

# APPENDIX I

## Traffic Impact Analysis

- I 1 Traffic Impact Analysis
- I 2 Downtown Core Analysis
- I 3 Complete Streets Assessment
- I 4 Downtown Couplet Analysis



# **Appendix I 1**

## **Traffic Impact Analysis**



LINSCOTT  
LAW &  
GREENSPAN

engineers



# Escondido General Plan Update Traffic Impact Analysis

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*Prepared by*

**Linscott, Law & Greenspan, Engineers**

4542 Ruffner Street, Suite 100

San Diego, CA 92111

858.300.8800

[www.llgengineers.com](http://www.llgengineers.com)

LLG Ref. 3-10-2000



## EXECUTIVE SUMMARY

The following is a draft Traffic Study for the *Escondido General Plan Update*, provided for the Project Team’s internal review. This study presents the potential traffic impacts associated with development of the proposed *General Plan Update* Land Uses and Circulation Element changes. The *General Plan Update* includes proposed changes to land uses and roadway network classifications through the Year 2035, as compared to the currently adopted *General Plan*. This traffic study evaluates the following scenarios:

- **Existing:** *Existing Roadway Network and Land Uses*
- **Alternative 1:** *Year 2035 Adopted General Plan Circulation Element and Land Uses*
- **Alternative 2:** *Year 2035 Adopted General Plan Circulation Element and Proposed General Plan Land Uses*
- **Alternative 3:** *Year 2035 Proposed General Plan Circulation Element and Proposed General Plan Land Uses*

For the purposes of this analysis, *Alternative 3* represents the Proposed Project. The City’s “LOS D” criteria represent the threshold between acceptable and unacceptable operations. Thus, LOS E and F-operating segments and intersections were considered unacceptable.

The proposed *General Plan* land use and network changes primarily occur in fifteen (15) “Amendment Areas” around the City, which represent the majority of the analyses in this report. However, the balance of the City will experience growth as it builds out and these other areas (including adjacent areas not in the City of Escondido, but within the City’s “sphere of influence”) are defined in this report as “Perimeter Areas”.

*Sections 1.0–5.0* of the report contain general information relating to the fifteen Amendment Areas and the four Perimeter Areas. The information in these first five sections includes the overall project/study area description, analysis approach and methodology, and discussion of the traffic model and modeling process. These five sections support the following *Sections 6.0–24.0* which contain the analyses of each of the individual Amendment Areas and Perimeter Areas. These sections include the following specific information relevant to its respective Amendment/Perimeter Area, where applicable:

- Existing Conditions (*Land Uses, Volumes*)
- Existing Analysis
- Year 2035 Conditions – 3 Alternatives (*Land Uses, Network Changes, Volumes*)
- Year 2035 Analysis – 3 Alternatives
- Summary of Findings/Significance of Impacts/Mitigation Measures

## EXECUTIVE SUMMARY (CONTINUED)

All tables and figures supporting these analyses were included within each section. Proposed downgrades of the Adopted Circulation Element that result in unacceptable LOS were identified in the *Sections 6.0-24.0* summaries, as appropriate.

*Section 25.0* provides a tabular summary of impacts from all of the Amendment Areas and Perimeter Areas. In summary, 14 street segments and 7 intersections were calculated to have significant impacts due to development of the future land use and network changes that comprise the Proposed Project. Mitigation measures include the reclassification of roadway segments, and implementation of adaptive traffic signal control technology that would result in acceptable LOS D-operations. Where these measures are not feasible, significant and unmitigable impacts would be calculated.

*Section 26.0* contains an analysis of *Existing + Project* conditions, which is provided in response to recent case law [Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council, (2010)]. This analysis measures total project traffic (in this case, buildout of the Proposed Project, or the entire City of Escondido) against the existing roadway network/capacity and potential significant impacts were calculated. The implementation of the Proposed Project (*Alternative 3*), including development of the proposed Circulation Element, was recommended as mitigation. As such, all impacts, mitigation measures and significant and unmitigated impacts identified for the Proposed Project analysis are the same for the *Existing + Project* analysis.

It should be noted that the title of the City's *General Plan Update*, "Circulation Element", has been termed the "Mobility and Infrastructure Element" subsequent to the completion of this report. Therefore, references to the "Circulation Element" within this document correspond to the proposed *General Plan Update* "Mobility and Infrastructure Element."

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TRAFFIC IMPACT ANALYSIS  
CITY OF ESCONDIDO  
GENERAL PLAN UPDATE  
City of Escondido, California  
December 5, 2011

## 1.0 INTRODUCTION

Linscott, Law & Greenspan Engineers (LLG) has been retained to prepare a traffic study for the City of Escondido *General Plan Update*. This updated plan builds on the existing strengths and future opportunities for the urbanizing areas of Escondido. The purpose of this study is to assess the potential impacts to the local circulation system as a result of the *General Plan Update*.

The Project consists of land use and circulation network changes within specific urbanizing areas in the City of Escondido. A more detailed project description is presented in *Section 2.0* of this report.

It should be noted that the title of the City's *General Plan Update*, "Circulation Element", has been termed the "Mobility and Infrastructure Element" subsequent to the completion of this report. Therefore, references to the "Circulation Element" within this document correspond to the proposed *General Plan Update* "Mobility and Infrastructure Element."

### 1.1 Report Organization

This information in this traffic study has been organized into two general parts: the first part (Sections 1-5) includes the following general information:

- Project Description
- Study Area, Analysis Approach & Methodology
- Significance Criteria
- Traffic Modeling Process Description

The second part of the study (*Sections 6.0-24.0*) presents the existing and future analyses. The project study area encompasses the entire City of Escondido as well as adjacent areas in the City's Sphere of Influence, and includes the analysis of over 300 street segments and 40 intersections for three future alternatives. To best present the results of these analyses, the second part of the traffic study is divided into sections that each assess the proposed land use and circulation element changes in one of the fifteen (15) discreet "Amendment Areas" located within the City limits, where focused growth is planned to occur. To assess growth in the balance of the City, four (4) city-wide quadrants were defined as "Perimeter Areas" with analyses and discussion presented in four separate sections.

Thus, for purposes of organizing the body of the report and conducting the Level of Service analysis for such a large geographic area, the capacity analyses are presented in a total of nineteen (19) sections.

Each of these nineteen sections includes the following information specific to its particular Amendment or Perimeter Area:

- Amendment/Perimeter Area Location
- Existing Conditions Discussion
  - Transportation Network
  - Traffic Volumes
- Existing Conditions Capacity Analysis
- Year 2035 Conditions Discussion (Adopted and Proposed General Plans)
  - Land Use Description
  - Transportation Network
  - Traffic Volumes
  - Year 2035 Capacity Analysis
- Summary of Findings/Significance of Impacts/Mitigation Measures

Finally, *Section 25.0* provides a tabular summary of the total impacts for the entire project (all Amendment and Perimeter areas), while *Section 26.0* contains an analysis of *Existing + Project* conditions provided in response to recent case law [*Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council, (2010)*].

## 2.0 PROJECT DESCRIPTION

### 2.1 Project Location

The Project Area consists of the entire City of Escondido and adjacent areas in the City's Sphere of Influence, in the County of San Diego. For the purposes of this analysis, the City has been divided into fifteen (15) "Amendment Areas", with the balance of the City referred to as the "Perimeter Area". The Perimeter Areas are made up of four (4) quadrants: Northwest, Northeast, Southwest, and Southeast. *Figure 2-1* shows the vicinity map for the City of Escondido. *Figure 2-2* shows the project area map of the 15 Amendment Areas and Perimeter Area.

### 2.2 Project Description

The Proposed Project includes implementation of an update to the existing City of Escondido (City) *General Plan*, including the Housing Element (*General Plan Update*), implementation of an update to the existing City of Escondido Downtown Specific Plan (Downtown Specific Plan Update) and creation and implementation of an Escondido Climate Action Plan (E-CAP). Data contained in this traffic study supports all three of these plan updates.

#### 2.2.1 *General Plan Update*

The *General Plan Update* includes modified boundaries that delete approximately 1,000 acres from the adopted *General Plan* boundaries, an updated vision for the City, updated and refined quality of life standards, revisions to the existing *General Plan* elements, and creation of new *General Plan* elements, including a Growth Management Element. *General Plan* elements set the goals and policies that guide future development in order to minimize environmental and other impacts of growth. The updated and refined quality of life standards and the Growth Management Element are designed to assist the City in sustaining its community standards. Implementation of the *General Plan Update* will not only result in land use ordinances that direct development, but will also set forth policies to manage growth and coordinate programs that complement each other rather than compete with each other. The proposed *General Plan Update* contains eight elements: Land Use and Community Form, Mobility and Infrastructure, Resource Conservation, Community Health and Services, Community Protection, Economic Prosperity, Growth Management, and Housing.

The *General Plan Update* is both general and comprehensive in that it provides broad guidelines for development in the City while addressing a wide range of issues that will affect the City's desirability as a place to live and work. For planning purposes, the *General Plan Update* establishes 2035 as the horizon year (buildout date) for development, although the *General Plan* accommodates growth and presents an evaluation and vision of the future beyond 2035.

The project area for the *General Plan Update* extends beyond the City limits of Escondido and includes the following areas: 1) the City of Escondido corporate boundaries; 2) the City's Sphere of Influence (SOI); and 3) some areas beyond the City's SOI under the jurisdiction of the County of San Diego. The *General Plan Update* boundary encompasses about 80 square miles, of which 68 square miles are within the City's SOI and 37.5 square miles are within the corporate boundaries. Within the *General Plan Update* boundary, 15 study areas (referred to in this report as "Amendment Areas") are identified, which are proposed for land use changes as compared to the adopted *General Plan*. *Figure 2-2* also shows 15 Amendment Areas. The following is a summary of each:

1. **Imperial Oakes Specific Planning Area #13 (Imperial Oakes SPA #13).** The Imperial Oakes SPA #13 is approximately 163 acres in size and bounded by I-15 on the west, Country Club Lane on the north, El Norte Parkway on the south, and Iris Lane and Centre City Parkway on the east. Under the proposed *General Plan Update*, Imperial Oakes SPA #13 would have a land use designation of Specific Plan Area that accommodates employment-oriented land uses (office, Research and Development, minor supporting commercial uses, etc.) integrated with existing residential, open space and commercial uses in a master planned environment).
2. **Hwy-78/Broadway Target Area.** The SR-78/Broadway Target Area is approximately 122 acres in size and located at the terminus of SR-78, north of downtown, east of Centre City Parkway, and west of Juniper Street. Under the proposed *General Plan Update*, the SR-78/Broadway Target Area would have a land use designation of General Commercial.
3. **Transit Station Target Area.** The Transit Station Target Area is approximately 296 acres in size and is located southeast of I-15 and SR-78. Under the proposed *General Plan Update*, the Transit Station Target Area would have the following land use designations: General Commercial, General Industrial and Light Industrial.
4. **South Quince Street Target Area.** The South Quince Street Target Area is approximately 184 acres in size and located south of downtown and north of 15<sup>th</sup> Avenue along both sides of Quince Street. Under the proposed *General Plan Update*, the South Quince Target Area would have the following land use designations: Urban I (up to 5.5 du/acre), Urban II (up to 12 du/acre), Planned Commercial, General Commercial and Office Industrial.
5. & 6. **Escondido Research Technology Center (ERTC) North Specific Planning Area (SPA) #8 and ERTC South SPA #8.** Combined, ERTC North SPA #8 and ERTC South SPA #8 are approximately 476 acres in size and located along Citracado Parkway between Auto Park Way and Avenida del Diablo. Under the proposed *General Plan Update*, ERTC North SPA #8 and ERTC South SPA #8 would have a land use designation of Specific Plan Area. The SPA designation would allow medical, office, research & development and other similar employment land uses.

7. **I-15/Felicita Road Corporate Office Target Area.** The I-15/Felicita Road Corporate Office Target Area is approximately 87 acres in size and located at the interchange of I-15 and Felicita Road. Under the proposed *General Plan Update*, the I-15/Felicita Road Corporate Office Target Area would have a land use designation of Planned Office.
8. **Promenade Retail Center and Vicinity Target Area.** The Promenade Retail Center and Vicinity Target Area is approximately 106 acres in size and is located in the area of I-15, Auto Park Way and Valley Parkway. Under the proposed *General Plan Update*, the Promenade Retail Center and Vicinity Target Area would have a land use designation of Planned Commercial. A Planning Alternative that includes mixed-use office and residential uses on the south side of Ninth Avenue is also proposed.
9. **Nutmeg Street Study Area.** The Nutmeg Street Study Area is approximately 7 acres in size and located on both sides of Nutmeg Street, east of I-15 and west of Centre City Parkway. The existing *General Plan* designation is Estate II (single family residential; 20,000 SF minimum lot size). Under the proposed *General Plan Update*, the site would have a land use designation of Urban II (up to 12 du/acre). A Planning Alternative that includes office uses is also proposed.
10. **Downtown Specific Planning Area #9 (Downtown SPA #9).** Downtown SPA #9 is approximately 475 acres in size and located in central Escondido, east of I-15, north of 6<sup>th</sup> Avenue, south of Mission Avenue and west of Fig Street. Under the proposed *General Plan Update*, the Downtown SPA #9 would have a land use designation of Specific Plan Area.
11. **East Valley Parkway Target Area.** The East Valley Parkway Target Area is approximately 331 acres in size and bounded generally by Escondido Creek, Grand Avenue, the existing Palomar Hospital campus and Midway Drive. Under the proposed *General Plan Update*, the East Valley Parkway Target Area would have a Mixed-Use Overlay with land use designations of: Office, and General Commercial.
12. **South Escondido Boulevard/Centre City Parkway Target Area.** The South Escondido Boulevard/ Centre City Parkway Target Area is approximately 80 acres in size and bound by 6<sup>th</sup> and 15<sup>th</sup> Avenues and Escondido Boulevard and Centre City Parkway. Under the proposed *General Plan Update*, the South Escondido Boulevard/Centre City Parkway Target Area would have the following land use designations: Urban V (up to 45 du/acre) and General Commercial.
13. **South Escondido Boulevard/Felicita Avenue Target Area.** The South Escondido Boulevard/Felicita Avenue Target Area is approximately 167 acres in size and located south of 15<sup>th</sup> Avenue between Escondido Boulevard and Centre City Parkway (on both sides of both streets). Under the proposed *General Plan Update*, the South Escondido Boulevard/Felicita Avenue Target Area would have a Mixed-Use overlay with land use designations of General Commercial, Urban II (up to 18 du/acre), and Urban III (up to 24 du/acre).

14. **Centre City Parkway/Brotherton Road Target Area.** The Centre City Parkway/Brotherton Road Target Area is approximately 55 acres in size and located in the vicinity of Brotherton Road and Citracado Parkway on both sides of Centre City Parkway. Under the proposed *General Plan Update*, the Centre City Parkway/Brotherton Road Target Area would have a Mixed-Use overlay with land use designations of: Urban III (up to 24 du/acre), General Commercial and Planned Commercial.
15. **Westfield Shoppingtown Target Area.** The Westfield Shoppingtown Target Area is approximately 77 acres in size and located at the I-15 and Via Rancho Parkway interchange. Under the proposed *General Plan Update*, the Westfield Shoppingtown Target Area would have a land use designation of Planned Commercial.

In addition to the land-use changes discussed above, the project also proposes a number of classification changes for several street segments in the City upon implementation of the proposed *General Plan Update*. These are described in further detail in *Section 5.0* of this study.

The balance of the City of Escondido will experience growth through Year 2035, guided by elements of the Adopted General Plan that are not proposed to change with the General Plan Update. These areas have been organized by quadrants (Northwest, Northeast, Southwest, and Southeast) and are analyzed as “Perimeter Areas”. Thus the entire City and its SOI are analyzed in this report as either an Amendment Area or a Perimeter Area.

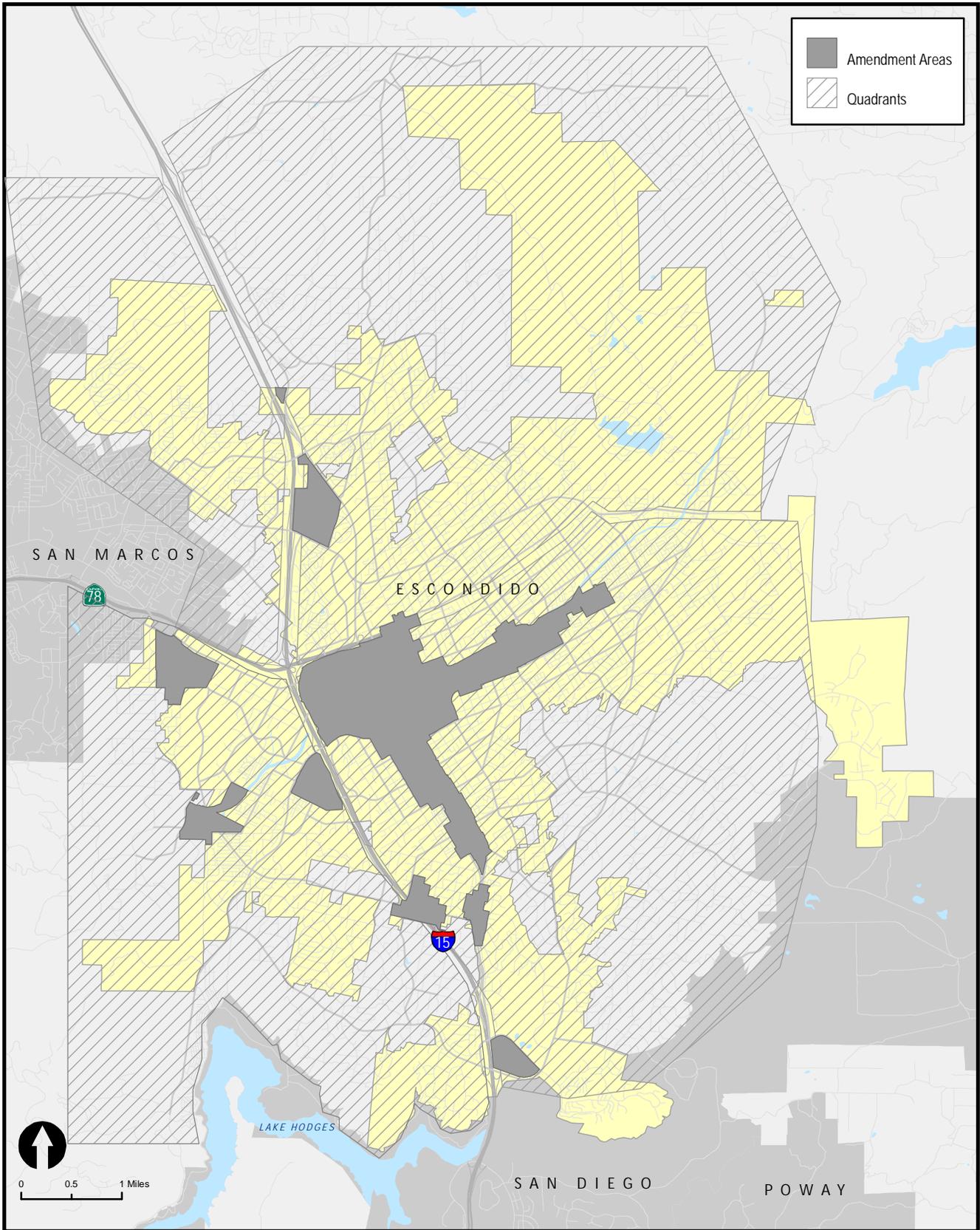
### 2.2.2 *Downtown Specific Plan Update*

As part of the Proposed Project, the City’s *Downtown Specific Plan* is being updated. The Downtown Specific Plan Area (SPA) encompasses approximately 460 acres extending from I-15 and West Valley Parkway to the existing Palomar Hospital, between Washington and Fifth Avenues. The *Downtown Specific Plan* is a document that provides a comprehensive plan for land use, development regulations, development incentives, design guidelines and other related actions aimed at implementing the strategic goals for downtown Escondido as set forth in the *General Plan Update* goals and policies. The *Downtown Specific Plan* update would modify the development standards within seven downtown districts, including the Historic Downtown, Mercado, Gateway Transit, Creekside Neighborhood, Centre City Urban, Park View, and Southern Gateway. Some of the development standards from the currently adopted *Downtown Specific Plan* (2007) pertinent to residential densities and building heights and intensities have been maintained in the updated *Specific Plan*. The current *Specific Plan* is approved to accommodate up to 2,000 dwelling units, of which 674 units are existing and an additional 508 units are approved (but not constructed). In general, the *Downtown Specific Plan* update would add acreage to the previous SPA boundary, and expand the existing buildout of the SPA by adding up to an additional 1,350 - 3,275 dwelling units for a new maximum of up to 5,275 dwelling units. Under the *Downtown Specific Plan* update, residential densities would increase from 45 dwelling units per acre to 60 and 75 dwelling units per acre, the maximum FAR would remain 2.0, and building heights would increase up to 85 feet from a previous range of 35 to 75 feet.

### 2.2.3 *Escondido Climate Action Plan (E-CAP)*

The E-CAP is an implementation tool of the *General Plan Update* that can be used to guide development in the City by focusing on attaining the various goals and policies of the *General Plan Update* as well as the GHG reduction goals outlined in the E-CAP. The E-CAP develops a baseline community-wide GHG emissions inventory, a methodology for tracking and reporting GHG emissions in the future, and recommendations for GHG reduction strategies as a foundation for these efforts. The purposes of the E-CAP are to: 1) Create a GHG baseline from which to benchmark GHG reductions; 2) Provide a plan that is consistent with and complementary to the GHG emissions reduction efforts being conducted by the state consistent with the requirements of AB 32, the federal government through the actions of the Environmental Protection Agency (EPA), and the global community through the Kyoto Protocol; 3) Guide the development, enhancement, and implementation of actions that aggressively reduce GHG emissions; and 4) Provide a policy document with specific implementation measures meant to be considered as part of the planning process for future development projects.





## 3.0 STUDY AREA, ANALYSIS APPROACH & METHODOLOGY

### 3.1 Study Area

The study area includes the entire City of Escondido, which is the focus of the traffic analysis. It was determined in conjunction with City staff that all circulation element roadways within the City of Escondido and *General Plan Update* sphere of influence would be analyzed. As discussed in the *Project Description* section of this report, the substantive changes to land uses and network classification occur within 15 Amendment Areas as defined by the City. The balance of growth in the City occurs in what the traffic study terms the “Perimeter Area”. The Perimeter Area is organized into four (4) quadrants: Northwest, Northeast, Southwest, and Southeast.

### 3.2 Analysis Approach

The Project is the *General Plan Update*. No specific development is being analyzed in the traffic study. The standard of practice in transportation planning is to analyze such a project in the 20-year horizon time frame (Year 2035 for the purposes of this study), since development will occur over a long period. The source for Year 2035 volumes in the North County region is the SANDAG North County traffic model (further discussed in *Section 5.0*). Furthermore, the standard of practice to analyze potential impacts in 2035 is to focus the analysis on street segments and conduct the analysis on an Average Daily Traffic (ADT) basis. As a supplemental part of this study, focused peak hour intersection analyses at key locations were also conducted.

The existing conditions are analyzed in this report to evaluate the street network as it operates currently. The Proposed *General Plan Update* consists of land use changes and network changes in the 15 Amendment Areas. Growth in the Perimeter Area would be consistent with the adopted *General Plan* since no changes are proposed in these areas.

Three (3) future alternatives were analyzed in this report:

***Year 2035 Alternative 1 (Adopted General Plan)*** refers to the conditions and traffic volumes that will result from buildout of the adopted *General Plan* circulation network and land uses through the Year 2035. This is what would occur if the adopted *General Plan* remained unchanged.

***Year 2035 Alternative 2 (Adopted General Plan Circulation Element and Proposed General Plan Update Land Use)*** refers to the conditions and traffic volumes that will result from buildout of the adopted *General Plan* circulation network plus the proposed *General Plan Update* land uses through the Year 2035. The results of this analysis represent the effects of land use changes only.

***Year 2035 Alternative 3 (Proposed General Circulation Element and Land Use)*** refers to the conditions and traffic volumes that will result from buildout of the proposed *General Plan Update* circulation network and land use changes through the Year 2035. The results of this analysis represent the effects of both land use changes and circulation element changes.

Of the three alternatives, *Alternative 3* represents the “Proposed Project” in terms of the environmental analysis.

“Existing + Project” (*Sunnyvale Analysis*) is provided in response to recent case law [*Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council*, (2010)]. This analysis presents the future buildout traffic project volumes (the same volumes in *Alternative 3*), but analyzed using the existing roadway network conditions and capacities. Unlike the other future analyses, no planned, programmed or proposed infrastructure improvements are assumed. However, since all future land use is assumed, this represents a worst-case condition.

### 3.3 Analysis Methodology

Level of service (LOS) is the term used to denote the different operating conditions which occur on a given roadway segment under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis taking into account factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. Level of service provides an index to the operational qualities of a roadway segment or an intersection. Level of service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. Level of service designation is reported differently for signalized and unsignalized intersections, as well as for roadway segments. The signalized and unsignalized intersection operations represent the “peak hour” within the “peak periods” of street system activity, between 7:00-9:00 AM and 4:00-6:00 PM at an intersection. Poorly operating intersections during peak hours does not necessarily reflect an overall poorly operating street system over a 24-hour period. `

The existing and future daily and peak hour forecasted volumes have been analyzed using the standard methods described below.

#### 3.3.1 Street Segments

The city-wide study area includes three hundred and eighty-four (384) Circulation Element roadway segments that were analyzed, based upon the comparison of daily traffic volumes (ADTs) to the City of Escondido’s *Roadway Classification, Level of Service, and ADT Table*. This table provides segment capacities for different street classifications, based on traffic volumes and roadway characteristics. The City of Escondido’s *Roadway Classification, Level of Service, and ADT Table* is displayed in **Table 3-1**. Level of Service on the roadway segment is determined by comparing the observed ADT for a particular analysis scenario with the appropriate street classification thresholds shown in *Table 3-1*. The final column of this table shows the theoretical LOS E/LOS F threshold, where failure of the roadway (gridlock) would be expected. For the purposes of calculating the Volume/Capacity (V/C) ratio, this “theoretical capacity” is utilized in the denominator.

The adopted *General Plan Circulation Element (Alternative 1)* shows planned increases in capacity for numerous Circulation Element roadway segments in the City. The City’s Adopted Circulation Element is contained in **Appendix A**. These capacity increases were assumed for all three future Alternatives. Additional changes to roadway capacity were assumed for *Alternative 3* to reflect the Proposed Circulation Element changes in that alternative. These changes are illustrated in *Section 5.0*.

TABLE 3-1  
CITY OF ESCONDIDO  
PROPOSED LEVEL OF SERVICE STANDARDS  
STREET SEGMENT AVERAGE DAILY VEHICLE TRIP THRESHOLDS

Street Classification	Lanes	Cross Sections	Level of Service				
			A	B	C	D	E
Prime Arterial	(8 lanes)	116/136(NP)	23,800	37,800	51,800	62,300	70,000
Prime Arterial	(6 lanes)	106/126 (NP)	20,400	32,400	44,400	53,400	60,000
Super Major Road	(6 lanes)	90/110 (NP)	17,000	27,000	37,000	44,500	50,000
Major Road	(4 lanes)	82/102 (NP)	12,600	20,000	27,400	32,900	37,000
Collector	(4 lanes)	64/84 (NP)	11,600	18,500	25,300	30,400	34,200
Collector	(4 lanes)	(WP)	6,800	10,800	14,800	17,800	20,000
Local Collector	(2 lanes)	42/66 (NP)	5,100	8,100	11,100	13,400	15,000
Local Collector	(2 lanes)	(WP)	3,400	5,400	7,400	8,900	10,000
Rural Collector	(2 lanes)						

*Notes:*

(NP) = No Parking

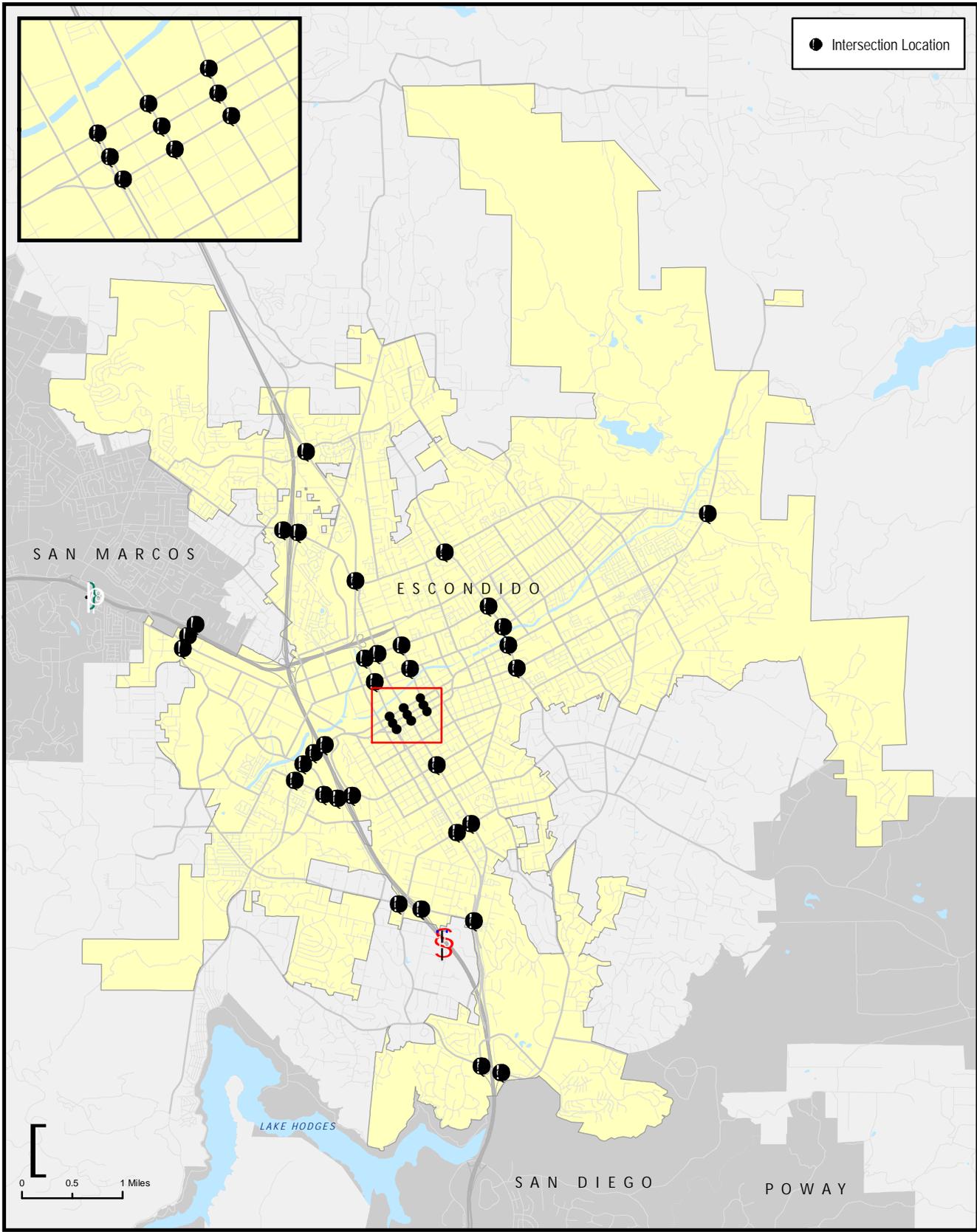
(WP) = With Parking

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

### 3.3.1 Intersections

There are forty-two (42) **signalized intersections** in the study area that were analyzed under AM and PM peak hour conditions for the future year conditions. **Figure 3-1** shows the locations of these intersections within the City.

These intersections were selected in conjunction with project team based on their importance to the regional freeway network (e.g., freeway ramp intersections), their proximity to/location within the amendment areas and their importance to local Circulation Element roadways. Average vehicle delay was determined utilizing the methodology found in Chapter 16 of the *2000 Highway Capacity Manual (HCM)*, with the assistance of the *Synchro* version 7 computer software. The delay values (represented in seconds) were qualified with a corresponding intersection Level of Service (LOS). Signalized intersection calculation worksheets are attached as subsets in **Appendix B**.



**Figure 3-1**  
**Intersection Location Map**

## 4.0 SIGNIFICANCE CRITERIA

The City of Escondido has published significance criteria for use in determining the significance of impacts as related to development projects. The *General Plan Update* is a comprehensive revision to the adopted land use types and densities in several areas of the City, as well as implementation and revision to the adopted circulation element roadways throughout the City. The changes in Level of Service from existing that occur are therefore driven by numerous factors: changes in land use type, density and network commensurate with development of the adopted *General Plan*, as well as the same types of changes associated with the proposed *General Plan Update*.

For the purposes of this report, LOS “D” or better operations are considered acceptable for intersection and street segment operations, while LOS E and F operations are considered unacceptable. LOS D is a threshold of acceptability utilized by other agencies and jurisdictions in the San Diego Region, and is supported by the regional SANTEC/ITE Guidelines. Thus, Year 2035 street segment LOS worse than LOS D (i.e., a V/C threshold greater than 0.89) is considered a significant impact. Similarly, Year 2035 intersection LOS that is worse than LOS D (i.e., a delay greater than 55.0 seconds for signalized intersections) is also considered a significant impact. However, the V/C ratio used to quantify the change in roadway functions between pre- and post-project scenarios is calculated using the theoretical roadway capacity (LOS E/F value) in the denominator. For example, referring to *Table 3-1*, the “theoretical capacity” of a Super Major Road is 50,000 ADT although unacceptable operations would be calculated at >44,500 ADT based on the established LOS D criteria.

Where LOS E/F street segment operations are calculated, a secondary analysis of the adjacent intersections is conducted to determine the peak hour operations at either end of the segment. The peak hour intersection analysis is a more complicated and robust calculation as compared to the simplistic volume/capacity analysis required for street segments. If the adjacent intersections demonstrate acceptable LOS D or better operations, then it is determined that the street segment impact is in fact not significant, despite the poor V/C calculation, since intersection operations are considered more indicative of actual roadway system operations than street segment analysis.

## 5.0 FUTURE VOLUMES TRAFFIC MODEL

The future regional traffic volumes were developed using the SANDAG Series 11 Regional Traffic Model. This model was used since it has been fully approved by the SANDAG Board of Directors and most importantly has been utilized to produce the North County Sub-Area Model which contains the most up-to-date land use and network assumptions in the North County area of San Diego.

It should be noted that the following regional transportation improvements were assumed in the future forecast modeling:

- Sprinter Light Rail extension to North County Fair
- Interstate 15 north of State Route 78 as an 8-lane freeway with 4 toll lanes to the Riverside County border

### 5.1 Traffic Model Calibration

The Series 11 Traffic Model includes the land uses and network assumptions associated with the City of Escondido's adopted *General Plan*. To evaluate the proposed land-use and network changes associated with the *General Plan Update*, the current North County Sub-Area model traffic was calibrated to ensure accuracy. The purpose of "calibrating" the model was to determine the accuracy of the model's ability to predict future volumes. The process involves taking the model, which is generally used for predicting future volumes based on future land use/network assumptions, and using it to predict existing volumes (which are known) based on existing land uses. The model is run using existing land uses and network, and the output (daily traffic volumes) is compared to existing volumes that have actually been collected in the field. At locations where the model over- or under-estimates volumes, parameters within the model (centroid connectors, speed limits, trip generation rates) are adjusted and subsequent iterations are run until the "existing" output closely matches the known existing volumes. Once predicted volumes are sufficiently similar to existing volumes, the model is considered calibrated. This exercise was completed before future forecasting was conducted.

### 5.2 Traffic Model Development

The following is a discussion of the development process for each of the three future alternatives assessed in this traffic study:

#### 5.2.1 Year 2035 Alternative 1 (Adopted General Plan)

The SANDAG North County Model was the basis for the development of the *Alternative 1 (Adopted General Plan)* traffic volumes. This model contains the land uses and network assumptions associated with the City of Escondido's adopted *General Plan*, and as such did not require extensive revision. LLG reviewed the model's network assumptions (roadway classifications, number of lanes, intersection controls, speed limits), and compared this information to the City of Escondido's current *General Plan Circulation Element* (January 2009) and made minor adjustments to ensure congruency with that document. The existing land uses in the model were also checked versus the on-the-ground land uses. The output of this traffic model was increased by 2.5% to represent

incremental growth from the Year 2030 (the model's horizon year) to Year 2035, which is the study year for this analysis.

### 5.2.2 *Year 2035 Alternative 2 (Adopted General Plan Circulation Element and Proposed General Plan Update Land Use)*

The *Alternative 1* traffic model above was the basis for development of the *Alternative 2 (Adopted General Plan Circulation Element/Proposed General Plan Update Land Use)* traffic volumes. The *Alternative 1* model was modified to include the land-use densities sought as part of the proposed *General Plan Update*. Each of the fifteen amendment areas identified by the City for changes in land use type/density were inputted into the corresponding Traffic Analysis Zones (TAZ's) in the Model. The model's trip rates for residential, office and commercial uses were also adjusted to reflect the increased density, mixed-use nature and transit-oriented design of the proposed land uses. The densities for each amendment area represent the anticipated Year 2035 densities expected by the City's planning department. No network changes were made as compared to *Alternative 1* above, and a similar 2.5% growth factor was applied to the Year 2030 model output to yield 2035 volumes.

### 5.2.3 *Year 2035 Alternative 3 (Proposed General Plan Update Circulation Element and Proposed General Plan Update Land Use)*

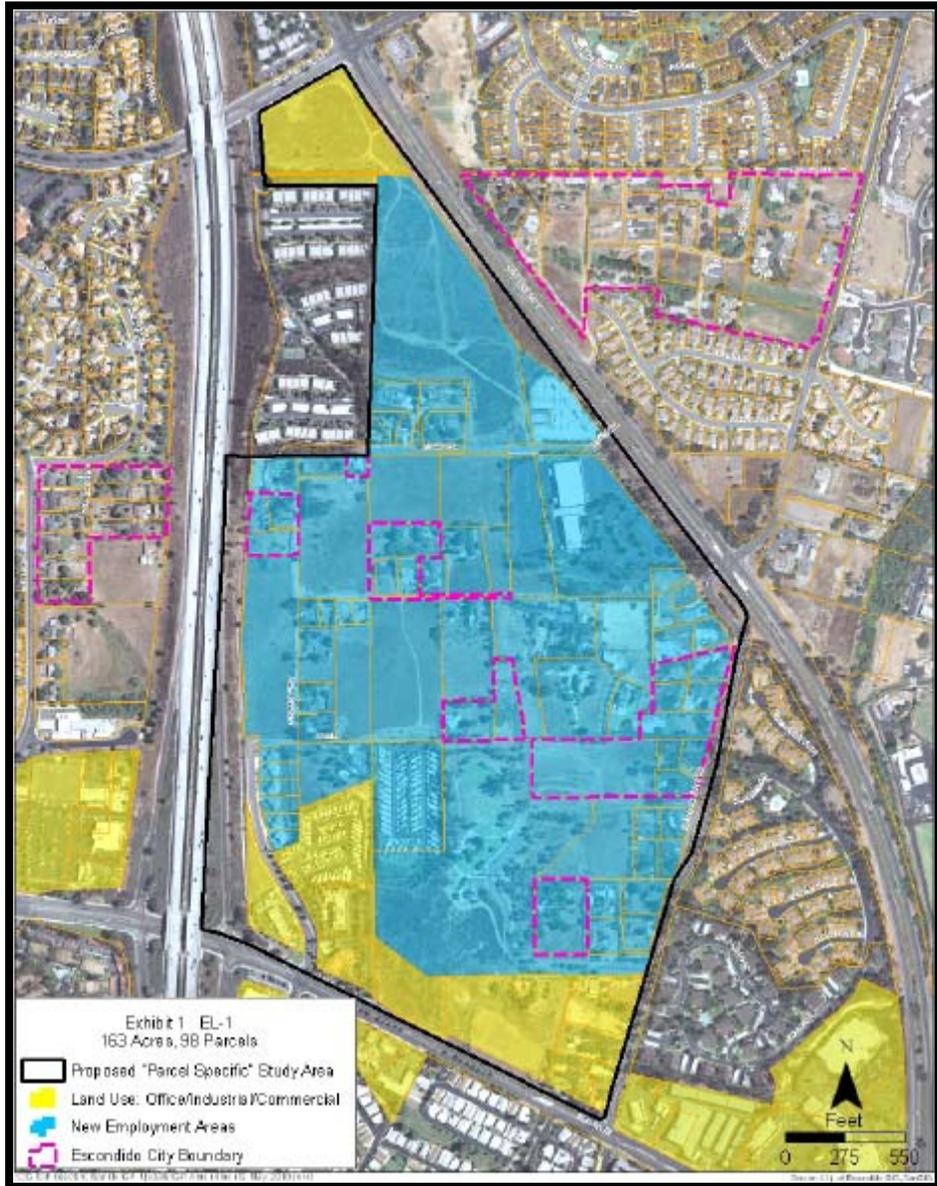
The *Alternative 2* traffic model above was the basis for development of the *Alternative 3 (Proposed General Plan Update Circulation Element/Proposed General Plan Update Land Use)* traffic volumes. In addition to the land use type/density changes described for *Alternative 2* above, twenty network changes were made to the model as compared to *Alternatives 1 and 2* to represent the proposed *General Plan Update Circulation Element*. These changes are shown in **Table 5-1**. Finally, a 2.5% growth factor was again applied to the Year 2030 model output to yield 2035 volumes.

**TABLE 5-1  
CIRCULATION ELEMENT ROADWAY SEGMENT CLASSIFICATION CHANGES**

	<b>Roadway Segment</b>	<b>Current Classification</b>	<b>Proposed Classification</b>
1.	Via Rancho Parkway (Quiet Hills Drive to Del Dios Highway)	Major	Collector
2.	Felicita Road (Hamilton Lane to Via Rancho Parkway)	Collector	Local Collector
3.	Felicita Avenue (Escondido Avenue to Juniper Street)	Super Major	Major
4.	West Valley Parkway (Via Rancho Parkway to Auto Park Way)	Super Major	Major
5.	Enterprise Street (Andreasen Drive to Hale Avenue)	Collector	Local Collector
6.	9 <sup>th</sup> Avenue (Escondido Boulevard to Juniper Street)	Collector	Local Collector
7.	5 <sup>th</sup> Avenue (Escondido Boulevard to Date Street)	Collector	Local Collector
8.	5 <sup>th</sup> Avenue (Date Street to State Route 78, a.k.a Ash Street)	Collector	Non-Circulation Element Roadway
9.	Ash Street (Mission Avenue to Valley Parkway)	Super Major	Major
10.	East Mission Avenue (Escondido Boulevard to Ash Street)	Super Major	Major
11.			
12.	Mission Road (Auto Parkway to Andreasen Drive)	Super Major	Major
13.	Barham Drive (Mission Avenue to Westerly end of Barham Drive)	Major	Collector
14.	Beethoven Drive (Bear Valley Parkway to Interstate 15)	None	Collector (New)
15.	El Norte Parkway (I-15 Southbound Ramp to South Iris Lane)	Super Major	Major
16.	North Ash Street (Rincon Avenue to Sheridan Avenue)	Collector	Local Collector
17.	Borden Road (Woodland Parkway to Westerly end of Borden Road) Note: This segment is in the City of San Marcos	Major	Collector
18.	Jesmond Dene Road (Westerly Broadway)	Collector	Local Collector
19.	Centre City Parkway (Mission Avenue to I-15)	Major	Super Major
20.	Citracado Parkway (Andreasen Drive to Avenida del Diablo)	Super Major	Major
21.	13 <sup>th</sup> Avenue (Quince Street to Juniper Street)	Collector	Local Collector
22.	Grand Avenue (Quince Street to Pine Street)	Collector	Local Collector
23.	Date Street (E. Valley Parkway to Washington Avenue)	Collector	Non-Circulation Element Roadway
24.	Lincoln Avenue (Morning View Drive to Decatur Way)	Local Collector	Non-Circulation Element Roadway
25.	Tulip Street (13 <sup>th</sup> Avenue to Felicita Avenue)	Local Collector	Non-Circulation Element Roadway
26.	Hale Avenue (I-15 to Metcalf Street)	Collector	Super Major
27.	Bear Valley Parkway (Beethoven Drive to Sunset Drive)	Super Major	Prime

*Source: City of Escondido, 2011*

## 6.0 IMPERIAL OAKES SPECIFIC PLANNING AREA #13



## 6.0 IMPERIAL OAKES SPECIFIC PLANNING AREA #13

The Imperial Oakes Specific Planning Area (SPA) #13 is located east of Interstate 15, west of Centre City Parkway, north of El Norte Parkway, and south of Country Club Lane.

**Figure 6-1** shows the Amendment Area map for the Imperial Oakes SPA #13. All figures are provided at the end of this section.

### 6.1 Existing Conditions Discussion

The following is a discussion of the land use, street network, traffic volumes, and Level of Service (LOS) analysis results for existing conditions.

#### 6.1.1 Existing Land Use

The Imperial Oakes SPA #13 consists of 163 acres and 98 parcels of which approximately 15% is currently developed. **Table 6-1** shows the existing land use amounts within the Imperial Oakes SPA #13 area.

TABLE 6-1  
 IMPERIAL OAKES SPA #13  
 EXISTING LAND USE QUANTITIES

Land Use	Quantity
Single-Family Residential	64 DU
Multi-Family Residential	0 DU
Commercial/Retail	0 KSF
Office	15 KSF
Industrial/Other	60 KSF

*Source:* City of Escondido (2011)

*General Notes:*

DU = Dwelling Units

KSF = Thousand Square Feet

#### 6.1.2 Existing Street Network

The major circulation element roadways and select major intersections within the Imperial Oakes SPA #13 were evaluated in this analysis. The existing roadway capacities were identified based on the number of lanes, undivided or divided roadway conditions, on-street parking, and curb-to-curb width and were based on the *City of Escondido Proposed Level of Service Standards and Street Segment Average Daily Trip Thresholds Table*. **Table 3-1** in **Section 3.3.2** of the report contains a copy of this table. The following is a brief description of the existing roadways in the study area.

**Country Club Lane** is currently built as a four-lane divided roadway within the Imperial Oakes SPA #13 study area. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph.

**Centre City Parkway** is currently built as a four-lane divided roadway within the Imperial Oakes SPA #13 study area. Bike lanes are provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and no posted speed limit signs were observed. No bus stops are provided on Centre City Parkway.

**South Iris Lane** is currently built as a two-lane undivided roadway within the Imperial Oakes SPA #13 study area. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and the posted speed limit is 30 mph.

**El Norte Parkway** is currently built as a four-lane divided roadway within the Imperial Oakes SPA #13 study area. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 45 mph.

*Figure 6–2* shows the Existing Conditions Diagram for the Imperial Oakes SPA #13 study area.

### 6.1.3 Existing Traffic Volumes

Existing ADT traffic volumes were obtained from City of Escondido and SANDAG records. Existing peak hour volumes were collected by LLG or obtained from recent area traffic studies. *Appendix C* contains the traffic volume data used in the analysis.

*Figure 6–3* illustrates the Existing Average Daily and Peak Hour Traffic Volumes.

### 6.1.4 Existing Analysis Results

#### SEGMENTS

*Table 6–2* summarizes the key segment operations in the Imperial Oakes SPA #13 study area for existing conditions. As seen in *Table 6–2*, all study area segments are calculated to currently operate at LOS D or better conditions.

#### INTERSECTIONS

*Table 6–3* shows existing peak hour operations at the key intersections within the Imperial Oakes SPA #13 study area. As seen in *Table 6–3*, all study area intersections are calculated to currently operate at LOS D or better conditions.

*Appendix B–1* shows the existing peak hour calculation sheets.

TABLE 6-2  
IMPERIAL OAKES SPA #13  
EXISTING STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>
<b>North/South Roadways</b>					
<b>Centre City Pkwy</b>					
Country Club Lane to S Iris Lane	4-Ln Major	37,000	15,400	B	0.42
S Iris Lane to El Norte Parkway	4-Ln Major	37,000	20,600	C	0.56
<b>South Iris Lane</b>					
Centre City Parkway to El Norte Parkway	2-Ln Collector	15,000	5,400	B	0.36
<b>East/West Roadways</b>					
<b>Country Club Lane</b>					
Nutmeg Street to Centre City Parkway	4-Ln Collector	34,200	5,000	A	0.15
<b>El Norte Parkway</b>					
Nutmeg Street to I-15 SB Ramps	4-Ln Major	37,000	29,700	D	0.80
I-15 SB Ramps to I-15 NB Ramps	4-Ln Major	37,000	27,500	C	0.74
I-15 NB Ramps to S. Iris Lane	4-Ln Major	37,000	24,900	C	0.67
S. Iris Lane to Morning View Drive	4-Ln Major	37,000	24,700	C	0.67

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 6-3  
 IMPERIAL OAKES SPA #13  
 EXISTING INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing	
			Delay <sup>a</sup>	LOS <sup>b</sup>
1. Centre City Parkway/ Country Club Lane	Signal	AM	39.0	D
		PM	35.3	D
2. I-15 Southbound Ramps/ El Norte Parkway	Signal	AM	17.9	B
		PM	43.5	D
3. I-15 Northbound Ramps/ El Norte Parkway	Signal	AM	18.1	B
		PM	24.0	C

**Footnotes:**

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.

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

## 6.2 Year 2035 Conditions Discussion

The following is a discussion of the land use, street network, traffic volumes, and level of service analysis results for Year 2035 conditions. As previously mentioned in *Section 3.0* of the report, three alternatives were analyzed:

- **Alternative 1:** Year 2035 Adopted General Plan Circulation Element & Land Use
- **Alternative 2:** Year 2035 Adopted General Plan Circulation Element & Proposed General Plan Land Use
- **Alternative 3:** Year 2035 Proposed General Plan Circulation Element & Land Use

### 6.2.1 Year 2035 Land Use

*Alternatives 2 and 3* seek to modify land use provisions of the *Adopted General Plan (Alternative 1)* within this Amendment Area to designate the area as a “Specific Plan Area” that accommodates employment-oriented land uses (office, Research and Development, minor supporting commercial uses, etc.) integrated with existing residential, open space and commercial uses in a master planned environment. **Table 6–4** summarizes the adopted and proposed *General Plan* land uses within the Imperial Oakes SPA #13 area for each of the three alternatives:

TABLE 6–4  
IMPERIAL OAKES SPA #13  
YEAR 2035 LAND USE QUANTITIES

Land Use	Quantity			
	Existing	Alternative 1: Adopted General Plan	Alternative 2: Adopted GP CE & Proposed LU	Alternative 3: Proposed GP CE & LUs
Single-Family Residential	64 DU	289 DU	0 DU	<i>Same as Alternative 2</i>
Multi-Family Residential	0 DU	0 DU	0 DU	
Commercial/Retail	0 KSF	0 KSF	0 KSF	
Office	15 KSF	30 KSF	2,100 KSF	
Industrial/Other	60 KSF	120 KSF	550 KSF	

*Source:* City of Escondido (2011)

**General Notes:**

DU = Dwelling Units  
KSF = Thousand Square Feet  
GP = General Plan  
CE = Circulation Element  
LU = Land Use

6.2.2 Year 2035 Street Network

For the Year 2035 analysis, roadway segments were assumed to be built out to their ultimate classifications as identified on the currently adopted *General Plan Circulation Element* (see *Appendix A*), except for *Alternative 3*, where changes are proposed to the Adopted Circulation Element. **Table 6-5** shows the roadways affected by the proposed changes to the street network under *Alternative 3* within the Imperial Oakes SPA #13:

TABLE 6-5  
 IMPERIAL OAKES SPA #13  
 YEAR 2035 NETWORK CHANGES

Street Segment	Year 2035 Roadway Classification		
	Alternative 1: Adopted GP CE & LU	Alternative 2: Adopted GP CE & Proposed GP LU	Alternative 3: Proposed GP CE & Proposed GP LU
<b>El Norte Parkway</b>		<i>Same as Alternative 1</i>	
I-15 SB Ramps and the I-15 NB Ramps	6-Ln Super Major		4-Ln Major
I-15 NB ramps and S. Iris Lane	6-Ln Super Major		4-Ln Major

Source: City of Escondido Adopted Circulation Element (2009), and City of Escondido, 2011

In addition, all intersection lane configurations were assumed to be built out to maximum capacity based on the corresponding street segment classifications. The standard configuration applied for a four-lane roadway consisted of one left-turn lane, two thru lanes, and one dedicated right-turn lane. The standard configuration applied for a six-lane roadway consisted of dual left-turn lanes, three thru lanes, and a dedicated right-turn lane. For intersections where existing geometrics were greater than the standards described above, the lane configuration resulting in the most improved LOS operations was applied. Lastly, in some cases where LOS E or F was calculated with implementation of the standard improvements, additional improvements were applied to accommodate the increase in traffic due to future growth.

**Figure 6-4**, **Figure 6-6**, and **Figure 6-8** show the Year 2035 roadway conditions for *Alternative 1*, *Alternative 2*, and *Alternative 3* within the Imperial Oakes SPA #13 area, respectively.

### 6.2.3 Year 2035 Traffic Volumes

The daily traffic volumes for the three future alternatives were obtained from the SANDAG Series 11 Year 2030 North County Model (NCM). A growth factor of 2.5% was applied to the Year 2030 volumes generated by the SANDAG model to arrive at Year 2035 volumes. A more detailed discussion of the traffic modeling process is provided in *Section 5.0* of the report.

Peak hour turning movement volumes at study area intersections were estimated from future ADT volumes using the relationship between existing peak hour turning movements and the existing ADT volumes.

**Figure 6-5**, **Figure 6-7**, and **Figure 6-9** show the ADT and peak hour turning movement volumes for *Alternative 1*, *Alternative 2*, and *Alternative 3* within the Imperial Oakes SPA #13 area, respectively.

### 6.2.4 Year 2035 Alternative 1 Analysis Results

#### SEGMENTS

**Table 6-6** summarizes the segment operations in the Imperial Oakes SPA #13 study area under *Alternative 1* conditions. As seen in **Table 6-6**, the study area segments are calculated to currently operate at LOS D or better conditions.

#### INTERSECTIONS

**Table 6-7** shows the key intersection operations in the Imperial Oakes SPA #13 study area under *Alternative 1* conditions. As seen in **Table 6-7**, the study area intersections are calculated to operate at LOS D or better conditions.

*Appendix B-2* contains the *Alternative 1* peak hour intersection analysis worksheets.

**Figure 6-5** graphically shows the roadway segment and intersection LOS under *Alternative 1* conditions for the Imperial Oakes SPA #13.

### 6.2.5 Year 2035 Alternative 2 Analysis Results

#### SEGMENTS

**Table 6-6** summarizes the segment operations in the Imperial Oakes SPA #13 study area under *Alternative 2* conditions with the proposed changes in land use. As seen in **Table 6-6**, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- South Iris Lane between Centre City Parkway and El Norte Parkway (LOS F)

#### INTERSECTIONS

**Table 6-7** shows the key intersection operations in the Imperial Oakes SPA #13 study area under *Alternative 2* conditions. As seen in **Table 6-7**, the study area intersections are calculated to operate at LOS D or better conditions.

*Appendix B-3* contains the *Alternative 2* peak hour intersection analysis worksheets.

Figure 6–7 graphically shows the roadway segment and intersection LOS under *Alternative 2* conditions for the Imperial Oakes SPA #13.

### 6.2.6 Year 2035 *Alternative 3* Analysis Results

#### SEGMENTS

Table 6–6 summarizes the segment operations in the Imperial Oakes SPA #13 study area under *Alternative 3* conditions. As seen in Table 6–6, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- South Iris Lane between Centre City Parkway and El Norte Parkway (LOS F)
- El Norte Parkway between the I-15 Southbound and I-15 Northbound Ramps (LOS E)

It should be noted El Norte Parkway between the I-15 Southbound Ramps and South Iris Lane is proposed to be downgraded from a six-lane Super Major to a four-lane Major road as part of *Alternative 3*.

#### INTERSECTIONS

Table 6–7 shows the key intersection operations in the Imperial Oakes SPA #13 study area under *Alternative 3* conditions. As seen in Table 6–7, the study area intersections are calculated to operate at LOS D or better conditions.

Appendix B–4 contains the *Alternative 3* peak hour intersection analysis worksheets.

Figure 6–9 graphically shows the roadway segment and intersection LOS under *Alternative 2* conditions for the Imperial Oakes SPA #13.

TABLE 6-6  
IMPERIAL OAKES SPA #13  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>North/South Roadways</b>																	
<b>Centre City Pkwy</b>																	
Country Club Lane to S Iris Lane	37,000	15,400	B	0.42	4-Ln Major	37,000	14,200	B	0.38	18,100	B	0.49	4-Ln Major	37,000	18,200	B	0.49
S Iris Lane to El Norte Parkway	37,000	20,600	C	0.56	4-Ln Major	37,000	18,900	B	0.51	23,500	C	0.64	4-Ln Major	37,000	23,600	C	0.64
<b>South Iris Lane</b>																	
Centre City Parkway to El Norte Parkway	15,000	5,400	B	0.36	2-Ln Local Collector	15,000	8,600	C	0.57	<b>20,400</b>	<b>F</b>	<b>1.36</b>	2-Ln Local Collector	15,000	20,400	F <sup>f</sup>	1.36
<b>East/West Roadways</b>																	
<b>Country Club Lane</b>																	
Nutmeg Street to Centre City Parkway	34,200	5,000	A	0.15	4-Ln Collector	34,200	11,800	A	0.35	11,700	A	0.34	4-Ln Collector	34,200	11,800	A	0.35
<b>El Norte Parkway</b>																	
Nutmeg Street to I-15 SB Ramps	37,000	29,700	D	0.80	6-Ln Super Major	50,000	38,000	D	0.76	41,000	D	0.82	6-Ln Super Major	50,000	40,800	D	0.82
I-15 SB Ramps to I-15 NB Ramps	37,000	27,500	C	0.74	6-Ln Super Major	50,000	30,400	C	0.61	35,400	C	0.71	<b>4-Ln Major</b>	<b>37,000</b>	35,200	E <sup>e</sup>	0.95
I-15 NB Ramps to S. Iris Lane	37,000	24,900	C	0.67	6-Ln Super Major	50,000	24,300	B	0.49	33,000	C	0.66	<b>4-Ln Major</b>	<b>37,000</b>	31,200	D	0.84
S Iris Lane to Morning View Drive	37,000	24,700	C	0.67	6-Ln Super Major	50,000	25,600	B	0.51	33,600	C	0.67	6-Ln Super Major	50,000	33,500	C	0.67

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Due to LOS D or better operations at adjacent intersections along this segment, a significant segment impact is not calculated.

**General Notes:**

**Italics** represent change in roadway classification.  
**Bold** typeface and **shading** represent an LOS worse than City standards.  
 GP = General Plan  
 LU = Land Use  
 CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 6-7  
 IMPERIAL OAKES SPA #13  
 YEAR 2035 INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing		Alternative 1: Adopted General Plan		Alternative 2: Adopted GP CE & Proposed GP LU		Alternative 3: Proposed GP CE & Proposed GP LU	
			Delay <sup>a</sup>	LOS <sup>b</sup>	Delay	LOS	Delay	LOS	Delay	LOS
1. Centre City Parkway/ Country Club Lane	Signal	AM	39.0	D	54.9	D	54.5	D	54.4	D
		PM	35.3	D	54.8	D	50.3	D	50.4	D
2. I-15 Southbound Ramps/ El Norte Parkway	Signal	AM	17.9	B	15.8	B	15.9	B	14.9	B
		PM	43.5	D	16.4	B	18.8	B	23.6	C
3. I-15 Northbound Ramps/ El Norte Parkway	Signal	AM	18.1	B	15.8	B	17.9	B	16.6	B
		PM	24.0	C	13.1	B	16.5	B	21.4	C

**Footnotes:**

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.

**General Notes:**

GP = General Plan  
 LU = Land Use  
 CE = Circulation Element

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

## 6.3 Summary of Findings/Significance of Impacts and Mitigation Measures

### 6.3.1 *Summary of Findings*

The *General Plan Update (Alternative 3)* proposes to increase density in residential, office and industrial/other land uses over the adopted *General Plan* and downgrade roadway capacity for segments of El Norte Parkway. Development of *Alternative 3* results in two (2) segments operating at unacceptable LOS.

### 6.3.2 *Significance of Impacts*

The following street segments are not significantly impacted under *Alternative 3* due to LOS D or better operations at adjacent intersections:

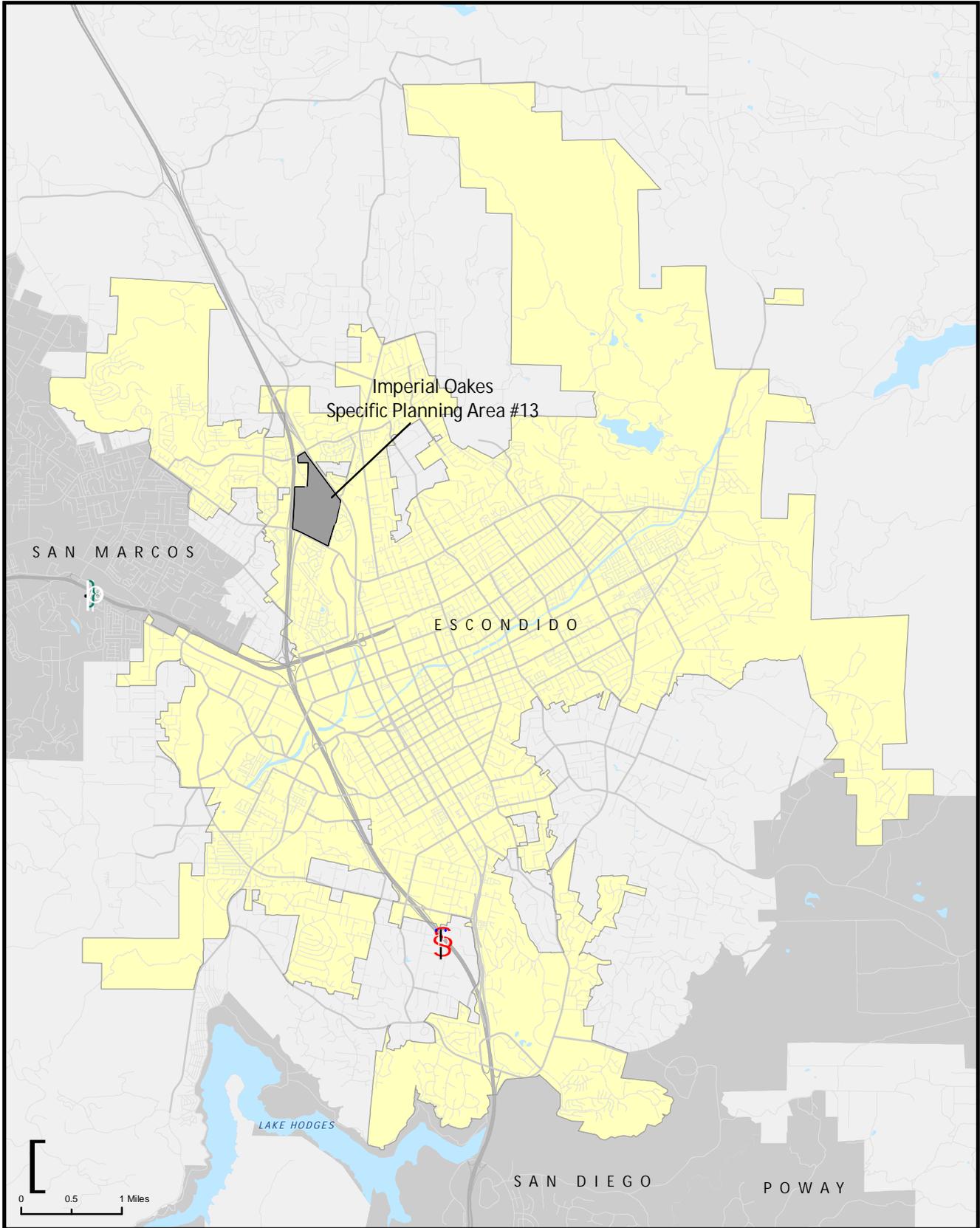
#### SEGMENTS

- South Iris Lane between Centre City Parkway and El Norte Parkway (LOS F)
- El Norte Parkway between the I-15 SB and I-15 NB Ramps (LOS E)

*Appendix D* contains the analysis worksheets for intersections demonstrating acceptable LOS along these segments and *Appendix B-4* contains analysis worksheets for intersections included in *Table 6-7*. *Section 5.0* of this report explains the intersection analysis methodology applied to street segments calculated to operate at deficient levels of service.

