactions, gasoline tax, TransNet revenue, and federal and/or state resources to fund the maintenance and capital improvements of its roadways (see pages 36 to 38 in Appendix C of the Draft EIR).

J-15: The issue raised is not related to an environmental issue pursuant to CEQA and no formal response to this comment is required.

J-16: The issue raised is not related to an environmental issue pursuant to CEQA and no formal response to this comment is required.

J-17: The parcel on which the Lakeside Farms Elementary School is located is zoned RS3 and is cited in the Draft EIR as a sensitive receptor where noise impacts from commercial and industrial uses would be considered potentially significant (page 2.3-6). The mitigation measure for this significant impact is stated on pages 2.3-6 and 2.3-7. The area is already developed with industrial uses; air quality impacts were evaluated in the EIR and concluded to be less than significant.

J-18: The County does not concur with the conclusion the commentor is making. The mitigation for this impact is clearly stated on page 2.2-11 of the Draft EIR.

Other Comments:

17. On page 4-9, Section 4.4.1, second line and on page 4-9, the fourth sentence of the third paragraph in Section 4.4.2, the reference to Figure 4.5-1 should be changed to refer to Figure 4.4-1.

J-19

J-19: These typographical errors have been corrected on page 4-9 of the Final EIR.

18. On page 5-1, first paragraph in Section 5.2, the sentences should read:

J-20

J-20: The typographical error has been corrected on page 5-1 of the Final EIR.

“...future generations will be unable to reverse.”

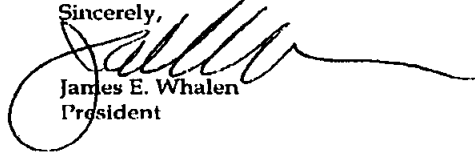
19. On page 2.3-1, second paragraph under Section 2.3.1, the words “steady state” are commonly hyphenated to appear as “steady-state.”

J-21

J-21: The issue raised is not related to an environmental issue pursuant to CEQA and no formal response to this comment is required.

On behalf of the Helix Companies, J. Whalen Associates appreciates this opportunity to comment on the USDRIP DEIR. If you have any questions or would like to discuss these comments, please do not hesitate to call us at (619) 222-5856.

Sincerely,



James E. Whalen
President

cc: Gregory Lambron

P. 02

LAKESIDE COMMUNITY PLANNING GROUP

PO Box 2040

Lakeside, CA 92040

March 25, 1999

TO: Kiersten Rydbeck
Department of Planning and Land Use

SUBJECT: Draft Environmental Impact Report for GPA 99-03

The Lakeside Community Planning Group at a special meeting held March 24, 1999 reviewed the Draft Environmental Impact Report for GPA 99-03. The following resolution was adopted.

RESOLUTION 99-01

**RESOLUTION OF THE LAKESIDE COMMUNITY PLANNING GROUP
IN THE MATTER OF THE UPPER SAN DIEGO RIVER IMPROVEMENT PROJECT
PROGRAMMATIC DRAFT ENVIRONMENTAL IMPACT REPORT:**

WHEREAS, the Upper San Diego River Improvement Project Programmatic Draft Environmental Impact Report is inappropriate in its objective and disingenuous in its results, and

WHEREAS, the draft EIR consistently misrepresents M52, Limited Impact Industrial, and M54, General Impact Industrial as being essentially equivalent in resulting community impacts, in clear violation of the zoning ordinance (ZO) section 2520, M52 intent, and ZO section 2540, M54 intent, the clear distinctions in the enclosure matrix (ZO6816) and the long experience of the Lakeside Community Planning Group, and

WHEREAS, the continuation of the processing of this draft EIR to become a final EIR would be materially damaging to the community of Lakeside

NOW, THEREFORE, BE IT RESOLVED that, the Lakeside Community Planning Group demands that this draft EIR be withdrawn and rewritten to incorporate an accurate and honest evaluation of the differences of community impacts associated with M52 and M54 uses in the USDRIP area in line with the LCPG's letter dated June 1, 1998 in response to this EIR's notice of preparation, Appendix A.

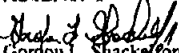
PASSED AND ADOPTED by the Lakeside Community Planning Group on the 24th day of March, 1999 by the following vote:

AYES: 13

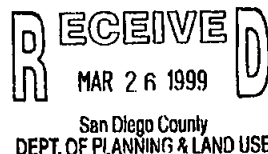
NOES: 0

ABSTAIN: 0

ABSENT: 1


Gordon L. Shackelford
Chair

c.c. Supervisor Dianne Jacob



K-1: The County does not agree that the EIR fails to address the differences of community impacts associated with M52 and M54 uses in the USDRIP area. The County addressed this issue in Sections 4.4 (M52 Buffer Alternative) and 4.5 (Lakeside Planning Group Alternative).



