



UNITED STATES MARINE CORPS
MARINE CORPS AIR STATION
P.O. BOX 452000
SAN DIEGO, CA 92145 2000

Letter A

11103
CP&L/264823
May 18, 2015

CITY OF SAN DIEGO
DEVELOPMENT SERVICES DEPARTMENT
ATTN ELIZABETH SHEARER-NGUYEN
1222 FIRST AVENUE MS 501
SAN DIEGO CA 92101-3864

RE: SCRIPPS MIRAMAR RANCH COMMUNITY PLAN; 10455 POMERADO ROAD, THE
GLEN AT SCRIPPS RANCH, CPA/PDP/SDP/VTM/NDP/MHPA BOUNDARY LINE
ADJUSTMENT, PN 264823, APN 363-080-41

Dear Ms. Shearer-Nguyen,

This is in response to the draft Environmental Impact Report of March 30, 2015, for The Glen at Scripps Ranch, which proposes a Community Plan Amendment to change the land use of the site from University to Institutional. The proposal is a continuing care retirement community consisting of 400 non-acute assisted living units, 50 acute assisted living units, and 60 skilled nursing beds, along with ancillary support facilities for the residents.

A-1

A-1 Comment noted.

The proposed site is contained within the "MCAS Miramar AICUZ Study Area" identified in the 2005 Air Installations Compatible Use Zones (AICUZ) Update for Marine Corps Air Station (MCAS) Miramar. To determine if the proposed project is compatible with AICUZ guidelines, it has been determined that this project is: 1) within the 2008 MCAS Miramar Airport Land Use Compatibility Plan (ALUCP) Airport Influence Area (AIA) Review Area II, 2) outside the 60+ dB Community Noise Equivalent Level (CNEL) noise contours, 3) outside any Accident Potential Zones (APZ), 4) beneath the Outer Horizontal Surface of MCAS Miramar (Federal Aviation Regulation Part 77), and 5) beneath and/or near established fixed and rotary-wing flight corridors for aircraft transiting to and from MCAS Miramar.

A-2

A-2 Comment noted.

It has been determined that the proposed project is consistent with AICUZ noise and safety compatibility guidelines, and the structural heights does not appear to penetrate the Federal Aviation Administration (FAA) Part 77 Outer Horizontal Surface and/or any Terminal Instrument Procedures (TERPS) surfaces. However, please note that the Federal Aviation Administration is

A-3

A-3 Comment noted. As discussed in Section 4.1.6.1 of the EIR, the project was reviewed by the Federal Aviation Administration (FAA) against obstruction evaluation criteria contained in the Federal Code of Regulations, Title 14, FAA Part 77 (Obstruction Evaluation/Airport Airspace Analysis). The Airport Land Use Compatibility Plan (ALUCP) Overlay Zone requires that proposed community plan amendments and rezones be submitted to the Airport Land Use Commission (ALUC) for a consistency determination with the ALUCP.

LETTER

RESPONSE

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the only agency that can officially determine if a structure exceeds an airspace surface and/or what impact it would have on air navigation.

} A-3
cont.

This location will experience noise impacts from the Lakee (formerly known as Julian), Field Carrier Landing Practice (FCLP) and Ground Controlled Approach (GCA) Box Flight Corridors for fixed-wing operations. The site may also experience noise impacts from the Landing Helicopter Deck (LHD), I-15 and GCA Box Flight Corridors for helicopter operations.

} A-4

Occupants will routinely see and hear military aircraft and experience varying degrees of noise and vibration. Consequently, we are recommending full disclosure of noise and visual impacts to all initial and subsequent purchasers, lessees, or other potential occupants.

Since the project is within the AIA for the MCAS Miramar ALUCP, and to ensure that the project is consistent with ALUCP guidelines, we recommend that the project proponent contact the ALUC to determine if an official consistency determination needs to be submitted.

} A-5a

MCAS Miramar is a master air station, and as such, can operate 24 hours per day, 7 days per week. Fiscal and manpower constraints, as well as efforts to reduce the noise impacts of our operations on the surrounding community, limit the operating hours.

} A-5b

Thank you for the opportunity to review this land use proposal. If we may be of any further assistance, please contact Ms. Kristin Camper at (858) 577-6603.

Sincerely,



J. H. Lias
Community Plans and Liaison Officer
By direction of the Commanding Officer

Copy to:
Scripps Ranch Community Planning Group, Chair, Wally Wulfeck
San Diego County Regional Airport Authority, Ed Gowens

A-4 DEIR Section 4.4 provides disclosure of all potentially significant noise impacts. With respect to noise and vibration from military aircraft, EIR Section 4.4.1.2 discloses that military aircraft taking off at Marine Corps Air Station (MCAS) Miramar could be heard on the project site. Due to the project's location within the airport influence area (AIA) as contained in the MCAS ALUCP, the project was reviewed for its compatibility with the plan. See response to comment I-4.

A-5a Refer to response to comment A-3.

A-5b Comment noted.

Letter B

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 11
PLANNING DIVISION
4050 TAYLOR STREET, MS 240
SAN DIEGO, CA 92110
PHONE (619) 688-6960
FAX (619) 688-4299
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MAY 20 2015

Development Services

May 14, 2015

11-SD-15
PM 14.28

The Glen at Scripps Ranch
DEIR SCH 2013071013

Ms. Elizabeth Sherear-Nguyen
City of San Diego
1222 First Avenue, MS 501
San Diego, CA 92101

Dear Ms. Sherear-Nguyen:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities of infill, conservation, and efficient development. To ensure a safe, efficient, and reliable transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multi-modal transportation network.

Caltrans has received the Draft Environmental Impact Report (DEIR) SCH 2013071013 for The Glenn at Scripps located approximately southeasterly of Interstate 15 (I-15) and Pomerado Road. Caltrans has the following comments:

Based on the documents submitted, traffic impacts from this project were only identified on the street segments. As shown on Table 1-6 (Near Term with and without project), the southbound and the northbound ramp intersections at Miramar Road/Pomerado Road will not experience any significant impact.

However, as stated on table 9-1, Pomerado Rd between I-15 NB Ramps to Willow Creek Road is experiencing LOS F. Caltrans is concerned the spillover from this segment may impact the intersection at the northbound exit ramp. Also, with the addition of 80 vph in the PM Peak from the project on the exit ramp, the queue increase could potentially add significant delay on the ramp. Therefore, please provide queue analysis for the northbound exit ramp for review.

Caltrans also requests the electronic Synchro files from the traffic study.

B-1

B-2

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability."

B-1

Comments noted. As discussed in EIR Section 4.2, traffic impacts are expected to occur not only on segments of Pomerado Road, but also on two intersections within the project study area. Specifically, EIR Section 4.2.3.2 identified that the project would have a significant direct and cumulative impact at the intersection of Pomerado Road/Willow Creek Road. A significant cumulative impact would occur at the intersection of Pomerado Road/Scripps Ranch Boulevard as shown in EIR Table 4.2-19.

Although Pomerado Road between Interstate 15 (I-15) northbound (NB) ramps to Willow Creek Road is level of service F as shown in EIR Tables 4-15 and 4-16, traffic in the eastbound direction is not expected to impact the I-15 NB ramp intersection. In the Year 2030 with project scenario, the 95th percentile queue in the eastbound direction at Pomerado Road/Willow Creek is reported to queue approximately 1,900 feet in the PM peak hour (highest peak). The distance on Pomerado Road from Willow Creek to the I-15 NB ramps is approximately 3,700 feet; therefore, traffic in the eastbound direction is not expected to adversely impact the I-15 NB ramps. Queuing worksheets at the Willow Creek intersection are attached to the responses to comments and labeled as Attachment 1.

The increase of project traffic at the I-15 NB ramp/Pomerado Road intersection is not expected to cause significant delay. EIR Table 4.2-10 shows the I-15 NB ramp intersection would operate at acceptable levels of service in both peaks in the Year 2030 with project condition. Although the project is adding 49 PM peak hour trips in the eastbound direction to the I-15 NB/Pomerado Road intersection, vehicles are not expected to backup into the southbound I-15 ramp intersection. The project is adding 37 PM peak hour trips to the northbound I-15/Pomerado Road off-ramp. In addition, queuing reports at the I-15 NB off-ramp do not show traffic backing into mainlines on the freeway (see attached worksheets). Metered freeway on-ramps have been evaluated at the I-15 ramps. In each condition, the rate is based on the most restrictive meter rate proposed by Caltrans. As shown in EIR Tables 4.2-24 (existing with and without project), 4.2-25 (near-term with and without project), and 4.2-26 (Year 2030 with and without project), the ramp meters for Pomerado Road/I-15 NB on-ramp are reporting zero delay and zero queue based on the most restrictive meter rate calculations because the meter rate is higher than the demand.

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RESPONSE

	<p>B-1 cont. Additionally, as shown in EIR Table 4.2-4, the project would generate a total of 1,880 new ADTs, with 144 trips occurring in the AM peak hour and 181 trips occurring in the PM peak hour. This is less than the university traffic already within the regional transportation model for this portion of the Scripps Miramar Ranch Community Plan area. Therefore, the project would not result in traffic generation in excess of community plan allocations. (EIR Section 4.2).</p> <p>B-2 Synchro files of the Year 2030 With Project scenario were provided via email to Trent Clark and Jacob Armstrong at California Department of Transportation (Caltrans) as requested. Caltrans has reviewed and has no further comments. See Caltrans letter dated August 17, 2015 attached to the responses to comments and labeled as Attachment 2.</p>
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LETTER

RESPONSE

Ms. Elizabeth Sherear-Nguyen
May 14, 2015
Page 2

If you have any questions or require further information, please contact Trent Clark at (619) 688-3140 or email at trent.clark@dot.ca.gov.

Sincerely,



JACOB M. ARMSTRONG, Chief
Development Review Branch

"Caltrans improves mobility across California"

Letter C



State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 487-4201
www.wildlife.ca.gov

EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director



May 21, 2015

Ms. Elizabeth Shearer-Nguyen, Senior Environmental Planner
City of San Diego Development Services Center
1222 First Avenue, Mail Station 501
San Diego, California 92101

Subject: Comments on the Draft Environmental Impact Report for The Glen at Scripps Ranch Project (Project No. 264823, SCH No. 2013071013)

Dear Ms. Shearer-Nguyen:

The California Department of Fish and Wildlife (Department) has reviewed the draft Environmental Impact Report (EIR) dated March 30, 2015, for The Glen at Scripps Ranch Project. The project details provided herein are based on the information provided in the draft EIR (including the Biological Resources Report for The Glen at Scripps Ranch Project, prepared by RECON Environmental Inc., dated March 16, 2015). The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (California Environmental Quality Act [CEQA] Guidelines §15386) and pursuant to our authority as a Responsible Agency under section 15381 of the CEQA Guidelines over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code section 2050 et seq.) and/or Fish and Game Code section 1600 et seq. The Department also administers the Natural Community Conservation Planning (NCCP) program, a California regional habitat conservation planning program. The City of San Diego (City) participates in the NCCP program by implementing its approved Multiple Species Conservation Program (MSCP) Subarea Plan (SAP).

We offer the following comments and recommendations to assist the City in avoiding, minimizing, and adequately mitigating project-related impacts to biological resources, and to ensure that the project is consistent with the City's SAP ongoing regional habitat conservation planning efforts.

1. Mitigation Measure BIO-3 (c) states, "To the extent consistent with the MSCP Implementing Agreement and to facilitate MHPA conveyance, any non-fee areas located in the MHPA shall be lotted separately, with a covenant of easement, and be maintained in perpetuity by the Owner/Permittee/Applicant...." Along with the measure identifying the maintenance and monitoring responsibilities of the Owner/Permittee/Applicant, the mitigation measure should also specify the requirement that a secure funding source be provided to pay for land management in perpetuity (as defined under the City's biology guidelines).
2. The biological resources report (BTR) includes specific measures to address indirect impacts to MHPA preserve lands, biological resource protection during construction, and site-specific measures in order to be consistent with the MSCP SAP Conditions of Coverage. The measures that were provided in the BTR do not appear to be carried



- C-1 Comment noted.
- C-2 Mitigation measure BIO-3 has been clarified that a secured funding source is a requirement of the measure.
- C-3 As identified in EIR Section 4.3, any potential impacts to these species (Belding's orange-throated whiptail, coast horned lizard, and Cooper's hawk) would be considered less than significant. These species have designated area specific management directives (ASMDs) per the Multiple Species Conservation Program (MSCP). The project would comply with all ASMDs for these species as required by the MSCP (City

Conserving California's Wildlife Since 1870

LETTER

RESPONSE

Ms. Elizabeth Shearer-Nguyen, Senior Environmental Planner
City of San Diego Development Services Center
May 21, 2015
Page 2 of 2

forwarded in their entirety or provided by reference in the draft EIR's Mitigation Monitoring and Reporting Program (MMRP) language. For example, the BTR included specific measures to address indirect impacts to Belding's orange-throated whiptail, coast horned lizard, and Cooper's hawk, yet these do not appear to be discussed in the MMRP. Each of the conditions that were provided in the BTR was previously part of the Multi-Habitat Planning Area boundary line adjustment that was agreed upon by the City, U.S. Fish and Service, and Department in October 2014. Therefore, we recommend the specific measures from the BTR be provided in the MMRP language of the final EIR.

C-3
cont.

We appreciate the opportunity to comment on the DEIR for this project and to assist the City in further minimizing and mitigating project impacts to biological resources. If you have questions or comments regarding this letter, please contact either Paul Schlitt/NCCP at (858) 637-5510 or via e-mail at Paul.Schlitt@wildlife.ca.gov.

Sincerely,



Gail K. Sevens
Environmental Program Manager
South Coast Region

ec: State Clearinghouse, Sacramento
David Zoutendyk, U.S. Fish and Wildlife Service, Carlsbad

C-3
cont.

of San Diego 1997). The ASMDs were inadvertently omitted from the EIR which has been revised to identify these measures as ASMDs that would be a condition of approval. A discussion of these ASMDs has also been included in EIR Section 4.3 for consistency in both documents.

Letter D



San Diego County Archaeological Society, Inc.

Environmental Review Committee

6 April 2015

RECEIVED
APR 09 2015
Development Services

To: Ms. Elizabeth Shearer-Nguyen
Development Services Department
City of San Diego
1222 First Avenue, Mail Station 501
San Diego, California 92101

Subject: Draft Environmental Impact Report
The Glen at Scripps Ranch
Project No. 264823

Dear Ms. Shearer-Nguyen:

I have reviewed the cultural resources aspect of the subject DEIR on behalf of this committee of the San Diego County Archaeological Society.

Based on the information contained in DEIR and its Appendix G, we concur with the cultural resources impact analysis and mitigation measures as included in Section 4.5-1 of the DEIR.

SDCAS appreciates being included in the City's environmental review of this DEIR.

Sincerely,

James W. Royle, Jr., Chairperson
Environmental Review Committee

cc: RECON
SDCAS President
File

P.O. Box 81106 San Diego, CA 92138-1106 (858) 538-0935

}
}

D-1

D-1

Comment noted.

Letter E

Scripps Miramar Ranch Planning Group
 Comments on the Draft Environmental Impact Report for
 The Glen at Scripps Ranch
 San Diego, CA
 Project #264823 SCH #2013071013

Page	Section	Comment
None	7	There is no mention in the entire document or in Appendix D (Traffic) of the 228 housing units to be built at the Chabad Center. Importantly, the Chabad project is not considered in the list of projects considered for cumulative analysis (Section 7. Cumulative Analysis; Table 7.1 and appendices). Accordingly, the analysis does not appear to address this growth. The Chabad dormitory units may generate approximately 2000 ADT. However, since these residential units are intended for students at Chabad Center and their families, there may be lower trip generation, since students need not commute. If the traffic analysis does include the increase in traffic as the Chabad build-out progresses, that should be explicitly mentioned. If the traffic analysis does not include the Chabad project, then the analysis should be revised to address the additional trip generation due to the housing units to be constructed.
None	4.13	The Project apparently does not include Solar or other renewable energy sources, since they are not mentioned in the DEIR. Why is the environmental impact not reduced by inclusion of these design features? The Planning Group recommends inclusion of solar water heating and photovoltaic systems in the design of buildings.
3-6	3.3.5	DEIR Proposed Action requires project grading of 3.34 acres of steep slopes (90% of the steep slope acreage on site). A Site Development Permit (SDP) is required due to the steepness and heights of some of the proposed slopes. Cutting into the hillside is inconsistent with the approved Scripps Miramar Ranch Community Plan ("Community Plan") Community Environment Element and Design Element objective, respectively, relevant to protecting hillsides: <i>Encourage types and patterns of development, which minimizes the problems of air and water pollution, natural fire hazards, soil erosion, siltation, slope instability, flooding and severe hillside cutting and scarring. (pg 58)</i> <i>Protect environmental resources that are typically associated with hillsides, preserve significant public views of and from hillsides, and maintain a clear sense of natural hillside topography throughout the development of Scripps Miramar Ranch. (pg 66)</i>

E-1

E-2

E-3a

E-1 The Chabad Center filed an application with the City for a grading permit for additional residential units in July 9, 2014 (PTS#379314).

In 2009, in accordance with the requirements of Conditional Use Permit (CUP) No. 133-PC, the City approved the substantial conformance review application for the Chabad Educational Campus to expand its existing campus with a high school, college, two institutional use buildings, a two-story university building, a sports complex building, a relocated sports field, tennis court, swimming pool/spa, and 280 housing units with below grade parking structures for students and faculty of Chabad. This 2009 project is not included on the list of near term cumulative projects as the timing of construction was not known to the City until the 2014 grading permit request which was filed after The Glen filed its Notice of Preparation (NOP) in July 2013.

Pursuant to California Environmental Quality Act (CEQA) Section 15125, the physical environmental conditions as they exist at the time of the NOP constitute the environmental setting from which the EIR would base its analysis of impacts (see CEQA Guideline Section 15125). Additionally, the discussion of cumulative impacts should be guided by standards of practicality and reasonableness, and should not include speculation (CEQA Guidelines Section 15130(b).) The grading permits do not provide enough level of detail that would permit an analysis devoid of speculation. Building permit applications have yet to be filed.

E-2 The project would not result in impacts to energy conservation as identified in the EIR. Specifically, as stated in EIR Section 4.13.3.2, given the energy-efficient project design, in accordance with mandated energy efficiency standards, the project would not result in the use of excessive amounts of electricity during its long-term operation. Likewise, as stated in EIR Section 4.13.4.2, measures to reduce wasteful, inefficient, and unnecessary consumption of energy during operation of the project have been incorporated into the project design. Therefore, impacts associated with energy use would be less than significant.

Additionally, the project would implement extensive green-building design measures, increase energy efficiency, increase lighting efficiency, and would be designed to be equivalent to Leadership in Energy & Environmental Design (LEED) Silver equivalent.

Recommendation noted.

LETTER

RESPONSE

	<p>E-3a Of the project's total 53 acres, the site contains 3.71 acres of slopes in excess of 25 percent, which is approximately 7 percent of the total project site. As disclosed in EIR Sections 1.0 and 3.0, the project entitlements would include a Site Development Permit (SDP) due to the steepness and heights of some of the proposed slopes, as outlined in Municipal Code Section 142.0103(b).</p> <p>The project demonstrates consistency with the second objective stated in the comment related to preservation of views of hillsides and maintenance of natural hillside topography. A project is required to be compatible with the City's land use plan overall, not each and every objective and/or policy (Govt. Code §§ 65000–66499.58). However, as discussed in EIR Section 4.7, the project is designed to conform to the City's Steep Hillside Guidelines and to blend with the existing neighborhood character. For a full discussion and detail of the project's conformance with the Steep Hillside Guidelines design standards, see EIR Section 4.7.7.1. As demonstrated therein, all design standards have been incorporated into the project and have resulted in the most sensitive design possible. The proposed landforms would closely imitate the existing on-site landform and the undisturbed, pre-existing surrounding neighborhood landforms.</p> <p>Therefore, the project would be consistent with the Scripps Miramar Ranch Community Plan (SMRCP) Community Environment Element and Design Element, as well as the City's Steep Hillside Guidelines.</p>
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LETTER

RESPONSE

3-22 to 3-23	3.4.4 and 3.4.7	<p>Three monument signs were added to the Proposed project design. The three, 6' tall signs would go along Pomerado Road within the public right-of-way. Since the signs exceed the 3-foot height requirement described in San Diego Municipal Code 129.0710(a), a Site Development Permit (SDP) and Neighborhood Development Permit (NDP) are required. Per the Community Plan Design Element, signs should:</p> <p><i>Minimize visual pollution by controlling location, size, design, maintenance and lighting of outdoor signs. (pg 58)</i></p> <p>In response to City review, three proposed signs were incorporated that exceeded the height restriction by 100%, and therefore, we recommend further clarification in the EIR as to the rationale for adding three signs that are inconsistent with City municipal code and the Community Plan.</p> <p>The signs must be done in accordance with the Scripps Miramar Ranch Community Plan and the City of San Diego sign requirements.</p>	E-3b	<p>E-3b The applicant has requested a Planned Development Permit (PDP), SDP and Neighborhood Development Permit (NDP) to construct two monument signs located within the public right-of-way. Slopes behind the monuments will be reinforced and the existing guardrail along Chabad Center Driveway will be enhanced where required and complimented by planted vegetation behind the rail.</p> <p>The two entry monuments are proposed at a location along Chabad Center Driveway due to the existing public right-of-way extending to the bottom of slope; therefore, not allowing entry signage to be placed appropriately and within public view within the proposed project's property.</p> <p>The project will be required to show that the sign will not obstruct sight distance to the satisfaction of the City Engineer.</p>
4.1-46 to 4.1-53	Table 4.1-1	<p>In TABLE 4.1-1. SUMMARY OF PROJECT CONSISTENCY WITH APPLICABLE LAND USE PLANS GOALS AND OBJECTIVES, it is stated that "Specific sustainable project design elements are discussed in further detail in Section 3.4.8." This appears on pg 4.1-46 and 4.1-53 However, there is no section 3.4.8 in the document.</p>	E-4	<p>E-4 The environmental design considerations are discussed in EIR Section 3.3.8. The EIR has been revised to refer to the correct section. See response to comment E-2.</p>
7-2	Table 7-1	<p>The list of projects considered for cumulative analysis (Section 7. Cumulative Analysis; Table 7.1 and appendices) includes the Carroll Canyon Commercial Center. This project was "on hold" as of September, 2014, and instead the developer is proposing a mixed-use residential and commercial center. This alternative proposal should result in a reduced traffic impact, since it will generate several thousand fewer daily trips. The DEIR should include current information concerning the Carroll Canyon project.</p>	E-5	<p>E-5 It is acknowledged that the Carroll Canyon Commercial Center was placed on hold and the applicant is revising their proposed development. With respect to the traffic impacts of the project, the Carroll Canyon Commercial Center, as originally proposed (144,800 square feet of commercial space), was included in the project's list of projects used to evaluate cumulative effects (See, EIR Table 7-1). The Carroll Canyon Commercial Center alternative proposal would generate fewer daily trips than what is currently analyzed in the EIR, and therefore, would have a reduced traffic impact in the community. Therefore, the analysis in the EIR represents a worst case scenario and a more conservative analysis of impacts.</p>

LETTER

RESPONSE

Letter F

From: [Cultural](#)
To: [DSD_EAS](#)
Cc: [Dixon, Patti](#); [Jeremy Zagarella](#)
Subject: The Glen at Scripps Ranch, Project No. 264823
Date: Thursday, April 09, 2015 11:35:32 AM

The Pauma Band of Luiseno Indians has received your March 30 notice for The Glen at Scripps Ranch. We support the measures for archaeological monitoring. If there are any questions please contact us. } F-1
Chris Devers
Cultural Clerk
Pauma Band of Luiseno Indians

F-1 Comment noted.

Letter G

RINCON BAND OF LUISEÑO INDIANS
Culture Committee

1 W. Tribal Road · Valley Center, California 92082 ·
(760) 297-2621 or (760) 297-2622 & Fax:(760) 749-8901



April 2, 2015

E. Shearer-Nguyen
The City of San Diego
Planning Department
1222 First Avenue, MS 501
San Diego, CA 92101

Re: The Glen at Scripps Ranch Project No. 264823

Dear Ms. Shearer-Nguyen:

This letter is written on behalf of the Rincon Band of Luiseño Indians. Thank you for inviting us to submit comments on the Glen at Scripps Ranch Project No. 264823. Rincon is submitting these comments concerning your projects potential impact on Luiseño cultural resources.

The Rincon Band has concerns for the impacts to historic and cultural resources and the finding of items of significant cultural value that could be disturbed or destroyed and are considered culturally significant to the Luiseño people. This is to inform you, your identified location is not within the Luiseño Aboriginal Territory. We recommend that you locate a tribe within the project area to receive direction on how to handle any inadvertent findings according to their customs and traditions.

If you would like information on tribes within your project area, please contact the Native American Heritage Commission and they will assist with a referral.

Thank you for the opportunity to protect and preserve our cultural assets.

Sincerely,


Rose Duro
Chairman
Rincon Culture Committee

G-1

G-1

A letter requesting identification of spiritually significant and sacred sites or traditional use areas in the project vicinity was sent to the Native American Heritage Commission (NAHC). As discussed in EIR Section 4.5, no Native American cultural resources were identified within ¼ mile of the project area. Enclosed with the NAHC findings was a list of Native American individuals/organizations that were contacted to determine concerns regarding the proposed project as it relates to Native American issues or interests.

Bo Mazzetti
Tribal Chairman

Stephanie Spencer
Vice Chairwoman

Steve Stallings
Council Member

Laurie E. Gonzalez
Council Member

Alfonso Kolb
Council Member

RINCON BAND OF LUISEÑO INDIANS
Culture Committee

1 W. Tribal Road · Valley Center, California 92082 ·
(760) 297-2621 or (760) 297-2622 & Fax:(760) 749-8901



April 7, 2015

Elizabeth Shearer-Nguyen
The City of San Diego
Planning Department
1222 First Avenue, MS 501
San Diego, CA 92101

Re: Draft Environmental Impact Report for the Glenn at Scripps Ranch Project No. 264823

Dear Ms. Shearer-Nguyen:

This letter is written on behalf of the Rincon Band of Luiseño Indians. Thank you for inviting us to submit comments on the Draft Environmental Impact Report for the Glenn at Scripps Ranch Project No. 264823. Rincon is submitting these comments concerning your projects potential impact on Luiseño cultural resources.

The Rincon Band has concerns for the impacts to historic and cultural resources and the finding of items of significant cultural value that could be disturbed or destroyed and are considered culturally significant to the Luiseño people. This is to inform you, your identified location is not within the Luiseño Aboriginal Territory. We recommend that you locate a tribe within the project area to receive direction on how to handle any inadvertent findings according to their customs and traditions.

If you would like information on tribes within your project area, please contact the Native American Heritage Commission and they will assist with a referral.

Thank you for the opportunity to protect and preserve our cultural assets.

Sincerely,


Rose Duro
Chairman
Rincon Culture Committee

G-2

G-2 See to response to comment G-1.

Bo Mazzetti Tribal Chairman Stephanie Spencer Vice Chairwoman Steve Stallings Council Member Laurie E. Gonzalez Council Member Alfonso Kolb Council Member

Letter H



P.O. Box 908
Alpine, CA 91903
#1 Viejas Grade Road
Alpine, CA 91901

Phone: 6194453810
Fax: 6194455337
viejas.com

April 7, 2015

Elizabeth Shearer-Nguyen
1222 First Ave., MS 501
San Diego, CA 92101

RE: The Glen at Scripps Ranch # 26482

Dear Ms. Shearer-Nguyen,

In reviewing the above referenced project the Viejas Band would like to comment at this time. The project areas contains sacred sites to the Kumeyaay people. We request that these sacred sites be avoided with adequate buffer zones.

Additionally, Viejas is requesting the following:

- Advance notice of any plans on mitigation measures → H-3
- Active participation in the development of said mitigation measures → H-4
- All NEPA/CEQA/NAGPRA laws be followed → H-5
- A Qualified Kumeyaay cultural monitors are on site at all times, from the nearby reservations → H-6
- Give frequent up-dates to the tribes and final report on findings → H-7
- Immediately contact Viejas on any changes or inadvertent discoveries. → H-8

Thank you for your collaboration and support in preserving our Tribal cultural resources. I look forward to hearing from you.

Sincerely,
VIEJAS BAND OF KUMEYAAY INDIANS

- H-1 The NAHC conducted a search of the NAHC Sacred Lands File for the project. See response to comment G-1.
- H-2 Given that there are no sacred sites in the project area, the need for a buffer would not be necessary. See response to comment H-1.
- H-3 The EIR was distributed for a 45-day public review and comment period. In addition, the distribution of the EIR constitutes advance notice which affords the public an opportunity to comment on the adequacy of the draft document, and have such comments included in the final document considered by the decision-making authorities.
- H-4 The Mitigation Monitoring and Reporting Program (MMRP) identified within the document are standard measures developed by the City of San Diego to avoid or mitigate potentially significant environmental effects to Historical Resources (Archaeology). The City's MMRP contains appropriate provisions to ensure compliance with the MMRP during the project's implementation.
- H-5 The project was reviewed in conformance with CEQA. The project does not require National Environmental Policy Act (NEPA) review. The Historical Resources (Archaeology) section of the MMRP contains provisions addressing the discovery of human remains.

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	<p>H-6 The City's MMRP identifies the need for a Native American Monitor to be present during all ground-disturbing activities associated with the project.</p> <p>H-7 The City's MMRP does not require frequent updates or final report on findings to be given to the tribes. However, the City's Mitigation Monitoring Coordination (MMC), a section of the Development Services Department, Land Development Review Division, can be contacted at any time for updates.</p> <p>The MMC is responsible for coordinating the implementation of the MMRP during all phases of the construction process.</p> <p>H-8 Pursuant to the City's MMRP, there are specific responsibilities in the event of a discovery, including notifying the appropriate parties, assisting with determining the significance of the discovery, and isolating the discovery site.</p>
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Letter I

May 20, 2015

Ms. Elizabeth Shearer-Nguyen
City of San Diego
Development Services Department
1222 First Avenue, 5th Floor
San Diego, CA 92101

Subject: Community Comments on the DEIR for the Glen at Scripps Ranch Project

Dear Elizabeth Shearer-Nguyen:

The following comments on the DEIR are offered from the Rationale Reuse of the Alliant University Site (RRAUS) community group comprised of concerned residents in the Scripps Ranch neighborhoods near the Alliant University campus. The RRAUS analysis found that the Development Services Department's determination of "no significant impact" on Land Use, Visual Quality/Neighborhood Character/Landform Alteration and the "significant and unmitigable" impact to Transportation/Circulation are based upon inaccurate or incomplete analysis in the DEIR and Technical Appendices and require substantial revision. We have focused our efforts on the key topics that cause us the most concern with regard to the character of the community along the Pomerado Road corridor, as well and its consistency with the adopted Scripps Miramar Ranch Community Plan. Those topics include Land Use, Traffic, Visual Quality and Project Alternatives. Please address these comments when the DEIR is recirculated.

I-1

Land Use

SUMMARY STATEMENT: The proposed Glen at Scripps Ranch complex south of Pomerado Road is fundamentally inconsistent and incompatible with the Scripps Miramar Ranch Community Plan in nearly every element of the Plan.

I-2a

The proposed Project proposes massive grading, with artificial graded slopes at maximum steepness and up to 70 ft. in height facing Pomerado Road. Aside from the mandatory Carroll Creek setback at the front, the project will grade the entire remaining area—43 acres—cutting and filling 661,000 cubic yards of dirt to create the largest flat pad possible for pavement and placement of building footprints, to build about an 825,000 s.f. project.

This intensity will create traffic generation well in excess of the maximum possible with residential development--per site zoning--one dwelling unit per acre, and well beyond maintaining this site as part of the University campus.

I-2b

The Community Plan's Social Needs Element specifically incorporates and provides for the USIU (Alliant University) land use. Reference to USIU/Alliant for this 53 acres would need to be removed from the Plan, and replaced by some institutional designation; and beyond this, the proposal cannot hope to be consistent with a host of other goals and objectives of the Plan, as shown below.

I-1

Comment noted. Pursuant to CEQA, an EIR is required to be recirculated when new significant information is added to the EIR (CEQA Guidelines 15088.5). Revisions to The Glen EIR are not substantial under CEQA and would not trigger a need for public review.

I-2a

Comment noted.

I-2b

The project site is currently designated as "Institutional and Public and Semi-Public Facilities" and "Park, Open Space, and Recreation" in the General Plan's Land Use and Street System Map (contained in the Land Use and Community Planning Element). The project site is designated University use in the SMRCP. As discussed in EIR Section 3.4.1, the project proposes a Community Plan Amendment (CPA) to redesignate the site Institutional to clarify that type of institutional use through a PDP.