### 6.3.3 *Mitigation*

No mitigation is required.

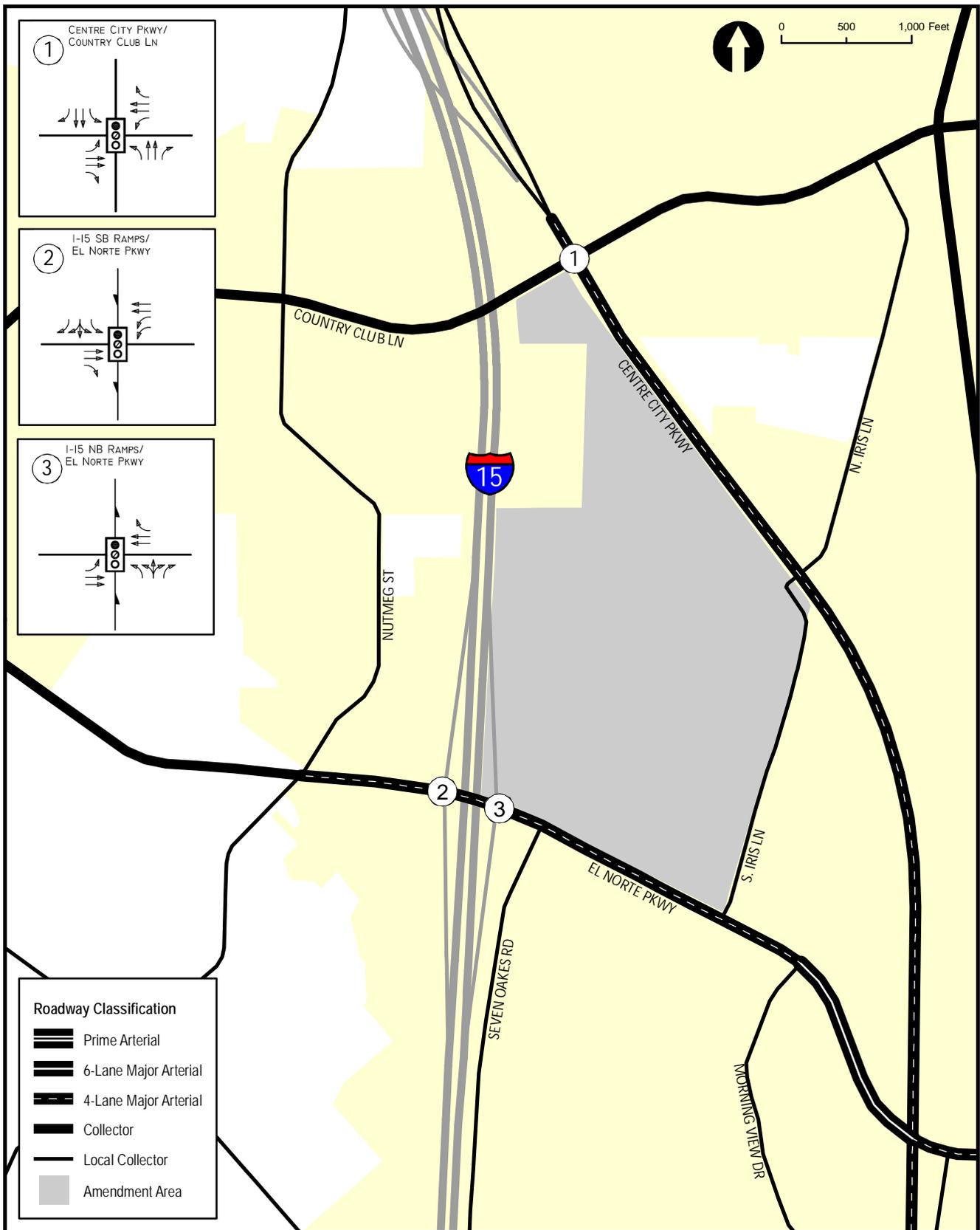


REV. 8/15/11  
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 Source: SANDAG



**Figure 6-1**  
**Amendment Area Map**  
**Imperial Oakes SPA #13**

ESCONDIDO GENERAL PLAN UPDATE

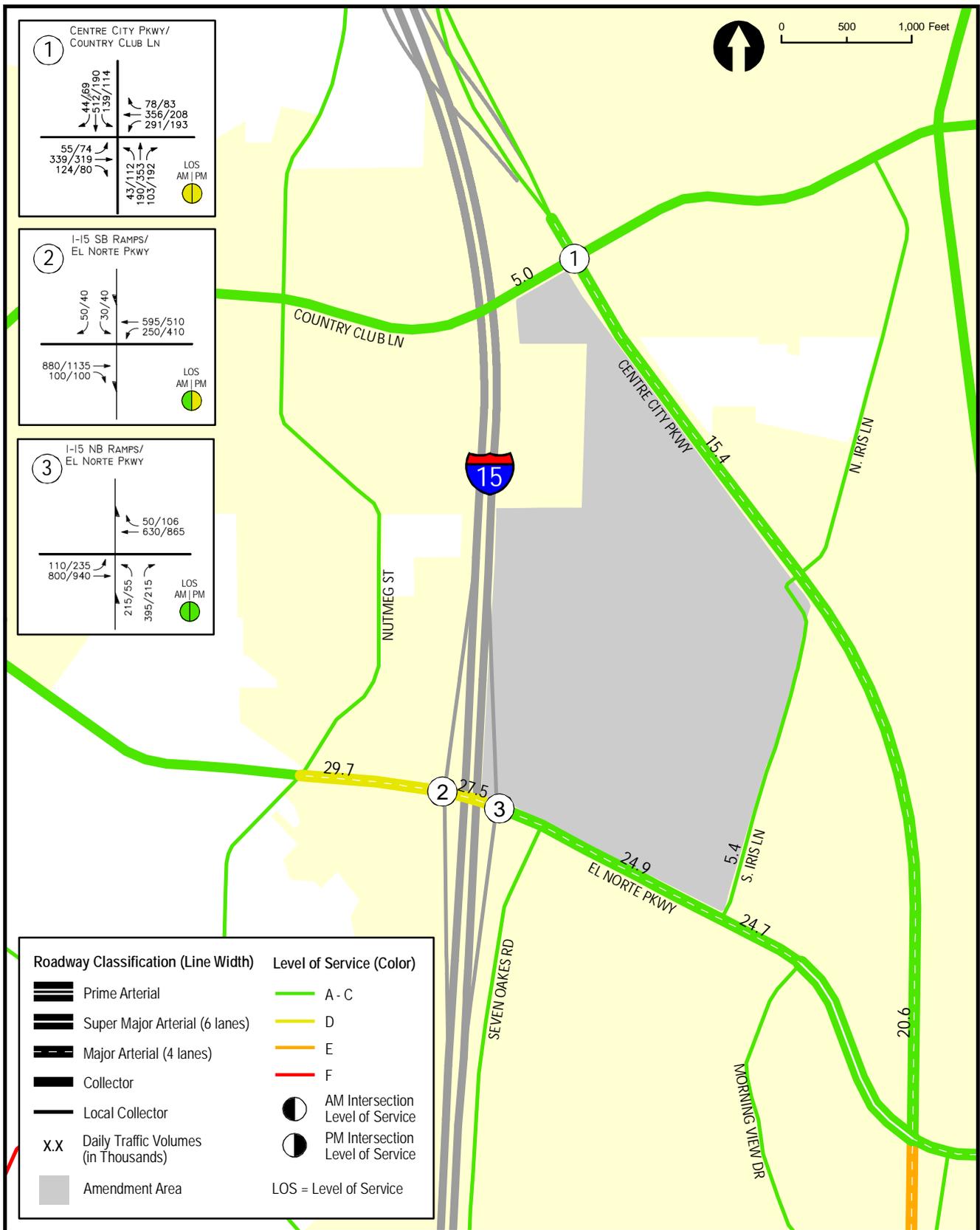


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 Source: City of Escondido and SANDAG Series 11



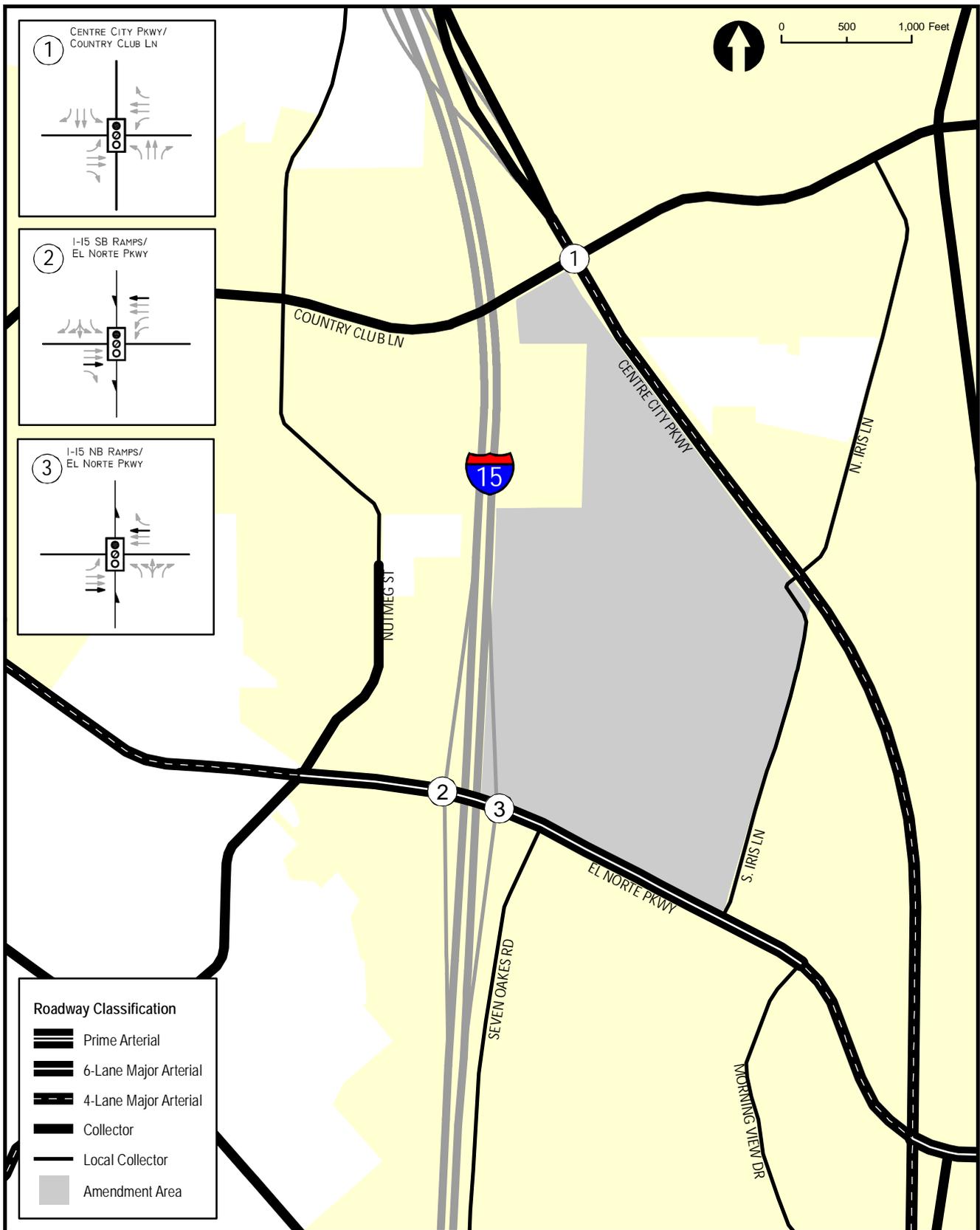
**Figure 6-2**

**Existing Conditions Diagram  
 Imperial Oakes SPA #13**



REV. 9/12/11  
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 Source: City of Escondido and SANDAG Series 11

**Figure 6-3**  
**Existing Traffic Volumes & LOS**  
**Imperial Oakes SPA #13**

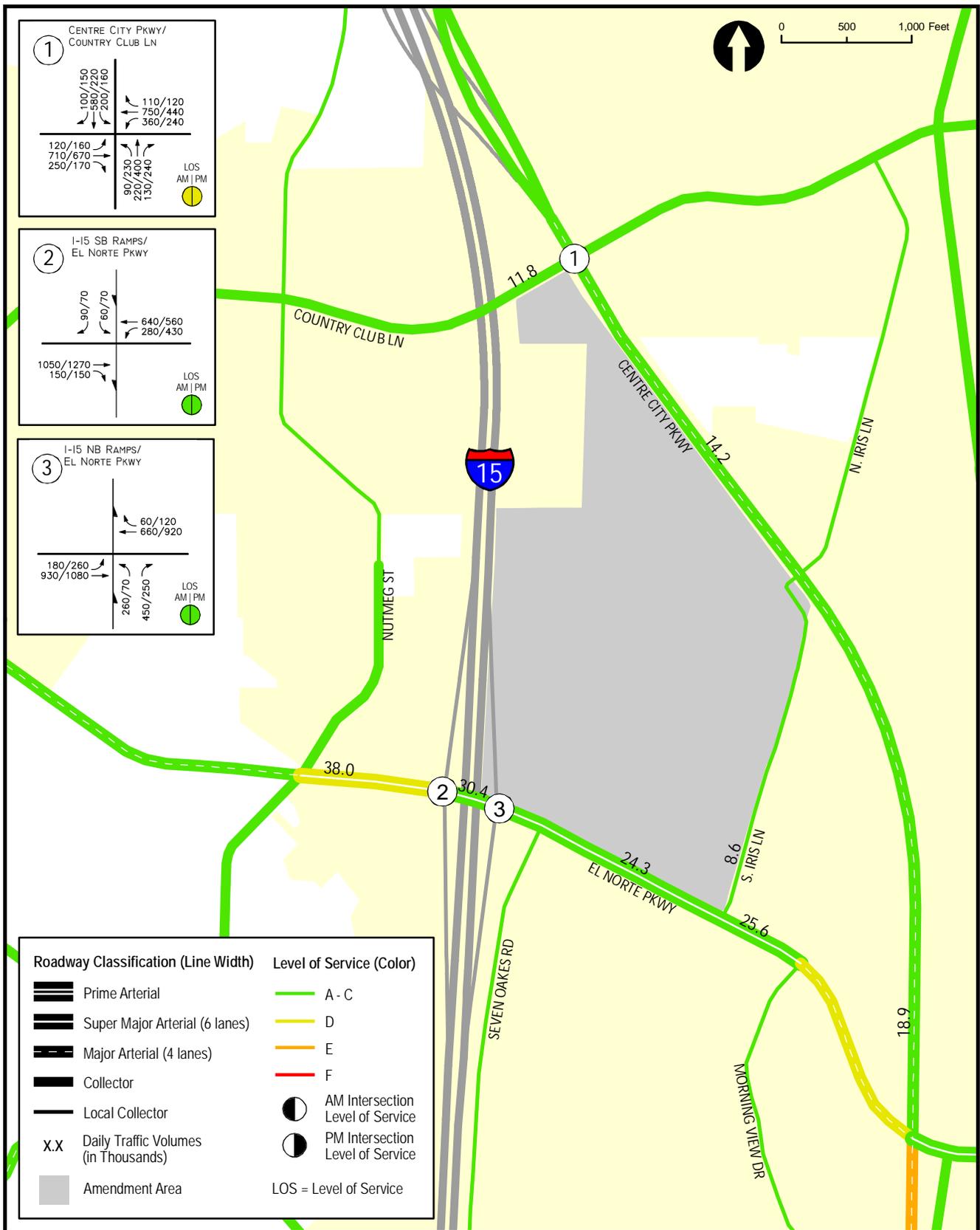


REV. 10/5/11  
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 Source: City of Escondido and SANDAG Series 11

**Figure 6-4**

**Year 2035 Conditions Diagram - Alternative 1  
 Imperial Oaks SPA #13**



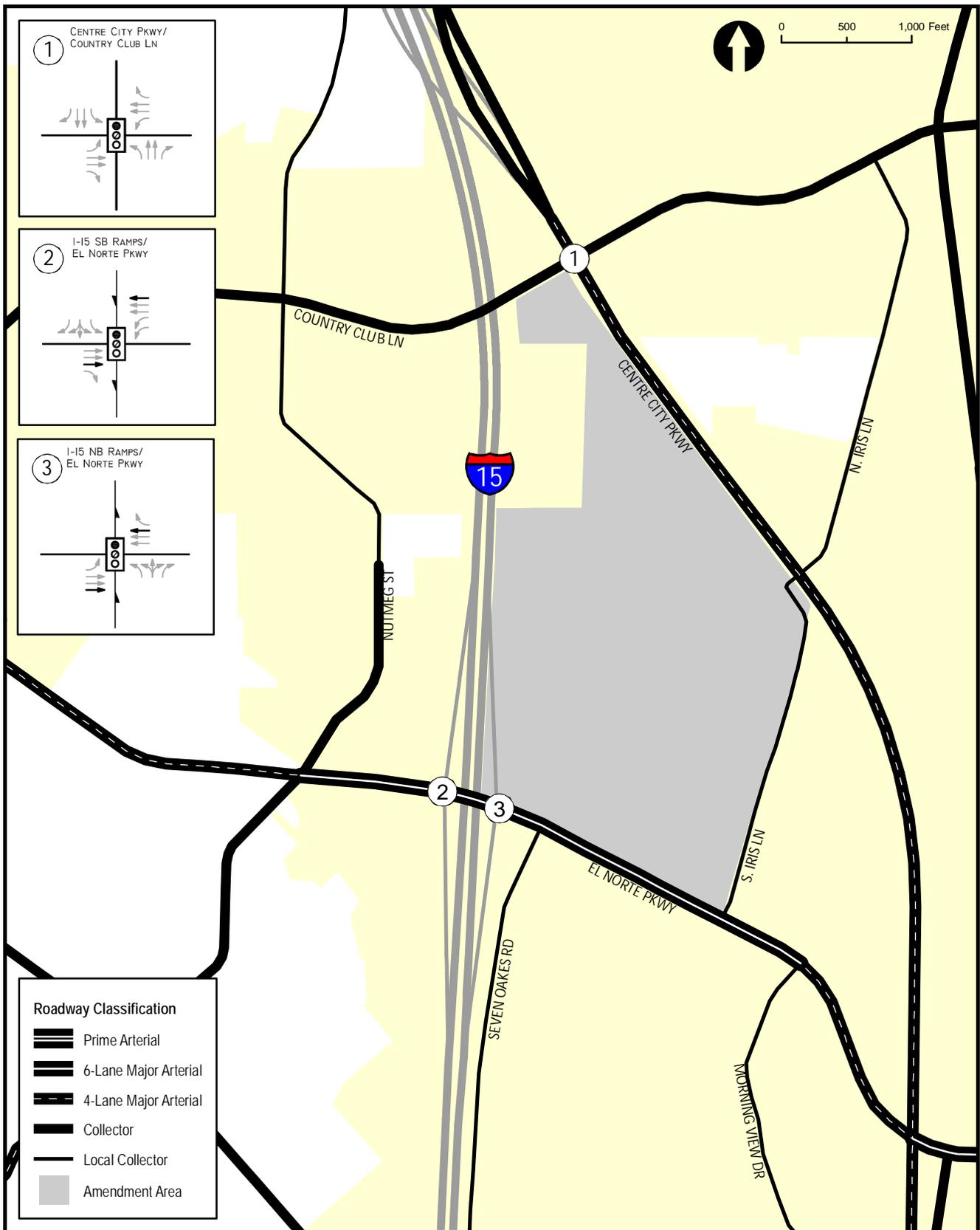


REV. 9/12/11  
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 Source: City of Escondido and SANDAG Series 11

**Figure 6-5**

**Year 2035 Traffic Volumes & LOS - Alternative 1  
 Imperial Oakes SPA #13**



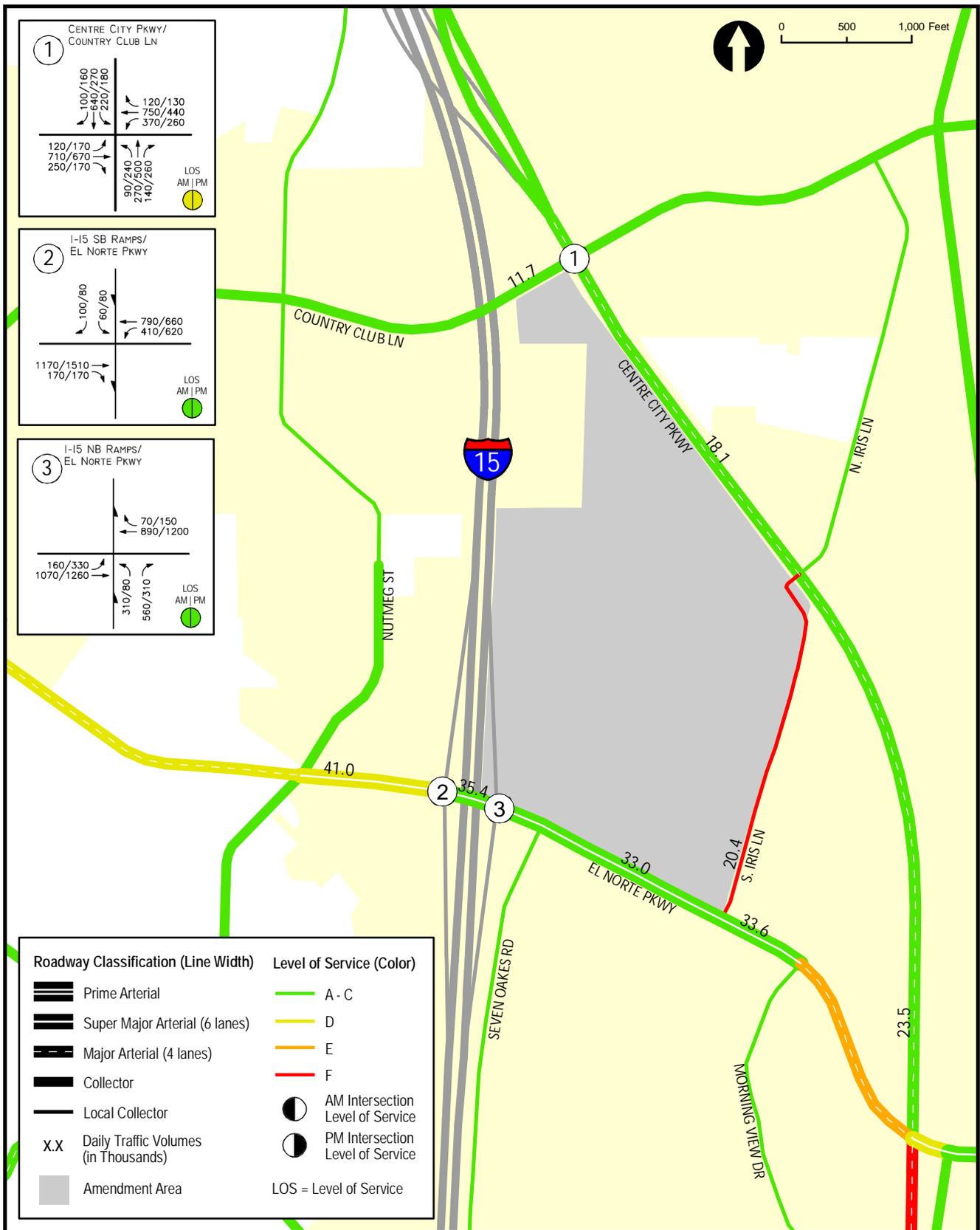


REV. 10/5/11  
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 Source: City of Escondido and SANDAG Series 11

**Figure 6-6**

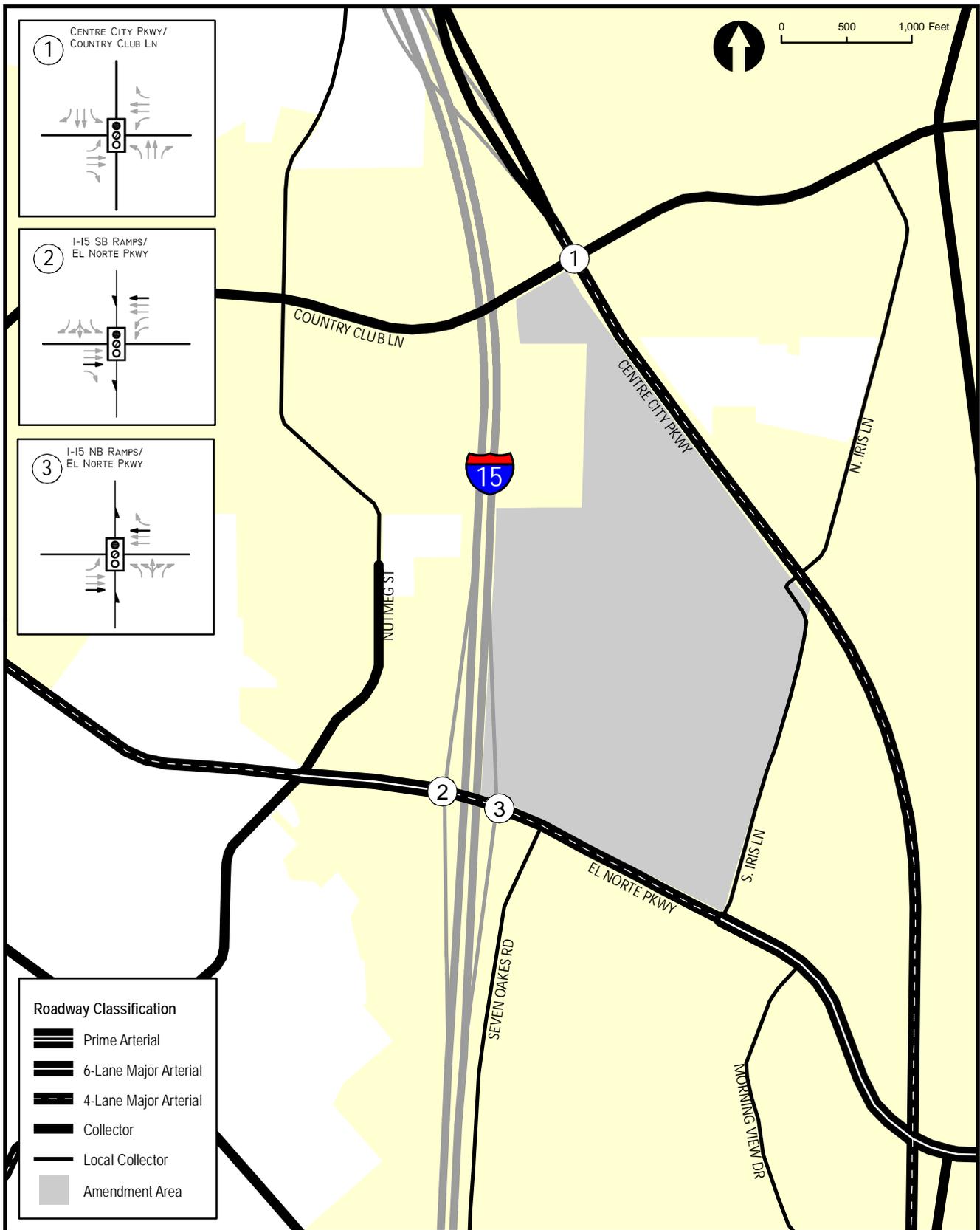
**Year 2035 Conditions Diagram - Alternative 2**  
**Imperial Oakes SPA #13**





REV. 10/5/11  
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 Source: City of Escondido and SANDAG Series 11

**Figure 6-7**  
**Year 2035 Traffic Volumes & LOS - Alternative 2**  
**Imperial Oakes SPA #13**

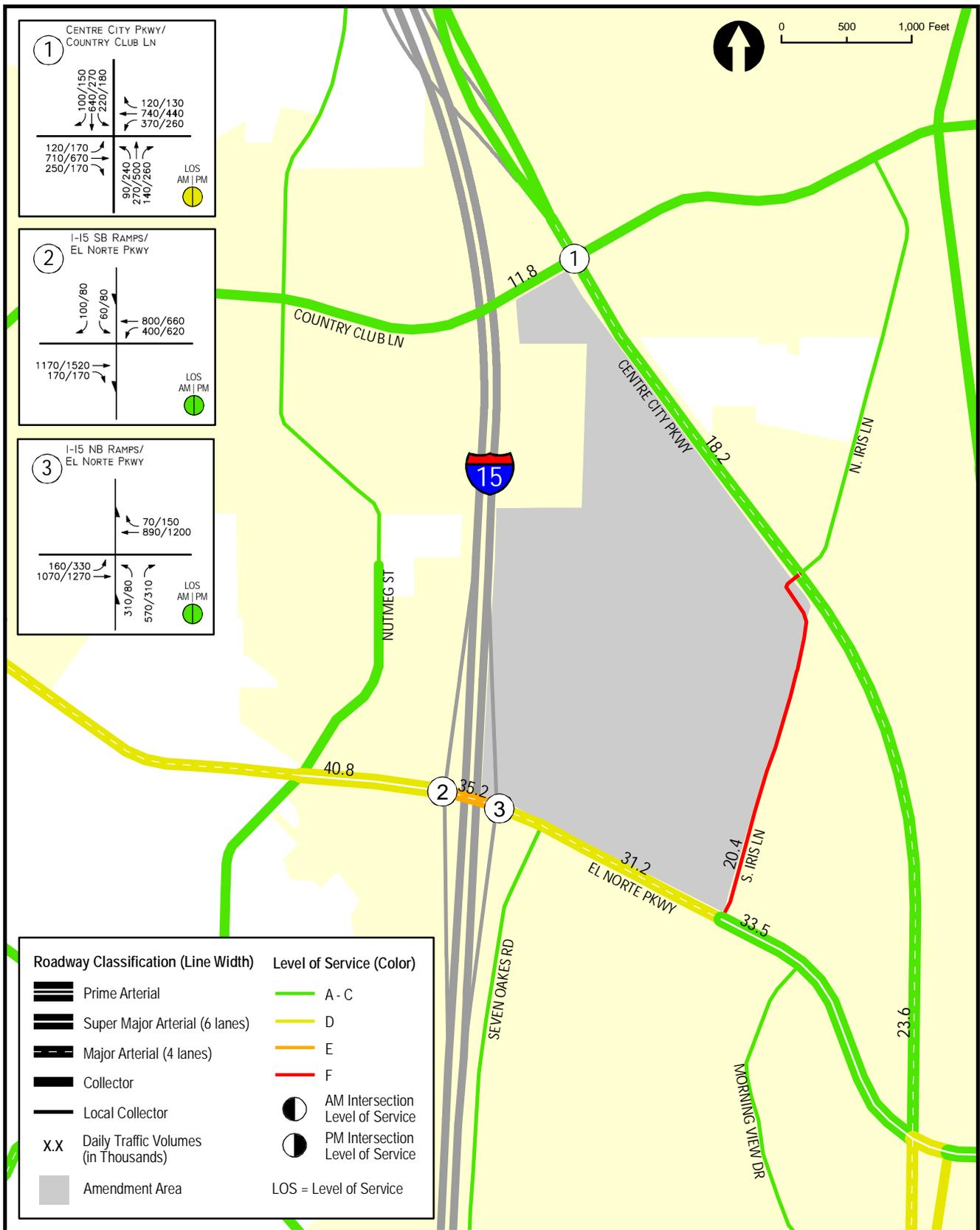


REV. 10/5/11  
 N:\2000\gis\maps\6-8.mxd  
 Source: City of Escondido and SANDAG Series 11

**Figure 6-8**

**Year 2035 Conditions Diagram - Alternative 3  
 Imperial Oaks SPA #13**





REV. 10/5/11  
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 Source: City of Escondido and SANDAG Series 11

**Figure 6-9**

**Year 2035 Traffic Volumes & LOS - Alternative 3  
 Imperial Oakes SPA #13**



## 7.0 HIGHWAY 78 / BROADWAY TARGET AREA



## 7.0 HIGHWAY 78 / BROADWAY TARGET AREA

The Highway 78 / Broadway Target Area (TA) is located at the terminus of SR-78, north of downtown, east of Centre City Parkway, and west of Juniper Street.

**Figure 7-1** shows the Amendment Area map for the Highway 78 / Broadway TA. All figures are provided at the end of this section.

### 7.1 Existing Conditions Discussion

The following is a discussion of the land use, street network, traffic volumes, and Level of Service (LOS) analysis results for existing conditions.

#### 7.1.1 Existing Land Use

The Highway 78 / Broadway TA consists of 122 acres and 89 parcels of which approximately 80% is currently developed. **Table 7-1** shows the existing land use amounts within the Highway 78 / Broadway TA area.

TABLE 7-1  
HIGHWAY 78 / BROADWAY TA  
EXISTING LAND USE QUANTITIES

Land Use	Quantity
Single-Family Residential	0 DU
Multi-Family Residential	330 DU
Commercial/Retail	666 KSF
Office	35 KSF
Industrial/Other	0 KSF

*Source:* City of Escondido (2011)

*General Notes:*

DU = Dwelling Units

KSF = Thousand Square Feet

#### 7.1.2 Existing Street Network

The major circulation element roadways and select major intersections within the Highway 78 / Broadway TA were evaluated in this analysis. The existing roadway capacities were identified based on the number of lanes, undivided or divided roadway conditions, on-street parking, and curb-to-curb width and were based on the *City of Escondido Proposed Level of Service Standards and Street Segment Average Daily Trip Thresholds Table*. **Table 3-1** in **Section 3.3.2** of the report contains a copy of this table. The following is a brief description of the existing roadways in the study area.

**Broadway** is currently built as a four-lane undivided roadway with a Two Way Left Turn median (TWLTL) within the Highway 78/ Broadway TA study area. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph.

**Centre City Parkway** is currently built as a four-lane divided roadway within the Highway 78/ Broadway TA study area. Bike lanes are provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit signs were observed. No bus stops are provided on Centre City Parkway.

**Escondido Boulevard** is currently built as a four-lane undivided roadway with a TWLTL median within the Highway 78/ Broadway TA study area. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph.

*Figure 7-2* shows the Existing Conditions Diagram for the Highway 78 / Broadway TA study area.

### 7.1.3 Existing Traffic Volumes

Existing ADT traffic volumes were obtained from City of Escondido and SANDAG records. Existing peak hour volumes were collected by LLG or obtained from recent area traffic studies. *Appendix C* contains the traffic volume data used in the analysis.

*Figure 7-3* illustrates the Existing Average Daily and Peak Hour Traffic Volumes.

### 7.1.4 Existing Analysis Results

#### SEGMENTS

*Table 7-2* summarizes the key segment operations in the Highway 78 / Broadway TA study area for existing conditions. As seen in *Table 7-2*, all study area segments are calculated to currently operate at LOS D or better conditions except for Centre City Parkway between the SR-78 EB Off-Ramp and Mission Avenue (LOS E).

#### INTERSECTIONS

*Table 7-3* shows existing peak hour operations at the key intersections within the Highway 78 / Broadway TA study area. As seen in *Table 7-3*, all study area intersections are calculated to currently operate at LOS D or better conditions.

*Appendix B-5* shows the existing peak hour calculation sheets.

TABLE 7-2  
HIGHWAY 78 / BROADWAY TA  
EXISTING STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>
<b>North/South Roadways</b>					
<b>Broadway</b>					
Lincoln Avenue to Mission Avenue	4-Ln Collector	34,200	25,500	C	0.75
Mission Avenue to Washington Avenue	4-Ln Collector	34,200	23,700	C	0.69
<b>Centre City Parkway</b>					
SR-78 EB Off-Ramp to Mission Avenue	4-Ln Major	37,000	<b>35,400</b>	<b>E</b>	<b>0.96</b>
Mission Avenue to Washington Avenue	4-Ln Major	37,000	29,400	D	0.79
<b>Escondido Boulevard</b>					
Lincoln Avenue to Mission Avenue	4-Ln Collector	34,200	9,700	A	0.28
Mission Avenue to Washington Avenue	4-Ln Collector	34,200	15,100	B	0.44
<b>East/West Roadways</b>					
<b>Lincoln Avenue</b>					
Escondido Boulevard to Broadway	2-Ln Local Collector	10,000	3,200	A	0.32
Broadway to SR-78/Lincoln Avenue (Before Merge)	2-Ln Local Collector	10,000	4,000	B	0.40
<b>Mission Avenue</b>					
Centre City Parkway to Escondido Boulevard	4-Ln Collector	34,200	24,600	C	0.72
Escondido Boulevard to Broadway	4-Ln Collector	34,200	21,000	C	0.61
Broadway to Hickory Street	4-Ln Collector	34,200	18,500	B	0.54

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- a. Average Daily Traffic.
- b. Level of Service.
- c. Volume to Capacity ratio.

**General Notes:**

**Bold** typeface and **shading** represent an LOS worse than City standards.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 7-3  
HIGHWAY 78 / BROADWAY TA  
EXISTING INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing	
			Delay <sup>a</sup>	LOS <sup>b</sup>
4. Centre City Parkway/ Mission Avenue	Signal	AM	33.9	C
		PM	45.4	D
5. Escondido Boulevard/ Mission Avenue	Signal	AM	21.4	C
		PM	40.7	D
6. Broadway/ Mission Avenue	Signal	AM	27.9	C
		PM	35.2	D

**Footnotes:**

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.

SIGNALIZED

DELAY/LOS THRESHOLDS

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

## 7.2 Year 2035 Conditions Discussion

The following is a discussion of the land use, street network, traffic volumes, and level of service analysis results for Year 2035 conditions. As previously mentioned in *Section 3.0* of the report, three alternatives were analyzed:

- **Alternative 1:** Year 2035 Adopted General Plan Circulation Element & Land Use
- **Alternative 2:** Year 2035 Adopted General Plan Circulation Element & Proposed General Plan Land Use
- **Alternative 3:** Year 2035 Proposed General Plan Circulation Element & Land Use

### 7.2.1 Year 2035 Land Use

*Alternatives 2 and 3* seek to modify land use provisions of the *Adopted General Plan (Alternative 1)* within this Amendment Area to designate the area as General Commercial (GC). **Table 7-4** summarizes the adopted and proposed *General Plan* land uses within the Highway 78 / Broadway TA area for each of the three alternatives:

TABLE 7-4  
HIGHWAY 78 / BROADWAY TA  
YEAR 2035 LAND USE QUANTITIES

Land Use	Quantity			
	Existing	Alternative 1: Adopted General Plan	Alternative 2: Adopted GP CE & Proposed LU	Alternative 3: Proposed GP CE & LUs
Single-Family Residential	0 DU	0 DU	0 DU	<i>Same as Alternative 2</i>
Multi-Family Residential	330 DU	330 DU	330 DU	
Commercial/Retail	666 KSF	900 KSF	1,200 KSF	
Office	35 KSF	47 KSF	84 KSF	
Industrial/Other	0 KSF	0 KSF	0 KSF	

*Source:* City of Escondido (2011)

**General Notes:**

DU = Dwelling Units  
KSF = Thousand Square Feet  
GP = General Plan  
CE = Circulation Element  
LU = Land Use

7.2.2 Year 2035 Street Network

For the Year 2035 analysis, roadway segments were assumed to be built out to their ultimate classifications as identified on the currently adopted *General Plan Circulation Element* (see *Appendix A*), except for *Alternative 3*, where changes are proposed to the Circulation Element. *Table 7-5* shows the roadways affected by the proposed changes to the street network under *Alternative 3* within the Highway 78 / Broadway TA:

TABLE 7-5  
HIGHWAY 78 / BROADWAY TA  
YEAR 2035 NETWORK CHANGES

Street Segment	Year 2035 Roadway Classification		
	Alternative 1: Adopted GP CE & LU	Alternative 2: Adopted GP CE & Proposed GP LU	Alternative 3: Proposed GP CE & Proposed GP LU
<b>Mission Avenue</b>		<i>Same as Alternative 1</i>	
Escondido Boulevard to Broadway	6-Ln Super Major		4-Ln Major
Broadway to Hickory Street	6-Ln Super Major		4-Ln Major
<b>Centre City Parkway</b>			
Mission Avenue to Washington Avenue	4-Ln Major		6-Ln Super Major

Source: City of Escondido Adopted Circulation Element (2009), and City of Escondido, 2011

In addition, all intersection lane configurations were generally assumed built out to maximum capacity, based on corresponding street segment classifications. For the purposes of this study, the standard approach-configuration applied for a four-lane roadway consisted of one left-turn lane, two thru lanes, and one dedicated right-turn lane. For a six-lane roadway, the standard approach-configuration consisted of dual left-turn lanes, three thru lanes, and a dedicated right-turn lane. For intersections where existing approach-configurations were greater than the standards described above, the lane configuration resulting in the best operations was applied.

*Figure 7-4, Figure 7-6, and Figure 7-8* show the Year 2035 roadway conditions for *Alternative 1, Alternative 2, and Alternative 3* within the Highway 78 / Broadway TA area, respectively.

### 7.2.3 Year 2035 Traffic Volumes

The daily traffic volumes for the three future alternatives were obtained from the SANDAG Series 11 Year 2030 North County Model (NCM). A growth factor of 2.5% was applied to the Year 2030 volumes generated by the SANDAG model to arrive at Year 2035 volumes. A more detailed discussion of the traffic modeling process is provided in *Section 5.0* of the report.

Peak hour turning movement volumes at study area intersections were estimated from future ADT volumes using the relationship between existing peak hour turning movements and the existing ADT volumes.

**Figure 7-5**, **Figure 7-7**, and **Figure 7-9** show the ADT and peak hour turning movement volumes for *Alternative 1*, *Alternative 2*, and *Alternative 3* within the Highway 78 / Broadway TA area, respectively.

### 7.2.4 Year 2035 Alternative 1 Analysis Results

#### SEGMENTS

**Table 7-6** summarizes the segment operations in the Highway 78 / Broadway TA study area under *Alternative 1* conditions. As seen in **Table 7-6**, the study area segments are calculated to operate at LOS D or better conditions.

#### INTERSECTIONS

**Table 7-7** shows the key intersection operations in the Highway 78 / Broadway TA study area under *Alternative 1* conditions. As seen in **Table 7-7**, the study area intersections are calculated to operate at LOS D or better conditions except for the Centre City Parkway/Mission Avenue intersection (LOS E, PM peak hour).

*Appendix B-6* contains the *Alternative 1* peak hour intersection analysis worksheets.

**Figure 7-5** graphically shows the roadway segment and intersection LOS under *Alternative 1* conditions for the Highway 78 / Broadway TA.

### 7.2.5 Year 2035 Alternative 2 Analysis Results

#### SEGMENTS

**Table 7-6** summarizes the segment operations in the Highway 78 / Broadway TA study area under *Alternative 2* conditions with the proposed changes in land use. As seen in **Table 7-6**, the study area segments are calculated to continue to operate at LOS D or better conditions except for the following:

- Centre City Parkway between the SR-78 EB Off-Ramp and Mission Avenue (LOS E)
- Centre City Parkway between Mission Avenue and Washington Avenue (LOS F)

## INTERSECTIONS

*Table 7-7* shows the key intersection operations in the Highway 78 / Broadway TA study area under *Alternative 2* conditions. As seen in *Table 7-7*, the study area intersections are calculated to operate at LOS D or better conditions.

*Appendix B-7* contains the *Alternative 2* peak hour intersection analysis worksheets.

*Figure 7-7* graphically shows the roadway segment and intersection LOS under *Alternative 2* conditions for the Highway 78 / Broadway TA.

### 7.2.6 Year 2035 Alternative 3 Analysis Results

#### SEGMENTS

*Table 7-6* summarizes the segment operations in the Highway 78 / Broadway TA study area under *Alternative 3* conditions. As seen in *Table 7-6*, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Centre City Parkway between the SR-78 EB Off-Ramp and Mission Avenue (LOS E)
- Mission Avenue between Escondido Boulevard and Broadway (LOS E)

It should be noted that Centre City Parkway between Mission Avenue and Washington Avenue is proposed to be upgraded from a four-lane Major to a six-lane Super Major road and Mission Avenue between Centre City Parkway and Hickory Street is proposed to be downgraded from a six-lane Major to a four-lane Major road as part of *Alternative 3*.

#### INTERSECTIONS

*Table 7-7* shows the key intersection operations in the Highway 78 / Broadway TA study area under *Alternative 3* conditions. As seen in *Table 7-7*, the study area intersections are calculated to operate at LOS D or better conditions.

*Appendix B-8* contains the *Alternative 3* peak hour intersection analysis worksheets.

*Figure 7-9* graphically shows the roadway segment and intersection LOS under *Alternative 3* conditions for the Highway 78 / Broadway TA.

TABLE 7-6  
HIGHWAY 78 / BROADWAY TA  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>North/South Roadways</b>																	
<b>Broadway</b>																	
Lincoln Avenue to Mission Avenue	34,200	25,500	C	0.75	4-Ln Major	37,000	23,300	C	0.63	29,500	D	0.80	4-Ln Major	37,000	28,700	D	0.78
Mission Avenue to Washington Avenue	34,200	23,700	C	0.69	4-Ln Major	37,000	20,300	B	0.55	29,700	D	0.80	4-Ln Major	37,000	29,600	D	0.80
<b>Centre City Parkway</b>																	
SR-78 EB Off-Ramp to Mission Avenue	37,000	<b>35,400</b>	<b>E</b>	<b>0.96</b>	6-Ln Super Major	50,000	33,300	C	0.67	<b>46,300</b>	<b>E</b>	<b>0.93</b>	6-Ln Super Major	50,000	46,400	E <sup>e</sup>	0.93
Mission Avenue to Washington Avenue	37,000	29,400	D	0.79	4-Ln Major	37,000	30,000	D	0.81	<b>41,700</b>	<b>F</b>	<b>1.13</b>	<b>6-Ln Super Major</b>	<b>50,000</b>	41,500	D	0.83
<b>Escondido Boulevard</b>																	
Lincoln Avenue to Mission Avenue	34,200	9,700	A	0.28	4-Ln Collector	34,200	13,400	B	0.39	29,200	D	0.85	4-Ln Collector	34,200	29,100	D	0.85
Mission Avenue to Washington Avenue	34,200	15,100	B	0.44	4-Ln Collector	34,200	15,700	B	0.46	22,000	C	0.64	4-Ln Collector	34,200	21,500	C	0.63

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Due to LOS D or better operations at adjacent intersections along this segment, a significant segment impact is not calculated.

**General Notes:**

**Italics** represent change in roadway classification.  
**Bold** typeface and **shading** represent an LOS worse than City standards.  
 GP = General Plan  
 LU = Land Use  
 CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 7-6  
HIGHWAY 78 / BROADWAY TA  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>East/West Roadways</b>																	
<b>Lincoln Avenue</b>																	
Escondido Boulevard to Broadway	10,000	3,200	A	0.32	2-Ln Local Collector	15,000	3,100	A	0.21	4,700	A	0.31	2-Ln Local Collector	15,000	4,800	A	0.32
Broadway to SR-78/Lincoln Avenue (Before Merge)	10,000	4,000	B	0.40	2-Ln Local Collector	15,000	4,500	A	0.30	6,300	B	0.42	2-Ln Local Collector	15,000	6,300	B	0.42
<b>Mission Avenue</b>																	
Centre City Parkway to Escondido Boulevard	34,200	24,600	C	0.72	6-Ln Super Major	50,000	27,900	C	0.56	40,400	D	0.81	6-Ln Super Major	50,000	39,800	D	0.80
Escondido Boulevard to Broadway	34,200	21,000	C	0.61	6-Ln Super Major	50,000	25,200	B	0.50	37,300	C	0.75	<i>4-Ln Major</i>	<i>37,000</i>	35,500	E <sup>e</sup>	0.96
Broadway to Hickory Street	34,200	18,500	B	0.54	6-Ln Super Major	50,000	22,000	B	0.44	28,800	C	0.58	<i>4-Ln Major</i>	<i>37,000</i>	26,700	C	0.72

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Due to LOS D or better operations at adjacent intersections along this segment, a significant segment impact is not calculated.

**General Notes:**

*Italics* represent change in roadway classification.

GP = General Plan

LU = Land Use

CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 7-7  
HIGHWAY 78 / BROADWAY TA  
YEAR 2035 INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing		Alternative 1: Adopted General Plan		Alternative 2: Adopted GP CE & Proposed GP LU		Alternative 3: Proposed GP CE & Proposed GP LU	
			Delay <sup>a</sup>	LOS <sup>b</sup>	Delay	LOS	Delay	LOS	Delay	LOS
4. Centre City Parkway/ Mission Avenue	Signal	AM	33.9	C	26.2	C	29.7	C	30.3	C
		PM	45.4	D	24.7	C	41.0	D	41.4	D
5. Escondido Boulevard/ Mission Avenue	Signal	AM	21.4	C	24.8	C	30.2	C	30.5	C
		PM	40.7	D	25.8	C	49.2	D	52.1	D
6. Broadway / Mission Avenue	Signal	AM	27.9	C	23.1	C	27.6	C	29.7	C
		PM	35.2	D	27.0	C	40.3	D	43.4	D

**Footnotes:**

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.

SIGNALIZED

DELAY/LOS THRESHOLDS

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

**General Notes:**

GP = General Plan  
LU = Land Use  
CE = Circulation Element

## 7.3 Summary of Findings/Significance of Impacts and Mitigation Measures

### 7.3.1 *Summary of Findings*

The *General Plan Update (Alternative 3)* proposes to increase density in commercial/retail and office land uses over the *Adopted General Plan*, upgrade roadway capacity for segments of Centre City Parkway and downgrade roadway capacity for segments of Mission Avenue. Development of *Alternative 3* results in two (2) segments operating at unacceptable LOS.

### 7.3.2 *Significance of Impacts*

The following street segments are not significantly impacted under *Alternative 3* due to LOS D or better operations at adjacent intersections:

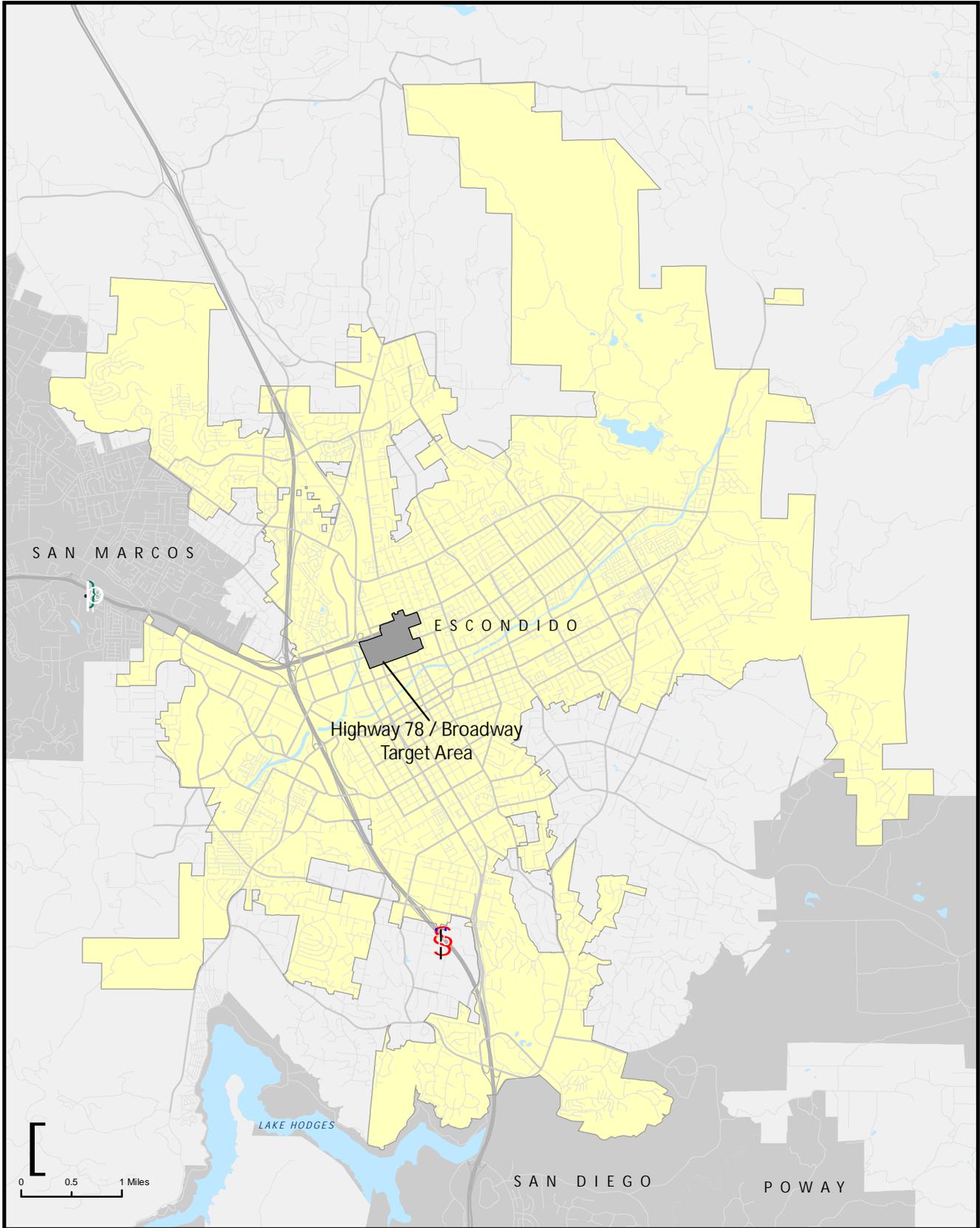
#### SEGMENTS

- Centre City Parkway between the SR-78 EB Off-Ramp and Mission Avenue (LOS E)
- Mission Avenue between Escondido Boulevard and Broadway (LOS E)

*Appendix D* contains the analysis worksheets for intersections demonstrating acceptable LOS along these segments and *Appendix B-8* contains analysis worksheets for intersections included in *Table 7-7*. *Section 5.0* of this report explains the intersection analysis methodology applied to street segments calculated to operate at deficient levels of service.

### 7.3.3 *Mitigation*

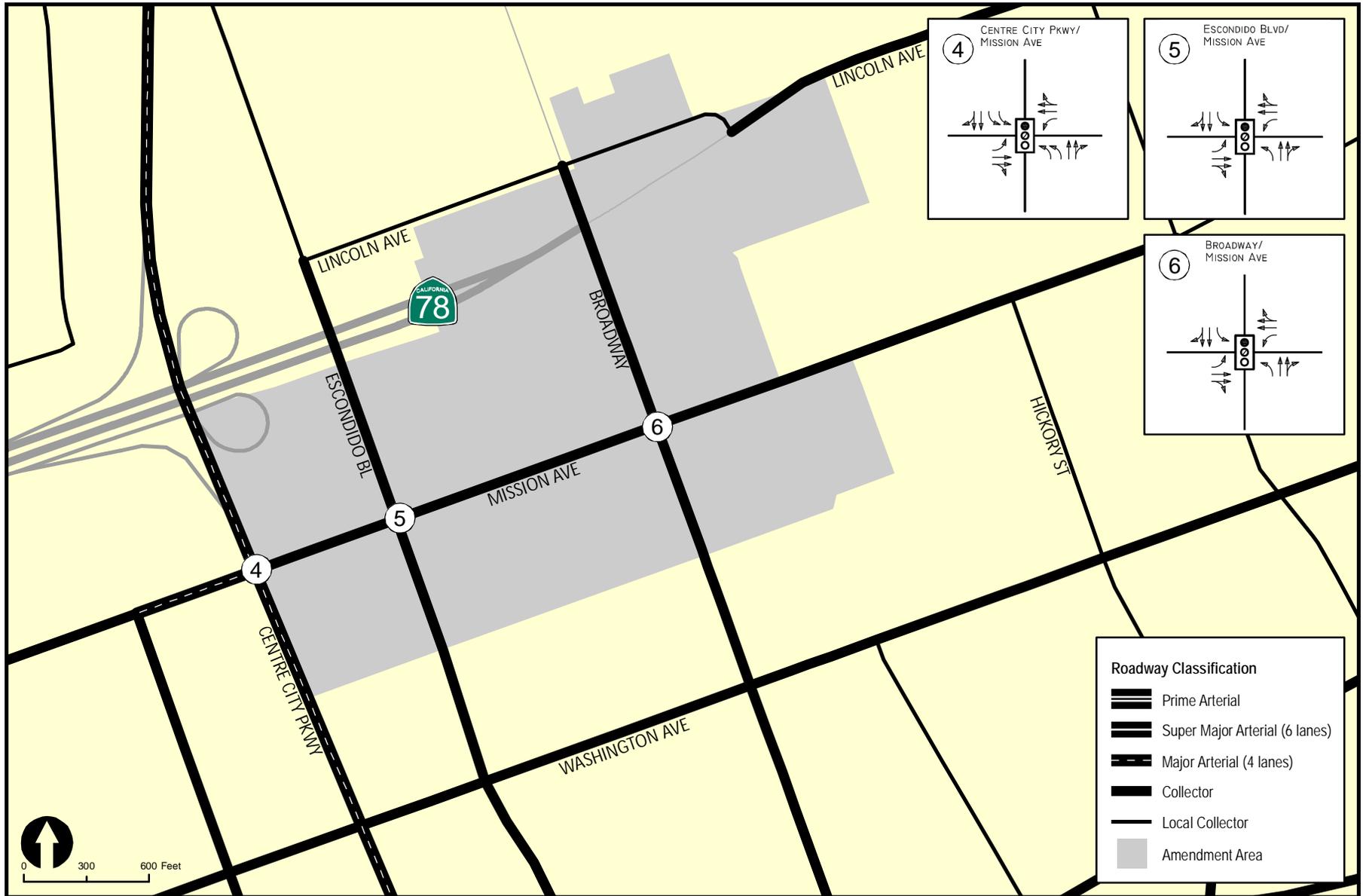
No mitigation is required.