Pacific Southwest Biological Services, Inc.

Post Office Box 985, National City, California 91951-0985 • (619) 477-5333 • FAX (619) 477-5338

April 2, 1999

PSBS #T536D

Mr. Randy K. Lang
Gleich Real Estate Company
9160 Gramercy Drive
San Diego, California 92123

Dear Mr. Lang

Re: Comments on the Draft Environmental Impact Report, USDRIP Redevelopment Project, Lakeside, San Diego County, California

At your request, Pacific Southwest Biological Services, Inc. (Pacific Southwest) reviewed excerpts of the Draft Environmental Impact Report on the above-referenced project. We primarily reviewed the Project Description and Section 2.2 Biological Resource sections of the document. Our focus was to critically read the section which refers to the Gleich Family Trust ownership biological resources. Note that Pacific Southwest has not recently performed extensive and detailed biological resource evaluation on the site but we did visit the site about a week ago and we are knowledgeable of the resources in the general project vicinity.

We are concerned about the characterization of the biological resources in Area 1 (designated as Area I in the RiverWay Specific Plan (referred to in the DEIR on page 2.2-10). The document contains the following statement(s): "In the northwest corner of the site (Area 1 on Figure 2.2-2), there is a 30 acre parcel that is currently dominated by ruderal grassland and wet meadow. Several large willow trees are also present that probably remain from the time when the entire floodplain was at the same approximate elevation. This site is designated as Planning Area I in the RiverWay Specific Plan. Development in this area would result in a loss of more than five acres of potential wetland. In addition, a California gnatcatcher pair (federally listed as threatened) was observed in the southwest corner of this parcel. The birds primarily utilized habitat off-site to the south, but were noted perching on shrubs at the property boundary. Development of this parcel could impact this species which would be considered a significant impact."

We suggest the following points:

1. The term "ruderal grassland" is not a normally accepted vegetation type under the County of San Diego Guidelines for Biological Reports. Ruderal or Disturbed, and several types of grasslands may be present on the site but until a substantiated biological survey has been performed on the site, the classification used in the DEIR is inappropriate.

L-1

L-1: The County of San Diego concurs with the comment, though the term "ruderal grassland" does not occur as such in the Draft EIR. However, the term "ruderal non-native grassland" that appeared on line 2, paragraph 3, page 2.2-1 of the Draft EIR was the result of a punctuation error and will be revised to read "ruderal, non-native grassland" as originally intended. These qualitative habitat descriptions are required for future development projects to determine the MSCP Tier Level of the habitat and the Habitat Based Mitigation, consistent with Article VI, Sections 2, 3, and 4 of the BMO.

Mr. Randy K. Lang
Page 2

PSBS #536B

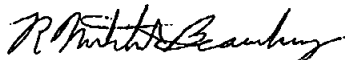
2. There is no detailed documentation about the California Gnatcatcher sighting on the property and whether or not it was performed by a wildlife biologist permitted by the U. S. Fish and Wildlife Service.
3. Characterization of some of the site as "five acres of wet meadow or potential wetland" is premature until a professional delineation consistent with the standards of the U. S. Corps of Engineers and/or California Department of Fish and Game has been carried out.

L-2

L-3

If you have any questions regarding this letter, please do not hesitate to call me or Michael Evans, Senior Biologist, at (619) 477-5333.

Sincerely,



R. Mitchel Beauchamp, M. Sc., President
Pacific Southwest Biological Services, Inc.

L-2: A USFWS permit is not necessary in order to make a positive identification of the California gnatcatcher in the field; however, this observation was made by a biologist with a valid permit. Subsequent development proposals on the subject property will require conformance with the BMO as stated on page 1-7 of the EIR. The BMO will require subsequent documentation, at an appropriate level of detail, on the presence/absence of the California gnatcatcher on the property. If the project-level analysis concludes that gnatcatchers are present, the BMO will require onsite or offsite coastal sage scrub preservation at the appropriate ratio stated in the BMO; therefore, if gnatcatchers are present, there will be no significant impacts to them from future proposed development.

L-3: The County of San Diego concurs with this comment; however, refer to response to comment A-1. The County of San Diego supports the federal policy on "no net loss" of jurisdictional waters or wetlands (see response to comment A-6).

Randy K. Lang
P.O. Box 85304
San Diego, CA 92186



April 2, 1999

Robert Forsythe, Project Manager
Dept. of Planning and Land Use, MS0650
5201 Ruffin Road, Suite B
San Diego, CA 92123-1666

Re: EIR Response

Dear Bob:

On behalf of the Gleich Family Trust, owners of a 37-acre parcel in the northwest corner of the current Upper San Diego River Improvement Project, I am writing to respond to the related February 18, 1999 Draft Environmental Impact Report ("EIR").