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<p>Comparative Analysis of the Glenn to the Scripps Ranch Community Plan: The following analysis details each specific section of the Community Plan with the proposed project and its inconsistencies. This analysis should be incorporated into the Land Use section of the DEIR. It provides excerpts of Sections/Pages of the Community Plan, and highlights by shading those provisions with which the CLC proposal is inconsistent. Comments on the nature of the inconsistency are shown in <i>italics</i>.</p> <p>Overall Community Goals, Plan pp. 9 and 10</p> <p>“The following goals have been identified as a means of determining the purpose and direction of the Scripps Miramar Ranch community’s development.”</p> <ul style="list-style-type: none"> • Preserve and enhance the valued natural resources of the Scripps Miramar Ranch community: hills, trees, water resources, Miramar Reservoir, Carroll Canyon and subsidiary canyons; maximize public benefit through public ownership and/or access, both visual and physical, to these resources. <ul style="list-style-type: none"> ○ <i>Inconsistency: The visual and operational scale of the proposed project would violate this fundamental principal, impacting the hills and tree-scape south of Pomerado Road, and impacting the Carroll Canyon stream-bed.</i> • Provide a harmonious physical environment within the community by maximizing preservation of existing stands of trees and foresting appropriate open space areas as development occurs. <ul style="list-style-type: none"> ○ <i>Inconsistency: the proposed project would require removal of significant trees, and violate the view-scape south of Pomerado Road by replacing the forested view with a massive regional urban development.</i> • Encourage development of open space buffers, which will effectively screen disparate elements of the community. <ul style="list-style-type: none"> ○ <i>Inconsistency: the open space buffer on the south side of Pomerado Road would be violated by the scale and scope of the proposed project. The project would not be adequately screened from views, and would overcome the tree/creek bed views cape.</i> • Maintain and enhance the rural-residential characteristics of the existing Scripps Miramar Ranch, while promoting a variety of housing opportunities throughout the community. <ul style="list-style-type: none"> ○ <i>Inconsistency: the proposed project is one that is scaled to serve as a regional- land use, fundamentally incompatible with the “rural-residential” character of the community, with a density of 510 units over 43 acres.</i> <p>Encourage development of estate-type and custom lots within the planning area to complete the spectrum of housing choices in Scripps Miramar Ranch.</p> <ul style="list-style-type: none"> • Provide for educational opportunities and facilities and park and recreation services concurrent with need. <ul style="list-style-type: none"> ○ <i>Inconsistency: the proposed project would significantly reduce a fundamental educational institution/opportunity currently in the community by reducing the size of Alliant University campus.</i> 	<p>I-2c Comment noted. Detailed responses to each individual comment are provided below.</p> <p>I-3a EIR Table 4.1.1, Summary of Project Consistency provides a summary of the project’s consistency with both the General Plan as well as the SMRCP. The table identifies relevant goals and policies related to the project. As stated in EIR Section 4.3 and 4.7, the project would maintain the public’s visual and physical use, of Carroll Canyon. The passive open space corridor along Pomerado Road and Carroll Canyon Creek would be preserved in its existing condition through a covenant of easement. Existing and proposed landscaping and topography would screen buildings from view. The project buildings would be setback approximately 650 feet from Pomerado Road. Grading to support the development area would be setback approximately 390 feet and the slope would visible from Pomerado Road but would be revegetated with native species and eucalyptus that would be compatible with the intervening open space. The project would result in minor alterations to the existing visual characteristics of the site from vantage points on Pomerado Road. Due to topography and intervening vegetation, the project would not be highly visible from Pomerado Road or other public locations. With the proposed Multi-Habitat Planning Area (MHPA) boundary line adjustment, 1.87 acres would be removed from the MHPA and 7.46 acres of land would be preserved as MSCP land via a Covenant of Easement. As a result of this on-site land exchange, the MHPA land on-site would total 9.90 acres. The proposed MHPA boundary line adjustment would be beneficial to the overall MHPA preserve at this location due to an increase in Tier II habitat and acreage of preserved land. This would include the preservation and dedication of 5.49 acres of eucalyptus woodland.</p> <p>I-3b Overall, approximately 8.11 acres of eucalyptus would be removed, primarily within the area south of Pomerado Road. However, 5.49 acres of eucalyptus would be preserved within the MHPA area along Carroll Canyon and Pomerado Road. Viewscape impacts south of Pomerado Road would not occur.</p> <p>I-3c The open space corridor along Pomerado Road and Carroll Canyon Creek would be preserved in its existing condition. As described in EIR Section 4.7, the project does not propose to encroach into the corridor along Pomerado Road. See also response to comment I-3a.</p>
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	<p>I-3c cont. In order to demonstrate the aesthetic character of the project site and describe the visibility of the project from surrounding areas, a visual analysis is discussed in EIR Section 4.7. Specifically, to show how the project would ultimately appear, visual simulations were developed using site photographs and computer-generated three-dimensional project modeling. As depicted in EIR Figure 4.7-2, the project would result in only minor alterations to the existing visual characteristics associated with the site from vantage points on Pomerado Road (EIR Section 4.7.4.1). Therefore, due to existing topography, the project design, the setback from Pomerado Road, and the intervening vegetation visual impacts associated with the project would be adequately screened and less than significant.</p> <p>I-3d The project would provide diversity in housing by constructing a continuing care retirement community in a community that otherwise lacks this type of housing. The overall design theme for the project would be an old ranch design with old stone walls, boulders, and tree groves. See EIR Section 4.7.5.</p> <p>I-3e Although the project proposes housing, this overall goal from the SMRCP is not considered relevant to the proposed project as the project provides a different type of housing than what is described in the overall goal.</p> <p>I-3f Approval of The Glen would reduce the university's acreage by 53 acres. Although Alliant University acreage is being removed, the educational facility is not being reduced. This would not result in a significant reduction in any educational or recreational opportunities currently provided by, or planned in the future by the University.</p>
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<ul style="list-style-type: none"> • Encourage quality educational and cultural opportunities through greater community interaction with local institutions. <ul style="list-style-type: none"> ○ <i>Inconsistency: per the above, this project impedes Alliant University development which can be shared with the community.</i> • Provide an efficient transportation system for vehicular, bicycle, equestrian and pedestrian traffic within the community, with multiple access routes to the greater metropolitan area. <ul style="list-style-type: none"> ○ <i>Inconsistency: the traffic gridlock created by the proposed project is contradictory to the idea of an effective, efficient circulation network; the project hinders rather than enhances an efficient transportation system.</i> <p>Guarantee that the financial costs of further development in the planning area shall not be borne by residents of the Scripps Ranch community existing prior to the adoption of this Plan.</p> <p><i>Inconsistency: one of the applicant's primary purposes in pursuing the community plan amendment portion of this project is to massively reduce the requirement to pay facility impact fees.</i></p> <ul style="list-style-type: none"> • Guarantee that existing public facilities (roads, parks, schools, open space, recreational facilities) shall not be adversely impacted by added population resulting from development in the planning area. <ul style="list-style-type: none"> ○ <i>Inconsistency: the proposed project would adversely impact the community's road network, and the community's significant open space south of Pomerado Road. The traffic congestion created will be detrimental to community residents and the schools on the south side of Pomerado.</i> • Enhance the overall quality of the Scripps Ranch community so that the existing community benefits from, and is not degraded by, further development in the planning area. <ul style="list-style-type: none"> ○ <i>Inconsistency: the proposed project would not enhance, but would degrade the operation of the community i.e. traffic; and degrade the open space, landform and environmental values on the south side of Pomerado Road.</i> <p>Residential Element, Balanced Community, Plan p. 14</p> <p><i>"Until such time as subsidized housing in Scripps Ranch can be provided to the general public, dormitory housing on the United States International University campus can meet a demonstrated need for local students. Future housing on the campus should include both apartment and dormitory units."</i></p> <p><i>Inconsistency: This is one of the myriad references and incorporations of the Alliant University land use into the community plan. Reduction of university facilities is inconsistent with the intent of the Plan to retain this institution.</i></p> <p>Residential Element, Site Design, Plan p. 17</p> <p><i>"Lots on the perimeter of Miramar Reservoir and Carroll Canyon should respect "special treatment" criteria for landscaping, grading and architecture which will minimize the visual impact of development"</i></p>	<p>I-3g See response to comment I-3f.</p> <p>I-3h The regional transportation network in the project area consists of I-15 to the west and SR-52 to the south. Pomerado Road fronts the northern border of the project site and provides primary local access to the project area as well as a regional east-west travel way through the Scripps Miramar Ranch Community. Access to the project site would be provided by Chabad Center Driveway from Pomerado Road. The project would not result in a significant impact to area freeways. However, the project would result in significant direct and cumulative impacts to Pomerado Road as a result of the increase in traffic as discussed in EIR Sections 4.1 and 4.2. Impacts could be mitigated by widening Pomerado Road. However, the four-lane major street classification of Pomerado Road was downgraded to a two-lane collector on October 26, 1993 via Resolution R-282903., Therefore, although the project would result in both direct and cumulative street segment and intersection impacts, mitigation is not considered feasible given the City Council action. Impacts would, therefore, remain significant and unmitigated.</p> <p>I-3i The proposed Community Plan Amendment will not reduce facility fees, but redesignates the site Institutional (see response to comment I-2b). The City of San Diego collects impact fees from new development to assist in funding community-wide public facilities, as a means to offset new development's impact on infrastructure and public facilities. The project would be required to pay its Facilities Benefit Assessments (FBA) fees when building permits are issued.</p> <p>I-3j With respect to project impacts on the local roads, see response to comment I-3h.</p> <p>The project would not result in adverse effects on the existing open space. See response to comment I-3a.</p> <p>I-3k See response to comments I-3a, b, c, h, and j. In addition, the project would preserve and enhance open space south of Pomerado Road.</p> <p>I-4 See response to comment I-3f.</p> <p>I-5 EIR Section 4.7 addresses bulk and scale issues and more specifically Section 4.7.5 identifies the City's significance determination thresholds as they relate to bulk and scale. EIR Section 4.7.5 specifically</p>
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<p>on the adjoining scenic areas. These criteria are set forth in detail in the Design Element. Landscaping should emphasize eucalyptus trees and compatible species in order to maintain and enhance the existing forested character of the community.”</p> <p><i>Inconsistency: the scale and scope of the proposed project would clearly violate the Pomerado Rd/Carroll Canyon creek scenic resource; and removes significant portions of the eucalyptus stands to create a 43+ acre flat pad.</i></p> <p>Residential Element, Plan p. 24</p> <p>“The environmental analysis prepared in conjunction with the 1987 Amendment to include this area within the Scripps community identified a concern relative to hydrology and drainage. In order to avoid potential water quality impacts, site-specific analysis will be required as outlined in the Implementation Element.”</p> <p><i>Inconsistency: The density and intensity of the proposed project, with substantial building and paved surface coverage, with related automotive discharges, immediately adjacent the Carroll Canyon creek drainage, poses a significant hydrology water-rate runoff and water quality issue, incompatible with this drainage course and its visual as well as water quality.</i></p> <p>Commercial and Industrial Elements</p> <p><i>[Comment: This commentary does not detail the Commercial or Industrial sections of the Community Plan. However, should an attempt be made to argue that the proposed project is “commercial” or “industrial,” additional commentary will be provided to demonstrate the incompatibility of the proposed project with these elements of the Community Plan.]</i></p> <p>Parks, Recreation and Open Space Element, Objectives, Plan pp. 35 and 36</p> <p>“In order to PROVIDE A WELL BALANCED AND AESTHETICALLY PLEASING SYSTEM OF OPEN SPACE AND RECREATIONAL FACILITIES AND OPPORTUNITIES, the following objectives have been selected to meet this goal.</p> <ul style="list-style-type: none"> • Assure continuation of the open space network throughout the planning area to permit walking between various community facilities and areas, including schools, parks, and residential, commercial, industrial and institutional developments. <p><i>Inconsistency: The proposed project would violate the passive open space corridor in the Community Plan along Pomerado Road/Carroll Canyon creek.</i></p> <ul style="list-style-type: none"> • Guarantee that open space areas are easily accessible to residents and include usable recreation areas which permit such uses as hiking and picnicking. <p><i>Inconsistency: Both visual and traffic-access barriers to the community open space on the south side of Pomerado Road would be created by the proposed project.]</i></p> <ul style="list-style-type: none"> • Provide desirable topographic open space buffers as needed between disparate elements of the community. <p><i>Inconsistency: The scale and scope of the proposed project would overcome the intent and ability to provide visual buffers.</i></p> <p style="text-align: right;">pg. 4</p>	<p>I-5 cont.</p> <p>I-5 cont.</p> <p>I-6</p> <p>I-7</p> <p>I-8a</p> <p>I-8b</p> <p>I-8c</p> <p>I-7</p> <p>I-8a</p>	<p>I-5 cont. describes the project’s compliance with the bulk and scale regulations and building heights as they relate to the community plan. The project would not result in significant impacts relating to scenic resources.</p> <p>With respect to the removal of the eucalyptus trees, see response to comment I-3b.</p> <p>As discussed in EIR Section 4.7.7.1, the project design does not include mass terracing of natural slopes with cut or fill slopes to construct flat-pad structures.</p> <p>I-6 A site-specific drainage study for the project was prepared by Latitude 33 Planning and Engineering (2014), and is included in its entirety as Appendix P of the EIR.</p> <p>As discussed in EIR Section 8.2, the project has been designed to ensure runoff rates are controlled to existing condition levels and that drainage patterns are maintained. The project would include private storm drain facilities that would collect runoff and outlet it into the existing natural drainage creek adjacent to Pomerado Road. On-site runoff would be collected in private storm drain facilities that would route to water quality and hydromodification program compliant basins prior to discharging into the existing natural drainage creek adjacent to Pomerado Road. As described in Section 4.1.5.1 of the EIR, the project would comply with the MSCP Land Use Adjacency Guidelines for drainage and would not result in significant water quality impacts to Carroll Canyon Creek.</p> <p>A water quality technical report for the project was prepared by Latitude 33 Planning and Engineering (2015), and is included as Appendix R of the EIR. The water quality technical report evaluates potential water quality impacts to downstream waters and prescribes measures which would be incorporated into the project to reduce those impacts. As discussed in EIR Section 8.3 the project would comply with all applicable federal, state, and local water quality standards through adherence to the City’s Storm Water Standards. With implementation of the proposed BMPs, the project would not have a significant effect on water quality.</p> <p>I-7 Comment noted.</p> <p>I-8a The open space corridor along Pomerado Road and Carroll Canyon Creek would be preserved in its existing condition. The project does not</p>
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	<p>I-8a cont. propose to encroach into the corridor along Pomerado Road. See response to comment I-3c.</p> <p>I-8b See response to comment I-3 a. As noted, the passive open space corridor along Pomerado Road and Carroll Canyon Creek would be preserved in its existing condition. As detailed in EIR Section 4.1.5.3b, the project will be required to provide barriers (e.g., non-invasive vegetation; rocks/boulders; 6-foot-high, vinyl-coated, chain-link or equivalent fences/walls; and/or signage) along the MHPA boundaries to direct public access to appropriate locations, reduce domestic animal predation, protect wildlife in the preserve, and provide adequate noise reduction where needed. Through this measure the open space would be protected from additional pedestrian traffic.</p> <p>I-8c See response to comment I-3c.</p>
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<p>• Require developers to set aside at least 25 percent of the total project area for designation as park and/or open space.</p> <p><i>Inconsistency: it is only because the front 400 ft. of this site is mandated to remain open as drainage and environmental open area, that this proposal can massively grade, pave, and place building footprints on the rest of the site. Even with this, the proposed project does not achieve 25% open space set-aside.</i></p> <p>• Maximize preservation of existing mature eucalyptus groves, natural slopes and major canyons through careful siting of roadways and structures.</p> <p><i>Inconsistency: the proposed project would impact the forested grove and natural drainage canyon along Pomerado Road, and require massive grading and removal of landforms and plant life.</i></p> <p>• Forest open space areas not adjoining Miramar Reservoir at a minimum of 100 eucalyptus trees per acre, thereby expanding the unique and valued eucalyptus environment of this community.</p> <p><i>Inconsistency: again, the scale and scope of the proposed project is inconsistent with the desire to preserve the forested and open space environment along Pomerado Road and the creek.</i></p> <p>• Preserve and enhance the valued natural resources of the Scripps Miramar Ranch community: hills, trees, water resources, Miramar Reservoir, Carroll Canyon and subsidiary canyons. Designate the park site located adjacent to the eastern end of the Miramar Reservoir for passive neighborhood park use, and use the 17-acre site south of Pomerado Road in Carroll Canyon, on property adjacent to the United States International University campus and owned by the university, for Resource-Based Park use.</p> <p><i>Inconsistency: again, same incompatibility of the proposed project.</i></p> <p>• Support preservation of wildlife preserves, historical structures and bodies of water, all of which enhance this community.</p> <p><i>Inconsistency: Incompatibility of the proposed project with Carroll Canyon creek and the designated open space corridor along Pomerado Road, in terms of not only visual impact and community character, but traffic impacts, air and water-runoff quality impacts on this open space and its biological environmental integrity.</i></p> <p>• Preserve Carroll Canyon in its present state and encourage its inclusion in the open space network.</p> <p><i>Inconsistency: same incompatibility of the proposed project.</i></p> <p>• Permit equestrian use of open spaces south of Pomerado Road.</p> <p><i>Inconsistency: the desire for safe equestrian access and use would be impacted by the traffic and safety hazards increased by the proposed project.]</i></p> <p>Parks, Recreation and Open Space Element, Objectives, Plan p. 41</p> <p>“A smaller, natural resource-based park is recommended for a 17-acre site south of Pomerado Road in Carroll Canyon on property adjacent to the United States International University Campus and owned by the university. This site is located in a creek bottom, six or more feet below the adjacent street level, and contains distinctive natural features and significant tree groupings. Several sensitive plant species may occur on or near this site, two of which, <i>Manardell linoides bimineia</i> (Poway Rock Mint) and</p>	<p>I-8d See responses to comments I-3a, b, and c, and I-9.</p> <p>I-8e See response to comment I-3a.</p> <p>I-8f See responses to comments I-3a, I-3b, and I-3c.</p> <p>I-8g The project will dedicate a total of 9.90 acres of land as resource-based open space to the MHPA via a conservation easement. As a result of this, the project is compatible with the goal to preserve on-site natural resources.</p> <p>I-8h See also responses to comments I-3a, I-3b, and I-3c. After a boundary line adjustment, the total MHPA land on-site would total 9.90 acres. The proposed MHPA boundary line adjustment would be beneficial to the overall MHPA preserve at this location due to an increase in Tier II habitat and acreage of preserved land. Additionally, impacts to 0.17 acre of streambeds located within the project site would be mitigated through the creation of a minimum of 0.34 acre of wetlands habitat outside the grading limits, thereby increasing wetland habitat on the project site. See responses to comments I-3a, I-3d, I-3e, and I-6.</p> <p>I-8i See responses to comments I-3a and I-8g.</p> <p>I-8j The project would not result in any safety hazards to equestrian use of existing recreational facilities. As discussed in EIR Section 4.2.7, the project would not interfere with the corridor along Pomerado Road that allows for pedestrian, bicycle, and equestrian use adjacent to Carroll Canyon Creek and no safety hazards would occur.</p> <p>I-9 As discussed in EIR Section 4.3.1.4, neither of the plant species identified in the comment occur within the project site.</p> <p>No development is proposed within the area identified in the comment. The open space located south of Pomerado Road and north of the project’s grading footprint would be preserved. With the proposed MHPA boundary line adjustment, 1.87 acres would be removed from the MHPA and 7.46 acres of land would be preserved as MSCP land via a Covenant of Easement. As a result of this on-site land exchange, the MHPA land on-site would total 9.90 acres. The proposed MHPA boundary line adjustment would be beneficial to the overall MHPA preserve at this location due to an increase in Tier II habitat and acreage of preserved land. This would include the preservation and dedication of 5.49 acres of eucalyptus woodland.</p>
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<p><i>Acanthaminta ilicifolia</i> (Thornmint) are on the state endangered species list. It is probable that development of facilities, such as athletic fields, in this area would result in significant environmental impacts. Therefore, the construction of facilities or the disturbance of natural features is strongly discouraged. Improvements, if any, should not impair the resources that justify the establishment of this site as a resource-based park.”</p> <p>Inconsistency: <i>It is obvious that the scale, intensity and land-use coverage required by the proposed CLC project has the potential for significantly impairing this Carroll Canyon creek open space, and the greater open space corridor designated in the Community Plan along Pomerado Road.</i></p> <p>School Element, Objectives, Plan p. 43</p> <p>“Promote quality educational and cultural opportunities through greater community interaction with local education institutions.”</p> <p>Inconsistency: <i>The approval of Marshall Middle School south of Pomerado Road adjacent to Alliant University was, significantly, supported by the intent of interaction of school children in the Middle School with the immediately adjacent university. This intended interaction, consistent with the above Plan policy statement, would be diminished through the proposed project, e.g. the loss of University recreation space which is shared with the community.</i></p> <p>School Element, Proposals, Plan p. 44</p> <ul style="list-style-type: none"> • “All school facilities in Scripps Ranch should be utilized to their fullest extent. In addition to regular daytime classes, evening use for adult education, group meetings and other community needs should be encouraged. <p>Inconsistency: <i>Reduction in the area and facilities of the Alliant University with its community-serving aspects would result from the proposed project.</i></p> <ul style="list-style-type: none"> • Further development of United States International University and the University of California should consider the character and needs of the Scripps Miramar Ranch community. Cooperation in planning of facilities and activities for these institutions and the community is strongly urged.” <p>Inconsistency: <i>Again, Alliant University is a substantially integrated land use of the Community Plan. The proposed CLC project diminishes this use contrary to the Community Plan intent.]</i></p> <p>Public Facilities and Services Element. Plan pp. 45 - 47</p> <p>Inconsistency: <i>The accessibility of public safety police and fire services throughout the Scripps Miramar Ranch Community will be impaired by significantly increased traffic congestion created by the proposed CLC project at the key mid-point of Pomerado Road. This would be especially an impairment during a community-wide emergency situation such as wildfires, or an earthquake scenario.</i></p> <p>Transportation Element, Objectives, Plan p. 49</p> <p>“The goal of this element is to PROVIDE AN EFFICIENT AND AESTHETICALLY PLEASING TRANSPORTATION SYSTEM FOR VEHICULAR, BICYCLE, EQUESTRIAN AND PEDESTRIAN TRAFFIC WITHIN THE COMMUNITY AND TO THE GREATER METROPOLITAN AREA. Realization of this goal depends upon identification and</p>	<p>I-9 cont. See also response to comment I-8g.</p> <p>I-10a The project would not result in the loss of University recreation space. See response to comment I-3f.</p> <p>I-10b See response to comment I-3f.</p> <p>I-10c See response to comment I-3f.</p> <p>I-11 The project would not result in impairment during a community-wide emergency situation. EIR Section 4.8.5.1 discusses whether the project would impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. As stated therein, internal project roadways and a fire lane would be constructed per the City Fire Rescue Standards and would provide adequate site access. The main fire and emergency access road would be Chabad Center Driveway. An additional fire access road would be provided at the end of the cul-de-sac at the northwest corner of the project site connecting to the neighboring Alliant International University property. Overall, a San Diego Emergency Plan, including an Evacuation Annex, is in place to provide for the effective mobilization of all the resources of San Diego. The project would not impair implementation of, or physically interfere with, the San Diego Emergency Plan. Through this design, the project would provide adequate evacuation routes, and impacts associated with emergency evacuation would be less than significant.</p> <p>I-12a Due to the nature of age-restricted housing, the project is anticipated to generate a minimal amount of bicyclists.</p>
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<p>successful implementation of more specific objectives outlined below. By emphasizing efficiency, as well as diversity within the Scripps Miramar Ranch circulation system, these objectives provide a more complete answer to residents' transportation needs than presently exists in the community. <i>Inconsistency: as noted below and throughout this piece, the traffic impairment created by the proposed project would be inconsistent with the overall goal of an efficient, safe multi-modal community transportation/circulation system, and impair emergency-situation ingress and egress.]</i></p> <p>• Alleviate current traffic congestion and prevent chronic congestion in the future, particularly for access to and from I-15. <i>Inconsistency: the proposed project would be directly contrary to this key circulation objective, by creating more congestion and impaired movement along this key I-15 access routes.</i></p> <p>• Preserve and enhance the forested and hilly character of the community. Provide low-maintenance landscaping along roadways, wherever appropriate, which emphasizes the use of eucalyptus trees. <i>Inconsistency: as noted above, the proposed project is inconsistent with this objective.</i></p> <p>• Provide a continuous pedestrian, equestrian and bicycle system throughout the community in conjunction with open space areas, minimizing conflicts with vehicular traffic patterns. <i>Inconsistency: Conflicts would be increased, not minimized, by the proposed project.</i></p> <p>• Encourage and facilitate the use of public transit, carpools and bicycles within and outside the community in conjunction with ongoing citywide programs. <i>Inconsistency: the accessibility of public transit would be impaired by the congestion created by the proposed project.</i></p> <p>• Provide adequate access to all community resources and areas, with an emphasis on safety, aesthetics and integration of facilities. <i>Inconsistency: Integration and safety of modes of transportation, pointedly pedestrian and bicycle access to and from Marshall Middle School, would be impaired, not maintained or improved, by the traffic congestion created by the proposed project.]</i></p> <p>• Minimize the number of driveways opening onto four-lane streets and Pomerado Road. <i>Inconsistency: The creation of substantially more traffic on Pomerado Road is inconsistent with the intent of this objective.</i></p> <p>• Accommodate transportation needs for United States International University and the University of California at San Diego. <i>Inconsistency: Again, the existing Community Plan integrates the specific university land use. The amount, type, and pattern of traffic created by the proposed project complex would be entirely different from that of the university use, and with the impact of comparative residential development.</i></p> <p>Transportation Element, Forecast of Community Circulation Needs, Plan p. 50</p>	<p>I-12a cont.</p> <p>I-12b</p> <p>I-12c</p> <p>I-12d</p> <p>I-12e</p> <p>I-12f</p> <p>I-12g</p> <p>I-12h</p> <p>I-13a</p>	<p>I-12a cont. As discussed in EIR Section 4.2, the project is providing shuttles for shopping, doctor visits, and activities to residents throughout the week to reduce peak hour traffic in the community. As discussed in EIR Section 4.2.6.1, the project will be scheduling work shifts outside peak hours to the extent possible to further reduce impacts. These unique characteristics of the project help achieve the goals and objectives of the transportation element in the SMRCP.</p> <p>The project would not result in an impact nor impair emergency ingress and egress. In order to address major emergency events requiring evacuation, the project would be designed in accordance with applicable safety standards, including the preparation of a site-specific emergency evacuation plan. The project also provides adequate fire and emergency access roads via both Chabad Center Driveway and an additional fire access road at the northwest corner of the project site. See EIR Section 4.8.5.1 and response to comment I-11.</p> <p>I-12b See response to comment I-3h.</p> <p>I-12c The project incorporates water conservation design principles. The project utilizes low-maintenance landscaping along the slopes facing the MHPA area and Pomerado Road. Trees planted along this slope include the California live oak and California sycamore, which are native to the region, and provide large heights and canopy spread. This strategy creates a continuous forested area, complementing and enhancing the community's natural environment along the southern edge of Pomerado Road, as well as creating a visual buffer between Pomerado Road, the MHPA's existing eucalyptus woodland, coastal sage scrub and chaparral, and the project's buildings.</p> <p>I-12d The project would not interfere with the corridor along Pomerado Road that allows for pedestrian, bicycle, and equestrian use adjacent to Carroll Canyon Creek. See response to comment I-8j.</p> <p>I-12e As discussed in EIR Section 4.2.6, the project would not impact existing or planned transportation systems. The project would not result in a substantial impact to existing or planned transportation systems because project residents and staff would likely travel during non-peak hours and the project would provide shuttle services. See also response to comment I-12a.</p> <p>Additionally, no MTS routes currently serve Pomerado Road. The closest bus</p>
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	<p>I-12f Pedestrian walkways would be incorporated into the project design to provide connections between on-site and off-site uses. Class II bike lanes are provided on both sides of Pomerado Road which is accessible from Chabad Center Driveway. Therefore, project area multi-modal transportation is enhanced and not impaired by the project. See also response to comment I-8j.</p> <p>I-12g Project access is provided on Chabad Center Driveway, which is an existing two-lane roadway. Additional driveways are not planned by the project on Pomerado Road which is consistent with the MMRP to minimize the number of driveways onto four-lane streets and Pomerado Road. An additional emergency access road would be provided at the end of the cul-de-sac at the northwest corner of the project site connecting to the neighboring Alliant International University property and Avenue of Nations.</p> <p>I-12h With respect to proposed land uses within the Alliant International University plan, see response to comment I-3f.</p> <p>The traffic study assumed University traffic based on the Series 11 Community Plan Travel Forecast in the base Year 2030 condition. Traffic from the project was then added to the base Year 2030 volumes to derive the Year 2030 With Project scenario which represents a worst case analysis. Although traffic generated by the project would be different than the University traffic, both land uses were included in the Year 2030 With Project analysis of the traffic study to be conservative.</p> <p>I-13a Overall, the project is consistent with the land use plan and land use designation of Institutional and Public and Semi-Public facilities. See response to comment I-3h for a response to the issue regarding the project's traffic impacts.</p>
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<p><i>Inconsistency:</i> This is a fundamentally important section of the Community Plan related to the incompatibility of the proposed CLC project. State planning law requires internal consistency between elements of a plan, notably, between land use and circulation/transportation elements. The proposed auto trip generation to be created by the proposed project poses a fundamental incompatibility between the Community Plan land use and circulation elements.</p> <p>“By using the land use elements of this Plan, the adopted Mira Mesa Community Plan, proposed land use and SANDAG population projections for surrounding areas, it is possible to project future travel demands and road network needs. Several alternative land uses were suggested and considered for the Scripps Miramar Ranch community, however, the feasible alternatives were limited by a number of factors other than travel considerations and their effect on alternative road networks was minor.</p> <p><i>Inconsistency:</i> the proposed project would create a fundamental imbalance between planned land uses and circulation capacity, requiring a wholesale Community Plan amendment, of doubtful approval.</p> <p>There are two major areas of potential growth which could affect the traffic loads traveling through the community: 1,700 homes in the northeast portion of the planning area and 1,200 homes south of Pomerado Road. The remaining development will occur in the northwest portion of the planning area and will probably use Mira Mesa Boulevard for primary access to and from the community.</p> <p><i>Inconsistency:</i> the proposed project would inject another, unplanned element of growth and traffic generation, incompatible with the Community Plan, and well, well beyond the planned amount of traffic generation on the subject site.</p> <p>Based on the Average Daily Trip (ADT) projections for the planning area, this community needs three four-lane streets with direct access to I-15. These would logically be at Pomerado Road, Carroll Canyon Road and Mira Mesa Boulevard. Together these three routes could efficiently and safely handle the community’s traffic needs. However, the Scripps Miramar Ranch Planning Board strongly opposes widening of Pomerado Road from two to four lanes. Current levels of traffic congestion are acceptable to the community in order to retain Pomerado Road as a two-lane major street. Community representatives want Pomerado Road to remain as a two-lane street in the future, accepting estimated level-of-service at build out of E or F for Pomerado Road where it intersects with Willow Creek Road, Scripps Ranch Boulevard, Avenida Magnifica and Scripps Poway Parkway. These levels of service are considered preferable to a four-lane future classification for Pomerado Road.</p> <p><i>Inconsistency:</i> by creating additional traffic generation and congestion along the key Pomerado Road artery, the proposed project would not only be fundamentally incompatible with the intent for this artery; it would also divert traffic congestion to the other key community traffic arteries, creating significant circulation/traffic impact, and the whole range of safety and environmental air quality/other environmental concerns, along all of these key access corridors.</p> <p>Recent years have shown a tremendous increase in the need for safe and convenient bicycle and pedestrian trails. It is assumed that demand for these systems will increase with the community’s population.</p> <p><i>Inconsistency:</i> Bicycle and pedestrian access and safety would be compromised by the proposed project, notably, to and from Marshall Middle School and Chabad.</p> <p style="text-align: right;">pg. 8</p>	<p>I-13a cont.</p> <p>I-13b</p> <p>I-13c</p> <p>I-13d</p> <p>I-13e</p> <p>I-13b The project proposes a Community Plan Amendment. See response to comment I-2b.</p> <p>I-13c Whether the project would result in substantial unplanned growth in the area is discussed in EIR Section 6.0. As discussed therein, implementation of the project would not significantly alter the planned location, distribution, or growth of the population in the area because it would likely serve residents already living in the region (EIR Section 6.1). See also response to comment I-3f regarding the land uses proposed in the existing Alliant International University CUP.</p> <p>I-13d As disclosed in EIR Section 4.2, the project would result in significant unmitigated traffic impacts along Pomerado Road. Impacts resulting from increased traffic generated by the project could be reduced by widening Pomerado Road to four lanes; however, this mitigation is considered in-feasible as discussed in response to comment I-3h.</p> <p>The project is providing shuttle service for use by the project residents in order to reduce peak hour project traffic. As discussed in EIR Section 4.2.6.1, to the extent possible, project staff would be scheduled to arrive and depart outside of peak hours to further reduce congestion. For these reasons, it is anticipated that a minor amount of project traffic would be diverted from Pomerado Road to Carroll Canyon Road or Mira Mesa Boulevard.</p> <p>With respect to project impacts associated with traffic safety and air quality, see responses to comments I-8j and I-8h.</p> <p>I-13e See response to comment I-12f.</p>
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The demand for public transit has also grown as traffic congestion and gasoline prices increase. However, this demand can be satisfied only by responsive service to the community. This Plan anticipates a growing need for convenient service to and from key employment, commercial and recreational areas in the metropolitan area, as well as better service to the Mira Mesa area."

Inconsistency: access to public transit from the Scripps Ranch community would be impaired by the congestion created by the proposed project.

Transportation Element, Proposals, Plan pp. 51 and 52

"Transportation plans for the Scripps Miramar Ranch community must coincide with the existing community and public agency plans cited above.

Inconsistency: as noted, the proposed project is not consistent with the land use provisions of the Community Plan, throwing the project in conflict with the Transportation Element as well.

I-15 Interchanges

Based on the projected average daily traffic for the planning area, three interchanges providing access to I-15 are required for efficient movement of traffic in and out of Scripps Ranch. Each interchange should serve a four-lane roadway. Previous plans have designated Pomerado Road, Carroll Canyon Road and Mira Mesa Boulevard for this purpose. *Inconsistency: The community circulation system is an interdependent whole. Impacts above and beyond plan capacity will not only affect the Pomerado Road area; it will impact the entire community and the other two major ingress/egress corridors as well.*

Pomerado Road

Pomerado Road within the present boundaries of Scripps Miramar Ranch should remain as a two-lane road with bike lanes. Improvement of Pomerado Road to four lanes between Scripps Ranch Boulevard and Spring Canyon Road is not advocated by this Plan. *Inconsistency: The increased traffic impacts of the proposed CLC project would mandate violation of this directive of the Community Plan.]*

Pomerado Road is classified as a contingency only four-lane street in the General Plan. In 1985, the road was improved from I-15 to east of Semillon Boulevard. These improvements consisted of two lanes and two Class II bikeways allowed on the street. Pomerado Road within the present boundaries of Scripps Ranch should remain as a two-lane road with two bike lanes, unless or until the City Council directs that the roadway be improved to a four-lane major road, as designated in the General Plan.

Improvement of Pomerado Road to four lanes between Scripps Ranch Boulevard and Spring Canyon Road is not advocated by this Plan and widening of this roadway should only be considered if Pomerado Road is widened to the northeast of the planning area. Further, before the Council takes any action on increasing the size of Pomerado Road from two lanes to four lanes, there must first be an advisory vote or referendum conducted by the City, at City expense, in the Scripps Ranch community.

Inconsistency: Adding to the above observations, it is clear that a public vote would be required to violate or remove this provision of the Plan.

In designing this roadway, preservation of mature trees and significant biological resources and the creation of two meandering, country-like roads should be stressed. Plans should also include bike paths,

I-13f

I-14a

I-14b

I-14c

I-14d

I-14e

I-13f As described in EIR Section 4.2, Traffic Circulation, the project would not interfere with the bicycle and pedestrian corridor along Pomerado Road. See response to comment I-12e. .

In addition, the nearest Metropolitan Transit System (MTS) bus stop is at Willow Creek Road and Aviary Drive, approximately one mile from the project site.

I-14a See response to comment I-3h.

I-14b As discussed in EIR Section 4.2, the project would not result in a significant impact to the I-15/Pomerado Road interchange. Carroll Canyon Road and Mira Mesa Boulevard are outside the project's study area consistent with the City of San Diego, Traffic Impact Study Manual, July 1998. Therefore, the I-15 interchanges at Carroll Canyon Road and Mira Mesa Boulevard are not included in the Traffic Study. Based on project traffic assumed to travel on I-15, project traffic at these two interchanges would be considered minimal (approximately seven AM peak trips at Carroll Canyon Road and Mira Mesa Boulevard.) and would not be expected to cause a significant impact.

I-14c See response to comment I-3h.

I-14d Comment noted. The EIR acknowledges the City Council action in 1993 to downgrade the classification of Pomerado Road from four-lane major to two-lane collector and improvements to Pomerado Road to four lanes are not proposed.

I-14e See responses to comments I-3b and I-3c.