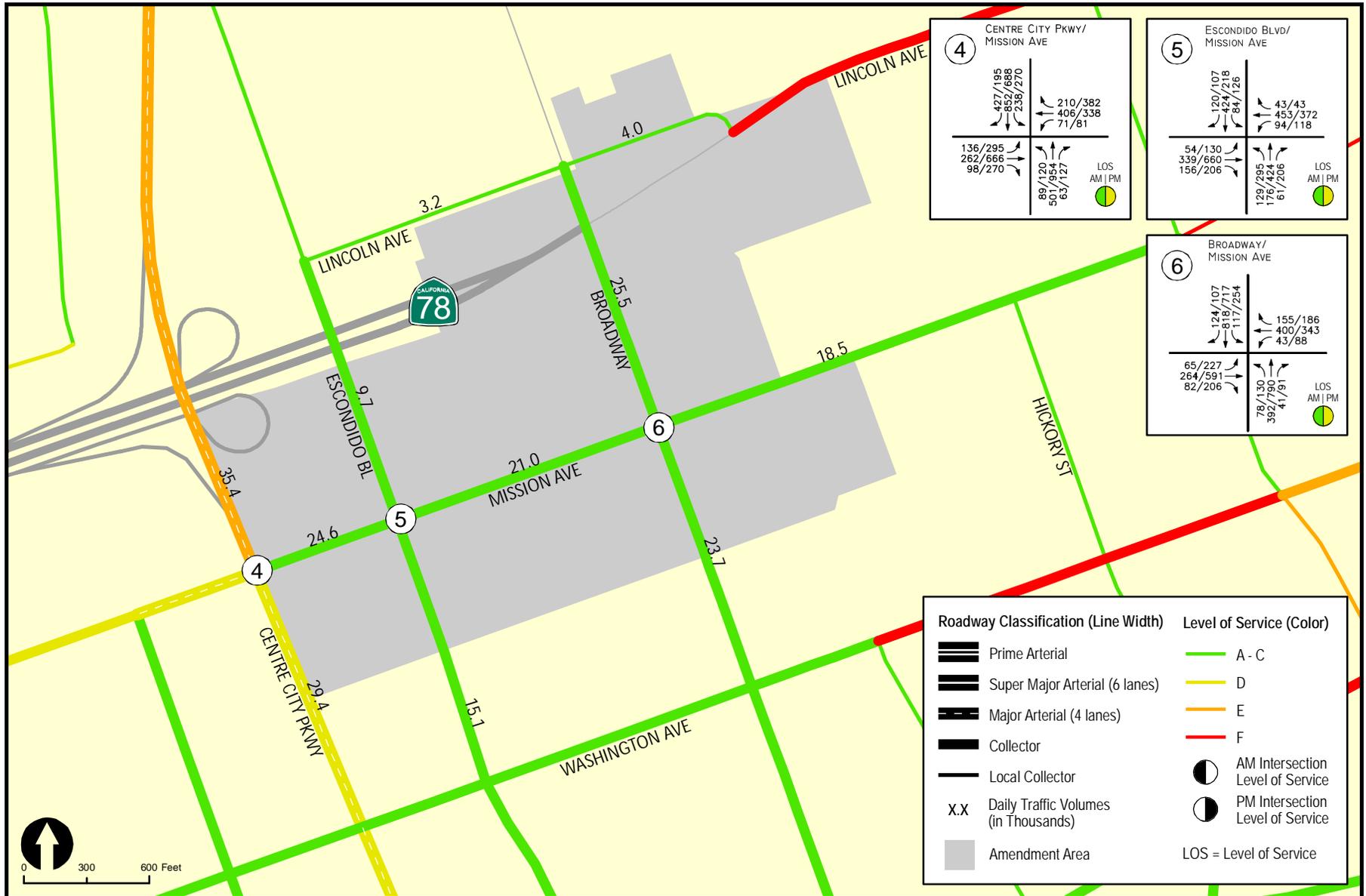
REV. 8/15/11  
 N:\2000\gis\maps\7-1.mxd  
 Source: SANDAG



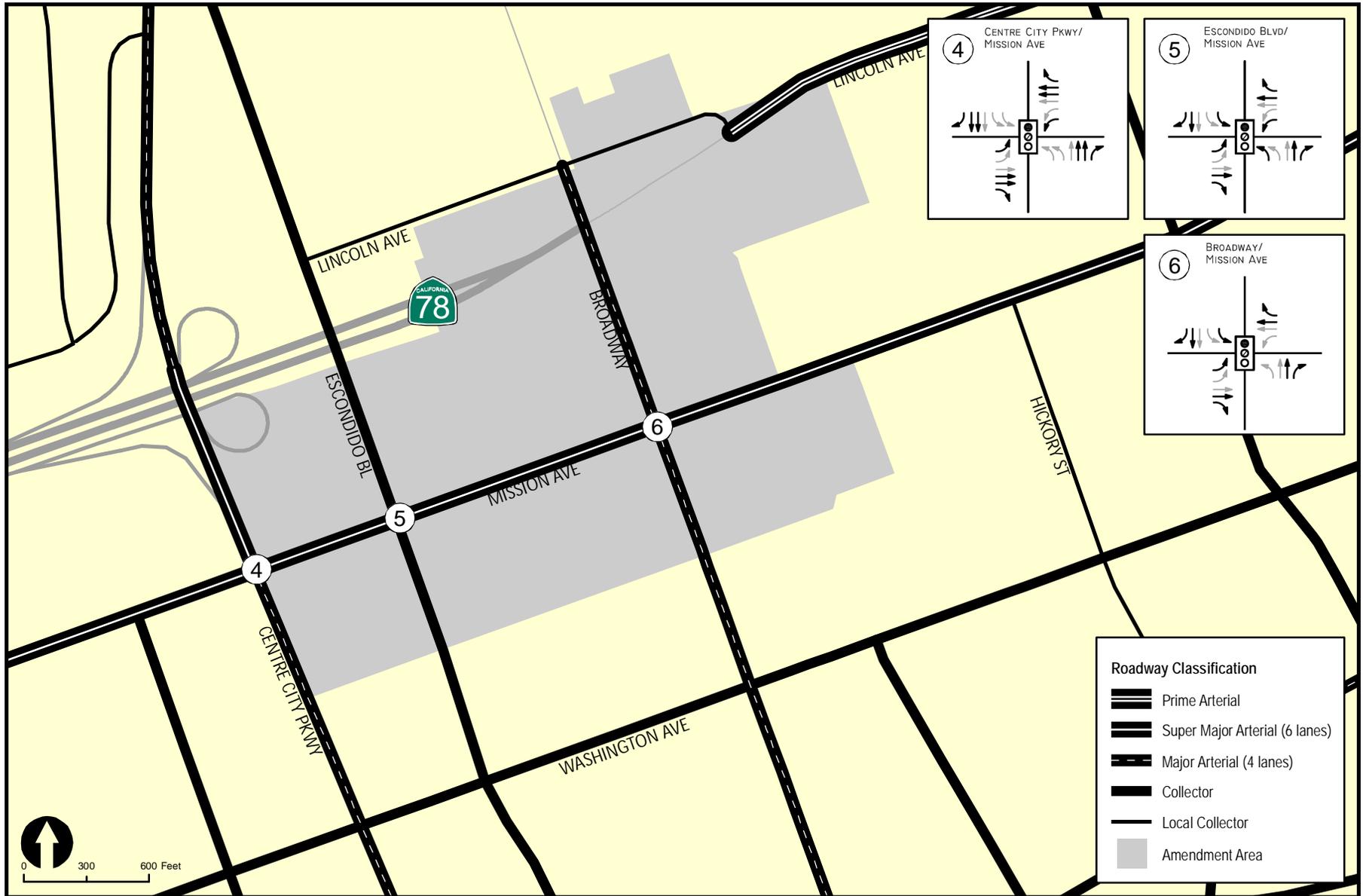
**Figure 7-1**  
**Amendment Area Map**  
**Highway 78 / Broadway Target Area**



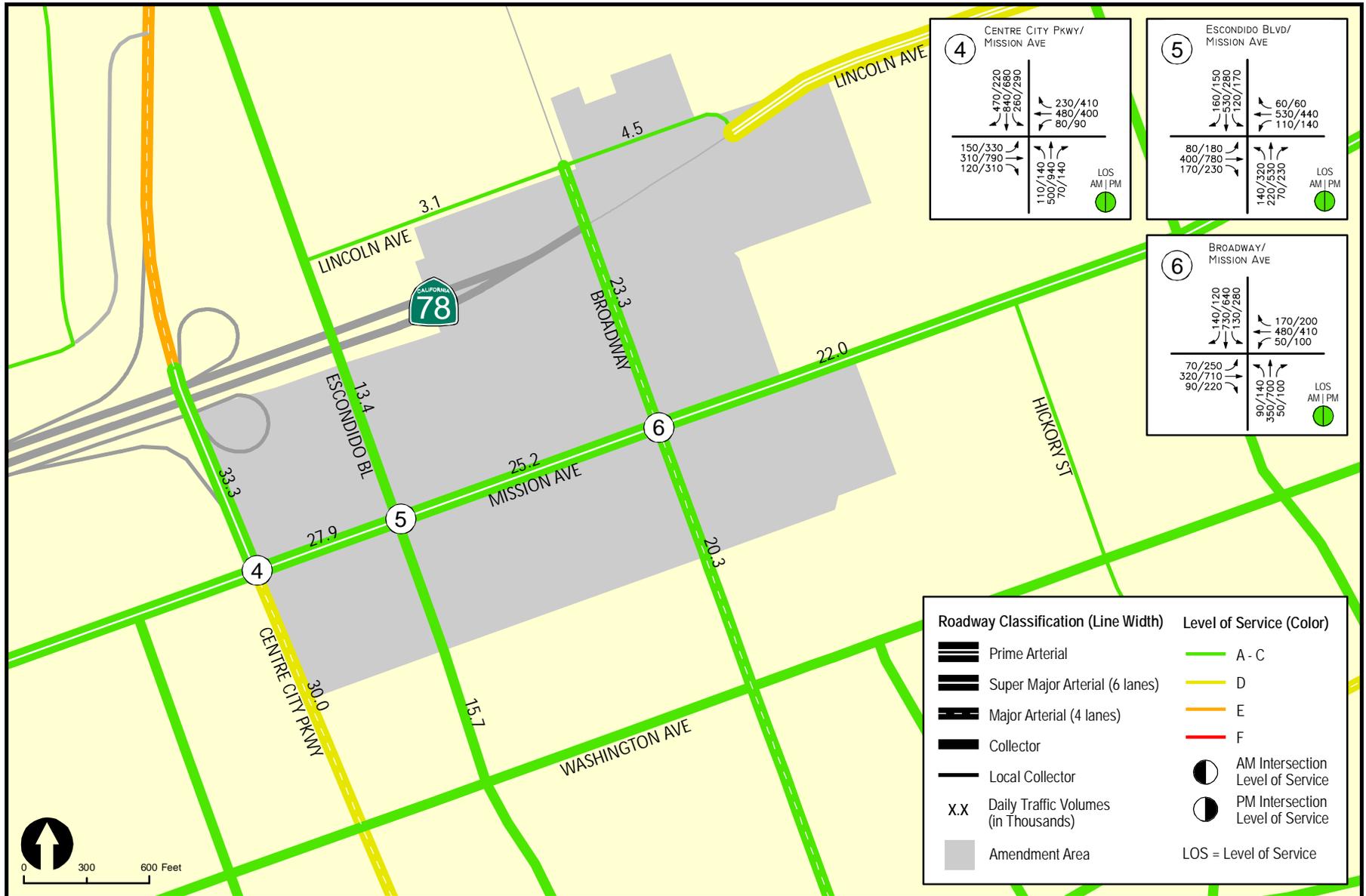
**Figure 7-2**  
**Existing Conditions Diagram**  
**Highway 78 / Broadway Target Area**



**Figure 7-3**  
**Existing Traffic Volumes & LOS**  
**Highway 78 / Broadway Target Area**

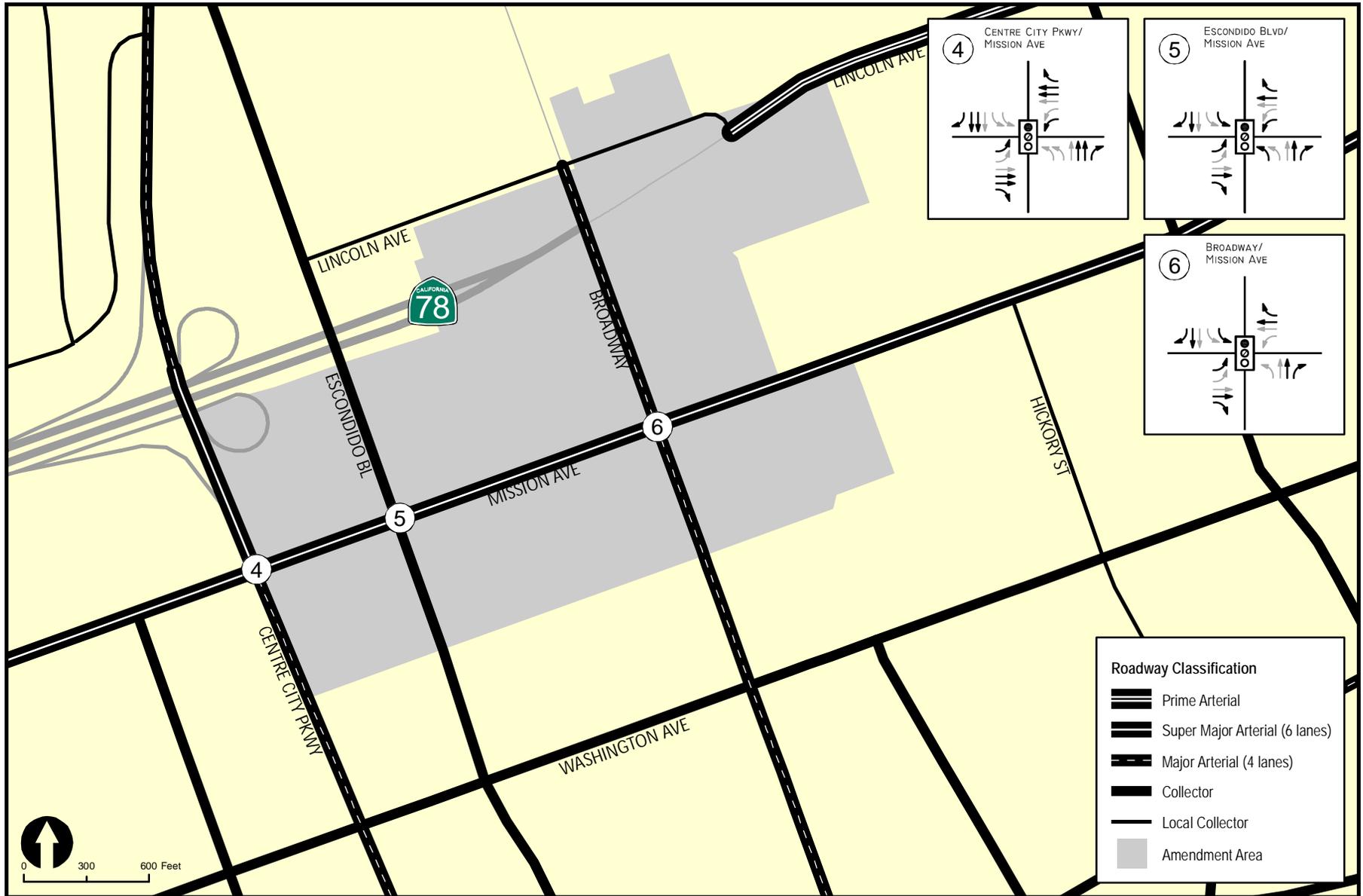


**Figure 7-4**  
**Year 2035 Conditions Diagram - Alternative 1**  
**Highway 78 / Broadway Target Area**



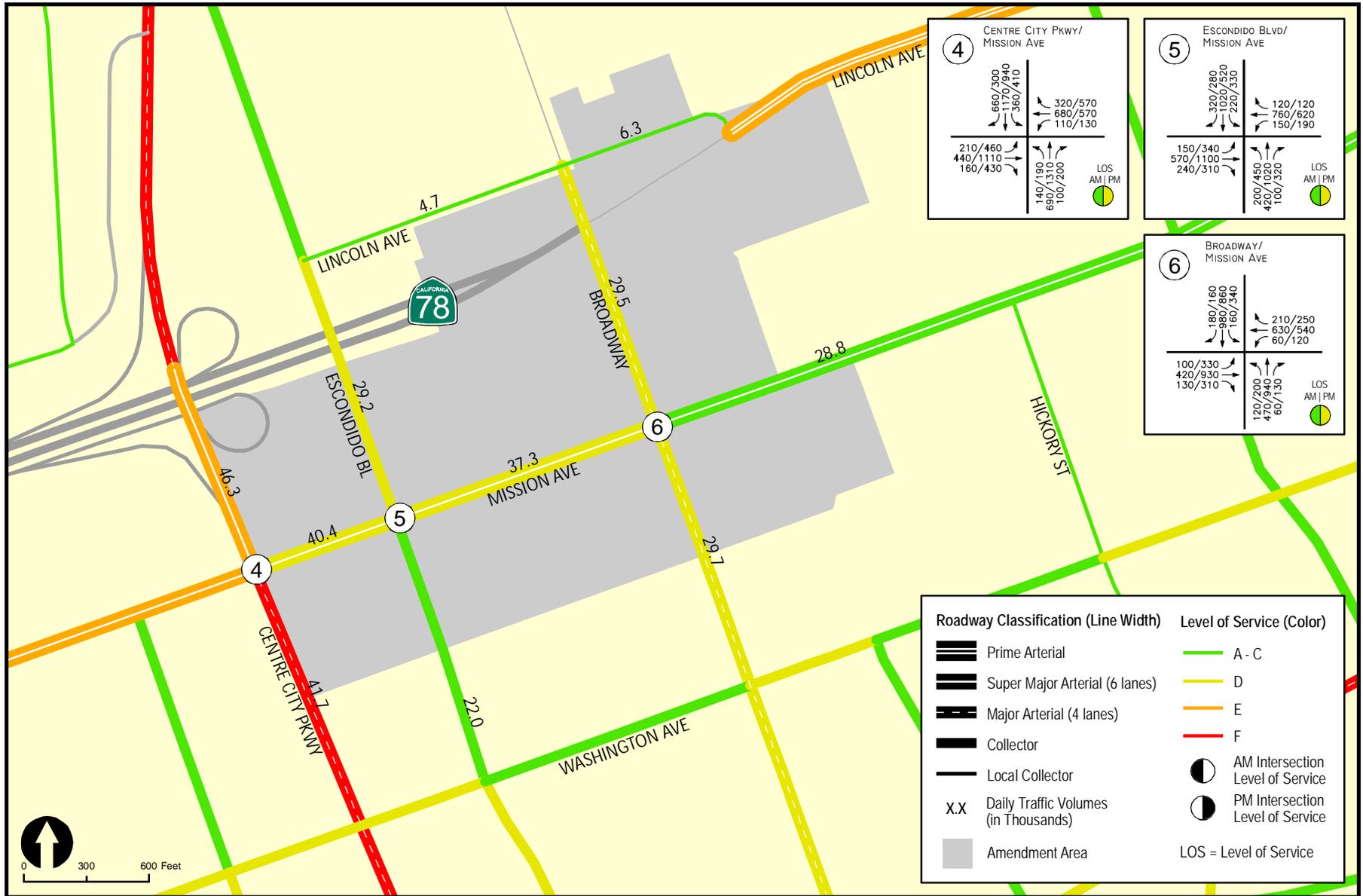
**Figure 7-5**

**Year 2035 Traffic Volumes & LOS - Alternative 1  
Highway 78 / Broadway Target Area**



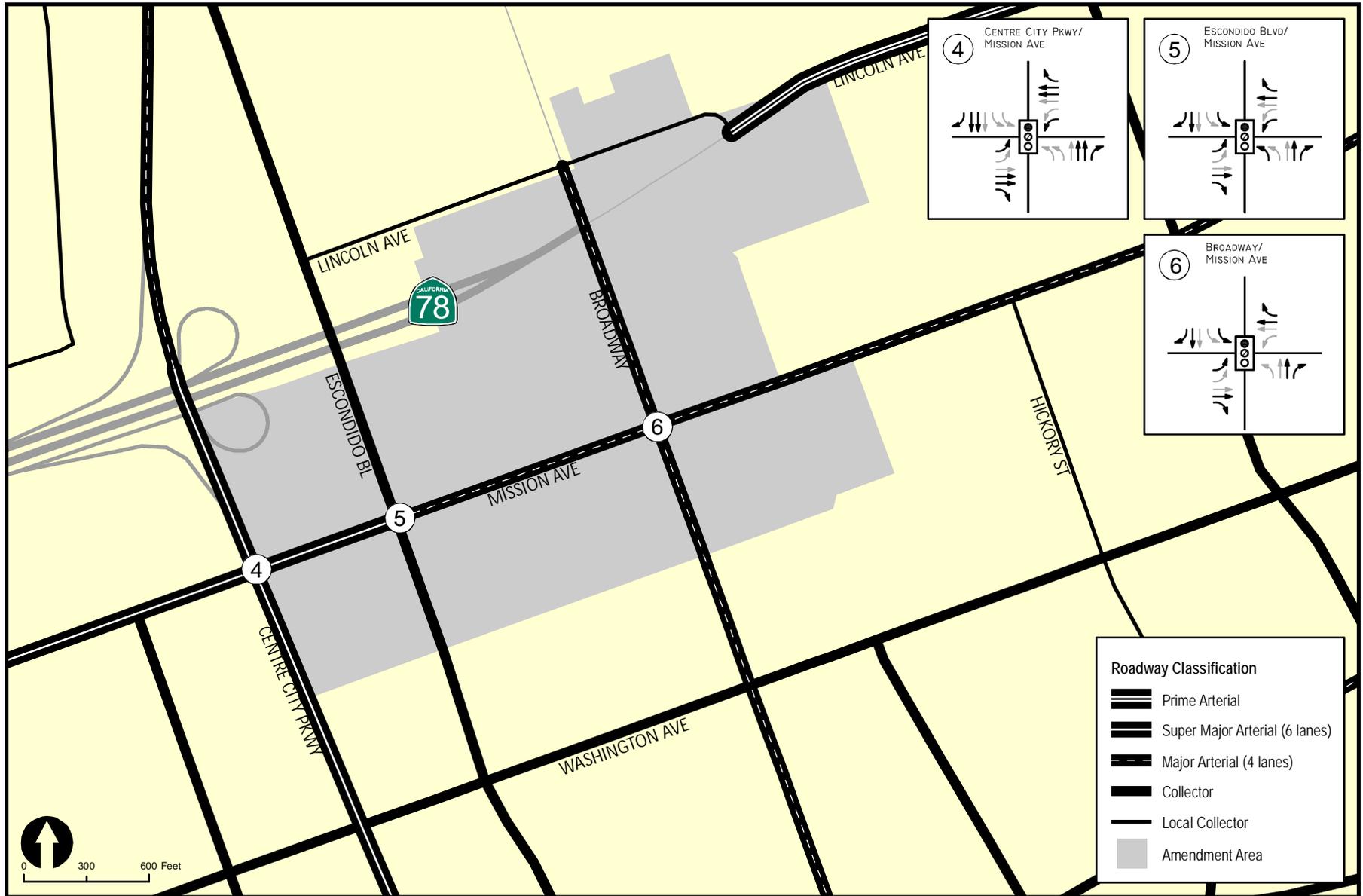
**Figure 7-6**

**Year 2035 Conditions Diagram - Alternative 2  
Highway 78 / Broadway Target Area**

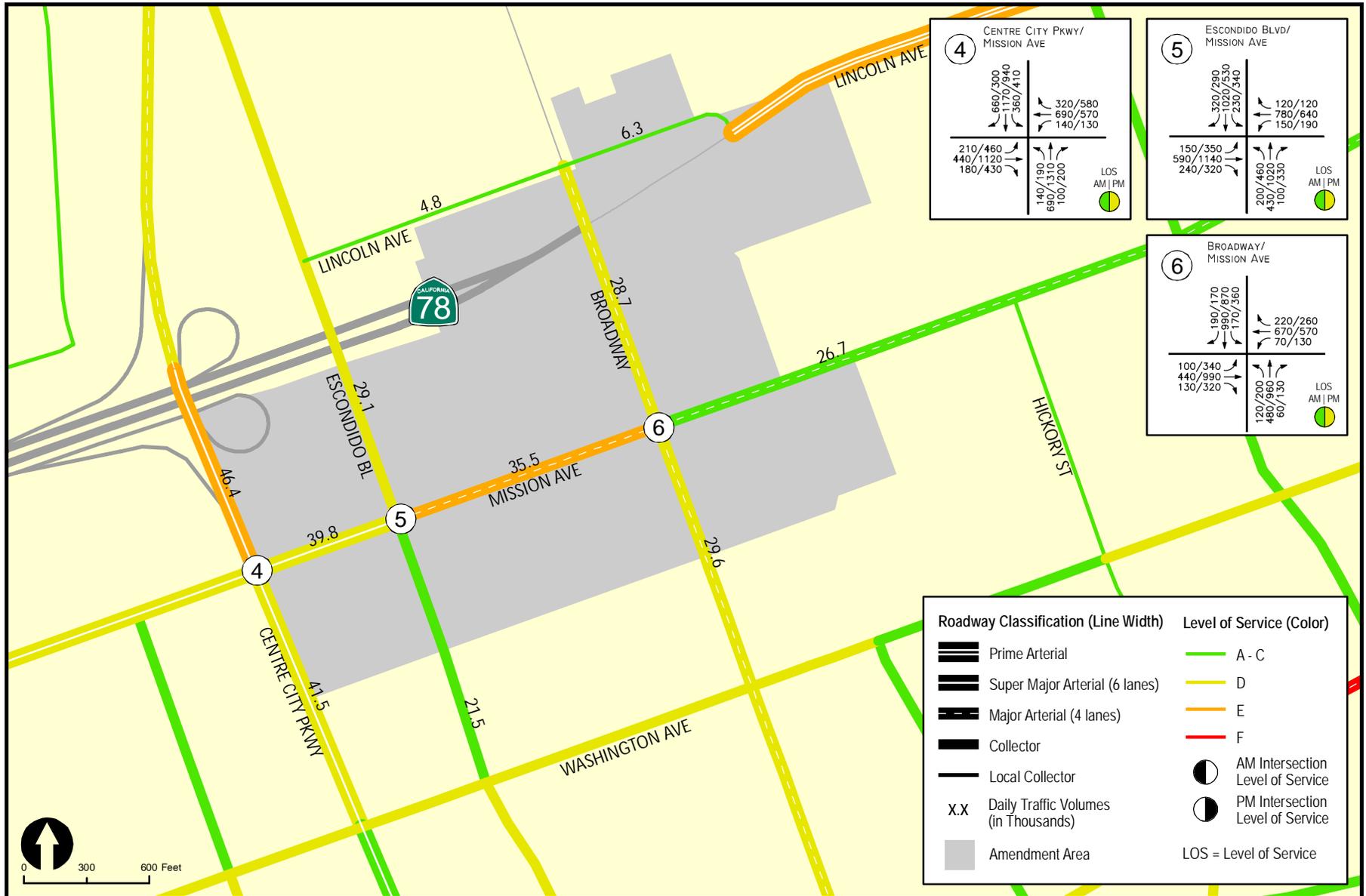


**Figure 7-7**

**Year 2035 Traffic Volumes & LOS - Alternative 2  
Highway 78 / Broadway Target Area**

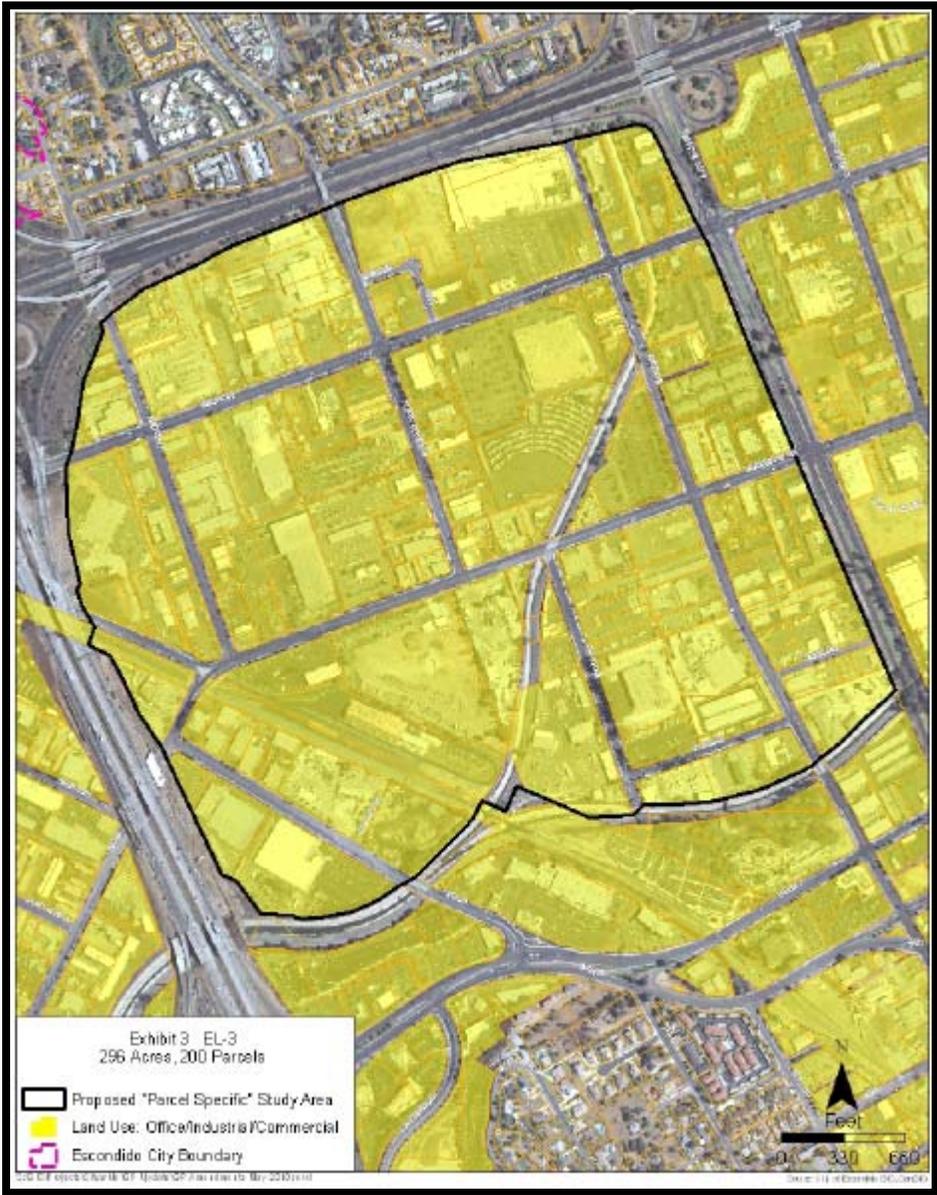


**Figure 7-8**  
**Year 2035 Conditions Diagram - Alternative 3**  
**Highway 78 / Broadway Target Area**



**Figure 7-9**  
**Year 2035 Traffic Volumes & LOS - Alternative 3**  
**Highway 78 / Broadway Target Area**

# 8.0 TRANSIT STATION TARGET AREA



## 8.0 TRANSIT STATION TARGET AREA

The Transit Station Target Area (TA) is located southeast of I-15 and SR-78.

*Figure 8-1* shows the Amendment Area map for the Transit Station TA. All figures are provided at the end of this section.

### 8.1 Existing Conditions Discussion

The following is a discussion of the land use, street network, traffic volumes, and Level of Service (LOS) analysis results for existing conditions.

#### 8.1.1 Existing Land Use

The Transit Station TA consists of 296 acres and 200 parcels. *Table 8-1* shows the existing land use amounts within the Transit Station TA area.

TABLE 8-1  
TRANSIT STATION TA  
EXISTING LAND USE QUANTITIES

Land Use	Quantity
Single-Family Residential	0 DU
Multi-Family Residential	160 DU
Commercial/Retail	596 KSF
Office	149 KSF
Industrial/Other	2,234 KSF

*Source:* City of Escondido (2011)

**General Notes:**

DU = Dwelling Units

KSF = Thousand Square Feet

#### 8.1.2 Existing Street Network

The major circulation element roadways within the Transit Station TA were evaluated in this analysis. The existing roadway capacities were identified based on the number of lanes, undivided or divided roadway conditions, on-street parking, and curb-to-curb width and were based on the *City of Escondido Proposed Level of Service Standards and Street Segment Average Daily Trip Thresholds Table*. *Table 3-1* in *Section 3.3.2* of the report contains a copy of this table. The following is a brief description of the existing roadways in the study area.

**Metcalf Street** is currently built as a two-lane undivided roadway within the Transit Station TA study area. Between Mission Avenue and Washington Avenue a TWLTL median is provided. Bike lanes are not provided and parking is generally permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit signs were observed.

**Quince Street** is currently built as a four-lane undivided roadway within the Transit Station TA study area. Between Mission Avenue and Washington Avenue a TWLTL median is provided. Bike lanes are not provided and parking is generally restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph.

**Rock Springs Road** is currently built as a two-lane undivided roadway within the Transit Station TA study area. Between Mission Avenue and Washington Avenue a TWLTL median is provided. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph.

**Tulip Street** is currently built as a four-lane undivided roadway within the Transit Station TA study area. Between Hale Avenue and W. Valley Parkway a TWLTL median is provided. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 40 mph.

*Figure 8-2* shows the Existing Conditions Diagram for the Transit Station TA study area.

### 8.1.3 Existing Traffic Volumes

Existing ADT traffic volumes were obtained from City of Escondido and SANDAG records. *Appendix C* contains the traffic volume data used in the analysis.

*Figure 8-3* illustrates the Existing Average Daily Traffic Volumes.

### 8.1.4 Existing Analysis Results

#### SEGMENTS

*Table 8-2* summarizes the key segment operations in the Transit Station TA study area for existing conditions. As seen in *Table 8-2*, all study area segments are calculated to currently operate at LOS D or better conditions.

#### INTERSECTIONS

There are no intersections analyzed in this Amendment Area.

TABLE 8-2  
TRANSIT STATION TA  
EXISTING STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>
<b>North/South Roadways</b>					
<b>Metcalf Street</b>					
Lincoln Avenue to Mission Avenue	2-Ln Local Collector	10,000	2,200	A	0.22
Mission Avenue to Washington Avenue	2-Ln Local Collector	10,000	7,700	D	0.77
<b>Quince Street</b>					
Mission Avenue to Washington Avenue	4-Ln Collector	34,200	8,700	A	0.25
Washington Avenue to W. Valley Parkway	4-Ln Collector	34,200	10,700	A	0.31
<b>Rock Springs Road</b>					
Lincoln Avenue to Mission Avenue	2-Ln Local Collector	15,000	13,400	D	0.89
Mission Avenue to Washington Avenue	2-Ln Local Collector	15,000	7,000	B	0.47
<b>Tulip Street</b>					
Hale Avenue to W. Valley Parkway	4-Ln Collector	34,200	14,900	B	0.44
<b>East/West Roadways</b>					
<b>Hale Avenue</b>					
I-15 NB HOV Off-Ramp to Tulip Street	4-Ln Collector	34,200	18,700	B	0.55
Tulip Street to Metcalf Street	4-Ln Collector	34,200	16,900	B	0.49
<b>Mission Avenue</b>					
Andreasen Drive to Metcalf Street	4-Ln Collector	34,200	20,000	C	0.58
Metcalf Street to Rock Springs Road	4-Ln Collector	34,200	16,500	B	0.48
Rock Springs Road to Quince Street	4-Ln Collector	34,200	28,100	D	0.82
Quince Street to Centre City Parkway	4-Ln Major	37,000	27,900	D	0.75

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 8-2  
TRANSIT STATION TA  
EXISTING STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>
<b>Washington Avenue</b>					
Metcalf Street to Rock Springs Road	4-Ln Collector	34,200	16,800	B	0.49
Rock Springs Road to Quince Street	4-Ln Collector	34,200	14,400	B	0.42
Quince Street to Centre City Parkway	4-Ln Collector	34,200	17,900	B	0.52

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

## 8.2 Year 2035 Conditions Discussion

The following is a discussion of the land use, street network, traffic volumes, and level of service analysis results for Year 2035 conditions. As previously mentioned in *Section 3.0* of the report, three alternatives were analyzed:

- **Alternative 1:** Year 2035 Adopted General Plan Circulation Element & Land Use
- **Alternative 2:** Year 2035 Adopted General Plan Circulation Element & Proposed General Plan Land Use
- **Alternative 3:** Year 2035 Proposed General Plan Circulation Element & Land Use

### 8.2.1 Year 2035 Land Use

*Alternatives 2 and 3* seek to modify land use provisions of the *Adopted General Plan (Alternative 1)* within this Amendment Area to designate the area as General Commercial (GC), General Industrial (GI), and Light Industrial (LI). **Table 8-3** summarizes the adopted and proposed *General Plan* land uses within the Transit Station TA area for each of the three alternatives:

TABLE 8-3  
TRANSIT STATION TA  
YEAR 2035 LAND USE QUANTITIES

Land Use	Quantity			
	Existing	Alternative 1: Adopted General Plan	Alternative 2: Adopted GP CE & Proposed LU	Alternative 3: Proposed GP CE & LUs
Single-Family Residential	0 DU	0 DU	0 DU	<i>Same as Alternative 2</i>
Multi-Family Residential	160 DU	160 DU	800 DU	
Commercial/Retail	596 KSF	625 KSF	850 KSF	
Office	149 KSF	156 KSF	550 KSF	
Industrial/Other	2,234 KSF	2,346 KSF	2,800 KSF	

*Source:* City of Escondido (2011)

**General Notes:**

DU = Dwelling Units  
KSF = Thousand Square Feet  
GP = General Plan  
CE = Circulation Element  
LU = Land Use

### 8.2.2 Year 2035 Street Network

For the Year 2035 analysis, roadway segments were assumed to be built out to their ultimate classifications as identified on the currently adopted *General Plan Circulation Element* (see *Appendix A*), except for *Alternative 3* where changes are proposed to the Circulation Element. **Table 8-4** shows the roadways affected by the proposed changes to the street network under *Alternative 3* within the Transit Area TA:

TABLE 8-4  
TRANSIT STATION TA  
YEAR 2035 NETWORK CHANGES

Street Segment	Year 2035 Roadway Classification		
	Alternative 1: Adopted GP CE & LU	Alternative 2: Adopted GP CE & Proposed GP LU	Alternative 3: Proposed GP CE & Proposed GP LU
Hale Avenue		Same as Alternative 1	
I-15 NB HOV Off-Ramp to Tulip Street	4-Ln Collector		6-Ln Super Major
Tulip Street to Metcalf Street	4-Ln Collector		6-Ln Super Major

Source: City of Escondido Adopted Circulation Element (2009), and City of Escondido, 2011

**Figure 8-4**, **Figure 8-6**, and **Figure 8-8** show the Year 2035 roadway conditions for *Alternative 1*, *Alternative 2*, and *Alternative 3* within the Transit Station TA area, respectively.

### 8.2.3 Year 2035 Traffic Volumes

The daily traffic volumes for the three future alternatives were obtained from the SANDAG Series 11 Year 2030 North County Model (NCM). A growth factor of 2.5% was applied to the Year 2030 volumes generated by the SANDAG model to arrive at Year 2035 volumes. A more detailed discussion of the traffic modeling process is provided in *Section 5.0* of the report.

**Figure 8-5**, **Figure 8-7**, and **Figure 8-9** show the ADT volumes for *Alternative 1*, *Alternative 2*, and *Alternative 3* within the Transit Station TA area, respectively.

### 8.2.4 Year 2035 Alternative 1 Analysis Results

#### SEGMENTS

**Table 8-5** summarizes the segment operations in the Transit Station TA study area under *Alternative 1* conditions. As seen in **Table 8-5**, the study area segments are calculated to operate at LOS D or better conditions.

## INTERSECTIONS

There are no intersections analyzed in this Amendment Area.

*Figure 8–5* graphically shows the roadway segment LOS under *Alternative 1* conditions for the Transit Station TA.

### 8.2.5 Year 2035 Alternative 2 Analysis Results

#### SEGMENTS

*Table 8–5* summarizes the segment operations in the Transit Station TA study area under *Alternative 2* conditions with the proposed changes in land use. As seen in *Table 8–5*, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Hale Avenue between the I-15 NB HOV Off-Ramp and Tulip Street (LOS F)
- Hale Avenue between Tulip Street and Metcalf Street (LOS F)
- Mission Avenue between Rock Springs Road and Quince Street (LOS E)
- Mission Avenue between Quince Street and Centre City Parkway (LOS E)

## INTERSECTIONS

There are no intersections analyzed in this Amendment Area.

*Figure 8–7* graphically shows the roadway segment LOS under *Alternative 2* conditions for the Transit Station TA.

### 8.2.6 Year 2035 Alternative 3 Analysis Results

#### SEGMENTS

*Table 8–5* summarizes the segment operations in the Transit Station TA study area under *Alternative 3* conditions with the proposed changes in land use. As seen in *Table 8–5*, the study area segments are calculated to operate at LOS D or better.

## INTERSECTIONS

There are no intersections analyzed in this Amendment Area.

*Figure 8–9* graphically shows the roadway segment LOS under *Alternative 3* conditions for the Transit Station TA.

TABLE 8-5  
TRANSIT STATION TA  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>North/South Roadways</b>																	
<b>Metcalf Street</b>																	
Lincoln Avenue to Mission Avenue	10,000	2,200	A	0.22	2-Ln Local Collector	15,000	2,300	A	0.15	5,300	B	0.35	2-Ln Local Collector	15,000	5,100	A	0.34
Mission Avenue to Washington Avenue	10,000	7,700	D	0.77	4-Ln Collector	34,200	5,200	A	0.15	8,000	A	0.23	4-Ln Collector	34,200	7,900	A	0.23
<b>Quince Street</b>																	
Mission Avenue to Washington Avenue	34,200	8,700	A	0.25	4-Ln Collector	34,200	7,600	A	0.22	14,200	B	0.42	4-Ln Collector	34,200	14,500	B	0.42
Washington Avenue to W. Valley Parkway	34,200	10,700	A	0.31	4-Ln Collector	34,200	11,700	A	0.34	25,500	C	0.75	4-Ln Collector	34,200	25,600	C	0.75
<b>Rock Springs Road</b>																	
Lincoln Avenue to Mission Avenue	15,000	13,400	D	0.89	4-Ln Collector	34,200	15,800	B	0.46	18,200	B	0.53	4-Ln Collector	34,200	18,300	B	0.54
Mission Avenue to Washington Avenue	15,000	7,000	B	0.47	4-Ln Collector	34,200	8,300	A	0.24	11,300	A	0.33	4-Ln Collector	34,200	11,100	A	0.32
<b>Tulip Street</b>																	
Hale Avenue to W. Valley Parkway	34,200	14,900	B	0.44	4-Ln Collector	34,200	15,300	B	0.45	24,200	C	0.71	4-Ln Collector	34,200	24,300	C	0.71

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

GP = General Plan  
LU = Land Use  
CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 8-5  
TRANSIT STATION TA  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>East/West Roadways</b>																	
<b>Hale Avenue</b>																	
I-15 NB HOV Off-Ramp to Tulip Street	34,200	18,700	B	0.55	4-Ln Collector	34,200	27,500	D	0.80	<b>40,500</b>	<b>F</b>	<b>1.18</b>	<i>6-Ln Super Major6</i>	<b>50,000</b>	40,700	D	0.81
Tulip Street to Metcalf Street	34,200	16,900	B	0.49	4-Ln Collector	34,200	23,300	C	0.68	<b>35,100</b>	<b>F</b>	<b>1.03</b>	<i>6-Ln Super Major</i>	<b>50,000</b>	35,100	C	0.70
<b>Mission Avenue</b>																	
Andreasen Drive to Metcalf Street	34,200	20,000	C	0.58	4-Ln Major	37,000	18,000	B	0.49	26,200	C	0.71	4-Ln Major	37,000	21,100	C	0.57
Metcalf Street to Rock Springs Road	34,200	16,500	B	0.48	4-Ln Major	37,000	20,000	B	0.54	21,400	C	0.58	4-Ln Major	37,000	21,300	C	0.58
Rock Springs Road to Quince Street	34,200	28,100	D	0.82	6-Ln Super Major	50,000	35,700	C	0.71	<b>46,600</b>	<b>E</b>	<b>0.93</b>	6-Ln Super Major	50,000	44,400	D	0.89
Quince Street to Centre City Parkway	37,000	27,900	D	0.75	6-Ln Super Major	50,000	34,100	C	0.68	<b>47,900</b>	<b>E</b>	<b>0.96</b>	6-Ln Super Major	50,000	44,500	D	0.89
<b>Washington Avenue</b>																	
Metcalf Street to Rock Springs Road	34,200	16,800	B	0.49	4-Ln Collector	34,200	21,000	C	0.61	30,300	D	0.89	4-Ln Collector	34,200	30,300	D	0.89
Rock Springs Road to Quince Street	34,200	14,400	B	0.42	4-Ln Collector	34,200	15,100	B	0.44	28,000	D	0.82	4-Ln Collector	34,200	30,100	D	0.88
Quince Street to Centre City Parkway	34,200	17,900	B	0.52	4-Ln Collector	34,200	16,900	B	0.49	26,900	D	0.79	4-Ln Collector	34,200	30,000	D	0.88

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

**Italics** represent change in roadway classification.  
**Bold** typeface and **shading** represent an LOS worse than City standards.  
 GP = General Plan  
 LU = Land Use  
 CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

### 8.3 Summary of Findings/Significance of Impacts and Mitigation Measures

#### 8.3.1 *Summary of Findings*

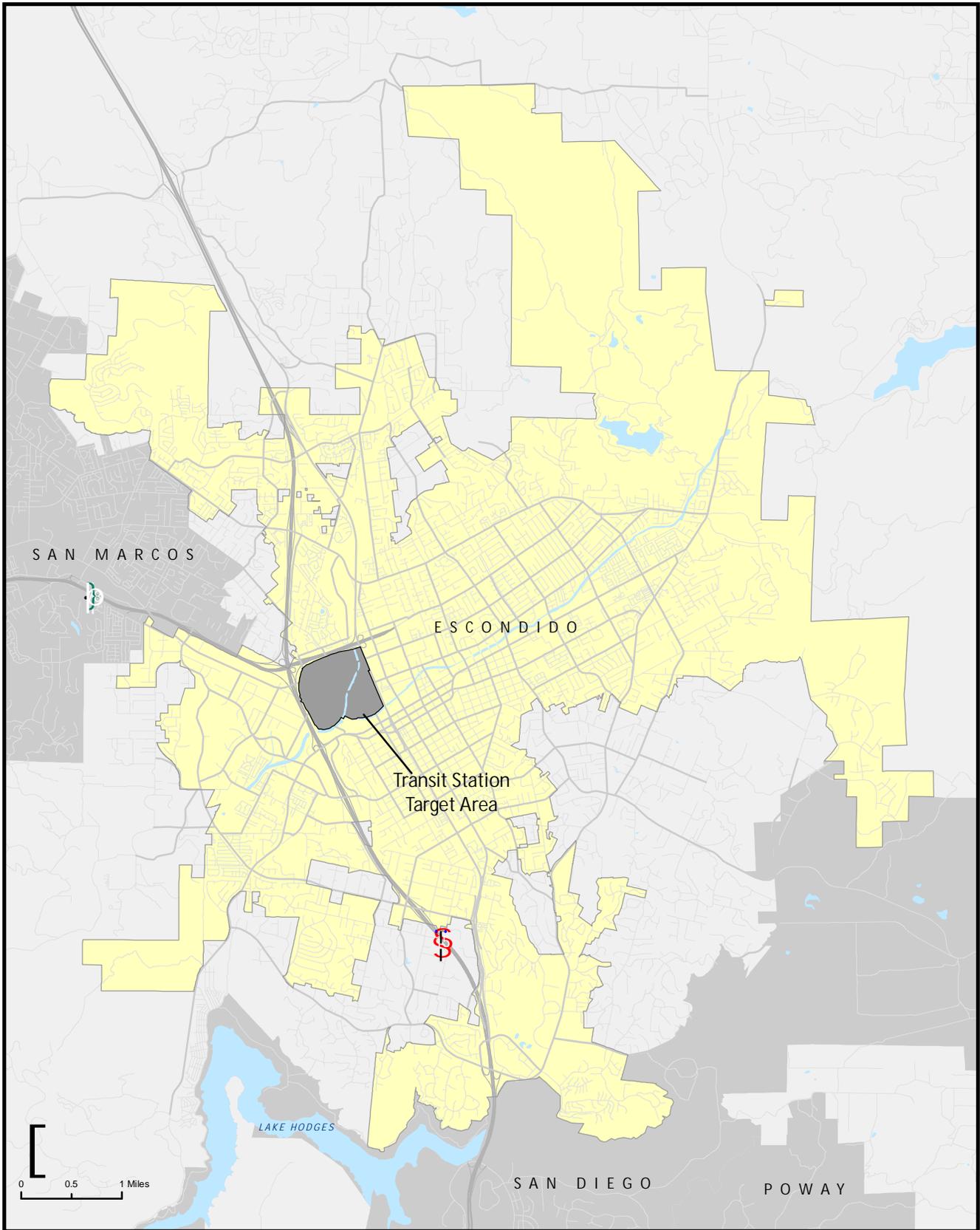
The *General Plan Update (Alternative 3)* proposes to increase density in multi-family residential, commercial/retail, office and industrial/other land uses over the *Adopted General Plan*. No roadway downgrades are proposed in this Amendment Area. All study area locations are calculated to operate at acceptable LOS with development of *Alternative 3*.

#### 8.3.2 *Significance of Impacts*

Based on the established significance criteria, no study area locations would be significantly impacted by implementation of the Proposed Project:

#### 8.3.3 *Mitigation*

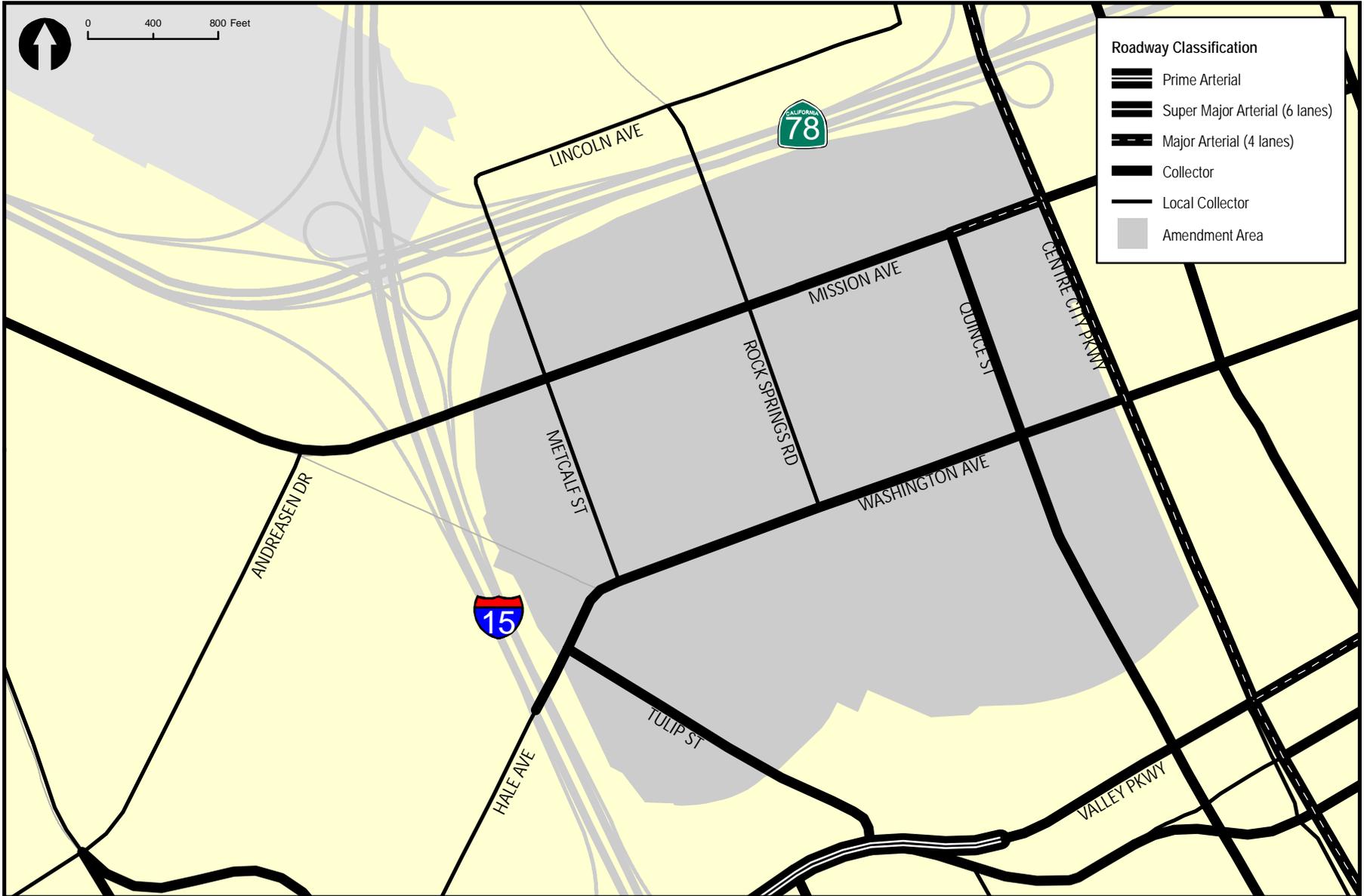
No mitigation is required.



REV. 8/1/11  
 N:\2000\gis\maps\8-1.mxd  
 Source: SANDAG



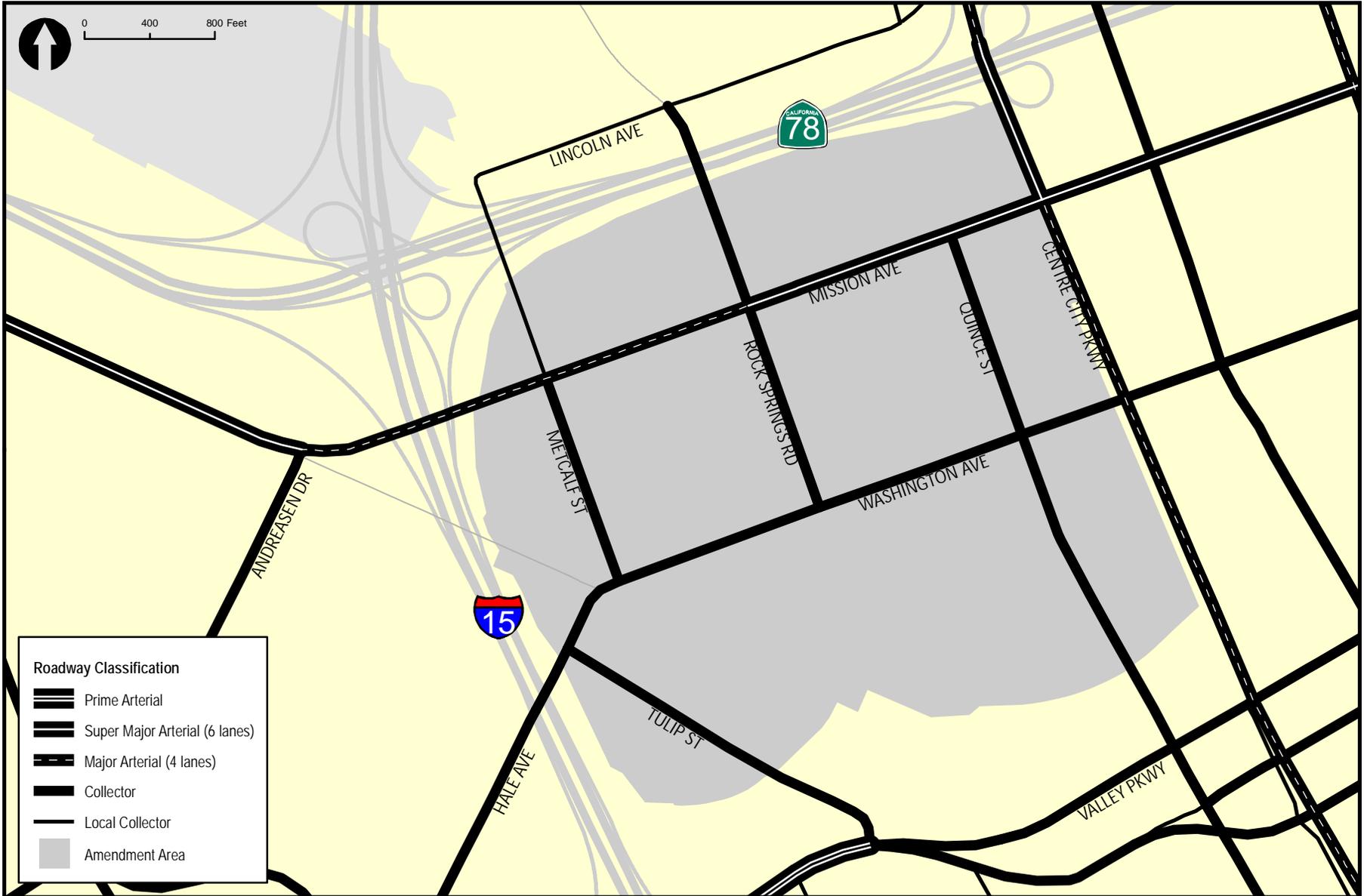
**Figure 8-1**  
**Amendment Area Map**  
**Transit Station Target Area**



**Figure 8-2**  
**Existing Conditions Diagram**  
**Transit Station Target Area**

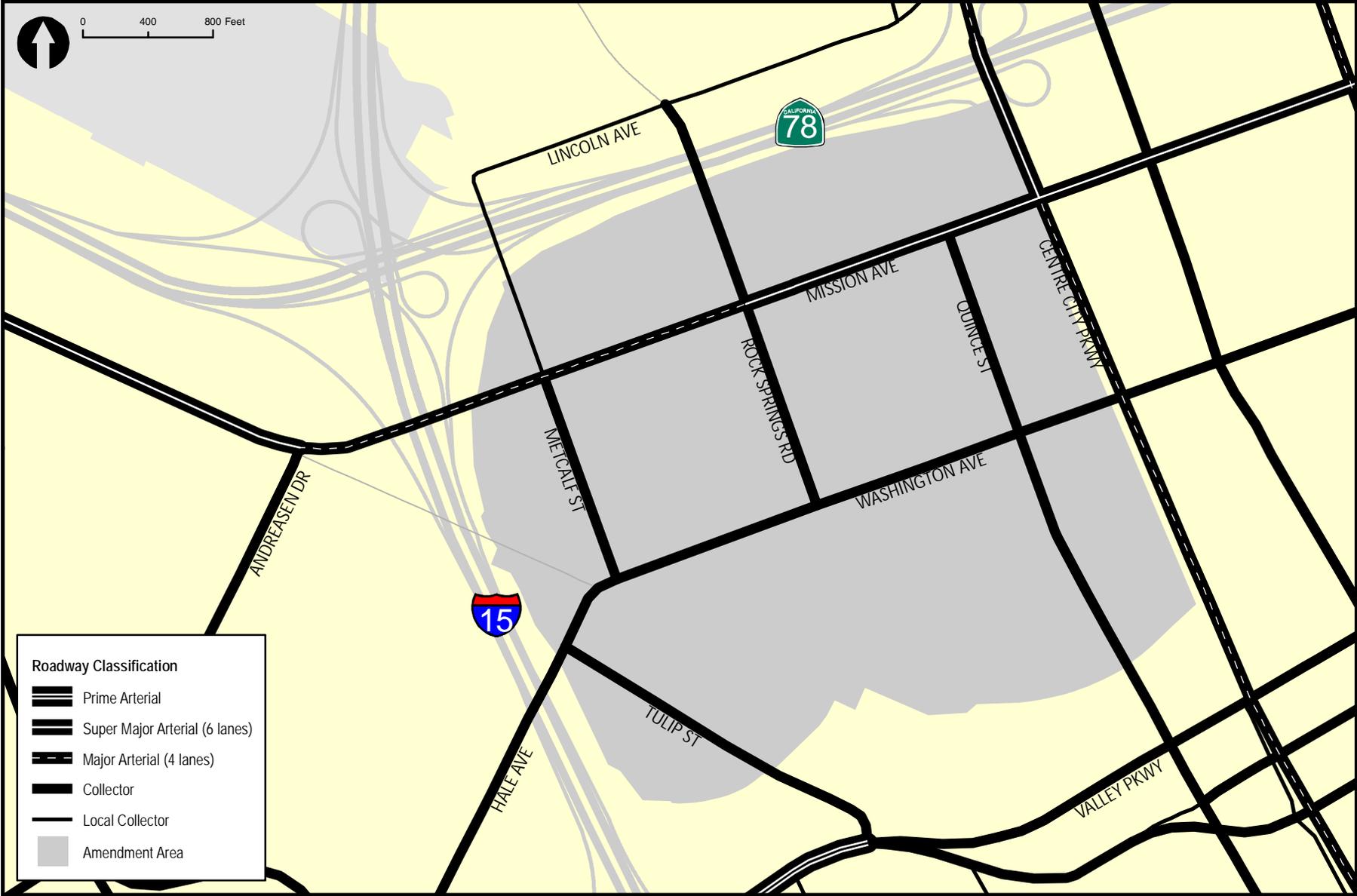


**Figure 8-3**  
**Existing Traffic Volumes & LOS**  
**Transit Station Target Area**

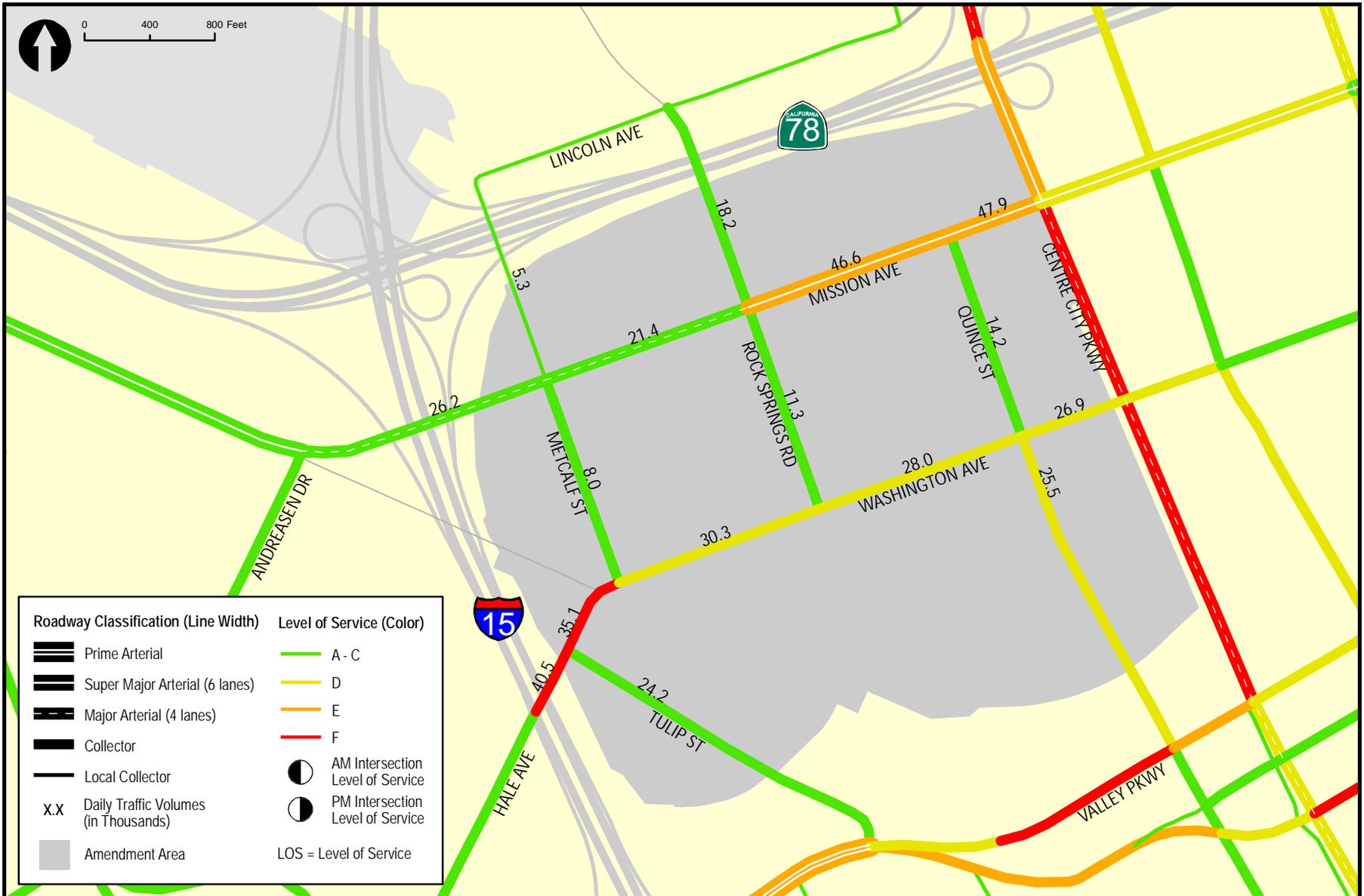


**Figure 8-4**  
**Year 2035 Conditions Diagram - Alternative 1**  
**Transit Station Target Area**

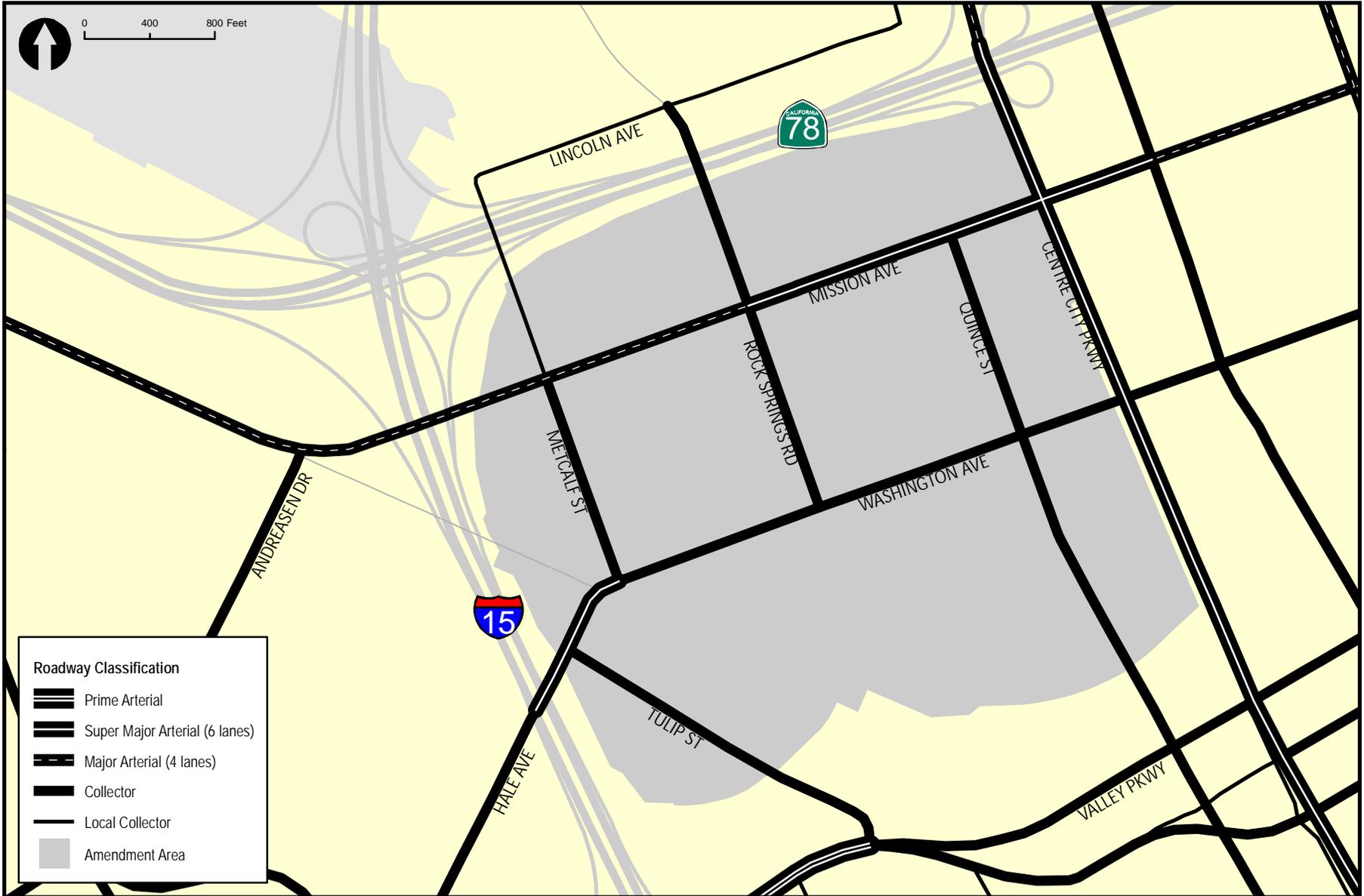




**Figure 8-6**  
**Year 2035 Conditions Diagram - Alternative 2**  
**Transit Station Target Area**



**Figure 8-7**  
**Year 2035 Traffic Volumes & LOS - Alternative 2**  
**Transit Station Target Area**

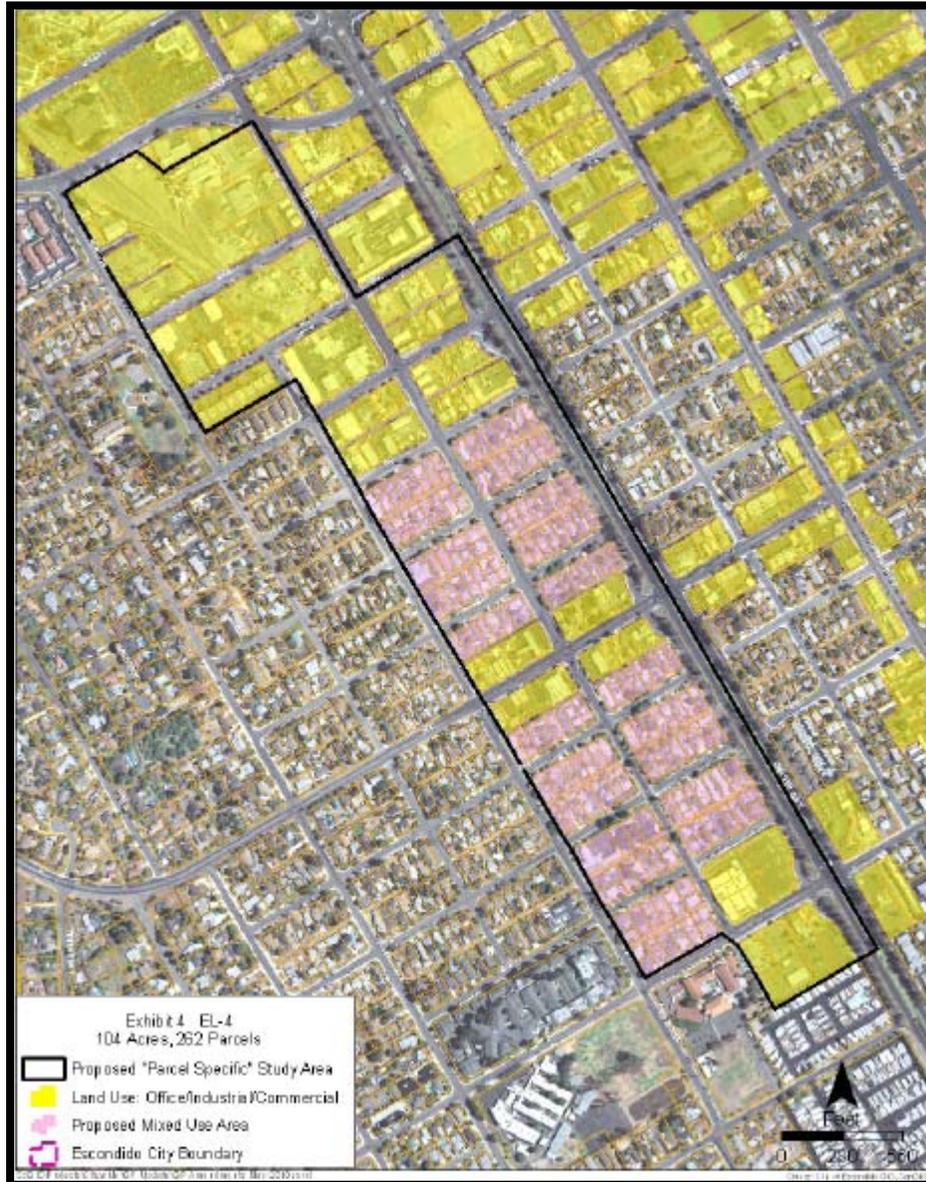


**Figure 8-8**  
**Year 2035 Conditions Diagram - Alternative 3**  
**Transit Station Target Area**



**Figure 8-9**  
**Year 2035 Traffic Volumes & LOS - Alternative 3**  
**Transit Station Target Area**

## 9.0 SOUTH QUINCE STREET TARGET AREA



## 9.0 SOUTH QUINCE STREET TARGET AREA

The South Quince Street Target Area (TA) is located south of downtown and north of 15<sup>th</sup> Avenue along both sides of Quince Street.