After review of the EIR, and consideration of the comments contained herein and in the enclosed letters from Grabhorn Engineering Corp. and Pacific Southwest Biological Services, Inc., of the alternatives presented in the EIR, we support the Proposed Land Use Zones as detailed in Figure 1-4 therein.

The M52 zoning of the property south of Mast Blvd. as reflected in the M52 Buffer Alternative (Figure 4.4-1), appears to be environmentally superior over the M54 zone, while still meeting the proposed project's objectives. Therefore, in the best interest of the community, the south side of Mast should be zoned with an M52 buffer, without affecting the proposed C36 zone at the Mast Blvd., Riverside Drive, and Riverford Road intersection.

Furthermore, it is our understanding that we will be required to dedicate and construct, not only the southern portion of El Nopal, but also the extension of Mast Blvd. These contributions will consume in excess of six acres of our land, cost approximately \$1,000,000 and benefit the surrounding property owners, as well as the communities of Lakeside and Santee. To be fair and equitable, we respectfully request that these costs be considered in the allocation of infrastructure costs among the benefited communities and all development projects in the area.

M-1

M-1: The County appreciates your comment.

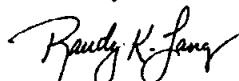
M-2

M-2: The County appreciates your comment.

April 2, 1999
Robert Forsythe
Page 2

We thank you in advance for your work on the project and serious consideration of the above comments, as well as those contained in the enclosed letters.

Sincerely,

A handwritten signature in cursive script that reads "Randy K. Lang".

Randy K. Lang
For Martin L. Gleich, Trustee

RKL:lw

Enclosures

Grabhorn Engineering Corp.
10601-A Tierrasanta Blvd., #353
San Diego, CA 92124
(619) 576-6343

APR - 5 1999

April 2, 1999

Mr. Randy K. Lang
Gleich Real Estate Company
9160 Gramercy Drive
San Diego, CA 92123

RE: Comments to USDRIP Draft Environmental Impact Report 2/18/99
Log No. 98-10--14

Dear Mr. Lang:

Pursuant to your request, we have reviewed the referenced dEIR and offer the following comments. The section numbers referenced to in the comments correspond to the dEIR:

2.0 SIGNIFICANT ENVIRONMENTAL EFFECTS

2.1 TRANSPORTATION/CIRCULATION

Page 2.1-1 states "Riverford Road is currently classified as a Prime Arterial from Highway 67 to Riverside Drive but is proposed to be reclassified as a Collector as part of this project".

The Plan to Plan Analysis (p. 2.1-9) states "Amendments to the County's Circulation Element include.....the reclassification of Riverford Road to a Collector between the on-and-off ramps of SR-67. Past.....Circulation Element. The peak hour intersection analysis shows that Riverford Road can operate at acceptable LOS as a Collector. It should be noted that the forecasted ADT on Riverford Road does not exceed its capacity". This appears to be discrepant with Section 2.1.4, Mitigation Measures, (p. 2.1-10) and 9.1.1, Transportation/Circulation, (p. 9-2) which state that "Improve Riverford Road to a four lane Major Road from Woodside Avenue to Riverside Drive/Mast Boulevard".

Based on the present text, it is unclear what classifications are intended for Riverford Road and why a higher level of improvement is offered for mitigation that the situation warrants.

N-1

N-1: The project description states that Riverford Road is proposed to be downgraded from a Prime Arterial to a collector between the two on/off ramps at SR-67. The EIR was clarified on page 2.1-1 to state that the road would be reclassified as a Collector between the two on/off ramps.

N-2

N-2: The subject segment of Riverford road between the two on/off ramps at SR 67 is intended to be reclassified as a Four-Lane Collector Road with a capacity of 34,000 ADT (as discussed on pages 28 and 43 in Appendix C of the Draft EIR). Constructing the remainder of Riverford Road to Prime Arterial standards is not a mitigation measure, but rather the clarification of the build out classification of Riverford Road north of the SR-67 southbound ramps and as shown on the County Circulation element.

Table 2.1-6 referred to in Project Trip Generation and Distribution appears to significantly overstate projected traffic from the single family housing area. A density of 7.3 du/acre has been used in this analysis. The tentative map for the County of San Diego Tract No. 5155 which lies in portions of Specific Plan Areas I, II and III proposes 83 single family lots on 19.0 gross acres for a density of 4.4 du/acre. Land use studies for the County Assessor's Parcel No. 379-024-23 reflect that approximately 150 single-family lots on 35.5 gross acres (4.2 du/acre) can be recognized with the proposed RS7 zoning. This suggests a lower traffic projection (40 percent less) attributable to the proposed RS7 area. Only 8 percent of the total ADT is attributable to this single family land use.