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<p>equestrian trails, and pedestrian routes along Pomerado Road, preferably in the open space of Carroll Canyon.”</p> <p><i>Inconsistency: as noted multiple times above, the proposed CLC project would impact the mature tree forest and biological resources along Carroll Canyon creek.</i></p> <p>Transportation Element, Design Objectives, Plan p. 54</p> <p>• Maintain and enhance the rural, forested character of the community.</p> <p><i>Inconsistency: the project is incompatible with this community character, as discussed below under Visual Quality/Neighborhood Character/Landform Alteration.</i></p> <p>• Support the concepts of hillside preservation and design.</p> <p><i>Inconsistency: the project is a land-grading intensive proposal inconsistent with this directive of the Community Plan.</i></p> <p>• Preserve mature trees wherever possible.</p> <p><i>Inconsistency: again, the proposal is contrary to this Community Plan directive.</i></p> <p>• Minimize conflicts between vehicular and non-motorized traffic.</p> <p><i>Inconsistency: The proposed project would increase, not minimize, these conflicts.]</i></p> <p>Transportation Element, Public Transportation, Plan p. 54</p> <p>“This Plan supports the improvement of public transit service in the Scripps Ranch community and to the greater metropolitan area. Therefore, the following proposals are offered to accomplish this goal:</p> <p>• Encourage the development of frequent express bus service on I-15 transportation corridors and to major employment centers.</p> <p><i>Inconsistency: access to public transportation including bus service on the I-15 corridor would be impaired by the increased auto traffic congestion created by the CLC proposal.</i></p> <p>• Support citywide efforts to provide varied and efficient transportation modes. <i>Inconsistency: Community ability to connect to different transportation modes would be impaired by the proposed project.</i></p> <p>• Support construction of a park-and-ride facility near the Mira Mesa Boulevard interchange with I-15.</p> <p><i>Inconsistency: Again, community access to this park-and-ride facility would be impaired by the proposed project.</i></p> <p>• Encourage use of short haul bus service to Mira Mesa and expanded shuttle service to include all areas as the Scripps Ranch community grows.”</p> <p><i>Inconsistency: Again, access to the Mira Mesa area would be impaired by the CLC proposal. Access through the community would also be impaired.</i></p> <p>Transportation Element, Non-Motorized Transportation, Plan pp. 54 and 56</p>	<p>I-14e cont.</p> <p>I-15a I-15a See responses to comments I-3a, I-3b, and I-3c.</p> <p>I-15b I-15b As described in EIR Section 4.7.7.1, the project is consistent with the City’s Steep Hillside Guidelines. See response to comment E-3a and E-3b.</p> <p>I-15c I-15c See response to comment I-3b.</p> <p>I-15d I-15d See response to comment I-8j.</p> <p>I-16a I-16a See responses to comments I-12e and I-12f.</p> <p>I-16b I-16b See response to comment I-12e.</p> <p>I-16c I-16c See response to comment I-12e.</p> <p>I-16d I-16d If the commenter is referring to traffic impacts associated with the project, see response to comment I-13-d. If the commenter is referring to emergency access issues, see responses to comments I-11 and I-12a.</p> <p>I-17a I-17a As described in EIR Section 4.2, the project would not interfere with the bicycle and pedestrian corridor along Pomerado Road which allows for use along Carroll Canyon Creek. See responses to comments I-8j and I-12f.</p>
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<p>"Pedestrians, bicyclists and equestrian enthusiasts can be accommodated by implementation of the following proposals and the criteria set forth in the Design Element:</p> <ul style="list-style-type: none"> • Provide safe, accessible pathways and/or sidewalks through open spaces and public utility easements and along roadways. <p><i>Inconsistency: the proposed project would decrease the access, efficacy and safety of pedestrian access along and crossing the Pomerado Road corridor.</i></p> <ul style="list-style-type: none"> • Provide bikeways in accordance with Figure 16. Allow bicycles in the parking strip and on sidewalks in all residential areas. <p><i>Inconsistency: the Community Plan's bicycle bikeway along Pomerado Road would be impaired by the proposal.</i></p> <ul style="list-style-type: none"> • Include a system of bridle trails throughout the community which will connect with the countywide riding system." <p><i>Inconsistency: the safety and efficacy of equestrian access along and crossing the Pomerado Road corridor would be impaired by the proposal.</i></p> <p>Community Environment Element, Objectives, Plan p. 57</p> <p>"On behalf of Scripps Miramar Ranch residents and the greater San Diego community" this Plan seeks to ENSURE A DESIRABLE, HEALTHFUL AND COMFORTABLE LIVING AND WORKING ENVIRONMENT FOR SCRIPPS MIRAMAR RANCH WHILE PRESERVING THE COMMUNITY'S VALUABLE NATURAL RESOURCES AND AMENITIES. To this end the following objectives have been adopted.</p> <ul style="list-style-type: none"> • Encourage types and patterns of development which minimize the problems of air and water pollution, natural fire hazards, soil erosion, siltation, slope instability, flooding and severe hillside cutting and scarring. <p><i>Inconsistency: the proposed CLC project would increase, not decrease, air and water runoff pollution; would complicate and exacerbate fire response and evacuation; and would require substantial hillside scarring south of Pomerado Road.</i></p> <ul style="list-style-type: none"> • Permit only compatible land uses within and adjacent to recreation areas, open spaces, Carroll Canyon and Miramar Reservoir. <p><i>Inconsistency: the highly intense of the proposed project is incompatible with the open space and Carroll Canyon creek drainage south of Pomerado Road.</i></p> <ul style="list-style-type: none"> • Encourage preservation of significant natural features of the area, such as Carroll Canyon, and avoid creation of a totally urbanized landscape. <p><i>Inconsistency: Again, the proposed intensive and region-serving project is inconsistent with this Plan directive.</i></p> <p style="text-align: right;">pg. 11</p>	<p>I-17a cont.</p> <p>I-17b</p> <p>I-17c</p> <p>I-18a</p> <p>I-18b</p> <p>I-18c</p>	<p>I-17b See response to comment I-12e.</p> <p>I-17c See response to comment I-8j.</p> <p>I-18a For a discussion of the project's impacts associated with air quality, water quality, fire and evacuation, and hillside grading, see responses to comments I-6, I-8h, I-11 and I-12a.</p> <p>I-18b The project includes mitigation measure LAND-2 which requires the project to show consistency with the City's MSCP MHPA Land Use Adjacency Guidelines. See EIR Section 4.1.5.3 for details of the measure. See also response to comment I-9.</p> <p>I-18c See responses to comment I-3a, b, c regarding the project's preservation of natural features and viewscapes.</p>
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<p>• Minimize visual impacts associated with land uses in and around Carroll Canyon and Miramar Reservoir. <i>Inconsistency: again, the project would create inconsistent visual impact along the Carroll Canyon/Pomerado corridor as discussed herein.</i></p> <p>• Maximize the utility of open spaces as wildlife habitat by creating contiguous open space systems. <i>[Comment: the wildlife habitat function of the Carroll Canyon creek drainage would be degraded by the proposed project and its water runoff.]</i></p> <p>• Preserve the habitats of sensitive and/or critical biological resources. <i>Inconsistency: same observation.</i></p> <p>• Support the reduction or elimination of aircraft and motor noise and potential safety and environmental hazards. <i>Inconsistency: Automobile traffic noise would increase, not decrease, from the proposed project. Environmental hazards would be elevated.</i></p> <p>Community Environment Element, Proposals, Plan pp. 58 and 59</p> <p>“• Land use should be regulated so that development respects, conserves and enhances the natural environment, especially steeply sloping areas. This proposal can be implemented by Hillside Review (HR) overlay zoning on all slopes in excess of 25 percent, Planned Residential Developments, and M-IP zoning. <i>Inconsistency: the proposed project would provide massive unnatural grading and land use of intensity contrary to the intent of this directive.</i></p> <p>• Development adjoining the University of California’s biological reserve should be sited so as to minimize impacts to the reserve. <i>Inconsistency: the proposal would increase potential impacts to adjacent open space and preserve areas that are not disclosed in the DEIR.</i></p> <p>• Community identity within Scripps Miramar Ranch should be maintained and enhanced through the preservation and propagation of eucalyptus trees throughout development and open space areas. Development should minimize removal of mature eucalyptus trees by incorporating large lot design and Planned Residential Developments where appropriate. Landscaping in new developments should emphasize the use of eucalyptus species listed in Appendix B. When eucalyptus trees are desired in open space areas already covered with native vegetation, seedlings should be planted among the existing vegetation. As the seedlings mature, they will gradually displace the underlying chaparral association. This gradual transition will permit the relocation of wildlife and prevent the erosional impacts associated with large-scale removal of vegetation.” <i>Inconsistency: the intensity of the proposed project would decrease the prevailing tree forest identity along Pomerado Road, and impact the eucalyptus forest at this area by removal of significant stands of eucalyptus trees to create a flat pad for development.</i></p> <p style="text-align: right;">pg. 12</p>	<p>I-18d See responses to comments I-3a, I-3b, and I-3c regarding the reduction of visual impacts.</p> <p>I-18e See response to comment I-6.</p> <p>I-18f The primary goal of the MSCP Subarea Plan is to conserve viable populations of sensitive species and to conserve regional biodiversity while allowing for reasonable economic growth. As discussed in EIR Sections 4.3, the most sensitive on-site biological resources will be preserved within a passive open space corridor along Pomerado Road and Carroll Canyon Creek. This area will be preserved in its existing condition and preserved as MSCP land. The proposed MHPA boundary line adjustment would be beneficial to the overall MHPA preserve at this location due to an increase in Tier II habitat and acreage of preserved land. See response to comment I-9.</p> <p>I-18g Under the analysis methodology used in the evaluation of project noise impacts, a roadway noise impact would be considered significant if road noise increased 3 dB over existing noise levels. As discussed in EIR Section 4.4.3.1, the increase in traffic noise levels would range from 0.1 to 0.3 dB, Therefore, the project would result in a less than significant impact to existing ambient noise levels.</p> <p>I-19a See responses to comments E-3a and I-38d regarding hillside grading and response to comment I-3a regarding land use intensity mitigation.</p> <p>I-19b As discussed in EIR Section 4.3, the project would not result in significant impacts to the adjacent open space. See responses to comments I-9 and I-18b.</p> <p>I-19c See responses to comments I-5.</p>
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<p>Social Needs Element, Proposals, USIU, Plan p. 61</p> <p>Comment: <i>The nature of USIU/now Alliant University is so entwined within the fabric of the Scripps Miramar Ranch Community Plan, that the following entire segment is devoted to how the university and community should relate to each other. It is impossible to substitute the proposed project and diminish the area and uses of the university and maintain Community Plan consistency.</i></p> <p>United States International University (USIU)</p> <p>The presence of the San Diego campus of USIU in the Scripps Miramar Ranch planning area is a unique asset to the community and more effort should be expended in expanding interaction between the university and the residential community. The university is strongly encouraged to provide monthly input to the Scripps Ranch Civic Association (SRCA) Newsletter publicizing the availability of facilities and events of public interest, such as the Friends of the Library program, athletic, musical, theatrical and art events, the student job placement office, classes, speakers and debates of public interest. USIU should be encouraged to send student representatives to Scripps Ranch Civic Association meetings to improve communication between the school and community.</p> <p>Inconsistency: <i>this directive illustrates how, within the Community Plan, the university is woven into the fabric of the community. Again, the proposed project will diminish this institution.</i></p> <p>International students at the university should be invited to participate in geography, social studies and cultural programs at the elementary schools. Programs involving physical education and recreation management students in the backyard swim and school physical education programs, athletic leagues and recreational activities at Scripps Ranch schools and parks should be encouraged. Likewise, joint theatrical and musical programs with the elementary schools and USIU School of Performing Arts students should be investigated for the benefit of both the university students and the Scripps Ranch youth.</p> <p>Inconsistency: <i>The approval of Marshall Middle School was substantially predicated on its interaction with Alliant University. This includes the availability of athletic fields, which will be lost through this proposal.</i></p> <p>Social interaction between students, especially international, and the residents of the community should be expanded. This will serve to broaden the horizons of the individual residents and give the students a picture of one section of American life.</p> <p>Inconsistency: <i>Again, diminished by the proposed CLC project].</i></p> <p>Design Element, Purpose and Intent, Plan p. 65</p> <p>The purpose of this element is to ENSURE THAT FUTURE DEVELOPMENT WITHIN SCRIPPS MIRAMAR RANCH WILL PROMOTE A POSITIVE COMMUNITY IDENTITY, ALLOW FOR REASONABLE FREEDOM OF DESIGN EXPRESSION, AND MAINTAIN THE CHARACTER OF EXISTING DEVELOPMENT.</p> <p>Inconsistency: <i>the proposed project would be inconsistent with the existing community character as out of scale, overwhelming the existing community identity.</i></p> <p style="text-align: right;">pg 13</p>	<p>I-20a I-20a Comment noted.</p> <p>I-20b I-20b See response to comment I-3f.</p> <p>I-20c I-20c Marshall Middle School has its own sport fields and currently does not use the baseball field located on the project site. See response to comment I-3f.</p> <p>I-20d I-20d Comment noted.</p> <p>I-21a I-21a SMRCP Design Element Goals are addressed in EIR Table 4.1-1. EIR Section 4.7.6 provides a discussion of the project's impacts to neighborhood character. As discussed therein, the project would be compatible with the adjacent development in the project area. The project would provide architectural variation, and building materials would consist of natural materials with earth-tone colors. The overall landscape theme for the project would be an old ranch design with old stone walls, boulders, and tree groves. See response to comment I I-3c.</p>
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<p>• Protect environmental resources that are typically associated with hillsides, preserve significant public views of and from hillsides, and maintain a clear sense of natural hillside topography throughout the development of Scripps Miramar Ranch.</p> <p><i>Inconsistency: As noted again and again in the Community Plan, the community character and level of development are interwoven with the community's environmental resources along Pomerado Road/Carroll Canyon creek; these would be diminished by the proposed project.</i></p> <p>Design Element, Proposals, Plan pp. 66 - 73</p> <p>Open Space</p> <p>"The relationship between development and natural and man-made open space is the dominant feature of Scripps Miramar Ranch. The present open space systems should be expanded through the application of the following criteria and implementation of the proposals of this Plan's Parks, Recreation and Open Space Element."</p> <p><i>Inconsistency: The proposed project would diminish this dominant community character.</i></p> <p>"d. Carroll Canyon</p> <p>Disturbance of this important natural open space area should be limited to the absolute minimum required for public welfare and access. While an allowance for improvement of Pomerado Road is anticipated, design and these improvements should result in a "scenic roadway." Bridges rather than fills should be used for road crossings in the canyon bottom. Easements for equestrian trails should go along the canyon bottom. Passive recreation areas such as the proposed Resource-Based Park may be located here, but even these uses should respect the presence of rare and/or endangered plant species."</p> <p><i>Inconsistency: as noted above, the proposed CLC project is clearly inconsistent with and defies these directives related to the open space Carroll Canyon creek corridor.</i></p> <p>"2. Access and Utility</p> <p>Pedestrian access paths should be stressed within open spaces."</p> <p><i>Inconsistency: the CLC proposal would compromise the efficacy and safety of pedestrian access along the Pomerado Road corridor, notably, to and from the middle school and Chabad.</i></p> <p>Landform and Grading</p> <p>"The general criteria which apply to the design of landform and grading are as follows:</p> <p>• Development should relate to existing topographic and landscape features. The hill-valley relationship should be maintained and not obliterated. While hilltops and valleys may be graded to permit human settlement, the sense of distinctive landform should remain." <i>Inconsistency: the scale and intensity of the proposed CLC project is entirely inconsistent with this directive.] and in fact is total contradictory to the above. The proposed project totally destroys the hill/valley landforms, as further described below.</i></p> <p>Preservation of Eucalyptus Trees</p>		<p>I-21b I-21b See responses to comments I-3a, I-3b, and I-3c.</p> <p>I-22a I-22a SMRCP Design Element Goals relevant to the project are addressed in EIR Table 4.1-1. Community and visual character of the project is specifically discussed in EIR Section 4.7. As stated therein, the project would maintain the public's use of Carroll Canyon. See responses to comments I-3a, I-3b, and I-3c.</p> <p>I-22b I-22b See response to comment I-9.</p> <p>I-22c I-22c See response to comments I-12f and I-17.</p> <p>I-23 I-23 With respect to project's consistency with the City's Steep Hillside Guidelines see response to comment E-3a and E-3b.</p> <p>I-24 I-24 See responses to comments I-3a, I-3b, and I-3c.</p>
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<p>Important to the historical continuity and overall community design is the preservation of as many existing eucalyptus trees as possible.</p> <p><i>Inconsistency: the proposed project is inconsistent with this as well as the many related directives of the Community Plan, both in terms of probable direct impact to individual trees, both on the existing Alliant campus and along Pomerado Road, and in terms of the scale and intensity of the proposed project, overwhelming the existing forest character.</i></p> <p>Architectural Form and Character</p> <p>Scripps Miramar Ranch is essentially a residential community with a variety of housing and support facilities with peripheral industrial and commercial facilities.</p> <p><i>Inconsistency: the proposed project would violate this directive by creating a land use density/intensity inconsistent with this planned character.</i></p> <p>1. Site Relationships</p> <ul style="list-style-type: none"> • Masses of one structure should relate in a sympathetic manner to all neighboring structures. Architectural forms and treatments that are strongly identified as being the same when repeated should be avoided. <p><i>Inconsistency: The mass and intensity of the proposed project is inconsistent with the prevailing community character and the intent of the Community Plan.</i></p> <p>Plan Summary of Land Use Allocations, Plan pp. 78 and 79</p> <p><i>Comment: these pages present the comprehensive land use plan map and tabular listing of acres of types of uses planned. Note that Figure 19, page 78, the Land Use Plan map, specifically identifies USIU as a land use category, not some generalized "institutional" use; and per the above, both the character and operational details of the community are specifically related to this specific university use, including the traffic generation carrying-capacity of the community's streets system.</i></p> <p>Traffic/Circulation *****</p> <p>The DEIR's traffic/circulation assessments and conclusions, are based on a traffic assessment report dated April 12, 2013, a full two years before the release of the DEIR for public review and before the Notice of Preparation was released. Our comments on traffic/circulation upon the City's release of the Notice of Preparation were based on this now 2-year old study. Further, this traffic assessment study would have been based on data substantially older than the April 2013 date, making the validity of this data suspect this now 2 years later; clearly, without an effort to be responsive to our, or any other, comments on traffic/circulation submitted for the Notice of Preparation.</p> <p>As an example: the April 2013 traffic study relies on SANDAG Series 11 projections of regional/surrounding traffic generation. SANDAG's Series 11 itself was based on many years earlier land use and traffic inputs, e.g. "traffic forecasts shown here were completed in October 2007 in support of the 2007 2013 Regional Transportation Plan (RTP)." But, by October 2013, SANDAG Series 12 forecasts became available, "traffic forecasts shown here were completed in October 2013 in support of the 2011</p> <p style="text-align: right;">pg. 15</p>	<p>I-24 cont.</p> <p>I-25a</p> <p>I-25b</p> <p>I-26</p> <p>I-26</p> <p>I-26</p> <p>I-27</p> <p>I-25a The project would not result in an impact associated with its proposed density or intensity of uses. See response to comment I-2b as it relates to intended community plan use.</p> <p>As discussed in EIR Section 4.1.3.1, the project is consistent with the site's General Plan land use designation and its designated use in the SMRCP. While a CPA is proposed, it is to clarify the type of institutional use. See response to comment I-2b.</p> <p>As stated in Section 4.7, the project would not conflict with the height, bulk, and coverage regulation and would be consistent with the surrounding character of the site, including the maintenance of near-by eucalyptus trees and the integrity of surrounding visual resources. See also responses to comments I-3a, I-3b, and I-3c.</p> <p>I-25b See response to comment I-25a.</p> <p>I-26 It is noted that the project site is currently planned for use by Alliant International University. Use by a university is a type of institutional use. The project includes a CPA to redefine the allowable institutional use. See response to comment I-3f for a response to the issue related to the existing Alliant International University uses.</p> <p>I-27 As noted in the comment, the April 2013 Traffic Study relies on the San Diego Association of Governments (SANDAG) Series 11 Year 2030 daily traffic volumes and not on the Series 12 Year 2035 daily traffic volumes because the Series 12 was not available during the preparation of the Traffic Study. Based on a review of the Series 12 Year 2035 daily traffic volumes, the Series 11 Year 2030 daily traffic volumes are higher, i.e., more conservative, on studied segments of Pomerado Road compared to the Series 12 Year 2035 daily traffic volumes as 2035 is an interim year in the 2050 Regional Transportation Plan. Therefore, an updated analysis and Traffic Study is not necessary. Below is a comparison of the daily traffic volumes on Pomerado Road.</p>
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2050 Regional Transportation Plan (RTP).” See attached exhibits, SANDAG. Clearly, more recent and reasonably, accurate forecasts have been easily available for purposes of this DEIR, and it is incumbent on the City to require that re-assessment and analysis be done; given the substance of change, in a newly revised and re-circulated DEIR.

CEQA requires that all aspects of a project in an EIR be included in the description of the project, and assessment of potential impacts. Projects cannot be divided into sub-parts with one aspect covered in environmental assessment, and others not.

In this case, the project by necessity includes not just the proposed CLC development on the 53 acre site, but a substantial change to the existing conditional use permit master plan now covering the entire Alliant university property as a whole. This is barely mentioned in the DEIR, but not at all described in any way adequately for either public or decision-maker understanding, or for complete environmental assessment.

The DEIR, chapter 3, Project Description, presents page after page describing the CLC development only; but only the following is provided about the remainder of this project: “The project would require an amendment to CUP 133-PC to remove the project site from Alliant International University CUP 133-PC and allow for the project.” Not only is the entirety of the project not described or assessed; this statement implies that the amendment of the Alliant master plan is NOT part of the project subject to CEQA. This is not the case.

What in fact is the effect, and what are the possible impacts, related to this remainder substantial part of this project? How would the remaining university master plan be affected, what master plan development allowance, if any, would be removed; how would the master plan site plan be changed; would the allowed development potential of the university under the master plan be changed, if so, how; what would the new student enrollment level be?

This omission of the DEIR relates to much more than just traffic/circulation. But specific to traffic/circulation understanding, assessment and impact, what is the CUMULATIVE result of this entire change; what is projected to be the traffic generation and impacts of consequent development of the CLC development and the NEW university master plan? These crucial aspects of the proposed project are entirely omitted by the proposed DEIR, constituting a major failure to comply with CEQA. The DEIR should be redone and recirculated for new public review.

The traffic/circulation chapter of the DEIR fails to compare traffic generation, and comparative impacts of the project, to development of the site under the site’s underlying RS-1-8 zoning, and primary use of single family residential. The RS-1-8 zone would allow a maximum of one dwelling unit per acre, a maximum of 53 single family dwellings on this site. Such development would generate a maximum of 636 auto trips per day (ADT) under accepted generation rates (see attached). Such potential development is a reasonable alternative but is ignored in comparative traffic/circulation impact analysis. (See also comments on project alternative analysis)

pg 16

I-27
cont.

I-28

I-29

I-27
cont.

**SANDAG SERIES 11 AND SERIES 12 SEGMENT
VOLUME COMPARISON**

Road	Segment	Series 11 2030 ADT	Series 12 2035 ADT	Δ ADT Volume
Miramar Road	I-15 SB Ramps to I-15 NB Ramp	45,000	35,300	-9,700
Pomerado Road	I-15 NB Ramps to Willow Creek □ Rd.	36,000	31,100	-4,900
	Willow Creek Rd. to Scripps Ranch Blvd.	30,000	27,100	-2,900
	Scripps Ranch Blvd. to Chabad Center Drwy □.	28,000	24,300	-3,700
	Chabad Center Drwy. to Avenida Magnifica	28,000	24,300	-3,700

The CEQA Guidelines call for the environmental baseline to reflect conditions as they exist early in the CEQA process. They specify that the physical environmental conditions at the time the notice of preparation is published or, if there is no notice of preparation, at the time environmental review begins “would normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant.” See response to comment E-1.

As previously stated, the Notice of Preparation for the project was filed on July 3, 2013. The Traffic Impact Analysis for the project was prepared on April 13, 2013. Existing traffic counts used in the traffic impact analysis were obtained in March 2012. Recent count data from the City of San Diego Traffic Engineering Machine Traffic Counts dated September 2014 and April 2015 are consistent with the counts found in Appendix D to the EIR. Below is a street segment comparison table illustrating the difference between the two sets of volumes along Pomerado Road. As shown, the difference in ADTs are less than 1 percent, therefore, re-analysis is not necessary.

I-27
cont.

Street Segment ADT Comparison

Road	Segment	Existing ADT 2012	Existing ADT 2015	ADT Change	% Increase or Decrease
Pomerado Rd.	I-15 NB Ramps to Willow Creek Rd.	27,827	27,625	-202.00	-0.73%
	Willow Creek Rd. to Scripps Ranch Blvd.	22,038	22,200	162.00	0.74%
	Scripps Ranch Blvd. to Chabad Center Drwy.	22,199	22,301	102.00	0.46%

ADT= Average Daily Traffic

I-28 Generally, an adequate EIR must be “prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences.” (CEQA Guidelines Section 15151.) However, the project description “should not supply extensive detail beyond that needed for evaluation and review of the environmental impact” (CEQA Guidelines Section 15124). An EIR’s description of the project should identify the project’s main features and other information needed for an assessment of the project’s environmental impacts. As long as these requirements are met, a project description may allow for the flexibility needed to respond to unforeseeable events and changing conditions that could affect the project’s final design (CEQA Guidelines Section 15146).

EIR Section 3.0 goes into extensive detail of every aspect of the project, including project objectives, proposed use, development summary, landscape design and open space, access and circulation, project grading and construction, project grading and construction, infrastructure, off-site improvements, and environmental design considerations. This section also includes an in-depth description of discretionary actions and the history of project changes. The Chabad Master Plan has already been entitled and is separate and independent

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	<p>I-28 cont. of the project, and is therefore not required to be assessed in detail within the EIR. However, the EIR does address impacts to the surrounding area, including the Master Plan area.</p> <p>The project proposes to amend CUP 133-PC to remove the project site from Alliant International University. CUP No. 133-PC would thereafter no longer include or be applicable to the proposed project site. The area remaining under the purview of CUP 133-PC will remain and be obligated to comply with its conditions.</p> <p>The CUP amendment to remove the 53 acres is part of the proposed project and all environmental impacts associated with it are included in the project's EIR. No changes to approved uses in the ASIU project are proposed.</p> <p>I-29 An EIR shall describe a range of reasonable alternatives to the project or the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation (CEQA Guidelines Section 15126.6).</p> <p>The EIR addresses the Alternatives Considered but Rejected, Alternative Consistent with CUP 133-PC, No Project (No Development) Alternative, and Reduced Grading/Development Alternative. These alternatives adequately provide a reasonable range of alternatives. The factors considered in the selection of these alternatives included:</p> <ul style="list-style-type: none"> • Whether the alternative would avoid or substantially lessen significant impacts of the project. • Whether the alternative addresses solutions that are not addressed by other alternatives. • Whether the alternative would feasibly attain most of the basic objectives of the project. <p>The alternative suggested by the comment was not included in the alternatives discussion in the EIR because the EIR already includes a reasonable range of alternatives that would avoid or substantially lessen significant effects of the project while attaining most of the project objectives. The alternative suggested would not attain most of the basic objectives of the project.</p>
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This DEIR and its traffic/circulation impact appendix continue to use a generic ADT traffic generation rate of 4 trips per day to all of the CLC development's proposed dwelling units, notwithstanding the comments we submitted to the City under the Notice of Preparation. While a 4/unit rate is a standard for "retirement community," the proposed CLC development is hardly a standard retirement development; much of its proposed residential development is closer in character to a residential subdivision, and many of the proposed units, detached single family dwellings, are large in size, including 3 bedroom/2 bathroom homes. Slavish adherence to one standard while reasonable evidence of other measures is contrary to the intent of CEQA to assess and disclose to the public and decision-makers the real potential for impact of a proposed development. Per our Notice of Preparation comments:

- The applicant's traffic assessment chooses to apply the formulaic rate of 4 trips/dwelling for its count of 400 project dwelling units. This formulaic approach appears unreasonably low, ignoring the reality of this project's proposed dwellings. Per the attached table, with unit numbers and types/sizes taken directly from the proposed project plans, a majority of the units have the characteristics of conventional single-family dwellings, e.g. semi-detached multi-bedroom/multi-bathroom dwellings of up to and over 1,600 sq. ft. per unit. These will be occupied by households which have virtual unit ownership, that is, owner-occupied dwellings, with the potential for multiple car ownership. The use of the 4 trip/unit generation rate appears drastically low, and not nearly the reasonable worst-case standard under CEQA. Per the SANDAG published generation table, alternate rates are available to apply which appear closer to proposed unit characteristics (again please see attached table), e.g. a condominium rate of 8 trips/unit, etc.
- The calculation of trips this project will generate (Ch. 3, pp. 3-1 – 3-2, and Table 3-1) includes a footnote referencing "City of San Diego Trip Generation Manual 2003" but additional/alternate reputable sources can be used. As an example, SANDAG published trip generation rates: for the project's stated 50 "congregational care" units, the applicant's traffic assessment uses a trip rate of 2.0 per unit rather than SANDAG's published rate of 2.5 per unit.
- The applicant's project plans appear to provide substantial additional development/facilities, in addition to dwellings and convalescent/nursing beds, which reasonably can generate additional traffic trip generation; such capacity is not even mentioned in the applicant's traffic assessment. [Such facilities may be made available for event rental or other similar use, outside of the exclusive use of the internal resident population, and as such, would generate additional ADT.]

It is possible that a more detailed and thorough calculation of the proposed development's ADT generation would increase beyond the cited 1880, and may push it beyond the mandatory CMP assessment level.

The DEIR and its attached 2013 traffic/circulation assessment report state that the proposed CLC development would generate less ADT than use of this 53 acre site under the current university master plan CUP. Based on this, the DEIR concludes no significant impact in a number of respects.

I-30a

I-30b

I-30c

I-30d

I-31a

I-30a See response to comment I-30b.

I-30b The trip generation rates are based on the City of San Diego Trip Generation Manual, May 2003. The Trip Generation Manual is a collection of information about vehicular traffic that is generated by different land uses. The information is based on studies made to determine how many vehicles enter and exit a site devoted to a particular land use. The trip generation rates in the Manual are the result of trip generation studies made by the City, SANDAG, the Institute of Transportation Engineers (ITE), and other qualified sources. To the extent possible, local data was used in the *Trip Generation Manual*.

In the City's *Trip Generation Manual*, page C-8, retirement/senior citizen housing is defined as follows, "A retirement community is a housing development occupied almost exclusively by retired people. Retirement communities may resemble single dwelling unit or multiple dwelling developments. Occupants are of retirement age and make very few work trips." The Trip Generation Manual identifies trip generation rate (the number of vehicular movements for a land use category within a 24-hour period) for Retirement/Senior Citizen housing as 4 trips/dwelling unit.

The physical characteristics of the project's independent units are unique in that the units are not open to the general public, but age and occupancy restricted. Further, the 3-bedroom/2-bath units would not accommodate a large family, but the additional rooms could be used as offices or guest rooms for occasional visitors. In addition, the project is planning to include a facilities building and a common building consisting of learning centers, lecture hall, library, auditorium, fine dining, fine arts facilities, tennis court, gardens, fitness center, and a pool. Many of these unique characteristics of the project are provided on-site and help reduce the need for residents to leave the site, thus generating fewer trips. In other words, a percentage of the trips generated by the project would be internal to the site and not enter the external roadway network. For these reasons and the supplemental transportation services provided to the residents such as a 28-passenger and 24-passenger bus, one van, and two cars and the staggering of employee work shifts to avoid peak congestion, the trip generation rate of 4 Average Daily Trips (ADT) per unit was used.

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	<p>I-30c As mentioned in response to comment I-30b, the trip generation rates for the proposed project are based on the City of San Diego Trip Generation Manual which established a trip rate of 2.0 per unit for Congregate Care. SANDAG's published rates for Congregate Care is 2.5 per unit. However, the City's trip generation rates were used for analysis purposes in the traffic study per standard practice.</p> <p>I-30d The applicant does not plan to increase development or facilities beyond what is currently proposed in the EIR. In addition, the dwelling units and facilities will be reserved for residents only. The facilities are not intended for general public use or available for public rental or similar use. Therefore, additional ADTs would not be anticipated.</p> <p>I-31a The traffic analysis assumed no reduction in development of the USIU project and added the projects trips for analysis.</p>
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<p>We take issue with this assessment. First, note again above, it is reasonable to assess a higher ADT generation from the proposed CLC development than the DEIR uses. Second, in a 1995 City Planning Dept. staff report (attached) dealing with an earlier proposed project (Chabad) under the university master plan CUP, the City establishes the following:</p> <p>"The [original] 1967 CUP covered 435 acres divided into an east and west campus and allowed for 6,000 or equivalent full time students . . ."</p> <p>That 1995 Chabad development approval, covering 27 acres of the master plan, carved out not only acreage but also part of the original master plan development allowance:</p> <p>"The maximum population for the K-12 school, operated by the Friends of Chabad Lubavich San Diego Inc., ("Chabad") will be 800. The 800 student population will be deducted from the maximum 6,000 student population approved through CUP-133 PC [the university master plan CUP]."</p> <p>Subsequent to the approved Chabad development, the City approved an additional carving out of acreage and student enrollment allowance from the university master plan, when Marshall Middle School was approved. Marshall Middle School is allowed 1800 students, and carves out an additional 26 acres from the master plan.</p> <p>With this, a reasonable development allowance, and hence ADT generation, <u>of the CLC development's 53 acres</u>, would be:</p> <ul style="list-style-type: none"> • 435 acres – 27 acres – 26 acres = 382 acres (the area of the university master plan, including the CLC proposed development site) • 6,000 student development allowance – 800 students (Chabad) – 1800 students (Marshall Middle School) = 3,400 student development allowance left to now Alliant University and its property • $3,400/382 = 8.90$ students per university plan acre • 53 acres (CLC development site) x 8.94 = 472 (rounded up) students • 472×2.4 ADT (SANDAG ADT generation ration for university; again, see attached) = 1132 ADT <p>This is a reasonable assessment of the university master plan development potential, and resulting ADT generation of the CLC site of 53 acres; especially in light of the failure of the DEIR to include as part of <u>the project subject to CEQA</u>, details of how the remaining university master plan CUP would be amended (note above).</p> <p>The DEIR traffic/circulation chapter, and the traffic assessment appendix, offer no information or calculation leading to the conclusion that the traffic generation of the use of the development site under the current university master plan CUP, would be more than the proposed development. It is almost impossible to find any further clue to this in the DEIR, but stated briefly in the Project Alternatives chapter (9), sec. 9.3.2, is the clue to this:</p> <p>The LDC Trip Generation Manual indicates that University uses generate 100 trips per acre. If the project site were to be developed with the uses summarized in Table 9-5, this alternative would generate approximately 5,300 trips. The project would generate 1,880 ADT. Thus, when compared to the project,</p> <p style="text-align: right;">pg. 18</p>	<p>I-31b I-31b Comment noted.</p> <p>I-31c I-31c Comment noted.</p> <p>I-31d I-31d Contrary to this comment's assessment, only the transfer of 27 acres to Chabad via the SCR resulted in the reduction of students from the originally permitted 6,000.</p> <p style="padding-left: 40px;">Please see Response to Comment I-31a.</p> <p>I-31e I-31e As discussed in Section 4.2.4.1, consistent with SANDAG Series 11 Community Plan Travel Forecast, the University would generate approximately 13,000 ADT assuming the City's standard trip generation rate of 2.5 daily trips per student. Based on this calculation, there would be approximately 2,594 (15,594–13,000) remaining "University" ADT available within TAZ 1937. The project would generate 1,880 ADTs, which is less than the remaining 2,594 ADT within TAZ 1937. As such, the project's trips would not result in greater traffic than approved for the area.</p>
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buildout of CUP 133-PC would result in greater traffic volumes on Pomerado Road. Tables 9-6, 9-7, and 9-8 summarize the existing, near-term, and year 2030 with and without the Alternative Consistent with the Approved CUP street segment impacts. As shown, when compared to the project (see Tables 4.2-5, 4.2-9, and 4.2-13), this alternative would result in greater significant and unavoidable traffic impacts.

This is the DEIR's logic. However, it is wrong. This calculation ignores the fact that the university build-out allowance is strictly and clearly limited, not by acreage available to build, but by a stated enrollment level. As shown above, it is the enrollment level allowed under the master plan CUP that governs how much traffic build out of the university would generate. All of the facilities and uses currently site planned out for the proposed development plan 53 acres, would be in support of this limited enrollment allowance. So, the calculation provided further above of a reasonable, true calculation of development site ADT generation; and the DEIR's is not.

In other words: the DEIR and its appendix does not support its statement that the proposed CLC development would generate less ADT than use of this site under the university master plan; and there is a reasonable analysis to show otherwise: the CLC development would generate more ADT and a greater traffic impact.

In our comments to the City during the Notice of Preparation process, we pointed out that true community traffic/circulation impact assessment would need to address streets and intersections well beyond those addressed in the 2013 traffic assessment. This has not been done. Again, slavish reliance exclusively on "standard" methods or definitions of general impact significance ignore the intent of CEQA to provide a true and complete assessment of impact to the public and decision-makers. "A" standard is not necessarily the only or exclusive measure of significance, especially when there is evidence that a different assessment approach can disclose true impact. The DEIR does not look at traffic/circulation impact along key segments of the community's interconnected and interrelated circulation system, notably but not exclusively, the connection from Scripps Ranch Blvd. to Carroll Canyon Road and I-15, as well as other interconnected links north. As per our Notice of Preparation comment:

- It appears that the applicant's traffic impact study unreasonably restricts the geographic area assessed for traffic/circulation impact. This may relate again to application of a formulaic approach to definition of area to be assessed. In any case, the reality of the surrounding Scripps Ranch community is of an intertwined network of traffic routes including Pomerado Road, Carroll Canyon Road, and Mira Mesa Blvd/Scripps Poway Parkway as complementary east-west arteries which share a common access capacity. The applicant's traffic impact assessment (besides being short of project-generated trips) is severely limited in scope of effect (street segments and intersections assessed) when, for example, any incremental addition of circulation restriction on Pomerado Road will divert traffic access to all of these other east-west arteries, as well as their north-south connectors. Again applying the principle of incremental, cumulatively significant impact, a much larger impact-area needs to be assessed.

I-31e cont.

I-31f

I-32

I-31e (cont.)

The City's Planning Commission recommended using a trip generation of three trips per bed for convalescent rooms, assisted living units, and memory care rooms; and four trips per unit for independent living units (Resolution No. 4896-PC, dated April 11, 2013). The resulting project ADT is 1,930. In order to determine if additional traffic impacts would result from the increase of 50 ADT over the studied project, the TIA was reviewed in a memo dated October 27, 2015 (see attached memo dated October 27, 2015).

The attached memo dated October 27, 2015 evaluates traffic impacts associated with an additional 50 daily trips. As shown therein with the project generating 1,930 new ADTs, the project and the approved university project is estimated to be less than the traffic already within the regional transportation model for this portion of the Scripps Miramar Ranch Community Plan area. Therefore, even with the additional 50 daily trips, the project would not result in traffic generation in excess of community plan allocations.

I-31f

The attached memo dated October 27, 2015 provides an additional analysis assuming an additional 50 ADT on the street system with no reduction for the USIU development. The increased project trips would not result in greater traffic than anticipated for the area.

I-32

The geographical study area shown in EIR Figure 4.2-1 was evaluated and prepared according to the City's Traffic Impact Study Manual. The Traffic Impact Study Manual on page 6 states the geographical area examined in the traffic study must include "streets and intersections, including freeway on/off ramp intersections, where the proposed project would add 50 or more peak hour trips in either direction to adjacent street traffic." The geographical study area evaluated in the EIR meets this guideline.

See also response to comment I-30 regarding disagreements in methodology. Section 4.2 of the EIR contains substantial evidence to support the methodology used and the conclusions reached despite the disagreement in methodology.

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<p>Again, since the DEIR depends exclusively on the two-year-old, 2013 traffic assessment study, its inclusion of other development projects contributory to community traffic generation and impact is likely suspect. The DEIR citation of only 5 other developments (p. 4.2-14 et. seq.) should be reconsidered since the passage of 2 years' time. [MORE here, citation of other projects that we know of?]</p> <p>*****</p> <p>As noted, comments submitted by RRUAS in response to the Notice of Preparation related to traffic/circulation assessment and impact, have not been addressed in the DEIR. These are copied below for reference and inclusion with these DEIR comments:</p> <p>Notice of Preparation Comments - Traffic/Circulation Impacts</p> <ul style="list-style-type: none"> • It appears clear that the project as proposed may have significant negative impacts in the areas of automobile, bicycle and pedestrian circulation. Potential impacts to all of these aspects of community traffic/circulation must be included. [To the extent that project ADT is undercounted and comparisons with other project use and project alternatives in the DEIR are inadequate, reassessment of impact on bicycle and pedestrian safety needs to be done.] • Pomerado Road, in addition to being a key point of auto access into and out of the community, is also a primary bicycle circulation artery, and is a key access way for pedestrian, bicycle and auto access to and from public and private educational institutions in the vicinity, including Marshall Middle School, Chabad, and Alliant University. Safety of movement as well as volume of movement, related to all of these components of access/circulation, must be assessed. • Potential impacts to existing and future public transportation service must also be assessed. <p>The applicant's Traffic Impact Analysis, dated "Final: April 12, 2013," apparently accepted by the City prior to this scoping and environmental assessment process, appears flawed in several respects as noted below. It can be that additional potential impact and/or corrected impact analysis is raised during the public EIR process; the City cannot cite its "acceptance" of the applicant's report as a reason for not addressing issues and concerns additionally raised. The DEIR must consider and assess any and all potential impacts which may or may not have been adequately assessed in this last dated submittal. Apparent flaws in the Traffic Impact Analysis include, and are not necessarily limited to:</p> <ul style="list-style-type: none"> • Substantially under-stated project trip generation. The calculation of trips this project will generate (Ch. 3, pp. 3-1 – 3-2, and Table 3-1) includes a footnote referencing "City of San Diego Trip Generation Manual 2003" but additional/alternate reputable sources can be used. As an example, SANDAG published trip generation rates: for the project's stated 50 "congregational care" units, the applicant's traffic assessment uses a trip rate of 2.0 per unit rather than SANDAG's published rate of 2.5 per unit. • The applicant's traffic assessment chooses to apply the formulaic rate of 4 trips/dwelling for its count of 400 project dwelling units. This formulaic approach appears unreasonably low, ignoring the reality of this project's proposed dwellings. Per the attached table, with unit numbers and types/sizes taken directly from the proposed project plans, a majority of the units have the characteristics of conventional single-family dwellings, e.g. semi-detached multi- <p style="text-align: right;">pg. 20</p>	<p>I-33 As discussed in EIR Section 4.2, nine other development projects in the area were considered; however, only five other development projects were found to contribute traffic within the project's study area. These five other projects were included in the near-term analysis as discussed in EIR Section 4.2.3. See also EIR Table 7-1 which provides a list of reasonably foreseeable projects in the vicinity of the project site.</p> <p>I-34 EIR Section 4.2 identifies direct and cumulative impacts to both street segments and intersections along Pomerado Road. See response to comment I-3h.</p> <p>See responses to comments I-8i, I-8j, and I-12f regarding pedestrian and bicycle corridors. See response to comment I-12e regarding public transit.</p> <p>I-35a See response to comment I-30c.</p> <p>I-35b See response to comment I-30b.</p>
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<p>bedroom/multi-bathroom dwellings of up to and over 1,600 sq. ft. per unit. These will be occupied by households which have virtual unit ownership, that is, owner-occupied dwellings, with the potential for multiple car ownership. The use of the 4 trip/unit generation rate appears drastically low, and not nearly the reasonable worst-case standard under CEQA. Per the SANDAG published generation table, alternate rates are available to apply which appear closer to proposed unit characteristics (again please see attached table), e.g. a condominium rate of 8 trips/unit, etc.</p> <ul style="list-style-type: none"> Moreover: Ch. 3 wholly leaves out substantial portions of the proposed project's development in traffic generation. <ul style="list-style-type: none"> Table 3-1 identifies 50 "congregate care" units, 32 of which this project proposes as 450 sq. ft. studio, 550 sq. ft. one-bedroom, and 950 sq. ft. two-bedroom dwellings, which reasonably may generate more than two vehicle trips per day. The applicant's project plans appear to provide substantial additional development/facilities, in addition to dwellings and convalescent/nursing beds, which reasonably can generate additional traffic trip generation; such capacity is not even mentioned in the applicant's traffic assessment. It appears that the applicant's traffic impact study unreasonably restricts the geographic area assessed for traffic/circulation impact. This may relate again to application of a formulaic approach to definition of area to be assessed. In any case, the reality of the surrounding Scripps Ranch community is of an intertwined network of traffic routes including Pomerado Road, Carroll Canyon Road, and Mira Mesa Blvd/Scripps Poway Parkway as complementary east-west arteries which share a common access capacity. The applicant's traffic impact assessment (besides being short of project-generated trips) is severely limited in scope of effect (street segments and intersections assessed) when, for example, any incremental addition of circulation restriction on Pomerado Road will divert traffic access to all of these other east-west arteries, as well as their north-south connectors. Again applying the principle of incremental, cumulatively significant impact, a much larger impact-area needs to be assessed. We understand that the number of other community area projects proposed, in process or reasonably expected, to include in cumulative impact assessment, are severely restricted in the applicant's traffic report. Area projects which should be included (not necessarily limited to) are, the Chabad proposed build-out; and the proposed WalMart store on Carroll Canyon Road. <p>*****</p> <p>Visual Quality/Neighborhood Character/Landform Alteration</p> <p>Chapter 4.7 of the DEIR addresses the visual aspects of the project. We offer the following comments:</p> <p><u>Natural Landforms</u> - When describing existing landforms, the text relies heavily on descriptions from the Community Plan (as opposed to actual observations in the field). For instance the text indicates that the area contains "slopes in excess of 13 percent." In actuality, the project site features steep slopes greater than 25%. In fact, the project would impact 90% of the steep slopes on site which would require a SDP with ESL Findings for approval. Although the grading plan has been "softened" to reduce these impacts,</p>	<p>I-35b cont.</p> <p>I-35c</p> <p>I-35d</p> <p>I-36</p> <p>I-37</p> <p>I-38a</p> <p>I-38b</p> <p>I-35c See responses to comment I-27 and I-30b and I-30c.</p> <p>I-35d Refer to response to comment I-30d.</p> <p>I-36 With respect to the diversion of traffic to community roads, see response to comment I-13d.</p> <p>With respect to the adequacy of the project's cumulative study area, see response to comment I-32.</p> <p>I-37 With respect to the Chabad project, see response to comment E-1. The Walmart project identified in the comment (assuming it is referencing the application for new retail at the northeast corner of the I-15/ Carroll Canyon Interchange) is no longer active. However, this site is currently proposed to include multi-family residential units and mixed-use commercial. Consistent with CEQA, this proposal was submitted after The Glen's NOP was issued and is, therefore, not included in the list of projects. The remaining projects included in the cumulative project area represent those reasonably foreseeable projects in the vicinity of the project site (See EIR Section 7.0).</p> <p>I-38a Of its total 53 acres, the project site contains 3.71 acres of slopes in excess of 25 percent, which is approximately 7 percent of the total project site. As disclosed in EIR Section 4.7.7.1, encroachment in slopes greater than 25 percent would result from grading at the southern portion of the project site. For this reason, and due to the steepness and heights of some proposed slopes, supplemental findings per City Municipal Code Section 126.0504 would be required. The project is requesting a SDP.</p> <p>I-38b As disclosed in EIR Section 3.3.5, the project would grade 80 percent of the site, requiring 661,00 cubic yards of cut and fill, and retaining walls ranging from 3 to 11 feet in height, as shown in EIR Figure 3 6. As shown therein, the retaining walls would be located at the toe of the slopes along the eastern and southern project boundaries. The</p>
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we feel is it not enough and that the site plan requires more than nine retaining walls (up to 375 feet in length and 11 feet in height) and major fill to create a usable site out of a very unusable space in our community. The amount of landform alteration would not only exceed the City's thresholds but would be a significant contrast with the surrounding neighborhood character which is more sensitively designed with regard to the hillsides and slopes in the community.