**Figure 9-1** shows the Amendment Area map for the Promenade Retail Center & Vicinity TA. All figures are provided at the end of this section.

### 9.1 Existing Conditions Discussion

The following is a discussion of the land use, street network, traffic volumes, and Level of Service (LOS) analysis results for existing conditions.

#### 9.1.1 Existing Land Use

The Transit Station TA consists of 104 acres and 262 parcels. **Table 9-1** shows the existing land use amounts within the South Quince Street TA area.

TABLE 9-1  
SOUTH QUINCE STREET TA  
EXISTING LAND USE QUANTITIES

Land Use	Quantity
Single-Family Residential	140 DU
Multi-Family Residential	170 DU
Commercial/Retail	165 KSF
Office	18 KSF
Industrial/Other	357 KSF

*Source:* City of Escondido (2011)

**General Notes:**

DU = Dwelling Units

KSF = Thousand Square Feet

#### 9.1.2 Existing Street Network

The major circulation element roadways and select major intersections within the South Quince Street TA were evaluated in this analysis. The existing roadway capacities were identified based on the number of lanes, undivided or divided roadway conditions, on-street parking, and curb-to-curb width and were based on the *City of Escondido Proposed Level of Service Standards and Street Segment Average Daily Trip Thresholds Table*. **Table 3-1** in *Section 3.3.2* of the report contains a copy of this table. The following is a brief description of the existing roadways in the study area.

**Centre City Parkway** is currently built as a four-lane divided roadway within the South Quince Street TA study area. Bike lanes are provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit signs were observed. No bus stops are provided on Centre City Parkway.

**Quince Street** is currently built as a four-lane undivided roadway within the South Quince TA study area before transitioning to a two-lane undivided roadway between 9<sup>th</sup> Avenue and 13<sup>th</sup> Avenue. Bike lanes are not provided and parking is generally permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit ranges between 30 and 35 mph.

*Figure 9–2* shows the existing conditions diagram for the South Quince Street TA study area.

### 9.1.3 Existing Traffic Volumes

Existing ADT traffic volumes were obtained from City of Escondido and SANDAG records. *Appendix C* contains the traffic volume data used in the analysis.

*Figure 9–3* illustrates the *Existing* average daily and peak hour traffic volumes.

### 9.1.4 Existing Analysis Results

#### SEGMENTS

*Table 9–2* summarizes the key segment operations in the South Quince Street TA study area for existing conditions. As seen in *Table 9–2*, all study area segments are calculated to currently operate at LOS D or better conditions except for 9<sup>th</sup> Avenue between Tulip Street and Quince Street (LOS F).

#### INTERSECTIONS

There are no intersections analyzed in this Amendment Area.

TABLE 9-2  
SOUTH QUINCE STREET TA  
EXISTING STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>
<b>North/South Roadways</b>					
<b>Centre City Parkway</b>					
5 <sup>th</sup> Avenue to 9 <sup>th</sup> Avenue	4-Ln Major	37,000	27,500	C	0.74
9 <sup>th</sup> Avenue to 13 <sup>th</sup> Avenue	4-Ln Major	37,000	30,600	D	0.83
<b>Quince Street</b>					
2 <sup>nd</sup> Avenue to 5 <sup>th</sup> Avenue	4-Ln Collector	34,200	6,900	A	0.20
5 <sup>th</sup> Avenue to 9 <sup>th</sup> Avenue	4-Ln Collector	20,000	5,700	A	0.29
9 <sup>th</sup> Avenue to 13 <sup>th</sup> Avenue	2-Ln Local Collector	10,000	3,400	A	0.34
<b>East/West Roadways</b>					
<b>5<sup>th</sup> Avenue</b>					
Tulip Street to Quince Street	2-Ln Local Collector	10,000	2,300	A	0.23
Quince Street to Centre City Parkway	2-Ln Local Collector	10,000	5,000	B	0.50
<b>9<sup>th</sup> Avenue</b>					
Tulip Street to Quince Street	2-Ln Local Collector	15,000	<b>19,000</b>	<b>F</b>	<b>1.27</b>
Quince Street to Centre City Parkway	4-Ln Collector	34,200	17,500	B	0.51
<b>13<sup>th</sup> Avenue</b>					
Tulip Street to Quince Street	2-Ln Local Collector	10,000	3,700	B	0.37
Quince Street to Centre City Parkway	2-Ln Local Collector	15,000	2,700	A	0.18

**Footnotes:**

- e. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- a. Average Daily Traffic.
- b. Level of Service.
- c. Volume to Capacity ratio.

**General Notes:**

**Bold** typeface and **shading** represent an LOS worse than City standards.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

## 9.2 Year 2035 Conditions Discussion

The following is a discussion of the land use, street network, traffic volumes, and level of service analysis results for Year 2035 conditions. As previously mentioned in *Section 3.0* of the report, three alternatives were analyzed:

- **Alternative 1:** Year 2035 Adopted General Plan Circulation Element & Land Use
- **Alternative 2:** Year 2035 Adopted General Plan Circulation Element & Proposed General Plan Land Use
- **Alternative 3:** Year 2035 Proposed General Plan Circulation Element & Land Use

### 9.2.1 Year 2035 Land Use

*Alternatives 2 and 3* seek to modify land use provisions of the *Adopted General Plan (Alternative 1)* within this Amendment Area to designate the area as Urban I, Urban II, Planned Commercial (PC), General Commercial (GC), and Office Industrial. **Table 9-3** summarizes the adopted and proposed *General Plan* land uses within the South Quince Street TA area for each of the three alternatives:

TABLE 9-3  
SOUTH QUINCE STREET TA  
YEAR 2035 LAND USE QUANTITIES

Land Use	Quantity			
	Existing	Alternative 1: Adopted General Plan	Alternative 2: Adopted GP CE & Proposed LU	Alternative 3: Proposed GP CE & LUs
Single-Family Residential	140 DU	150 DU	150 DU	<i>Same as Alternative 2</i>
Multi-Family Residential	170 DU	250 DU	250 DU	
Commercial/Retail	165 KSF	179 KSF	300 KSF	
Office	18 KSF	20 KSF	60 KSF	
Industrial/Other	357 KSF	388 KSF	500 KSF	

*Source:* City of Escondido (2011)

**General Notes:**

DU = Dwelling Units  
KSF = Thousand Square Feet  
GP = General Plan  
CE = Circulation Element  
LU = Land Use

9.2.2 Year 2035 Street Network

For the Year 2035 analysis, roadway segments were assumed to be built out to their ultimate classifications as identified on the currently adopted *General Plan Circulation Element* (see *Appendix A*), except for *Alternative 3*, where changes are proposed to the Circulation Element. **Table 9-4** shows the roadways affected by the proposed changes to the street network under *Alternative 3* within the South Quince Street TA:

TABLE 9-4  
SOUTH QUINCE STREET TA  
YEAR 2035 NETWORK CHANGES

Street Segment	Year 2035 Roadway Classification		
	Alternative 1: Adopted GP CE & LU	Alternative 2: Adopted GP CE & Proposed GP LU	Alternative 3: Proposed GP CE & Proposed GP LU
<b>Centre City Parkway</b>		<i>Same As Alternative 1</i>	
5 <sup>th</sup> Avenue to 9 <sup>th</sup> Avenue	4-Ln Major		6-Ln Super Major
9 <sup>th</sup> Avenue to 13 <sup>th</sup> Avenue	4-Ln Major		6-Ln Super Major
<b>13<sup>th</sup> Avenue</b>			
Quince Street to Centre City Pkwy	4-Ln Collector		2-Ln Local Collector

Source: City of Escondido Adopted Circulation Element (2009), and City of Escondido, 2011

**Figure 9-4**, **Figure 9-6**, and **Figure 9-8** show the Year 2035 roadway conditions for *Alternative 1*, *Alternative 2*, and *Alternative 3* within the South Quince Street TA area, respectively.

9.2.3 Year 2035 Traffic Volumes

The daily traffic volumes for the three future alternatives were obtained from the SANDAG Series 11 Year 2030 North County Model (NCM). A growth factor of 2.5% was applied to the Year 2030 volumes generated by the SANDAG model to arrive at Year 2035 volumes. A more detailed discussion of the traffic modeling process is provided in *Section 5.0* of the report.

**Figure 9-5**, **Figure 9-7**, and **Figure 9-9** show the ADT volumes for *Alternative 1*, *Alternative 2*, and *Alternative 3* within the South Quince Street TA area, respectively.

#### 9.2.4 Year 2035 Alternative 1 Analysis Results

##### SEGMENTS

*Table 9–5* summarizes the segment operations in the South Quince Street TA study area under *Alternative 1* conditions. As seen in *Table 9–5*, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Centre City Parkway between 9<sup>th</sup> Avenue and 13<sup>th</sup> Avenue (LOS E).

##### INTERSECTIONS

There are no intersections analyzed in this Amendment Area.

*Figure 9–5* graphically shows the roadway segment LOS under *Alternative 1* conditions for the South Quince Street TA.

#### 9.2.5 Year 2035 Alternative 2 Analysis Results

##### SEGMENTS

*Table 9–5* summarizes the segment operations in the South Quince Street TA study area under *Alternative 2* conditions with the proposed changes in land use. As seen in *Table 9–5*, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Centre City Parkway between 9<sup>th</sup> Avenue and 13<sup>th</sup> Avenue (LOS E)

##### INTERSECTIONS

There are no intersections analyzed in this Amendment Area.

*Figure 9–7* graphically shows the roadway segment LOS under *Alternative 2* conditions for the South Quince Street TA.

#### 9.2.6 Year 2035 Alternative 3 Analysis Results

##### SEGMENTS

*Table 9–5* summarizes the segment operations in the South Quince Street TA study area under *Alternative 3* conditions. As seen in *Table 9–5*, the study area segments are calculated to operate at LOS D or better conditions.

##### INTERSECTIONS

There are no intersections analyzed in this Amendment Area.

*Figure 9–9* graphically shows the roadway segment LOS under *Alternative 2* conditions for the South Quince Street TA.

TABLE 9-5  
SOUTH QUINCE STREET TA  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>North/South Roadways</b>																	
<b>Centre City Parkway</b>																	
5 <sup>th</sup> Avenue to 9 <sup>th</sup> Avenue	37,000	27,500	C	0.74	4-Ln Major	37,000	28,700	D	0.78	29,000	D	0.78	<i>6-Ln Super Major</i>	<i>50,000</i>	28,800	C	0.58
9 <sup>th</sup> Avenue to 13 <sup>th</sup> Avenue	37,000	30,600	D	0.83	4-Ln Major	37,000	<b>33,700</b>	<b>E</b>	<b>0.91</b>	<b>35,300</b>	<b>E</b>	<b>0.95</b>	<i>6-Ln Super Major</i>	<i>50,000</i>	35,100	C	0.70
<b>Quince Street</b>																	
2 <sup>nd</sup> Avenue to 5 <sup>th</sup> Avenue	34,200	6,900	A	0.20	4-Ln Collector	34,200	7,800	A	0.23	11,900	A	0.35	4-Ln Collector	34,200	12,000	B	0.35
5 <sup>th</sup> Avenue to 9 <sup>th</sup> Avenue	34,200	5,700	A	0.29	4-Ln Collector	34,200	5,900	A	0.17	16,700	B	0.49	4-Ln Collector	34,200	16,700	B	0.49
9 <sup>th</sup> Avenue to 13 <sup>th</sup> Avenue	15,000	3,400	A	0.34	2-Ln Local Collector	15,000	4,200	A	0.28	6,800	B	0.45	2-Ln Local Collector	15,000	6,800	B	0.45

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

*Italics* represent change in roadway classification.  
**Bold** typeface and **shading** represents an LOS worse than City standards.  
 GP = General Plan  
 LU = Land Use  
 CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 9-5  
SOUTH QUINCE STREET TA  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>East/West Roadways</b>																	
<b>5<sup>th</sup> Avenue</b>																	
Tulip Street to Quince Street	10,000	2,300	A	0.23	2-Ln Local Collector	15,000	1,800	A	0.12	3,000	A	0.20	2-Ln Local Collector	15,000	3,000	A	0.20
Quince Street to Centre City Parkway	10,000	5,000	B	0.50	4-Ln Collector	34,200	5,400	A	0.16	13,800	B	0.40	4-Ln Collector	34,200	13,700	B	0.40
<b>9<sup>th</sup> Avenue</b>																	
Tulip Street to Quince Street	15,000	<b>19,000</b>	<b>F</b>	<b>1.27</b>	4-Ln Collector	34,200	22,800	C	0.67	29,900	D	0.87	4-Ln Collector	34,200	29,900	D	0.87
Quince Street to Centre City Parkway	34,200	17,500	B	0.51	4-Ln Collector	34,200	20,600	C	0.60	23,900	C	0.70	4-Ln Collector	34,200	23,800	C	0.70
<b>13<sup>th</sup> Avenue</b>																	
Tulip Street to Quince Street	10,000	3,700	B	0.37	2-Ln Local Collector	15,000	2,400	A	0.16	5,000	A	0.33	2-Ln Local Collector	15,000	4,200	A	0.28
Quince Street to Centre City Parkway	15,000	2,700	A	0.18	4-Ln Collector	34,200	3,200	A	0.09	6,900	A	0.20	<b>2-Ln Local Collector</b>	<b>15,000</b>	7,000	B	0.47

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

**Italics** represent change in roadway classification.  
**Bold** typeface and **shading** represents an LOS worse than City standards.  
 GP = General Plan  
 LU = Land Use  
 CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

### 9.3 Summary of Findings/Significance of Impacts and Mitigation Measures

#### 9.3.1 *Summary of Findings*

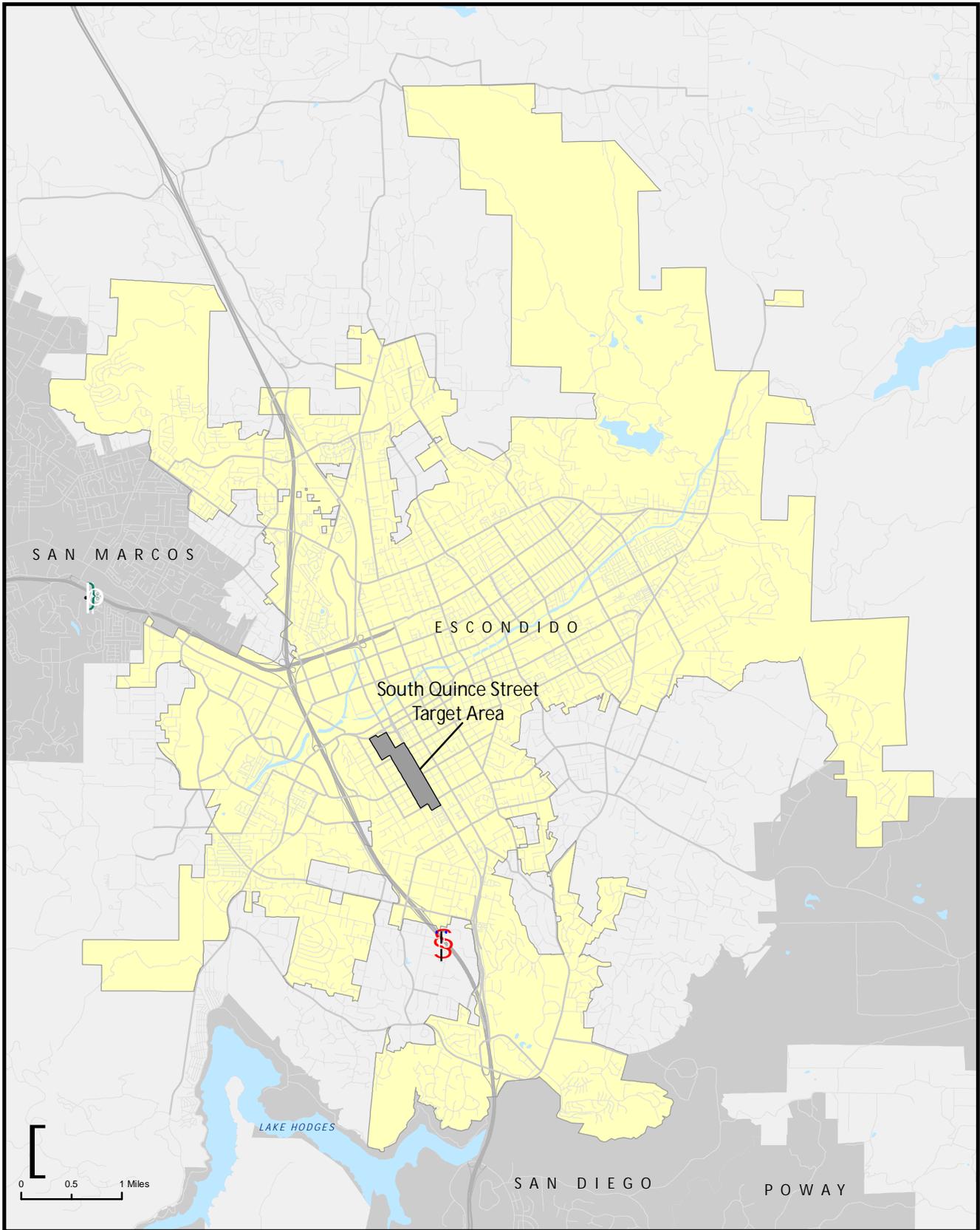
The *General Plan Update (Alternative 3)* proposes to increase density in commercial/retail, office and industrial/other land uses over the *Adopted General Plan*, upgrade roadway capacity for segments along Centre City Parkway and downgrade roadway capacity for segments of 13<sup>th</sup> Avenue. All study area locations are calculated to operate at acceptable LOS with development of *Alternative 3*. No segment impacts are the result of the proposed downgrade.

#### 9.3.2 *Significance of Impacts*

Based on the established significance criteria, no study area locations would be significantly impacted by implementation of the Proposed Project.

#### 9.3.3 *Mitigation*

No mitigation is required.

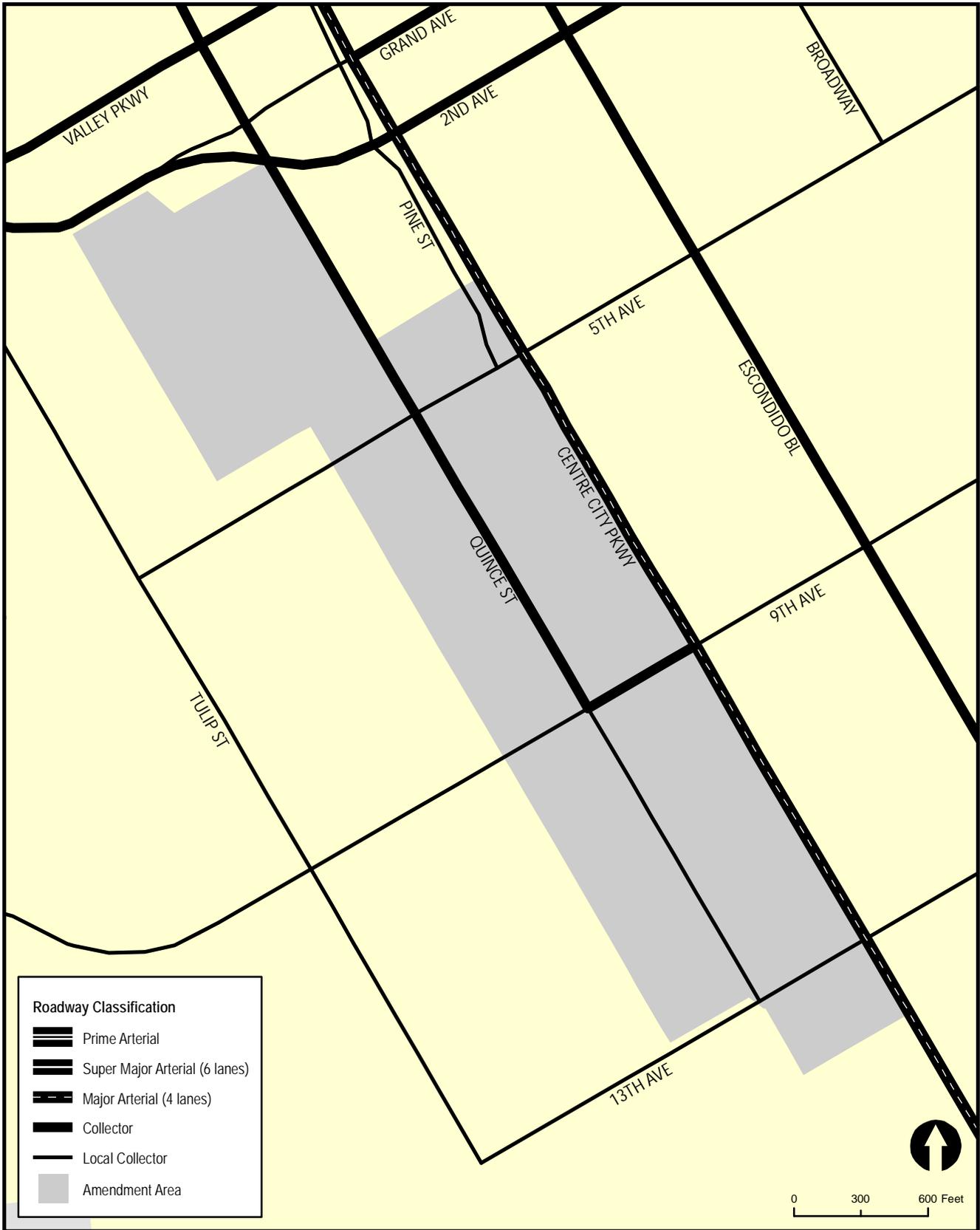


REV. 8/15/11  
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 Source: SANDAG



**Figure 9-1**

**Amendment Area Map  
 South Quince Street Target Area**

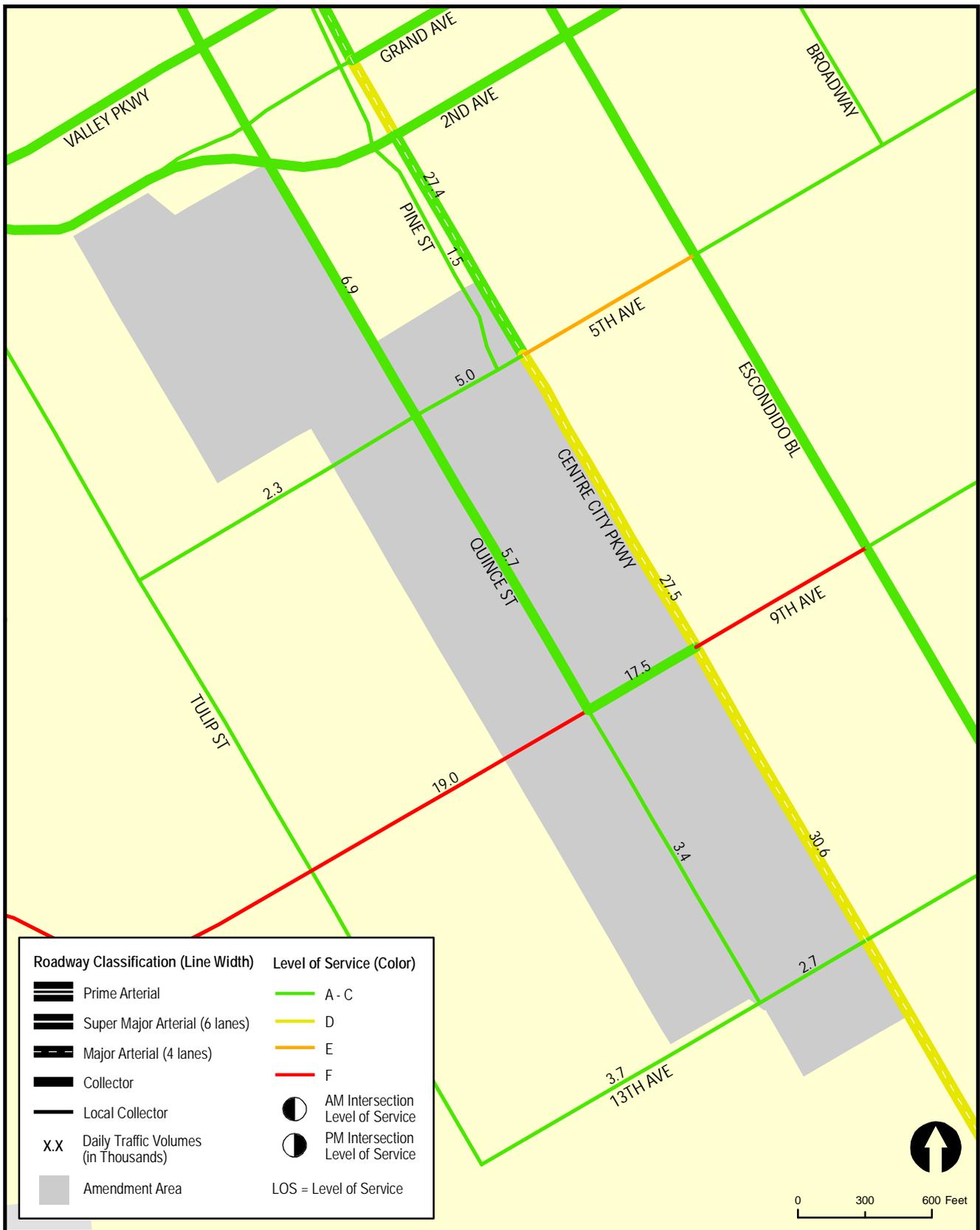


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 Source: City of Escondido and SANDAG Series 11



**Figure 9-2**

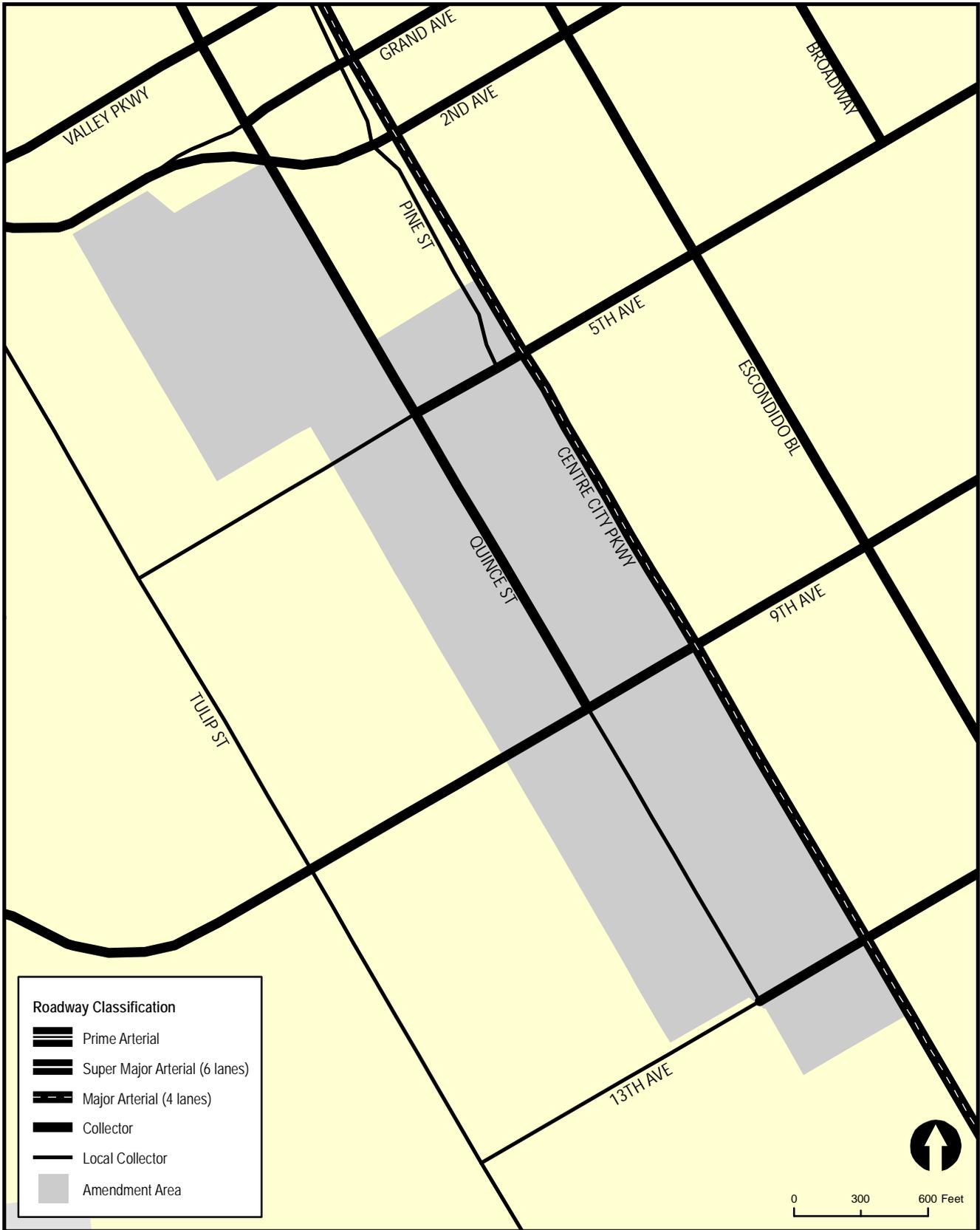
**Existing Conditions Diagram  
 South Quince Street Target Area**



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 Source: City of Escondido and SANDAG Series 11



**Figure 9-3**  
**Existing Traffic Volumes & LOS**  
**South Quince Street Target Area**



**Roadway Classification**

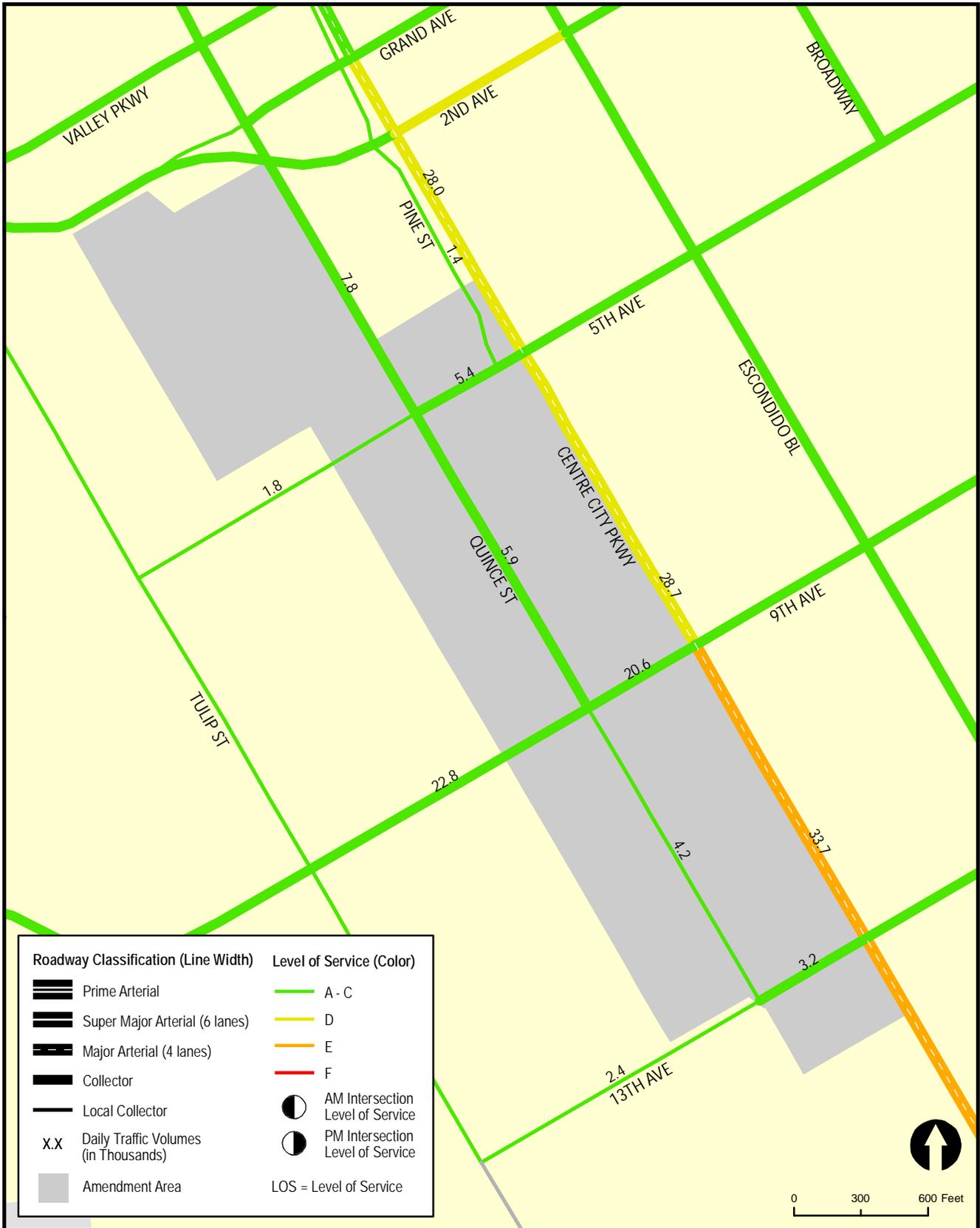
-  Prime Arterial
-  Super Major Arterial (6 lanes)
-  Major Arterial (4 lanes)
-  Collector
-  Local Collector
-  Amendment Area

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 Source: City of Escondido and SANDAG Series 11

**Figure 9-4**

**Year 2035 Conditions Diagram - Alternative 1  
 South Quince Street Target Area**



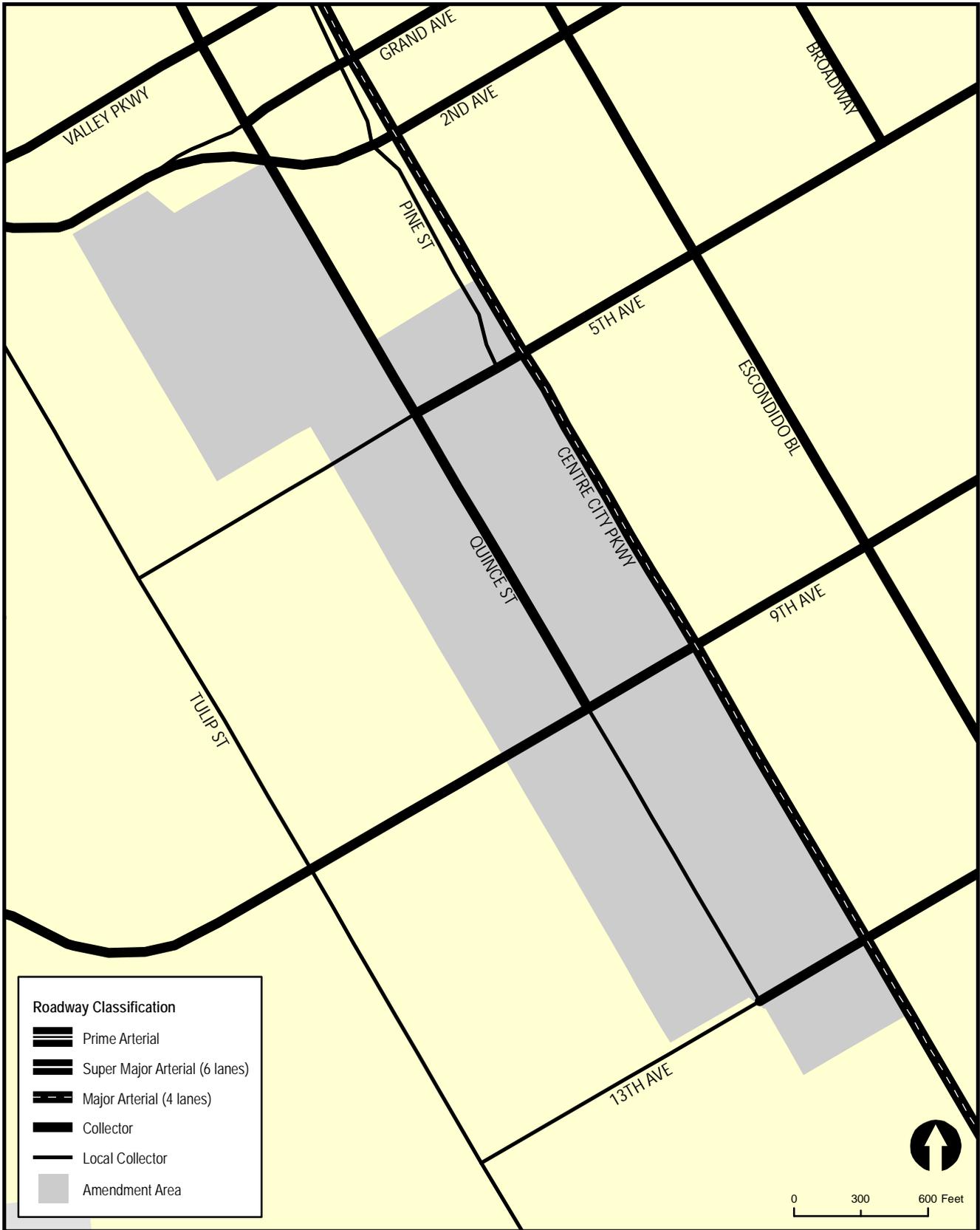


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 Source: City of Escondido and SANDAG Series 11



**Figure 9-5**

**Year 2035 Traffic Volumes & LOS - Alternative 1  
 South Quince Street Target Area**



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 N:\2000\gis\maps\9-6.mxd  
 Source: City of Escondido and SANDAG Series 11



**Figure 9-6**  
**Year 2035 Conditions Diagram - Alternative 2**  
**South Quince Street Target Area**

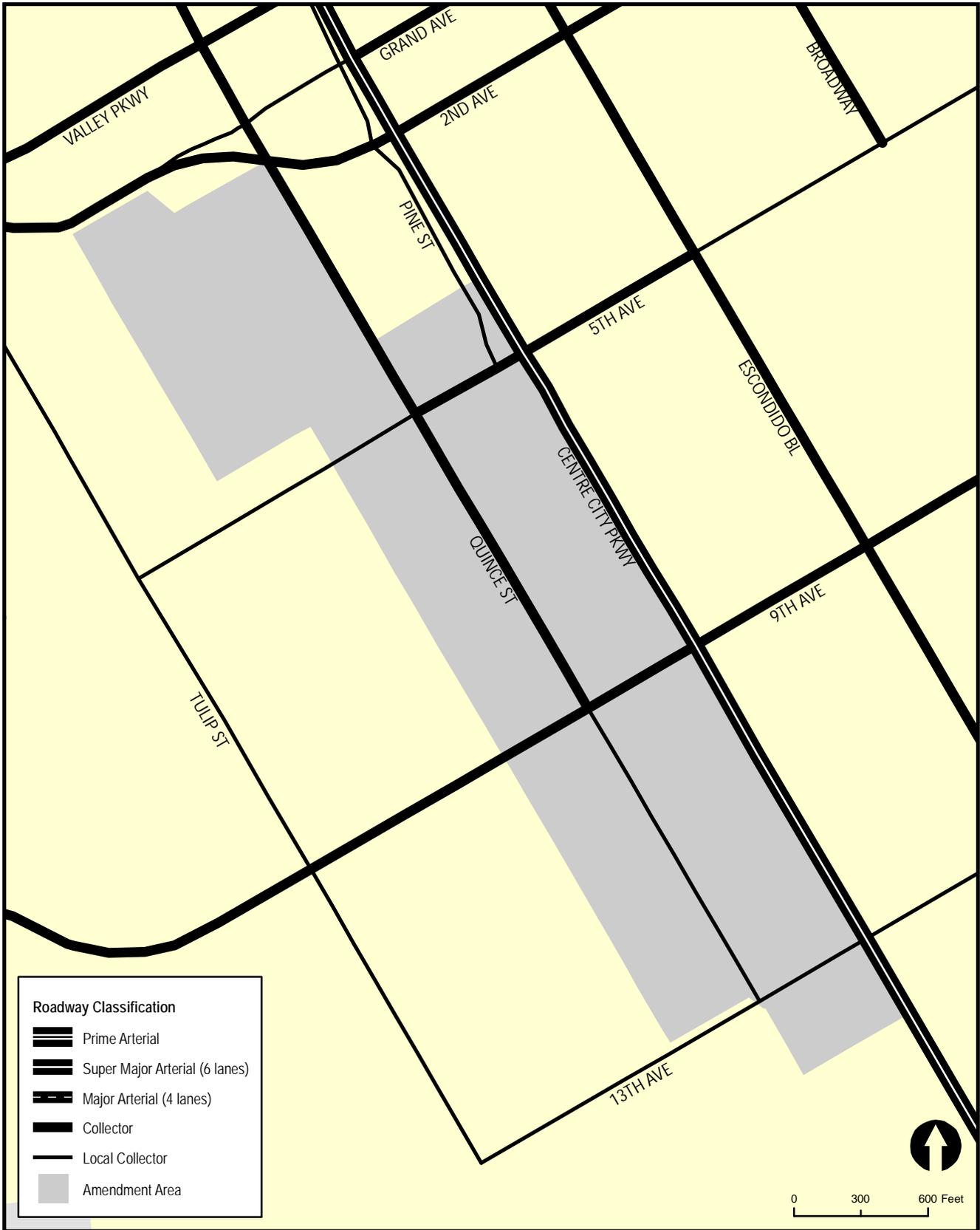


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 Source: City of Escondido and SANDAG Series 11



**Figure 9-7**

**Year 2035 Traffic Volumes & LOS - Alternative 2  
 South Quince Street Target Area**



**Roadway Classification**

- Prime Arterial
- Super Major Arterial (6 lanes)
- Major Arterial (4 lanes)
- Collector
- Local Collector
- Amendment Area

0 300 600 Feet



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 N:\2000\gis\maps\9-8.mxd  
 Source: City of Escondido and SANDAG Series 11



**Figure 9-8**  
**Year 2035 Conditions Diagram - Alternative 3**  
**South Quince Street Target Area**



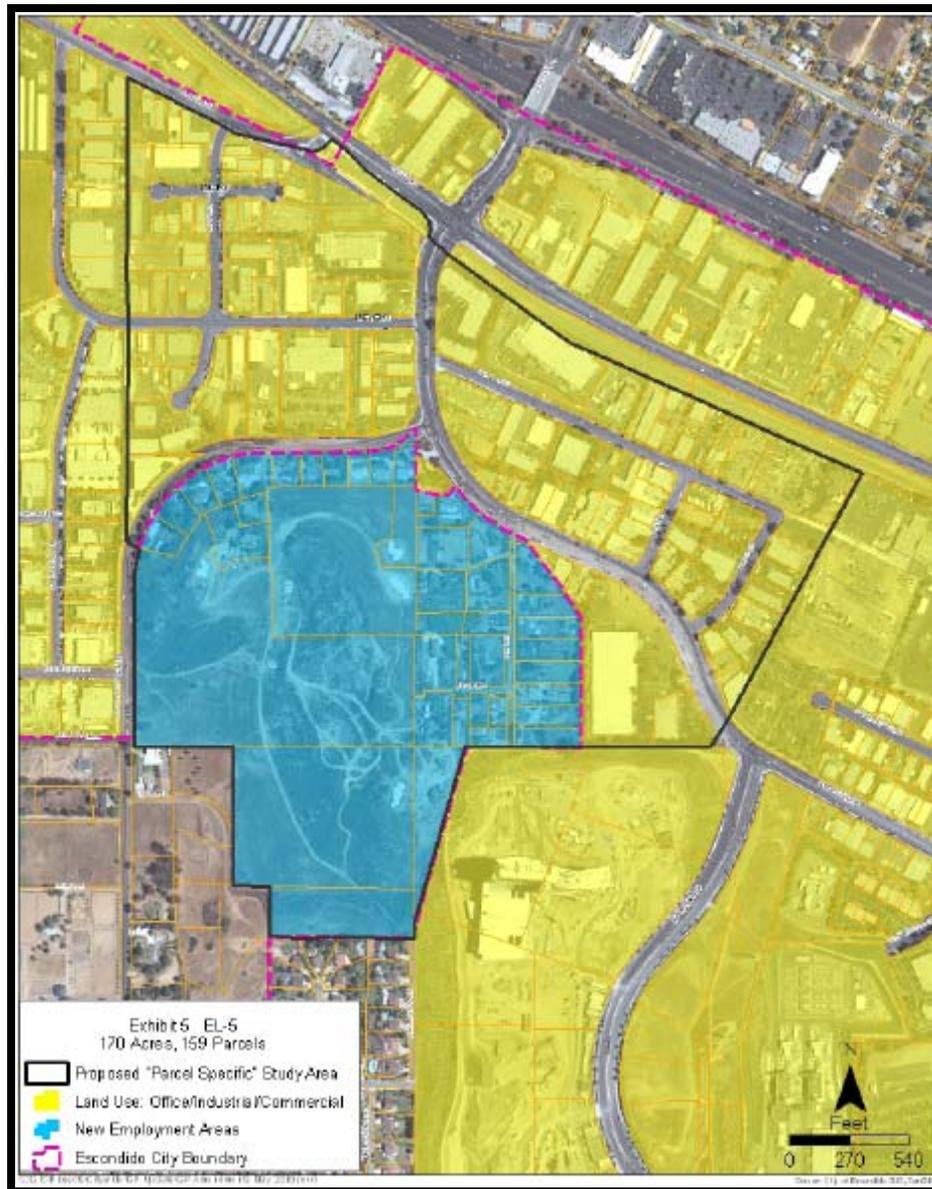
REV. 10/5/11  
 N:\2000\gis\maps\9-9.mxd  
 Source: City of Escondido and SANDAG Series 11

**Figure 9-9**

**Year 2035 Traffic Volumes & LOS - Alternative 3  
 South Quince Street Target Area**



## 10.0 ESCONDIDO RESEARCH TECHNOLOGY CENTER NORTH SPECIFIC PLANNING AREA #8



## 10.0 ESCONDIDO RESEARCH TECHNOLOGY CENTER NORTH SPECIFIC PLANNING AREA #8

The Escondido Research Technology Center North Specific Planning Area #8 (ERTC North SPA #8) is located along Citracado Parkway between Auto Park Way and Avenida Del Diablo.

**Figure 10-1** shows the Amendment Area map for the ERTC North SPA #8. All figures are provided at the end of this section.

### 10.1 Existing Conditions Discussion

The following is a discussion of the land use, street network, traffic volumes, and Level of Service (LOS) analysis results for existing conditions.

#### 10.1.1 Existing Land Use

The ERTC North SPA #8 consists of 170 acres and 159 parcels. **Table 10-1** shows the existing land use amounts within the ERTC North SPA #8 area.

**TABLE 10-1  
 ERTC NORTH SPA #8  
 EXISTING LAND USE QUANTITIES**

Land Use	Quantity
Single-Family Residential	39 DU
Multi-Family Residential	0 DU
Commercial/Retail	82 KSF
Office	660 KSF
Industrial/Other	82 KSF

*Source:* City of Escondido (2011)

**General Notes:**

DU = Dwelling Units

KSF = Thousand Square Feet

#### 10.1.2 Existing Street Network

The major circulation element roadways and select major intersections within the ERTC North SPA #8 were evaluated in this analysis. The existing roadway capacities were identified based on the number of lanes, undivided or divided roadway conditions, on-street parking, and curb-to-curb width and were based on the *City of Escondido Proposed Level of Service Standards and Street Segment Average Daily Trip Thresholds Table*. **Table 3-1** in *Section 3.3.2* of the report contains a copy of this table. The following is a brief description of the existing roadways in the study area.

**Auto Park Way (Nordahl Road)** is currently built as a four-lane divided roadway within the ERTC North SPA #8 TA study area. Bike lanes are provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and no posted speed limit signs were observed.

**Auto Park Way** is currently built as a four-lane divided roadway within the ERTC North SPA #8 TA study area. Bike lanes are provided and parking is generally restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and the posted speed limit is 40 mph.

**Figure 10–2** shows the existing conditions diagram for the ERTC North SPA #8 study area.

### 10.1.3 Existing Traffic Volumes

Existing ADT traffic volumes were obtained from City of Escondido and SANDAG records. Existing peak hour volumes were collected by LLG or obtained from recent area traffic studies. *Appendix C* contains the traffic volume data used in the analysis.

**Figure 10–3** illustrates the *Existing* average daily and peak hour traffic volumes.

### 10.1.4 Existing Analysis Results

#### SEGMENTS

**Table 10–2** summarizes the key segment operations in the ERTC North SPA #8 study area for existing conditions. As seen in *Table 10–2*, all study area segments are calculated to currently operate at LOS D or better conditions except for Auto Park Way between the SR-78 EB Ramps and Mission Avenue (LOS E).

#### INTERSECTIONS

**Table 10–3** shows existing peak hour operations at the key intersections within ERTC North SPA #8 study area. As seen in *Table 10–3*, all study area intersections are calculated to operate at LOS D or better conditions except for the Nordahl Road/Auto Park Way/Mission Road intersection (LOS E, PM peak hour).

*Appendix B-9* shows the existing peak hour calculation sheets.

**TABLE 10-2**  
**ERTC NORTH SPA #8**  
**EXISTING STREET SEGMENT OPERATIONS**

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>
<b>North/South Roadways</b>					
<b>Auto Park Way</b>					
SR-78 EB Ramps to Mission Avenue	4-Ln Collector	34,200	<b>33,600</b>	<b>E</b>	<b>0.98</b>
Mission Road to Country Club Drive	4-Ln Collector	34,200	24,800	C	0.73
Country Club Drive to Citracado Pkwy	4-Ln Collector	34,200	18,300	B	0.54
<b>East/West Roadways</b>					
<b>Barham Drive</b>					
West of Mission Road	2-Ln Local Collector	15,000	6,100	B	0.41
<b>Mission Road</b>					
Barham Drive to Auto Park Way	4-Ln Major	37,000	20,600	C	0.56
Auto Park Way to Enterprise Road	4-Ln Collector	34,200	18,900	C	0.55

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See *Table 3-1*).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

**Bold** typeface and **shading** represent an LOS worse than City standards.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 10-3  
 ERTC NORTH SPA #8  
 EXISTING INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing	
			Delay <sup>a</sup>	LOS <sup>b</sup>
7. Nordahl Road/ SR-78 Westbound Ramps	Signal	AM	27.6	C
		PM	29.6	C
8. Nordahl Road/ SR-78 Eastbound Ramps	Signal	AM	27.9	C
		PM	37.5	D
9. Nordahl Road/ Auto Park Way/ Mission Road	Signal	AM	42.5	D
		PM	<b>68.8</b>	<b>E</b>

**Footnotes:**

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.

**General Notes:**

**Bold** typeface and **shading** represent an LOS worse than City standards.

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

## 10.2 Year 2035 Conditions Discussion

The following is a discussion of the land use, street network, traffic volumes, and level of service analysis results for Year 2035 conditions. As previously mentioned in *Section 3.0* of the report, three alternatives were analyzed:

- **Alternative 1:** Year 2035 Adopted General Plan Circulation Element & Land Use
- **Alternative 2:** Year 2035 Adopted General Plan Circulation Element & Proposed General Plan Land Use
- **Alternative 3:** Year 2035 Proposed General Plan Circulation Element & Land Use

### 10.2.1 Year 2035 Land Use

*Alternatives 2 and 3* seek to modify land use provisions of the *Adopted General Plan (Alternative 1)* within this Amendment Area to designate the area as a Specific Plan Area. **Table 10-4** summarizes the adopted and proposed *General Plan* land uses within the ERTC North SPA #8 area for each of the three alternatives:

TABLE 10-4  
 ERTC NORTH SPA #8  
 YEAR 2035 LAND USE QUANTITIES

Land Use	Quantity			
	Existing	Alternative 1: Adopted General Plan	Alternative 2: Adopted GP CE & Proposed LU	Alternative 3: Proposed GP CE & LUs
Single-Family Residential	39 DU	135 DU	0 DU	<i>Same as Alternative 2</i>
Multi-Family Residential	0 DU	0 DU	0 DU	
Commercial/Retail	82 KSF	87 KSF	87 KSF	
Office	660 KSF	694 KSF	1,200 KSF	
Industrial/Other	82 KSF	87 KSF	87 KSF	

*Source:* City of Escondido (2011)

**General Notes:**

DU = Dwelling Units  
 KSF = Thousand Square Feet  
 GP = General Plan  
 CE = Circulation Element  
 LU = Land Use

### 10.2.2 Year 2035 Street Network

For the Year 2035 analysis, roadway segments were assumed to be built out to their ultimate classifications as identified on the currently adopted *General Plan Circulation Element* (see *Appendix A*), except for *Alternative 3*, where changes are proposed to the Circulation Element. **Table 10–5** shows the roadways affected by the proposed changes to the street network under *Alternative 3* within the ERTC North SPA #8:

TABLE 10–5  
 ERTC NORTH SPA #8  
 YEAR 2035 NETWORK CHANGES

Street Segment	Year 2035 Roadway Classification		
	Alternative 1: Adopted GP CE & LU	Alternative 2: Adopted GP CE & Proposed GP LU	Alternative 3: Proposed GP CE & Proposed GP LU
<b>Barham Drive</b>		<i>Same as Alternative 1</i>	
West of Mission Road	4-Ln Major		4-Ln Collector
<b>Mission Road</b>			
Auto Park Way to Enterprise Road	6-Ln Super Major		4-Ln Major

*Source:* City of Escondido Adopted Circulation Element (2009), and City of Escondido, 2011

In addition, all intersection lane configurations were generally assumed built out to maximum capacity, based on corresponding street segment classifications. For the purposes of this study, the standard approach-configuration applied for a four-lane roadway consisted of one left-turn lane, two thru lanes, and one dedicated right-turn lane. For a six-lane roadway, the standard approach-configuration consisted of dual left-turn lanes, three thru lanes, and a dedicated right-turn lane. For intersections where existing approach-configurations were greater than the standards described above, the lane configuration resulting in the best operations was applied. **Figure 10–4**, **Figure 10–6**, and **Figure 10–8** show the Year 2035 roadway conditions for *Alternative 1*, *Alternative 2*, and *Alternative 3* within the ERTC North SPA #8 area, respectively.

### 10.2.3 Year 2035 Traffic Volumes

The daily traffic volumes for the three future alternatives were obtained from the SANDAG Series 11 Year 2030 North County Model (NCM). A growth factor of 2.5% was applied to the Year 2030 volumes generated by the SANDAG model to arrive at Year 2035 volumes. A more detailed discussion of the traffic modeling process is provided in *Section 5.0* of the report.

Peak hour turning movement volumes at study area intersections were estimated from future ADT volumes using the relationship between existing peak hour turning movements and the existing ADT volumes.

*Figure 10-5, Figure 10-7, and Figure 10-9* show the ADT and peak hour turning movement volumes for *Alternative 1, Alternative 2, and Alternative 3* within the ERTC North SPA #8 area, respectively.

#### 10.2.4 Year 2035 Alternative 1 Analysis Results

##### SEGMENTS

*Table 10-6* summarizes the segment operations in the ERTC North SPA #8 study area under *Alternative 1* conditions. As seen in *Table 10-6*, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Mission Road between Barham Drive and Auto Park Way (LOS E)

##### INTERSECTIONS

*Table 10-7* shows the key intersection operations in the ERTC North SPA #8 study area under *Alternative 1* conditions. As seen in *Table 10-7*, the study area intersections are calculated to operate at LOS D or better conditions.

*Appendix B-10* contains the *Alternative 1* peak hour intersection analysis worksheets.

*Figure 10-5* graphically shows the roadway segment and intersection LOS under *Alternative 1* conditions for the ERTC North SPA #8.

#### 10.2.5 Year 2035 Alternative 2 Analysis Results

##### SEGMENTS

*Table 10-6* summarizes the segment operations in the ERTC North SPA #8 study area under *Alternative 2* conditions with the proposed changes in land use. As seen in *Table 10-6*, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Mission Road between Barham Drive and Auto Park Way (LOS E)

##### INTERSECTIONS

*Table 10-7* shows the key intersection operations in the ERTC North SPA #8 study area under *Alternative 2* conditions. As seen in *Table 10-7*, the study area intersections are calculated to operate at LOS D or better conditions except for the following:

- Nordahl Road/Auto Park Way/Mission Road intersection (LOS E, PM peak hour)

*Appendix B-11* contains the *Alternative 2* peak hour intersection analysis worksheets.

*Figure 10-7* graphically shows the roadway segment and intersection LOS under *Alternative 2* conditions for the ERTC North SPA #8.

### 10.2.6 Year 2035 Alternative 3 Analysis Results

#### SEGMENTS

Table 10–6 summarizes the segment operations in the ERTC North SPA #8 study area under Alternative 3 conditions. As seen in Table 10–6, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Mission Road between Barham Drive and Auto Park Way (LOS E)

It should be noted that as part of Alternative 3, Mission Road from Auto Park Way to Enterprise Road is proposed to be downgraded from a six-lane Super Major to a four-lane Major roads.

#### INTERSECTIONS

Table 10–7 shows the key intersection operations in the ERTC North SPA #8 study area under Alternative 3 conditions. As seen in Table 10–7, the study area intersections are calculated to operate at LOS D or better conditions except for the following:

- Nordahl Road/Auto Park Way/Mission Road intersection (LOS E, PM peak hour)

Appendix B–12 contains the Alternative 3 peak hour intersection analysis worksheets.

Figure 10–9 graphically shows the roadway segment and intersection LOS under Alternative 2 conditions for the ERTC North SPA #8.

TABLE 10-6  
 ERTC NORTH SPA #8  
 YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>North/South Roadways</b>																	
<b>Auto Park Way</b>																	
SR-78 EB Ramps to Mission Avenue	34,200	<b>33,600</b>	<b>E</b>	<b>0.98</b>	6-Ln Super Major	50,000	42,500	D	0.85	44,300	D	0.89	6-Ln Super Major	50,000	44,500	D	0.89
Mission Road to Country Club Drive	34,200	24,800	C	0.73	6-Ln Super Major	50,000	34,900	C	0.70	38,300	D	0.77	6-Ln Super Major	50,000	38,200	D	0.76
Country Club Drive to Citracado Pkwy	34,200	18,300	B	0.54	6-Ln Super Major	50,000	24,600	B	0.49	27,400	B	0.55	6-Ln Super Major	50,000	27,300	B	0.55
<b>East/West Roadways</b>																	
<b>Barham Drive</b>																	
West of Mission Road	15,000	6,100	B	0.41	4-Ln Major	37,000	15,200	B	0.41	15,500	B	0.42	<i>4-Ln Collector</i>	<i>34,200</i>	15,500	B	0.45
<b>Mission Road</b>																	
Barham Drive to Auto Park Way	37,000	20,600	C	0.56	4-Ln Major	37,000	<b>33,900</b>	<b>E</b>	<b>0.92</b>	<b>36,100</b>	<b>E</b>	<b>0.98</b>	4-Ln Major	37,000	<b>36,100</b>	<b>E</b>	<b>0.98</b>
Auto Park Way to Enterprise Road	34,200	18,900	C	0.55	6-Ln Super Major	50,000	29,700	C	0.59	31,400	C	0.63	<i>4-Ln Major</i>	<i>37,000</i>	31,600	D	0.85

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

*Italics* represent change in roadway classification.  
**Bold** typeface and **shading** represents an LOS worse than City standards.  
 GP = General Plan  
 LU = Land Use  
 CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 10-7  
 ERTC NORTH SPA #8  
 YEAR 2035 INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing		Alternative 1: Adopted General Plan		Alternative 2: Adopted GP CE & Proposed GP LU		Alternative 3: Proposed GP CE & Proposed GP LU	
			Delay <sup>a</sup>	LOS <sup>b</sup>	Delay	LOS	Delay	LOS	Delay	LOS
7. Nordahl Road/ SR-78 Westbound Ramps	Signal	AM	27.6	C	30.0	C	32.7	C	32.7	C
		PM	29.6	C	31.3	C	37.2	D	37.0	D
8. Nordahl Road / SR-78 Eastbound Ramps	Signal	AM	27.9	C	19.8	B	21.0	C	21.1	C
		PM	37.5	D	20.8	C	22.9	C	23.0	C
9. Nordahl Road / Auto Park Way/ Mission Road	Signal	AM	42.5	D	50.5	D	54.1	D	54.4	D
		PM	<b>68.8</b>	<b>E</b>	53.4	D	<b>62.6</b>	<b>E</b>	<b>61.6</b>	<b>E</b>

**Footnotes:**

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.

SIGNALIZED

DELAY/LOS THRESHOLDS

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

**General Notes:**

GP = General Plan  
 LU = Land Use  
 CE = Circulation Element  
**Bold** typeface and **shading** represent an LOS worse than City standards.

## 10.3 Summary of Findings/Significance of Impacts and Mitigation Measures

### 10.3.1 *Summary of Findings*

The *General Plan Update (Alternative 3)* proposes to decrease density in single family units and increase density in office land uses over the *Adopted General Plan*, and downgrade roadway capacity for segments of Barham Drive and Mission Road. Development of *Alternative 3* results in one (1) segment and at one (1) intersection operating at unacceptable LOS. No segment impacts are the result of the proposed downgrade.