N-3

N-3: The trip generation rate used for this report was based on the maximum number of dwelling units (DUs) allowed for the zone as stated in the project description; therefore, project impacts related to residential development are evaluated at "worst case."

The traffic analysis does not address the completion of Mast Boulevard from its current westerly terminus in Lakeside to the easterly terminus of Mast Boulevard in the City of Santee. A specific request for same was made by the City of Santee in their comments dated June 1, 1998. It would appear that this connection and the future extension of El Nopal southerly to intersect with Mast Boulevard may reduce traffic impacts on Riverford Road between Riverside Drive/Mast Boulevard and Woodside Avenue and possibly alleviate impacts to the SR 67/Woodside/Riverford Road access ramps.

N-4

N-4: The extension of Mast Boulevard is a key network assumption for Year 2015 as described on page 15 of Appendix C of the Draft EIR. The analysis assumes that Mast Boulevard will be extended concurrently with SR 52, the latter of which will alleviate a significant amount of traffic from Mast Boulevard.

Additionally, any developer contributions pursuant to Board Policy J-34 which may be established based on this traffic analysis should include the cost of signization at the future El Nopal/Mast Boulevard intersection and the completion of Mast Boulevard, with related drainage improvements, to the City of Santee.

N-5

N-5: The County of San Diego acknowledges and appreciates this comment; however, the issues raised are not related to an environmental issue pursuant to CEQA and no further response to this comment is required.

2.4.1 Existing Conditions

Fire Protection

The Lakeside Fire Protection District is currently receiving Facilities Benefit Assessment fees to implement their infrastructure deficiency. Additionally, the District is investigating additional developer fees to be paid at issuance of building permits

N-6

N-6: The County of San Diego acknowledges and appreciates this comment; however, the issues raised are not related to an environmental issue pursuant to CEQA and no further response to this comment is required.

4.4 ANALYSIS OF THE M52 BUFFER ALTERNATIVE

Analysis of the M52 Buffer Alternative Description and Setting Sections 4.4.1 and 4.4.2 refer to Figure 4.5.1 for the M52 Buffer Alternative. Figure 4.4.1 appears to address this alternative, not 4.5-1.

N-7

N-7: See response to comment J-19.

4.5 ANALYSIS OF THE LAKESIDE PLANNING GROUP ALTERNATIVE

4.5.2 Comparison of the Effects of the Lakeside Planning Group Alternative to the Proposed Project

Land Use and Planning (p. 4-13)

The EIR does not address the impact of industrial land use in the northwestern portion of the project where it would be adjacent to existing residential land uses to the west in the City of Santee and existing residences to the north.

Transportation/Circulation (p. 4-15)

Exception is taken to the comment that traffic generation and distribution are anticipated to be the same for the Lakeside Planning Group Alternative and the proposed plan.

The 69 acres of proposed single family land use would generate an estimated maximum of ADT of 5,037 (69 acres X 7.3 du/acre X 10 trips/du) and a probable ADT of 3,105 based on a density of 4.5 du/acre. By comparison, industrial land uses would generate approximately (69 acres X 90 trips/acre) 6,210 trip ends. This is about double the probable trip generation for single family residential land use. Additionally, the PM peak hour trip generation for industrial land usage would further exacerbate the street intersections and segments that would operate at unacceptable levels of service. It is noted that approximately an additional 699 trips would be generated outbound during the PM peak hour. This is about 23 percent more than the proposed project.

4.5.3 Conclusion

In consideration of land use and traffic issues presented herein above, the Lakeside Planning Group Alternative is not superior to the proposed project. These issues, as well as Noise should be reconsidered and properly reflected in Table 4-1, Comparison of Project and Alternatives.

If you concur with these comments, they should be forwarded to:

Kiersten Rydbeck
County of San Diego
5201 Ruffin Road, Suite B
San Diego, CA 92123-1666

N-8

N-8: The comparison is made on page 4-14 of the Draft EIR that the M52 zone would reduce land use impacts where the zone is adjacent to residential uses compared to the M54 zone because outdoor uses would not be allowed.

N-9

N-9: The County disagrees with the numbers cited. The Lakeside Planning Group Alternative would include only 4 acres of single family residential uses (approximately 29 dwelling units) (pages 4-13 and 4-25 of the EIR). The total number of trips generated by the Lakeside Planning Group Alternative is 40,590, only 1,220 more trips than the proposed project. While the Lakeside Planning Group Alternative would include 323 acres of industrial uses (73 acres more than the proposed project), the traffic generated by industrial uses is less than that for residential uses.

N-10

N-10: The County does not concur with the comment. For the reasons stated on page 4-18, the Lakeside Planning Group Alternative is considered to be environmentally superior to the proposed project.

Please give me a call should you have any questions or additional comments.

Sincerely,



Richard G. Grabhorn, PE
President

RGG:jeg