Please describe how the project can achieve the Supplemental ESL Findings in light of these impacts.

Supplemental Findings--Environmentally Sensitive Lands

A Site Development Permit required in accordance with Section 143.0110 because of potential impacts to environmentally sensitive lands may be approved or conditionally approved only if the decision maker makes the following supplemental findings in addition to the findings in Section 126.0504(a):

- 1) *The site is physically suitable for the design and siting of the proposed development and the development will result in minimum disturbance to environmentally sensitive lands;*
 - When 73% of the site is graded, including 90% of the steep slopes on site and over 1/3 mile of retaining walls used to level the hillside.
 - When grading proposed within less than 100 feet of biologically sensitive lands within Carrol Canyon
 - When the proposed buildings would exceed the height regulations of the underlying zone and substantially contrasting with the existing patterns of development and uses in the area.
- 2) *The proposed development will minimize the alteration of natural landforms and will not result in undue risk from geologic and erosional forces, flood hazards, or fire hazards;*
 - The project would maximize the alteration of natural landforms and grade 15,483 CY/graded acre, which is 7-fold greater than the landform alteration limit in the City's Significance Thresholds.
 - The project would grade naturally occurring steep slopes that are the backbone of the on-site ridgeline. A single FLAT terrace or surface would be created by the proposed grading plan; no stepping of topography or slope is incorporated into the grading plan, as suggested by the Community Plan.
 - The project would produce fill slopes in excess of 75 feet in height facing Pomerado Road, among other manufactured slopes in excess of limits. This is 65 more feet than in the City's significance thresholds.
 - The project would change the existing slopes by more than five feet and result in mass grading of the site; please provide the evidence through cross-sections and spot elevations that the natural landforms would not be extensively changed, rather than using a blanket statement without sufficient evidence in the record to support the DEIR conclusions.
 - The site and project area has been burned extensively in the 2003 Cedar Fire and fire protection must be implemented on site and not within the off-site forested areas. Show the alternative compliance measures that would prevent additional removals of eucalyptus trees.

I-38b
cont.

I-38c

I-38d

I-38e

I-38f

I-38g

I-38h

I-38i

I-38b
cont.

I-38c

I-38d

retaining walls are broken up into smaller units and situated in a manner as to soften any potential visual impacts. See response to comment I-3c.

As stated in EIR Section 4.7, the project would alter more than 2,000 cubic yards of earth per graded acre. The project has been designed to be consistent with the City's Land Development Code Steep Hillside Guidelines. For a full discussion of the project's conformance with the Steep Hillside Guidelines design standards, see EIR Section 4.7.7.1. As demonstrated, landform alteration impacts would be less than significant. See response to comment E-3a and E-3b.

i. Although the project would require encroachment into steep slopes, EIR Section 4.7.7.1 demonstrates the project's conformance with the Steep Hillside Guidelines. As demonstrated in this section, the proposed landforms would closely imitate the existing surrounding topography. All slopes would be screened by the project itself and a vast amount of eucalyptus trees. With respect to the proposed retaining walls, the project is designed so no retaining walls would face the Public right-of-way or Pomerado Road, and no walls would face existing residential development. Additionally, landscape screening is proposed in front of the walls and the proposed walls would be non-contiguous with low visibility from off-site locations. See EIR Figure 3.6.

The project includes five retaining walls that would exceed 6 feet in height and 50 feet in length. These retaining walls, shown in Figure 3-6, would be in locations along the eastern and southern project boundaries. Along these eastern and southern project boundaries, the grade would slope from higher elevations at the project boundaries down to lower elevations within the project boundaries, and the retaining walls would be located at the toes of these slopes. As such, they would not be visible to viewers from the south or the east. They would also not be visible to viewers from the north or the west because the line of sight would be obstructed by proposed buildings on-site. Landscaping would screen the retaining walls. Thus, the retaining walls would not be visible from off-site locations.

ii. The project would be required to implement mitigation measure BIO-1, as detailed in EIR Section 4.3.3.3. As stated therein, construction activity would be limited to occur outside the breeding seasons of Species known to reside within adjacent sensitive land, or

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	<p>I-38d cont. or pre-construction biological surveys would occur. Through implementation of this measure, impacts to biological resources would be less than significant.</p> <p>iii. The project would not create a disorganized appearance or conflict significantly with height, bulk and coverage regulations, and the project would not create an exceedingly monotonous visual environment. Thus, the impacts related to bulk and scale would be less than significant.</p> <p>I-38e Per the City's Significance Thresholds, landform alteration may not be considered significant if the grading plans clearly demonstrate, with both spot elevations and contours, that the proposed landforms will very closely imitate the existing on-site landform and/or the undisturbed, pre-existing surrounding neighborhood landforms. As disclosed in EIR Section 4.7.7.1, the project has been designed in accordance with the Steep Hillside Guidelines. Therefore, impacts associated with landform alteration would be less than significant. See responses to comments I-38c, I-38i, and I-38d.</p> <p>I-38f As suggested by the Community Plan, project grading is designed to preserve the landform of Carroll Canyon and would conform to all design standards contained in the City's Steep Hillside Guidelines. See EIR Section 4.7.7.1 and responses to comments E-3, I-38c, and I-38d.</p> <p>I-38g See responses to comments I-38b, I-38c, I-38d, and I-38e.</p> <p>I-38h As stated in EIR Section 4.7.4.1 and shown in cross sections of the project site, Figure 4.7-4, grading would include a 2:1 to 1.5:1 slope that would be visible from Pomerado Road. This slope would be vegetated with a native open space hydroseed mix and would be compatible with the existing mature native vegetation and eucalyptus grove in the preserved open space between the grading limits and Pomerado Road. The project would conform to all design standards contained in the City's Steep Hillside Guidelines. Impacts would be less than significant. See responses to comments I-3b and I-3c.</p> <p>I-38i As discussed in EIR Section 4.8.6, the project has prepared a brush management plan. As further depicted in EIR Figure 3-3, the 7.3 acres included in the brush management plan are all contained within the project boundary. Regulations associated with plant removal and restrictions on specific landscaping would likewise be contained to the project site.</p>
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<p>3) <i>The proposed development will be sited and designed to prevent adverse impacts on any adjacent environmentally sensitive lands;</i></p> <ul style="list-style-type: none"> • Indirect effects on ESL would be inevitable give the project site's proximity to the Carrol Canyon and Creek area (and related MHPA). • The project would increase human activity and lighting, degrade water quality, increase noise and introduce invasive plant species. • The monument size, which is undefined as the moment, requires its own SDP. No other signs of such size exist along this corridor and a sign would produce adverse impacts to the ESL and MHPA (lighting, invasive species, etc.). Please address this in the EIR. <p>4) <i>The proposed development will be consistent with the City of San Diego's Multiple Species Conservation Program (MSCP) Subarea Plan;</i></p> <ul style="list-style-type: none"> • Although avoiding direct impacts, except for the monument sign that is left undefined in the DEIR, indirect impacts would occur. <p>5) <i>The nature and extent of mitigation required as a condition of the permit is reasonably related to, and calculated to alleviate, negative impacts created by the proposed development.</i></p> <ul style="list-style-type: none"> • Because of the intensity of the project's impacts to ESL and natural landform, the project's impacts to traffic would be inevitable. A less intensive project would alleviate these negative impacts on our community. <p>Our review of the above Supplemental ESL Findings shows that it would be impossible for the City to make any of these findings to support an SDP for this project, as currently designed. We support the Reduced Grading/Development Alternative because none of the steep slopes that this community is known for, revered by the residents and are protected in our Community Plan, would be impacted plus such an alternative would reduce the project's intensity-related impacts such as traffic. An Alternative Location must also be discussed in the DEIR due to the ADA requirements of the design that preclude the use of a hillside site without extensive landform alteration.</p> <p>The natural character portion of the existing conditions description completely overlooks our extensive eucalyptus forest that covers the project site and surrounding area and contributes extensively to the suburban forested character of the community and the open spaces that define the project area. Although most of the existing development is set back more than 250 feet from Pomerado Road, the forest occurs on both sides of the road and contributes extensively to the character of the project areas. No recognition or mention is made of this significant feature of our community. Another overlooked aspect of our community are the setbacks through the Carrol Canyon corridor along Pomerado Road. On the south side of Pomerado Road, this 4 mile stretch of road features extensive open space where buildings are set back a minimum of 250 feet along the military housing and Crown Point housing development, approximately 320 feet from Marshall Middle School, about 650 feet for the Chabad compound and 750 feet for the Alliant student housing. None of these elements of our neighborhood character are even discussed in the DEIR. The DEIR needs to be amended to address the eucalyptus forest, open space system, building/structure heights, etc. in order to properly characterize the existing patterns of development and character. Since removal of our eucalyptus forest will be a significant impact, more discussion on this topic should be provided. Those trees are our symbol, our landmark and are protected by our Community Plan and they cannot be overlooked in a one paragraph description of what the DEIR authors think characterizes our community. The impact analysis is only one</p> <p style="text-align: right;">pg. 23</p>		<p>I-38j cont. As discussed in EIR Section 4.3.3.1, the project would result in indirect impacts to sensitive species and habitats due to the project's location adjacent to the City's MHPA. The project includes mitigation measures that would reduce significant indirect biological impacts to less than significant. See response to comment I-38i.</p> <p>I-38k As discussed in EIR Sections 4.1.5.1 and 4.3.8.1, MHPA adjacency issues are addressed in the City's MHPA Land Use Adjacency Guidelines, which require the implementation of policies related to controlling edge effects on the MHPA. The project proposes mitigation measure LAND-1 as a means to reduce significant impacts associated with indirect edge effects. Through the implementation of these mitigation measures impacts associated with land adjacency (i.e., indirect effects to the MHPA) would be less than significant.</p> <p>I-38l See response to comment E-3b.</p> <p>I-38m See response to comments E-3 and I-38l.</p> <p>I-38n The project would result in impacts to Environmentally Sensitive Lands (ESL)/Steep Hillside. However, impacts would be reduced to less than significant though application of Steep Hillside Guidelines, See responses to comments E-3 and I-38c.</p> <p>I-39 For a discussion of the project's traffic impacts and feasible mitigation, see response to comment B-1f.</p> <p>I-39 Comment noted. Please see EIR Section 9.1.2 for a discussion of an alternative location considered for the project.</p> <p>I-40 EIR Section 4.7 discusses the existing visual landscape in and around the project site identifying the large grove of eucalyptus trees. EIR Figure 4.7-1 depicts the project site, all surrounding views including the Carroll Canyon floodplain.</p> <p>With respect to the project's setbacks and their relationship with the Carroll Canyon corridor, EIR Section 4.7.3 discusses public views and potential blockage by construction of the project. As discussed therein, the project would be set back approximately 390 feet south of the Pomerado Road public right-of-way, and the closest building would be set back over 650 feet south of the Pomerado Road public right-of-way. See responses to comments I-3a, I-3c, and I-8a.</p>
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	<p>I-40 cont. With respect to the removal of eucalyptus trees within the project site and the preservation of trees along Carroll Canyon and Pomerado Road, see response to comment I-3b.</p> <p>With respect to the preservation of the City's open space system, potential impacts are discussed in EIR Section 4.3. As discussed therein, the project includes design measures to assure no invasive species of plants would encroach into the adjacent open space area. Specifically, barriers would be constructed in the yards of those units adjacent to the MHPA to separate the landscaping from the open space area. Slopes that occur adjacent to areas of existing undisturbed vegetation would be planted with native plant species compatible with existing vegetation. With the implementation of these design measures, impacts related to invasive species within the open space would be less than significant. See responses to comments I-3a and I-9.</p> <p>With respect to proposed building structures and heights, EIR Section 4.7 provides an analysis of the project's architectural form and character in terms of whether the project would be compatible with surrounding development. Specifically, EIR Section 4.7.3.1 discusses the height and bulk of the proposed structures. As stated therein, several of the proposed buildings would exceed the maximum structure height of 35 feet in the RS-1-8 zone. EIR Figure 4.7-3 shows the rooftop plan and heights. As shown there and in the visual simulations in EIR Figure 4.7-2, the height of the proposed buildings would not result in a substantial view blockage from Pomerado Road. See response to comment I-3c.</p>
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paragraph as well. Do this community a service and give our community symbol more thought and discussion.

Views in the project area are not limited to Pomerado Road, as indicated in the DEIR. There is an extensive trail system used by area residents for recreation that cannot be overlooked. The trail along Pomerado Road is a two+ mile long stretch of off-road trail used by runners, walkers, hikers, cyclist, worshippers at Chabad and others to get through this corridor by alternative means of travel. There are no sidewalks along Pomerado Road and this trail system is regularly and heavily used throughout the day. Views from the trail system in the project area must be mentioned and analysis, including visual simulations, must be provided to disclose the extent of visual impacts to the WHOLE of the corridor, not just the cars travelling along the road. They must be added to the viewpoints noted in Figure 4.7-2. In addition, a simulation from the stop light at the project entrance should be provided as this is the longest duration view that would be most affected by the applicant's proposal.

The distances cited in the DEIR are completely incorrect. In looking at the plans provided to this community, the grading would be within 280 feet of the road (not 390 feet cited in the DEIR) and the nearest building would be 590 feet of the road (not 650 feet cited in the DEIR). Because the distances in the text are wrong, the visual simulations must not represent the actual changes in site character associated with the proposed project. Please update the simulations to match the proposed project design. Another element of the project not accurately portrayed in the simulations is the extensive and tall manufactured slopes that would encroach into Carrol Canyon facing Pomerado Road and have an artificial appearance through manufactured slopes and new landscaping. The extensive eucalyptus trees used to screen the project in the simulation would be removed by the grading and less screening would exist. The project would simply be more visible to all viewers within the Pomerado Road corridor and the DEIR downplays its impact and doesn't even rely on the City's significance thresholds related to neighborhood character.

The Aesthetics analysis does not apply the City thresholds. There is no mention of the fact that that project would exceed the height and bulk regulations or existing patterns of development. There is no mention of the architectural styling relative to the community. There is no mention of the loss of a community identification symbol or landmark, such as our eucalyptus forest. A visual simulation does not offset the need for real disclosure and analysis using the City's thresholds. Disclosure is a must and glossing over the details by using computer simulations to tell the story is not adequate under the basic guidelines of the City's process and document preparation standards.

The bulk and scale discussion in the DEIR section mentions that nine retaining walls adding up to 1,669 feet in length would be used to level the project site. And yet, the landform discussion completely avoids this fact and glosses over the fact that 1/3 mile of retention would be needed to squeeze in all the uses proposed for this project site. Some of the walls would be up to 11 feet in height. In addition, this retention is supplemented by 75 foot high manufactured slopes along the eastern limit of the site. The site would be surrounded by landforms that would be manufactured and not blended with the terrain of the surrounding areas. Nothing about the project would preserve natural landforms, except for the Carroll Canyon area that they cannot grade because of regulatory restrictions (MHPA, floodplain, wetlands, slopes, setbacks, etc.). Although not visible to residents, the point remains that these retaining walls would allow the applicant to level a hillside and develop a site with more intensive use than any other development in the project area. This precedence is a scary proposition when the

- I-40 cont.
- I-41
- I-42
- I-43
- I-44

I-41 The three visual simulations presented in the EIR are considered representative of typical views from the Pomerado Road corridor and are appropriate for analyzing the potential for visual quality impacts from public vantage points, including the referenced trail. As described in EIR Section 4.4.4, the aesthetic impacts of the project from Pomerado Road were evaluated and are not considered significant due to the setbacks, topography, and intervening vegetation.

I-42 The distances cited in the EIR are consistent with the plans. The development area is setback approximately 390 feet as stated in the EIR. The visual simulations prepared are an accurate reflection of the plans proposed and the grading distances stated in the EIR. No revisions would be required as suggested by the comment.

With respect to the removal of the eucalyptus trees, see response to comment I-3b.

As discussed in EIR Section 4.7, the project analysis applied the City Significance Determination Thresholds. The project would be adequately screened through landscaping and setbacks and no significant impact would result. See response to comment I-3a.

I-43 EIR Section 4.7 addresses bulk and scale issues and more specifically Section 4.7.5 identifies the City's Significance Determination Thresholds as they relate to bulk and scale. EIR Section 4.7.5 specifically describes the project's compliance with the bulk and scale regulations and building heights as they relate to the community plan.

With respect to the removal of the eucalyptus trees, see response to comment I-3b.

The project would provide architectural variation, and building materials would consist of natural materials with earth tone colors. The overall landscape for the project would be an old ranch design with old stone walls, boulders, and tree groves.

While the visual simulations provide a visual reference to address whether the project would result in a significant change in visual quality

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	<p>I-43 cont.</p> <p>of the project site, EIR Section 4.7.5 also provides a textual discussion of this issue. As stated therein, the proposed buildings would be set back by over 650 feet south of Pomerado Road, preserving the existing vegetation and landform of Carroll Canyon and the open space located between Pomerado Road and the proposed buildings. Due to the topography and intervening vegetation, the buildings would not be highly visible from Pomerado Road or other public locations. As such, the project would not conflict significantly with the height, bulk, and coverage regulations.</p> <p>1-44 As illustrated in EIR Figure 3-6 the proposed retaining walls would not be designed as a continuous wall, but rather as separate smaller walls in order to soften their appearance. See responses to comments I-38b and I-38d.</p> <p>With respect to the preservation of landform, see response to comment E-3a and E-3b for detail on the project's consistency with the City's Steep Hillside Guidelines. See response to comment I-40 for a comprehensive response to the preservation of the visual quality of the project site.</p> <p>The remainder of the comment is noted.</p>
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<p>adjacent property is clearly for sale and the school district has already created a similar situation at the west end of the corridor. By not respecting the landform, the City permits applicants to build beyond the natural capacity of the land and beyond the infrastructure capacity of our community, as discussed throughout this letter.</p>	<p>I-44 cont.</p>	<p>I-45a Comment noted.</p>
<p>With regard to the LDC Steep Hillside Guidelines outlined in the DEIR (page 4.7-28 through 32), there are a number of standards that the project is NOT in compliance with which should preclude the City's conclusion that there would be less than significant impacts. In addition, there are several that must be incorporated into the development design in order to make sure they are implemented properly. Those mitigating elements must be made conditions of approval or mitigation measures in order to force the Applicant to commit to the design features. A significant and unmitigable impact to steep slopes must be identified given the project's non-compliance with the Steep Slope standards in the LDC. Below are detailed descriptions of these areas of non-compliance that must trigger the conclusion that the project would result in significant and unmitigable impacts to Visual Quality/Neighborhood Character/Landform Alteration.</p>	<p>I-45a</p>	<p>I-45b This comment regarding Americans with Disabilities Act (ADA) compliance requirements and the applicant's selection of the site for the proposed project are noted, but are not CEQA issues. The project's compliance with the ADA does not render the project inconsistent with Standard 1.</p>
<p>Standard 1: The "compliance" discussion on page 4.7-28 states very clearly that the entire site must be ADA compatible (i.e., less than 5% slope). We are therefore asking the Applicant and want the DEIR to state in no uncertain terms why a hillside property covered in sloping terrain was selected for this proposal when the users of the facility must have a flat site to implement the design. This site clearly conflicts with the basic objectives of the proposed project. The only way to create an ADA compatible site is to use 1/3 mile of retaining walls complemented by extensive 75-foot high manufactured slopes to achieve the necessary grades. This type of facility should be placed on a LEVEL property that is naturally conducive to its use, not on a site that contains steep slopes and limited access. Please provide an evaluation of Alternative Locations that addresses non-hillside properties elsewhere in the City. The project is NOT in compliance with this standard.</p>	<p>I-45b</p>	<p>With respect to steep slopes on-site, see response to comment I-38a. As discussed in EIR Section 4.7.71, the project is consistent with the City's Steep Hillside Guidelines. The table under Standard 1 identifies how the project is consistent with those standards. The project includes design features that reflect the project's consistency with the design standards. Application of the design features assure that the project's impacts associated with landform alteration would be less than significant.</p>
<p>Under the retaining wall discussion under Standard 2 on page 4.7-29, the standard is not whether the walls are visible to the public, as suggested in the response, but if walls over 10 feet in height are required. Clearly the proposal requires a series of walls greater than 10 feet in height to accomplish the grading plan proposed by the Applicant. The project is NOT in compliance with this standard.</p>	<p>I-45c</p>	<p>With respect to the project's evaluation of an alternative location, see EIR Section 9.1.2, that evaluated an alternative location, pursuant to CEQA Guidelines Section 15126.6.</p>
<p>Statements in the DEIR under Standard 2 such as "every effort was made to maintain the existing topography" are gratuitous given the amount of landform alteration through grading required to construct the project. The design requires a 7-fold increase in the amount of grading permitted by the City <i>Significance Determination Thresholds</i>. In fact, their rationale for not complying with the LCD standards is the need to comply with ADA. For this reason, the project site is NOT the proper location for such a facility and the City cannot support the project's compliance with these LDC standards. An Alternative Location must be studied in the DEIR that does not require so much landform modification to achieve the ADA design requirements purported by the applicant. A hillside property is NOT compatible with a use that must be constructed on a level, ADA compatible site. The City cannot make the findings to support a SDP on this property.</p>	<p>I-45c</p>	<p>I-45c EIR Section 4.7.7.1, table under Standard 2, identifies how the project is consistent with all standards related to the minimizing grading. The retaining walls proposed adjacent to steep hillsides would be 8 feet high. As the proposed retaining walls do not exceed 10 feet, the project is in compliance with Standard 2.</p>
<p>Standard 3: Undulating slopes are not shown in the grading plan. All slopes are 2:1, there is no variation in the steepness or horizontal shape. They are standard manufactured slopes that are incompatible with the natural landform of Carroll Canyon. Hydroseed landscaping is NOT similar to the vegetation on the natural slopes adjacent to these manufactured slopes. The natural open space</p>	<p>I-45d</p>	<p>Comment noted regarding the project's consistency with the ADA (see response to comment I-45b).</p>
<p>pg 25</p>		<p>The comment relating to the City's ability to make SDP findings is noted. Project approval will be contingent on this issue This project application would comply with the requirements for a SDP per San Diego Municipal Code Section 126.0504.</p>
		<p>See also response to comment I-45b.</p>

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<p>contains eucalyptus forest, not hydroseeded, small plants that will never grow into anything of any stature. The manufactured slope adjacent to Carroll Canyon Road would be 280 feet from the road and not the 400 foot distance cited in the compliance discussion. The analysis is flawed in its facts and must reflect the project undergoing review. The project is NOT in compliance with this standard.</p>	<p>I-45d cont.</p>	<p>I-45d EIR Section 4.7.7.1, table under Standard 3, identifies how the project is consistent with all standards relating to graded areas.</p>
<p>Standard 4: The site improvements do NOT minimize impacts to steep hillsides. In fact, based on the rationale in the DEIR, the project can't minimize its impacts on landform by stepping the terrain because of the need to comply with ADA. For that reason alone the City cannot conclude in its DEIR that the project is in compliance with the LDC with regard to steep slopes. The project is NOT in compliance with this standard.</p>	<p>I-45e</p>	<p>In addition, the project proposes to grade to the limits of the project's boundary, therefore preserving the upper most portions of the existing slopes that will be visible from the public right-of-way, providing an overall undulated grading design preserving the natural character of the slopes. Hydroseed is proposed as ground cover on the slopes and would blend into the existing mature native vegetation and eucalyptus grove in the preserved open space between the grading limits and Pomerado Road.</p>
<p>Standard 5: This standard asks if the project is to be built on a steep hillside and states that it should be stepped to follow the natural lines of the existing topography. As illustrated by the site plan and grading plan and noted in the "compliance" discussion in this section of the DEIR, the project is NOT compatible with the LDC given the amount of landform modification and retention required to implement the project. The project is NOT in compliance with this standard.</p>	<p>I-45f</p>	<p>I-45e EIR Section 4.7.7.1, table under Standard 4, identifies how the project is consistent with all standards relating to minimizing impacts to steep hillside areas. See response to comment I-45b.</p>
<p>This section of the DEIR states the project "has been designed in accordance with the Steep Hillside Guidelines in the LDC." This cannot be farther from the truth and the DEIR should have concluded that the proposed project would result in significant and unmitigated impacts to Visual Character, Neighborhood Character and, most importantly, landform Alteration. For this reason, the DEIR should be recirculated and the real impacts of this project must be disclosed with the conclusion reached that the proposed project is inconsistent with the City's Significance Determination Thresholds, LDC Steep Hillside Guidelines and the Community Plan policies pertaining to hillsides.</p>	<p>I-45g</p>	<p>I-45f EIR Section 4.7.7.1, table under Standard 5, identifies how the project is consistent with all standards relating to maintenance of steep hillside character. See response to comment E-3a and E-3b.</p>
<p>*****</p>		<p>I-45g See response to comment E-3a and E-3b.</p>
<p>Project Alternatives</p>		
<p>The Project Alternatives chapter of the DEIR (Chapter 9) states in several sections that the proposed development's negative impacts can be reduced below a level of significance by application of mitigation measures. Among other things, this depends on the accuracy of assessment of the proposed development's traffic generation and landform alteration analysis. As noted above, reasonable analysis can be made that the proposed development would generate more traffic than the DEIR's calculated 1,880 ADT; and since the DEIR assessment is based on analysis and data which is now more than 2 years old, an updated traffic/circulation study may disclose that the proposed development would have greater impact. This puts into question the DEIR's accurate assessment related to other areas of the environment, for example, air quality (more traffic generation and/or greater impact would yield greater air quality negative effect).</p>	<p>I-46a</p>	<p>I-46a Comment noted.</p>
<p>This also puts into question the assessment of project alternatives, and their relative impact related to the proposed development. Moreover, again: the DEIR fails to include as part of the CEQA-required proposed project, the result of peeling off the proposed development from the existing university master plan CUP; and what resulting change, if any, is proposed to the university master plan CUP development allowance. There can be a huge difference to true project environmental assessment, across the board of all aspects of the environment. Until this is clarified, all aspects of description of the</p>	<p>I-46b</p>	<p>I-46b See response to comment I-30c, I-31a, and I-31d regarding the proposed development trip generation estimate.</p> <p>See response to comment I-27 regarding the timeframe of the traffic analysis.</p>
<p>pg 26</p>	<p>I-47</p>	<p>I-47 As stated throughout the EIR, the project would require an amendment to CUP 133-PC to remove 53 acres from Alliant International University. No changes to the approved USIU project were assumed.</p>
		<p>With respect to the selection of project alternatives, see response to comment I-29. EIR Section 9.0 provides a discussion of multiple project alternatives that would meet the basic objectives of the project while further reducing or avoiding significant project impacts. The alternatives selected represent a reasonable range. The EIR would not require revision or recirculation.</p>

proposed project, its impacts, and relative assessment of project alternatives, is in question. The DEIR needs to be redone and recirculated for public review, fixing this shortcoming.

Sec. 9.1.2, Alternate Location Alternative

This is an alternative included in the sub-chapter "Alternatives Considered but Rejected." Section 9.1.2 attempts to state that there are no other alternative sites for the proposed project, therefore, this is not a reasonable alternative. This is not supported by substantive information in the DEIR or any of the appendices. As stated above, the project cannot achieve the ADA requirements it purports to need on a hillside site without causing substantial, permanent changes to the natural landform of a hillside site. Until there is substantive data in the record, this is an unsupported conclusion. Note also specific comments related to specific statements in this section:

The project site would support the proposed development and is located in close proximity to qualified residents, health care services, and commercial areas. *[Comment: "close proximity" is relative and needs to be further defined. In fact, the proposed CLC project development site is not within walking distance, for the target population, of commercial support, and certainly is many miles away from any substantial health care services. Qualified residents can come from a wide area of the San Diego region, and there is nothing superior about the proposed development site in this regard.]* During the project planning process, the applicant actively searched for available properties with the assistance of a land brokerage, and were outbid to other offers on all possibilities. Other sites of adequate size and in locations that can serve all areas of the City were not available. *[Comment: to be "outbid" depends on what a purchase bid may have been, and how serious the applicant may have been; there is no other information in the record to substantiate this. It is suspect that within the San Diego region, there are no other development sites available. In any case, the cost of purchase of a site is part of the for-profit business model that the project applicant is all about, and is not particularly relevant to the availability or suitability of alternate sites.]* There are no other sites in the SMRCP area or adjoining communities that are within the applicant's control and would support the project needs. *[Comment: again, this is not supported by information in the record. It is not incumbent on the suitability of an alternate development location to be within the SMRCP area.]*

Sub-Chapter 9.3, No Project – Alternative Consistent with Approved CUP

This sub-chapter discusses use of the proposed development site without the proposed development, and presuming buildout under the existing university master plan CUP – in other words, the CLC development is not developed at this site and the site continues to be part of the CUP master plan as currently configured.

As detailed above, this sub-chapter errs in calculating generation of auto trips ADT under the current master plan. This means that the DEIR's comparison of this project alternative, against the proposed CLC development, is in error. This DEIR flaw is substantial enough to warrant preparation of a new DEIR and recirculation for new public review.

Sub-Chapter 9.4, Reduced Grading/Development Alternative

This sub-chapter proposes a reduced development alternative for comparison in aspects of environmental impact with the proposed development. It proposes a reduction of only 22 of the proposed development's 400 standard residential dwelling units; the proposed development consists of

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With respect to ADA compliant issues, see response to comment I-45b.

The alternative discussion related to alternative location is adequate under CEQA. A lead agency may consider whether an alternative site is owned by the project proponent when determining whether the site is a feasible alternative. The agency may consider whether the project proponent can reasonably acquire, control, or otherwise obtain access to the site if the project proponent does not own the alternative site (CEQA Guidelines Section 15126.6(f)(1)). A lead agency may also find that alternative sites are infeasible when costs or other constraints on acquisition of those sites by the applicant would hamper the chances for timely and successful completion of the project (CEQA Guidelines Section 15126.6(f)(1)). EIR Section 9.0 discusses why an off-site alternative was rejected. The project requires at least 35 acres that would support a campus setting, and would need to be located in close proximity to persons of qualified age and income level, hospitals, doctors, pharmacies, and shopping. There are no other sites of adequate size and location in SMRCP area or adjoining communities that are or could feasibly be in applicant's control. Moreover, an alternative site would not necessarily avoid or substantially lessen the project's impacts.

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The No Project Alternative would make no changes to the approved USIU project. There are no traffic impacts for this alternative.

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Pursuant to CEQA Guidelines Section 15126.6, the purpose of including a discussion of alternatives to the proposed project is to avoid or substantially lessen project impacts described in the EIR. The purpose of the Reduced Grading Alternative is to reduce the project's associated grading and earthwork impacts. As described in EIR Section 9.4, the purpose of this alternative is to eliminate the grading into steep slopes in the southwestern corner of the site. Such an alternative is

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these 400 standard dwellings, 50 acute living units, 60 skilled nursing beds, and 64,823 square feet of other buildings. There is no information provided to justify such a small development reduction presented for a "reduced development alternative." In fact, as this subchapter describes, there appears to be little meaningful reduction in the range of environmental impacts from this "reduced" alternative to the proposed project. Particularly, sec. 9.4.2 says that there would still be significant and unavoidable traffic/circulation impacts.

It does not appear rational to present a "reduced development alternative" which does not produce meaningful impact reductions, and there is no apparent rationale justifying this small reduction. The DEIR should propose an alternative more robust in reduced units, building area, ADT production, and grading footprint. For example, a reduced development alternative which produces the same or fewer ADT as presented in these comments, that is, 1582 ADT or less, should be considered.

The DEIR must be expanded to address an Alternative Location that would not result in significant and unmitigated traffic and landform alteration impacts, pursuant to the intent of Section 15126.6 of the State CEQQ Guidelines.

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Thank-you for your attention to these matters of grave concern for our community members.

Sincerely,

Craig Jones
Member of RRAUS

CC: Scripps Ranch Community Planning Group Chair

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reasonable to consider given the proposed earthwork quantities and hillside grading associated with the project. Overall, this alternative would eliminate 22 villa units, reducing the associated grading impacts at this portion of the site. The Reduced Grading Alternative would reduce the earthwork by approximately 40,000 cubic yards.

An EIR need not evaluate all possible alternatives, but rather a reasonable range. The inclusion of the Reduced Grading/Development Alternative satisfies this requirement. See response to comment I-29.

I-51

See response to comment I-45b.

City of San Diego



Report to the Planning Commission

SRPG
2/1/07
CHABAB

DATE ISSUED: January 6, 1995 REPORT NO. P-95-012

ATTENTION: Planning Commission, Agenda of January 12, 1995,
Item No. 4.

SUBJECT: REQUEST BY THE FRIENDS OF CHABAD-LUBAVICH
SAN DIEGO, INC. FOR A PLANNING COMMISSION FINDING OF
SUBSTANTIAL CONFORMANCE FOR A PROPOSED
800-STUDENT, K-12 SCHOOL WITH THE 1972 PLANNING
COMMISSION APPROVED PHASE PLAN FOR THE UNITED
STATES INTERNATIONAL UNIVERSITY (USIU) CONDITIONAL
USE PERMIT.

REFERENCE: City Council Meeting of August 8, 1994,
Conditional Use Permit No. 133-PC.

OWNER/
APPLICANT: Mr. Edward Altman/Friends of Chabad-Lubavich,
San Diego, Inc.

SUMMARY:

Issue: Should the Planning Commission find that the proposed "Plot Plan" for an 800-student, K-12 school, submitted by the Friends of Chabad-Lubavich San Diego, Inc., substantially conforms with the 1972 Planning Commission approved Phase Plan for USIU?

Development Services Recommendation: Find the submitted "Plot Plan" to be in substantial conformance with the 1972 USIU Phase Plan.

Community Planning Group Recommendation: The Scripps Ranch Community Planning Group had not provided the Department with a recommendation for the current proposal. However a recommendation is expected prior to the Planning Commission meeting.

Environmental Impact: Exempt per Section 15061 (b)(1) of State CEQA Guidelines. The City Attorney's Office has already opined that the USIU CUP is fully vested, as more than 20 percent of the CUP approved campus has been developed and because the CUP is fully vested, it is not subject to CEQA review to implement any of the phases previously approved by the Planning Commission.

Fiscal Impact: None with this action.

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Code Enforcement Impact: None with this action.

Housing Affordability Impact: None with this action.

BACKGROUND:

The subject 27-acre site is located south of Pomerado Road and west of Avenida Magnifica in the Scripps Ranch community (Attachment 2). The property is zoned R1-40000 and HR. The Scripps Miramar Ranch Community Plan designates the site as open space and a resource based park (Attachment 1). The property is within the boundary of an approved Conditional Use Permit (CUP-133PC) granted to USIU in 1967 (Attachment 3).

The 1967 CUP covered 435 acres divided into an east and west campus and allowed for 6,000 full-time or equivalent students in one or more self-contained campuses. An exhibit showing proposed future phases of development was approved and a condition of the CUP was that prior to issuance of building permits to construct any phase shown on the exhibit, a plot plan for the entire phase needed to be submitted to the Planning Commission for approval.

In May 1972, the CUP was amended (Attachment 4) with new exhibits showing relatively minor site changes including a shift of the boundary between the east and west campuses approximately 2,000 feet to the west. Additionally, the Commission reviewed and approved a phase plan for the further development of the campus, including Phases 14, 15 and 18, portions of which are now part of the property that the Friends of Chabad wish to use for the K-12 campus.

In 1978, the Planning Commission approved a two-lot parcel map. One parcel, the easterly 201 acres was deleted from the CUP and has subsequently been developed with low-density residential projects. The other parcel, the subject 27-acre site, has never been deleted from the CUP (Attachment 5).

The original 1967 CUP established a process for approval of subsequent phases of development as the University grew. Conditions 3 and 4 of the original permit (Attachment 3) and conditions 4 and 5 of the 1972 amendment (Attachment 4) describe a non-discretionary review process that closely resembles a substantial conformance review procedure with the Planning Commission making the finding as to whether or not a proposed project conforms with the approved phase plan. The Planning Director (now the Development Services Director) would then perform the final design review prior to issuance of building permits.

In February 1993, the Friends of Chabad-Lubavich San Diego, Inc. applied to the Planning Department for a determination as to whether their proposal to establish a K-12 private school plus a "Yeshiva" (a rabbinical seminary) for up to 1,000 students on the approximately 27-acre site created in 1978 was in substantial conformance with USIU's CUP. In June 1993, the Friends of Chabad were informed that their proposal was not in substantial conformance with the approved USIU Phase Plan and that the proposed use required a separate CUP and an amendment to the USIU CUP to remove the property from the CUP.

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In March 1994, a revised site plan consistent with the approved phase plan was submitted with a request to find the proposal in substantial conformance with the USIU CUP. On August 8, 1994, the City Manager requested that the City Council determine whether the K-12 school use, proposed by the Friends of Chabad, was essentially the same use as the university use approved by the CUP (Attachment 6).