### 10.3.2 *Significance of Impacts*

Based on the established significance criteria, the following locations would be significantly impacted by implementation of the Proposed Project:

#### SEGMENTS

1. Mission Road between Barham Drive and Auto Park Way (LOS E)

#### INTERSECTIONS

2. Nordahl Road/Auto Park Way/Mission Road (LOS E, PM peak hour)

### 10.3.3 *Mitigation*

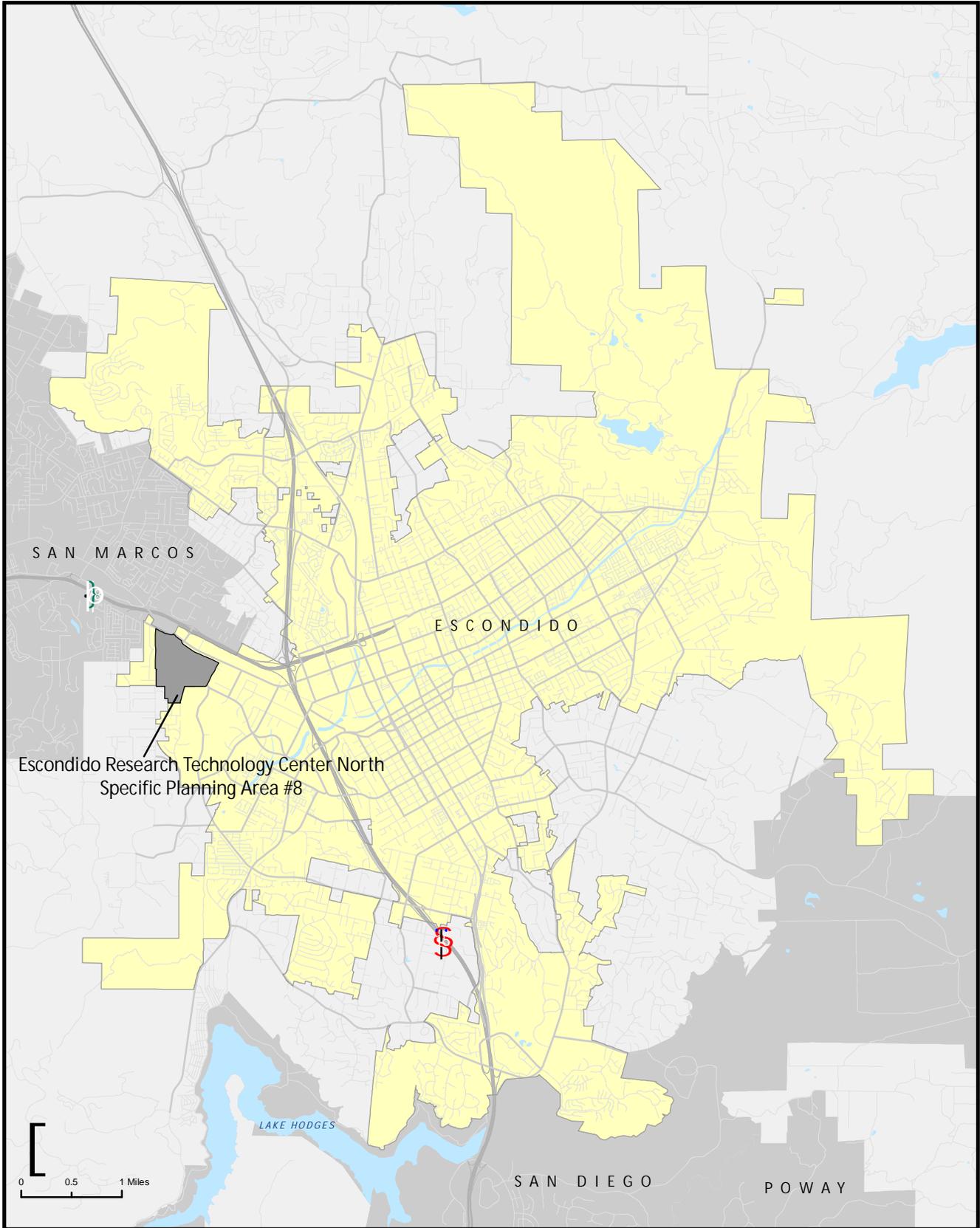
The following is recommended to mitigate the potentially impacts locations to below a level of significance:

#### SEGMENTS

1. **Mission Road between Barham Drive and Auto Park Way** – Widening of this portion of Mission Road to six-lane Super Major standards would reduce the impact to a level below significance. If widening this portion of the roadway is considered infeasible, the impact would be considered significant and unmitigable.

#### INTERSECTIONS

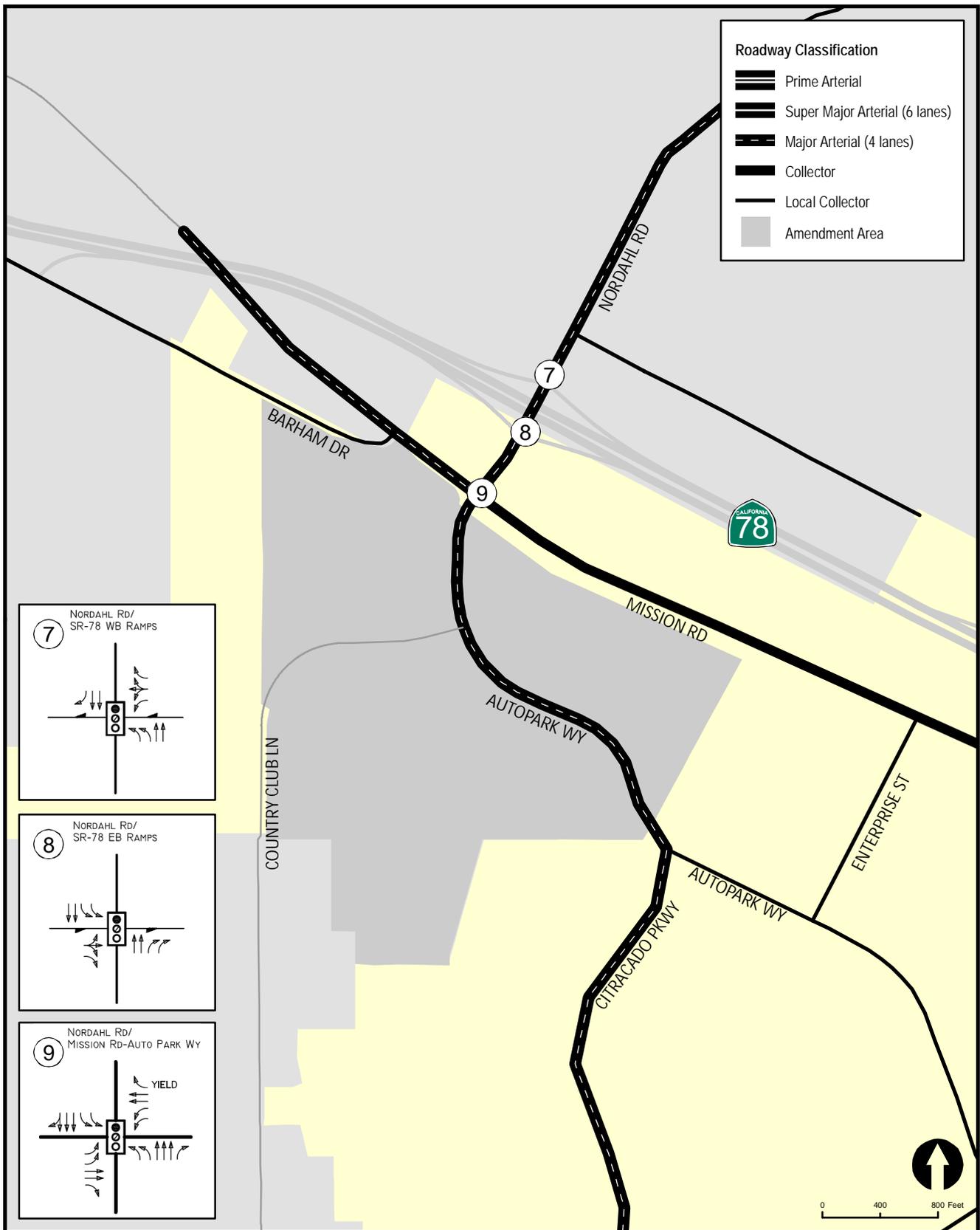
2. **Nordahl Road/Auto Park Way/Mission Road** – Implementation of the improved roadway capacity lane configurations continue to result in an unacceptable LOS at this intersection. Therefore, the potential impact is considered to be significant and unmitigable.



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 Source: SANDAG



**Figure 10-1**  
**Amendment Area Map**  
**Escondido Research Technology Center North Specific Planning Area #8**

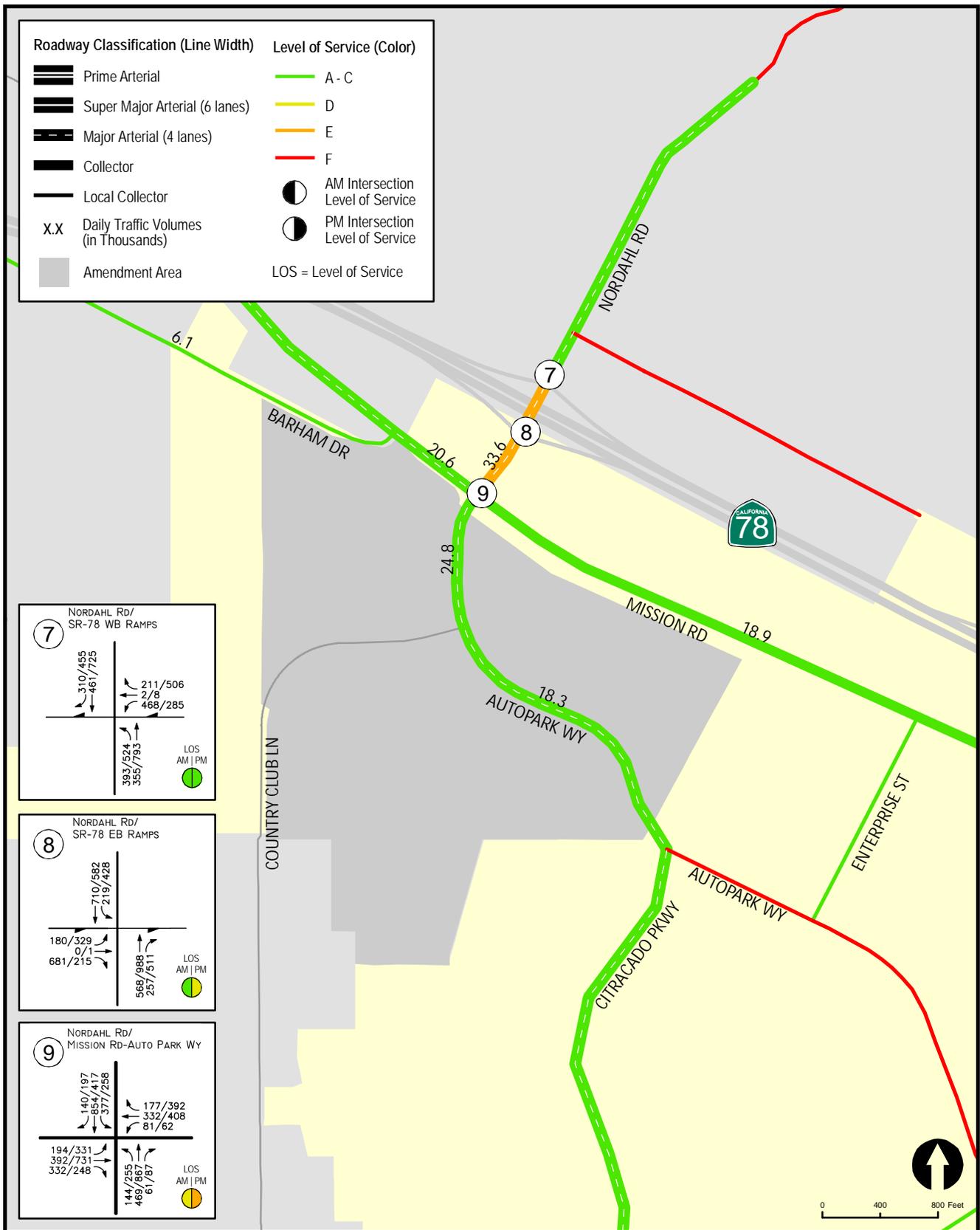


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 N:\2000\gis\maps\10-2.mxd  
 Source: City of Escondido and SANDAG Series 11

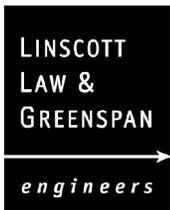


**Figure 10-2**

**Existing Conditions Diagram  
 Escondido Research Technology Center North SPA #8**

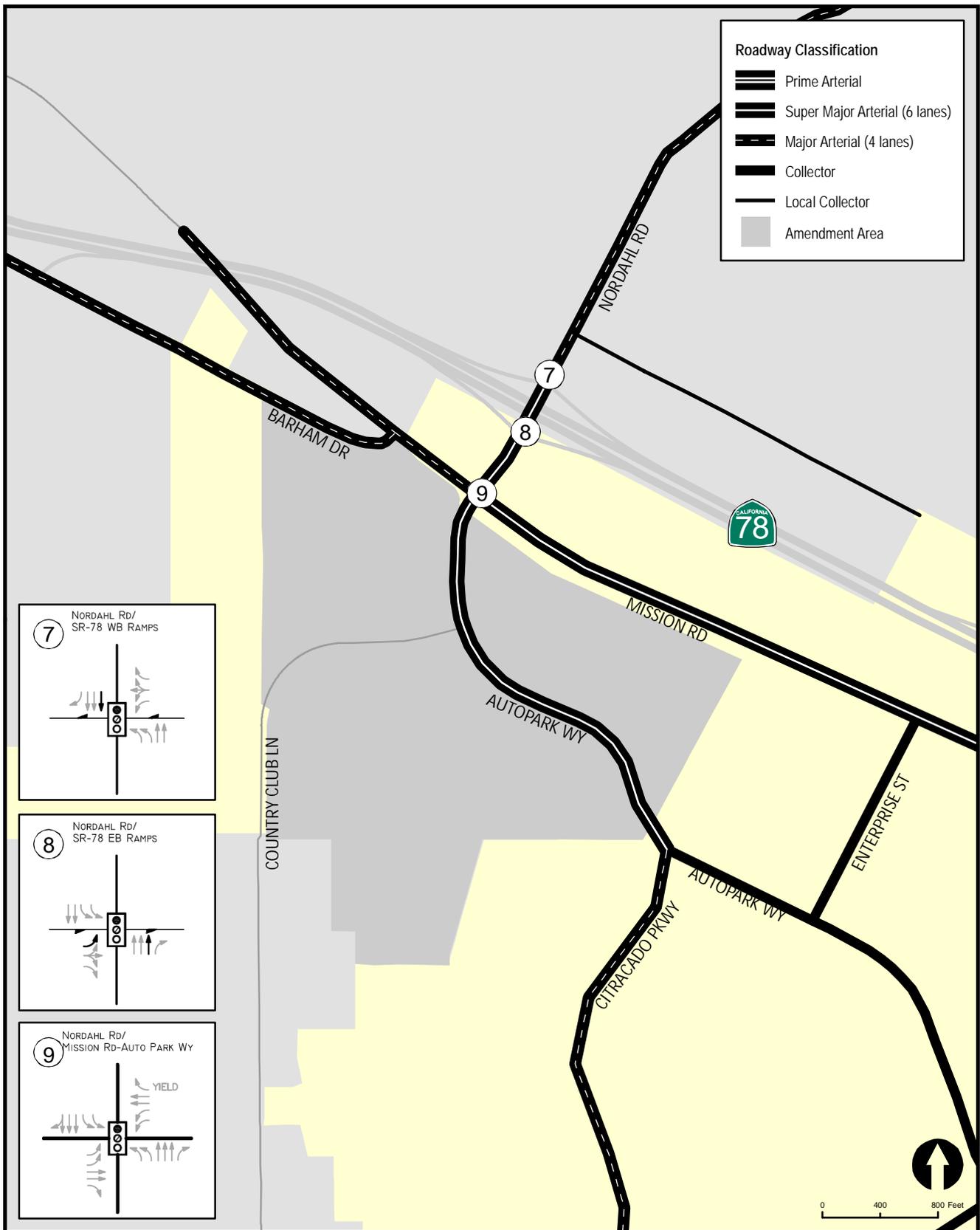


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 N:\2000\gis\maps\10-3.mxd  
 Source: City of Escondido and SANDAG Series 11

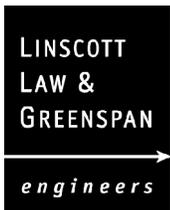


**Figure 10-3**

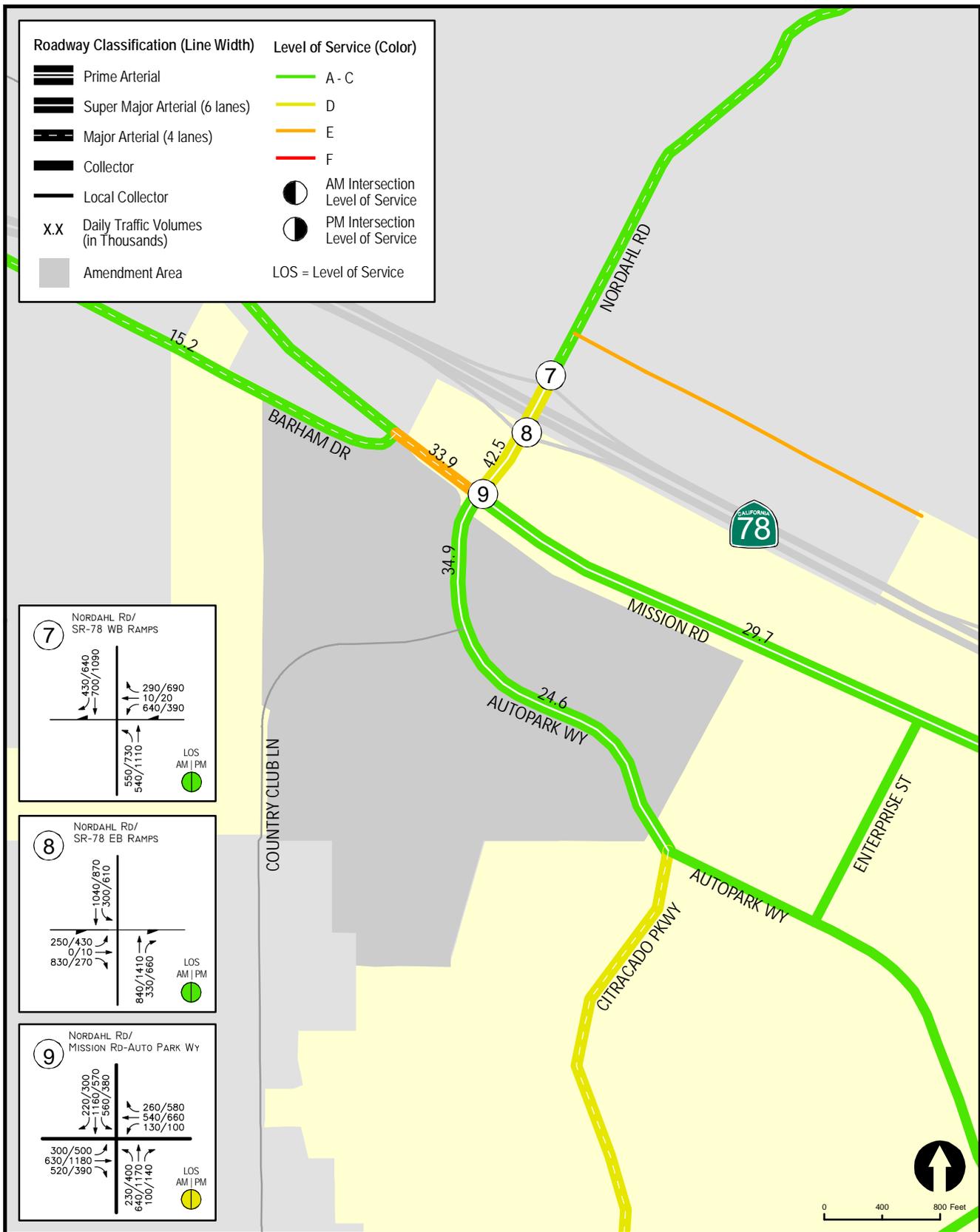
**Existing Traffic Volumes & LOS**  
**Escondido Research Technology Center North SPA #8**



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 N:\2000\gis\maps\10-4.mxd  
 Source: City of Escondido and SANDAG Series 11



**Figure 10-4**  
**Year 2035 Conditions Diagram - Alternative 1**  
**Escondido Research Technology Center North SPA #8**



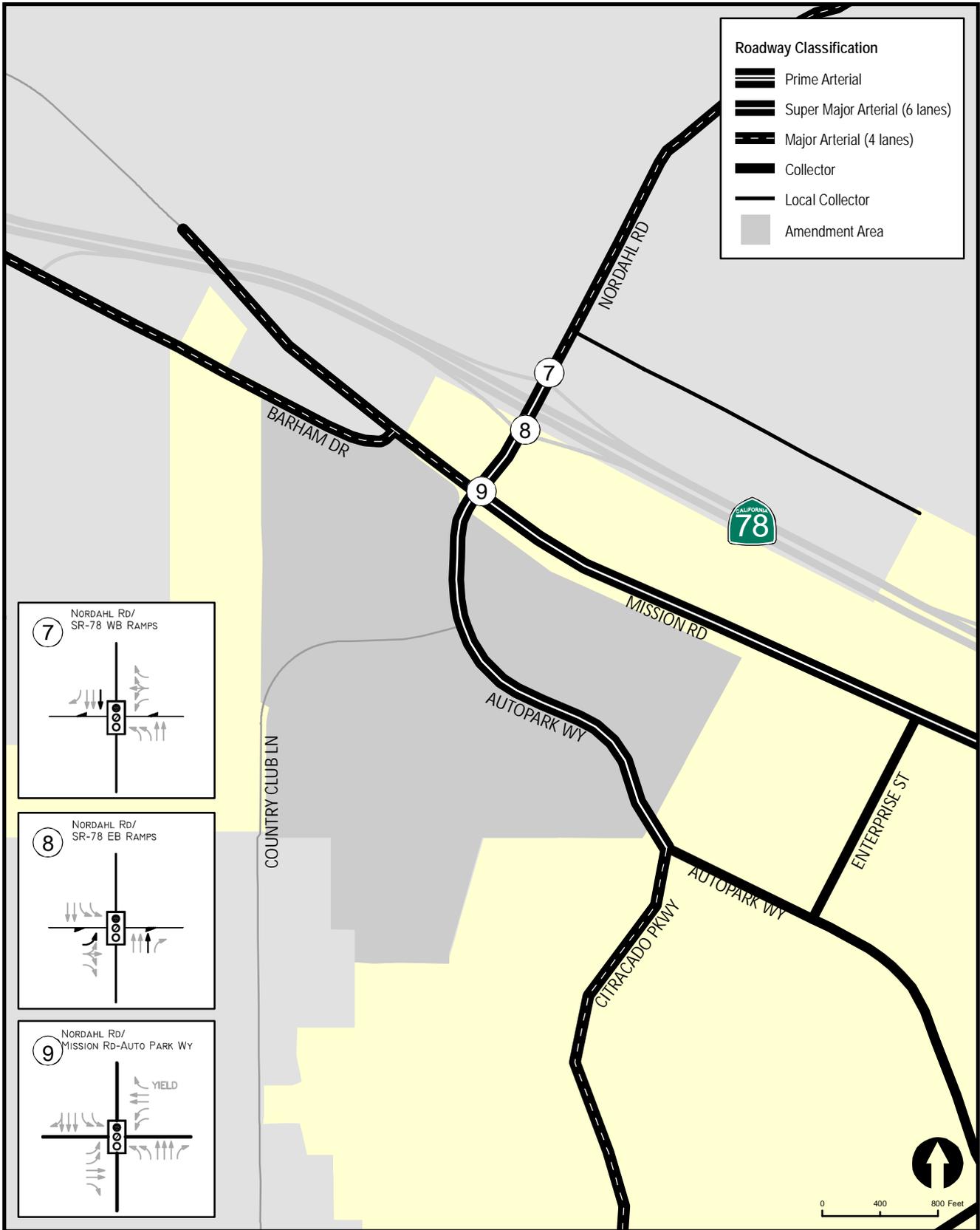
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 Source: City of Escondido and SANDAG Series 11

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 GREENSPAN  
 engineers

## Figure 10-5

### Year 2035 Traffic Volumes & LOS - Alternative 1

#### Escondido Research Technology Center North SPA #8



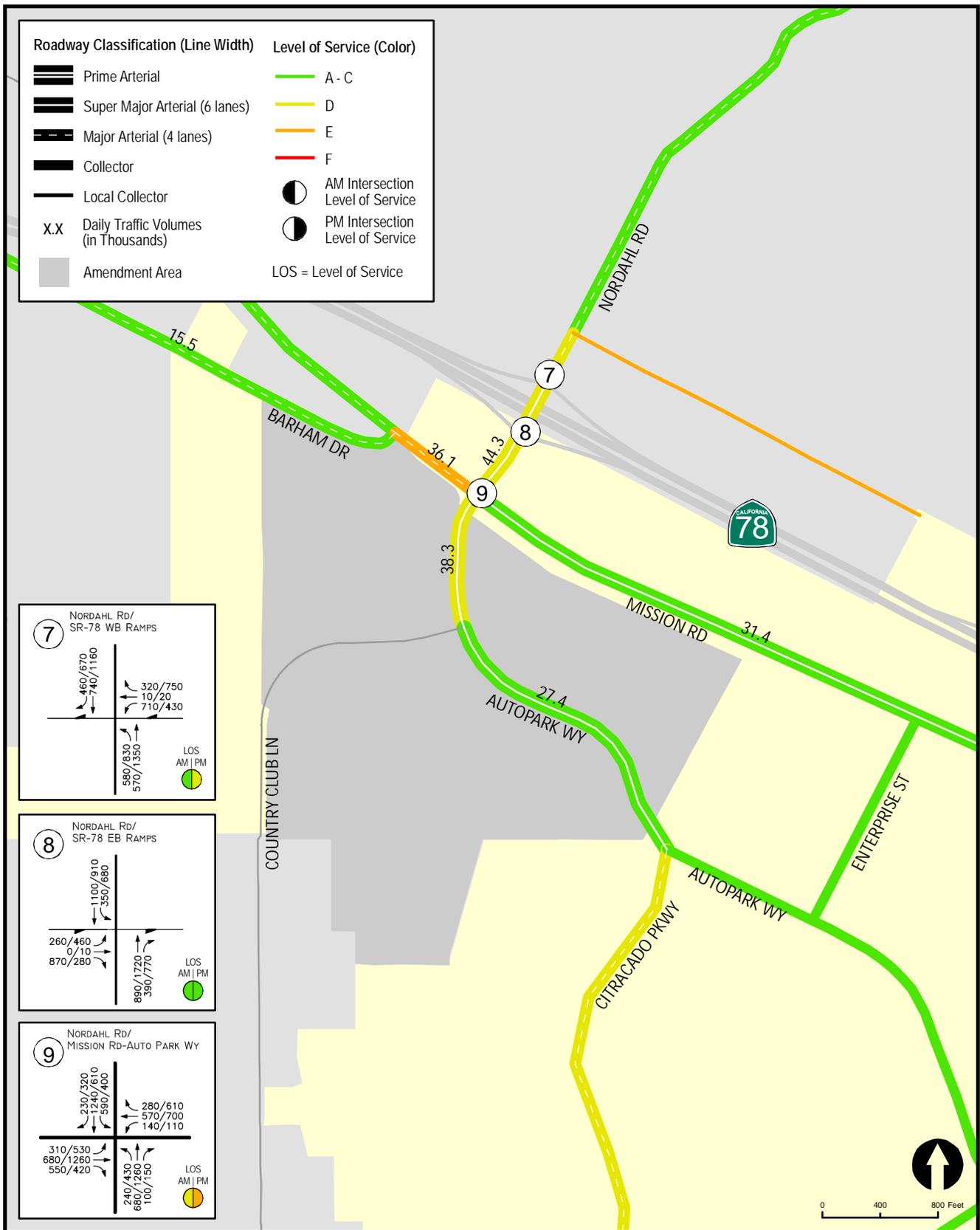
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 Source: City of Escondido and SANDAG Series 11



## Figure 10-6

### Year 2035 Conditions Diagram - Alternative 2

#### Escondido Research Technology Center North SPA #8

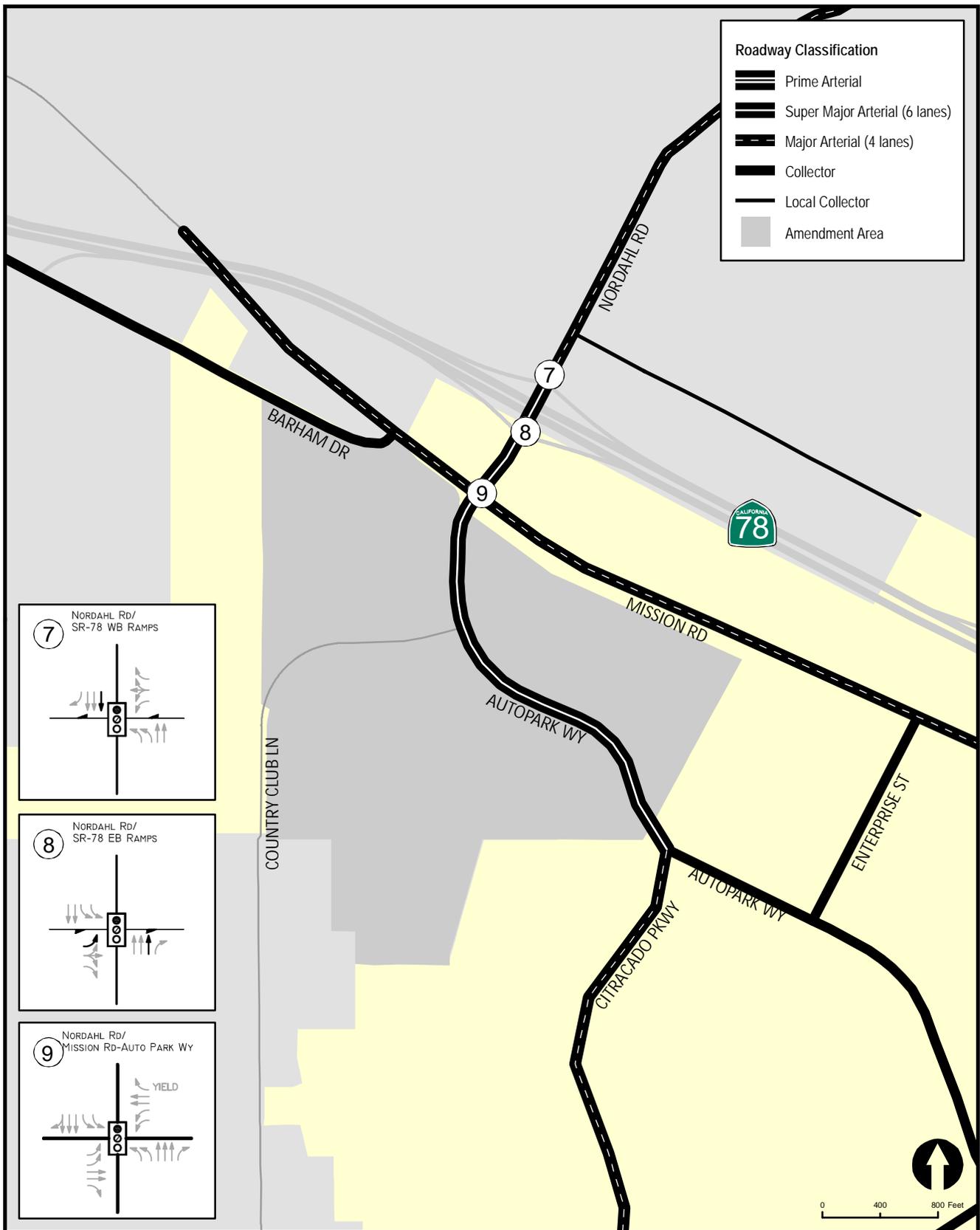


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 Source: City of Escondido and SANDAG Series 11



**Figure 10-7**

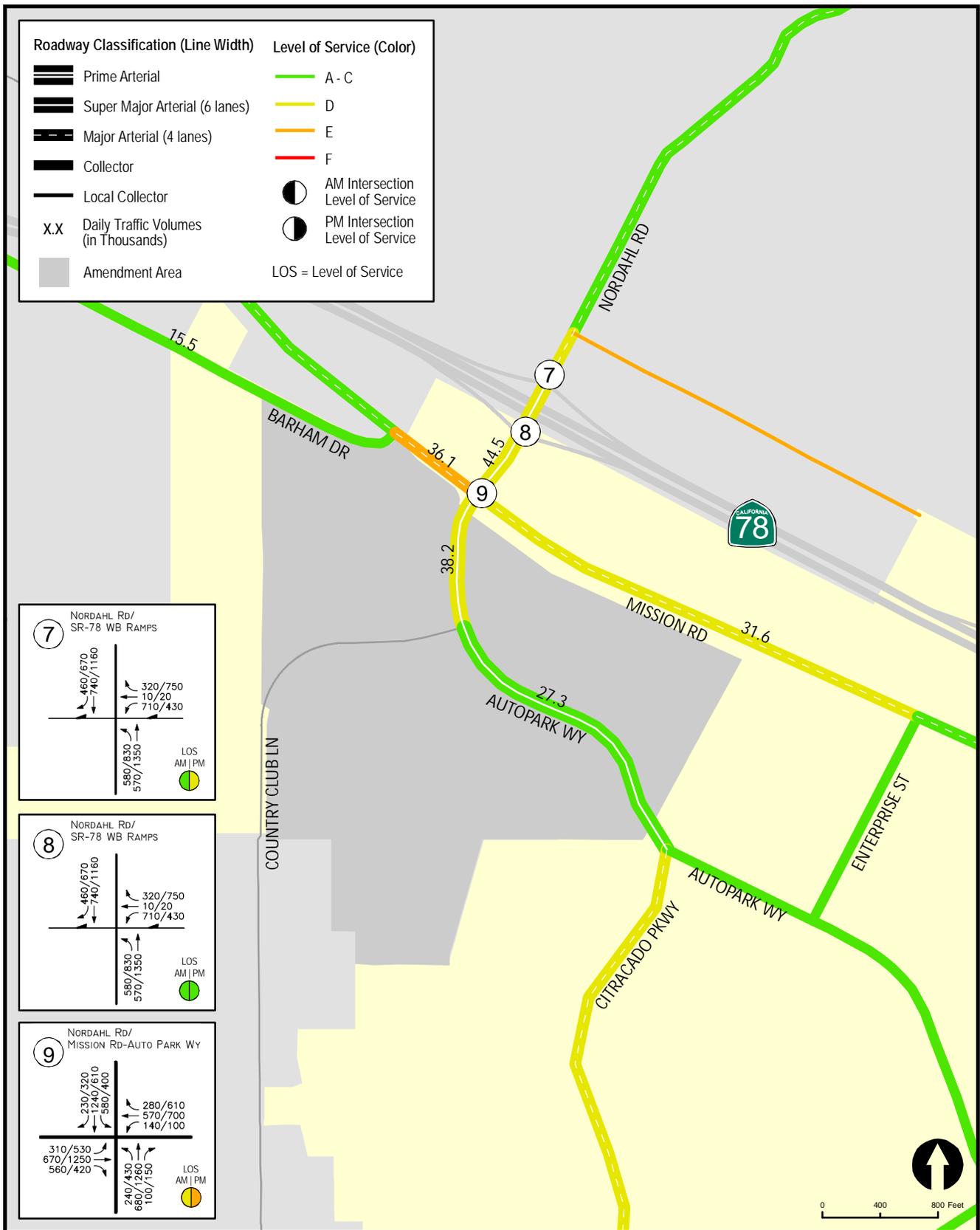
**Year 2035 Traffic Volumes & LOS - Alternative 2**  
**Escondido Research Technology Center North SPA #8**



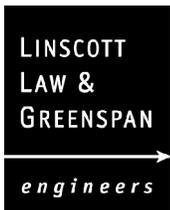
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 Source: City of Escondido and SANDAG Series 11



**Figure 10-8**  
**Year 2035 Conditions Diagram - Alternative 3**  
**Escondido Research Technology Center North SPA #8**



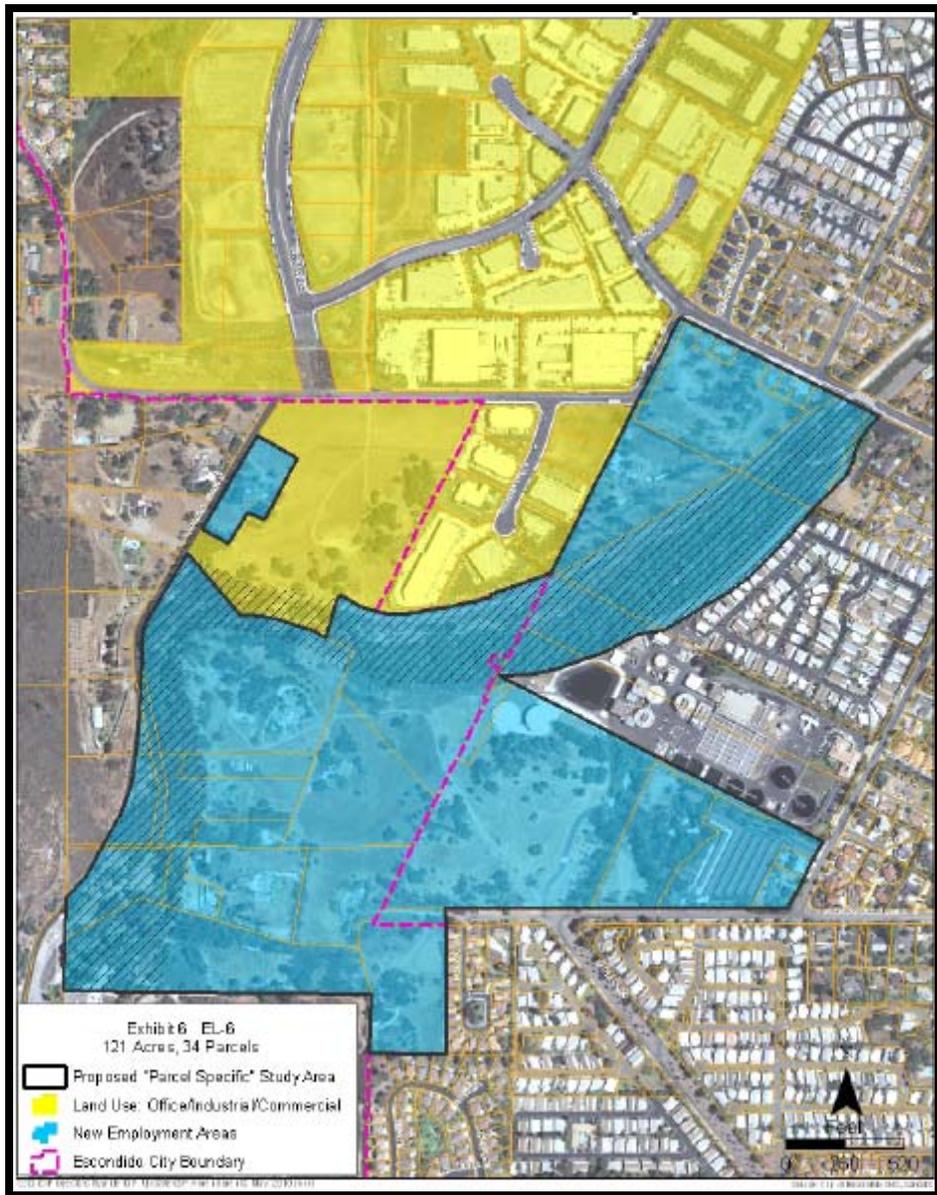
REV. 10/5/11  
 N:\2000\gis\maps\10-9.mxd  
 Source: City of Escondido and SANDAG Series 11



**Figure 10-9**

**Year 2035 Traffic Volumes & LOS - Alternative 3**  
**Escondido Research Technology Center North SPA #8**

## 11.0 ESCONDIDO RESEARCH TECHNOLOGY CENTER SOUTH SPECIFIC PLANNING AREA #8



## 11.0 ESCONDIDO RESEARCH TECHNOLOGY CENTER SOUTH SPECIFIC PLANNING AREA #8

The Escondido Research Technology Center South Specific Planning Area #8 (ERTC North SPA #8) is located along Citracado Parkway between Auto Park Way and Avenida Del Diablo.

**Figure 11-1** shows the Amendment Area map for the ERTC South SPA #8. All figures are provided at the end of this section.

### 11.1 Existing Conditions Discussion

The following is a discussion of the land use, street network, traffic volumes, and Level of Service (LOS) analysis results for existing conditions.

#### 11.1.1 Existing Land Use

The ERTC South SPA #8 consists of 121 acres and 34 parcels. **Table 11-1** shows the existing land use amounts within the ERTC South SPA #8 area.

**TABLE 11-1  
 ERTC SOUTH SPA #8  
 EXISTING LAND USE QUANTITIES**

Land Use	Quantity
Single-Family Residential	20 DU
Multi-Family Residential	0 DU
Commercial/Retail	0 KSF
Office	4 KSF
Industrial/Other	36 KSF

*Source:* City of Escondido (2011)

**General Notes:**

DU = Dwelling Units

KSF = Thousand Square Feet

#### 11.1.2 Existing Street Network

The major circulation element roadways within the ERTC South SPA #8 were evaluated in this analysis. The existing roadway capacities were identified based on the number of lanes, undivided or divided roadway conditions, on-street parking, and curb-to-curb width and were based on the *City of Escondido Proposed Level of Service Standards and Street Segment Average Daily Trip Thresholds Table*. **Table 3-1** in **Section 3.3.2** of the report contains a copy of this table. The following is a brief description of the existing roadways in the study area.

**Citracado Parkway** currently does not exist within the ERTC South SPA #8.

**Hale Avenue** is currently built as a two-lane undivided roadway within the ERTC South SPA #8 study area. Bike lanes are provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph.

**Harmony Grove Road** is currently built as a two-lane undivided roadway within the ERTC South SPA #8 study area. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and no posted speed limit signs were observed.

**Lariat Drive** currently does not exist within the ERTC South SPA #8.

**Figure 11-2** shows the existing conditions diagram for the ERTC South SPA #8 study area.

### 11.1.3 Existing Traffic Volumes

Existing ADT traffic volumes were obtained from City of Escondido and SANDAG records. *Appendix C* contains the traffic volume data used in the analysis.

**Figure 11-3** illustrates the *Existing* average daily and peak hour traffic volumes.

### 11.1.4 Existing Analysis Results

#### SEGMENTS

**Table 11-2** summarizes the key segment operations in the ERTC South SPA #8 study area for existing conditions. As seen in *Table 11-2*, all study area segments are calculated to currently operate at LOS C or better conditions.

#### INTERSECTIONS

There are no intersections analyzed in this Amendment Area.

**TABLE 11-2**  
**ERTC SOUTH SPA #8**  
**EXISTING STREET SEGMENT OPERATIONS**

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>
<b>North/South Roadways</b>					
<b>Citracado Parkway</b>					
Kauana Loa Drive to Lariat Drive	DNE	DNE	DNE	DNE	DNE
Lariat Drive to Avenida del Diablo	DNE	DNE	DNE	DNE	DNE
<b>Hale Avenue</b>					
11 <sup>th</sup> Street /Enterprise Road to Avenida Del Diablo	2-Ln Local Collector	10,000	5,300	B	0.53
<b>Harmony Grove Road</b>					
Kauana Loa Drive to Lariat Drive	2-Ln Local Collector	15,000	2,700	A	0.18
Lariat Drive to Country Club Lane	2-Ln Local Collector	15,000	400	A	0.03
<b>East/West Roadways</b>					
<b>Avenida del Diablo</b>					
Citracado Parkway to Hale Avenue	2-Ln Local Collector	15,000	3,900	A	0.26
<b>Enterprise Street</b>					
Andreasen Drive to Hale Avenue	2-Ln Local Collector	10,000	7,300	C	0.73
<b>Kauana Loa Drive</b>					
Country Club Lane to Harmony Grove Road	2-Ln Local Collector	15,000	1,500	A	0.10
Harmony Grove Road to Citracado Parkway	2-Ln Local Collector	15,000	4,400	A	0.29
<b>Lariat Drive</b>					
Country Club Lane to Harmony Grove Road	DNE	DNE	DNE	DNE	DNE
Harmony Grove Road to Citracado Parkway	DNE	DNE	DNE	DNE	DNE

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

DNE = Does Not Exist

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

## 11.2 Year 2035 Conditions Discussion

The following is a discussion of the land use, street network, traffic volumes, and level of service analysis results for Year 2035 conditions. As previously mentioned in *Section 3.0* of the report, three alternatives were analyzed:

- **Alternative 1:** Year 2035 Adopted General Plan Circulation Element & Land Use
- **Alternative 2:** Year 2035 Adopted General Plan Circulation Element & Proposed General Plan Land Use
- **Alternative 3:** Year 2035 Proposed General Plan Circulation Element & Land Use

### 11.2.1 Year 2035 Land Use

*Alternatives 2 and 3* seek to modify land use provisions of the *Adopted General Plan (Alternative 1)* within this Amendment Area to designate the area as a Specific Plan Area. **Table 11-3** summarizes the adopted and proposed *General Plan* land uses within the ERTC South SPA #8 area for each of the three alternatives:

TABLE 11-3  
 ERTC SOUTH SPA #8  
 YEAR 2035 LAND USE QUANTITIES

Land Use	Quantity			
	Existing	Alternative 1: Adopted General Plan	Alternative 2: Adopted GP CE & Proposed LU	Alternative 3: Proposed GP CE & LUs
Single-Family Residential	20 DU	200 DU	0 DU	<i>Same as Alternative 2</i>
Multi-Family Residential	0 DU	0 DU	0 DU	
Commercial/Retail	0 KSF	0 KSF	0 KSF	
Office	4 KSF	4 KSF	78 KSF	
Industrial/Other	36 KSF	36 KSF	700 KSF	

*Source:* City of Escondido (2011)

**General Notes:**

DU = Dwelling Units  
 KSF = Thousand Square Feet  
 GP = General Plan  
 CE = Circulation Element  
 LU = Land Use

### 11.2.2 Year 2035 Street Network

For the Year 2035 analysis, roadway segments were assumed to be built out to their ultimate classifications as identified on the currently adopted *General Plan Circulation Element* (see *Appendix A*), except for *Alternative 3*, where changes are proposed to the Circulation Element. **Table 11-4** shows the roadways affected by the proposed changes to the street network under *Alternative 3* within the ERTC South SPA #8:

**TABLE 11-4  
 ERTC SOUTH SPA #8  
 YEAR 2035 NETWORK CHANGES**

Street Segment	Year 2035 Roadway Classification		
	Alternative 1: Adopted GP CE & LU	Alternative 2: Adopted GP CE & Proposed GP LU	Alternative 3: Proposed GP CE & Proposed GP LU
<b>Citracado Parkway</b>		<i>Same as Alternative 1</i>	
Kauna Loa Drive to Lariat Drive	6-Ln Super Major		4-Ln Major
Andreasen Drive to Hale Avenue	6-Ln Super Major		4-Ln Major
<b>Enterprise Street</b>			
Andreasen Drive to Hale Avenue	4-Ln Collector		2-Ln Local Collector

*Source:* City of Escondido Adopted Circulation Element (2009), and City of Escondido, 2011

**Figures 11-4, 11-6, and 11-8** show the Year 2035 roadway conditions for *Alternative 1*, *Alternative 2*, and *Alternative 3* within the ERTC South SPA #8 area, respectively.

### 11.2.3 Year 2035 Traffic Volumes

The daily traffic volumes for the three future alternatives were obtained from the SANDAG Series 11 Year 2030 North County Model (NCM). A growth factor of 2.5% was applied to the Year 2030 volumes generated by the SANDAG model to arrive at Year 2035 volumes. A more detailed discussion of the traffic modeling process is provided in *Section 5.0* of the report.

**Figures 11-5, 11-7, and 11-9** show the ADT volumes for *Alternative 1*, *Alternative 2*, and *Alternative 3* within the ERTC South SPA #8 area, respectively.

#### 11.2.4 Year 2035 Alternative 1 Analysis Results

##### SEGMENTS

*Table 11-5* summarizes the segment operations in the ERTC South SPA #8 study area under *Alternative 1* conditions. As seen in *Table 11-5*, the study area segments are calculated to operate at LOS B or better conditions

##### INTERSECTIONS

There are no intersections analyzed in this Amendment Area.

*Figure 11-5* graphically shows the roadway segment LOS under *Alternative 1* conditions for the ERTC South SPA #8.

#### 11.2.5 Year 2035 Alternative 2 Analysis Results

##### SEGMENTS

*Table 11-5* summarizes the segment operations in the ERTC South SPA #8 study area under *Alternative 2* conditions with the proposed changes in land use. As seen in *Table 11-5*, the study area segments are calculated to operate at LOS C or better conditions.

##### INTERSECTIONS

There are no intersections analyzed in this Amendment Area.

*Figure 11-7* graphically shows the roadway segment LOS under *Alternative 2* conditions for the ERTC South SPA #8.

#### 11.2.6 Year 2035 Alternative 3 Analysis Results

##### SEGMENTS

*Table 11-5* summarizes the segment operations in the ERTC South SPA #8 study area under *Alternative 3* conditions. As seen in *Table 11-5*, the study area segments are calculated to operate at LOS D or better conditions.

##### INTERSECTIONS

There are no intersections analyzed in this Amendment Area.

*Figure 11-9* graphically shows the roadway segment LOS under *Alternative 3* conditions for the ERTC South SPA #8.

TABLE 11-5  
 ERTC SOUTH SPA #8  
 YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>North/South Roadways</b>																	
<b>Citracado Parkway</b>																	
Kauana Loa Drive to Lariat Drive	DNE	DNE	DNE	DNE	6-Ln Super Major	50,000	19,400	B	0.39	22,000	B	0.44	<i>4-Ln Major</i>	<i>37,000</i>	22,100	C	0.60
Lariat Drive to Avenida del Diablo	DNE	DNE	DNE	DNE	6-Ln Super Major	50,000	23,600	B	0.47	28,500	C	0.57	<i>4-Ln Major</i>	<i>37,000</i>	28,600	D	0.77
<b>Hale Avenue</b>																	
11 <sup>th</sup> Street/Enterprise Road to Avenida Del Diablo	10,000	5,300	B	0.53	2-Ln Local Collector	15,000	5,700	B	0.38	6,300	B	0.42	2-Ln Local Collector	15,000	6,000	B	0.40
<b>Harmony Grove Road</b>																	
Kauana Loa Drive to Lariat Drive	15,000	2,700	A	0.18	2-Ln Local Collector	15,000	2,200	A	0.15	3,800	A	0.25	2-Ln Local Collector	15,000	3,800	A	0.25
Lariat Drive to Country Club Lane	15,000	400	A	0.03	2-Ln Local Collector	15,000	100	A	0.01	500	A	0.03	2-Ln Local Collector	15,000	500	A	0.03

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

*Italics* represent change in roadway classification.  
 DNE – Does Not Exist  
 GP = General Plan  
 LU = Land Use  
 CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 11-5  
 ERTC SOUTH SPA #8  
 YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>East/West Roadways</b>																	
<b>Avenida del Diablo</b>																	
Citracado Parkway to Hale Avenue	15,000	3,900	A	0.26	2-Ln Local Collector	15,000	3,500	A	0.23	4,500	A	0.30	2-Ln Local Collector	15,000	4,500	A	0.30
<b>Enterprise Street</b>																	
Andreasen Drive to Hale Avenue	10,000	7,300	C	0.73	4-Ln Collector	34,200	8,000	A	0.23	8,800	A	0.26	<i>2-Ln Local Collector</i>	<i>15,000</i>	8,300	C	0.55
<b>Kauana Loa Drive</b>																	
Country Club Lane to Harmony Grove Road	15,000	1,500	A	0.10	2-Ln Local Collector	15,000	2,600	A	0.17	2,400	A	0.16	2-Ln Local Collector	15,000	2,400	A	0.16
Harmony Grove Road to Citracado Parkway	15,000	4,400	A	0.29	2-Ln Local Collector	15,000	4,800	A	0.32	6,400	B	0.43	2-Ln Local Collector	15,000	6,400	B	0.43
<b>Lariat Drive</b>																	
Country Club Lane to Harmony Grove Road	DNE	DNE	DNE	DNE	2-Ln Local Collector	15,000	6,600	B	0.44	7,200	B	0.48	2-Ln Local Collector	15,000	7,200	B	0.48
Harmony Grove Road to Citracado Parkway	DNE	DNE	DNE	DNE	2-Ln Local Collector	15,000	4,200	A	0.28	6,600	B	0.44	2-Ln Local Collector	15,000	6,600	B	0.44

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

DNE = Does Not Exist

*Italics* represent change in roadway classification.

GP = General Plan

LU = Land Use

CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

## 11.3 Summary of Findings/Significance of Impacts and Mitigation Measures

### 11.3.1 *Summary of Findings*

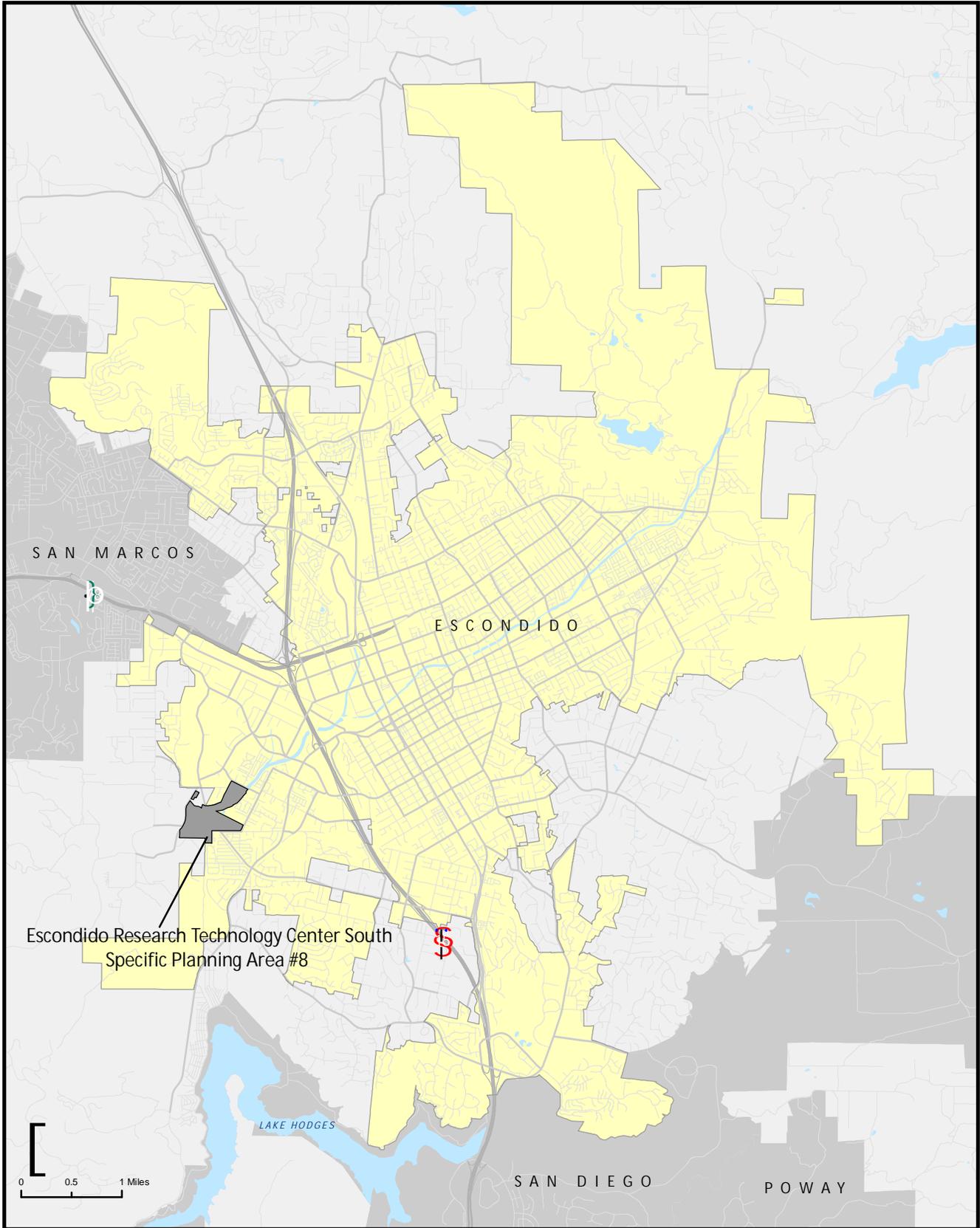
The *General Plan Update (Alternative 3)* proposes to increase density in single family residential, office and industrial/other land uses over the *Adopted General Plan*, and downgrade roadway capacity for segments of Citracado Parkway and Enterprise Street. All study area locations are calculated to operate at acceptable LOS with development of *Alternative 3*. No segment impacts are the result of the proposed downgrade.

### 11.3.2 *Significance of Impacts*

Based on the established significance criteria, no segments were significantly impacted by implementation of the Proposed Project.

### 11.3.3 *Mitigation*

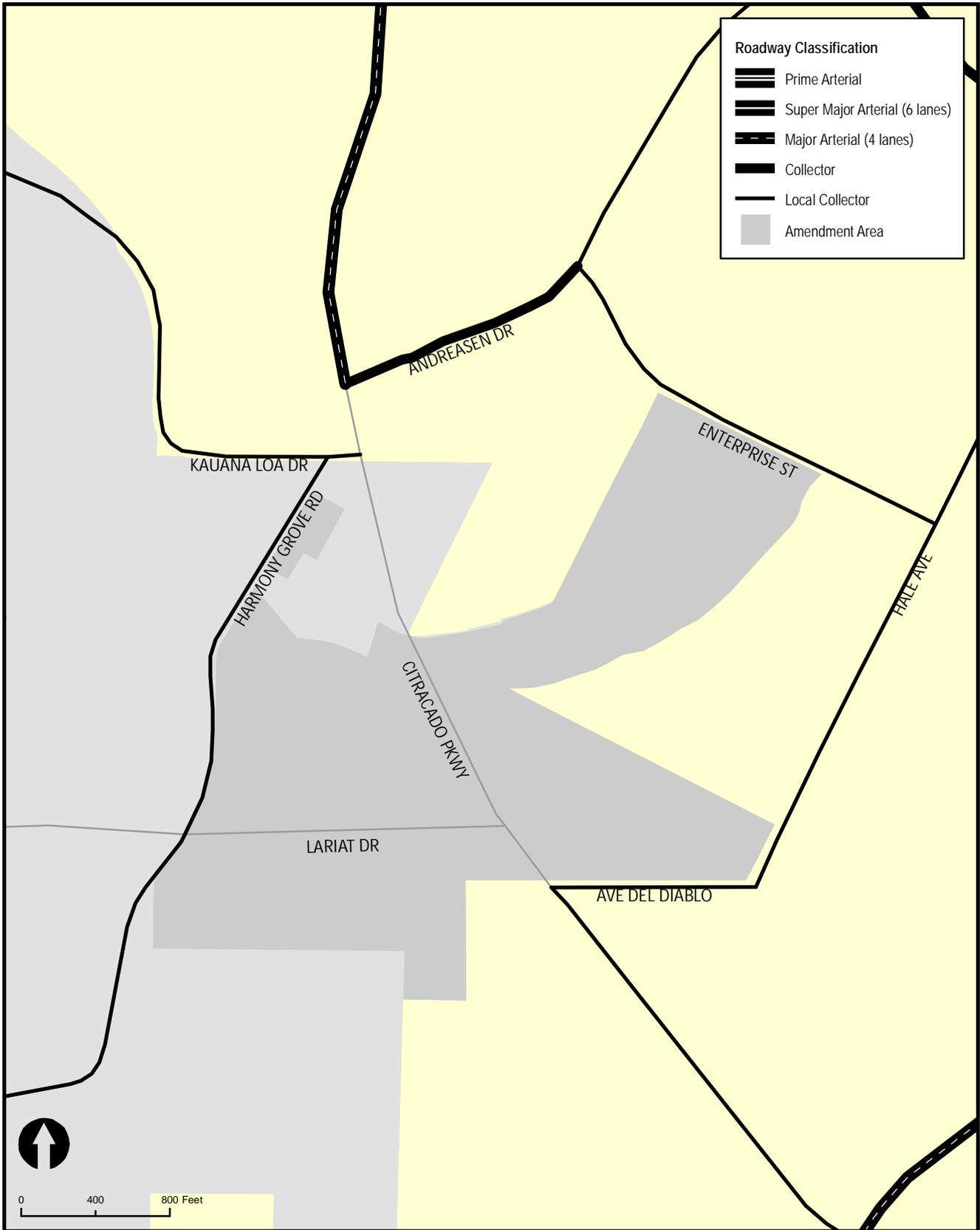
No mitigation is required.