At that hearing, the City Council determined that the K-12 use proposed by the Friends of Chabad: "is in fact substantively the same as the University use approved by the City and that therefore no new Conditional Use Permit or amended Conditional Use Permit will be required for such proposed development and use" (Attachment 7). Additionally, the City Council instructed the City Manager to ensure that the following considerations would be used in any future finding of substantial conformance for the Friends of Chabad project:

1. The maximum student population for the K-12 school, operated by the Friend of Chabad Lubavich San Diego, Inc. ("Chabad") will be 800. The 800-student population will be deducted from the maximum 6,000-student population approved through CUP-133PC.
2. Access to 27-acre Chabad parcel shall constitute one of the four (4) approved points of access per CUP-133PC.
3. Applicant shall submit a traffic study, to the satisfaction of the City Engineer, evaluating the feasibility of alternative access from Avenida Magnifica to Chabad's 27-acre parcel. This traffic study shall evaluate the potential impacts of access from Avenida Magnifica as compared to those from Pomerado Road, assuming full utilization of CUP-133PC. This traffic study will be reviewed by the Planning Commission prior to or concurrent with the Planning Commission's review of the construction drawings for substantial conformance.
4. The construction permit drawings shall be in substantial conformance to the approved phasing plot plans (Phase 1B) (see attached), as determined by the Planning Commission (Attachment 8).

DISCUSSION:

The City Council's action in August allows the Friends of Chabad to establish their school without getting their own CUP or amending USIU's CUP. The only remaining issue is the non-discretionary review and determination by the Planning Commission about whether the proposed project is in substantial conformance with the USIU Phase Plan and consistent with the conditions of the CUP.

Since a substantial conformity finding is non discretionary, no additional nor special conditions can be placed on the development or intended use. However, the Commission is not precluded from establishing, on the record, the applicant's intended operational parameters and directing staff to use this information in

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defining the limits of the use and/or development of the site. In addition, the Planning Commission should provide direction to both the applicant and staff regarding the Commission's expectations of the review and approval process for either future development of additional facilities or deviations from the plan before the Commission today.

It should be noted that the current project (plot plan) before the Planning Commission is somewhat different than that seen by the City Council on August 8, 1994 (Attachment 10). That plan reflected only minor changes in the road alignment and placement of buildings from the 1972 USIU Phase Plan. There was also an alternative access proposal which would have provided access from Avenida Magnifica through the residential neighborhood located to the east of the project site (Attachment 10, Exhibit "C"). This alternative access proposal has now been eliminated. Therefore, no traffic study, as described in the City Council memorandum above has been provided for the Planning Commission's review.

There are some differences in the present Friends of Chabad proposal and the approved USIU Phase Plan. The access road off of Pomerado Road is moved farther to the west than shown on the original phase plan. The proposed building locations and their footprints and the internal road layout also deviate somewhat from the phase plan. Neither of these points is considered to be a significant change.

The project proposes 9.5 percent site coverage (including future buildings) which is less than the 15 percent coverage allowed under the CUP. All required setbacks are being met. With respect to parking requirements, the Commission has authority to review and modify the parking ratios for the project (Attachment 4, Conditions No. 7 and 8). Staff recommends that the standard parking ratios for schools prescribed in Section 101.04102.L.1.c. and d. of the Municipal Code be used. Based on this, the Department recommends that a minimum 150 off-street parking spaces be provided based on the calculation shown on Attachment 11.

Based upon staff's review of the USIU CUP files, minutes of Planning Commission meetings, staff reports and memoranda, the purpose of the Planning Commission review of the project (plot plan) at this stage is to provide an opportunity to address any significant changes in the proposed development of a phase as it evolves from the conceptual phase plan to construction. The phase plans originally approved by the Planning Commission were wholly conceptual in their layout of specific facilities--buildings, parking lots, athletic fields, etc. The review of the "plot plan" provides the applicant an opportunity to make more detailed refinements or changes in the layout or the type of facilities before submitting working drawings for approval by staff.

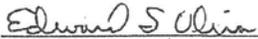
With the above consideration in mind, the department recommends that the Planning Commission find the Friends of Chabad proposed plot plan in substantial conformance with the 1972 Commission-approved USIU Phase Plan.

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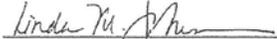
ALTERNATIVES:

Do not find the proposed project in conformance with the USIU Phase Plan and advise the applicant on required changes necessary to achieve conformance.

Respectfully submitted,



Edward S. Oliva, Assistant Director
Development Services Department



Linda M. Johnson, Principal Planner
Development Services Department

RB:BUCKLEY:236-6511:PRPIAVLJ4344

- ATTACHMENTS:
1. Community Plan Map
 2. Project Site Plan
 3. CUP 133-PC (1967)
 4. CUP 133-PC Amendment (1972)
 5. CUP 133-PC Amendment No. 2 (1978)
 6. 1978 Parcel Map
 7. August 3, 1994 Report to City Council
 8. City Council Resolution No. R-284501
 9. August 9, 1994 Memo to the Development Services Director from the City Manager
 10. Friends of Chabad Development Proposal Presented at August 8, 1994 City Council Hearing
 11. Parking Calculation Sheet



Series 12 2050 Traffic Volume Forecast

The Transportation Forecast Information Center (TFIC) gives you quick access to transportation forecasts. You may use this tool to look at the forecasts on screen as well as print maps or tables. Click on a year below to launch an interactive map of traffic volume forecast data.

Forecast Years: [2008](#) [2020](#) [2035](#) [2050](#)

Forecasted average weekday traffic (AWT) volumes in thousands are displayed for freeways, ramps, and major and minor roads. Individual roadway segments can be selected to obtain additional information including street name, type of roadway, number of lanes, and posted speed. Traffic analysis zone (TAZ) zone connector volumes are shown and TAZ-level trip generation and land use forecasts are provided.

Forecast Year. Select an individual year (2008, 2020, 2035, or 2050) to obtain traffic forecasts for that year.

Source. SANDAG uses a regional transportation model to produce highway and transit forecasts for individual forecast years between 2008 and 2050. These forecasts are updated periodically to incorporate the most recent planning assumptions. Traffic forecasts shown here were completed in October 2013 in support of the 2011 [2050 Regional Transportation Plan \(RTP\)](#). These traffic forecasts utilize the "Revenue Constrained" network as defined in the RTP, and the [Final Series 12 2050 Regional Growth Forecast](#).

Forecasts differ from the [TFIC Series 11](#), which was based on the Regional Transportation Plan (RTP) adopted in 2008 and Series 11 growth forecasts.

Disclaimer. We make every effort to produce accurate forecasts. If you find a traffic volume that appears to be in error, e-mail us at tfic@sandag.org with the location and description of the problem. We will make corrections to our databases and produce revised forecasts in the next update cycle.



Revised: December, 2011

The banner features the SANDAG logo on the left, followed by the text "Series 11 Transportation Forecast Information Center" in a white, sans-serif font against a dark blue background with a subtle map pattern.

**Series 11 2030 Traffic Volume Forecast
February 2008 Update**

The Transportation Forecast Information Center (TFIC) gives you quick access to transportation forecasts. You may use this tool to look at the forecasts on screen as well as print maps or tables. Click on a year below or click "help" for detailed instructions.

Forecast Years: [2003](#) [2010](#) [2020](#) [2030](#) [All Years](#) [Help](#)

Forecasted average weekday traffic (AWT) volumes in thousands are displayed for freeways, ramps, and major and minor roads. Individual roadway segments can be selected to obtain additional information including street name, type of roadway, number of lanes, and posted speed. Traffic analysis zone (TAZ) zone connector volumes are shown and TAZ-level trip generation and land use forecasts are provided.

Forecast Year. Select an individual year (2003, 2010, 2020, or 2030) to obtain traffic forecasts for that year. Select "All Years" to obtain traffic volume forecasts for years 2003 through 2030. The volumes shown on the "All Year" map is for year 2030.

Source. SANDAG uses a regional transportation model to produce highway and transit forecasts for individual forecast years between 2003 and 2030. These forecasts are updated periodically to incorporate the most recent planning assumptions. Traffic forecasts shown here were completed in October 2007 in support of the 2007 [2030 Regional Transportation Plan \(RTP\)](#). These traffic forecasts utilize the "Reasonably Expected" network as defined in the RTP, and the Final Series 11 [2030 Regional Growth Forecast](#).

Disclaimer. We make every effort to produce accurate forecasts. If you find a traffic volume that appears to be in error, e-mail us at tfic@sandag.org with the location and description of the problem. We will make corrections to our databases and produce revised forecasts in the next update cycle.



Revised: February, 2008

**(NOT SO)
BRIEF GUIDE OF VEHICULAR TRAFFIC GENERATION RATES
FOR THE SAN DIEGO REGION**

APRIL 2002



491 B Street, Suite 800
San Diego, California 92101
(619) 595-1900 • Fax (619) 599-1899

NOTE: This listing only represents a guide of average, or estimated, traffic generation "flowway" rates and some very general trip data for land uses (emphasis on acreage and building square footage) in the San Diego region. These rates (both local and national) are subject to change as future documentation becomes available, or as regional sources are updated. For more specific information regarding traffic data and trip rates, please refer to the San Diego Traffic Generators manual. Always check with local jurisdictions for their preferred or applicable rates.

LAND USE	TRIP CATEGORIES (PRIMARY-DIVERTED-PASS-BYP)	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY)	HIGHEST PEAK HOUR % (A.M. INBOUND vs. P.M. OUTBOUND)		TRIP LENGTH (MILE)
			Between 6:00-9:30 A.M.	Between 3:00-6:30 P.M.	
AGRICULTURE (Open Space)	[80-18-2]	2/acre**			10.8
AIRPORT	[76-20-2]	60/acre, 100/flight, 70/1000 sq. ft. **	8% (6:0)	8% (5:0)	12.5
Commercial Concrete Aviation Millions		6/acre, 20/flight, 60/1000sqft. **	9% (7:0)	10% (5:0)	
AUTOMOBILE*					
Car Wash		900/acre, 600/acre**	4% (5:0)	9% (5:0)	2.8
Automatic Self-wash		1.2/20wash/acre**	4% (5:0)	8% (5:0)	
Gasoline	[215-1-26]	160/vehicle, fueling space**	7% (5:0)	8% (5:0)	
with Food Mart with Food Mart & Car Wash		150/vehicle, fueling space**	8% (5:0)	8% (5:0)	
Older Service Station Design		150/vehicle, fueling space, 500/acre**	7% (5:0)	8% (5:0)	
Sales (Dealer & Repair)		225/1000 sq. ft., 200/acre, 40/service stall**	9% (7:0)	11% (4:0)	
Auto Repair Center		200/1000 sq. ft., 400/acre, 20/service stall**	4%	11% (4:0)	
Auto Parts Sales		40/vehicle stall**	7% (5:0)	10% (5:0)	
Cafe/Lube		25/1000 sq. ft., 30/service stall**	7% (5:0)	11% (5:0)	
Tire Store					
CHEMISTRY		5/acre**			
CHURCH (or Synagogue)	[6-0-5-11]	80/1000 sq. ft., 20/acre** (based on ratios for Sunday, or days of service)	8% (8:0)	8% (5:0)	5.1
COMMERCIAL/RETAIL*					
Super Regional Shopping Center (More than 80 acres, more than 800,000 sq. ft., usually 3+ major stores)	[5-3-11]	350/1000 sq. ft., 400/acre*	4% (7:0)	10% (5:0)	5.2
Regional Shopping Center (10-20 acres, 400,000-800,000 sq. ft., usually 2+ major stores)	[4-7-31-22]	500/1000 sq. ft., 700/acre**	4% (6:0)	10% (5:0)	5.6
Community Shopping Center (15-40 acres, 125,000-400,000 sq. ft., usually 1 major store, detached retailers/food, grocery and drug stores)		1200/1000 sq. ft., 1200/acre**	4% (5:0)	10% (5:0)	
Neighborhood Shopping Center (Less than 15 acres, less than 125,000 sq. ft., usually grocery & drug store, cleaners, beauty & barber shop, & fast food services)	[45-40-15]	400/1000 sq. ft., 400/acre*	3% (5:0)	9% (5:0)	4.3
Commercial Shops					
Specialty Retail/Shop Commercial		400/1000 sq. ft.***	3% (7:0)	10% (5:0)	
Electronics Superstore		400/1000 sq. ft.***	4% (7:0)	10% (5:0)	
Furniture Outlet		150/1000 sq. ft., 2000/acre***	4% (5:0)	10% (5:0)	
Supermarket		600/1000 sq. ft.***	3% (5:0)	7% (5:0)	
Discount		500/1000 sq. ft.***	3% (5:0)	7% (5:0)	
Convenience Market (15-30 hours)		700/1000 sq. ft.***	3% (5:0)	7% (5:0)	
Convenience Market (24 hours)		850/1000 sq. ft., 550/vehicle fueling space**	3% (5:0)	7% (5:0)	
Discount Club		600/1000 sq. ft., 800/acre**	3% (7:0)	9% (5:0)	
Discount Store		600/1000 sq. ft., 800/acre**	3% (5:0)	9% (5:0)	
Furniture Store		60/1000 sq. ft., 120/acre**	3% (5:0)	9% (5:0)	
Lumber Store		20/1000 sq. ft., 150/acre**	3% (5:0)	9% (5:0)	
Home Improvement Superstore		400/1000 sq. ft., 400/acre**	3% (5:0)	9% (5:0)	
Hardware/Plant Store		600/1000 sq. ft., 600/acre**	3% (5:0)	9% (5:0)	
Garden Nursery		400/1000 sq. ft., 300/acre**	3% (5:0)	9% (5:0)	
Mixed Use Commercial (supermarket)/Residential		1150/1000 sq. ft., 2500/acre* (commercial only)	3% (5:0)	9% (5:0)	
		1.5/bedding unit, 200/acre* (residential only)	9% (3:7)	13% (5:4)	
EDUCATION					
Kindergarten (4 years)	[91-9-0]	2.4/bedroom, 100/acre**	10% (8:2)	9% (3:7)	8.9
Junior College (2 years)	[92-7-1]	1.2/bedroom, 240/300 sq. ft., 120/acre**	12% (8:2)	9% (5:4)	9.0
High School	[75-11-6]	1.3/bedroom, 150/1000 sq. ft., 60/acre**	20% (7:0)	10% (4:6)	4.8
Middle/Junior High	[92-25-12]	1.4/bedroom, 120/1000 sq. ft., 50/acre**	20% (6:4)	9% (4:6)	5.0
Elementary	[87-26-10]	1.4/bedroom, 140/1000 sq. ft., 60/acre**	22% (6:4)	9% (4:6)	3.4
Day Care	[78-58-14]	6/bedroom, 800/1000 sq. ft.***	17% (5:5)	18% (5:5)	3.7
FINANCIAL*	[35-42-22]				3.4
Bank (Walk-In only)		150/1000 sq. ft., 1000/acre***	4% (7:0)	8% (6:0)	
with Drive-Through		200/1000 sq. ft., 1500/acre***	3% (8:0)	10% (5:5)	
Drive-Through only		250/1250 one-way/acre**	3% (5:0)	10% (5:5)	
Savings & Loan		400/1000 sq. ft., 400/acre**	3%	9%	
Drive-Through only		100/500 one-way/acre**	4%	10%	
HOSPITAL	[73-25-2]				8.3
General		20/bed, 25/1000 sq. ft., 250/acre**	8% (7:0)	10% (4:6)	
Convalescent/Nursing		3/bed**	7%	10%	
INDUSTRIAL					
Industrial/Business Park (commercial/industrial)	[79-19-2]	16/1000 sq. ft., 200/acre***	12% (8:2)	12% (2:8)	9.0
Industrial Park (no commercial)		8/1000 sq. ft., 90/acre**	11%	12%	
Industrial Plant (single story)	[92-5-3]	10/1000 sq. ft., 120/acre**	14% (8:2)	13% (3:7)	11.7
Manufacturing/Assembly		4/1000 sq. ft., 50/acre**	19% (9:1)	13% (2:8)	
Warehousing		5/1000 sq. ft., 60/acre**	13% (7:3)	13% (4:4)	
Storage		2/1000 sq. ft., 0.2/acre, 30/acre**	8% (5:5)	9% (5:0)	
Science Research & Development		8/1000 sq. ft., 80/acre**	14%	9%	
Landfill & Recycling Center		6/acre	11% (5:5)	10% (4:6)	

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, San Marcos, Escondido, Encinitas, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, San Diego, San Diego, San Diego, Vista and County of San Diego.
ADVISORY/CONSULTANT MEMBERS: California Department of Transportation, County Water Authority, U.S. Department of Defense, S.D. Unified Port District and Tijuana/San California.

CLC Proposal "The Village at Scripps Ranch CCRC"
Traffic Generation Analysis

Residential Units/Use Type	# units of floor area	ADT Generation Ratios Assumption Set A	ADTs Generated	ADT Generation Ratios Assumption Set B	ADTs Generated	ADT Generation Ratios Assumption Set C	ADTs Generated
"The Villas"							
1600 sq. ft. 3br/2ba	44	10	440	8	352	6	264
1400 sq. ft. 2br/2ba	20	10	200	8	160	6	120
"Independent Living Units"							
1500 sq. ft. 3br/2ba	28	10	280	8	208	6	168
1400 sq. ft. 3br/2ba	8	10	80	8	48	6	36
1150 sq. ft. 2br/2ba	116	10	1160	8	928	6	696
1065 sq. ft. 2br/2ba	12	10	120	8	96	6	72
906 sq. ft. 1br/1ba	24	8	192	6	144	6	144
836 sq. ft. 1br/1ba	4	8	32	6	24	6	24
813 sq. ft. 1br/1ba	78	8	624	6	468	6	468
665 sq. ft. 1br/1ba	22	8	176	6	132	6	132
"Garden Terrace"							
1500 sq. ft. 3br/2ba	20	10	200	8	160	6	120
1400 sq. ft. 3br/2ba	16	10	160	8	128	6	96
1250 sq. ft. 2br/2ba	12	10	120	8	96	6	72
"Health Center"							
residential units							
450 sq. ft. studio	10	4	40	4	40	4	40
550 sq. ft. 1 br	20	4	80	4	80	4	80
950 sq. ft. 2 br	2	4	8	4	8	4	8
(Alzheimer's Units) 350 sq. ft.	18	4	72	4	72	4	72
skilled nursing beds							
private 350 sq. ft. rooms	8	20	160	3	24	2.5	20
semi-private 450 sq. ft. rooms	52	20	1040	3	156	2.5	130
SUB TOTAL - ADTs for Development Identified			5144		3324		2750

NOTE: the totals above are labeled "sub-total" because the proposed plan documents do not clearly identify other portions of this proposed project which, depending on how operated, may generate additional daily vehicle trips independent of those created by the dwelling units and care beds; these would be net additional vehicle trips in and out of Pomerado Road. Those portions of the project not detailed enough for additional traffic generation are, the Facilities building, and the Commons building. Specifically and comprehensively how these buildings are proposed and allowed to be used must be defined, to assess their additional traffic impact.

For traffic impacts this proposal must be compared against at least two alternatives: continued use of this site as part of the Alliant University campus; and possible use of this site as residential development under site zoning. The site's zoning, RS-1-8, would allow MAXIMUM 53 single family dwelling units. This would generate 530 ADT vehicle trips per day. No matter what ratio of trip generation may be applied to the proposed project, it would generate in the range of ten times this amount of vehicle trips - a 1000% increase. This will surely create unmitigable negative traffic impacts on Pomerado Road and the interconnecting community street system.

Letter J

RECEIVED

MAY 20 2015

12633 Rue Susanne Nord
San Diego, CA 92131
May 15, 2015

Development Services

Dear E. Schaarer-Nguyen,

I would like to state how much in favor I am of The Glen, a senior housing facility, being built in Scripps Ranch. I live very close to there and am very happy to think that, when I am ready, there will be a place to go that is close to where I have spent the last 30 years.

I have visited the Costa Glen in Carlsbad and was very favorably impressed with it. It is a tasteful, dignified community, well landscaped and well managed. I would hate to think that I'd have to move to Carlsbad in my old age - so far from my friends and old haunts.

I can't believe that a place for older people will present a traffic problem. There was no hesitation when a Jr. High



J-1

J-1

Comment noted.

LETTER

RESPONSE

school was built on Pomarado Rd.
 This will be a place where many
 or most of the people don't drive.
 It will not be busy at a particular
 time of day, as there is at the Jr.
 High School. It will be way off
 the road and no one will know
 it's even there. It will not be
 a high density because it's only 1 story
 high. A lot of Alzheimer's patients
 don't cause a whole lot of traffic.
 Usually one of the main reasons a
 person enters this kind of facility
 is that ~~they~~^{he} can't drive.

Other communities, like Rancho Bernardo
 have many such facilities. But Scripps
 Ranch has none. Is there a problem
 with having old people around? I'd
 hate to think that. But certainly
 this facility can do nothing but
 enhance the quality of life in
 Scripps Ranch.

Please please approve! -

Sincerely,
 Nancy Basant

J-1

Letter K

RECEIVED

MAY 08 2015

Development Services

The Glen at Scripps Ranch.

I have lived in Scripps Ranch, Whispering Ridge, for 30 years. During this time I have watched the development of Crown Point, Chantermar, Lori Valley, The Arbors, which was supposed to be a bird sanctuary and all the other surrounding developments. This does not include the 10 year Stonewall development which by itself is over 1000 large homes and condos.

All these developments empty into Pomerado Road and therein lies the cause of the intolerable morning and evening traffic jams on Pomerado Road. Pomerado Road is in constant need of repare and it is certainly not anything to be proud of as a main artery into Scripps Ranch. All the trees along the side are either dead or diseased and that whole 3 miles should be cleaned up, big time.

The development of The Glen will have zero impact concerning the traffic on Pomerado Road. Residence in The Glen will all be retired. Many will only use transportation supplied by The Glen. No one will be traveling during the rush hours. In addition there will be zero impact on the School System. There won't be any additional children.

If anything, The Glen will have a every good impact on the local Vons shopping center. Many of the people who have signed up to live in The Glen already live in Scripps Ranch. They do not want to support any development that will have any kind of negative effect on The Ranch.

I kind of doubt that any of the members of this "Residents for the Rational Use of Alliant Site", (RRUAS) have even visited The Glen office at 9903 Businesspark Avenue, suite 104, just off Carroll Canyon Road. There is a beautiful scale model of the entire development proposal. There are people there to explain every facet of this project. Go there. You will be impressed.

This development will greatly improve the undeveloped "forest" area south of Pomerado which desperately needs some cleaning up. As far as the clogged up, debris filled "Carroll Creek" is concerned, it too needs a major clean up.

I have never heard of the (RRUAS) and they certainly do not speak for me. I fully support this project as do many of the other Scripps Ranch residents.

Sincerely

Mr Richard Slattery
12595 Kingspine Ave San Diego Ca. 92131
858-566-4934

K-1

K-1 Comment noted.

Letter L

Comments on
 Draft Environmental Impact Report
 For The Glen at Scripps Ranch Project
 San Diego, California
 Project #264823
 SCH #2013071013

Submitted by: John F. Tauscher, 11580 Scripps Lake Dr, San Diego, CA 92131

Overview:

The City of San Diego Development Services Department has prepared an Environmental Impact Report in accordance with the California Environmental Quality Act. The purpose is to inform the community about possible environmental effects that might result from the project, and to identify ways to mitigate these effects. Included in the Report are the City's conclusions that the project will have significant impacts in several areas, including: Land Use; Traffic Circulation; Biological Resources; Historical Resources; and Paleontological Resources. The City also concludes that the project would not result in significant environmental effects on, among others, Health and Safety, and Public Services.

My analysis of the Draft Environmental Impact Report (DEIR) for The Glen at Scripps Ranch Project, found that the DEIR does comply with the current Scripps Miramar Ranch Community Plan (SMRCP) for the most part. However, there are significant errors in the Location and Traffic Circulation sections of the DEIR, and more significantly the omission of significant impacts to public health, safety, and welfare.

Findings:

Land Use and Traffic Circulation: The DEIR concludes correctly that: *"the increase in traffic on Pomerado Road would be significant and unavoidable, conflicting with General Plan and SMRCP goals of alleviating traffic impacts in the region. Therefore, impacts would be significant."* However, the DEIR states incorrectly that widening Pomerado Road to mitigate the traffic impacts is not supported by the City of San Diego, or the Scripps Miramar Ranch Planning Board (SMRPB). The SMRPB and City of San Diego did agree in 1993 not to widen Pomerado Road, however, that was more than 20 years ago. The current SMRPB submitted formal SMRPB comments in September 2013, concerning Traffic Circulation to the DEIR for the Carroll Canyon Commercial Center, that indicated Traffic congestion on Pomerado Road, Carroll Canyon, and other major Scripps Ranch evacuation routes are significant issues that require addressing with more than a statement that the impact cannot be mitigated.

Health and Safety, and Public Services: Not mitigating major Traffic impact on Pomerado Road, even if the Project only adds incrementally to the average daily volumes on Pomerado Road, constitutes a significant risk to Health and Public Safety; especially, in the event of a major emergency affecting the Scripps Ranch Community.

The following excerpt taken from the SMRPPB formal comments on the Carroll Canyon Commercial Center concerning Health and Safety is also applicable to the DEIR for The Glen at Scripps Ranch Project. "Scripps Ranch area has been evacuated twice in the past 10 years because of the two largest wildfires in California's history. During the 2003 Cedar Fire, over 300 homes were destroyed. In both fires, the entire population of Scripps Ranch and surrounding areas – over 50,000 residents – was evacuated.

L-1

L-2

L-3

L-1

L-2

L-3

See responses to comments L-2 through L-4.

With specific respect to the Pomerado Road traffic issues, see response to comment I-3h.

With respect to the Scripps Ranch evacuation routes, see responses to comments I-11 and I-12a.

See response to comment I-11.

LETTER

RESPONSE

Traffic was heavily impacted on all evacuation routes, including Pomerado Road, Carroll Canyon Road, Mira Mesa Blvd., and, Scripps Poway Parkway. These routes are now city and federally designated emergency evacuation routes. The DEIR provides no information or analysis concerning the project's obvious impact on public safety or traffic in the event of another (inevitable) evacuation."

L-3
cont.

Since the 2003 fire, Thurgood Marshall Middle School has opened on Pomerado Road, and the Rancho Encantada community has been built, both have significantly increased traffic flows on Pomerado Road, and the potential for emergency evacuations.

Recommendation:

L-4

Require mitigation of the significant traffic impacts on Pomerado Road.

L-4 See response to comment I-3h.

LETTER

RESPONSE

Letter M

Draft EIR comments re The Glen – Scripps Ranch from residents of Scripps Ranch

<p>Charlotte Fitzgerald</p>	<p>TO WHOM IT MAY CONCERN,</p> <p>I am responding to the below email because I have a BIG concern. I do feel that a retirement facility in Scripps Ranch would be a welcome need.</p> <p>BUT, I feel that the location choice is NOT good. I can see Chabad from my (our) home which is okay. What I dislike the most about the idea is the location. What about the land where they want to build a Wal-Mart?</p> <p>The Middle school traffic uses all main arteries such as Scripps Poway Pkwy, Carroll Canyon, and Pomerado Road and we avoid these roads when at bell times already. Many delivery trucks, tradesmen are cars go thru to Poway use the road as well as well as the many residents on a daily base already and to have more workers, residents and trade people on the two lane road will be TOO MUCH !</p> <p>If at all possible, I would like to see a Retirement Facility built in the Business park area. There must be enough empty buildings that are could be used for such a project and leave Pomerado Road alone.</p> <p>Respectively Submitted. We are 18yr residents of Scripps Ranch and members of SCRA</p>	<p>M-1a</p> <p>M-1b</p> <p>M-1c</p> <p>M-1d</p> <p>M-1e</p>
<p>Janet McAfee</p>	<p>Thank you for requesting citizen input on the plan for The Glen in Scripps Ranch.</p> <p>My husband and I have resided in Scripps Ranch since 1983. As people in our sixties, we look forward to the building of such facilities in this area. The need for rehab care after surgery, and for assisted living plus skilled nursing facilities together, is of higher and higher interest as more of us Baby Boomers age. One such facility in S.R. would be fantastic, and more than one would be even better.</p> <p>As to The Glen project, some thoughts:</p> <p>TRAFFIC ISSUES -----</p>	<p>M-2a</p> <p>M-2b</p>

- M-1a See response to comment I-3h.
- M-1b As detailed in EIR Section 4.1., the project site is designated “Institutional and Public and Semi-Public Facilities” and “Park, Open Space, and Recreation” in the General Plan’s Land Use and Street System Map. The project site is also located within an area designated University use within the SMRCP. The project proposes an institutional use which is allowed at this location.

With respect to constructing the project at another location (i.e., Walmart site), EIR Section 9.1.2 provides a detailed evaluation of an Alternative Location Alternative. As stated therein, the project requires at least 35 acres that would support a campus setting, and would need to be located in close proximity to persons of qualified age and income level, hospitals, doctors, pharmacies and shopping. The alternative discussion of alternative locations concludes that other sites of adequate size and in locations that can serve all areas of the City were not available. Additionally, there are no other sites in the SMRCP area or adjoining communities that are within the applicant’s control and would support the project needs, nor would an alternative site avoid or substantially lessen the project’s impacts (see EIR Section 9.1.2).
- M-1c Comment noted
- M-1d Comment noted
- M-1e With respect to utilizing the Business Park area as an alternative location for the project, see response to comment M-1b.
- M-2a Comment noted.
- M-2b EIR Table 2.4-14 shows the intersection of Pomerado Road at Chabad Center Driveway is projected to operate at level of service C in the AM

LETTER

RESPONSE

<p>* Traffic access looks like a problem. The one road leading in from Pomerado is a narrow one-lane road (Chabad Centre Driveway). I can imagine many more traffic tie-ups on Pomerado as drivers are brought to a halt at red lights for the cross-traffic of people leaving The Glen after visiting or during shift changes of staff.</p> <p>* Although the email you sent mentions that "The developer agreed to stagger work shifts around Marshall Middle School bell times", this doesn't necessarily include The Glen's staff. Most nursing shifts end at 3pm, which is the same time the nearby middle school ends its day. I'm wondering if the skilled nursing facility staff's schedule will add measurably to the existing traffic backups on Pomerado Road.</p> <p>THE LOCATION -----</p> <p>* Wasn't there talk of Alliant vacating their property some time soon? The plan for The Glen would be perfect to place into the existing buildings and layout at Alliant's site. The traffic access would be much easier, and would utilize a road that is closer to the freeway and ties up a shorter stretch of Pomerado during rush-hour traffic.</p> <p>If Alliant can be encouraged to vacate earlier, can The Glen project be relocated onto their property? Or into the existing Business Park area across the street from S.R. High School? Either of these would have easier access from the freeway and cause less impact on the bottleneck that Pomerado Road creates.</p> <p>EMERGENCY EVACUATIONS -----</p> <p>* Having gotten through the 2003 and 2007 fire evacuations in Scripps Ranch, I recall the disaster of trying to egress the Ranch in 2007. We sat in traffic for nearly an hour, engine running, one block from Pomerado Road with no one moving because the police were giving priority to the residents south of Pomerado while those of us on the north</p>	<p>M-2b cont.</p> <p>M-2c</p> <p>M-2d</p> <p>M-2e</p>	<p>M-2b cont. peak hour and D in the PM peak hour in the Year 2030 with Project scenario. The EIR further discusses in EIR Section 4.2.6.1 how the project would provide shuttles for shopping, doctor visits, and activities to residents throughout the week to reduce peak hour traffic.</p> <p>M-2c The EIR Section 4.2 takes into account traffic generated by the residents and staff during the AM and PM peak hours. However, as a means to reduce traffic, the applicant has agreed, to the extent possible, to schedule staff work shift hours outside of normal peak commuting hours. Additionally, the project will attempt to schedule staff work shifts around Marshall Middle School bell times and peak hours.</p> <p>M-2d See responses to comments I-11 and I-12a related to the adequacy of the project's emergency evacuation plan.</p> <p>M-2e See responses to comments I-11 and I-12a related to the adequacy of the project's emergency evacuation plan.</p>
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LETTER

RESPONSE

	<p>waited. I am trying to envision what would happen to Pomerado Road in case of a future evacuation with trying to move 60 infirm, wheelchair bound residents of a skilled nursing facility along with hundreds of folks in assisted living -- and in what vehicles?? Will there be buses kept on-site for immediate use in case of emergency? -- onto the 2 lanes Pomerado has available. Even using Alliant's property for an emergency exit, there will still be more vehicles on the stretch of Pomerado within 1.5 miles of the freeway due to the additional Glen residents.</p> <p>With those extra people and vehicles, will this be an even bigger nightmare than in 2007?</p> <p>The likelihood of another fire evacuation is low, but I have concern for the safety of the residents and staff of The Glen, and how much their presence will impact the existing traffic issues during such an event.</p> <p>So overall, love the concept of the project, feel comforted about the possibility of being a resident there myself someday, but concerned about the access and egress in both normal driving conditions and especially during emergencies. Wish that Alliant would move and let other tenants such as these take over their property -- it would be a perfect use of their premises.</p> <p>Thank you for considering my comments. And thank you VERY much for all the time and effort you give to our community in overseeing projects such as these!</p> <p>10232 Avenida Magnifica</p>	<p>M-2e cont.</p> <p>M-2f</p>	<p>M-2f Comment noted</p>
<p>jcnkss@aol.com</p>	<p>Pomerado can't handle any more TRAFFIC!!!! Bad idea!!! Leave Pomerado alone!! It's a nightmare as it is with Marshall!!!</p>	<p>M-3</p>	<p>M-3 Comment noted</p>
<p>Chick Osgood</p>	<p>Seems reasonable to approve this construction.</p>	<p>M-4</p>	<p>M-4 Comment noted</p>
<p>Joanna Netzke</p>	<p>Hello, Thanks for taking this task on. I am going to add that we are in the middle of a drought and how many more hundreds of gallons per day per person will this infringe on our already depleted water reality? Not to mention all the landscaping to maintain, no matter if its low flow, it's the mass size of the project. I can't even imagine wanting to expand Scripps Ranch by adding what equates to a small town to the water demands we already have in this region. Please bring this to the drawing table if</p>	<p>M-5</p>	<p>M-5 A water supply assessment (WSA) and addendum were prepared by the City to determine the regions ability to meet the project's water needs. An evaluation of the WSA and addendum are included in EIR Section 4.12. The water demand projections for the project are included in the regional water resource planning documents of the SDWCA, MWD, and partially in the City's 2010 UWMP. These plans identify that current and future water supplies would be adequate to serve the projected needs of the project, as well as regional water needs. As a result, no new or expanded sources of water supply would need to be developed that could result in physical impacts to the environment.</p>

LETTER

RESPONSE

	possible. Thanks and I am very appreciative of all that everyone is doing. Loire Valley Resident	M-5 cont.	M-5 cont. As the existing and planned water supply is adequate to serve the water demands of the project, impacts would be less than significant.
Karyn Farr	I am concerned about immediate need for expansion. I have seen places like this – the initial ratio is too heavy on those who are in good health. Unforeseen things change that – and they have a need to move to the assisted rooms earlier than they thought. And there are not enough there. This means that the facility can't provide the care at the level needed (as promised) & the person must go elsewhere; OR they immediately realize that and then need to expand and build more acute and/or skilled nursing units. It is not good planning to start out short of anticipated need for elderly residents. I'm also concerned about the noise from ambulances all hours because that is what you have with skilled nursing facilities.	M-6a M-6b	Additionally, the project would comply with existing landscape regulations, as well as the General Plan policies, which would ensure the use of predominantly drought-resistant landscaping and water conservation for landscape maintenance. M-6a This comment does not address the adequacy of the EIR. Comment noted. M-6b As detailed in the project objectives in EIR Section 3.1, the project proposes a California state licensed continuing care retirement community (CCRC) that would provide care and services for senior community members. The project would include housing with access to on-site medical facilities, transportation, retail, and recreational activities. While CCRCs consist of several components, including assisted living units and skilled nursing facilities, it would not constitute a hospital. Though medical care requiring ambulatory services could occur it would not necessarily require sirens. Therefore, noise impacts associated with this type of activity is not proposed nor anticipated to be a significant result of the project.
Jorge R Guerra	Please allow me to express my 2 cents about this project. My believe is that not only is this project going to create a lot more traffic that what we already have in Pomerado, but is going to eliminate many of the beautiful eucalyptus trees that make the drive thru Pomerado a relaxing experience. I was opposed to Chabad being built where it is, as I believe the location of the middle school is also a horrible one, so I'm definitely against this development.	M-7a M-7b M-7c	M-7a As disclosed in EIR Section 4.2, the project would result in multiple direct and cumulative impacts to street segments and intersections along Pomerado Road.
Patricia DiUaldi	Living right off Pomerado Road makes me want to be opposed to creating another large facility that will further impact the traffic along the only main corridor we all must use in old Scripps Ranch. Over the years, development has played a major part in the way I must navigate Pomerado Road. It's already a nightmare at certain times of the day. This will be especially critical in case of another disaster where evacuation becomes an issue and can be life threatening. I don't have a problem with the plan itself, but please, don't let this become more of a driving challenge down Pomerado than it already is.. resident since 1975	M-8	M-7b See responses to comments I-3a and I-3b.
Kathleen Merkin	While I would agree that the retirement village is a quieter form of growth for our neighborhood, it occurs to me that nothing has been included in the report about the aesthetics of the project and how it will affect what makes Scripps Ranch special, i.e. the Eucalyptus Groves hugging Pomerado Road and the southern slope of that project. What is being done to preserve these and keep the "country feel" of Scripps here? Sadly, our woods are being progressively "thinned" and ruined on	M-9a M-9b	M-7c Comment noted. M-8 See response to comment I-3h regarding traffic impacts on Pomerado Road.
			See responses to comments I-11 and I-12a regarding emergency evacuation of the project site.
			M-9a Visual Quality/Neighborhood Character were analyzed in EIR Section 4.7. The EIR concludes that the project would be consistent with and contribute to the character of the project area because it would preserve eucalyptus woodland within the Carroll Canyon open space. As such, neighborhood character impacts would be less than significant. See response to comment I-3b.