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 Source: SANDAG



**Figure 11-1**  
**Amendment Area Map**  
**Escondido Research Technology Center South Specific Planning Area #8**

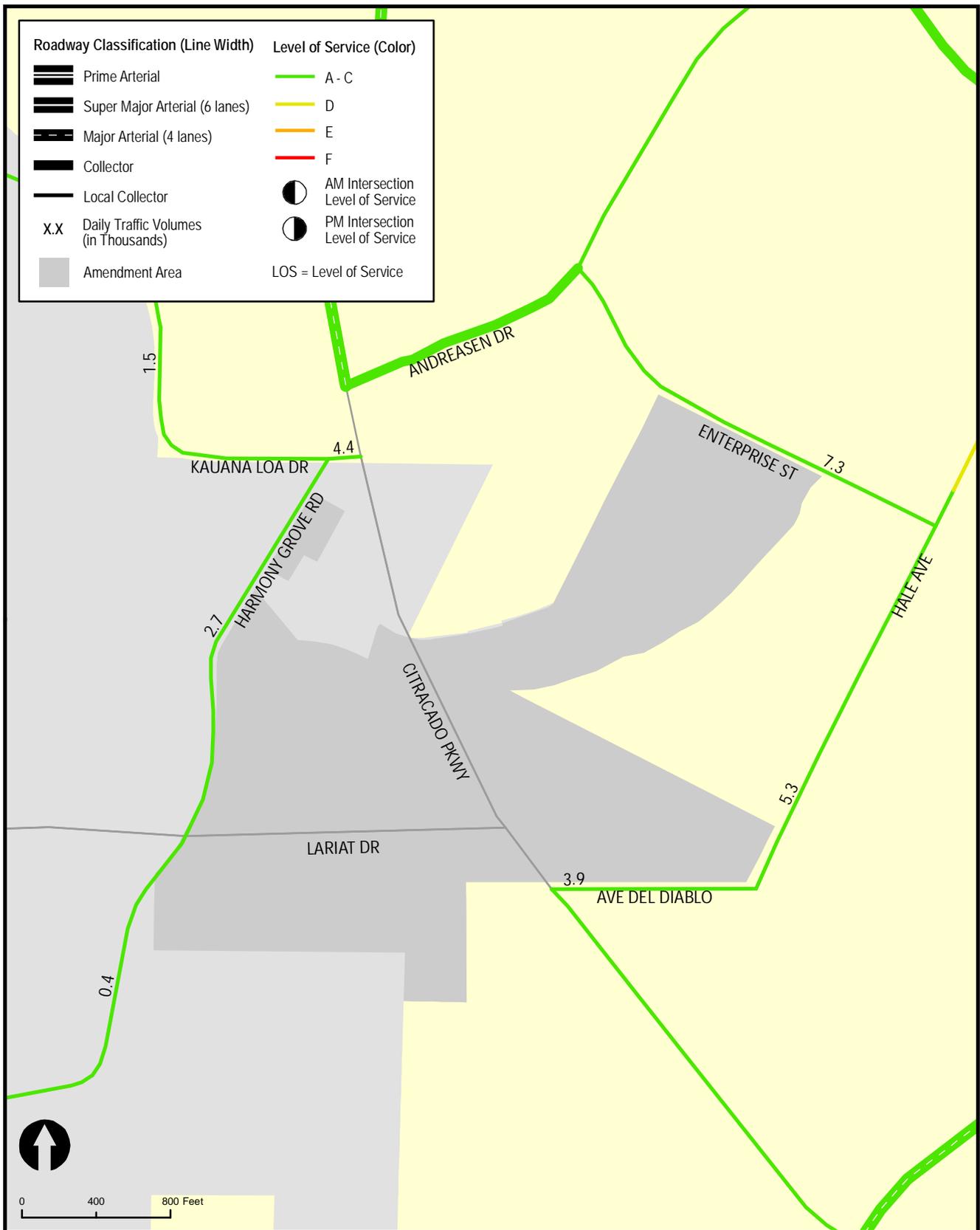


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 Source: City of Escondido and SANDAG Series 11

**Figure 11-2**

**Existing Conditions Diagram  
 Escondido Research Technology Center South SPA #8**



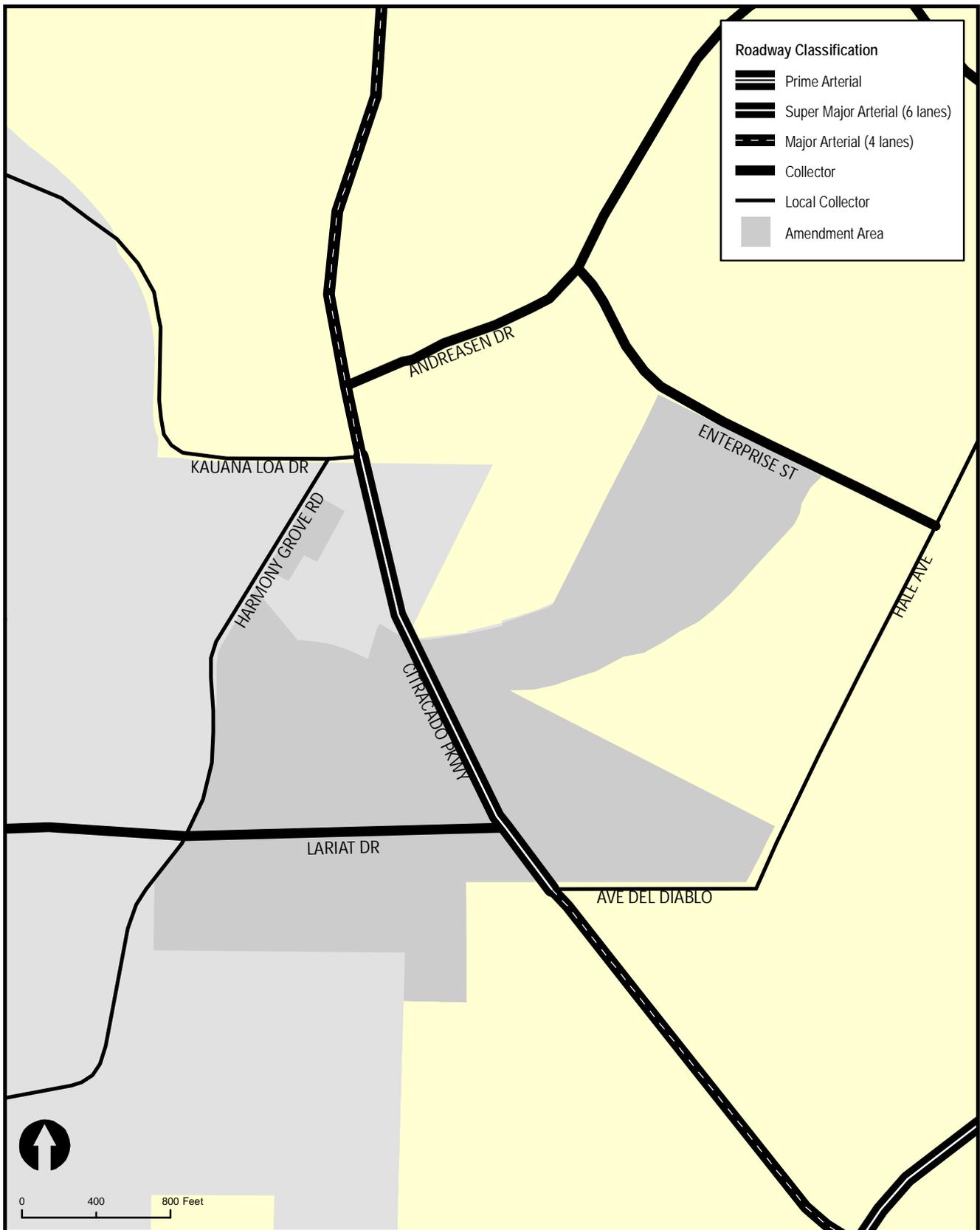


0 400 800 Feet

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 Source: City of Escondido and SANDAG Series 11



**Figure 11-3**  
**Existing Traffic Volumes & LOS**  
**Escondido Research Technology Center South SPA #8**

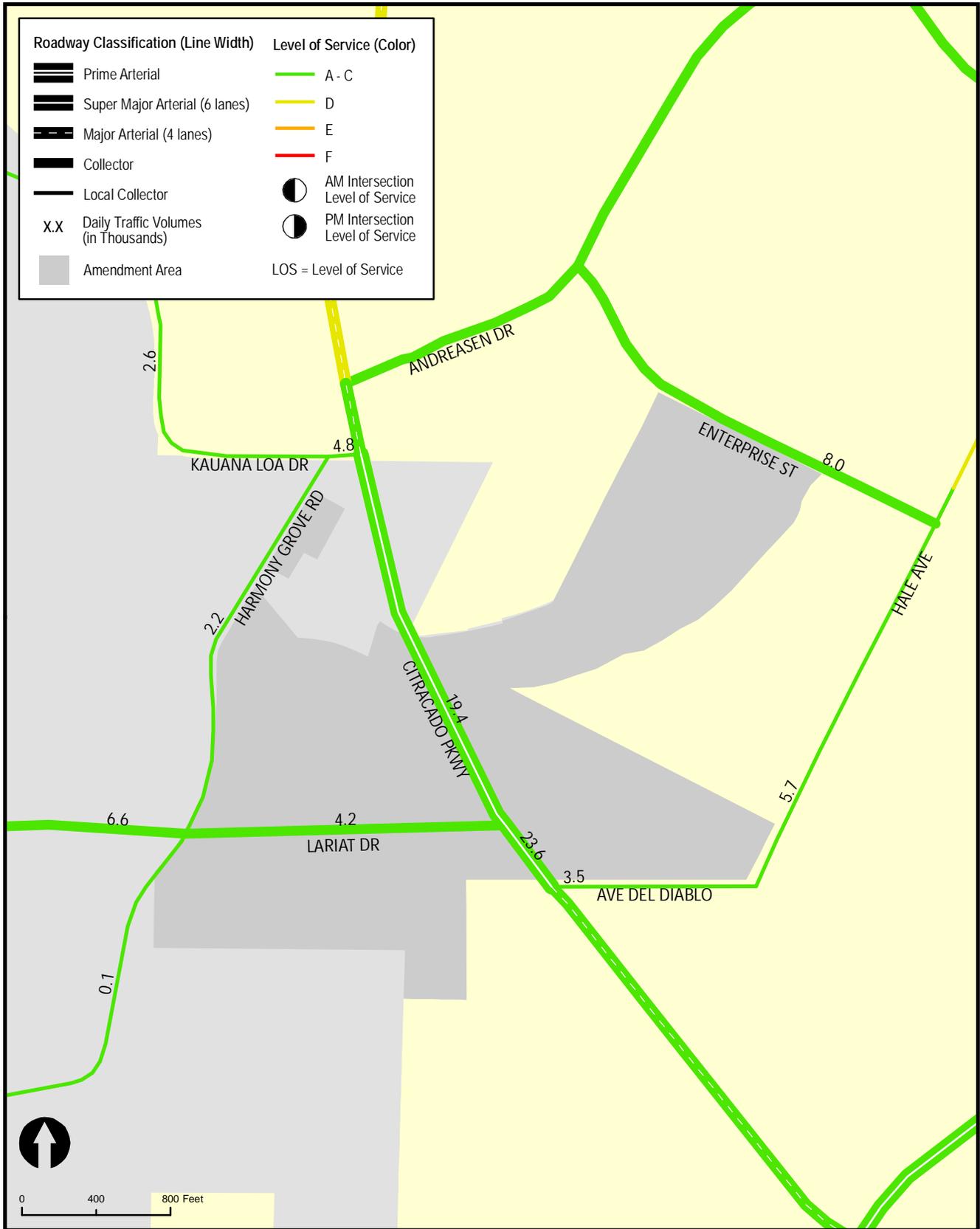


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Source: City of Escondido and SANDAG Series 11

**Figure 11-4**

**Year 2035 Conditions Diagram - Alternative 1  
Escondido Research Technology Center South SPA #8**

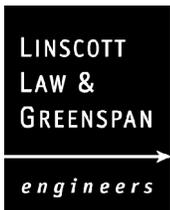


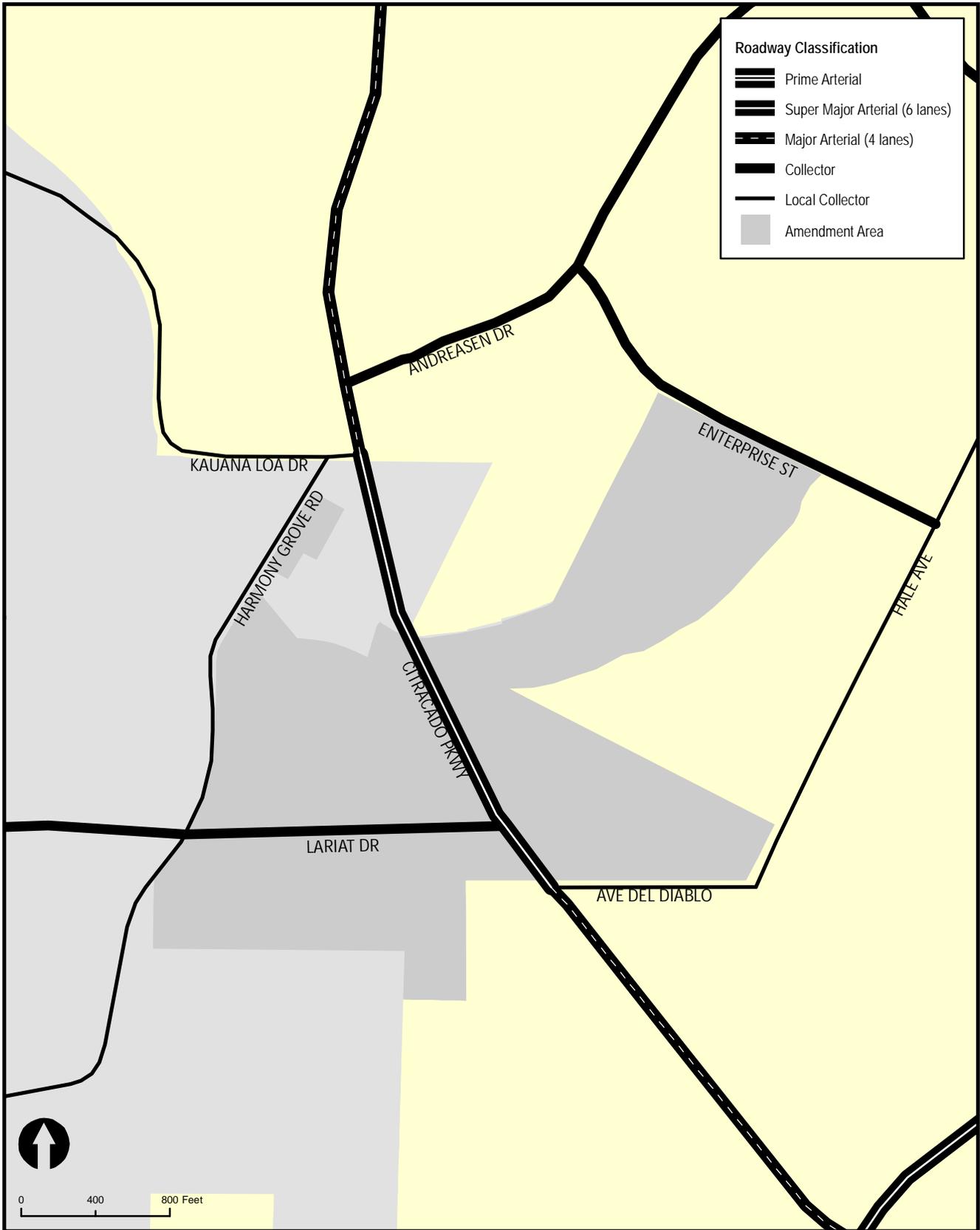


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 Source: City of Escondido and SANDAG Series 11

**Figure 11-5**

**Year 2035 Traffic Volumes & LOS - Alternative 1**  
**Escondido Research Technology Center South SPA #8**



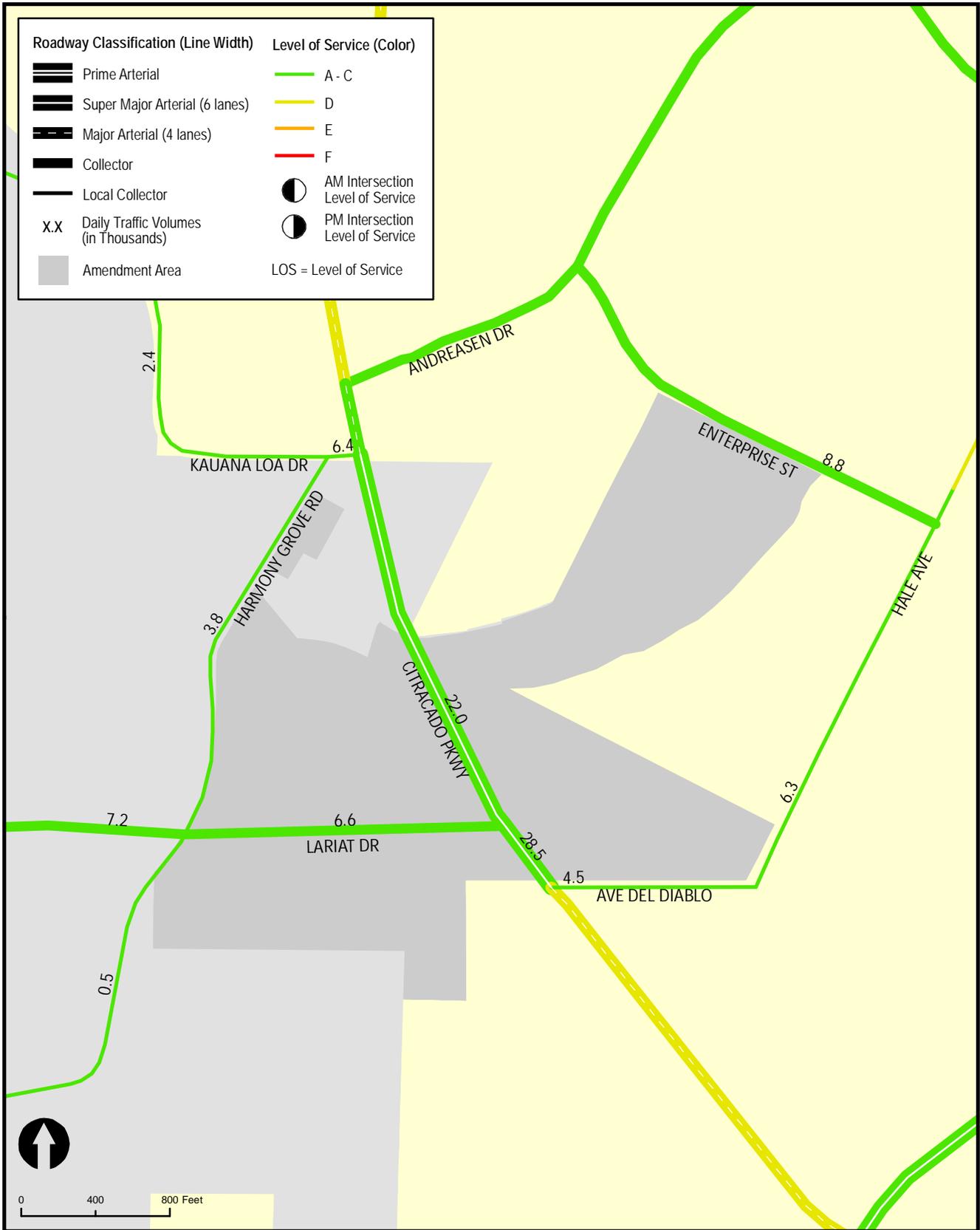


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 Source: City of Escondido and SANDAG Series 11

**Figure 11-6**

**Year 2035 Conditions Diagram - Alternative 2  
 Escondido Research Technology Center South SPA #8**



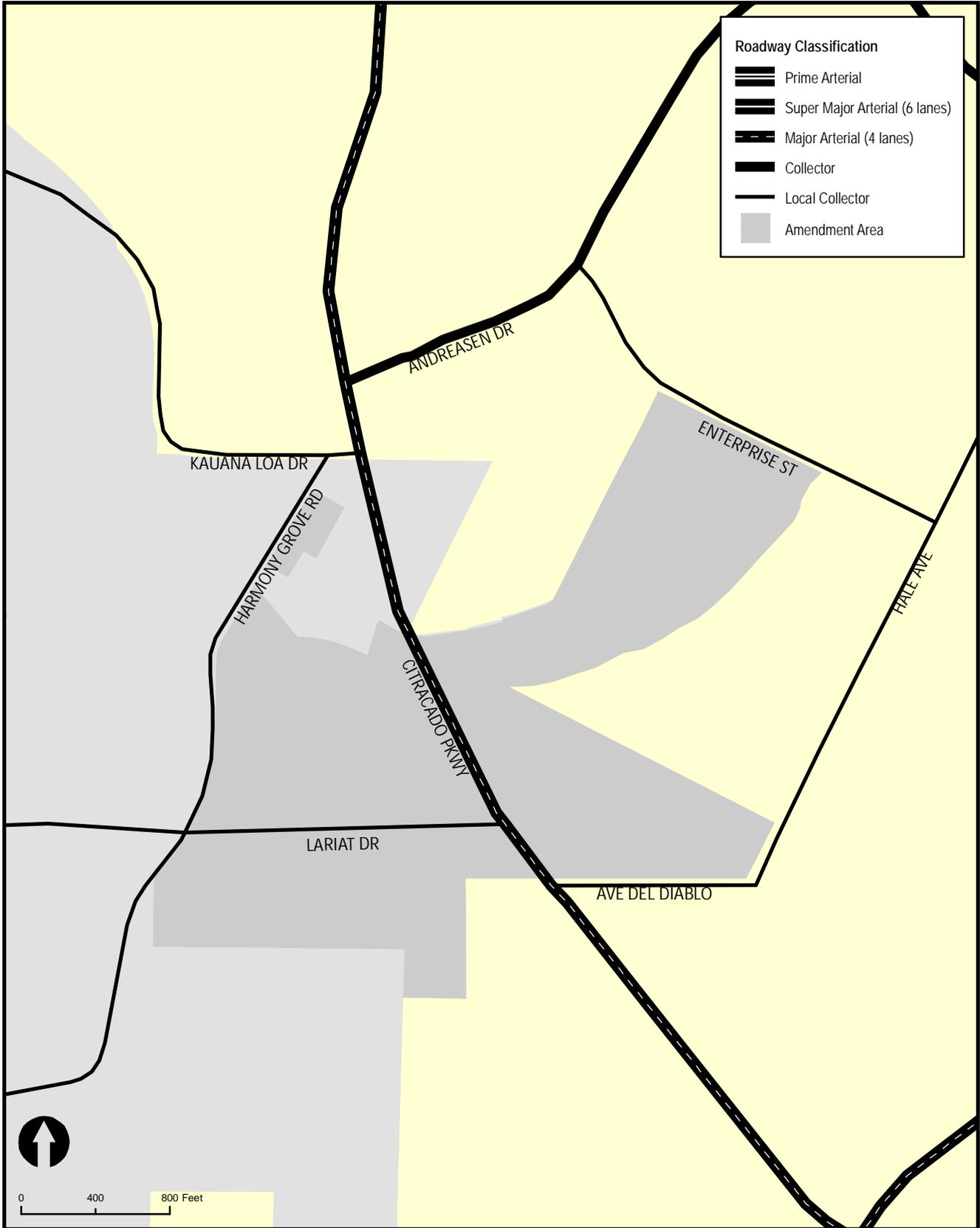


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 Source: City of Escondido and SANDAG Series 11

**Figure 11-7**

**Year 2035 Traffic Volumes & LOS - Alternative 2**  
**Escondido Research Technology Center South SPA #8**



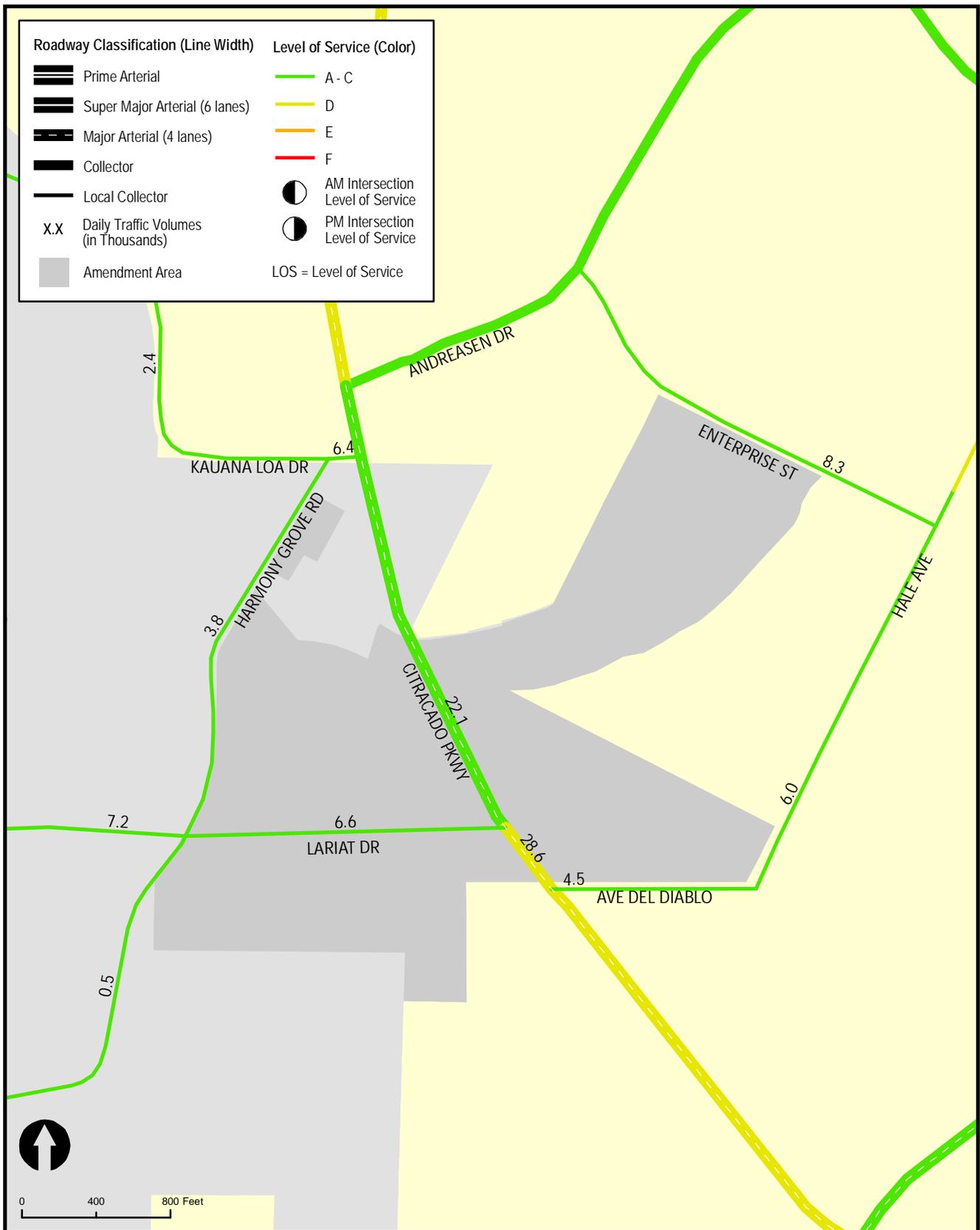


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 Source: City of Escondido and SANDAG Series 11

**Figure 11-8**

**Year 2035 Conditions Diagram - Alternative 3  
 Escondido Research Technology Center South SPA #8**

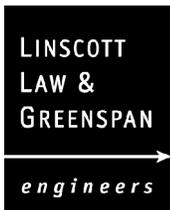




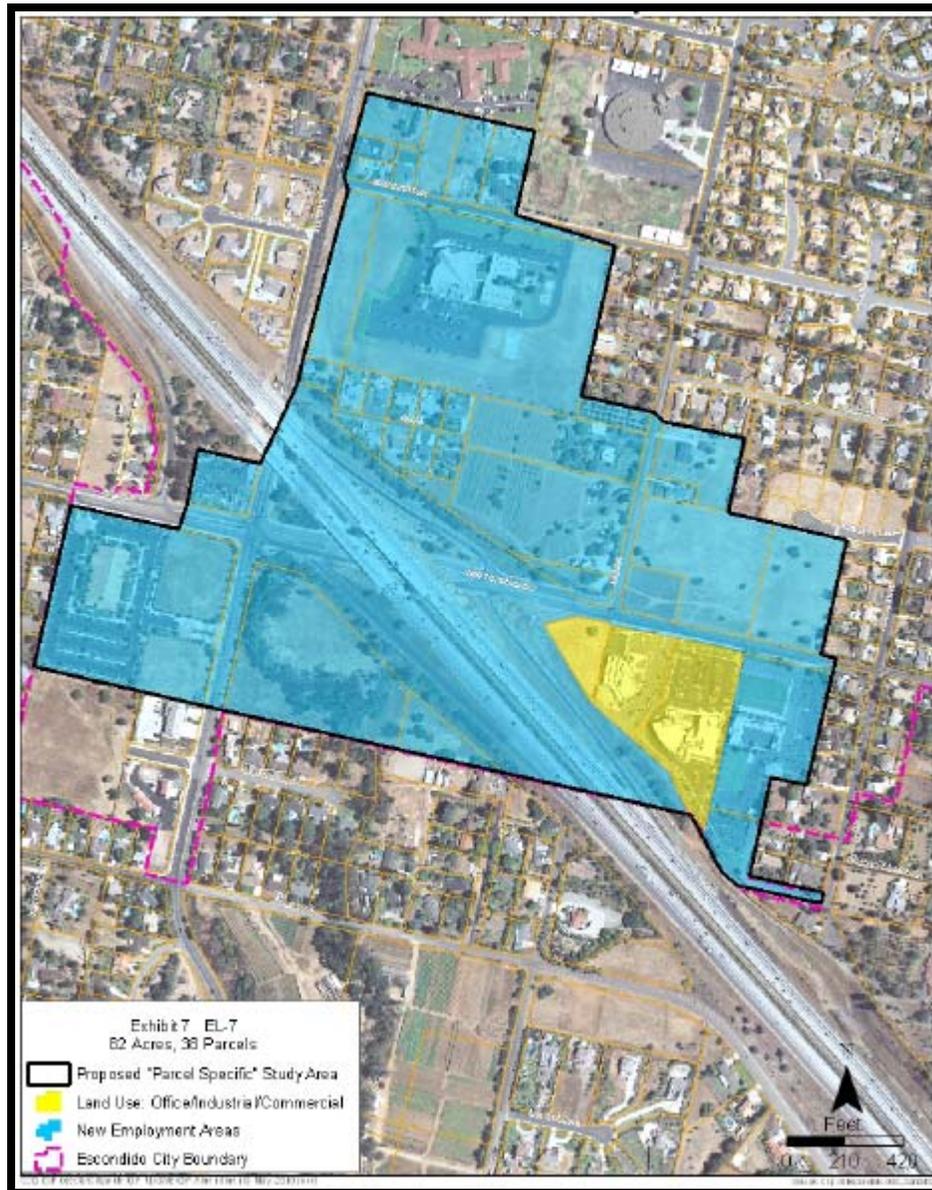
REV. 10/5/11  
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 Source: City of Escondido and SANDAG Series 11

**Figure 11-9**

**Year 2035 Traffic Volumes & LOS - Alternative 3**  
**Escondido Research Technology Center South SPA #8**



## 12.0 I-15 / FELICITA ROAD CORPORATE OFFICE TARGET AREA



## 12.0 I-15 / FELICITA ROAD CORPORATE OFFICE TARGET AREA

The I-15 / Felicita Road Corporate Office Target Area (TA) is located at the interchange of I-15 and Felicita Road.

**Figure 12–1** shows the Amendment Area map for the I-15 / Felicita Road Corporate Office TA. All figures are provided at the end of this section.

### 12.1 Existing Conditions Discussion

The following is a discussion of the land use, street network, traffic volumes, and Level of Service (LOS) analysis results for existing conditions.

#### 12.1.1 Existing Land Use

The I-15 / Felicita Road Corporate Office TA consists of 87 acres and 46 parcels. **Table 12–1** shows the existing land use amounts within the I-15 / Felicita Road Corporate Office TA area.

**TABLE 12–1**  
**I-15 / FELICITA ROAD CORPORATE OFFICE TA**  
**EXISTING LAND USE QUANTITIES**

Land Use	Quantity
Single-Family Residential	19 DU
Multi-Family Residential	0 DU
Commercial/Retail	0 KSF
Office	150 KSF
Industrial/Other	129 KSF

*Source:* City of Escondido (2011)

**General Notes:**

DU = Dwelling Units

KSF = Thousand Square Feet

#### 12.1.2 Existing Street Network

The major circulation element roadways and select major intersections within the I-15 / Felicita Road Corporate Office TA were evaluated in this analysis. The existing roadway capacities were identified based on the number of lanes, undivided or divided roadway conditions, on-street parking, and curb-to-curb width and were based on the *City of Escondido Proposed Level of Service Standards and Street Segment Average Daily Trip Thresholds Table*. **Table 3–1** in *Section 3.3.2* of the report contains a copy of this table. The following is a brief description of the existing roadways in the study area.

**Felicita Road** is currently built as a two-lane undivided roadway within the I-15 / Felicita Road Corporate Office TA study area. Bike lanes are provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and the posted speed limit is 45 mph.

*Figure 12–2* shows the existing conditions diagram for the I-15 / Felicita Road Corporate Office TA study area.

### 12.1.3 Existing Traffic Volumes

Existing ADT traffic volumes were obtained from City of Escondido and SANDAG records. Existing peak hour volumes were collected by LLG or obtained from recent area traffic studies. *Appendix C* contains the traffic volume data used in the analysis.

*Figure 12–3* illustrates the *Existing* average daily and peak hour traffic volumes.

### 12.1.4 Existing Analysis Results

#### SEGMENTS

*Table 12–2* summarizes the key segment operations in the I-15 / Felicita Road Corporate Office TA study area for existing conditions. As seen in *Table 12–2*, all study area segments are calculated to currently operate at LOS C or better conditions except for Felicita Road from Tulip Street to Citracado Parkway (LOS F).

#### INTERSECTIONS

*Table 12–3* shows existing peak hour operations at the key intersections within I-15 / Felicita Road Corporate Office TA study area. As seen in *Table 12–3*, all study area intersections are calculated to operate at LOS D or better conditions.

*Appendix B–13* shows the existing peak hour calculation sheets.

TABLE 12-2  
I-15 / FELICITA ROAD CORPORATE OFFICE TA  
EXISTING STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>
<b>North/South Roadways</b>					
<b>Felicita Road</b>					
Tulip Street to Citracado Parkway	2-Ln Local Collector	10,000	<b>15,000</b>	<b>F</b>	<b>1.50</b>
Citracado Parkway to Hamilton Lane	2-Ln Local Collector	10,000	5,900	C	0.59
<b>East/West Roadways</b>					
<b>Citracado Parkway</b>					
Bernardo Avenue to I-15 SB Off-Ramp	2-Ln Local Collector	10,000	7,400	C	0.74
I-15 SB Off-Ramp to Felicita Road	4-Ln Major	37,000	12,600	A	0.34
Felicita Road to I-15 SB On-Ramp	4-Ln Major	37,000	6,900	A	0.19
I-15 SB On-Ramp to I-15 NB Ramps	4-Ln Major	37,000	9,000	A	0.24
I-15 NB Ramps to Centre City Parkway	2-Ln Local Collector	15,000	6,200	B	0.41

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

**Bold** typeface and **shading** represent an LOS worse than City standards.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**TABLE 12-3**  
**I-15 / FELICITA ROAD CORPORATE OFFICE TA**  
**EXISTING INTERSECTION OPERATIONS**

Intersection	Control Type	Peak Hour	Existing	
			Delay <sup>a</sup>	LOS <sup>b</sup>
10. I-15 SB Ramps/ Felicita Road/ Citracado Parkway	OWSC <sup>c</sup>	AM	12.2	B
		PM	26.1	D
11. I-15 NB Ramps/ Felicita Road/ Citracado Parkway	OWSC	AM	26.1	D
		PM	32.2	D

**Footnotes:**

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. OWSC = One-way stop control.

UN SIGNALIZED	
DELAY/LOS THRESHOLDS	
Delay	LOS
0.0 ≤ 10.0	A
10.1 to 15.0	B
15.1 to 25.0	C
25.1 to 35.0	D
35.1 to 50.0	E
≥ 50.1	F

## 12.2 Year 2035 Conditions Discussion

The following is a discussion of the land use, street network, traffic volumes, and level of service analysis results for Year 2035 conditions. As previously mentioned in *Section 3.0* of the report, three alternatives were analyzed:

- **Alternative 1:** Year 2035 Adopted General Plan Circulation Element & Land Use
- **Alternative 2:** Year 2035 Adopted General Plan Circulation Element & Proposed General Plan Land Use
- **Alternative 3:** Year 2035 Proposed General Plan Circulation Element & Land Use

### 12.2.1 Year 2035 Land Use

*Alternatives 2 and 3* seek to modify land use provisions of the *Adopted General Plan (Alternative 1)* within this Amendment Area to designate the area Planned Office. **Table 12-4** summarizes the adopted and proposed *General Plan* land uses within the I-15 / Felicita Road Corporate Office TA area for each of the three alternatives:

TABLE 12-4  
I-15 / FELICITA ROAD CORPORATE OFFICE TA  
YEAR 2035 LAND USE QUANTITIES

Land Use	Quantity			
	Existing	Alternative 1: Adopted General Plan	Alternative 2: Adopted GP CE & Proposed LU	Alternative 3: Proposed GP CE & LUs
Single-Family Residential	19 DU	155 DU	0 DU	<i>Same as Alternative 2</i>
Multi-Family Residential	0 DU	0 DU	0 DU	
Commercial/Retail	0 KSF	0 KSF	189 KSF	
Office	150 KSF	154 KSF	950 KSF	
Industrial/Other	129 KSF	129 KSF	129 KSF	

*Source:* City of Escondido (2011)

**General Notes:**

DU = Dwelling Units  
KSF = Thousand Square Feet  
GP = General Plan  
CE = Circulation Element  
LU = Land Use

### 12.2.2 Year 2035 Street Network

For the Year 2035 analysis, roadway segments were assumed to be built out to their ultimate classifications as identified on the currently adopted *General Plan Circulation Element* (see *Appendix A*). Under *Alternative 3*, no changes are proposed to the Circulation Element.

In addition, all intersection lane configurations were generally assumed built out to maximum capacity, based on corresponding street segment classifications. For the purposes of this study, the standard approach-configuration applied for a four-lane roadway consisted of one left-turn lane, two thru lanes, and one dedicated right-turn lane. For a six-lane roadway, the standard approach-configuration consisted of dual left-turn lanes, three thru lanes, and a dedicated right-turn lane. For intersections where existing approach-configurations were greater than the standards described above, the lane configuration resulting in the best operations was applied. Additionally, the I-15/Citracado Parkway/Felicita Road interchange was assumed to be signalized by Year 2035.

*Figure 12-4*, *Figure 12-6*, and *Figure 12-8* show the Year 2035 roadway conditions for *Alternative 1*, *Alternative 2*, and *Alternative 3* within the I-15 / Felicita Road Corporate Office TA area, respectively.

### 12.2.3 Year 2035 Traffic Volumes

The daily traffic volumes for the three future alternatives were obtained from the SANDAG Series 11 Year 2030 North County Model (NCM). A growth factor of 2.5% was applied to the Year 2030 volumes generated by the SANDAG model to arrive at Year 2035 volumes. A more detailed discussion of the traffic modeling process is provided in *Section 5.0* of the report.

Peak hour turning movement volumes at study area intersections were estimated from future ADT volumes using the relationship between existing peak hour turning movements and the existing ADT volumes.

*Figure 12-5*, *Figure 12-7*, and *Figure 12-9* show the ADT and peak hour turning movement volumes for *Alternative 1*, *Alternative 2*, and *Alternative 3* within the I-15 / Felicita Road Corporate Office TA area, respectively.

### 12.2.4 Year 2035 Alternative 1 Analysis Results

#### SEGMENTS

*Table 12-5* summarizes the segment operations in the I-15 / Felicita Road Corporate Office TA study area under *Alternative 1* conditions. As seen in *Table 12-5*, the study area segments are calculated to operate at LOS C or better conditions.

## INTERSECTIONS

**Table 12-6** shows the key intersection operations in the I-15 / Felicita Road Corporate Office TA study area under *Alternative 1* conditions. As seen in **Table 12-6**, the study area intersections are calculated to operate at LOS C or better conditions.

*Appendix B-14* contains the *Alternative 1* peak hour intersection analysis worksheets.

*Figure 12-5* graphically shows the roadway segment and intersection LOS under *Alternative 1* conditions for the I-15 / Felicita Road Corporate Office TA.

### 12.2.5 Year 2035 Alternative 2 Analysis Results

#### SEGMENTS

**Table 12-5** summarizes the segment operations in the I-15 / Felicita Road Corporate Office TA study area under *Alternative 2* conditions with the proposed changes in land use. As seen in **Table 12-5**, the study area segments are calculated to operate at LOS D or better conditions.

#### INTERSECTIONS

**Table 12-6** shows the key intersection operations in the I-15 / Felicita Road Corporate Office TA study area under *Alternative 2* conditions. As seen in **Table 12-6**, the study area intersections are calculated to operate at LOS C or better conditions.

*Appendix B-15* contains the *Alternative 2* peak hour intersection analysis worksheets.

*Figure 12-7* graphically shows the roadway segment and intersection LOS under *Alternative 2* conditions for the I-15 / Felicita Road Corporate Office TA.

### 12.2.6 Year 2035 Alternative 3 Analysis Results

#### SEGMENTS

**Table 12-5** summarizes the segment operations in the I-15 / Felicita Road Corporate Office TA study area under *Alternative 3* conditions. As seen in **Table 12-5**, the study area segments are calculated to currently operate at LOS D or better conditions.

#### INTERSECTIONS

**Table 12-6** shows the key intersection operations in the I-15 / Felicita Road Corporate Office TA study area under *Alternative 3* conditions. As seen in **Table 12-6**, the study area intersections are calculated to operate at LOS C or better conditions.

*Appendix B-16* contains the *Alternative 3* peak hour intersection analysis worksheets.

*Figure 12-9* graphically shows the roadway segment and intersection LOS under *Alternative 3* conditions for the I-15 / Felicita Road Corporate Office TA.

TABLE 12-5  
I-15 / FELICITA ROAD CORPORATE OFFICE TA  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>North/South Roadways</b>																	
<b>Felicita Road</b>																	
Tulip Street to Citracado Parkway	10,000	15,000	F	1.50	4-Ln Collector	34,200	18,900	C	0.55	30,100	D	0.88	4-Ln Collector	34,200	30,000	D	0.88
Citracado Parkway to Hamilton Lane	10,000	5,900	C	0.59	4-Ln Collector	34,200	8,000	A	0.23	11,800	A	0.35	4-Ln Collector	34,200	11,500	A	0.34
<b>East/West Roadways</b>																	
<b>Citracado Parkway</b>																	
Bernardo Avenue to I-15 SB Off-Ramp	10,000	7,400	C	0.74	4-Ln Major	37,000	18,500	B	0.50	16,700	B	0.45	4-Ln Major	37,000	23,600	C	0.64
I-15 SB Off-Ramp to Felicita Road	37,000	12,600	A	0.34	4-Ln Major	37,000	23,900	C	0.65	31,300	D	0.85	4-Ln Major	37,000	31,200	D	0.84
Felicita Road to I-15 SB On-Ramp	37,000	6,900	A	0.19	4-Ln Major	37,000	13,800	B	0.37	24,400	C	0.66	4-Ln Major	37,000	24,300	C	0.66
I-15 SB On-Ramp to I-15 NB Ramps	37,000	9,000	A	0.24	4-Ln Major	37,000	13,800	B	0.37	20,800	C	0.56	4-Ln Major	37,000	20,700	C	0.56
I-15 NB Ramps to Centre City Parkway	15,000	6,200	B	0.41	4-Ln Collector	34,200	6,900	A	0.20	17,000	B	0.50	4-Ln Collector	34,200	16,900	B	0.49

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

GP = General Plan

LU = Land Use

CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 12-6  
I-15 / FELICITA ROAD CORPORATE OFFICE TA  
YEAR 2035 INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing		Alternative 1: Adopted General Plan		Alternative 2: Adopted GP CE & Proposed GP LU		Alternative 3: Proposed GP CE & Proposed GP LU	
			Delay <sup>a</sup>	LOS <sup>b</sup>	Delay	LOS	Delay	LOS	Delay	LOS
10. I-15 SB Ramps/ Felicita Road/ Citracado Parkway	OWSC <sup>c</sup> / Signal <sup>d</sup>	AM	12.2	B	16.2	B	23.4	C	23.3	C
		PM	26.1	D	21.6	C	33.8	C	32.4	C
11. I-15 NB Ramps/ Felicita Road/ Citracado Parkway	OWSC/ Signal <sup>d</sup>	AM	26.1	D	23.9	C	34.5	C	36.2	C
		PM	32.2	D	23.9	C	32.7	C	28.7	C

**Footnotes:**

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. OWSC = One-way stop control.
- d. Traffic signal assumed by Year 2035.

**General Notes:**

GP = General Plan  
LU = Land Use  
CE = Circulation Element

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

## 12.3 Summary of Findings/Significance of Impacts and Mitigation Measures

### 12.3.1 *Summary of Findings*

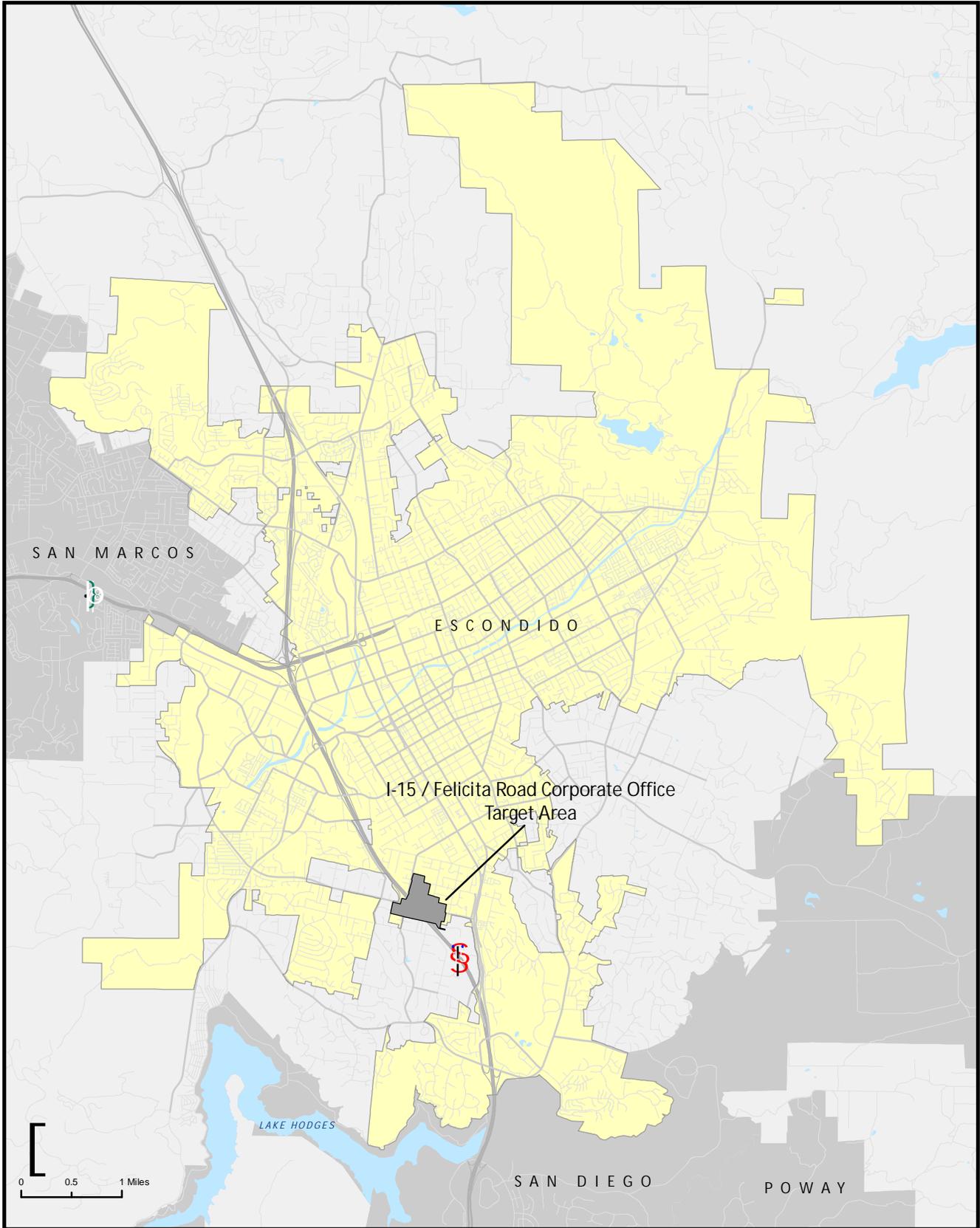
The *General Plan Update (Alternative 3)* proposes to decrease density in single family residential units and increase density in commercial/retail and office land uses over the *Adopted General Plan*. No roadway downgrades are proposed in this Amendment Area. All study area locations operate at an acceptable LOS with development of *Alternative 3*.

### 12.3.2 *Significance of Impacts*

Based on the established significance criteria, all segments and intersections operate at acceptable LOS with implementation of the Proposed Project:

### 12.3.3 *Mitigation*

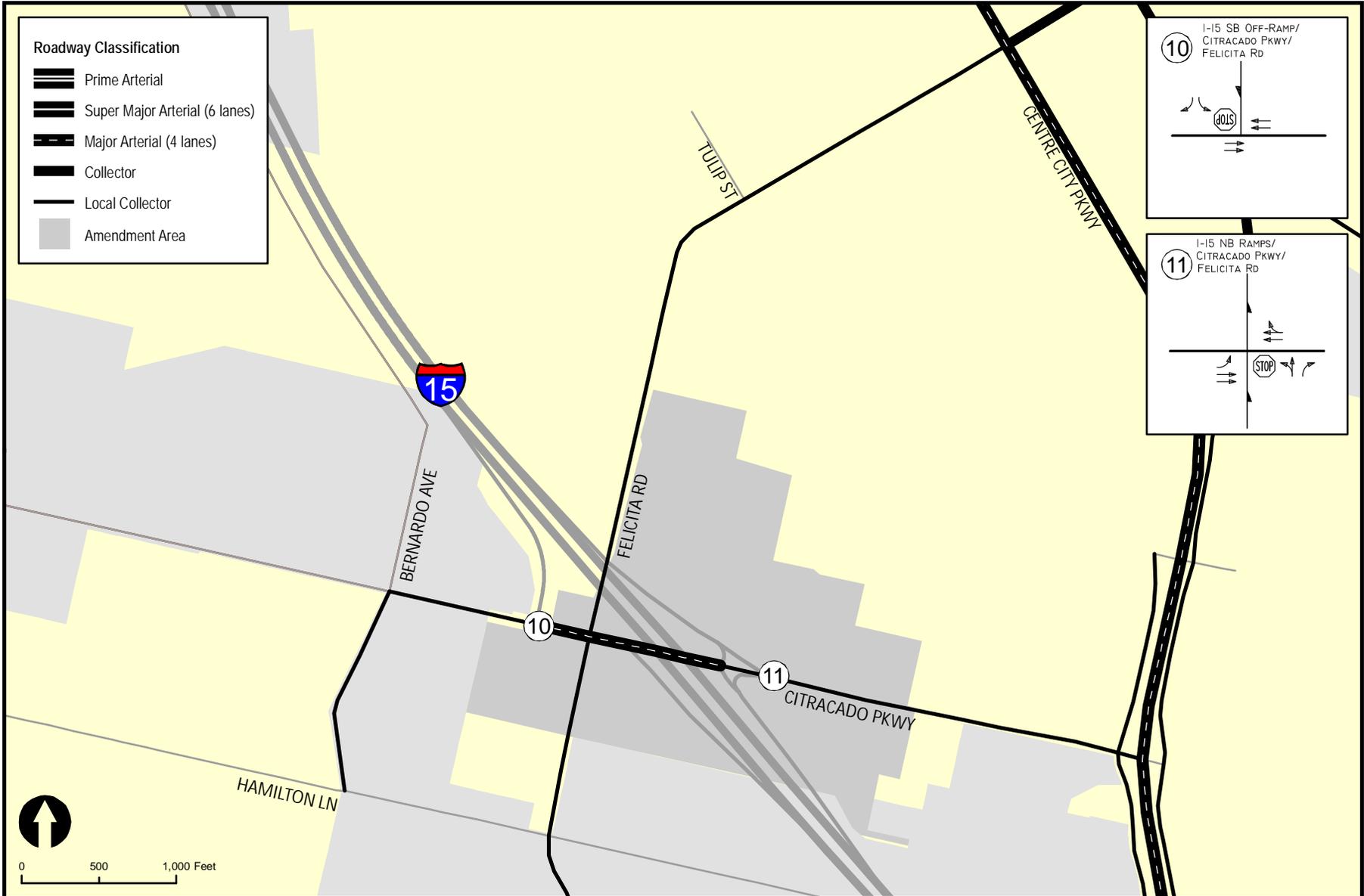
No mitigation is required.

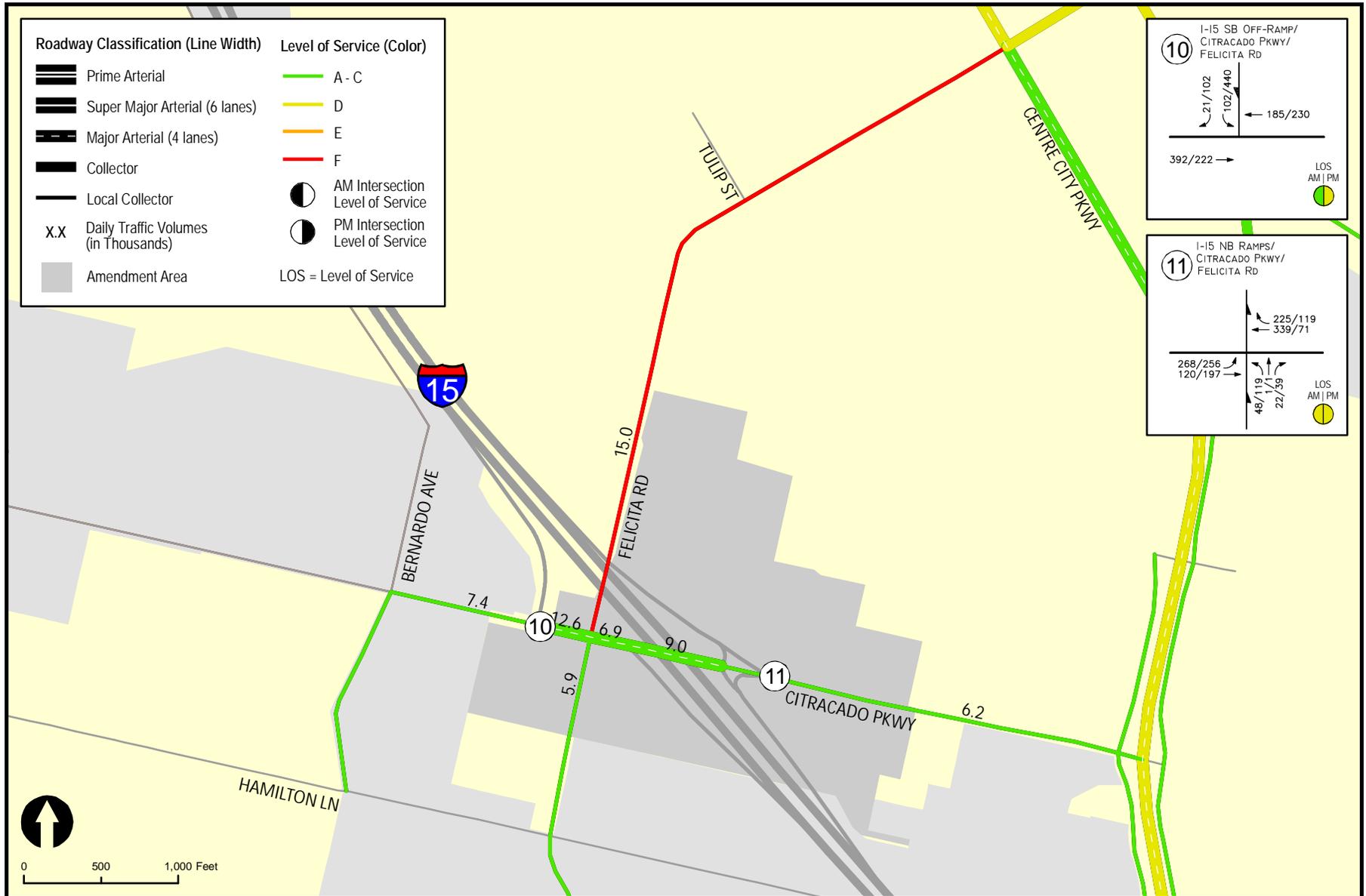


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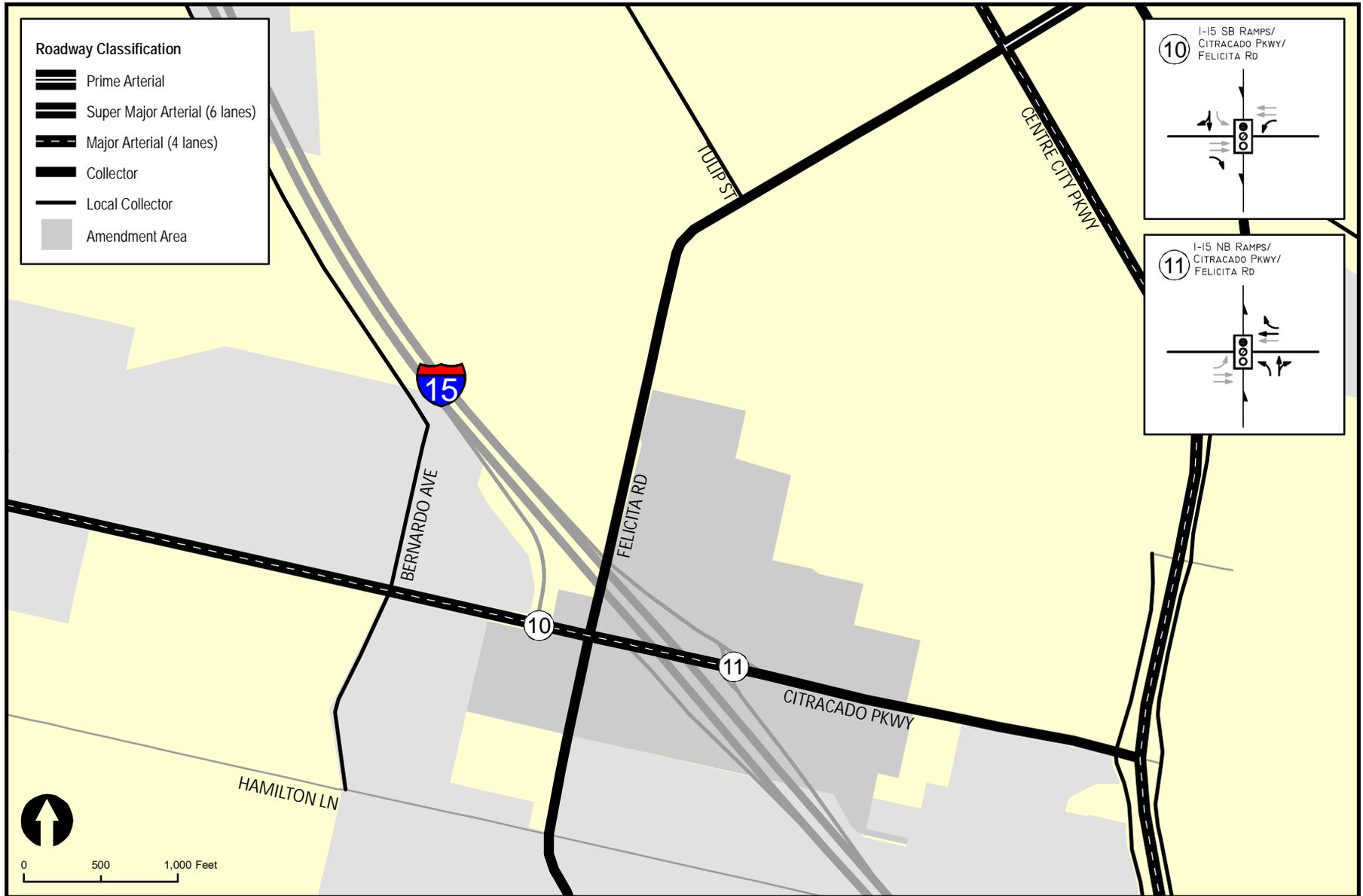
**Figure 12-1**  
**Amendment Area Map**  
**I-15 / Felicitia Road Corporate Office Target Area**





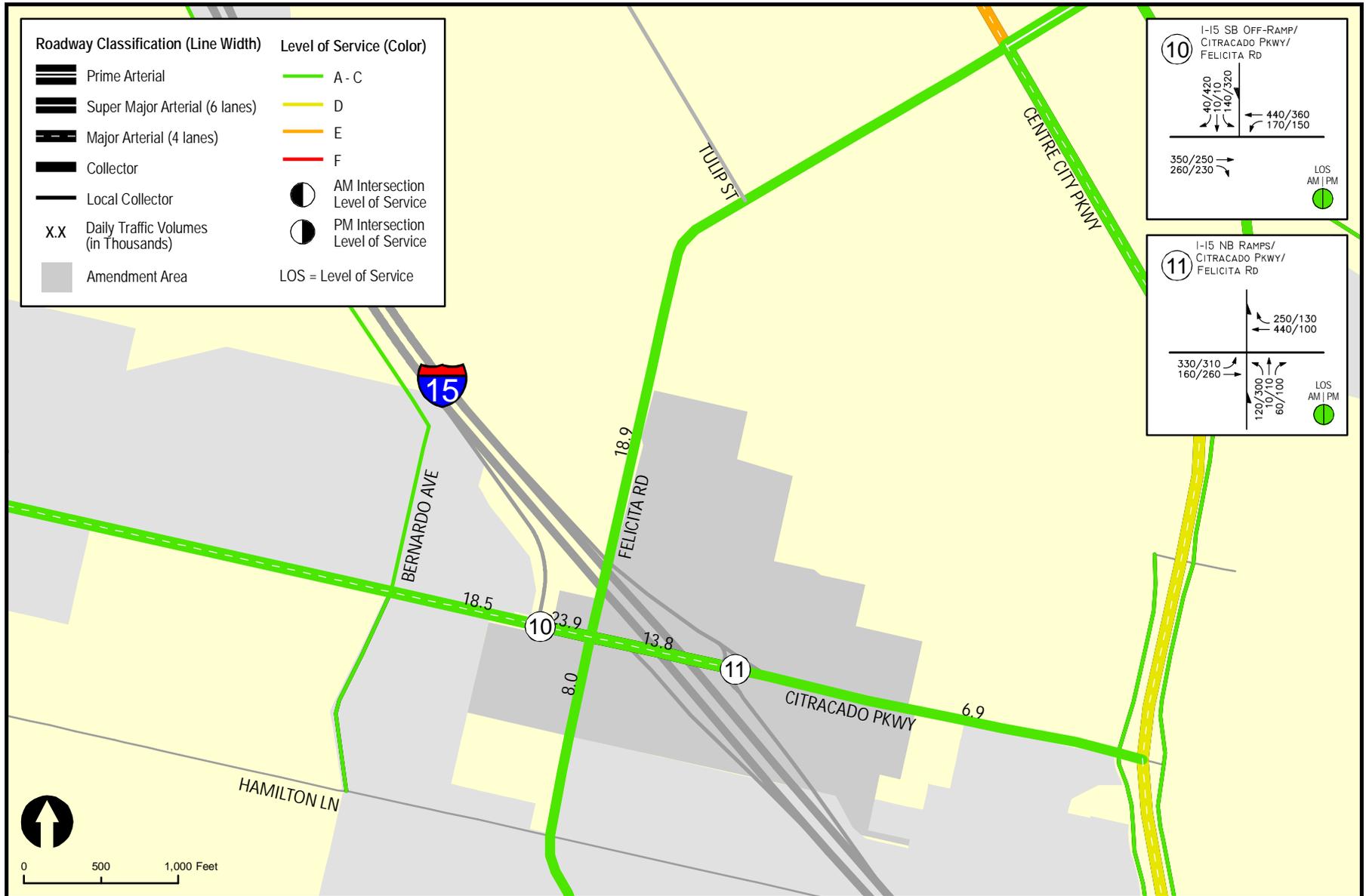
**Figure 12-3**

**Existing Traffic Volumes & LOS  
I-15 / Felicitia Road Corporate Office Target Area**



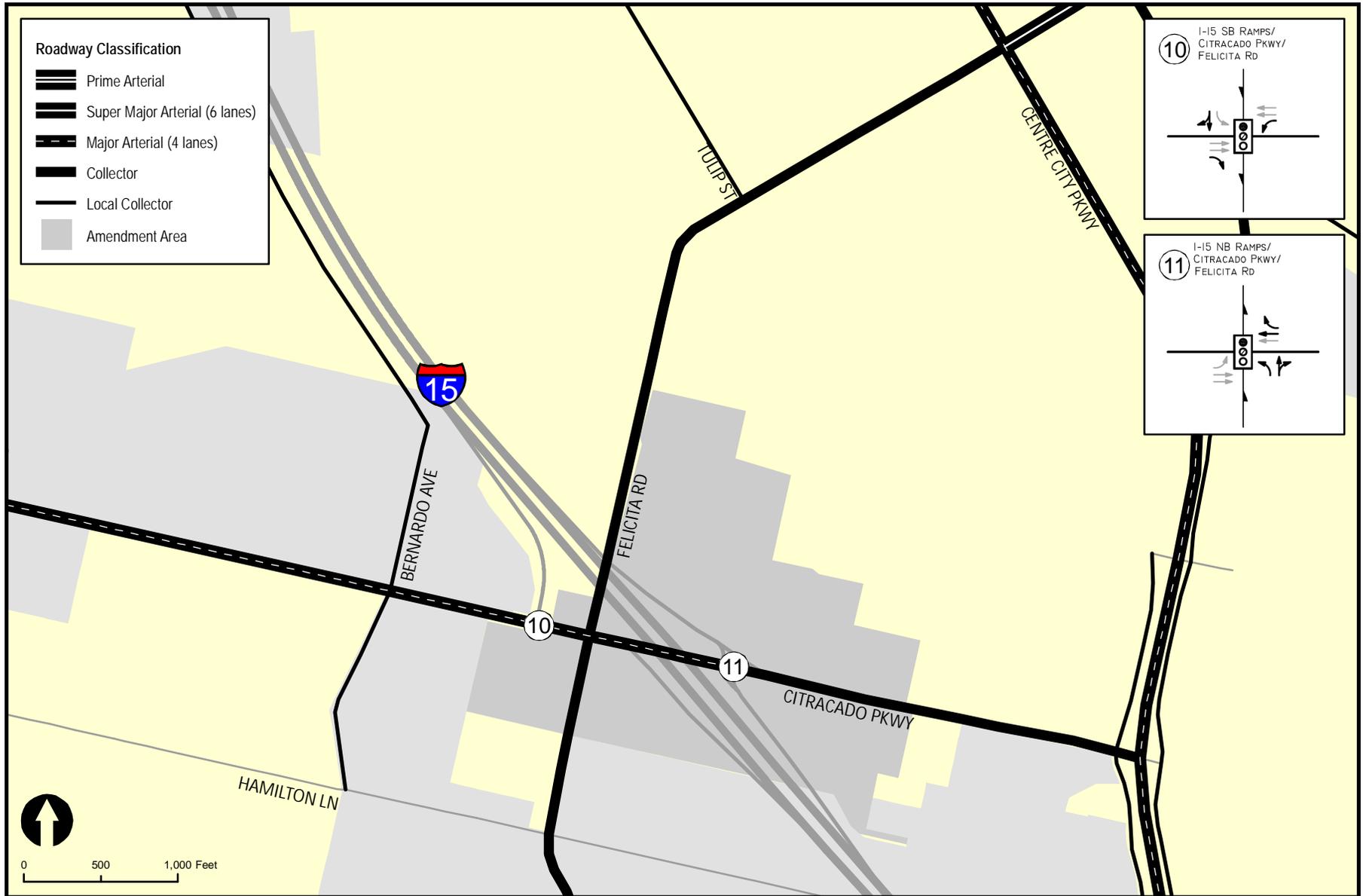
**Figure 12-4**

**Year 2035 Conditions Diagram - Alternative 1  
I-15 / Felicitia Road Corporate Office Target Area**



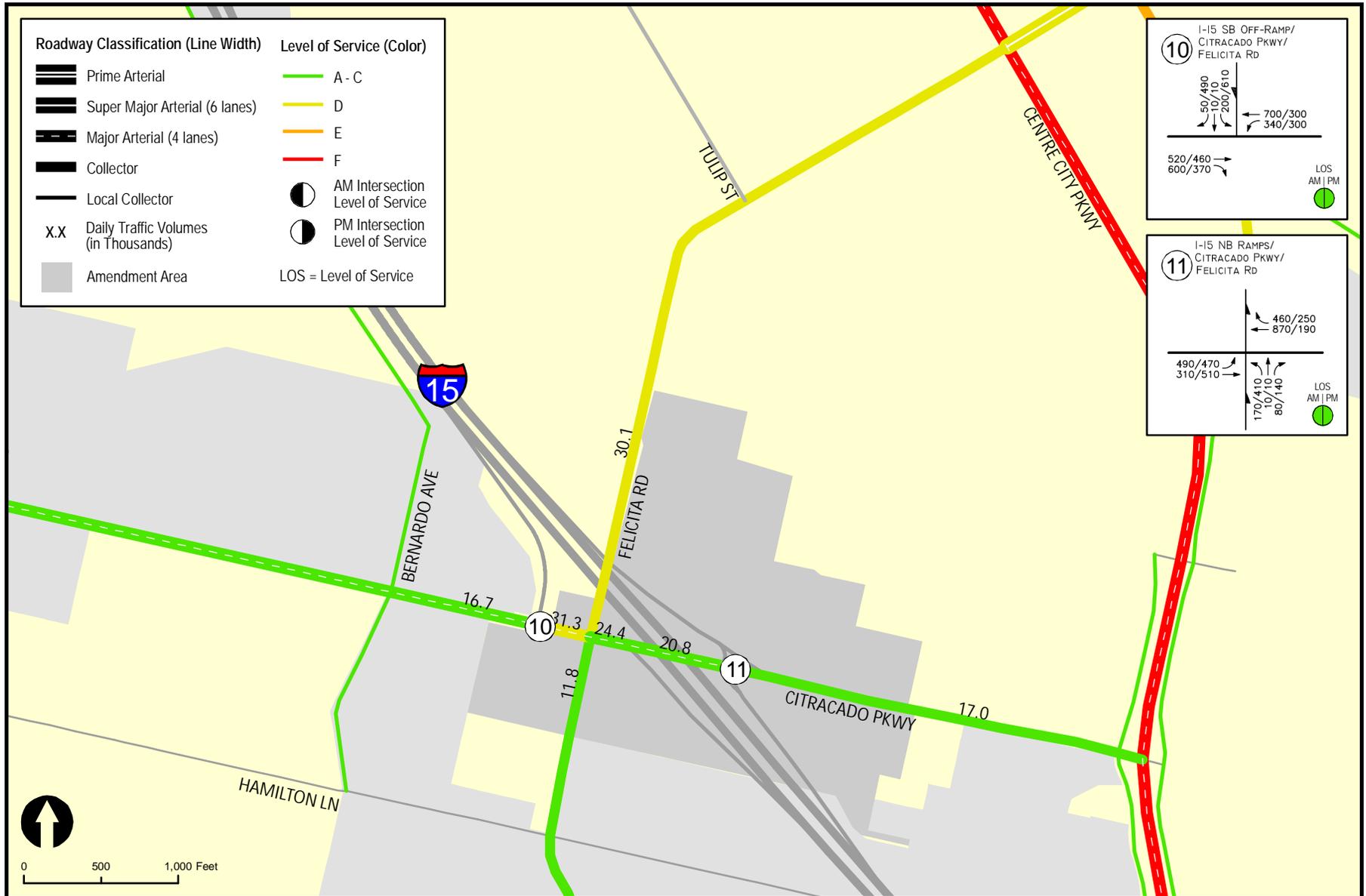
**Figure 12-5**

**Year 2035 Traffic Volumes & LOS - Alternative 1**  
**I-15 / Felicitia Road Corporate Office Target Area**



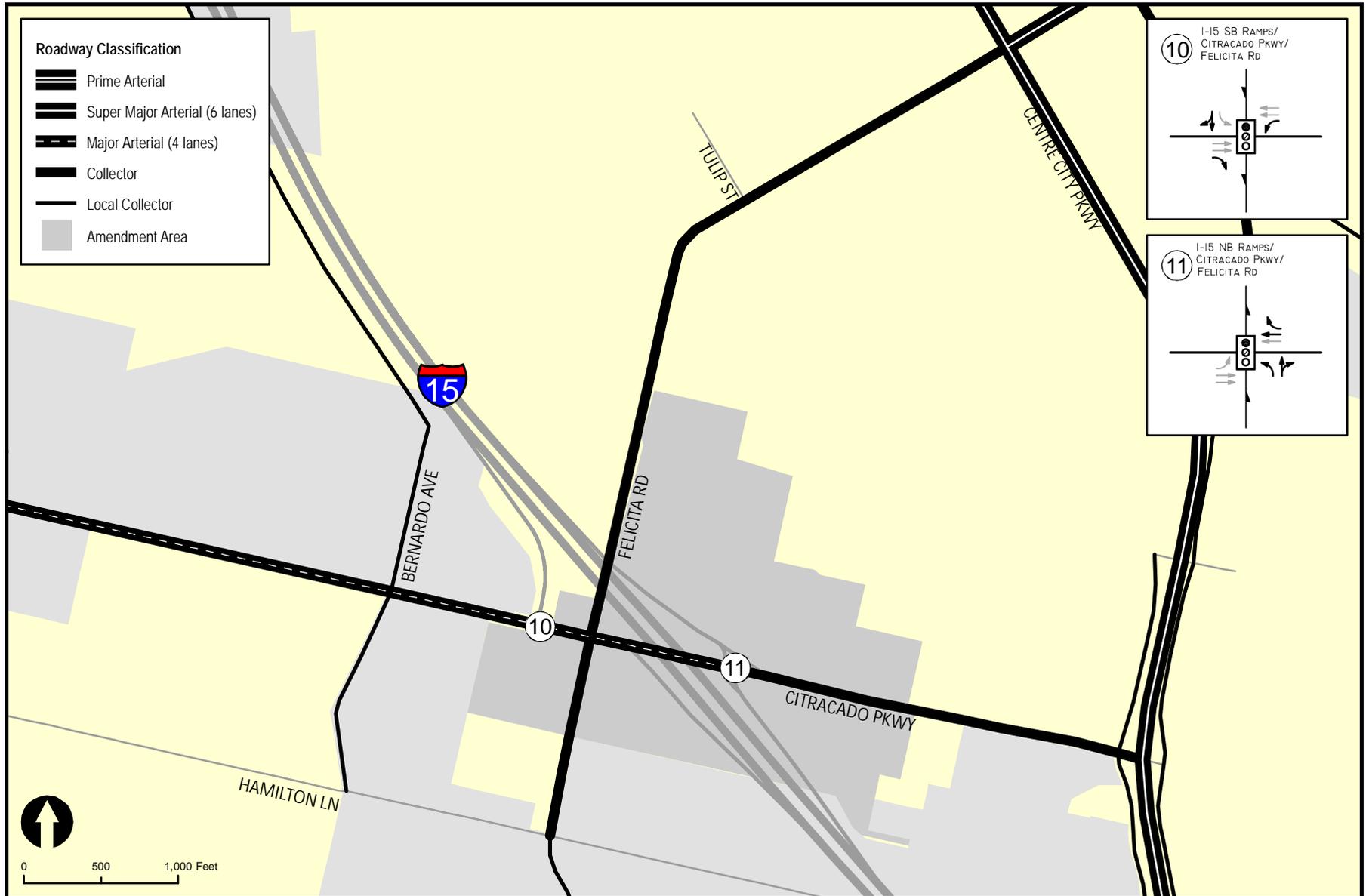
**Figure 12-6**

**Year 2035 Conditions Diagram - Alternative 2**  
**I-15 / Felicitia Road Corporate Office Target Area**



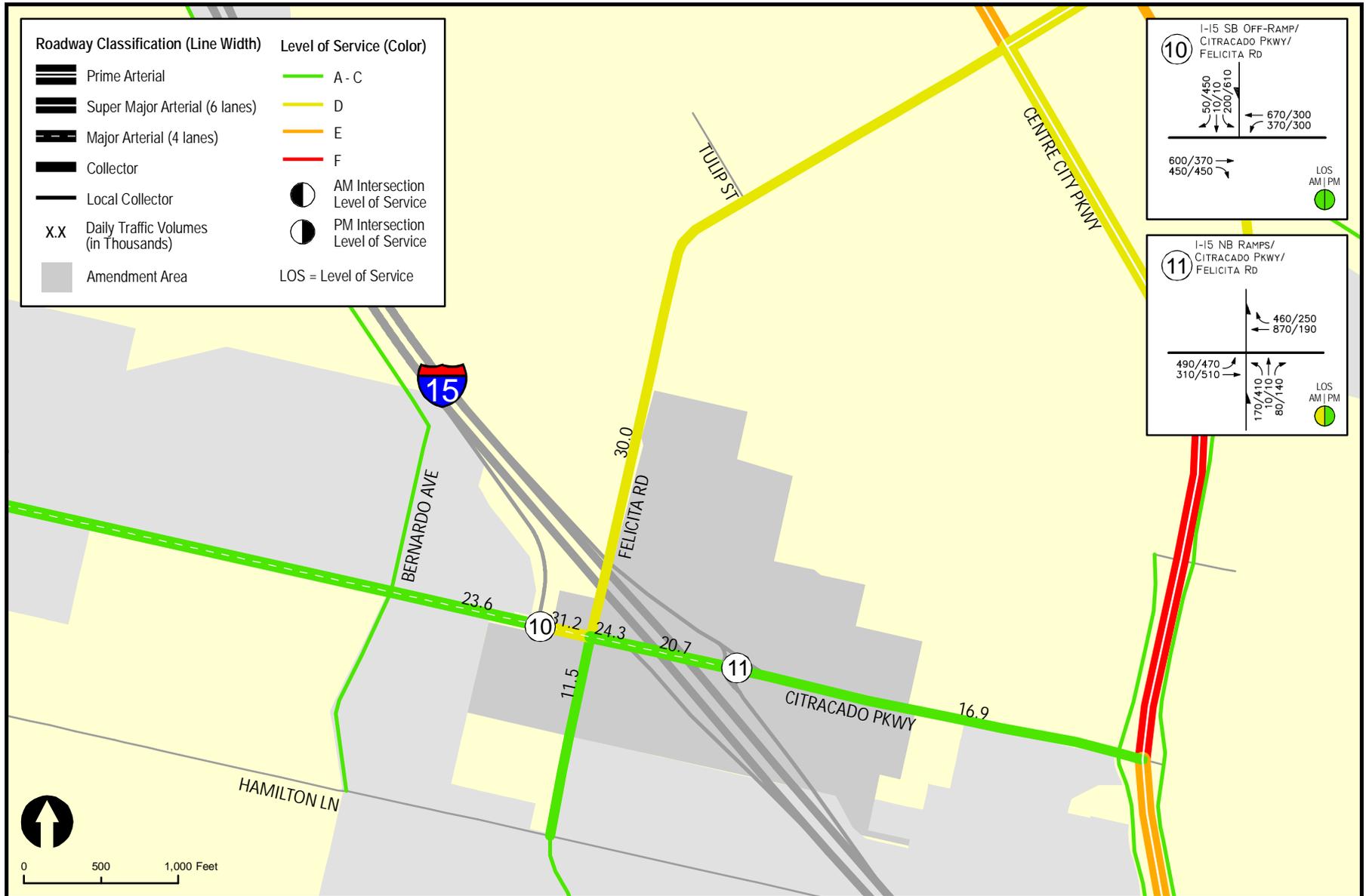
**Figure 12-7**

**Year 2035 Traffic Volumes & LOS - Alternative 2**  
**I-15 / Felicita Road Corporate Office Target Area**



**Figure 12-8**

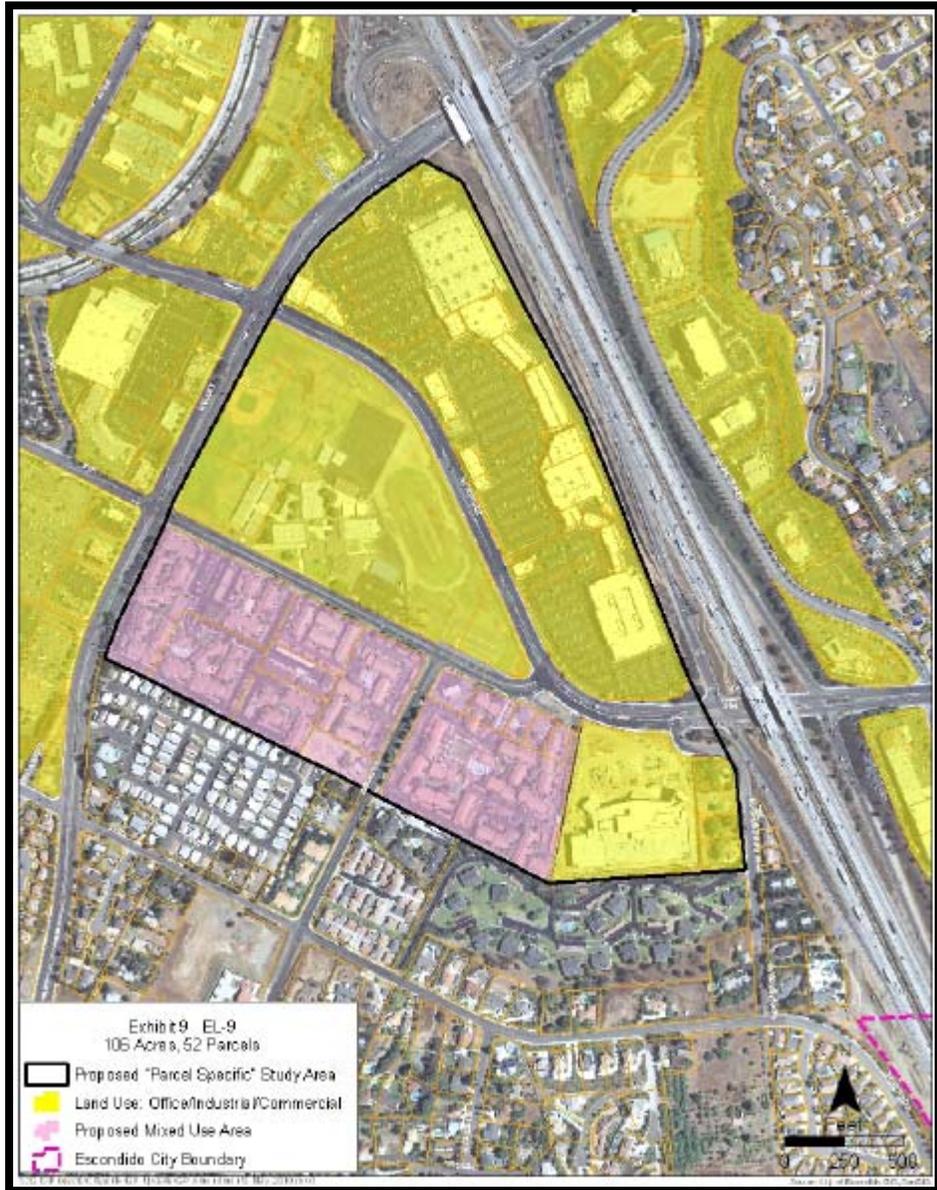
**Year 2035 Conditions Diagram - Alternative 3  
I-15 / Felicity Road Corporate Office Target Area**



**Figure 12-9**

**Year 2035 Traffic Volumes & LOS - Alternative 3  
I-15 / Felicity Road Corporate Office Target Area**

### 13.0 PROMENADE RETAIL CENTER & VICINITY TARGET AREA



## 13.0 PROMENADE RETAIL CENTER & VICINITY TARGET AREA

The Promenade Retail Center & Vicinity Target Area (TA) is located in the area of I-15, Auto Park Way and Valley Parkway.

**Figure 13–1** shows the Amendment Area map for the Promenade Retail Center & Vicinity TA. All figures are provided at the end of this section.

### 13.1 Existing Conditions Discussion

The following is a discussion of the land use, street network, traffic volumes, and Level of Service (LOS) analysis results for existing conditions.

#### 13.1.1 Existing Land Use

The Promenade Retail Center & Vicinity TA consists of 106 acres and 52 parcels. **Table 13–1** shows the existing land use amounts within the Promenade Retail Center & Vicinity TA area.

TABLE 13–1  
 PROMENADE RETAIL CENTER & VICINITY TA  
 EXISTING LAND USE QUANTITIES

Land Use	Quantity
Single-Family Residential	0 DU
Multi-Family Residential	628 DU
Commercial/Retail	420 KSF
Office	180 KSF
Industrial/Other	0 KSF

*Source:* City of Escondido (2011)

**General Notes:**

DU = Dwelling Units

KSF = Thousand Square Feet

#### 13.1.2 Existing Street Network

The major circulation element roadways and select major intersections within the Promenade Retail Center & Vicinity TA were evaluated in this analysis. The existing roadway capacities were identified based on the number of lanes, undivided or divided roadway conditions, on-street parking, and curb-to-curb width and were based on the *City of Escondido Proposed Level of Service Standards and Street Segment Average Daily Trip Thresholds Table*. **Table 3–1** in *Section 3.3.2* of the report contains a copy of this table. The following is a brief description of the existing roadways in the study area.

**Del Dios Road** is currently built as a two-lane undivided roadway within the Promenade Retail Center & Vicinity TA study area. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 40 mph.

**Valley Parkway** is currently built as a six-lane divided roadway within the Promenade Retail Center & Vicinity TA study area. Bike lanes are generally provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 45 mph.

**Figure 13–2** shows the existing conditions diagram for the Promenade Retail Center & Vicinity TA study area.

### 13.1.3 Existing Traffic Volumes

Existing ADT traffic volumes were obtained from City of Escondido and SANDAG records. Existing peak hour volumes were collected by LLG or obtained from recent area traffic studies. *Appendix C* contains the traffic volume data used in the analysis.

**Figure 13–3** illustrates the *Existing* average daily and peak hour traffic volumes.

### 13.1.4 Existing Analysis Results

#### SEGMENTS

**Table 13–2** summarizes the key segment operations in the Promenade Retail Center & Vicinity TA study area for existing conditions. As seen in *Table 13–2*, all study area segments are calculated to currently operate at LOS C or better conditions except for the following:

- 9<sup>th</sup> Avenue between Valley Parkway and Del Dios Road (LOS E)
- 9<sup>th</sup> Avenue between Del Dios Road and Auto Park Way (LOS F)

#### INTERSECTIONS

**Table 13–3** shows existing peak hour operations at the key intersections within Promenade Retail Center & Vicinity TA study area. As seen in *Table 13–3*, all study area intersections are calculated to operate at LOS D or better conditions.

*Appendix B–17* shows the existing peak hour calculation sheets.

TABLE 13-2  
 PROMENADE RETAIL CENTER & VICINITY TA  
 EXISTING STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>
<b>North/South Roadways</b>					
<b>Del Dios Road</b> 9 <sup>th</sup> Avenue to 11 <sup>th</sup> Avenue	2-Ln Local Collector	10,000	6,400	C	0.64
<b>Valley Parkway</b> 11 <sup>th</sup> Avenue to W. 9 <sup>th</sup> Avenue	6-Ln Super Major	50,000	18,200	B	0.36
9 <sup>th</sup> Avenue to Auto Park Way	6-Ln Prime	60,000	27,800	B	0.46
Auto Park Way to I-15 SB Ramps	6-Ln Prime	60,000	42,500	C	0.71
I-15 SB Ramps to I-15 NB Ramps	6-Ln Prime	60,000	44,100	C	0.74
<b>East/West Roadways</b>					
<b>9<sup>th</sup> Avenue</b> Valley Parkway to Del Dios Road	2-Ln Local Collector	10,000	<b>10,000</b>	<b>E</b>	<b>1.00</b>
Del Dios Road to Auto Park Way	2-Ln Local Collector	10,000	<b>14,800</b>	<b>F</b>	<b>1.48</b>
Auto Park Way to I-15 SB Ramps <sup>e</sup>	4-Ln Major	43,500	30,300	C	0.70
I-15 SB Ramps to I-15 NB Ramps	4-Ln Major	37,000	20,200	B	0.55
<b>Auto Park Way</b> Valley Parkway to 9 <sup>th</sup> Avenue	4-Ln Collector	34,200	14,100	B	0.41

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. 9<sup>th</sup> Avenue from Auto Park Way to I-15 SB Ramps is currently built as a five-lane roadway.

**General Notes:**

**Bold** typeface and **shading** represent an LOS worse than City standards.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**TABLE 13-3  
 PROMENADE RETAIL CENTER & VICINITY TA  
 EXISTING INTERSECTION OPERATIONS**

Intersection	Control Type	Peak Hour	Existing	
			Delay <sup>a</sup>	LOS <sup>b</sup>
12. 9 <sup>th</sup> Avenue/ Valley Parkway	Signal	AM	28.3	C
		PM	40.4	D
13. Auto Park Way/ Valley Parkway	Signal	AM	35.2	D
		PM	43.1	D
14. I-15 Southbound Ramps/ Valley Parkway	Signal	AM	32.5	C
		PM	47.6	D
15. I-15 Northbound Ramps/ Valley Parkway	Signal	AM	29.8	C
		PM	50.7	D
16. Auto Park Way/ 9 <sup>th</sup> Avenue	Signal	AM	35.7	D
		PM	30.9	C
17. I-15 Southbound Ramps/ 9 <sup>th</sup> Avenue	Signal	AM	33.8	C
		PM	26.1	C
18. I-15 Northbound Ramps/ 9 <sup>th</sup> Avenue	Signal	AM	20.0	B
		PM	20.0	B

**Footnotes:**

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.

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

### 13.2 Year 2035 Conditions Discussion

The following is a discussion of the land use, street network, traffic volumes, and level of service analysis results for Year 2035 conditions. As previously mentioned in *Section 3.0* of the report, three alternatives were analyzed:

- **Alternative 1:** Year 2035 Adopted General Plan Circulation Element & Land Use
- **Alternative 2:** Year 2035 Adopted General Plan Circulation Element & Proposed General Plan Land Use
- **Alternative 3:** Year 2035 Proposed General Plan Circulation Element & Land Use

#### 13.2.1 Year 2035 Land Use

*Alternatives 2 and 3* seek to modify land use provisions of the *Adopted General Plan (Alternative 1)* within this Amendment Area to designate the area Planned Commercial (PC). **Table 13-4** summarizes the adopted and proposed *General Plan* land uses within the Promenade Retail Center & Vicinity TA area for each of the three alternatives:

TABLE 13-4  
 PROMENADE RETAIL CENTER & VICINITY TA  
 YEAR 2035 LAND USE QUANTITIES

Land Use	Quantity			
	Existing	Alternative 1: Adopted General Plan	Alternative 2: Adopted GP CE & Proposed LU	Alternative 3: Proposed GP CE & LUs
Single-Family Residential	0 DU	0 DU	0 DU	<i>Same as Alternative 2</i>
Multi-Family Residential	628 DU	628 DU	628 DU	
Commercial/Retail	420 KSF	516 KSF	775 KSF	
Office	180 KSF	221 KSF	443 KSF	
Industrial/Other	0 KSF	0 KSF	KSF	

*Source:* City of Escondido (2011)

**General Notes:**

- DU = Dwelling Units
- KSF = Thousand Square Feet
- GP = General Plan
- CE = Circulation Element
- LU = Land Use

### 13.2.2 Year 2035 Street Network

For the Year 2035 analysis, roadway segments were assumed to be built out to their ultimate classifications as identified on the currently adopted *General Plan Circulation Element* (see *Appendix A*), except for *Alternative 3*, where changes are proposed to the Circulation Element. **Table 13–5** shows the roadways affected by the proposed changes to the street network under *Alternative 3* within the Promenade Retail Center & Vicinity TA:

**TABLE 13–5**  
**PROMENADE RETAIL CENTER & VICINITY TA**  
**YEAR 2035 NETWORK CHANGES**

Street Segment	Year 2035 Roadway Classification		
	Alternative 1: Adopted GP CE & LU	Alternative 2: Adopted GP CE & Proposed GP LU	Alternative 3: Proposed GP CE & Proposed GP LU
<b>Valley Parkway</b>		<i>Same as Alternative 1</i>	
11 <sup>th</sup> Avenue to W. 9 <sup>th</sup> Avenue	6-Ln Major		4-Ln Major
9 <sup>th</sup> Avenue to Auto Park Way	6-Ln Prime		4-Ln Major

*Source:* City of Escondido Adopted Circulation Element (2009), and City of Escondido, 2011

In addition, all intersection lane configurations were generally assumed built out to maximum capacity, based on corresponding street segment classifications. For the purposes of this study, the standard approach-configuration applied for a four-lane roadway consisted of one left-turn lane, two thru lanes, and one dedicated right-turn lane. For a six-lane roadway, the standard approach-configuration consisted of dual left-turn lanes, three thru lanes, and a dedicated right-turn lane. For intersections where existing approach-configurations were greater than the standards described above, the lane configuration resulting in the best operations was applied.

**Figure 13–4**, **Figure 13–6**, and **Figure 13–8** show the Year 2035 roadway conditions for *Alternative 1*, *Alternative 2*, and *Alternative 3* within the Promenade Retail Center & Vicinity TA area, respectively.

### 13.2.3 Year 2035 Traffic Volumes

The daily traffic volumes for the three future alternatives were obtained from the SANDAG Series 11 Year 2030 North County Model (NCM). A growth factor of 2.5% was applied to the Year 2030 volumes generated by the SANDAG model to arrive at Year 2035 volumes. A more detailed discussion of the traffic modeling process is provided in *Section 5.0* of the report.

Peak hour turning movement volumes at study area intersections were estimated from future ADT volumes using the relationship between existing peak hour turning movements and the existing ADT volumes.

*Figure 13-5, Figure 13-7, and Figure 13-9* show the ADT and peak hour turning movement volumes for *Alternative 1, Alternative 2, and Alternative 3* within the Promenade Retail Center & Vicinity TA area, respectively.

#### 13.2.4 Year 2035 Alternative 1 Analysis Results

##### SEGMENTS

*Table 13-6* summarizes the segment operations in the Promenade Retail Center & Vicinity TA study area under *Alternative 1* conditions. As seen in *Table 13-6*, the study area segments are calculated to currently operate at LOS C or better conditions.

##### INTERSECTIONS

*Table 13-7* shows the key intersection operations in the Promenade Retail Center & Vicinity TA study area under *Alternative 1* conditions. As seen in *Table 13-7*, the study area intersections are calculated to operate at LOS D or better conditions.

*Appendix B-18* contains the *Alternative 1* peak hour intersection analysis worksheets.

*Figure 13-5* graphically shows the roadway segment and intersection LOS under *Alternative 1* conditions for the Promenade Retail Center & Vicinity TA.

#### 13.2.5 Year 2035 Alternative 2 Analysis Results

##### SEGMENTS

*Table 13-6* summarizes the segment operations in the Promenade Retail Center & Vicinity TA study area under *Alternative 2* conditions with the proposed changes in land use. As seen in *Table 13-6*, the study area segments are calculated to currently operate at LOS D or better conditions.

##### INTERSECTIONS

*Table 13-7* shows the key intersection operations in the Promenade Retail Center & Vicinity TA study area under *Alternative 2* conditions. As seen in *Table 13-7*, the study area intersections are calculated to operate at LOS D or better conditions except for the following:

- I-15 SB Ramps/Valley Parkway (LOS F, PM peak hour)

*Appendix B-19* contains the *Alternative 2* peak hour intersection analysis worksheets.

*Figure 13-7* graphically shows the roadway segment and intersection LOS under *Alternative 2* conditions for the Promenade Retail Center & Vicinity TA.

#### 13.2.6 Year 2035 Alternative 3 Analysis Results

##### SEGMENTS

*Table 13-6* summarizes the segment operations in the Promenade Retail Center & Vicinity TA study area under *Alternative 3* conditions. As seen in *Table 13-6*, all study area segments are calculated to operate at LOS D or better conditions.

## INTERSECTIONS

*Table 13–7* shows the key intersection operations in the Promenade Retail Center & Vicinity TA study area under *Alternative 3* conditions. As seen in *Table 13–7*, the study area intersections are calculated to operate at LOS D or better conditions except for the following:

- I-15 SB Ramps/Valley Parkway (LOS F, PM peak hour)

*Appendix B–20* contains the *Alternative 3* peak hour intersection analysis worksheets.

*Figure 13–9* graphically shows the roadway segment and intersection LOS under *Alternative 3* conditions for the Promenade Retail Center & Vicinity TA.

TABLE 13-6  
 PROMENADE RETAIL CENTER & VICINITY TA  
 YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>North/South Roadways</b>																	
<b>Del Dios Road</b>																	
9 <sup>th</sup> Avenue to 11 <sup>th</sup> Avenue	10,000	6,400	C	0.64	2-Ln Local Collector	15,000	7,800	B	0.52	11,500	D	0.77	2-Ln Local Collector	15,000	11,400	D	0.76
<b>Valley Parkway</b>																	
11 <sup>th</sup> Avenue to W. 9 <sup>th</sup> Avenue	50,000	18,200	B	0.36	6-Ln Super Major	50,000	19,000	B	0.38	20,600	B	0.41	<i>4-Ln Major</i>	<i>37,000</i>	20,700	C	0.56
9 <sup>th</sup> Avenue to Auto Park Way	60,000	27,800	B	0.46	6-Ln Prime	60,000	29,900	B	0.50	31,900	B	0.53	<i>4-Ln Major</i>	<i>37,000</i>	31,700	D	0.86
Auto Park Way to I-15 SB Ramps	60,000	42,500	C	0.71	6-Ln Prime	60,000	39,800	C	0.66	50,000	D	0.83	6-Ln Prime	60,000	50,000	D	0.83
I-15 SB Ramps to I-15 NB Ramps	60,000	44,100	C	0.74	8-Ln Prime	70,000	45,200	C	0.65	57,200	D	0.82	8-Ln Prime	70,000	57,100	D	0.82

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

*Italics* represent change in roadway classification.

GP = General Plan

LU = Land Use

CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 13-6  
PROMENADE RETAIL CENTER & VICINITY TA  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>East/West Roadways</b>																	
<b>9<sup>th</sup> Avenue</b>																	
Valley Parkway to Del Dios Road	10,000	<b>10,000</b>	<b>E</b>	<b>1.00</b>	4-Ln Collector	34,200	9,400	A	0.27	10,900	A	0.32	4-Ln Collector	34,200	10,900	A	0.32
Del Dios Road to Auto Park Way	10,000	<b>14,800</b>	<b>F</b>	<b>1.48</b>	4-Ln Collector	34,200	13,600	B	0.40	19,400	C	0.57	4-Ln Collector	34,200	19,400	C	0.57
Auto Park Way to I-15 SB Ramps	43,500 <sup>e</sup>	30,300	C	0.70	6-Ln Super Major	50,000	30,600	C	0.61	40,300	D	0.81	6-Ln Super Major	50,000	40,200	D	0.80
I-15 SB Ramps to I-15 NB Ramps	37,000	20,200	B	0.55	6-Ln Super Major	50,000	19,100	B	0.38	27,800	C	0.56	6-Ln Super Major	50,000	27,600	C	0.55
<b>Auto Park Way</b>																	
Valley Parkway to 9 <sup>th</sup> Avenue	34,200	14,100	B	0.41	4-Ln Collector	34,200	13,800	B	0.40	28,500	D	0.83	4-Ln Collector	34,200	28,500	D	0.83

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. 9<sup>th</sup> Avenue from Auto Park Way to I-15 SB Ramps is currently built as a five-lane roadway.

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

GP = General Plan

LU = Land Use

CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 13-7  
 PROMENADE RETAIL CENTER & VICINITY TA  
 YEAR 2035 INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing		Alternative 1: Adopted General Plan		Alternative 2: Adopted GP CE & Proposed GP LU		Alternative 3: Proposed GP CE & Proposed GP LU	
			Delay <sup>a</sup>	LOS <sup>b</sup>	Delay	LOS	Delay	LOS	Delay	LOS
12. 9 <sup>th</sup> Avenue/ Valley Parkway	Signal	AM	28.3	C	32.8	C	33.9	C	34.0	C
		PM	40.4	D	37.6	D	43.7	D	43.4	D
13. Auto Park Way / Valley Parkway	Signal	AM	35.2	D	27.1	C	37.1	D	37.5	D
		PM	43.1	D	31.2	C	47.5	D	50.0	D
14. I-15 Southbound Ramps / Valley Parkway	Signal	AM	32.5	C	19.7	B	25.5	C	24.0	C
		PM	47.6	D	23.5	C	<b>94.9</b>	<b>F</b>	<b>91.5</b>	<b>F</b>
15. I-15 Northbound Ramps / Valley Parkway	Signal	AM	29.8	C	22.8	C	28.5	C	29.5	C
		PM	50.7	D	36.0	D	50.9	D	52.5	D
16. Auto Park Way/ 9 <sup>th</sup> Avenue	Signal	AM	35.7	D	24.2	C	37.8	D	37.9	D
		PM	30.9	C	26.4	C	34.7	C	34.7	C

**Footnotes:**

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.

**General Notes:**

GP = General Plan  
 LU = Land Use  
 CE = Circulation Element

**Bold** typeface and **shading** represent an LOS worse than City standards.

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

TABLE 13-7  
 PROMENADE RETAIL CENTER & VICINITY TA  
 YEAR 2035 INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing		Alternative 1: Adopted General Plan		Alternative 2: Adopted GP CE & Proposed GP LU		Alternative 3: Proposed GP CE & Proposed GP LU	
			Delay <sup>a</sup>	LOS <sup>b</sup>	Delay	LOS	Delay	LOS	Delay	LOS
17. I-15 Southbound Ramps / 9 <sup>th</sup> Avenue	Signal	AM	33.8	C	14.2	B	13.7	B	13.7	B
		PM	26.1	C	20.0	C	32.8	C	32.8	C
18. I-15 Northbound Ramps / 9 <sup>th</sup> Avenue	Signal	AM	20.0	B	21.8	C	28.6	C	28.8	C
		PM	20.0	B	20.3	C	23.2	C	23.8	C

**Footnotes:**

1. Average delay expressed in seconds per vehicle.
2. Level of Service.

**General Notes:**

GP = General Plan  
 LU = Land Use  
 CE = Circulation Element

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

### 13.3 Summary of Findings/Significance of Impacts and Mitigation Measures

#### 13.3.1 *Summary of Findings*

The *General Plan Update (Alternative 3)* proposes to increase density in commercial/retail and office land uses over the *Adopted General Plan* and downgrade roadway capacity for segments of Valley Parkway. Development of *Alternative 3* results in one (1) intersection operating at unacceptable LOS. No segment impacts are the result of the proposed downgrade.

#### 13.3.2 *Significance of Impacts*

Based on the established significance criteria, the following locations would be significantly impacted by implementation of the Proposed Project:

##### INTERSECTIONS

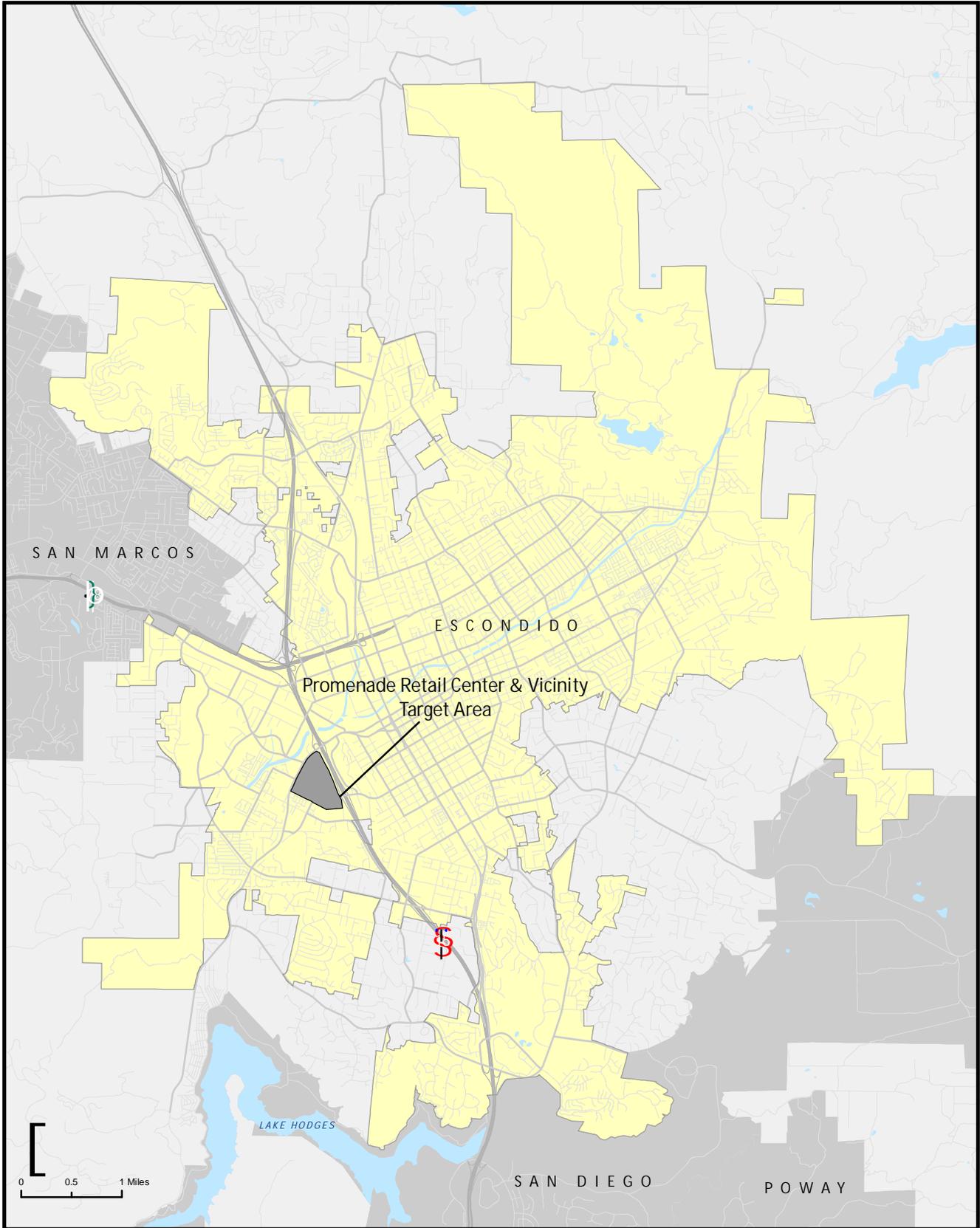
3. I-15 SB Ramps/Valley Parkway (LOS F, PM peak hour)

#### 13.3.3 *Mitigation*

The following is recommended to mitigate the potentially impacts locations to below a level of significance:

##### INTERSECTIONS

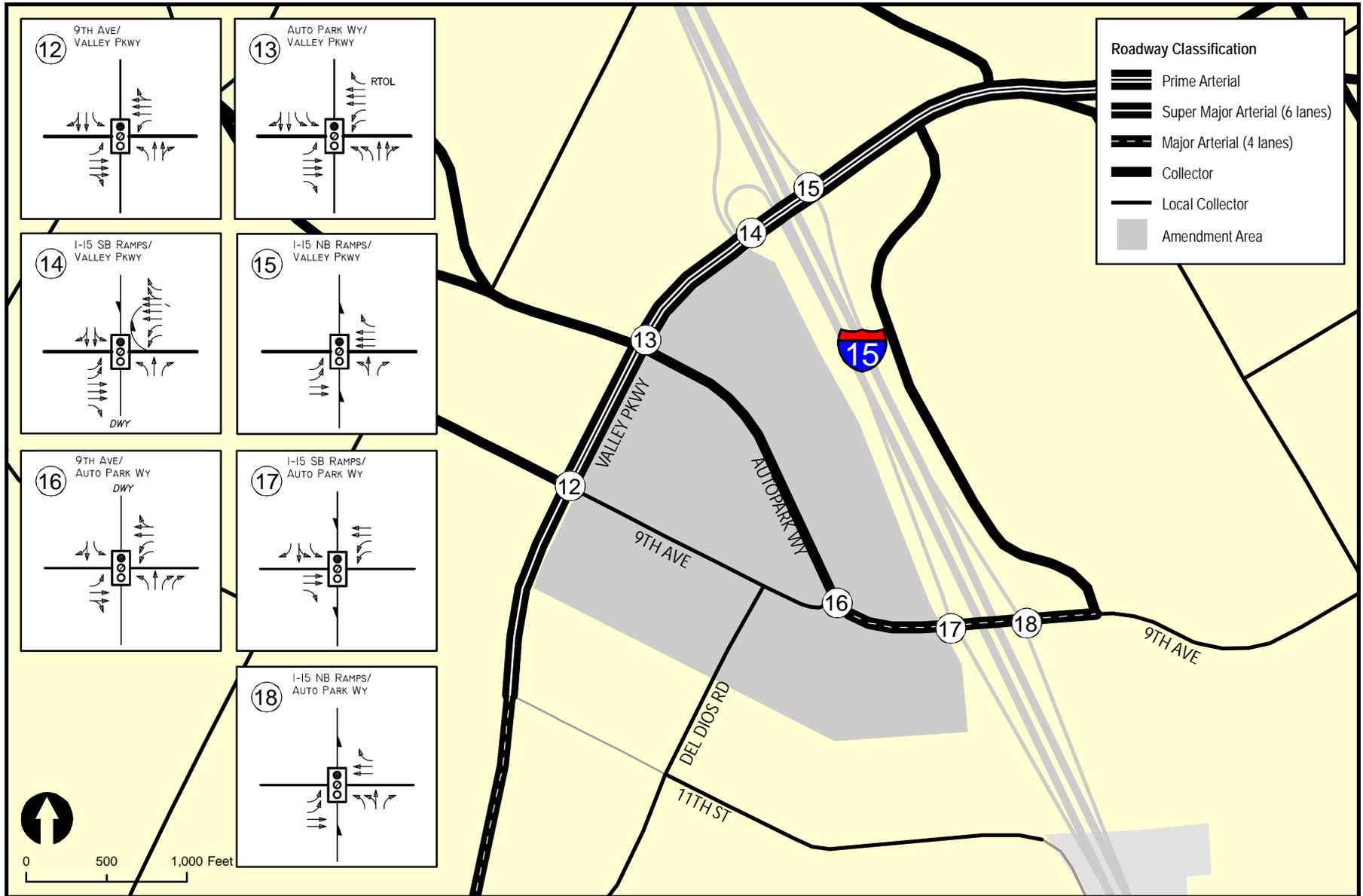
3. **I-15 SB Ramps/Valley Parkway** – It is recommended that the provision of a second right-turn lane at the I-15 Northbound Ramps be planned to partially mitigate the impact at this location. Future land developments could contribute a fair share towards this improvement, as well as any other improvements needed to mitigate this impact to below a level of significance.



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 Source: SANDAG

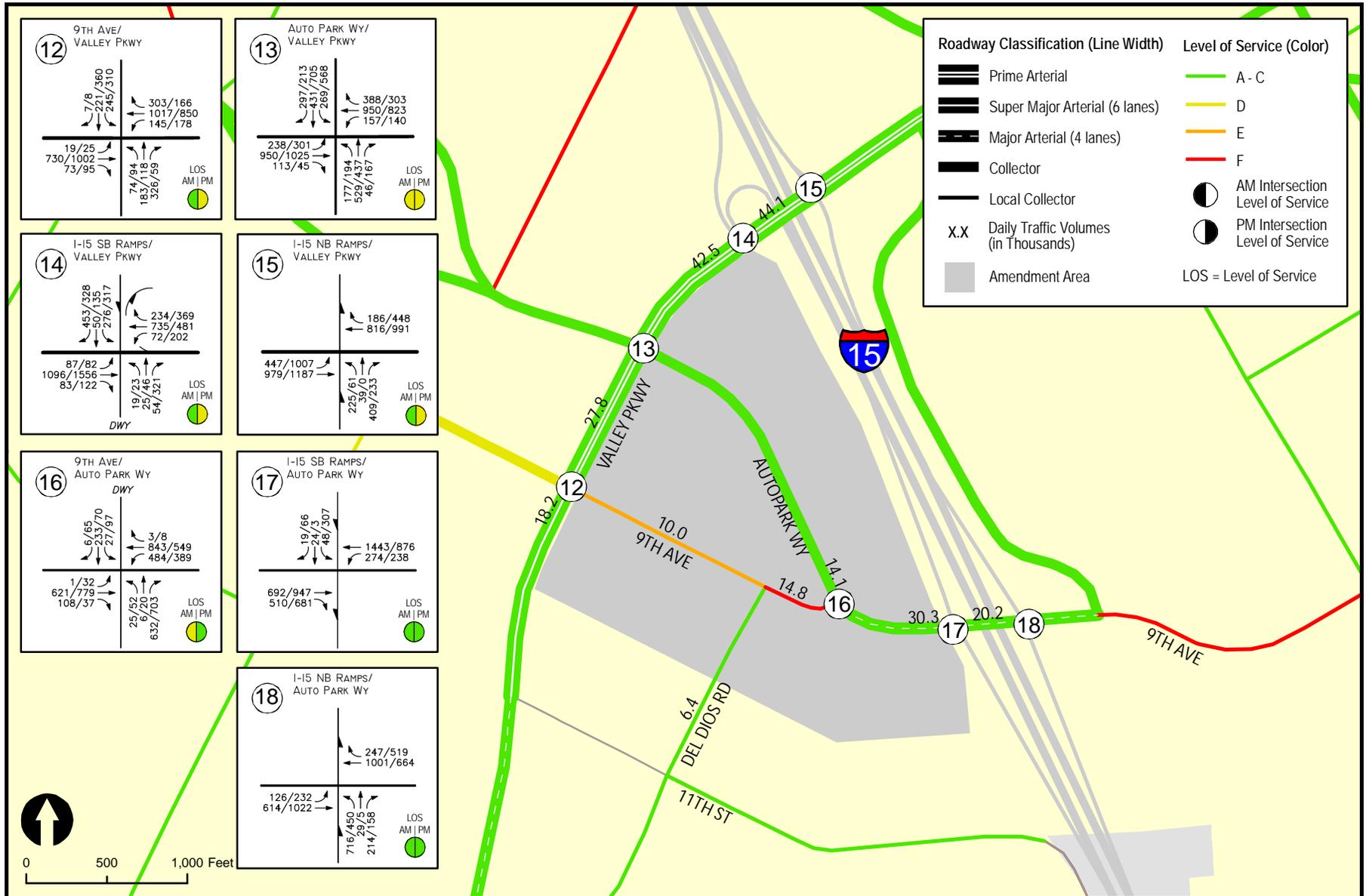


**Figure 13-1**  
**Amendment Area Map**  
**Promenade Retail Center & Vicinity Target Area**

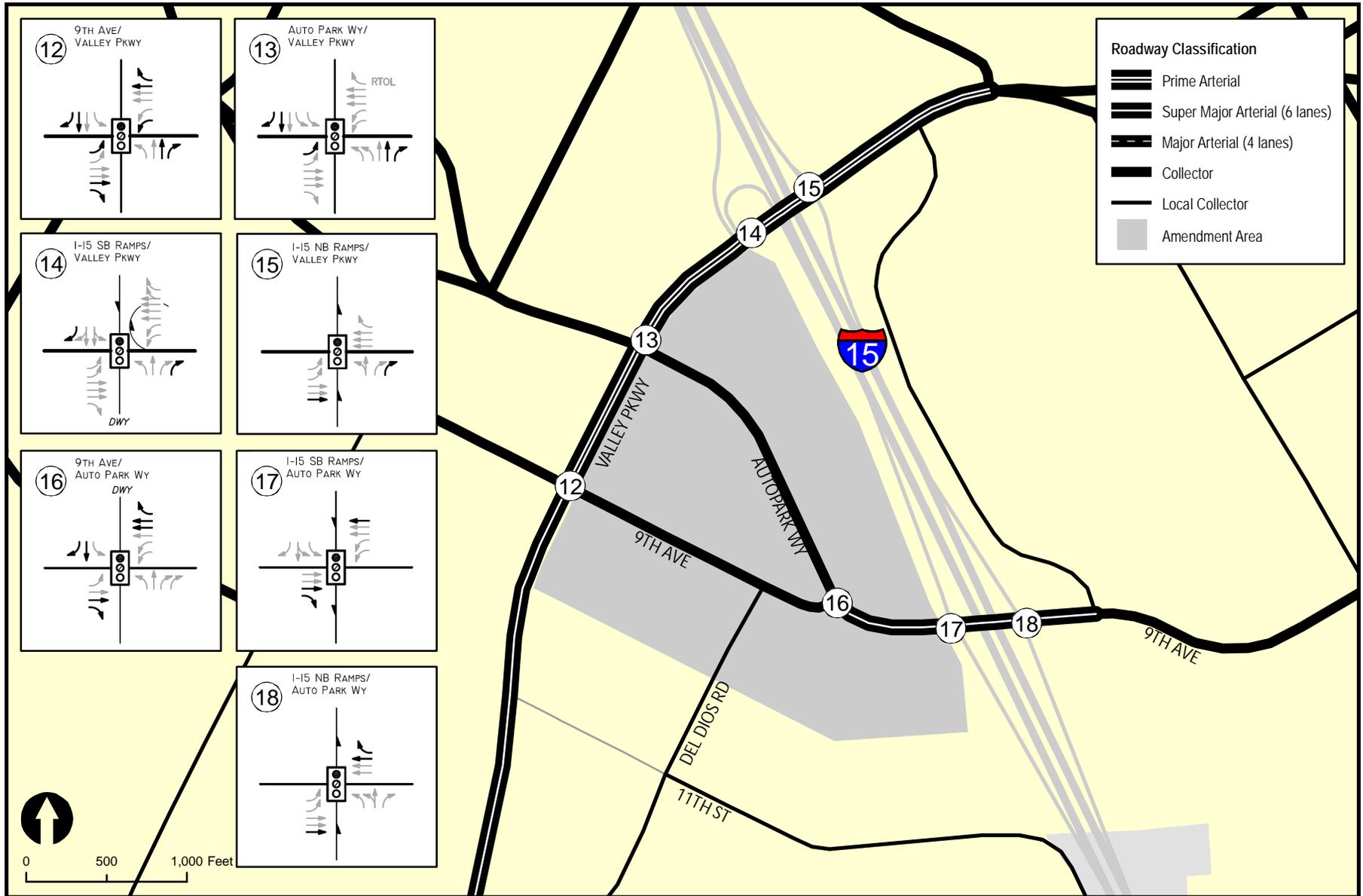


**Figure 13-2**

**Existing Conditions Diagram  
Promenade Retail Center & Vicinity Target Area**

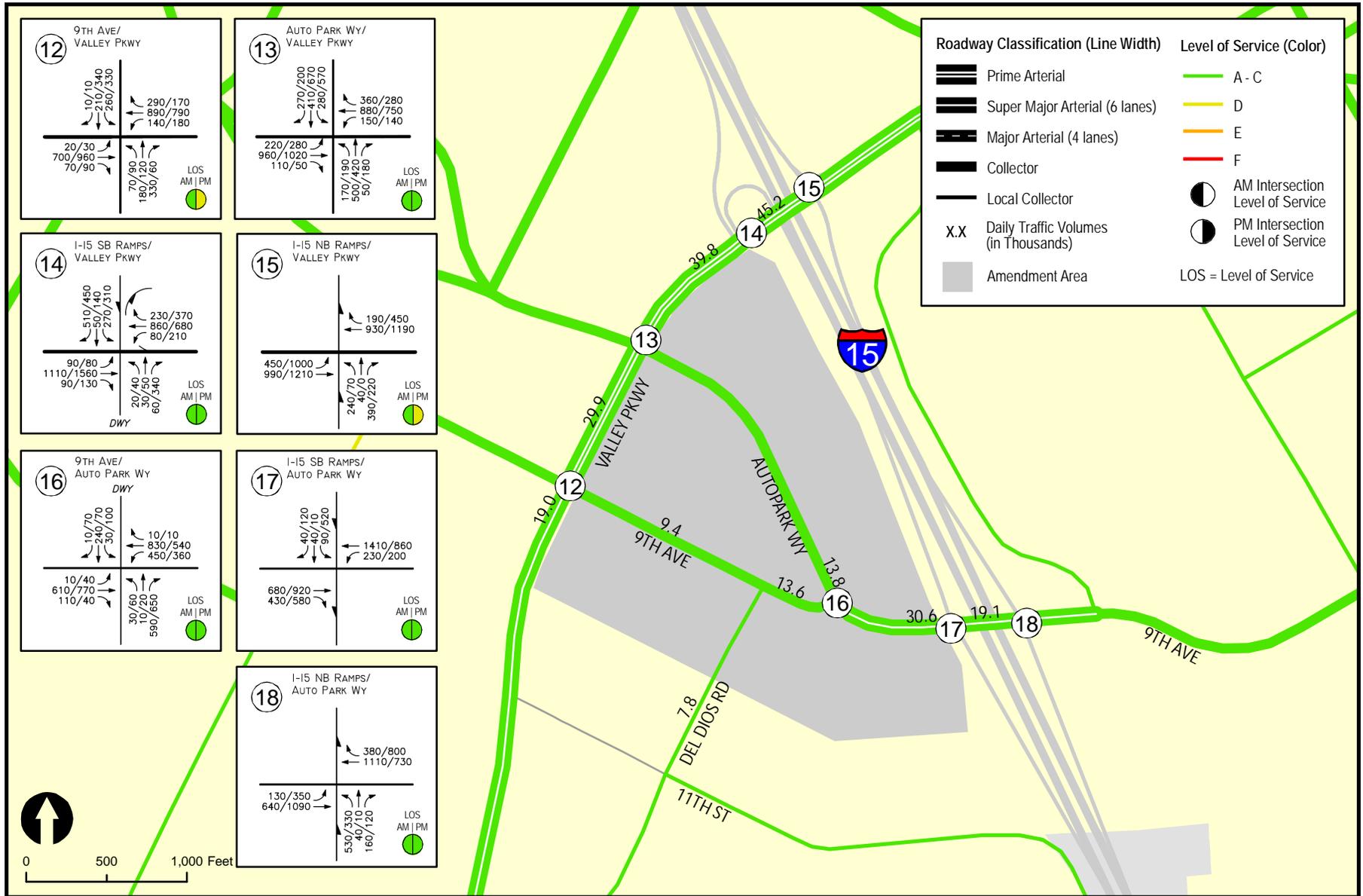


**Figure 13-3**  
**Existing Traffic Volumes & LOS**  
**Promenade Retail Center & Vicinity Target Area**

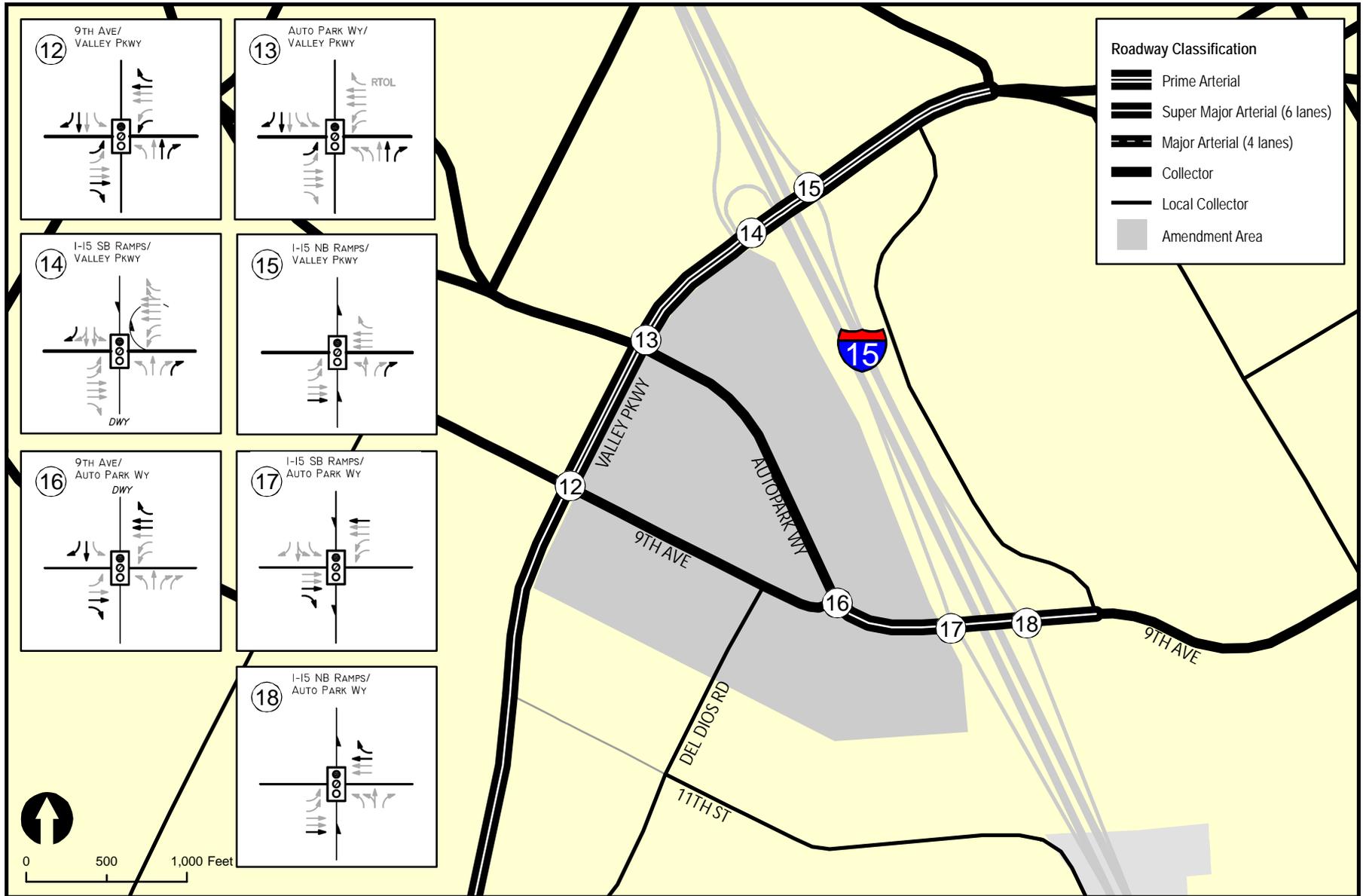


**Figure 13-4**

**Year 2035 Conditions Diagram - Alternative 1  
Promenade Retail Center & Vicinity Target Area**

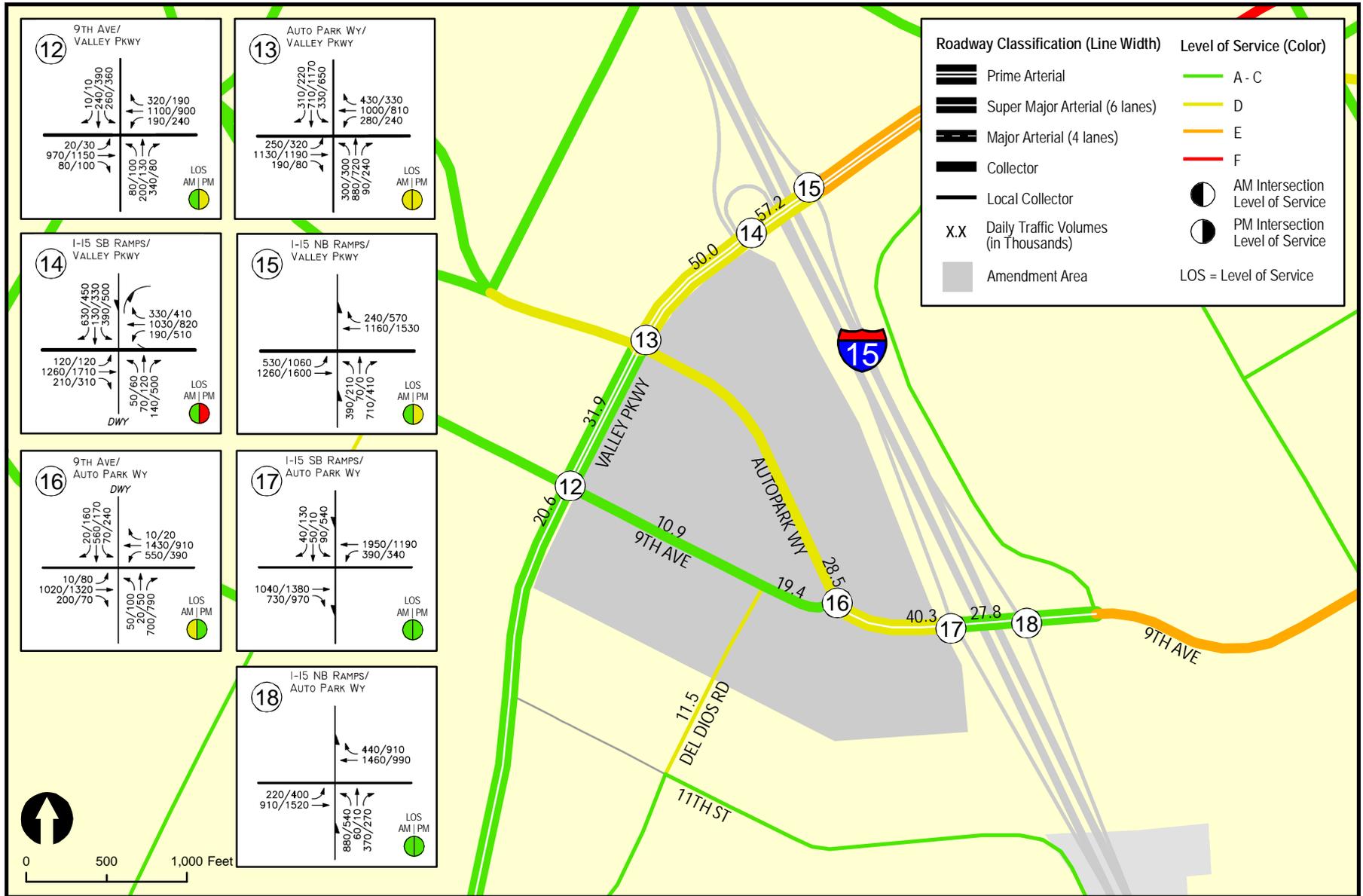


**Figure 13-5**  
**Year 2035 Traffic Volumes & LOS - Alternative 1**  
**Promenade Retail Center & Vicinity Target Area**