LETTER

RESPONSE

	<p>both sides currently, with both diseased AND healthy trees being taken out. Considering that Marshall Middle School with its overbearing retaining wall is such an eyesore, what is this project going to look like? How many floors are the "apartments" at the center? Will these be visible even if the woods at the edge of Pomerado are preserved?</p>	M-9b	M-9b Comment noted. See response to comment I-3b.
Debbie Honeycutt	<p>Traffic impacts without a viable solution (or better yet a refusal to widen Pomerado) make this project unfeasible. I think it is a great project otherwise. But cannot support without a solution to the traffic.</p>	M-9c	<p>In order to demonstrate the change in the aesthetic character of the project site and describe the visibility of the project from surrounding areas, a visual analysis is discussed in EIR Section 4.7. Specifically, to show how the project would ultimately appear, visual simulations were developed using site photographs and computer-generated three-dimensional project modeling. As depicted in EIR Figure 4.7-2, the project would result in minor alterations to the existing visual characteristics associated with the site from vantage points on Pomerado Road (EIR Section 4.7.4.1). Therefore, due to the project design, the setback from Pomerado Road, and the intervening vegetation, it was concluded that visual impacts associated with the project would be less than significant.</p>
Annemarie Cantine	<p>I am against the construction of a gated retirement facility. We already can't get in and out of Scripps Ranch due to the high traffic congestion on Pomerado Road.</p>	M-10	<p>M-9c EIR Section 4.7.5 discusses whether the project would result in any incompatibility with surrounding development due to its proposed bulk and scale. The tallest portions of the proposed buildings would range from 36 to 50 feet in height. However, the height of the proposed buildings would not result in a substantial view blockage from Pomerado Road (see EIR Figure 2.7-2). See responses to comments I-3a, I-3b, and I-3c.</p>
Sonya Bolton	<p>I am against the construction of a gated retirement facility. We already can't get in and out of Scripps Ranch due to the high traffic congestion on Pomerado Road.</p> <p>Pomerado Road can not handle any more traffic. Just think what happened during the fires when we were forced to evacuate. Pomerado Road was severely impacted to unsafe conditions for the residents trying to flee the fires.</p> <p>I vote no more development along Pomerado Road.</p> <p>A 36 year resident of SR</p>	M-11	M-10 See response to comment I-3h.
Diane Smith	<p>I am very much in favor of this development and have looked carefully at it and the Carlsbad one they built. I think this is something we need in Scripps to keep our older residents here, as they add a lot to our community and it should be approved.</p>	M-12	M-11 To clarify, there is no gated entry proposed off Pomerado Road. See response to comment I-3h.
Janice Monastra	<p>NO !!! TOO MUCH TRAFFIC AS IT IS ON POMERADO ROAD. CONSTRUCTION NOISE AND TRAFFIC WILL BE A NIGHTMARE. BUILD IT IN RANCHO BERNARDO.</p>	M-13	M-12 See response to comment I-3h regarding traffic impacts on Pomerado Road.
Robert and Betty Thompson	<p>If affordable and necessary to us at the time the project is completed, we probably would like to be able to move to The Glen then. Since we have lived in Scripps Ranch for almost 30 years, the location of The Glen project would let us maintain the familiarity of Scripps Ranch and easily continue the relationships with our nearby family, friends, and doctors.</p>	M-14	<p>See response to comment I-11 regarding emergency evacuation of the project site.</p>
Rich Horowitz	<p>I know environmental issues, erosion, traffic are important issues but those could be mitigated with good design approach by the engineering department.. I have not taken a lot of time to review everything so I take a simple approach. I would like to see a site plan with all buildings, roadways, etc. located and how the facility would be hidden behind the trees so the ambiance of Pomerado Road and Scripps Ranch are maintained. I see in the drainage report by Latitude 33 that the area is pretty large and comes somewhat (hard to tell at that scale) close to Pomerado Road. If that is the case the buildings at the top of the hill will be hard to shield. I think the buildings at the Chabad are visible but at the</p>	M-15	M-13 Comment noted.
		M-16a	<p>M-14 With respect to traffic impacts along Pomerado Road, see responses to comment I-3h. Standard procedures will require the preparation of a traffic control plan to provide for safe movement of traffic through the project area during construction.</p>
		M-16b	
		M-16c	

LETTER

RESPONSE

	<p>M-14 cont. Construction noise was analyzed in EIR Section 4.4.4.1. The EIR concluded that construction noise levels are not projected to exceed 75 dB(A) Leq beyond the project site boundaries. Furthermore, the project would comply with construction time limits as required by the City's Noise Abatement and Control Ordinance. Therefore, construction noise impacts would be less than significant.</p> <p>M-15 Comment noted</p> <p>M-16a A detailed project description and site plans are provided in EIR Chapter 3.0. Visual simulations were prepared and provided in Section 4.7 to demonstrate the limited visibility of the project from Pomerado Road. Additionally, as described, the project does not propose to encroach into the corridor along Pomerado Road. See responses to comment I-3a, I-3b, and I-3c.</p> <p>M-16b The project site is 53 acres in size and the project buildings will be setback approximately 650 feet from Pomerado Road.</p> <p>M-16c The project would not result in any visual impact, see response to comment I-3c.</p>
--	--

LETTER

RESPONSE

	<p>same time there is enough trees to shield it. If enough trees remain or planted that this facility is almost nonexistent, visibly, then that would be my input. Since the project will have a minimal impact traffic wise (less than 10%) I don't think that should be an issue that stops the project. Hopefully there is a site plan/ landscape plan that would show what I am referring to. My simple opinion.</p>		<p>M-16c cont. M-16d M-16e</p>	<p>M-16d Comment noted M-16e See response to comment M-16a.</p>
<p>Julia Carson</p>	<p>We have no objection to this proposal. The most important concern for us is that there is access in and out of the project from two directions. This is a safety issue as well as a traffic mitigation issue.</p>		<p>M-17</p>	<p>M-17 The main access road to the project site would be Chabad Center Driveway from Pomerado Road. A secondary fire lane would be constructed within the project site per City Fire Rescue Department directive. An additional emergency access road would be provided at the end of the cul-de-sac at the northwest corner of the project site.</p>
<p>Paul Jester</p>	<p>I think The Glen is a wonderful, high quality, project. It will provide jobs and commerce for SR businesses. Given the demographics of that community I don't see that the projected incremental traffic (+10% overall) would greatly add to the rush hour congestion which of course is what anyone should be at all concerned about. Seems to me that traffic would be nicely spread out over the course of the whole day. I vote yes.</p>		<p>M-18</p>	<p>M-18 Comment noted</p>
<p>Marla King</p>	<p>this would take away from our rural living. there is already too much traffic on Pomerado. I personally am not interested in a 20 minute plus more time commute just to get home from Pomerado road. Build somewhere else where the traffic is not so impacted. Against this building and Scripps Ranch association should against this too.</p>		<p>M-19</p>	<p>M-19 See response to comment I-3h.</p>
<p>Sashi Whitman</p>	<p>I am adamantly opposed to any additional residential or commercial structures built off of Pomerado Road. I am against the Glen Scripps Ranch proposal because of the additional traffic impact it will have on an already congested road. If Scripps Ranch wants to have additional buildings off of Pomerado Road, then Pomerado Road needs to become a 4-lane road, not the current two lane road that has existed since the inception of Scripps Ranch. The addition of Marshall Middle School has already added to the traffic congestion, as seen in early morning commutes west-bound, and the 2:30/3:00 pm window east-bound on Pomerado Road. Sincerely, Homeowner, Scripps Ranch Legacy</p>		<p>M-20a M-20b</p>	<p>M-20a Comment noted M-20b The project would result in direct and cumulative impacts to street segments and intersections along Pomerado Road. As disclosed in EIR Section 4.2.3.4, traffic impacts to Pomerado Road would remain. See response to comment I-3h. M-20c Comment noted</p>
<p>Joyce Berzle</p>	<p>Sounds great (in general, anyways). I plan on moving in when I get old. :-)</p>		<p>M-21</p>	<p>M-21 Comment noted</p>
<p>Michelle Messmer</p>	<p>I think it's wonderful that this is coming to our community and it appears to be well thought out.</p>		<p>M-22</p>	<p>M-22 Comment noted</p>

LETTER

RESPONSE

<p>Jayne Gomes</p>	<p>I am horrified at the idea of this possibility. Living in Crown Pointe, we would have much too much traffic on Pomerado Rd. Elderly drivers could cause accidents to the already busy traffic. I have the horror of thinking that this can be built. It is much too large and we do not need it so close. Anything I can do to prevent it</p>	<p>M-23</p>	<p>M-23 With respect to the project's traffic generation and impacts associated with the same, see response to comment I-3h.</p> <p>With respect to the size of the project, see response to comment I-25.</p>
<p>Cynthia Roe</p>	<p>My main concerns about The Glen at Scripps Ranch project are as follows:</p> <p>The traffic on Pomerado road is already congested. The retirement community will create many more Emergency/Fire/Rescue trips onto Pomerado road which is only a two lane road. Although adding lanes has been eliminated from the plan, traffic problems arising from the increased trips and complaints about response times could very well create a demand for the widening of Pomerado Road AFTER the facility is built. At a similar development, Morningside of Fullerton, almost half of the local fire department calls were to the facility. (I called the fire department to ask them for this information.)</p> <p>In addition, if the estimates for density and traffic are incorrect, there could be simply be too much traffic in and out of the facility and it would have a domino affect up and down Pomerado causing traffic to spill over and cut through the neighborhoods North of Pomerado.</p> <p>The density of the project needs to be reduced before it is built to mitigate these problems.</p>	<p>M-24a</p>	<p>M-24a Comment noted. The existing traffic on Pomerado Road is noted in EIR Section 4.2.1. See response to comment I-3h.</p>
		<p>M-24b</p>	<p>M-24b EIR Section 4.11.3 discusses the project's requirement that adequate public services, including fire and emergency medical services, are available to the project. With respect to medical emergencies, the project includes a health center that would be staffed with medical professionals 24 hours per day. Health center staff would have the ability to medically assess residents to determine the need for emergency medical services (9-1-1) or routine care assistance (EIR Section 4.11.3.1). Such professionals would be able to administer assistance for a number of routine care issues without contacting medical emergency services. The on-site Health Center would reduce the San Diego Fire Department's need to respond to non-medical emergencies. If needed, Fire Station 44 is located approximately two miles from the project site and is the closest fire station to the project site. As shown in EIR Table 4.11-1, Fire Station 44, which includes an engine, truck and Battalion Chief 7, has a current responsive time of 5 minutes 18 seconds.</p>
		<p>M-24c</p>	<p>With respect to traffic impacts along Pomerado Road, see response to comment I-3h.</p>
		<p>M-24d</p>	<p>M-24c See response to comment I-3h.</p>
		<p>M-24e</p>	<p>M-24d As discussed in EIR Section 4.11.3, the project would not result in impacts to Public Services and Facilities. Specifically, the applicant would be required to pay FBA fees to assure funds are available for future facilities as needed.</p>
		<p>M-24f</p>	<p>M-24e See response to comment I-3h.</p>
			<p>M-24f The project is consistent with the RS 1-8 Zone which allows 1.09 units per acre. Furthermore, the project is consistent with the underlying zone and applicable regulations. Therefore, no density-related issues are associated with the project.</p>

RTC
ATTACHMENT B-1

Queues
3: Pomerado Road & Willow Creek Road

Year 2030 + Project AM
5/29/2015

	→	↘	↙	←	↖	↑	↗	↘	↓	↙	
Lane Group	FBL	FBT	FBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	171	879	182	340	1418	398	249	269	18	198	384
v/c Ratio	1.34	1.07	0.25	1.04	1.52	1.64	0.42	0.40	0.29	0.57	1.04
Control Delay	248.0	92.3	18.2	124.4	270.5	343.3	43.6	9.1	81.9	62.8	102.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	248.0	92.3	18.2	124.4	270.5	343.3	43.6	9.1	81.9	62.8	102.9
Queue Length 50th (ft)	~113	~954	58	~184	~1945	~561	199	23	18	179	~331
Queue Length 95th (ft)	#195	#1218	96	#289	#2214	#774	286	100	46	266	#545
Internal Link Dist (ft)		3682			1241		379			253	
Turn Bay Length (ft)	150		150	200							
Base Capacity (vph)	128	825	735	327	931	243	599	669	67	348	368
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.34	1.07	0.25	1.04	1.52	1.64	0.42	0.40	0.27	0.57	1.04

Intersection Summary

- Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

The # footnote indicates that the volume for the 95th percentile cycle exceeds capacity. This traffic was simulated for two complete cycles of 95th percentile traffic to account for the effects of spillover between cycles. If the reported v/c < 1 for this movement, the methods used represent a valid method for estimating the 95th percentile queue. In practice, 95th percentile queue shown will rarely be exceeded and the queues shown with the # footnote are acceptable for the design of storage bays.

Queues

Year 2030 + Project PM

3: Pomerado Road & Willow Creek Road

5/29/2015



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SSR
Lane Group Flow (vph)	124	1352	126	68	1301	261	78	84	64	66	452
v/c Ratio	0.17	1.09	0.12	0.40	1.44	0.73	0.36	0.33	0.55	0.49	0.88
Control Delay	57.0	79.4	10.2	75.7	236.6	77.3	64.8	14.5	84.7	77.8	63.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.0	79.4	10.2	75.7	236.6	77.3	64.8	14.5	84.7	77.8	63.5
Queue Length 50th (ft)	58	~1540	35	34	~1749	129	71	0	62	63	395
Queue Length 95th (ft)	89	#1939	64	60	#2206	174	123	51	111	113	489
Internal Link Dist (ft)		3682			1241		379			253	
Turn Bay Length (ft)	150		150	100							
Base Capacity (vph)	747	1241	1065	178	901	444	396	403	198	348	515
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	1.09	0.12	0.38	1.44	0.59	0.20	0.21	0.32	0.19	0.88

Intersection Summary

- Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

The # footnote indicates that the volume for the 95th percentile cycle exceeds capacity. This traffic was simulated for two complete cycles of 95th percentile traffic to account for the effects of spillover between cycles. If the reported v/c < 1 for this movement, the methods used represent a valid method for estimating the 95th percentile queue. In practice, 95th percentile queue shown will rarely be exceeded and the queues shown with the # footnote are acceptable for the design of storage bays.

Queues
2: I-15 NB Ramps & Miramar Rd./Pomerado Road

Year 2030 + Project AM
7/29/2015



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	696	479	1568	120	939	846
v/c Ratio	0.33	0.30	0.41	0.08	0.84	0.30
Control Delay	15.1	0.5	24.2	0.0	54.2	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.1	0.5	24.2	0.0	54.2	0.3
Queue Length 50th (ft)	142	0	321	0	438	0
Queue Length 95th (ft)	210	0	m231	m0	479	0
Internal Link Dist (ft)	1124		3682			
Turn Bay Length (ft)		300				
Base Capacity (vph)	2102	1583	3806	1583	1519	2787
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.30	0.41	0.08	0.62	0.30

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues
2: I-15 NB Ramps & Miramar Rd./Pomerado Road

Year 2030 + Project PM
7/29/2015



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	696	1413	1533	110	731	1063
v/c Ratio	0.30	0.89	0.36	0.07	0.84	0.38
Control Delay	12.0	17.3	17.0	0.0	62.1	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.0	17.3	17.0	0.0	62.1	0.4
Queue Length 50th (ft)	133	914	272	0	351	0
Queue Length 95th (ft)	235	794	m256	m0	401	0
Internal Link Dist (ft)	1124		3682			
Turn Bay Length (ft)		250		150		
Base Capacity (vph)	2355	1583	4264	1583	1153	2781
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.89	0.36	0.07	0.63	0.38

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

DEPARTMENT OF TRANSPORTATION
DISTRICT 11
PLANNING DIVISION
4050 TAYLOR STREET, MS 240
SAN DIEGO, CA 92110
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RTC
Attachment B-2



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AUG 24 2015

Development Services

August 17, 2015

11-SD-15
PM 14.28

The Glen at Scripps Ranch
DEIR SCH 2013071013

Ms. Elizabeth Sherear-Nguyen
City of San Diego
1222 First Avenue, MS 501
San Diego, CA 92101

Dear Ms. Sherear-Nguyen:

Caltrans previously commented on the Draft Environmental Impact Report (DEIR) SCH 2013071013 for The Glenn at Scripps located approximately southeasterly of Interstate 15 (I-15) and Pomerado Road. Caltrans requested the Synchro files to verify project impacts on the I-15 ramps. It has been determined that there is no significant delay on the ramps from volumes generated by the project. Therefore, Caltrans has no further comments.

If you have any questions or require further information, please contact Roy Abboud at (619) 688-6968 or email at roy.abboud@dot.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Armstrong", written over a horizontal line.

JACOB M. ARMSTRONG, Chief
Development Review Branch



E-MEMO

ATTN: *John Fisher* **E-Mail:** [▼ JSFisher@sandiego.gov](mailto:JSFisher@sandiego.gov)
Cc Ann Gonsalves AGonsalves@sandiego.gov
Cc Jim Lundquist JLundquist@sandiego.gov
Cc Elizabeth Shearer EShearer@sandiego.gov

FROM: *Andrew P. Schlaefli & Jacob Swim*  **TOTAL PAGES (Including Cover):** 2 + Attachments

DATE: *October 27, 2015* **TIME:** 2:53:17 PM **JOB NUMBER:** 003210

SUBJECT: *The Glen Traffic Impact Related to 50 Additional Project Trips*

Confidential Communications

This transmittal is intended for the recipient named above. Unless otherwise expressly indicated, this entire communication is confidential and privileged information. If you are not the intended recipient, do not disclose, copy, distribute or use this information. If you received this transmission in error, please notify us immediately by telephone, at our expense and destroy the information.

As you are aware, the approved traffic study dated April 12, 2013 and the Addendum to the approved traffic study dated July 22, 2015 both assumed a project traffic generation of 1,880 average daily trips (ADT). However, the Planning Department classification of use resolution assumed an average daily traffic generation of 1,930 trips i.e. 50 more daily trips. This increase in trips was based on the assumption that the Congregate Care dwelling units generating 3 trips per dwelling unit versus 2 trips per dwelling unit analyzed in the approved traffic study. The purpose of this memo is to determine if 50 additional project trips distributed to the street system, would result in any new impacts. We found that no significant additional new impacts would result from the addition of 50 new project trips to the street system.

To complete this analysis, we first prepared a trip generation table to reflect the increase in ADT which can be found in **Attachment 1**. The analysis assumes the same project traffic distribution that was used for the approved traffic study, see **Attachment 2**. We then analyzed both street segments and intersections within the project's study area along Pomerado Road. Freeway mainline segments and freeway ramp meters within the study area were also evaluated to determine if new significant impacts would occur as a result of the additional 50 daily trips. Based on our analysis and evaluation, the additional 50 daily trips would not change the significantly impacted segments and intersections already identified in the EIR. In addition, no new impacts are expected to occur on freeway segments or ramp meters as a result of the additional 50 daily trips. It should also be noted this analysis is consistent with the Addendum to the approved traffic study dated July 22, 2015.

Segment Impact Analysis

Based on the trip generation table from **Attachment 1** and the distribution percentages in **Attachment 2**, the additional 50 daily trips were added to the Existing Without Project, Near Term Without Project and Year 2030 Without Project scenarios. As shown in **Attachment 3**, there are no new significant impacts in the Existing With Project scenario with the additional trips i.e. 1,930 ADT. Therefore, the results of the analysis for the 1,930 ADT project are consistent with the results discussed in the Environmental Impact Report (EIR). The Near Term With 1,930 ADT and Year 2030 With 1,930 ADT street segment analysis shows no new significant impacts and consistent with the EIR, see **Attachment 4** and **Attachment 5** respectively.

Intersection Impact Analysis

Attachment 6 shows the new project only AM and PM peak hour traffic volumes at study intersections based on the 1,930 ADT. The new project peak hour traffic volumes were then added to the base Existing, Near Term and Year 2030 traffic volumes and used to reanalyze study intersections. As shown in **Attachments 7, 8, and 9**, the intersection analysis for the Existing With Project, Near Term With Project, and Year 2030 With Project shows the additional trips would not create any new significant impacts and consistent with the EIR.

Freeway Segment & Ramp Meter Evaluation

The approved traffic report (1,880 ADT) shows no significant impacts on the I-15 study freeway segments. In addition, the Existing With Project and Near Term With Project analysis shows the I-15 freeway segments operate at acceptable levels of service. However, the Year 2030 Without and With Project scenario in the approved traffic report shows I-15 is projected to operate at LOS F. The change in volume to capacity (v/c) in the Year 2030 scenario found in Table 12-18 of the Addendum shows a change in v/c with the project of 0.001 which is far below the significance threshold of 0.005. Therefore, the addition of 15 (50 trips x 31%) project trips on I-15 between Miramar Way and Miramar Road would not be expected to cause a significant impact since this increase would calculate to be 0.0008 (15 trips / capacity of 17,460). Refer to Tables 1-3, 1-7, and 1-11 in the Addendum for freeway segment analysis.

In the freeway ramp meter analysis of the approved traffic report, there are no significant impacts as a result of the 1,880 ADT. We do not expect the additional 50 trips to create any new significant impacts to freeway ramp meters analyzed in the traffic study since the change in delay is zero (0) for all study scenarios. Refer to Tables 1-4, 1-8, and 1-12 in the approved traffic report for the ramp meter analysis.

Conclusion

Overall, we found the additional 50 daily trips on Pomerado Road does not change the results of the analysis found in the approved traffic report and/or Addendum. We also found that no new significant impacts occur to study intersections for the existing, near term and long term 2030 conditions as a result of the additional 50 trips. Further, no new significant impacts are expected to occur on freeway segments and ramp meters evaluated in the traffic report based on the additional trips. Based on this analysis, there are NO new significant impacts to segments, intersections, freeway segments or ramps meters as a result of the additional 50 ADT compared to the approved traffic report and Addendum.

Please let us know if you have any questions or need any additional information.

Synchro Worksheets for the Existing With Project, Near Term With Project, and Year 2030 With Project reflecting the 1,930 ADT project is included.

ATTACHMENT 1
Project Trip Generation Table

Use	Amount	*Trip	ADT	AM Peak Hour						PM Peak Hour					
				% *	#	In	: Out	In	Out	% *	#	In	: Out	In	Out
Congregate Care	50 DU	3 /DU	150	3%	5	6	: 4	3	2	8%	12	5	: 5	6	6
Convalescent / Nursing	60 beds	3 /bed	180	7%	13	6	: 4	8	5	7%	13	4	: 6	5	8
Retirement / Senior Housing	400 DU	4 /DU	1,600	8%	128	2	: 8	26	102	10%	160	7	: 3	112	48
TOTAL			1,930		146			37	109		185			123	62

Notes:

* = Source: City of San Diego Trip Generation Manual, May 2003

DU = Dwelling Unit

ADT = Average Daily Traffic

ATTACHMENT 2

Project Distribution Percentages

The Glen at Scripps Ranch A Continuing Care Retirement Community
Continuing Life Communities Management, LLC

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April 12, 2013



FIGURE 3-1

Project Only Traffic Distribution

ATTACHMENT 3

Existing Without & Existing With Project Street Segment Comparison

Road	Segment	Class.	Existing			Existing + Project (1,880 ADT)					Existing + Project (1,930 ADT)					Consistent With EIR ?
			LOS	Volume	V/C	LOS	Volume	V/C	Δ V/C	Is this impact Significant?	LOS	Volume	V/C	Δ V/C	Is this impact Significant?	
Miramar Road	I-15 SB Ramps to I-15 NB Ramps	PA	C	41,208	0.69	C	42,449	0.71	0.021	NO	C	42,482	0.71	0.021	NO	YES
Pomerado Road	I-15 NB Ramps to Willow Creek Road	2-Ca	F	27,827	1.86	F	29,181	1.95	0.090	YES	F	29,217	1.95	0.093	YES	YES
	Willow Creek Road to Scripps Ranch Blvd.	2-Ca	F	22,038	1.47	F	23,410	1.56	0.091	YES	F	23,447	1.56	0.094	YES	YES
	Scripps Ranch Blvd. to Chabad Center Drwy.	2-Ca	F	22,199	1.48	F	23,703	1.58	0.100	YES	F	23,743	1.58	0.103	YES	YES
	Chabad Center Drwy to Avenida Magnifica	2-Ca	F	21,847	1.46	F	22,223	1.48	0.025	YES	F	22,233	1.48	0.026	YES	YES

Legend:

- LOS= Level of Service
- V/C= Volume to Capacity Ratio
- ΔV/C= Change in V/C ratio
- 2-Ca = 2 lane Collector with painted median / turn lane
- PA = 6 lane Prime Arterial

ATTACHMENT 4

Near Term Without & Near Term With Project Street Segment Comparison

Road	Segment	Class.	Near Term			Near Term + Project (1,880 ADT)					Near Term + Project (1,930 ADT)					Consistent With EIR ?
			LOS	Volume	V/C	LOS	Volume	V/C	ΔV/C	Is this impact Significant?	LOS	Volume	V/C	ΔV/C	Is this impact Significant?	
Miramar Road	I-15 SB Ramps to I-15 NB Ramps	PA	C	41,723	0.70	C	42,964	0.72	0.021	NO	C	42,997	0.72	0.021	NO	YES
Pomerado Road	I-15 NB Ramps to Willow Creek Road	2-Ca	F	27,938	1.86	F	29,292	1.95	0.090	YES	F	29,328	1.96	0.093	YES	YES
	Willow Creek Road to Scripps Ranch Blvd.	2-Ca	F	22,119	1.47	F	23,491	1.57	0.091	YES	F	23,528	1.57	0.094	YES	YES
	Scripps Ranch Blvd. to Chabad Center Drwy.	2-Ca	F	22,260	1.48	F	23,764	1.58	0.100	YES	F	23,804	1.59	0.103	YES	YES
	Chabad Center Drwy to Avenida Magnifica	2-Ca	F	21,908	1.46	F	22,284	1.49	0.025	YES	F	22,294	1.49	0.026	YES	YES

Legend:

LOS= Level of Service

V/C= Volume to Capacity Ratio

ΔV/C= Change in V/C ratio

2-Ca = 2 lane Collector with painted median / turn lane

PA = 6 lane Prime Arterial

ATTACHMENT 5

Year 2030 Without & Year 2030 With Project Street Segment Comparison

Road	Segment	Class.	Year 2030			Year 2030 + Project (1,880 ADT)					Year 2030 + Project (1,930 ADT)					Consistent With EIR ?
			LOS	Volume	V/C	LOS	Volume	V/C	ΔV/C	Is this impact Significant?	LOS	Volume	V/C	ΔV/C	Is this impact Significant?	
Miramar Road	I-15 SB Ramps to I-15 NB Ramps	PA	C	45,000	0.75	C	46,241	0.77	0.021	<i>NO</i>	C	46,274	0.77	0.021	<i>NO</i>	YES
Pomerado Road	I-15 NB Ramps to Willow Creek Road	2-Ca	F	36,000	2.40	F	37,354	2.49	0.090	<i>YES</i>	F	37,390	2.49	0.093	<i>YES</i>	YES
	Willow Creek Road to Scripps Ranch Blvd.	2-Ca	F	30,000	2.00	F	31,372	2.09	0.091	<i>YES</i>	F	31,409	2.09	0.094	<i>YES</i>	YES
	Scripps Ranch Blvd. to Chabad Center Drwy.	2-Ca	F	28,000	1.87	F	29,504	1.97	0.100	<i>YES</i>	F	29,544	1.97	0.103	<i>YES</i>	YES
	Chabad Center Drwy to Avenida Magnifica	2-Ca	F	28,000	1.87	F	28,376	1.89	0.025	<i>YES</i>	F	28,386	1.89	0.026	<i>YES</i>	YES

Legend:

LOS= Level of Service

V/C= Volume to Capacity Ratio

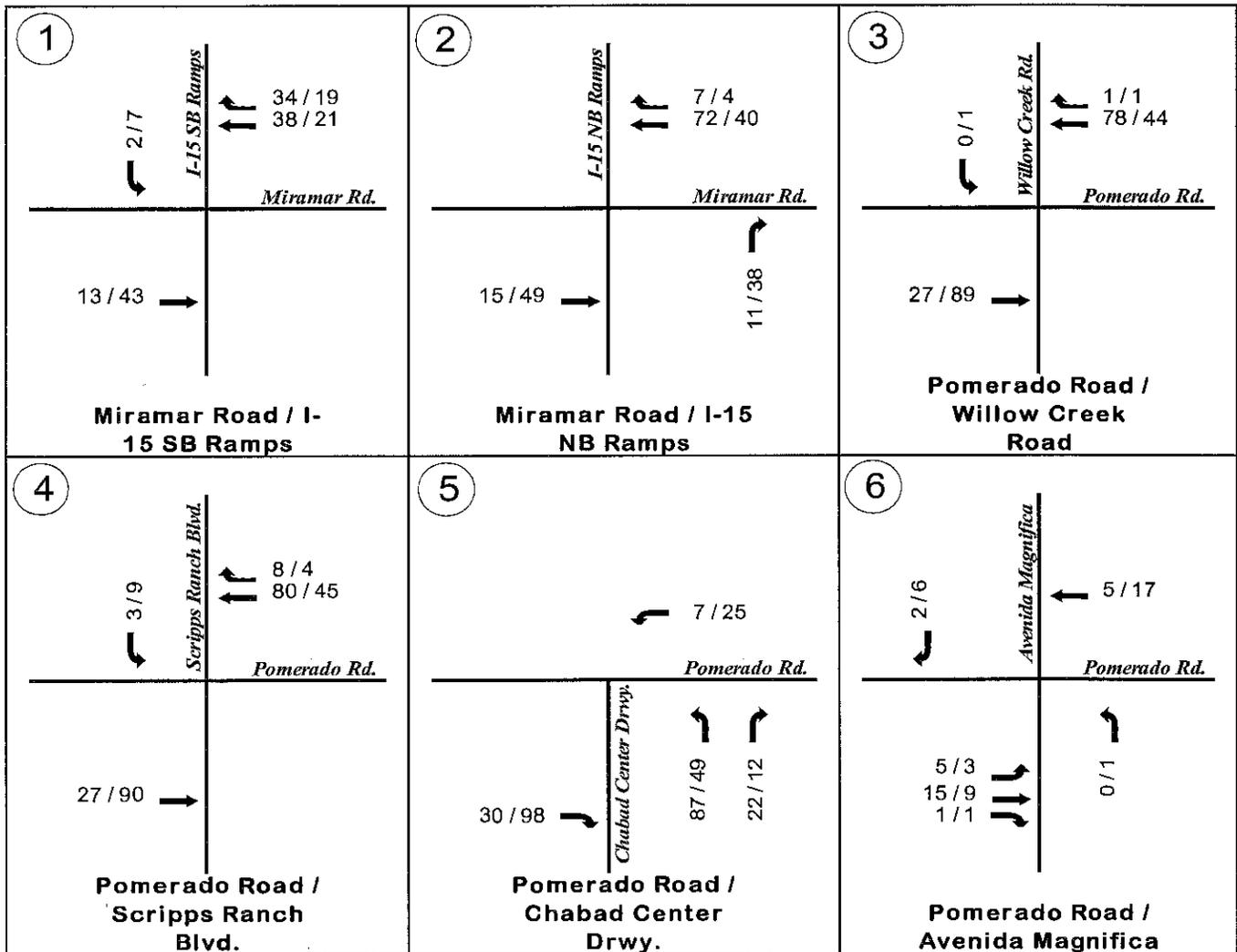
ΔV/C= Change in V/C ratio

2-Ca = 2 lane Collector with painted median / turn lane

PA = 6 lane Prime Arterial

ATTACHMENT 6

Project Only AM & PM Peak Hour Traffic Volumes



ATTACHMENT 7

Existing Without & Existing With Project Intersection Comparison

#	Intersection	Existing				Existing + Project (1,880 ADT)								Existing + Project (1,930 ADT)								Consistent with EIR ?
		AM Peak Hour		PM Peak Hour		AM Peak Hour		Δ	S ?	PM Peak Hour		Δ	S ?	AM Peak Hour		Δ	S ?	PM Peak Hour		Δ	S ?	
		D	LOS	D	LOS	D	LOS			D	LOS			D	LOS			D	LOS			
1	Miramar Road / I-15 SB Ramps	25.7	C	13.5	B	26.3	C	0.6	No	13.8	B	0.3	No	26.6	C	0.9	No	14.0	B	0.5	No	YES
2	Miramar Road / I-15 NB Ramps	15.8	B	14.2	B	17.9	B	2.1	No	14.8	B	0.6	No	18.1	B	2.3	No	15.1	B	0.9	No	YES
3	Pomerado Road / Willow Creek Road	82.0	F	58.2	E	93.2	F	11.2	Yes	68.4	E	10.2	Yes	93.4	F	11.4	Yes	68.6	E	10.4	Yes	YES
4	Pomerado Road / Scripps Ranch Blvd.	39.4	D	26.3	C	50.0	D	10.6	No	29.9	C	3.6	No	50.2	D	10.8	No	30.0	C	3.7	No	YES
5	Pomerado Road / Chabad Center Drwy.	11.0	B	10.1	B	15.5	B	4.5	No	13.6	B	3.5	No	15.6	B	4.6	No	13.8	B	3.7	No	YES
6	Pomerado Road / Avenida Magnifica	39.4	D	36.4	D	40.4	D	1.0	No	38.0	D	1.6	No	40.6	D	1.2	No	38.1	D	1.7	No	YES

Notes:

LOS = Level of Service
 Δ = Change
 S = Significant
 D = Delay

ATTACHMENT 8

Near Term Without & Near Term With Project Intersection Comparison

#	Intersection	Near Term				Near Term + Project (1,880 ADT)								Near Term + Project (1,930 ADT)								Consistent with EIR ?
		AM Peak Hour		PM Peak Hour		AM Peak Hour		Δ	S ?	PM Peak Hour		Δ	S ?	AM Peak Hour		Δ	S ?	PM Peak Hour		Δ	S ?	
		D	LOS	D	LOS	D	LOS			D	LOS			D	LOS			D	LOS			
1	Miramar Road / I-15 SB Ramps	26.1	C	14.3	B	26.8	C	0.7	No	14.7	B	0.4	No	27.6	C	1.5	No	14.8	B	0.5	No	YES
2	Miramar Road / I-15 NB Ramps	16.2	B	14.2	B	20.3	C	4.1	No	15.1	B	0.9	No	20.4	C	4.2	No	15.2	B	1.0	No	YES
3	Pomerado Road / Willow Creek Road	82.6	F	59.1	E	94.0	F	11.4	Yes	70.1	E	11.0	Yes	94.5	F	11.9	Yes	70.1	E	11.0	Yes	YES
4	Pomerado Road / Scripps Ranch Blvd.	39.4	D	26.4	C	49.8	D	10.4	No	30.0	C	3.6	No	50.6	D	11.2	No	30.0	C	3.6	No	YES
5	Pomerado Road / Chabad Center Drwy.	11.0	B	10.1	B	15.5	B	4.5	No	13.6	B	3.5	No	15.6	B	4.6	No	14.2	B	4.1	No	YES
6	Pomerado Road / Avenida Magnifica	39.4	D	36.4	D	40.4	D	1.0	No	38.0	D	1.6	No	40.6	D	1.2	No	38.1	D	1.7	No	YES

Notes:

LOS = Level of Service

Δ = Change

S = Significant

D= Delay

ATTACHMENT 9

Year 2030 Without & Year 2030 With Project Intersection Comparison

#	Intersection	Year 2030				Year 2030 + Project (1,880 ADT)								Year 2030 + Project (1,930 ADT)								Consistent with EIR ?
		AM Peak Hour		PM Peak Hour		AM Peak Hour		A	S ?	PM Peak Hour		A	S ?	AM Peak Hour		A	S ?	PM Peak Hour		A	S ?	
		D	LOS	D	LOS	D	LOS			D	LOS			D	LOS			D	LOS			
1	Miramar Road / I-15 SB Ramps	26.3	C	48.7	D	27.3	C	1.0	No	48.8	D	0.1	No	27.4	C	1.1	No	48.9	D	0.2	No	YES
2	Miramar Road / I-15 NB Ramps	16.6	B	13.9	B	20.2	C	3.6	No	15.4	B	1.5	No	20.3	C	3.7	No	15.5	B	1.6	No	YES
3	Pomerado Road / Willow Creek Road	167.5	F	165.8	F	181.5	F	14.0	Yes	189.9	F	24.1	Yes	181.6	F	14.1	Yes	190.2	F	24.4	Yes	YES
4	Pomerado Road / Scripps Ranch Blvd.	136.5	F	82.9	F	160.7	F	24.2	Yes	105.0	F	22.1	Yes	161.0	F	24.5	Yes	105.1	F	22.2	Yes	YES
5	Pomerado Road / Chabad Center Drwy.	19.2	B	28.5	C	33.3	C	14.1	No	39.0	D	10.5	No	33.4	C	14.2	No	39.7	D	11.2	No	YES
6	Pomerado Road / Avenida Magnifica	99.5	F	83.6	F	100.3	F	0.8	No	83.9	F	0.3	No	100.5	F	1.0	No	84.0	F	0.4	No	YES

Notes

LOS = Level of Service

Δ = Change

S = Significant

D = Delay

HCM Signalized Intersection Capacity Analysis
 1: I-15 SB Ramps & Miramar Rd.

Existing With 1930 ADT AM

10/27/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↑↑	↑↑				↑↑		↑↑
Volume (vph)	0	626	624	0	1091	961	0	0	0	168	0	1174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	4.0		5.5	4.0				4.0		4.0
Lane Util. Factor		0.95	1.00		0.95	0.88				0.97		0.88
Frt		1.00	0.85		1.00	0.85				1.00		0.85
Flt Protected		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (prot)		3539	1583		3539	2787				3433		2787
Flt Permitted		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (perm)		3539	1583		3539	2787				3433		2787
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	696	693	0	1212	1068	0	0	0	187	0	1304
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	17
Lane Group Flow (vph)	0	696	693	0	1212	1068	0	0	0	187	0	1287
Turn Type		NA	Free		NA	Free				Perm		Perm
Protected Phases		2			6							
Permitted Phases			Free			Free				8		8
Actuated Green, G (s)		65.1	150.0		65.1	150.0				75.4		75.4
Effective Green, g (s)		65.1	150.0		65.1	150.0				75.4		75.4
Actuated g/C Ratio		0.43	1.00		0.43	1.00				0.50		0.50
Clearance Time (s)		5.5			5.5					4.0		4.0
Vehicle Extension (s)		3.0			3.0					3.0		3.0
Lane Grp Cap (vph)		1535	1583		1535	2787				1725		1400
v/s Ratio Prot		0.20			0.34							
v/s Ratio Perm			0.44			0.38				0.05		0.46
v/c Ratio		0.45	0.44		0.79	0.38				0.11		0.92
Uniform Delay, d1		29.9	0.0		36.6	0.0				19.6		34.5
Progression Factor		1.00	1.00		1.10	1.00				1.00		1.00
Incremental Delay, d2		1.0	0.9		3.9	0.4				0.0		9.8
Delay (s)		30.9	0.9		44.1	0.4				19.6		44.3
Level of Service		C	A		D	A				B		D
Approach Delay (s)		15.9			23.6			0.0			41.2	
Approach LOS		B			C			A			D	

Intersection Summary			
HCM 2000 Control Delay	26.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	9.5
Intersection Capacity Utilization	79.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 2: I-15 NB Ramps & Miramar Rd./Pomerado Road

Existing With 1930 ADT AM
 10/27/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↑↑↑↑	↑	↑↑		↑↑			
Volume (vph)	0	358	431	0	1303	108	753	0	592	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5	4.0		6.5	4.0	5.6		6.5			
Lane Util. Factor		0.95	1.00		0.86	1.00	0.97		0.88			
Frt		1.00	0.85		1.00	0.85	1.00		0.85			
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		3539	1583		6408	1583	3433		2787			
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		3539	1583		6408	1583	3433		2787			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	398	479	0	1448	120	837	0	658	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	398	479	0	1448	120	837	0	658	0	0	0
Turn Type		NA	Free		NA	Free	Perm		Perm			
Protected Phases		2			6							
Permitted Phases			Free			Free	8		6 8			
Actuated Green, G (s)		91.0	150.0		91.0	150.0	46.9		150.0			
Effective Green, g (s)		91.0	150.0		91.0	150.0	46.9		144.4			
Actuated g/C Ratio		0.61	1.00		0.61	1.00	0.31		0.96			
Clearance Time (s)		6.5			6.5		5.6					
Vehicle Extension (s)		3.0			3.0		3.0					
Lane Grp Cap (vph)		2146	1583		3887	1583	1073		2682			
v/s Ratio Prot		0.11			0.23							
v/s Ratio Perm			0.30			0.08	0.24		0.24			
v/c Ratio		0.19	0.30		0.37	0.08	0.78		0.25			
Uniform Delay, d1		13.1	0.0		15.0	0.0	46.9		0.1			
Progression Factor		2.47	1.00		0.72	1.00	1.00		1.00			
Incremental Delay, d2		0.2	0.5		0.0	0.0	3.7		0.0			
Delay (s)		32.5	0.5		10.8	0.0	50.6		0.2			
Level of Service		C	A		B	A	D		A			
Approach Delay (s)		15.0			10.0			28.4			0.0	
Approach LOS		B			A			C			A	

Intersection Summary			
HCM 2000 Control Delay	18.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.1
Intersection Capacity Utilization	49.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 3: Willow Creek Road & Pomerado Road

Existing With 1930 ADT AM
 10/27/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↗	↔↔	↔		↖	↑	↗	↖	↑	↗
Volume (vph)	135	589	164	306	986	17	277	196	178	12	178	268
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.7	5.7	4.4	5.7		4.4	4.9	4.9	4.4	6.2	6.2
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1863	1583	3433	1858		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1863	1583	3433	1858		1770	1863	1583	1770	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	150	654	182	340	1096	19	308	218	198	13	198	298
RTOR Reduction (vph)	0	0	88	0	1	0	0	0	137	0	0	124
Lane Group Flow (vph)	150	654	94	340	1114	0	308	218	61	13	198	174
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	10.2	62.3	62.3	19.3	71.4		23.4	46.2	46.2	2.8	24.3	24.3
Effective Green, g (s)	10.2	62.3	62.3	19.3	71.4		23.4	46.2	46.2	2.8	24.3	24.3
Actuated g/C Ratio	0.07	0.42	0.42	0.13	0.48		0.16	0.31	0.31	0.02	0.16	0.16
Clearance Time (s)	4.4	5.7	5.7	4.4	5.7		4.4	4.9	4.9	4.4	6.2	6.2
Vehicle Extension (s)	2.0	4.7	4.7	2.0	4.7		2.0	2.0	2.0	2.0	3.3	3.3
Lane Grp Cap (vph)	233	773	657	441	884		276	573	487	33	301	256
v/s Ratio Prot	0.04	0.35		c0.10	c0.60		c0.17	0.12		0.01	0.11	
v/s Ratio Perm			0.06						0.04			c0.11
v/c Ratio	0.64	0.85	0.14	0.77	1.26		1.12	0.38	0.13	0.39	0.66	0.68
Uniform Delay, d1	68.1	39.5	27.3	63.2	39.3		63.3	40.7	37.4	72.8	59.0	59.2
Progression Factor	0.97	0.98	0.83	1.17	0.88		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.5	10.9	0.4	2.8	120.8		89.0	0.2	0.0	2.8	5.2	7.2
Delay (s)	70.5	49.6	23.0	76.6	155.2		152.3	40.8	37.4	75.6	64.2	66.3
Level of Service	E	D	C	E	F		F	D	D	E	E	E
Approach Delay (s)		47.9			136.9			87.3			65.7	
Approach LOS		D			F			F			E	

Intersection Summary	
HCM 2000 Control Delay	93.4
HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.10
Actuated Cycle Length (s)	150.0
Sum of lost time (s)	20.7
Intersection Capacity Utilization	98.7%
ICU Level of Service	F
Analysis Period (min)	15
c Critical Lane Group	

HCM Signalized Intersection Capacity Analysis
4: Scripps Ranch Blvd. & Pomerado Road

Existing With 1930 ADT AM
10/27/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖	↗		↖	↑	↗
Volume (vph)	87	680	17	1	1055	80	28	17	1	74	17	227
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.7	5.7	4.0	6.2		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1843		1770	1849		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1843		1770	1849		1770	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	97	756	19	1	1172	89	31	19	1	82	19	252
RTOR Reduction (vph)	0	0	5	0	1	0	0	1	0	0	0	202
Lane Group Flow (vph)	97	756	14	1	1260	0	31	19	0	82	19	50
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	custom
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2									4 5
Actuated Green, G (s)	17.9	113.1	113.1	1.0	95.7		6.2	6.2		12.0	12.0	29.9
Effective Green, g (s)	17.9	113.1	113.1	1.0	95.7		6.2	6.2		12.0	12.0	29.9
Actuated g/C Ratio	0.12	0.75	0.75	0.01	0.64		0.04	0.04		0.08	0.08	0.20
Clearance Time (s)	4.0	5.7	5.7	4.0	6.2		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	2.0	4.8	4.8	2.0	4.8		2.0	2.0		2.7	2.7	
Lane Grp Cap (vph)	211	1404	1193	11	1175		73	76		141	149	315
v/s Ratio Prot	c0.05	c0.41		0.00	c0.68		c0.02	0.01		c0.05	0.01	
v/s Ratio Perm			0.01									0.03
v/c Ratio	0.46	0.54	0.01	0.09	1.07		0.42	0.25		0.58	0.13	0.16
Uniform Delay, d1	61.5	7.6	4.6	74.0	27.1		70.2	69.6		66.6	64.1	49.7
Progression Factor	1.13	0.26	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.4	1.1	0.0	1.3	47.9		1.4	0.6		5.4	0.3	0.2
Delay (s)	70.1	3.1	4.6	75.4	75.1		71.6	70.3		72.0	64.5	49.9
Level of Service	E	A	A	E	E		E	E		E	E	D
Approach Delay (s)		10.6			75.1			71.1			55.8	
Approach LOS		B			E			E			E	

Intersection Summary			
HCM 2000 Control Delay	50.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.2
Intersection Capacity Utilization	89.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 5: Chabad Center Dr. & Pomerado Road

Existing With 1930 ADT AM
 10/27/2015



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	↗
Volume (vph)	657	108	40	1015	119	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	5.7	4.4	5.7	4.9	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.97	
Flt Protected	1.00	1.00	0.95	1.00	0.96	
Satd. Flow (prot)	1863	1583	1770	1863	1743	
Flt Permitted	1.00	1.00	0.95	1.00	0.96	
Satd. Flow (perm)	1863	1583	1770	1863	1743	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	730	120	44	1128	132	33
RTOR Reduction (vph)	0	50	0	0	10	0
Lane Group Flow (vph)	730	70	44	1128	155	0
Turn Type	NA	Perm	Prot	NA	Prot	
Protected Phases	2		1	6	8	
Permitted Phases		2				
Actuated Green, G (s)	41.5	41.5	3.3	49.2	11.2	
Effective Green, g (s)	41.5	41.5	3.3	49.2	11.2	
Actuated g/C Ratio	0.58	0.58	0.05	0.69	0.16	
Clearance Time (s)	5.7	5.7	4.4	5.7	4.9	
Vehicle Extension (s)	5.0	5.0	2.0	5.0	2.0	
Lane Grp Cap (vph)	1088	925	82	1290	274	
v/s Ratio Prot	0.39		0.02	c0.61	c0.09	
v/s Ratio Perm		0.04				
v/c Ratio	0.67	0.08	0.54	0.87	0.57	
Uniform Delay, d1	10.1	6.4	33.1	8.5	27.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.1	0.1	3.4	7.4	1.6	
Delay (s)	12.2	6.5	36.5	15.9	29.2	
Level of Service	B	A	D	B	C	
Approach Delay (s)	11.4			16.7	29.2	
Approach LOS	B			B	C	

Intersection Summary			
HCM 2000 Control Delay	15.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	71.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	70.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
6: Avenida Magnifica & Pomerado Road

Existing With 1930 ADT AM
10/27/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗			↑	↗		↑	↗
Volume (vph)	98	554	17	3	825	142	45	31	7	56	8	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	6.4	6.4	4.4	6.0			4.9	4.9		5.1	5.1
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.97	1.00		0.96	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1822			1809	1583		1785	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.97	1.00		0.96	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1822			1809	1583		1785	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	109	616	19	3	917	158	50	34	8	62	9	193
RTOR Reduction (vph)	0	0	7	0	3	0	0	0	7	0	0	178
Lane Group Flow (vph)	109	616	12	3	1072	0	0	84	1	0	71	15
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	7.6	75.1	75.1	0.9	68.8			9.6	9.6		8.9	8.9
Effective Green, g (s)	7.6	75.1	75.1	0.9	68.8			9.6	9.6		8.9	8.9
Actuated g/C Ratio	0.07	0.65	0.65	0.01	0.60			0.08	0.08		0.08	0.08
Clearance Time (s)	4.4	6.4	6.4	4.4	6.0			4.9	4.9		5.1	5.1
Vehicle Extension (s)	2.0	5.0	5.0	2.0	5.0			2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	116	1213	1031	13	1087			150	131		137	122
v/s Ratio Prot	c0.06	0.33		0.00	c0.59			c0.05			c0.04	
v/s Ratio Perm			0.01						0.00			0.01
v/c Ratio	0.94	0.51	0.01	0.23	0.99			0.56	0.01		0.52	0.12
Uniform Delay, d1	53.6	10.5	7.1	56.9	22.8			50.8	48.5		51.1	49.6
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	63.4	0.7	0.0	3.3	23.9			2.8	0.0		1.4	0.2
Delay (s)	117.0	11.2	7.1	60.1	46.7			53.6	48.5		52.5	49.7
Level of Service	F	B	A	E	D			D	D		D	D
Approach Delay (s)		26.6			46.8			53.2			50.5	
Approach LOS		C			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	40.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	115.3	Sum of lost time (s)	20.8
Intersection Capacity Utilization	81.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 1: I-15 SB Ramps & Miramar Rd.

Existing With 1930 ADT PM
 10/27/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↑↑	↑↑				↑↑		↑↑
Volume (vph)	0	1733	1362	0	817	1109	0	0	0	83	0	508
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	4.0		5.5	4.0				4.0		4.0
Lane Util. Factor		0.95	1.00		0.95	0.88				0.97		0.88
Frt		1.00	0.85		1.00	0.85				1.00		0.85
Flt Protected		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (prot)		3539	1583		3539	2787				3433		2787
Flt Permitted		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (perm)		3539	1583		3539	2787				3433		2787
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1926	1513	0	908	1232	0	0	0	92	0	564
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	252
Lane Group Flow (vph)	0	1926	1513	0	908	1232	0	0	0	92	0	312
Turn Type		NA	Free		NA	Free				Perm		Perm
Protected Phases		2			6							
Permitted Phases			Free			Free				8		8
Actuated Green, G (s)		118.8	150.0		118.8	150.0				21.7		21.7
Effective Green, g (s)		118.8	150.0		118.8	150.0				21.7		21.7
Actuated g/C Ratio		0.79	1.00		0.79	1.00				0.14		0.14
Clearance Time (s)		5.5			5.5					4.0		4.0
Vehicle Extension (s)		3.0			3.0					3.0		3.0
Lane Grp Cap (vph)		2802	1583		2802	2787				496		403
v/s Ratio Prot		0.54			0.26							
v/s Ratio Perm			c0.96			0.44				0.03		0.11
v/c Ratio		0.69	0.96		0.32	0.44				0.19		0.77
Uniform Delay, d1		7.1	0.0		4.4	0.0				56.4		61.8
Progression Factor		1.00	1.00		0.89	1.00				1.00		1.00
Incremental Delay, d2		1.4	14.3		0.3	0.5				0.2		8.9
Delay (s)		8.5	14.3		4.2	0.5				56.6		70.7
Level of Service		A	B		A	A				E		E
Approach Delay (s)		11.1			2.0			0.0			68.7	
Approach LOS		B			A			A			E	

Intersection Summary			
HCM 2000 Control Delay	14.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	9.5
Intersection Capacity Utilization	59.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 2: I-15 NB Ramps & Miramar Rd./Pomerado Road

Existing With 1930 ADT PM

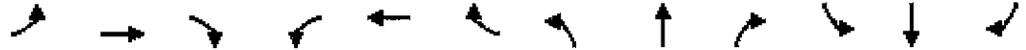
10/27/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↑↑	↑		↑↑↑	↑	↑↓		↑↓				
Volume (vph)	0	491	1272	0	1276	99	600	0	750	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.5	4.0		6.5	4.0	5.6		6.5				
Lane Util. Factor		0.95	1.00		0.86	1.00	0.97		0.88				
Frt		1.00	0.85		1.00	0.85	1.00		0.85				
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00				
Satd. Flow (prot)		3539	1583		6408	1583	3433		2787				
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00				
Satd. Flow (perm)		3539	1583		6408	1583	3433		2787				
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	0	546	1413	0	1418	110	667	0	833	0	0	0	
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0	
Lane Group Flow (vph)	0	546	1413	0	1418	110	667	0	833	0	0	0	
Turn Type		NA	Free		NA	Free	Perm		Perm				
Protected Phases		2			6								
Permitted Phases			Free			Free	8		6 8				
Actuated Green, G (s)		105.9	150.0		105.9	150.0	32.0		150.0				
Effective Green, g (s)		105.9	150.0		105.9	150.0	32.0		144.4				
Actuated g/C Ratio		0.71	1.00		0.71	1.00	0.21		0.96				
Clearance Time (s)		6.5			6.5		5.6						
Vehicle Extension (s)		3.0			3.0		3.0						
Lane Grp Cap (vph)		2498	1583		4524	1583	732		2682				
v/s Ratio Prot		0.15			0.22								
v/s Ratio Perm			0.89			0.07	0.19		0.30				
v/c Ratio		0.22	0.89		0.31	0.07	0.91		0.31				
Uniform Delay, d1		7.7	0.0		8.3	0.0	57.6		0.1				
Progression Factor		0.87	1.00		1.15	1.00	1.00		1.00				
Incremental Delay, d2		0.2	6.2		0.1	0.0	15.5		0.1				
Delay (s)		6.8	6.2		9.6	0.0	73.2		0.2				
Level of Service		A	A		A	A	E		A				
Approach Delay (s)		6.4			8.9			32.7			0.0		
Approach LOS		A			A			C			A		
Intersection Summary													
HCM 2000 Control Delay			15.1									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.97										
Actuated Cycle Length (s)			150.0									Sum of lost time (s)	12.1
Intersection Capacity Utilization			50.6%									ICU Level of Service	A
Analysis Period (min)			15										
c Critical Lane Group													

HCM Signalized Intersection Capacity Analysis
 3: Willow Creek Road & Pomerado Road

Existing With 1930 ADT PM
 10/27/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖↗	↖		↖	↑	↖	↖	↑	↖
Volume (vph)	98	915	113	61	896	23	182	61	56	43	59	315
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.7	5.7	4.4	5.7		4.4	4.9	4.9	4.4	6.2	6.2
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1863	1583	3433	1856		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1863	1583	3433	1856		1770	1863	1583	1770	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	109	1017	126	68	996	26	202	68	62	48	66	350
RTOR Reduction (vph)	0	0	52	0	0	0	0	0	49	0	0	162
Lane Group Flow (vph)	109	1017	74	68	1022	0	202	68	13	48	66	188
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	8.9	84.8	84.8	6.4	82.3		15.4	32.0	32.0	7.4	22.7	22.7
Effective Green, g (s)	8.9	84.8	84.8	6.4	82.3		15.4	32.0	32.0	7.4	22.7	22.7
Actuated g/C Ratio	0.06	0.57	0.57	0.04	0.55		0.10	0.21	0.21	0.05	0.15	0.15
Clearance Time (s)	4.4	5.7	5.7	4.4	5.7		4.4	4.9	4.9	4.4	6.2	6.2
Vehicle Extension (s)	2.0	4.7	4.7	2.0	4.7		2.0	2.0	2.0	2.0	3.3	3.3
Lane Grp Cap (vph)	203	1053	894	146	1018		181	397	337	87	281	239
v/s Ratio Prot	c0.03	0.55		0.02	c0.55		c0.11	0.04		0.03	0.04	
v/s Ratio Perm			0.05						0.01			c0.12
v/c Ratio	0.54	0.97	0.08	0.47	1.00		1.12	0.17	0.04	0.55	0.23	0.79
Uniform Delay, d1	68.5	31.2	14.9	70.1	33.9		67.3	48.2	46.8	69.7	56.0	61.3
Progression Factor	0.91	1.12	1.64	0.86	1.21		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.3	20.3	0.2	0.8	27.6		101.4	0.1	0.0	4.2	0.5	15.8
Delay (s)	63.7	55.3	24.5	61.2	68.7		168.7	48.2	46.8	73.9	66.5	77.1
Level of Service	E	E	C	E	E		F	D	D	E	E	E
Approach Delay (s)		53.0			68.2			121.3			73.8	
Approach LOS		D			E			F			E	

Intersection Summary			
HCM 2000 Control Delay	68.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.7
Intersection Capacity Utilization	91.7%	ICU Level of Service	F
Analysis Period (min)	15		
c - Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 4: Scripps Ranch Blvd. & Pomerado Road

Existing With 1930 ADT PM
 10/27/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↕		↖	↗		↖	↑	↗
Volume (vph)	101	937	37	3	866	67	19	2	4	148	9	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.7	5.7	4.0	6.2		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.90		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	3501		1770	1676		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	1770	3501		1770	1676		1770	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	112	1041	41	3	962	74	21	2	4	164	10	97
RTOR Reduction (vph)	0	0	12	0	2	0	0	4	0	0	0	70
Lane Group Flow (vph)	112	1041	29	3	1034	0	21	2	0	164	10	27
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	custom
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2									4 5
Actuated Green, G (s)	22.2	107.8	107.8	1.1	86.2		4.4	4.4		19.0	19.0	41.2
Effective Green, g (s)	22.2	107.8	107.8	1.1	86.2		4.4	4.4		19.0	19.0	41.2
Actuated g/C Ratio	0.15	0.72	0.72	0.01	0.57		0.03	0.03		0.13	0.13	0.27
Clearance Time (s)	4.0	5.7	5.7	4.0	6.2		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	2.0	4.8	4.8	2.0	4.8		2.0	2.0		2.7	2.7	
Lane Grp Cap (vph)	261	1338	1137	12	2011		51	49		224	235	434
v/s Ratio Prot	c0.06	c0.56		0.00	0.30		c0.01	0.00		c0.09	0.01	
v/s Ratio Perm			0.02									0.02
v/c Ratio	0.43	0.78	0.03	0.25	0.51		0.41	0.04		0.73	0.04	0.06
Uniform Delay, d1	58.1	13.5	6.0	74.0	19.3		71.5	70.8		63.1	57.5	40.1
Progression Factor	0.62	2.12	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.2	2.5	0.0	4.0	0.4		2.0	0.1		11.3	0.1	0.0
Delay (s)	36.3	31.0	6.1	78.0	19.7		73.5	70.9		74.3	57.6	40.2
Level of Service	D	C	A	E	B		E	E		E	E	D
Approach Delay (s)		30.7			19.8			72.9			61.5	
Approach LOS		C			B			E			E	

Intersection Summary			
HCM 2000 Control Delay	30.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.2
Intersection Capacity Utilization	78.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 5: Chabad Center Dr. & Pomerado Road

Existing With 1930 ADT PM
 10/27/2015

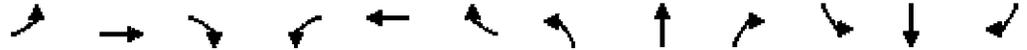


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	↙
Volume (vph)	953	109	27	848	80	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	5.7	4.4	5.7	4.9	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.96	
Frt Protected	1.00	1.00	0.95	1.00	0.97	
Satd. Flow (prot)	1863	1583	1770	1863	1728	
Frt Permitted	1.00	1.00	0.95	1.00	0.97	
Satd. Flow (perm)	1863	1583	1770	1863	1728	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1059	121	30	942	89	37
RTOR Reduction (vph)	0	39	0	0	19	0
Lane Group Flow (vph)	1059	82	30	942	107	0
Turn Type	NA	Perm	Prot	NA	Prot	
Protected Phases	2		1	6	8	
Permitted Phases		2				
Actuated Green, G (s)	50.4	50.4	2.3	57.1	9.1	
Effective Green, g (s)	50.4	50.4	2.3	57.1	9.1	
Actuated g/C Ratio	0.66	0.66	0.03	0.74	0.12	
Clearance Time (s)	5.7	5.7	4.4	5.7	4.9	
Vehicle Extension (s)	5.0	5.0	2.0	5.0	2.0	
Lane Grp Cap (vph)	1222	1038	53	1385	204	
v/s Ratio Prot	c0.57		0.02	c0.51	c0.06	
v/s Ratio Perm		0.05				
v/c Ratio	0.87	0.08	0.57	0.68	0.53	
Uniform Delay, d1	10.5	4.8	36.8	5.1	31.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	7.3	0.1	8.0	1.8	1.1	
Delay (s)	17.8	4.9	44.8	6.9	33.0	
Level of Service	B	A	D	A	C	
Approach Delay (s)	16.5			8.1	33.0	
Approach LOS	B			A	C	

Intersection Summary			
HCM 2000 Control Delay	13.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	76.8	Sum of lost time (s)	15.0
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
6: Avenida Magnifica & Pomerado Road

Existing With 1930 ADT PM
10/27/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗			↖	↗		↖	↗
Volume (vph)	166	804	26	6	795	71	25	10	5	80	24	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	6.4	6.4	4.4	6.0			4.9	4.9		5.1	5.1
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.97	1.00		0.96	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1840			1798	1583		1794	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.97	1.00		0.96	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1840			1798	1583		1794	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	184	893	29	7	883	79	28	11	6	89	27	97
RTOR Reduction (vph)	0	0	10	0	2	0	0	0	6	0	0	87
Lane Group Flow (vph)	184	893	19	7	960	0	0	39	0	0	116	10
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	11.6	75.2	75.2	0.7	64.7			6.9	6.9		11.6	11.6
Effective Green, g (s)	11.6	75.2	75.2	0.7	64.7			6.9	6.9		11.6	11.6
Actuated g/C Ratio	0.10	0.65	0.65	0.01	0.56			0.06	0.06		0.10	0.10
Clearance Time (s)	4.4	6.4	6.4	4.4	6.0			4.9	4.9		5.1	5.1
Vehicle Extension (s)	2.0	5.0	5.0	2.0	5.0			2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	178	1216	1033	10	1033			107	94		180	159
v/s Ratio Prot	c0.10	0.48		0.00	c0.52			c0.02			c0.06	
v/s Ratio Perm			0.01						0.00			0.01
v/c Ratio	1.03	0.73	0.02	0.70	0.93			0.36	0.00		0.64	0.06
Uniform Delay, d1	51.8	13.3	7.0	57.1	23.2			52.0	50.9		49.8	46.9
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	76.6	2.8	0.0	101.3	14.5			0.8	0.0		5.8	0.1
Delay (s)	128.4	16.2	7.0	158.4	37.7			52.8	50.9		55.6	46.9
Level of Service	F	B	A	F	D			D	D		E	D
Approach Delay (s)		34.6			38.5			52.6			51.7	
Approach LOS		C			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	38.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	115.2	Sum of lost time (s)	20.8
Intersection Capacity Utilization	80.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 1: I-15 SB Ramps & Miramar Rd.

Near Term with 1930 ADT AM
 10/27/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↑↑	↑↑				↑↑		↑↑
Volume (vph)	0	627	627	0	1123	961	0	0	0	168	0	1174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	4.0		5.5	4.0				4.0		4.0
Lane Util. Factor		0.95	1.00		0.95	0.88				0.97		0.88
Flt		1.00	0.85		1.00	0.85				1.00		0.85
Flt Protected		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (prot)		3539	1583		3539	2787				3433		2787
Flt Permitted		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (perm)		3539	1583		3539	2787				3433		2787
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	697	697	0	1248	1068	0	0	0	187	0	1304
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	22
Lane Group Flow (vph)	0	697	697	0	1248	1068	0	0	0	187	0	1282
Turn Type		NA	Free		NA	Free				Perm		Perm
Protected Phases		2			6							
Permitted Phases			Free			Free				8		8
Actuated Green, G (s)		68.2	150.0		68.2	150.0				72.3		72.3
Effective Green, g (s)		68.2	150.0		68.2	150.0				72.3		72.3
Actuated g/C Ratio		0.45	1.00		0.45	1.00				0.48		0.48
Clearance Time (s)		5.5			5.5					4.0		4.0
Vehicle Extension (s)		3.0			3.0					3.0		3.0
Lane Grp Cap (vph)		1609	1583		1609	2787				1654		1343
v/s Ratio Prot		0.20			0.35							
v/s Ratio Perm			0.44			0.38				0.05		0.46
v/c Ratio		0.43	0.44		0.78	0.38				0.11		0.95
Uniform Delay, d1		27.8	0.0		34.5	0.0				21.3		37.3
Progression Factor		1.00	1.00		1.07	1.00				1.00		1.00
Incremental Delay, d2		0.9	0.9		3.5	0.4				0.0		15.0
Delay (s)		28.6	0.9		40.3	0.4				21.3		52.3
Level of Service		C	A		D	A				C		D
Approach Delay (s)		14.8			21.9			0.0			48.4	
Approach LOS		B			C			A			D	

Intersection Summary			
HCM 2000 Control Delay	27.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	9.5
Intersection Capacity Utilization	80.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 2: I-15 NB Ramps & Miramar Rd./Pomerado Road

Near Term with 1930 ADT AM
 10/27/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑			↑	↑↓		↑↓			
Volume (vph)	0	359	431	0	1308	108	780	0	592	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5	4.0		6.5	4.0	5.6		6.5			
Lane Util. Factor		0.95	1.00		0.86	1.00	0.97		0.88			
Frt		1.00	0.85		1.00	0.85	1.00		0.85			
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		3539	1583		6408	1583	3433		2787			
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		3539	1583		6408	1583	3433		2787			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	399	479	0	1453	120	867	0	658	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	399	479	0	1453	120	867	0	658	0	0	0
Turn Type		NA	Free		NA	Free	Perm		Perm			
Protected Phases		2			6							
Permitted Phases			Free			Free	8		6 8			
Actuated Green, G (s)		91.1	150.0		91.1	150.0	46.8		150.0			
Effective Green, g (s)		91.1	150.0		91.1	150.0	46.8		144.4			
Actuated g/C Ratio		0.61	1.00		0.61	1.00	0.31		0.96			
Clearance Time (s)		6.5			6.5		5.6					
Vehicle Extension (s)		3.0			3.0		3.0					
Lane Grp Cap (vph)		2149	1583		3891	1583	1071		2682			
v/s Ratio Prot		0.11			c0.23							
v/s Ratio Perm			0.30			0.08	c0.25		0.24			
v/c Ratio		0.19	0.30		0.37	0.08	0.81		0.25			
Uniform Delay, d1		13.0	0.0		15.0	0.0	47.5		0.1			
Progression Factor		1.49	1.00		1.27	1.00	1.00		1.00			
Incremental Delay, d2		0.2	0.5		0.0	0.0	4.6		0.0			
Delay (s)		19.6	0.5		19.1	0.0	52.1		0.2			
Level of Service		B	A		B	A	D		A			
Approach Delay (s)		9.2			17.6			29.7			0.0	
Approach LOS		A			B			C			A	
Intersection Summary												
HCM 2000 Control Delay			20.4									HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio			0.52									
Actuated Cycle Length (s)			150.0									Sum of lost time (s) 12.1
Intersection Capacity Utilization			50.0%									ICU Level of Service A
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
3: Willow Creek Road & Pomerado Road

Near Term

with 1930 ADT AM

10/27/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑	↖	↖↗	↖		↖	↑	↖	↖	↑	↖
Volume (vph)	135	590	164	306	991	17	277	196	178	12	178	268
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.7	5.7	4.4	5.7		4.4	4.9	4.9	4.4	6.2	6.2
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1863	1583	3433	1858		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1863	1583	3433	1858		1770	1863	1583	1770	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	150	656	182	340	1101	19	308	218	198	13	198	298
RTOR Reduction (vph)	0	0	86	0	1	0	0	0	139	0	0	124
Lane Group Flow (vph)	150	656	96	340	1119	0	308	218	59	13	198	174
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	11.1	64.9	64.9	18.3	72.1		21.6	44.6	44.6	2.8	24.5	24.5
Effective Green, g (s)	11.1	64.9	64.9	18.3	72.1		21.6	44.6	44.6	2.8	24.5	24.5
Actuated g/C Ratio	0.07	0.43	0.43	0.12	0.48		0.14	0.30	0.30	0.02	0.16	0.16
Clearance Time (s)	4.4	5.7	5.7	4.4	5.7		4.4	4.9	4.9	4.4	6.2	6.2
Vehicle Extension (s)	2.0	4.7	4.7	2.0	4.7		2.0	2.0	2.0	2.0	3.3	3.3
Lane Grp Cap (vph)	254	806	684	418	893		254	553	470	33	304	258
v/s Ratio Prot	0.04	0.35		c0.10	c0.60		c0.17	0.12		0.01	0.11	
v/s Ratio Perm			0.06						0.04			c0.11
v/c Ratio	0.59	0.81	0.14	0.81	1.25		1.21	0.39	0.13	0.39	0.65	0.68
Uniform Delay, d1	67.2	37.3	25.7	64.2	39.0		64.2	41.9	38.5	72.8	58.8	59.0
Progression Factor	1.06	0.95	0.68	1.15	0.86		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.4	8.7	0.4	4.2	117.6		126.3	0.2	0.0	2.8	5.1	7.0
Delay (s)	74.0	44.0	18.0	78.3	151.2		190.5	42.1	38.5	75.6	63.8	66.0
Level of Service	E	D	B	E	F		F	D	D	E	E	E
Approach Delay (s)		43.8			134.3			104.2			65.4	
Approach LOS		D			F			F			E	

Intersection Summary	
HCM 2000 Control Delay	94.5
HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.11
Actuated Cycle Length (s)	150.0
Sum of lost time (s)	20.7
Intersection Capacity Utilization	99.0%
ICU Level of Service	F
Analysis Period (min)	15
c Critical Lane Group	

HCM Signalized Intersection Capacity Analysis
4: Scripps Ranch Blvd. & Pomerado Road

Near Term

with 1930 ADT AM

10/27/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖	↗		↖	↑	↗
Volume (vph)	87	680	17	1	1055	80	28	17	1	74	17	227
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.7	5.7	4.0	6.2		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1843		1770	1849		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1843		1770	1849		1770	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	97	756	19	1	1172	89	31	19	1	82	19	252
RTOR Reduction (vph)	0	0	5	0	1	0	0	1	0	0	0	186
Lane Group Flow (vph)	97	756	14	1	1260	0	31	19	0	82	19	66
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	custom
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2									4 5
Actuated Green, G (s)	18.0	113.1	113.1	1.0	95.6		6.2	6.2		12.0	12.0	30.0
Effective Green, g (s)	18.0	113.1	113.1	1.0	95.6		6.2	6.2		12.0	12.0	30.0
Actuated g/C Ratio	0.12	0.75	0.75	0.01	0.64		0.04	0.04		0.08	0.08	0.20
Clearance Time (s)	4.0	5.7	5.7	4.0	6.2		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	2.0	4.8	4.8	2.0	4.8		2.0	2.0		2.7	2.7	
Lane Grp Cap (vph)	212	1404	1193	11	1174		73	76		141	149	316
v/s Ratio Prot	c0.05	c0.41		0.00	c0.68		c0.02	0.01		c0.05	0.01	
v/s Ratio Perm			0.01									0.04
v/c Ratio	0.46	0.54	0.01	0.09	1.07		0.42	0.25		0.58	0.13	0.21
Uniform Delay, d1	61.5	7.6	4.6	74.0	27.2		70.2	69.6		66.6	64.1	50.1
Progression Factor	1.14	0.36	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.4	1.1	0.0	1.3	48.2		1.4	0.6		5.4	0.3	0.3
Delay (s)	70.2	3.9	4.6	75.4	75.4		71.6	70.3		72.0	64.5	50.4
Level of Service	E	A	A	E	E		E	E		E	E	D
Approach Delay (s)		11.3			75.4			71.1			56.2	
Approach LOS		B			E			E			E	

Intersection Summary			
HCM 2000 Control Delay	50.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.2
Intersection Capacity Utilization	89.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
5: Chabad Center Dr. & Pomerado Road

Near Term

with 1930 ADT AM

10/27/2015



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Volume (vph)	657	108	40	1015	119	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	5.7	4.4	5.7	4.9	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.97	
Flt Protected	1.00	1.00	0.95	1.00	0.96	
Satd. Flow (prot)	1863	1583	1770	1863	1743	
Flt Permitted	1.00	1.00	0.95	1.00	0.96	
Satd. Flow (perm)	1863	1583	1770	1863	1743	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	730	120	44	1128	132	33
RTOR Reduction (vph)	0	50	0	0	10	0
Lane Group Flow (vph)	730	70	44	1128	155	0
Turn Type	NA	Perm	Prot	NA	Prot	
Protected Phases	2		1	6	8	
Permitted Phases		2				
Actuated Green, G (s)	41.5	41.5	3.3	49.2	11.2	
Effective Green, g (s)	41.5	41.5	3.3	49.2	11.2	
Actuated g/C Ratio	0.58	0.58	0.05	0.69	0.16	
Clearance Time (s)	5.7	5.7	4.4	5.7	4.9	
Vehicle Extension (s)	5.0	5.0	2.0	5.0	2.0	
Lane Grp Cap (vph)	1088	925	82	1290	274	
v/s Ratio Prot	0.39		0.02	0.61	0.09	
v/s Ratio Perm		0.04				
v/c Ratio	0.67	0.08	0.54	0.87	0.57	
Uniform Delay, d1	10.1	6.4	33.1	8.5	27.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.1	0.1	3.4	7.4	1.6	
Delay (s)	12.2	6.5	36.5	15.9	29.2	
Level of Service	B	A	D	B	C	
Approach Delay (s)	11.4			16.7	29.2	
Approach LOS	B			B	C	
Intersection Summary						
HCM 2000 Control Delay			15.6		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.88			
Actuated Cycle Length (s)			71.0		Sum of lost time (s)	15.0
Intersection Capacity Utilization			70.7%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis
6: Avenida Magnifica & Pomerado Road

Near Term

with 1930 ADT AM

10/27/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗		↑	↗		↑	↗
Volume (vph)	98	554	17	3	825	142	45	31	7	56	8	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	6.4	6.4	4.4	6.0			4.9	4.9		5.1	5.1
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.97	1.00		0.96	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1822			1809	1583		1785	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.97	1.00		0.96	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1822			1809	1583		1785	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	109	616	19	3	917	158	50	34	8	62	9	193
RTOR Reduction (vph)	0	0	7	0	3	0	0	0	7	0	0	178
Lane Group Flow (vph)	109	616	12	3	1072	0	0	84	1	0	71	15
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	7.6	75.1	75.1	0.9	68.8			9.6	9.6		8.9	8.9
Effective Green, g (s)	7.6	75.1	75.1	0.9	68.8			9.6	9.6		8.9	8.9
Actuated g/C Ratio	0.07	0.65	0.65	0.01	0.60			0.08	0.08		0.08	0.08
Clearance Time (s)	4.4	6.4	6.4	4.4	6.0			4.9	4.9		5.1	5.1
Vehicle Extension (s)	2.0	5.0	5.0	2.0	5.0			2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	116	1213	1031	13	1087			150	131		137	122
v/s Ratio Prot	c0.06	0.33		0.00	c0.59			c0.05			c0.04	
v/s Ratio Perm			0.01						0.00			0.01
v/c Ratio	0.94	0.51	0.01	0.23	0.99			0.56	0.01		0.52	0.12
Uniform Delay, d1	53.6	10.5	7.1	56.9	22.8			50.8	48.5		51.1	49.6
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	63.4	0.7	0.0	3.3	23.9			2.8	0.0		1.4	0.2
Delay (s)	117.0	11.2	7.1	60.1	46.7			53.6	48.5		52.5	49.7
Level of Service	F	B	A	E	D			D	D		D	D
Approach Delay (s)		26.6			46.8			53.2			50.5	
Approach LOS		C			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	40.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	115.3	Sum of lost time (s)	20.8
Intersection Capacity Utilization	81.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 1: I-15 SB Ramps & Miramar Rd.

Near Term

with 1930 ADT PM

10/27/2015



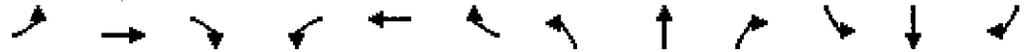
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↑↑	↑↑				↑↑		↑↑
Volume (vph)	0	1737	1388	0	825	1109	0	0	0	83	0	508
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	4.0		5.5	4.0				4.0		4.0
Lane Util. Factor		0.95	1.00		0.95	0.88				0.97		0.88
Frt		1.00	0.85		1.00	0.85				1.00		0.85
Flt Protected		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (prot)		3539	1583		3539	2787				3433		2787
Flt Permitted		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (perm)		3539	1583		3539	2787				3433		2787
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1930	1542	0	917	1232	0	0	0	92	0	564
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	258
Lane Group Flow (vph)	0	1930	1542	0	917	1232	0	0	0	92	0	306
Turn Type		NA	Free		NA	Free				Perm		Perm
Protected Phases		2			6							
Permitted Phases			Free			Free				8		8
Actuated Green, G (s)		119.2	150.0		119.2	150.0				21.3		21.3
Effective Green, g (s)		119.2	150.0		119.2	150.0				21.3		21.3
Actuated g/C Ratio		0.79	1.00		0.79	1.00				0.14		0.14
Clearance Time (s)		5.5			5.5					4.0		4.0
Vehicle Extension (s)		3.0			3.0					3.0		3.0
Lane Grp Cap (vph)		2812	1583		2812	2787				487		395
v/s Ratio Prot		0.55			0.26							
v/s Ratio Perm			c0.97			0.44				0.03		0.11
v/c Ratio		0.69	0.97		0.33	0.44				0.19		0.77
Uniform Delay, d1		7.0	0.0		4.3	0.0				56.7		62.0
Progression Factor		1.00	1.00		1.00	1.00				1.00		1.00
Incremental Delay, d2		1.4	17.2		0.3	0.5				0.2		9.1
Delay (s)		8.3	17.2		4.6	0.5				56.9		71.2
Level of Service		A	B		A	A				E		E
Approach Delay (s)		12.3			2.2			0.0			69.2	
Approach LOS		B			A			A			E	

Intersection Summary		
HCM 2000 Control Delay	14.8	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	1.04	B
Actuated Cycle Length (s)	150.0	Sum of lost time (s)
Intersection Capacity Utilization	59.3%	9.5
Analysis Period (min)	15	ICU Level of Service
c - Critical Lane Group		B

HCM Signalized Intersection Capacity Analysis
 2: I-15 NB Ramps & Miramar Rd./Pomerado Road

Near Term + Project with 1930 ADT PM

10/27/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↑↑	↑		↑↑↑	↑	↑↑		↑↑				
Volume (vph)	0	496	1272	0	1277	99	607	0	750	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.5	4.0		6.5	4.0	5.6		6.5				
Lane Util. Factor		0.95	1.00		0.86	1.00	0.97		0.88				
Frt		1.00	0.85		1.00	0.85	1.00		0.85				
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00				
Satd. Flow (prot)		3539	1583		6408	1583	3433		2787				
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00				
Satd. Flow (perm)		3539	1583		6408	1583	3433		2787				
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	0	551	1413	0	1419	110	674	0	833	0	0	0	
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0	
Lane Group Flow (vph)	0	551	1413	0	1419	110	674	0	833	0	0	0	
Turn Type		NA	Free		NA	Free	Perm		Perm				
Protected Phases		2			6								
Permitted Phases			Free			Free	8		6 8				
Actuated Green, G (s)		101.5	150.0		101.5	150.0	36.4		150.0				
Effective Green, g (s)		101.5	150.0		101.5	150.0	36.4		144.4				
Actuated g/C Ratio		0.68	1.00		0.68	1.00	0.24		0.96				
Clearance Time (s)		6.5			6.5		5.6						
Vehicle Extension (s)		3.0			3.0		3.0						
Lane Grp Cap (vph)		2394	1583		4336	1583	833		2682				
v/s Ratio Prot		0.16			0.22								
v/s Ratio Perm			0.89			0.07	0.20		0.30				
v/c Ratio		0.23	0.89		0.33	0.07	0.81		0.31				
Uniform Delay, d1		9.3	0.0		10.1	0.0	53.5		0.1				
Progression Factor		1.09	1.00		1.49	1.00	1.00		1.00				
Incremental Delay, d2		0.2	6.2		0.1	0.0	5.8		0.1				
Delay (s)		10.2	6.2		15.1	0.0	59.4		0.2				
Level of Service		B	A		B	A	E		A				
Approach Delay (s)		7.4			14.0			26.7			0.0		
Approach LOS		A			B			C			A		
Intersection Summary													
HCM 2000 Control Delay			15.2									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.97										
Actuated Cycle Length (s)			150.0									Sum of lost time (s)	12.1
Intersection Capacity Utilization			50.8%									ICU-Level of Service	A
Analysis Period (min)			15										
c Critical Lane Group													

HCM Signalized Intersection Capacity Analysis
3: Willow Creek Road & Pomerado Road

Near Term

with 1930 ADT PM

10/27/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↑	↗	↔	↗		↖	↑	↖	↖	↑	↗
Volume (vph)	98	920	113	61	897	23	182	61	56	43	59	315
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.7	5.7	4.4	5.7		4.4	4.9	4.9	4.4	6.2	6.2
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1863	1583	3433	1856		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1863	1583	3433	1856		1770	1863	1583	1770	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	109	1022	126	68	997	26	202	68	62	48	66	350
RTOR Reduction (vph)	0	0	54	0	0	0	0	0	47	0	0	136
Lane Group Flow (vph)	109	1022	72	68	1023	0	202	68	15	48	66	214
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	9.2	82.0	82.0	5.5	78.3		17.4	35.9	35.9	7.2	24.4	24.4
Effective Green, g (s)	9.2	82.0	82.0	5.5	78.3		17.4	35.9	35.9	7.2	24.4	24.4
Actuated g/C Ratio	0.06	0.55	0.55	0.04	0.52		0.12	0.24	0.24	0.05	0.16	0.16
Clearance Time (s)	4.4	5.7	5.7	4.4	5.7		4.4	4.9	4.9	4.4	6.2	6.2
Vehicle Extension (s)	2.0	4.7	4.7	2.0	4.7		2.0	2.0	2.0	2.0	3.3	3.3
Lane Grp Cap (vph)	210	1018	865	125	968		205	445	378	84	303	257
v/s Ratio Prot	c0.03	c0.55		0.02	c0.55		c0.11	0.04		0.03	0.04	
v/s Ratio Perm			0.05						0.01			c0.13
v/c Ratio	0.52	1.00	0.08	0.54	1.06		0.99	0.15	0.04	0.57	0.22	0.83
Uniform Delay, d1	68.3	34.0	16.1	71.0	35.9		66.2	45.0	43.8	69.9	54.5	60.8
Progression Factor	0.91	1.06	1.37	0.87	0.96		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9	28.8	0.2	1.4	37.9		58.1	0.1	0.0	5.7	0.4	20.1
Delay (s)	63.0	64.7	22.3	62.9	72.1		124.2	45.1	43.8	75.6	54.9	80.9
Level of Service	E	E	C	E	E		F	D	D	E	D	F
Approach Delay (s)		60.3			71.6			93.0			76.7	
Approach LOS		E			E			F			E	

Intersection Summary			
HCM 2000 Control Delay	70.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.7
Intersection Capacity Utilization	91.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 4: Scripps Ranch Blvd. & Pomerado Road

Near Term

with 1930 ADT PM

10/27/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖	↗		↖	↑	↗
Volume (vph)	101	937	37	3	866	67	19	2	4	148	9	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.7	5.7	4.0	6.2		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.90		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1843		1770	1676		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1843		1770	1676		1770	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	112	1041	41	3	962	74	21	2	4	164	10	97
RTOR Reduction (vph)	0	0	11	0	2	0	0	4	0	0	0	73
Lane Group Flow (vph)	112	1041	30	3	1034	0	21	2	0	164	10	24
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	custom
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2									4 5
Actuated Green, G (s)	18.4	108.7	108.7	1.1	90.9		4.4	4.4		18.1	18.1	36.5
Effective Green, g (s)	18.4	108.7	108.7	1.1	90.9		4.4	4.4		18.1	18.1	36.5
Actuated g/C Ratio	0.12	0.72	0.72	0.01	0.61		0.03	0.03		0.12	0.12	0.24
Clearance Time (s)	4.0	5.7	5.7	4.0	6.2		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	2.0	4.8	4.8	2.0	4.8		2.0	2.0		2.7	2.7	
Lane Grp Cap (vph)	217	1350	1147	12	1116		51	49		213	224	385
v/s Ratio Prot	c0.06	c0.56		0.00	c0.56		c0.01	0.00		c0.09	0.01	
v/s Ratio Perm			0.02									0.01
v/c Ratio	0.52	0.77	0.03	0.25	0.93		0.41	0.04		0.77	0.04	0.06
Uniform Delay, d1	61.6	12.9	5.8	74.0	26.6		71.5	70.8		63.9	58.3	43.6
Progression Factor	1.42	0.19	0.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.4	2.0	0.0	4.0	13.3		2.0	0.1		15.0	0.1	0.1
Delay (s)	87.9	4.5	0.0	78.0	39.9		73.5	70.9		78.9	58.4	43.6
Level of Service	F	A	A	E	D		E	E		E	E	D
Approach Delay (s)		12.2			40.0			72.9				65.5
Approach LOS		B			D			E				E

Intersection Summary		
HCM 2000 Control Delay	30.0	HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio	0.85	
Actuated Cycle Length (s)	150.0	Sum of lost time (s) 18.2
Intersection Capacity Utilization	81.9%	ICU Level of Service D
Analysis Period (min)	15	
c Critical Lane Group		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↖	↗
Volume (vph)	953	109	27	848	80	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	5.7	4.4	5.7	4.9	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.96	
Fit Protected	1.00	1.00	0.95	1.00	0.97	
Satd. Flow (prot)	1863	1583	1770	1863	1728	
Fit Permitted	1.00	1.00	0.95	1.00	0.97	
Satd. Flow (perm)	1863	1583	1770	1863	1728	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1059	121	30	942	89	37
RTOR Reduction (vph)	0	37	0	0	19	0
Lane Group Flow (vph)	1059	84	30	942	107	0
Turn Type	NA	Perm	Prot	NA	Prot	
Protected Phases	2		1	6	8	
Permitted Phases		2				
Actuated Green, G (s)	47.8	47.8	2.0	54.2	8.8	
Effective Green, g (s)	47.8	47.8	2.0	54.2	8.8	
Actuated g/C Ratio	0.65	0.65	0.03	0.74	0.12	
Clearance Time (s)	5.7	5.7	4.4	5.7	4.9	
Vehicle Extension (s)	5.0	5.0	2.0	5.0	2.0	
Lane Grp Cap (vph)	1209	1028	48	1371	206	
v/s Ratio Prot	c0.57		0.02	c0.51	c0.06	
v/s Ratio Perm		0.05				
v/c Ratio	0.88	0.08	0.62	0.69	0.52	
Uniform Delay, d1	10.5	4.8	35.4	5.2	30.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	7.9	0.1	16.8	1.9	0.9	
Delay (s)	18.4	4.8	52.3	7.0	31.3	
Level of Service	B	A	D	A	C	
Approach Delay (s)	17.0			8.4	31.3	
Approach LOS	B			A	C	

Intersection Summary			
HCM 2000 Control Delay	14.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	73.6	Sum of lost time (s)	15.0
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
6: Avenida Magnifica & Pomerado Road

Near Term

with 1930 ADT PM

10/27/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗		↑	↗		↑	↗
Volume (vph)	166	804	26	6	795	71	25	10	5	80	24	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	6.4	6.4	4.4	6.0			4.9	4.9		5.1	5.1
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Fr _t	1.00	1.00	0.85	1.00	0.99			1.00	0.85		1.00	0.85
Fl _t Protected	0.95	1.00	1.00	0.95	1.00			0.97	1.00		0.96	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1840			1798	1583		1794	1583
Fl _t Permitted	0.95	1.00	1.00	0.95	1.00			0.97	1.00		0.96	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1840			1798	1583		1794	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	184	893	29	7	883	79	28	11	6	89	27	97
RTOR Reduction (vph)	0	0	10	0	2	0	0	0	6	0	0	87
Lane Group Flow (vph)	184	893	19	7	960	0	0	39	0	0	116	10
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	11.6	75.2	75.2	0.7	64.7			6.9	6.9		11.6	11.6
Effective Green, g (s)	11.6	75.2	75.2	0.7	64.7			6.9	6.9		11.6	11.6
Actuated g/C Ratio	0.10	0.65	0.65	0.01	0.56			0.06	0.06		0.10	0.10
Clearance Time (s)	4.4	6.4	6.4	4.4	6.0			4.9	4.9		5.1	5.1
Vehicle Extension (s)	2.0	5.0	5.0	2.0	5.0			2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	178	1216	1033	10	1033			107	94		180	159
v/s Ratio Prot	c0.10	0.48		0.00	c0.52			c0.02			c0.06	
v/s Ratio Perm			0.01						0.00			0.01
v/c Ratio	1.03	0.73	0.02	0.70	0.93			0.36	0.00		0.64	0.06
Uniform Delay, d1	51.8	13.3	7.0	57.1	23.2			52.0	50.9		49.8	46.9
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	76.6	2.8	0.0	101.3	14.5			0.8	0.0		5.8	0.1
Delay (s)	128.4	16.2	7.0	158.4	37.7			52.8	50.9		55.6	46.9
Level of Service	F	B	A	F	D			D	D		E	D
Approach Delay (s)		34.6			38.5			52.6			51.7	
Approach LOS		C			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	38.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	115.2	Sum of lost time (s)	20.8
Intersection Capacity Utilization	80.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 1: I-15 SB Ramps & Miramar Rd.

Year 2030 With 1930 ADT AM
 10/27/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↑↑	↑↑				↑↑		↑↑
Volume (vph)	0	678	732	0	1148	1038	0	0	0	182	0	1201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	4.0		5.5	4.0				4.0		4.0
Lane Util. Factor		0.95	1.00		0.95	0.88				0.97		0.88
Flt		1.00	0.85		1.00	0.85				1.00		0.85
Flt Protected		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (prot)		3539	1583		3539	2787				3433		2787
Flt Permitted		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (perm)		3539	1583		3539	2787				3433		2787
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	753	813	0	1276	1153	0	0	0	202	0	1334
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	12
Lane Group Flow (vph)	0	753	813	0	1276	1153	0	0	0	202	0	1322
Turn Type		NA	Free		NA	Free				Perm		Perm
Protected Phases		2			6							
Permitted Phases			Free			Free				8		8
Actuated Green, G (s)		63.2	150.0		63.2	150.0				77.3		77.3
Effective Green, g (s)		63.2	150.0		63.2	150.0				77.3		77.3
Actuated g/C Ratio		0.42	1.00		0.42	1.00				0.52		0.52
Clearance Time (s)		5.5			5.5					4.0		4.0
Vehicle Extension (s)		3.0			3.0					3.0		3.0
Lane Grp Cap (vph)		1491	1583		1491	2787				1769		1436
v/s Ratio Prot		0.21			0.36							
v/s Ratio Perm			0.51			0.41				0.06		0.47
v/c Ratio		0.51	0.51		0.86	0.41				0.11		0.92
Uniform Delay, d1		31.9	0.0		39.3	0.0				18.7		33.5
Progression Factor		1.00	1.00		1.11	1.00				1.00		1.00
Incremental Delay, d2		1.2	1.2		6.1	0.4				0.0		9.9
Delay (s)		33.1	1.2		49.7	0.4				18.7		43.4
Level of Service		C	A		D	A				B		D
Approach Delay (s)		16.5			26.3			0.0			40.2	
Approach LOS		B			C			A			D	

Intersection Summary		
HCM 2000 Control Delay	27.4	HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio	0.89	
Actuated Cycle Length (s)	150.0	Sum of lost time (s) 9.5
Intersection Capacity Utilization	81.7%	ICU Level of Service D
Analysis Period (min)	15	
c Critical Lane Group		

HCM Signalized Intersection Capacity Analysis
 2: I-15 NB Ramps & Miramar Rd./Pomerado Road

Year 2030 With 1930 ADT AM
 10/27/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↑↑↑	↑	↑↑		↑↑			
Volume (vph)	0	459	431	0	1411	108	845	0	761	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5	4.0		6.5	4.0	5.6		6.5			
Lane Util. Factor		0.95	1.00		0.86	1.00	0.97		0.88			
Frt		1.00	0.85		1.00	0.85	1.00		0.85			
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		3539	1583		6408	1583	3433		2787			
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		3539	1583		6408	1583	3433		2787			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	510	479	0	1568	120	939	0	846	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	510	479	0	1568	120	939	0	846	0	0	0
Turn Type		NA	Free		NA	Free	Perm		Perm			
Protected Phases		2			6							
Permitted Phases			Free			Free	8		6 8			
Actuated Green, G (s)		86.8	150.0		86.8	150.0	51.1		150.0			
Effective Green, g (s)		86.8	150.0		86.8	150.0	51.1		144.4			
Actuated g/C Ratio		0.58	1.00		0.58	1.00	0.34		0.96			
Clearance Time (s)		6.5			6.5		5.6					
Vehicle Extension (s)		3.0			3.0		3.0					
Lane Grp Cap (vph)		2047	1583		3708	1583	1169		2682			
v/s Ratio Prot		0.14			0.24							
v/s Ratio Perm			0.30			0.08	0.27		0.30			
v/c Ratio		0.25	0.30		0.42	0.08	0.80		0.32			
Uniform Delay, d1		15.6	0.0		17.6	0.0	44.9		0.2			
Progression Factor		1.79	1.00		1.08	1.00	1.00		1.00			
Incremental Delay, d2		0.3	0.5		0.0	0.0	4.1		0.1			
Delay (s)		28.1	0.5		19.1	0.0	49.0		0.2			
Level of Service		C	A		B	A	D		A			
Approach Delay (s)		14.7			17.7			25.9			0.0	
Approach LOS		B			B			C			A	
Intersection Summary												
HCM 2000 Control Delay			20.3									HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio			0.56									
Actuated Cycle Length (s)			150.0									Sum of lost time (s) 12.1
Intersection Capacity Utilization			53.3%									ICU Level of Service A
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 3: Willow Creek Road & Pomerado Road

Year 2030 With 1930 ADT AM

10/27/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	154	793	164	306	1257	19	358	224	242	16	178	346
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.7	5.7	4.4	5.7		4.4	4.9	4.9	4.4	6.2	6.2
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1863	1583	3433	1859		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1863	1583	3433	1859		1770	1863	1583	1770	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	171	881	182	340	1397	21	398	249	269	18	198	384
RTOR Reduction (vph)	0	0	89	0	1	0	0	0	181	0	0	120
Lane Group Flow (vph)	171	881	93	340	1417	0	398	249	88	18	198	264
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	7.9	61.8	61.8	15.7	69.6		23.4	48.9	48.9	4.2	28.4	28.4
Effective Green, g (s)	7.9	61.8	61.8	15.7	69.6		23.4	48.9	48.9	4.2	28.4	28.4
Actuated g/C Ratio	0.05	0.41	0.41	0.10	0.46		0.16	0.33	0.33	0.03	0.19	0.19
Clearance Time (s)	4.4	5.7	5.7	4.4	5.7		4.4	4.9	4.9	4.4	6.2	6.2
Vehicle Extension (s)	2.0	4.7	4.7	2.0	4.7		2.0	2.0	2.0	2.0	3.3	3.3
Lane Grp Cap (vph)	180	767	652	359	862		276	607	516	49	352	299
v/s Ratio Prot	0.05	0.47		c0.10	c0.76		c0.22	0.13		0.01	0.11	
v/s Ratio Perm			0.06						0.06			c0.17
v/c Ratio	0.95	1.15	0.14	0.95	1.64		1.44	0.41	0.17	0.37	0.56	0.88
Uniform Delay, d1	70.9	44.1	27.6	66.7	40.2		63.3	39.3	36.1	71.6	55.2	59.2
Progression Factor	1.14	0.92	0.43	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	50.7	81.4	0.4	33.3	295.2		218.3	0.2	0.1	1.7	2.2	25.2
Delay (s)	131.5	122.0	12.4	100.1	335.4		281.6	39.5	36.1	73.3	57.3	84.4
Level of Service	F	F	B	F	F		F	D	D	E	E	F
Approach Delay (s)		107.1			289.9			143.7			75.1	
Approach LOS		F			F			F			E	

Intersection Summary		
HCM 2000 Control Delay	181.6	HCM 2000 Level of Service F
HCM 2000 Volume to Capacity ratio	1.41	
Actuated Cycle Length (s)	150.0	Sum of lost time (s) 20.7
Intersection Capacity Utilization	122.1%	ICU Level of Service H
Analysis Period (min)	15	
c Critical Lane Group		

HCM Signalized Intersection Capacity Analysis
4: Scripps Ranch Blvd. & Pomerado Road

Year 2030 With 1930 ADT AM
10/27/2015



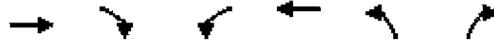
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖	↗		↖	↑	↗
Volume (vph)	98	851	17	1	1406	89	38	19	1	93	17	309
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.7	5.7	4.0	6.2		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.99		1.00	1.00	0.85
Frt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1846		1770	1850		1770	1863	1583
Frt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1846		1770	1850		1770	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	109	946	19	1	1562	99	42	21	1	103	19	343
RTOR Reduction (vph)	0	0	6	0	1	0	0	1	0	0	0	135
Lane Group Flow (vph)	109	946	13	1	1660	0	42	21	0	103	19	208
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	custom
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2									4 5
Actuated Green, G (s)	18.4	101.7	101.7	1.0	83.8		7.0	7.0		17.6	17.6	36.0
Effective Green, g (s)	18.4	101.7	101.7	1.0	83.8		7.0	7.0		17.6	17.6	36.0
Actuated g/C Ratio	0.13	0.70	0.70	0.01	0.58		0.05	0.05		0.12	0.12	0.25
Clearance Time (s)	4.0	5.7	5.7	4.0	6.2		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	2.0	4.8	4.8	2.0	4.8		2.0	2.0		2.7	2.7	
Lane Grp Cap (vph)	224	1306	1110	12	1066		85	89		214	226	393
v/s Ratio Prot	0.06	c0.51		0.00	c0.90		c0.02	0.01		0.06	0.01	
v/s Ratio Perm			0.01									c0.13
v/c Ratio	0.49	0.72	0.01	0.08	1.56		0.49	0.24		0.48	0.08	0.53
Uniform Delay, d1	58.9	13.1	6.5	71.5	30.6		67.3	66.4		59.4	56.5	47.2
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.6	3.5	0.0	1.1	255.3		1.6	0.5		1.4	0.1	1.2
Delay (s)	59.5	16.7	6.5	72.6	285.9		68.9	66.9		60.9	56.7	48.4
Level of Service	E	B	A	E	F		E	E		E	E	D
Approach Delay (s)		20.8			285.7			68.2			51.5	
Approach LOS		C			F			E			D	

Intersection Summary		
HCM 2000 Control Delay	161.0	HCM 2000 Level of Service F
HCM 2000 Volume to Capacity ratio	1.22	
Actuated Cycle Length (s)	145.0	Sum of lost time (s) 18.2
Intersection Capacity Utilization	113.7%	ICU Level of Service H
Analysis Period (min)	15	
c Critical Lane Group		

HCM Signalized Intersection Capacity Analysis
 5: Chabad Center Dr. & Pomerado Road

Year 2030 With 1930 ADT AM

10/27/2015



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Volume (vph)	842	108	40	1280	127	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	5.7	4.4	5.7	4.9	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.97	
Flt Protected	1.00	1.00	0.95	1.00	0.96	
Satd. Flow (prot)	1863	1583	1770	1863	1742	
Flt Permitted	1.00	1.00	0.95	1.00	0.96	
Satd. Flow (perm)	1863	1583	1770	1863	1742	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	936	120	44	1422	141	36
RTOR Reduction (vph)	0	21	0	0	11	0
Lane Group Flow (vph)	936	99	44	1422	166	0
Turn Type	NA	Perm	Prot	NA	Prot	
Protected Phases	2		1	6	8	
Permitted Phases		2				
Actuated Green, G (s)	55.1	55.1	3.8	63.3	12.2	
Effective Green, g (s)	55.1	55.1	3.8	63.3	12.2	
Actuated g/C Ratio	0.64	0.64	0.04	0.74	0.14	
Clearance Time (s)	5.7	5.7	4.4	5.7	4.9	
Vehicle Extension (s)	5.0	5.0	2.0	5.0	2.0	
Lane Grp Cap (vph)	1192	1013	78	1369	246	
v/s Ratio Prot	0.50		0.02	0.76	0.10	
v/s Ratio Perm		0.06				
v/c Ratio	0.79	0.10	0.56	1.04	0.67	
Uniform Delay, d1	11.2	6.0	40.3	11.4	35.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	4.0	0.1	5.5	35.0	5.6	
Delay (s)	15.2	6.0	45.8	46.4	40.7	
Level of Service	B	A	D	D	D	
Approach Delay (s)	14.2			46.4	40.7	
Approach LOS	B			D	D	

Intersection Summary			
HCM 2000 Control Delay	33.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	86.1	Sum of lost time (s)	15.0
Intersection Capacity Utilization	85.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
6: Avenida Magnifica & Pomerado Road

Year 2030 With 1930 ADT AM
10/27/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗			↖	↗		↖	↗
Volume (vph)	117	599	17	3	1056	170	58	37	8	61	8	222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	14	12	12	12	12	12	14	12	12	14
Total Lost time (s)	4.4	6.4	6.4	4.4	6.0			4.9	4.9		5.1	5.1
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.97	1.00		0.96	1.00
Satd. Flow (prot)	1770	1863	1689	1770	1824			1808	1689		1784	1689
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.97	1.00		0.96	1.00
Satd. Flow (perm)	1770	1863	1689	1770	1824			1808	1689		1784	1689
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	130	666	19	3	1173	189	64	41	9	68	9	247
RTOR Reduction (vph)	0	0	7	0	3	0	0	0	8	0	0	227
Lane Group Flow (vph)	130	666	12	3	1359	0	0	105	1	0	77	20
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	7.6	75.2	75.2	0.7	68.7			11.0	11.0		9.3	9.3
Effective Green, g (s)	7.6	75.2	75.2	0.7	68.7			11.0	11.0		9.3	9.3
Actuated g/C Ratio	0.06	0.64	0.64	0.01	0.59			0.09	0.09		0.08	0.08
Clearance Time (s)	4.4	6.4	6.4	4.4	6.0			4.9	4.9		5.1	5.1
Vehicle Extension (s)	2.0	5.0	5.0	2.0	5.0			2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	114	1197	1085	10	1071			169	158		141	134
v/s Ratio Prot	c0.07	0.36		0.00	c0.75			c0.06			c0.04	
v/s Ratio Perm			0.01						0.00			0.01
v/c Ratio	1.14	0.56	0.01	0.30	1.27			0.62	0.01		0.55	0.15
Uniform Delay, d1	54.7	11.6	7.5	57.9	24.1			51.0	48.0		51.8	50.2
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	127.0	1.0	0.0	6.1	128.5			5.0	0.0		2.3	0.2
Delay (s)	181.7	12.6	7.5	64.0	152.7			56.0	48.0		54.1	50.3
Level of Service	F	B	A	E	F			E	D		D	D
Approach Delay (s)		39.4			152.5			55.4			51.2	
Approach LOS		D			F			E			D	

Intersection Summary			
HCM 2000 Control Delay	100.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	117.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	98.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 1: I-15 SB Ramps & Miramar Rd.

Year 2030 With 1930 ADT PM

10/27/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↑↑	↑↑				↑↑		↑↑
Volume (vph)	0	1879	1619	0	843	1200	0	0	0	89	0	520
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	4.0		5.5	4.0				4.0		4.0
Lane Util. Factor		0.95	1.00		0.95	0.88				0.97		0.88
Frt		1.00	0.85		1.00	0.85				1.00		0.85
Flt Protected		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (prot)		3539	1583		3539	2787				3433		2787
Flt Permitted		1.00	1.00		1.00	1.00				0.95		1.00
Satd. Flow (perm)		3539	1583		3539	2787				3433		2787
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	2088	1799	0	937	1333	0	0	0	99	0	578
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	262
Lane Group Flow (vph)	0	2088	1799	0	937	1333	0	0	0	99	0	316
Turn Type		NA	Free		NA	Free				Perm		Perm
Protected Phases		2			6							
Permitted Phases			Free			Free				8		8
Actuated Green, G (s)		118.7	150.0		118.7	150.0				21.8		21.8
Effective Green, g (s)		118.7	150.0		118.7	150.0				21.8		21.8
Actuated g/C Ratio		0.79	1.00		0.79	1.00				0.15		0.15
Clearance Time (s)		5.5			5.5					4.0		4.0
Vehicle Extension (s)		3.0			3.0					3.0		3.0
Lane Grp Cap (vph)		2800	1583		2800	2787				498		405
v/s Ratio Prot		0.59			0.26							
v/s Ratio Perm			c1.14			0.48				0.03		0.11
v/c Ratio		0.75	1.14		0.33	0.48				0.20		0.78
Uniform Delay, d1		8.0	75.0		4.4	0.0				56.4		61.8
Progression Factor		1.00	1.00		1.39	1.00				1.00		1.00
Incremental Delay, d2		1.9	69.7		0.3	0.5				0.2		9.5
Delay (s)		9.8	144.7		6.5	0.5				56.6		71.3
Level of Service		A	F		A	A				E		E
Approach Delay (s)		72.3			3.0			0.0			69.1	
Approach LOS		E			A			A			E	

Intersection Summary			
HCM 2000 Control Delay	48.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.21		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	9.5
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 2: I-15 NB Ramps & Miramar Rd./Pomerado Road

Year 2030 With 1930 ADT PM
 10/27/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↑↑	↑		↑↑↑	↑	↑↑		↑↑				
Volume (vph)	0	626	1272	0	1380	99	658	0	957	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.5	4.0		6.5	4.0	5.6		6.5				
Lane Util. Factor		0.95	1.00		0.86	1.00	0.97		0.88				
Frt		1.00	0.85		1.00	0.85	1.00		0.85				
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00				
Satd. Flow (prot)		3539	1583		6408	1583	3433		2787				
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00				
Satd. Flow (perm)		3539	1583		6408	1583	3433		2787				
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	0	696	1413	0	1533	110	731	0	1063	0	0	0	
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0	
Lane Group Flow (vph)	0	696	1413	0	1533	110	731	0	1063	0	0	0	
Turn Type		NA	Free		NA	Free	Perm		Perm				
Protected Phases		2			6								
Permitted Phases			Free			Free	8		6 8				
Actuated Green, G (s)		97.9	150.0		97.9	150.0	40.0		150.0				
Effective Green, g (s)		97.9	150.0		97.9	150.0	40.0		144.4				
Actuated g/C Ratio		0.65	1.00		0.65	1.00	0.27		0.96				
Clearance Time (s)		6.5			6.5		5.6						
Vehicle Extension (s)		3.0			3.0		3.0						
Lane Grp Cap (vph)		2309	1583		4182	1583	915		2682				
v/s Ratio Prot		0.20			0.24								
v/s Ratio Perm			0.89			0.07	0.21		0.38				
v/c Ratio		0.30	0.89		0.37	0.07	0.80		0.40				
Uniform Delay, d1		11.3	0.0		11.9	0.0	51.3		0.2				
Progression Factor		1.27	1.00		1.45	1.00	1.00		1.00				
Incremental Delay, d2		0.2	5.8		0.0	0.0	4.9		0.1				
Delay (s)		14.5	5.8		17.2	0.0	56.2		0.3				
Level of Service		B	A		B	A	E		A				
Approach Delay (s)		8.6			16.1			23.1			0.0		
Approach LOS		A			B			C			A		
Intersection Summary													
HCM 2000 Control Delay			15.5									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.97										
Actuated Cycle Length (s)			150.0									Sum of lost time (s)	12.1
Intersection Capacity Utilization			61.6%									ICU Level of Service	B
Analysis Period (min)			15										
c Critical Lane Group													

HCM Signalized Intersection Capacity Analysis
 3: Willow Creek Road & Pomerado Road

Year 2030 With 1930 ADT PM
 10/27/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↑	↗	↔	↔		↖	↑	↗	↖	↑	↗
Volume (vph)	112	1219	113	61	1146	26	235	70	76	58	59	407
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.7	5.7	4.4	5.7		4.4	4.9	4.9	4.4	6.2	4.4
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1863	1583	3433	1857		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1863	1583	3433	1857		1770	1863	1583	1770	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	124	1354	126	68	1273	29	261	78	84	64	66	452
RTOR Reduction (vph)	0	0	36	0	1	0	0	0	69	0	0	55
Lane Group Flow (vph)	124	1354	90	68	1301	0	261	78	15	64	66	397
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2		1	6		3	8		7	4	5
Permitted Phases			2						8			4
Actuated Green, G (s)	32.7	87.3	87.3	7.5	62.1		24.9	27.1	27.1	8.7	9.6	42.3
Effective Green, g (s)	32.7	87.3	87.3	7.5	62.1		24.9	27.1	27.1	8.7	9.6	42.3
Actuated g/C Ratio	0.22	0.58	0.58	0.05	0.41		0.17	0.18	0.18	0.06	0.06	0.28
Clearance Time (s)	4.4	5.7	5.7	4.4	5.7		4.4	4.9	4.9	4.4	6.2	4.4
Vehicle Extension (s)	2.0	4.7	4.7	2.0	4.7		2.0	2.0	2.0	2.0	3.3	2.0
Lane Grp Cap (vph)	748	1084	921	171	768		293	336	285	102	119	446
v/s Ratio Prot	0.04	c0.73		0.02	c0.70		c0.15	0.04		0.04	0.04	c0.19
v/s Ratio Perm			0.06						0.01			0.06
v/c Ratio	0.17	1.25	0.10	0.40	1.69		0.89	0.23	0.05	0.63	0.55	0.89
Uniform Delay, d1	47.6	31.4	13.9	69.1	44.0		61.2	52.6	50.8	69.1	68.1	51.6
Progression Factor	1.24	0.88	0.51	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.0	119.5	0.2	0.6	318.2		26.2	0.1	0.0	8.4	5.8	19.1
Delay (s)	59.3	147.3	7.3	69.6	362.1		87.4	52.7	50.9	77.4	73.9	70.7
Level of Service	E	F	A	E	F		F	D	D	E	E	E
Approach Delay (s)		129.5			347.6			73.8			71.8	
Approach LOS		F			F			E			E	

Intersection Summary			
HCM 2000 Control Delay	190.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.33		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.7
Intersection Capacity Utilization	112.2%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 4: Scripps Ranch Blvd. & Pomerado Road

Year 2030 With 1930 ADT PM

10/27/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↔	↗	↖	↔	↗	↖	↑	↗
Volume (vph)	114	1158	37	3	1162	75	26	2	5	184	9	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.7	5.7	4.0	6.2		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.89		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1846		1770	1653		1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1846		1770	1653		1770	1863	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	127	1287	41	3	1291	83	29	2	6	204	10	131
RTOR Reduction (vph)	0	0	13	0	1	0	0	6	0	0	0	95
Lane Group Flow (vph)	127	1287	28	3	1373	0	29	2	0	204	10	36
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	custom
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2									4 5
Actuated Green, G (s)	18.5	100.2	100.2	1.1	82.3		4.9	4.9		21.1	21.1	39.6
Effective Green, g (s)	18.5	100.2	100.2	1.1	82.3		4.9	4.9		21.1	21.1	39.6
Actuated g/C Ratio	0.13	0.69	0.69	0.01	0.57		0.03	0.03		0.15	0.15	0.27
Clearance Time (s)	4.0	5.7	5.7	4.0	6.2		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	2.0	4.8	4.8	2.0	4.8		2.0	2.0		2.7	2.7	
Lane Grp Cap (vph)	225	1287	1093	13	1047		59	55		257	271	432
v/s Ratio Prot	c0.07	c0.69		0.00	c0.74		c0.02	0.00		c0.12	0.01	
v/s Ratio Perm			0.02									0.02
v/c Ratio	0.56	1.00	0.03	0.23	1.31		0.49	0.04		0.79	0.04	0.08
Uniform Delay, d1	59.5	22.4	7.0	71.5	31.4		68.8	67.8		59.8	53.2	39.2
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.9	25.1	0.0	3.3	146.9		2.3	0.1		15.1	0.0	0.1
Delay (s)	61.4	47.5	7.1	74.8	178.2		71.2	67.9		75.0	53.3	39.3
Level of Service	E	D	A	E	F		E	E		E	D	D
Approach Delay (s)		47.6			178.0			70.5			60.8	
Approach LOS		D			F			E			E	

Intersection Summary			
HCM 2000 Control Delay	105.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.13		
Actuated Cycle Length (s)	145.0	Sum of lost time (s)	18.2
Intersection Capacity Utilization	100.7%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
5: Chabad Center Dr. & Pomerado Road

Year 2030 With 1930 ADT PM
10/27/2015



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Volume (vph)	1221	109	27	1070	88	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	5.7	4.4	5.7	4.9	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.96	
Flt Protected	1.00	1.00	0.95	1.00	0.97	
Satd. Flow (prot)	1863	1583	1770	1863	1726	
Flt Permitted	1.00	1.00	0.95	1.00	0.97	
Satd. Flow (perm)	1863	1583	1770	1863	1726	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1357	121	30	1189	98	43
RTOR Reduction (vph)	0	14	0	0	19	0
Lane Group Flow (vph)	1357	107	30	1189	122	0
Turn Type	NA	Perm	Prot	NA	Prot	
Protected Phases	2		1	6	8	
Permitted Phases		2				
Actuated Green, G (s)	54.5	54.5	1.5	60.4	9.9	
Effective Green, g (s)	54.5	54.5	1.5	60.4	9.9	
Actuated g/C Ratio	0.67	0.67	0.02	0.75	0.12	
Clearance Time (s)	5.7	5.7	4.4	5.7	4.9	
Vehicle Extension (s)	5.0	5.0	2.0	5.0	2.0	
Lane Grp Cap (vph)	1255	1066	32	1390	211	
v/s Ratio Prot	c0.73		0.02	c0.64	c0.07	
v/s Ratio Perm		0.07				
v/c Ratio	1.08	0.10	0.94	0.86	0.58	
Uniform Delay, d1	13.2	4.6	39.7	7.2	33.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	50.4	0.1	130.6	5.9	2.4	
Delay (s)	63.6	4.7	170.3	13.1	35.9	
Level of Service	E	A	F	B	D	
Approach Delay (s)	58.8			17.0	35.9	
Approach LOS	E			B	D	

Intersection Summary			
HCM 2000 Control Delay	39.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	80.9	Sum of lost time (s)	15.0
Intersection Capacity Utilization	80.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
6: Avenida Magnifica & Pomerado Road

Year 2030 With 1930 ADT PM
10/27/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗			↑	↗		↑	↗
Volume (vph)	199	870	26	6	1014	85	32	12	5	87	24	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	6.4	6.4	4.4	6.0			4.9	4.9		5.1	5.1
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.96	1.00		0.96	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1841			1797	1583		1793	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.96	1.00		0.96	1.00
Satd. Flow (perm)	1770	1863	1583	1770	1841			1797	1583		1793	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	221	967	29	7	1127	94	36	13	6	97	27	122
RTOR Reduction (vph)	0	0	10	0	1	0	0	0	6	0	0	109
Lane Group Flow (vph)	221	967	19	7	1220	0	0	49	0	0	124	13
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	11.6	75.2	75.2	0.7	64.7			7.5	7.5		12.2	12.2
Effective Green, g (s)	11.6	75.2	75.2	0.7	64.7			7.5	7.5		12.2	12.2
Actuated g/C Ratio	0.10	0.65	0.65	0.01	0.56			0.06	0.06		0.10	0.10
Clearance Time (s)	4.4	6.4	6.4	4.4	6.0			4.9	4.9		5.1	5.1
Vehicle Extension (s)	2.0	5.0	5.0	2.0	5.0			2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	176	1203	1022	10	1023			115	101		187	165
v/s Ratio Prot	c0.12	0.52		0.00	c0.66			c0.03			c0.07	
v/s Ratio Perm			0.01						0.00			0.01
v/c Ratio	1.26	0.80	0.02	0.70	1.19			0.43	0.00		0.66	0.08
Uniform Delay, d1	52.4	15.2	7.4	57.7	25.9			52.4	51.0		50.1	47.0
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	152.9	4.5	0.0	101.3	96.3			0.9	0.0		6.7	0.1
Delay (s)	205.3	19.7	7.4	159.0	122.2			53.3	51.0		56.8	47.1
Level of Service	F	B	A	F	F			D	D		E	D
Approach Delay (s)		53.1			122.4			53.1			52.0	
Approach LOS		D			F			D			D	

Intersection Summary			
HCM 2000 Control Delay	84.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	116.4	Sum of lost time (s)	20.8
Intersection Capacity Utilization	95.2%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			