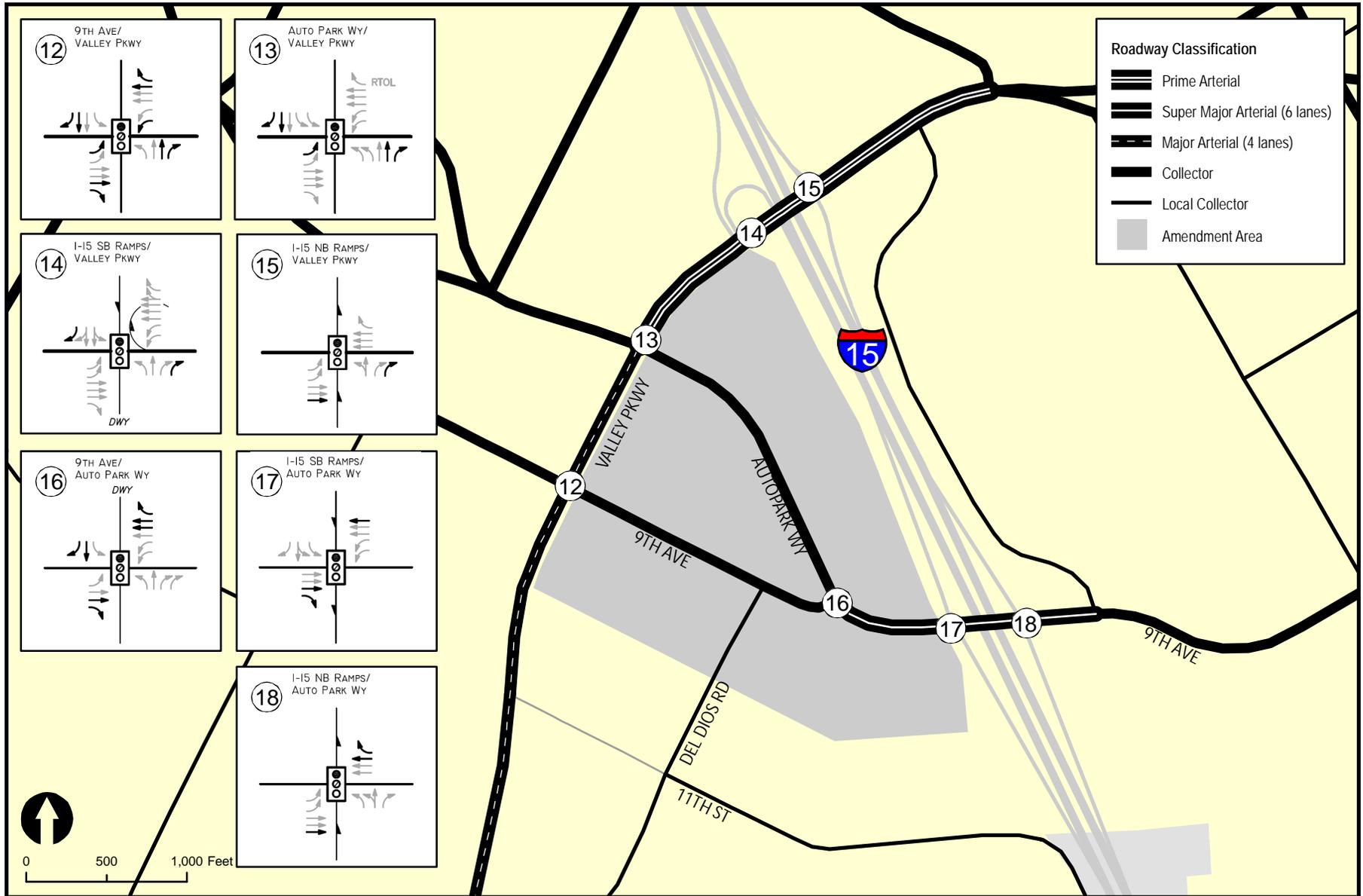


**Figure 13-6**

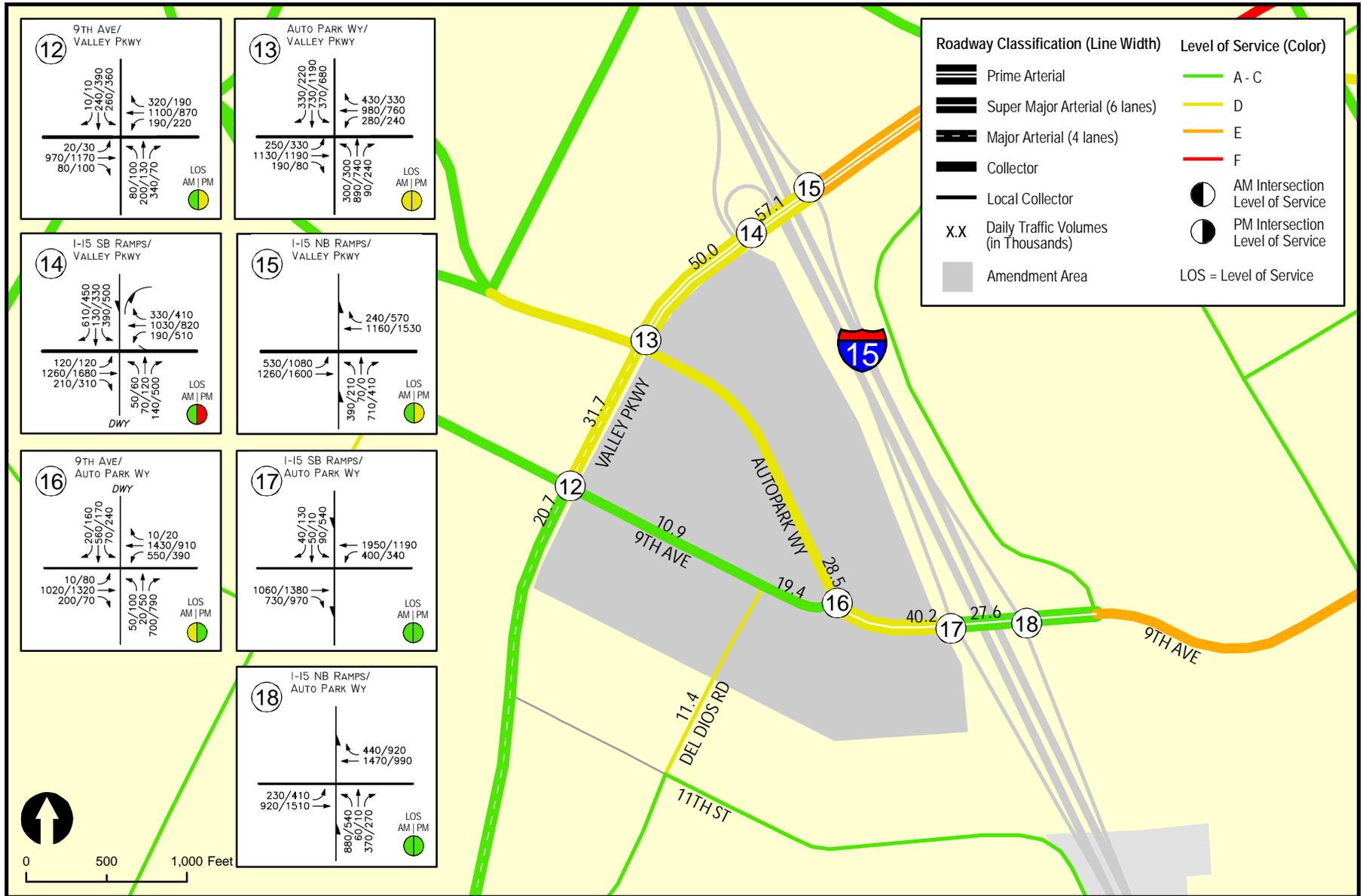
**Year 2035 Conditions Diagram - Alternative 2  
Promenade Retail Center & Vicinity Target Area**



**Figure 13-7**  
**Year 2035 Traffic Volumes & LOS - Alternative 2**  
**Promenade Retail Center & Vicinity Target Area**



**Figure 13-8**  
**Year 2035 Conditions Diagram - Alternative 3**  
**Promenade Retail Center & Vicinity Target Area**



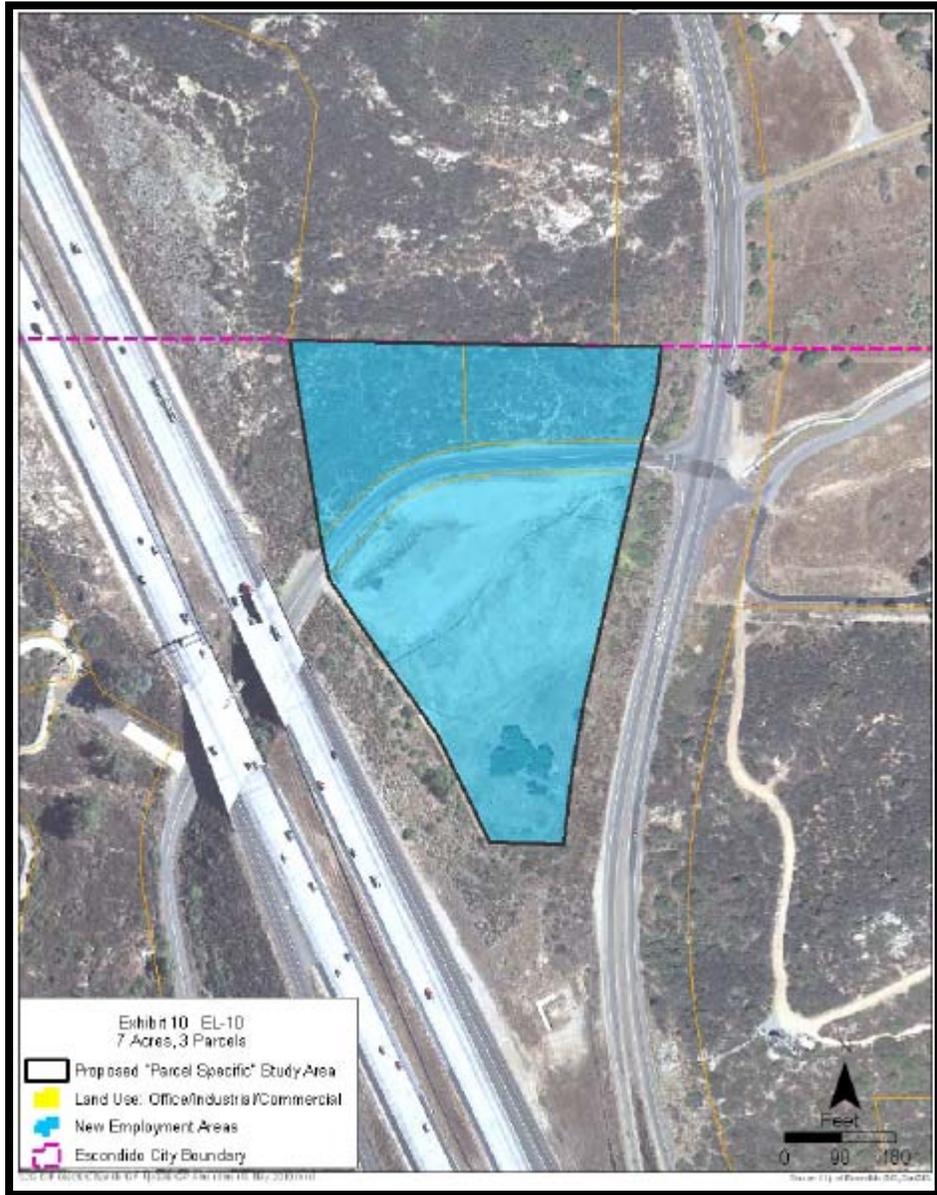
**Figure 13-9**

**Year 2035 Traffic Volumes & LOS - Alternative 3  
Promenade Retail Center & Vicinity Target Area**

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 Source: City of Escondido and SANDAG Series 11

**LINSCOTT  
 LAW &  
 GREENSPAN**  
 engineers

## 14.0 NUTMEG STREET



## 14.0 NUTMEG STREET

The Nutmeg Street area is located on both sides of Nutmeg Street, east of I-15 and west of Centre City Parkway.

**Figure 14-1** shows the Amendment Area map for the Nutmeg Street area. All figures are provided at the end of this section.

### 14.1 Existing Conditions Discussion

The following is a discussion of the land use, street network, traffic volumes, and Level of Service (LOS) analysis results for existing conditions.

#### 14.1.1 Existing Land Use

The Nutmeg Street area consists of 7 acres and 3 parcels. **Table 14-1** shows the existing land use amounts within the Nutmeg Street area.

TABLE 14-1  
NUTMEG STREET  
EXISTING LAND USE QUANTITIES

Land Use	Quantity
Single-Family Residential	0 DU
Multi-Family Residential	0 DU
Commercial/Retail	0 KSF
Office	0 KSF
Industrial/Other	0 KSF

*Source:* City of Escondido (2011)

**General Notes:**

DU = Dwelling Units

KSF = Thousand Square Feet

#### 14.1.2 Existing Street Network

The major circulation element roadways within the Nutmeg Street area were evaluated in this analysis. The existing roadway capacities were identified based on the number of lanes, undivided or divided roadway conditions, on-street parking, and curb-to-curb width and were based on the *City of Escondido Proposed Level of Service Standards and Street Segment Average Daily Trip Thresholds Table*. **Table 3-1** in *Section 3.3.2* of the report contains a copy of this table. The following is a brief description of the existing roadways in the study area.

**Centre City Parkway** is currently built as a two-lane undivided roadway within the Nutmeg Street TA study area. Bike lanes are provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and no posted speed limit signs were observed.

**Nutmeg Street** is currently built as a two-lane undivided roadway within the Nutmeg Street TA study area. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and no posted speed limit signs were observed.

*Figure 14–2* shows the existing conditions diagram for the Nutmeg Street study area.

#### 14.1.3 Existing Traffic Volumes

Existing ADT traffic volumes were obtained from City of Escondido and SANDAG records. *Appendix C* contains the traffic volume data used in the analysis.

*Figure 14–3* illustrates the *Existing* average daily traffic volumes.

#### 14.1.4 Existing Analysis Results

##### SEGMENTS

*Table 14–2* summarizes the key segment operations in the Nutmeg Street study area for existing conditions. As seen in *Table 14–2*, all study area segments are calculated to currently operate at LOS C or better conditions.

##### INTERSECTIONS

There are no intersections analyzed in this Amendment Area.

TABLE 14-2  
NUTMEG STREET  
EXISTING STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>
<b>North/South Roadways</b>					
<b>Centre City Parkway</b>					
Ivy Dell Lane to Nutmeg Street	2-Ln Local Collector	15,000	10,000	C	0.67
Nutmeg Street to I-15 Ramps	2-Ln Local Collector	15,000	7,200	B	0.48
I-15 Ramps to Country Club Lane	4-Ln Major	37,000	15,700	B	0.42
<b>Nutmeg Street</b>					
I-15 to Country Club Lane	2-Ln Local Collector	15,000	4,200	A	0.28
<b>East/West Roadways</b>					
<b>Nutmeg Street</b>					
I-15 to Centre City Parkway	2-Ln Local Collector	10,000	3,800	B	0.38

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

## 14.2 Year 2035 Conditions Discussion

The following is a discussion of the land use, street network, traffic volumes, and level of service analysis results for Year 2035 conditions. As previously mentioned in *Section 3.0* of the report, three alternatives were analyzed:

- **Alternative 1:** Year 2035 Adopted General Plan Circulation Element & Land Use
- **Alternative 2:** Year 2035 Adopted General Plan Circulation Element & Proposed General Plan Land Use
- **Alternative 3:** Year 2035 Proposed General Plan Circulation Element & Land Use

### 14.2.1 Year 2035 Land Use

*Alternatives 2 and 3* seek to modify land use provisions of the *Adopted General Plan (Alternative 1)* within this Amendment Area to designate the area Urban II. **Table 14-3** summarizes the adopted and proposed *General Plan* land uses within the Nutmeg Street area for each of the three alternatives:

TABLE 14-3  
NUTMEG STREET  
YEAR 2035 LAND USE QUANTITIES

Land Use	Quantity			
	Existing	Alternative 1: Adopted General Plan	Alternative 2: Adopted GP CE & Proposed LU	Alternative 3: Proposed GP CE & LUs
Single-Family Residential	0 DU	10 DU	0 DU	<i>Same as Alternative 2</i>
Multi-Family Residential	0 DU	0 DU	50 DU	
Commercial/Retail	0 KSF	0 KSF	0 KSF	
Office	0 KSF	0 KSF	30 KSF	
Industrial/Other	0 KSF	0 KSF	0 KSF	

*Source:* City of Escondido (2011)

**General Notes:**

DU = Dwelling Units  
KSF = Thousand Square Feet  
GP = General Plan  
CE = Circulation Element  
LU = Land Use

### 14.2.2 Year 2035 Street Network

For the Year 2035 analysis, roadway segments were assumed to be built out to their ultimate classifications as identified on the currently adopted *General Plan Circulation Element* (see *Appendix A*). Under *Alternative 3*, no changes are proposed to the Circulation Element.

*Figure 14-4*, *Figure 14-6*, and *Figure 14-8* show the Year 2035 roadway conditions for *Alternative 1*, *Alternative 2*, and *Alternative 3* within the Nutmeg Street area, respectively.

### 14.2.3 Year 2035 Traffic Volumes

The daily traffic volumes for the three future alternatives were obtained from the SANDAG Series 11 Year 2030 North County Model (NCM). A growth factor of 2.5% was applied to the Year 2030 volumes generated by the SANDAG model to arrive at Year 2035 volumes. A more detailed discussion of the traffic modeling process is provided in *Section 5.0* of the report.

*Figure 14-5*, *Figure 14-7*, and *Figure 14-9* show the ADT volumes for *Alternative 1*, *Alternative 2*, and *Alternative 3* within the Nutmeg Street area, respectively.

### 14.2.4 Year 2035 Alternative 1 Analysis Results

#### SEGMENTS

*Table 14-4* summarizes the segment operations in the Nutmeg Street study area under *Alternative 1* conditions. As seen in *Table 14-4*, the study area segments are calculated to operate at LOS C or better conditions.

#### INTERSECTIONS

There are no intersections analyzed in this Amendment Area.

*Figure 14-5* graphically shows the roadway segment LOS under *Alternative 1* conditions for the Nutmeg Street area.

### 14.2.5 Year 2035 Alternative 2 Analysis Results

#### SEGMENTS

*Table 14-4* summarizes the segment operations in the Nutmeg Street study area under *Alternative 2* conditions with the proposed changes in land use. As seen in *Table 14-4*, the study area segments are calculated to operate at LOS C or better conditions.

#### INTERSECTIONS

There are no intersections analyzed in this Amendment Area.

*Figure 14-7* graphically shows the roadway segment LOS under *Alternative 2* conditions for the Nutmeg Street area.

### 14.2.6 *Year 2035 Alternative 3 Analysis Results*

#### SEGMENTS

*Table 14-4* summarizes the segment operations in the Nutmeg Street study area under *Alternative 3* conditions. As seen in *Table 14-4*, the study area segments are calculated to currently operate at LOS C or better conditions.

#### INTERSECTIONS

There are no intersections analyzed in this Amendment Area.

*Figure 14-9* graphically shows the roadway segment LOS under *Alternative 3* conditions for the Nutmeg Street.

TABLE 14-4  
NUTMEG STREET  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>North/South Roadways</b>																	
<b>Centre City Parkway</b>																	
Ivy Dell Lane to Nutmeg Street	15,000	10,000	C	0.67	4-Ln Collector	34,200	17,100	B	0.50	19,800	C	0.58	4-Ln Collector	34,200	19,800	C	0.58
Nutmeg Street to I-15 Ramps	15,000	7,200	B	0.48	4-Ln Collector	34,200	11,400	A	0.33	14,000	B	0.41	4-Ln Collector	34,200	14,000	B	0.41
I-15 Ramps to Country Club Lane	37,000	15,700	B	0.42	4-Ln Major	37,000	20,600	C	0.56	25,500	C	0.69	4-Ln Major	37,000	25,500	C	0.69
<b>Nutmeg Street</b>																	
I-15 to Country Club Lane	15,000	4,200	A	0.28	2-Ln Local Collector	15,000	9,200	C	0.61	9,300	C	0.62	2-Ln Local Collector	15,000	9,300	C	0.62
<b>East/West Roadways</b>																	
<b>Nutmeg Street</b>																	
I-15 to Centre City Parkway	10,000	3,800	B	0.38	2-Ln Local Collector	15,000	7,900	B	0.53	8,300	C	0.55	2-Ln Local Collector	15,000	8,300	C	0.55

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

GP = General Plan  
 LU = Land Use  
 CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

## 14.3 Summary of Findings/Significance of Impacts and Mitigation Measures

### 14.3.1 *Summary of Findings*

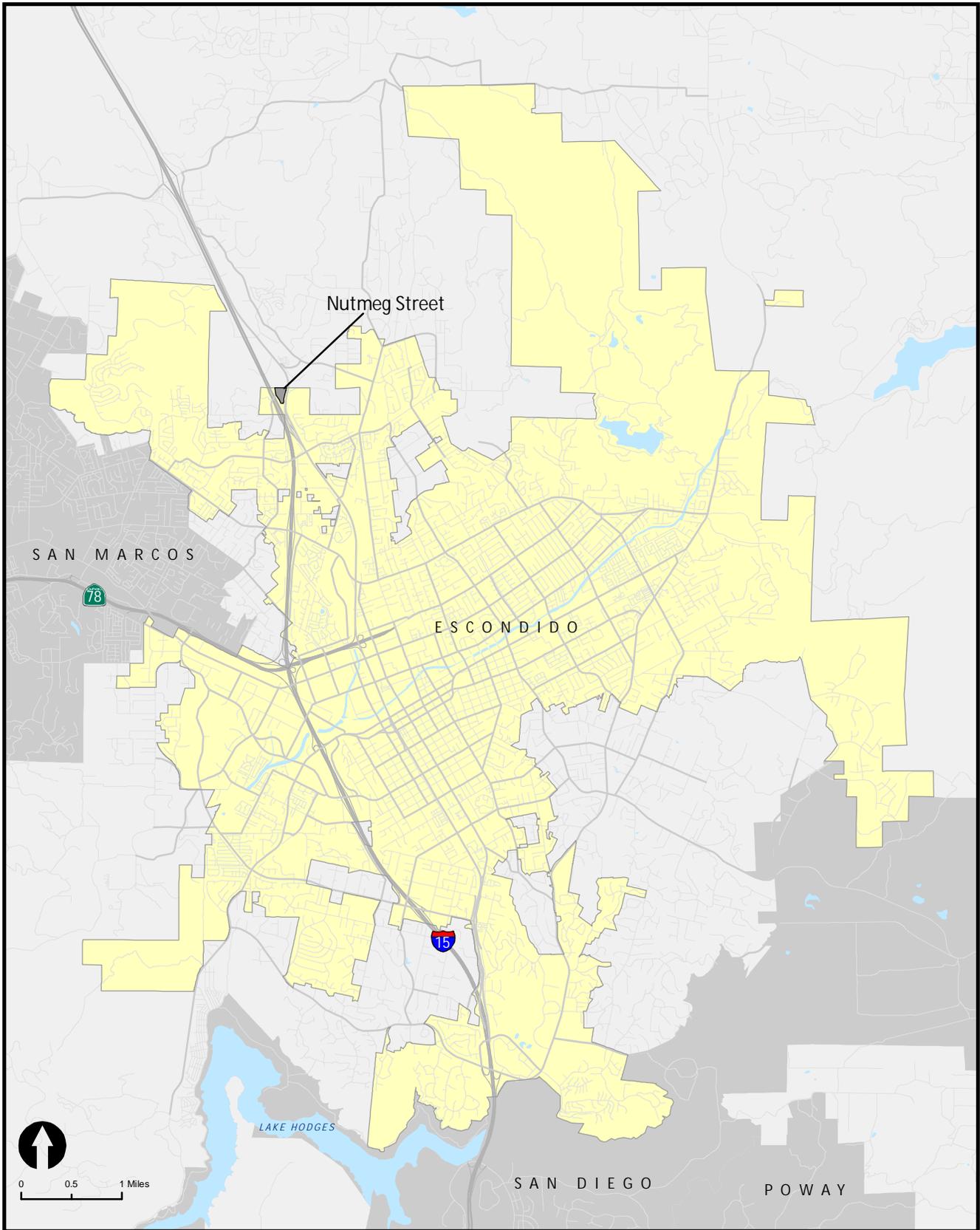
The *General Plan Update (Alternative 3)* proposes to decrease density in single-family residential, and increase density in multi-family residential and office land uses over the *Adopted General Plan*. No roadway downgrades are proposed in this Amendment Area. All study area locations operate at an acceptable LOS with development of *Alternative 3*.

### 14.3.2 *Significance of Impacts*

Based on the established significance criteria, all segments operate at acceptable LOS with implementation of the Proposed Project.

### 14.3.3 *Mitigation*

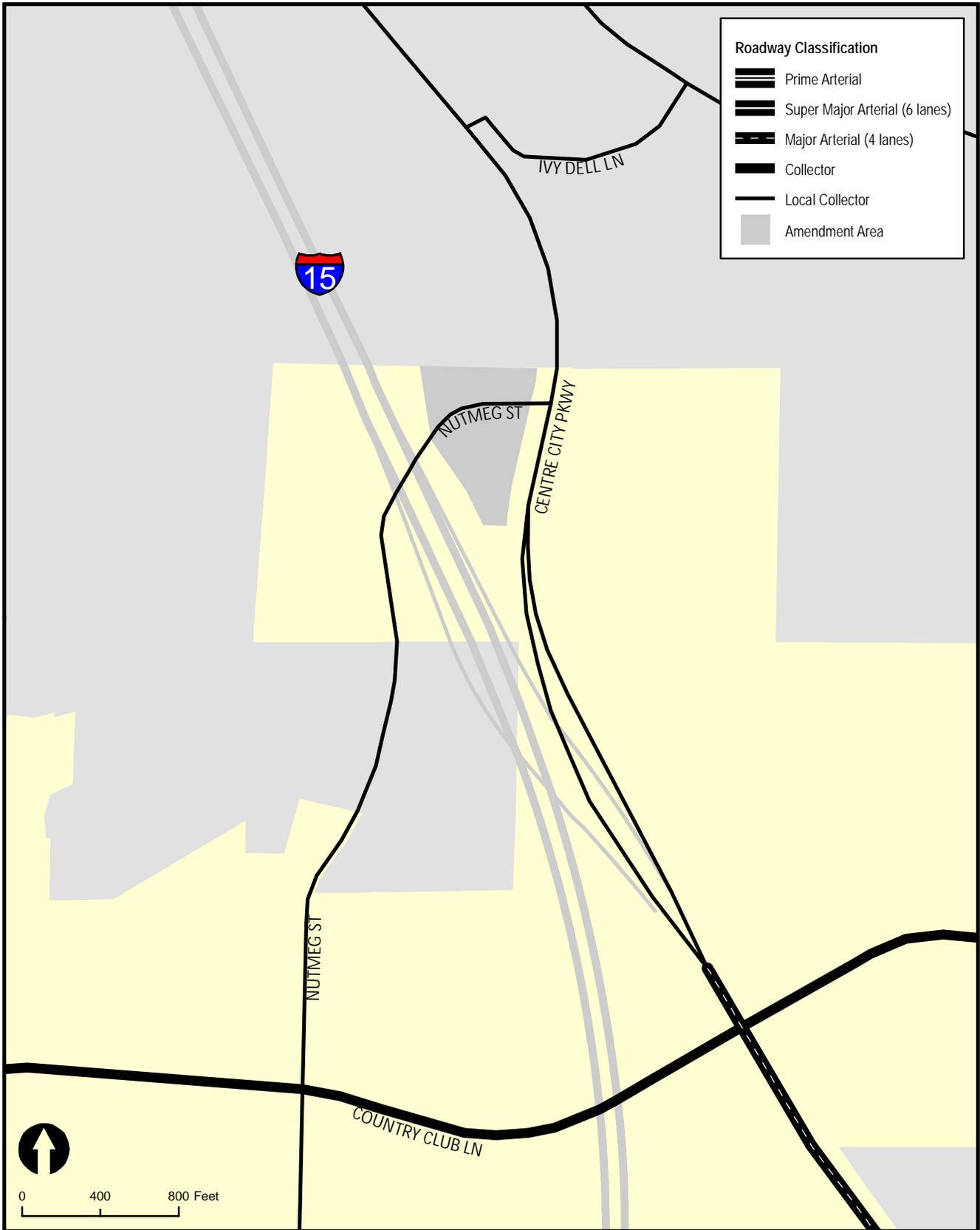
No mitigation is required.

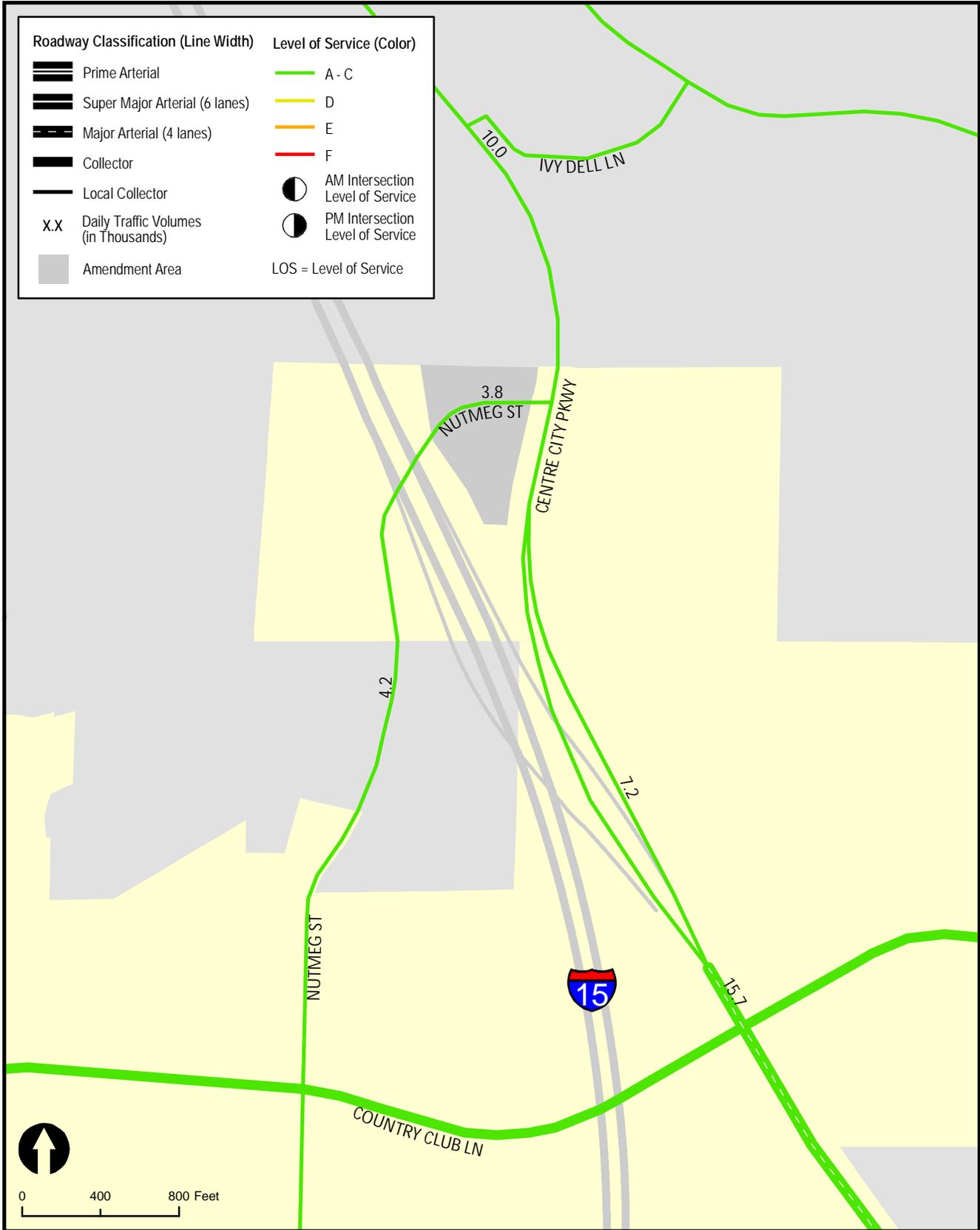


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 Source: SANDAG



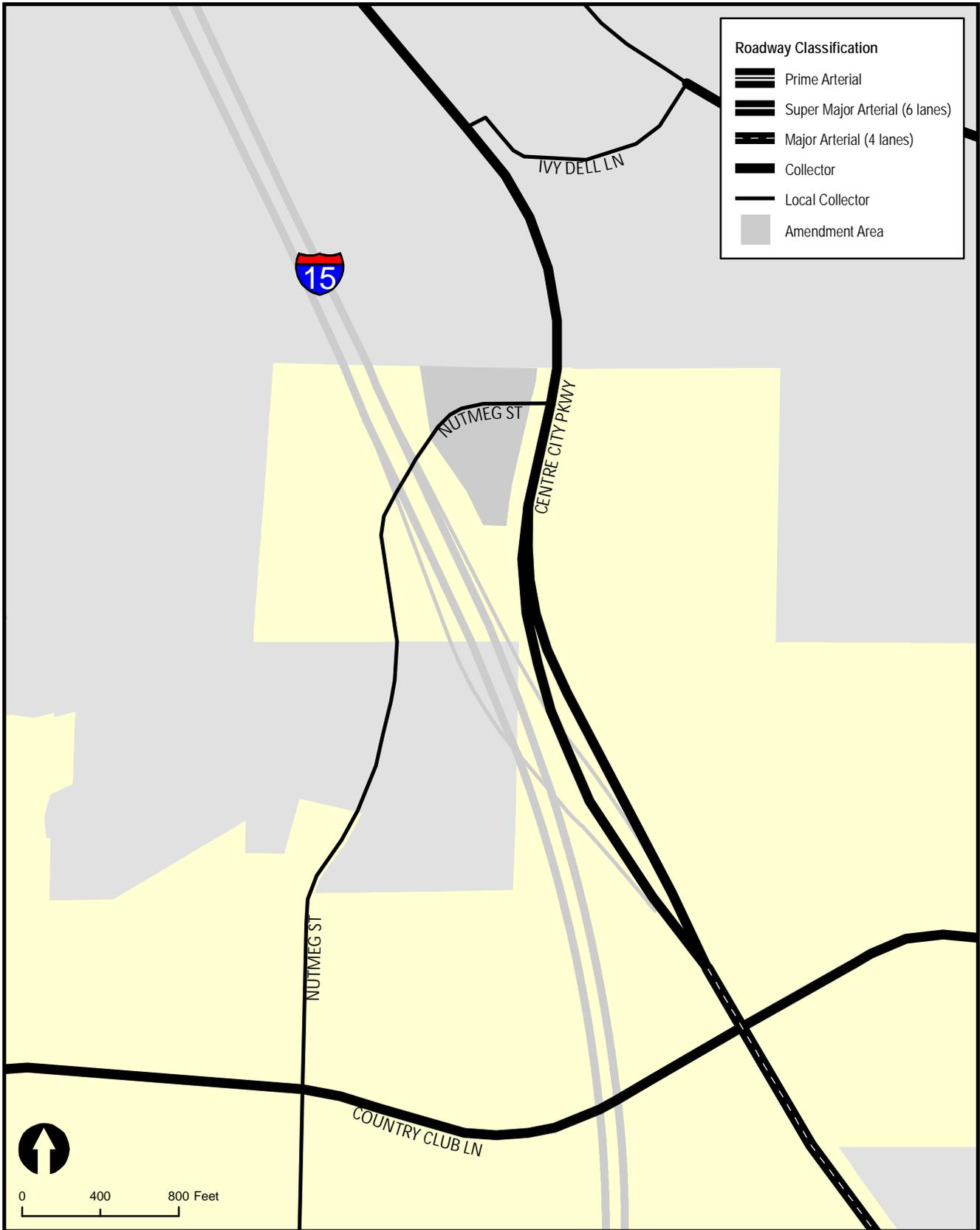
**Figure 14-1**  
**Amendment Area Map**  
**Nutmeg Street**





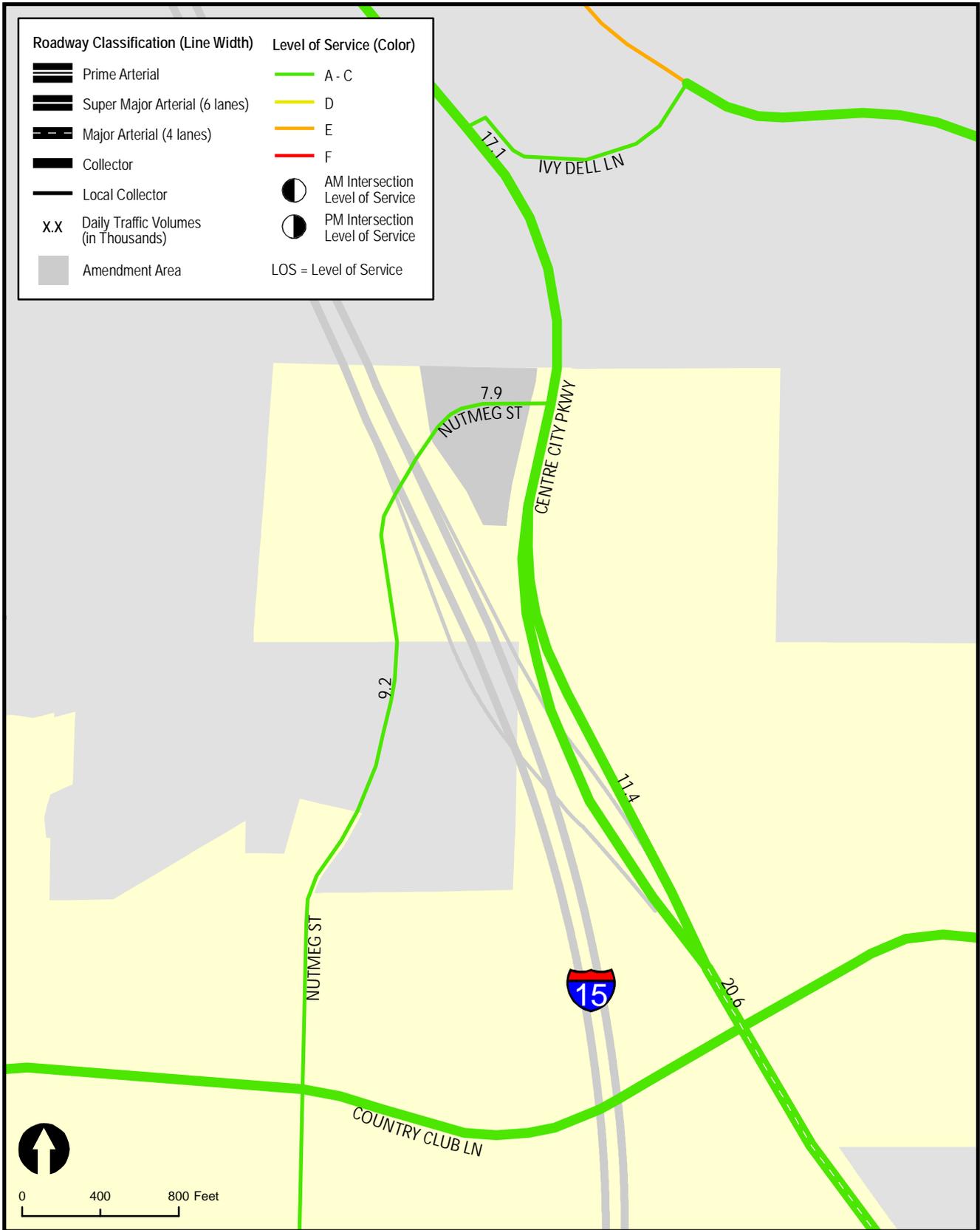
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 Source: City of Escondido and SANDAG Series 11

**Figure 14-3**  
**Existing Traffic Volumes & LOS**  
**Nutmeg Street**



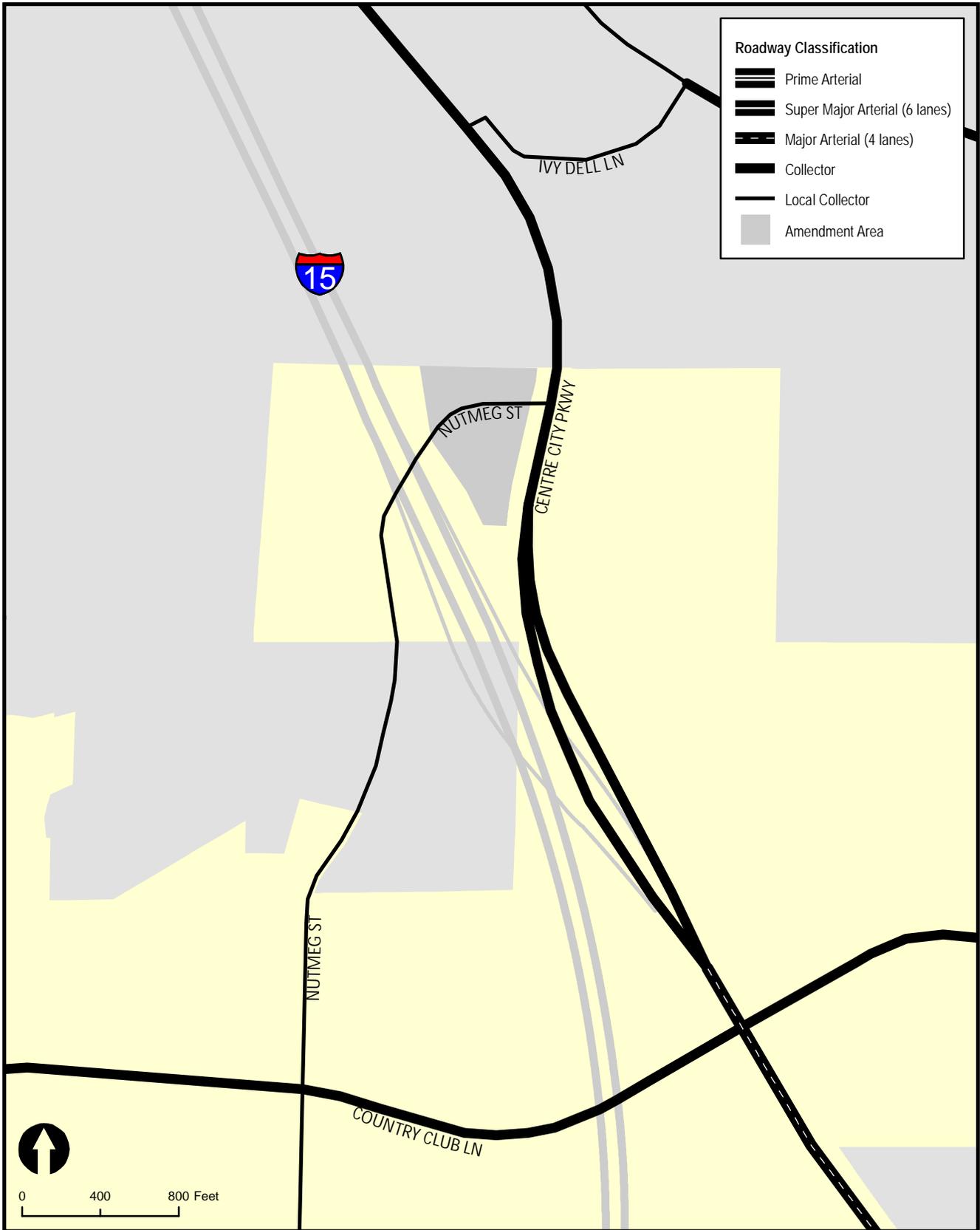
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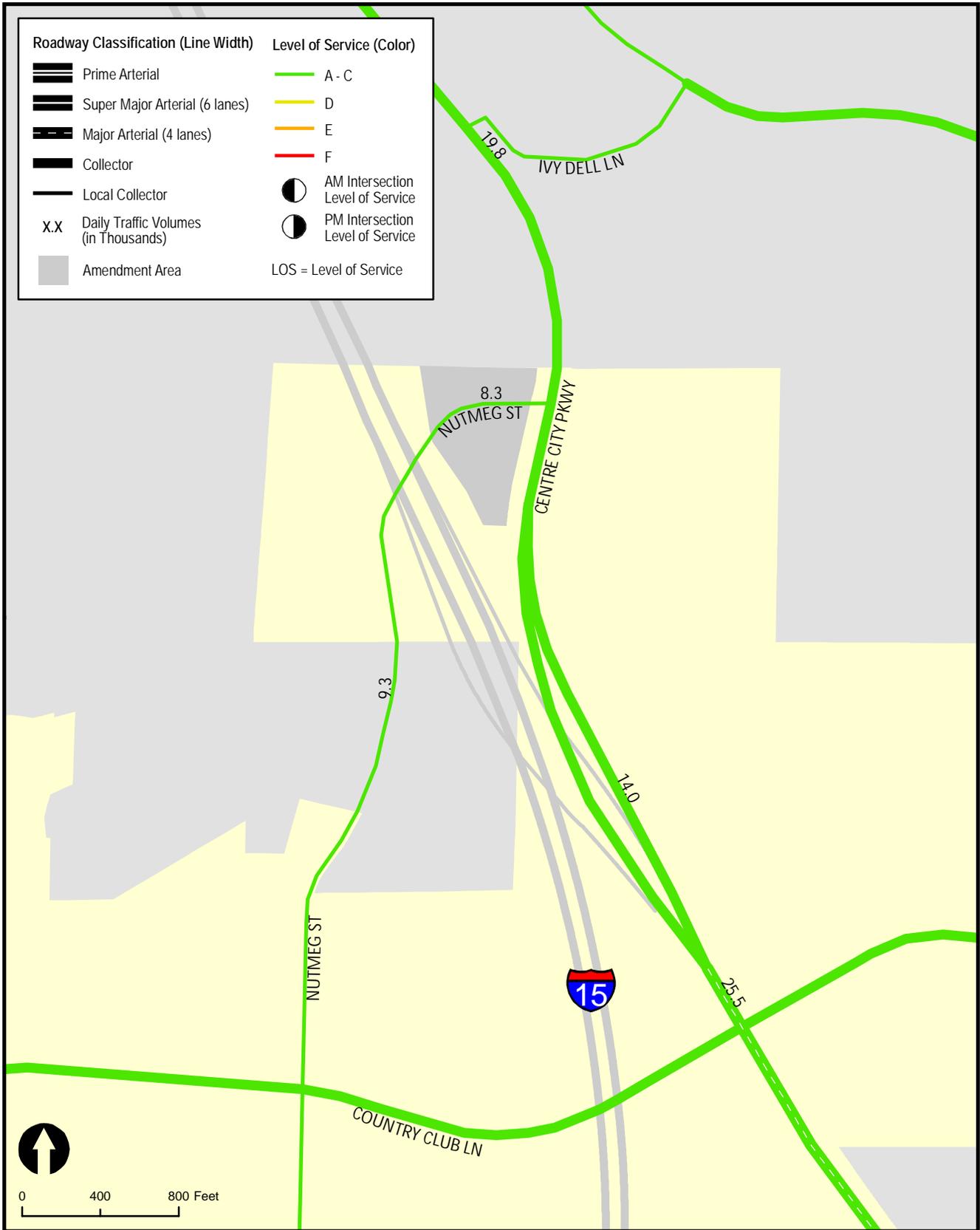
**Figure 14-4**  
**Year 2035 Conditions Diagram - Alternative 1**  
**Nutmeg Street**



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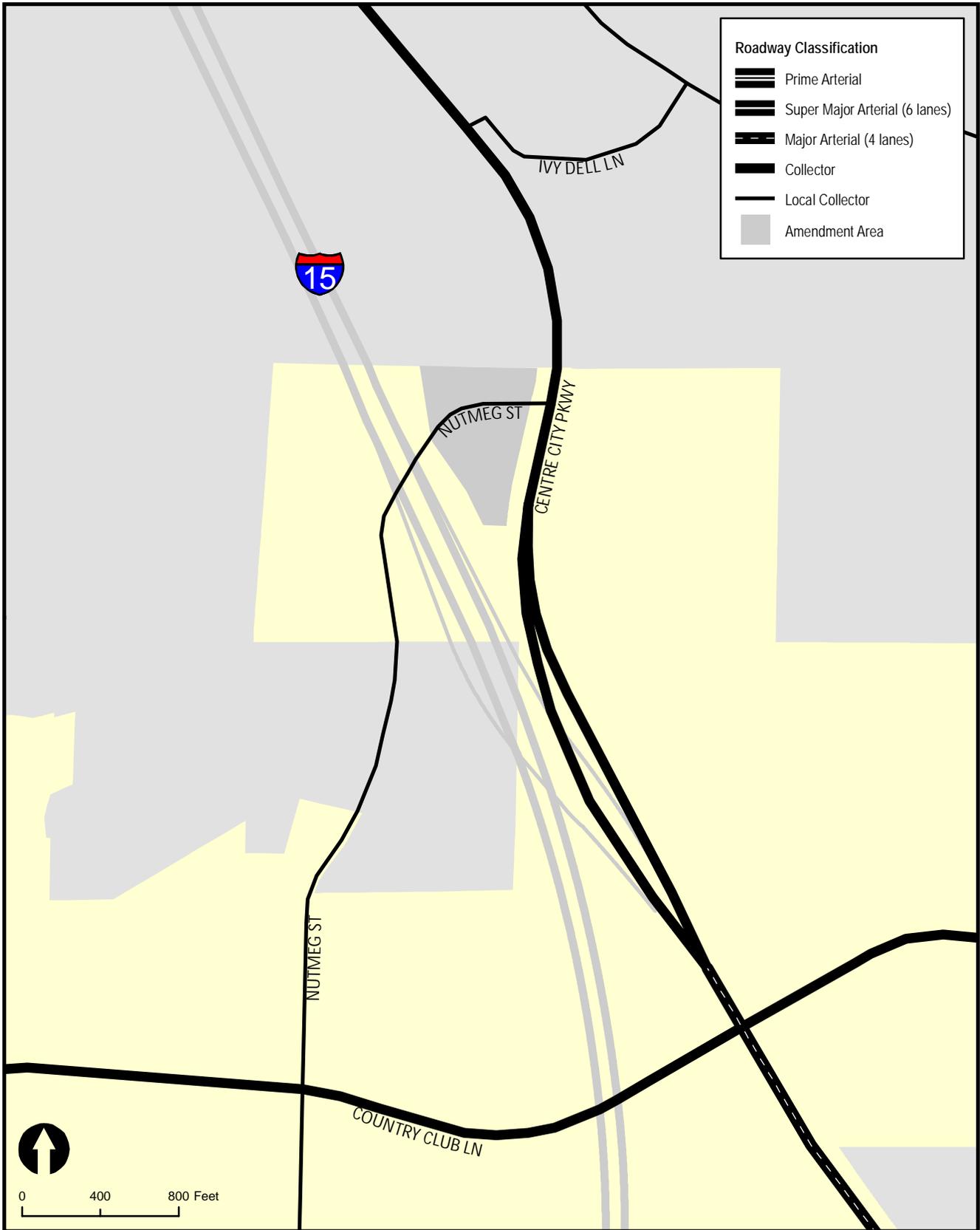
**Figure 14-5**  
**Year 2035 Traffic Volumes & LOS - Alternative 1**  
**Nutmeg Street**





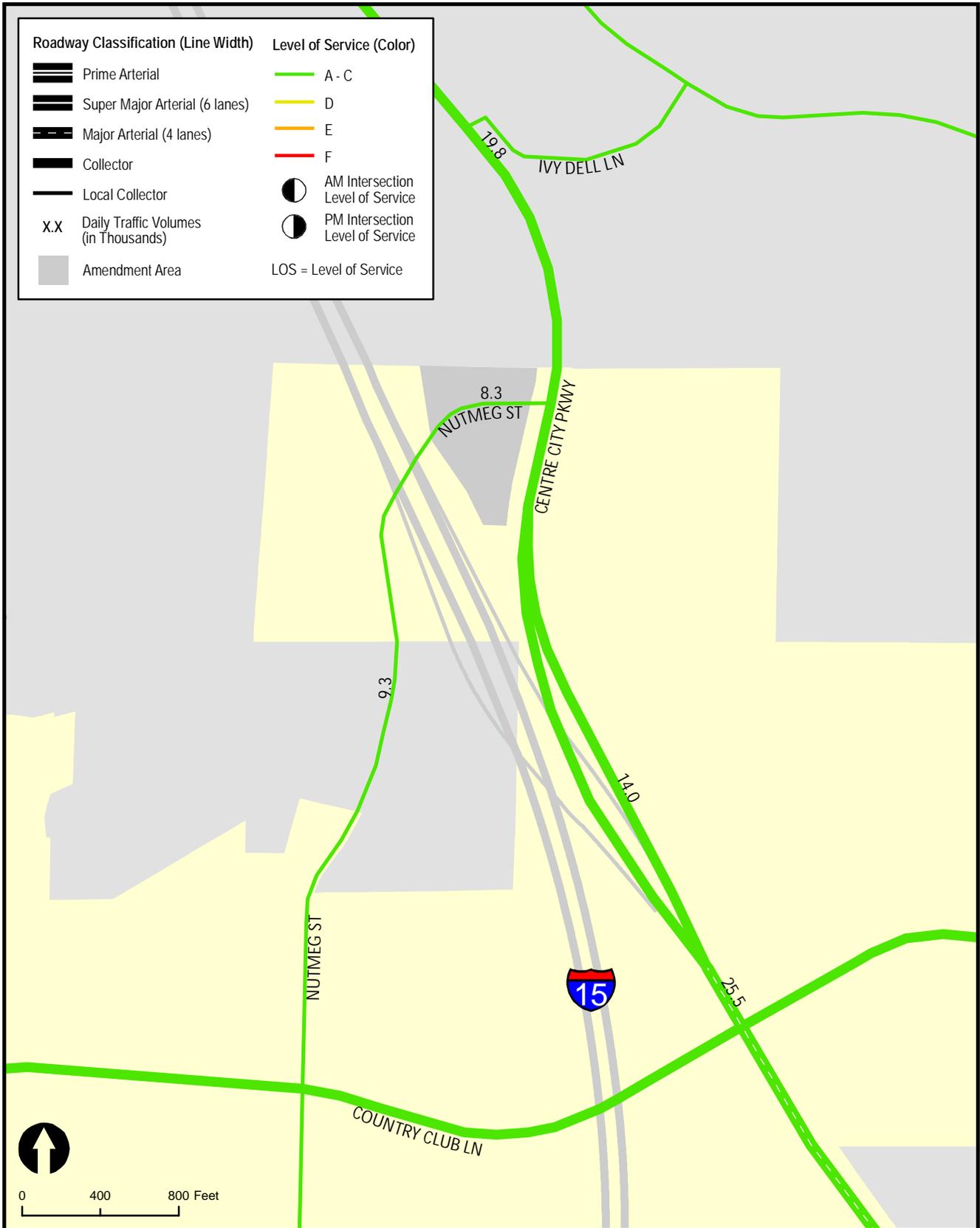
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 Source: City of Escondido and SANDAG Series 11

**Figure 14-7**  
**Year 2035 Traffic Volumes & LOS - Alternative 2**  
**Nutmeg Street**



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 Source: City of Escondido and SANDAG Series 11

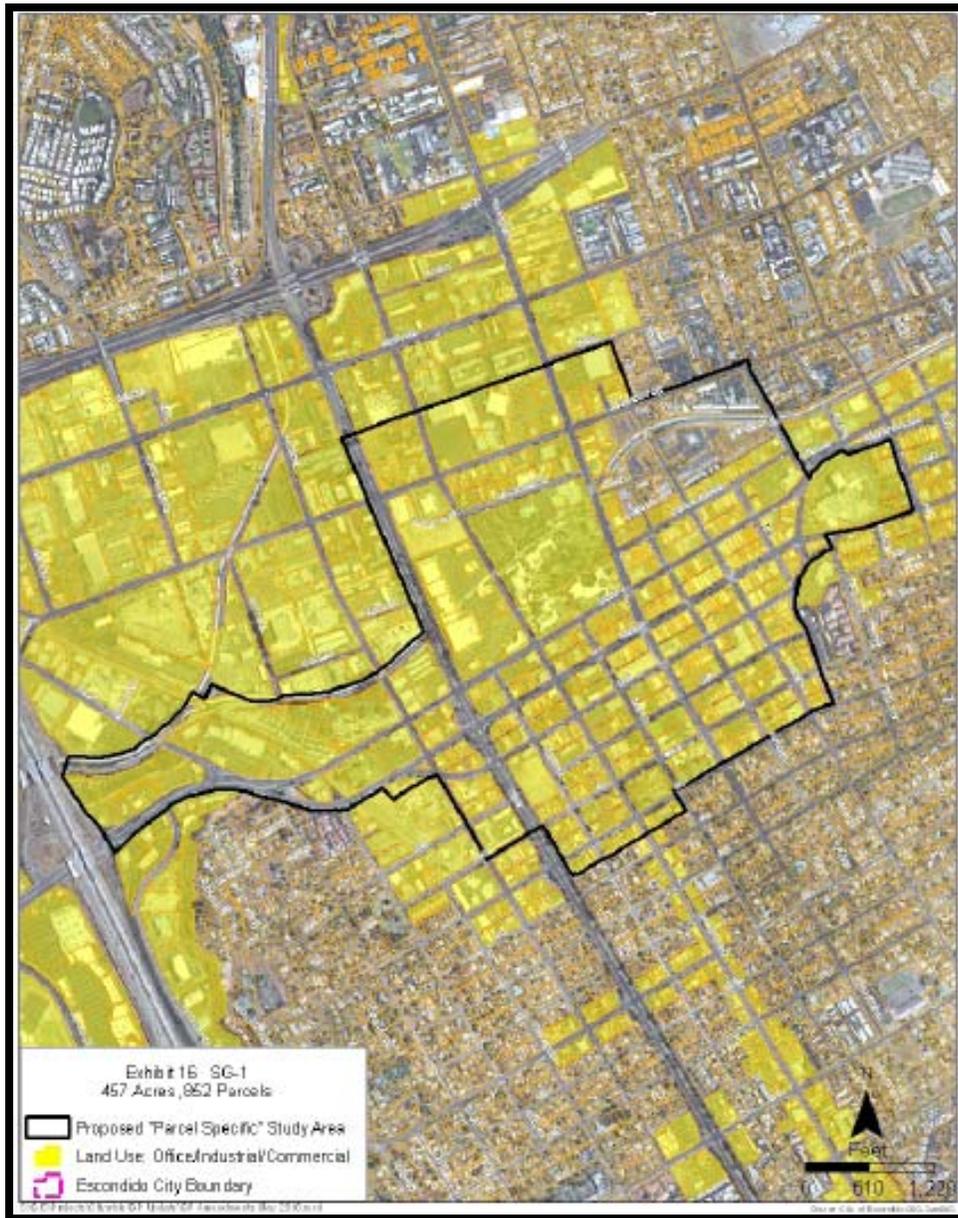
**Figure 14-8**  
**Year 2035 Conditions Diagram - Alternative 3**  
**Nutmeg Street**



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 Source: City of Escondido and SANDAG Series 11

**Figure 14-9**  
**Year 2035 Traffic Volumes & LOS - Alternative 3**  
**Nutmeg Street**

## 15.0 DOWNTOWN SPECIFIC PLANNING AREA #9



## 15.0 DOWNTOWN SPECIFIC PLANNING AREA #9

The Downtown Specific Planning Area (SPA) #9 is located in central Escondido, east of I-15, north of 6<sup>th</sup> Avenue, south of Mission Avenue and west of Fig Street.

**Figure 15–1** shows the Amendment Area map for the Downtown SPA #9. All figures are provided at the end of this section.

### 15.1 Existing Conditions Discussion

The following is a discussion of the land use, street network, traffic volumes, and Level of Service (LOS) analysis results for existing conditions.

#### 15.1.1 Existing Land Use

The Downtown SPA #9 area consists of 457 acres and 852 parcels. **Table 15–1** shows the existing land use amounts within the Downtown SPA #9.

TABLE 15–1  
DOWNTOWN SPA #9  
EXISTING LAND USE QUANTITIES

Land Use	Quantity
Single-Family Residential	0 DU
Multi-Family Residential	674 DU
Commercial/Retail	2,053 KSF
Office	969 KSF
Industrial/Other	31 KSF

*Source:* City of Escondido (2011)

**General Notes:**

DU = Dwelling Units

KSF = Thousand Square Feet

#### 15.1.2 Existing Street Network

The major circulation element roadways and select major intersections within the Downtown SPA #9 area were evaluated in this analysis. The existing roadway capacities were identified based on the number of lanes, undivided or divided roadway conditions, on-street parking, and curb-to-curb width and were based on the *City of Escondido Proposed Level of Service Standards and Street Segment Average Daily Trip Thresholds Table*. **Table 3–1** in *Section 3.3.2* of the report contains a copy of this table. The following is a brief description of the existing roadways in the study area.

**Broadway** is currently built as a four-lane undivided roadway within the Downtown SPA #9 study area. Between Washington Avenue and 5<sup>th</sup> Avenue a TWLTL median is provided. Between Grand Avenue and 5<sup>th</sup> Avenue, Broadway transitions to a two-lane undivided road. Bike lanes are not provided and parking is generally permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit ranges between 30-35 mph.

**Centre City Parkway** is currently built as a four-lane divided roadway within the Downtown SPA #9 study area. Bike lanes are provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and no posted speed limit signs were observed.

**Escondido Boulevard** is currently built as a four-lane undivided roadway within the Downtown SPA #9 study area. Between Washington Avenue and 5<sup>th</sup> Avenue a TWLTL median is provided. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph.

**Hickory Street** is currently built as a two-lane undivided roadway within the Downtown SPA #9 study area. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 30 mph.

**Juniper Street** is currently built as a two-lane undivided roadway within the Downtown SPA #9 study area. Between Valley Parkway and 5<sup>th</sup> Avenue a TWLTL median is provided. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 30 mph.

**Quince Street** is currently built as a four-lane undivided roadway within the Downtown SPA #9 study area. Between Valley Parkway and Grand Avenue a TWLTL median is provided. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph.

**Valley Parkway** is currently built as three-lane One-Way roadway between Grand Avenue and Centre City Parkway, and as a five-lane One-Way roadway between Centre City Parkway and Broadway within the Downtown SPA #9 study area. Bike lanes are not provided and parking is permitted intermittently along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph.

**Grand Avenue** is currently built as a four-lane divided roadway within the Downtown SPA #9 study area. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 30 mph.

**2<sup>nd</sup> Avenue** is currently built as a 3-lane One-Way roadway between Crescent Road and Centre City Parkway and between Centre City Parkway and Broadway and as a 4-lane One-Way roadway between Quince Street and Centre City Parkway within the Downtown SPA #9 study area. Bike lanes are not provided and parking is permitted intermittently along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph.

**Figure 15–2** shows the existing conditions diagram for the Downtown SPA #9 study area.

### 15.1.3 Existing Traffic Volumes

Existing ADT traffic volumes were obtained from City of Escondido and SANDAG records. Existing peak hour volumes were collected by LLG or obtained from recent area traffic studies. *Appendix C* contains the traffic volume data used in the analysis.

**Figure 15–3** illustrates the *Existing* average daily and peak hour traffic volumes.

### 15.1.4 Existing Analysis Results

#### SEGMENTS

**Table 15–2** summarizes the key segment operations in the Downtown SPA #9 study area for existing conditions. As seen in *Table 15–2*, all study area segments are calculated to currently operate at LOS D or better conditions except for the following:

- 5<sup>th</sup> Avenue between Centre City Parkway and Escondido Boulevard (LOS E)
- Washington Avenue between Juniper Street and Hickory Street (LOS F)
- Washington Avenue between Hickory Street and Fig Street (LOS F)

#### INTERSECTIONS

**Table 15–3** shows existing peak hour operations at the key intersections within the Downtown SPA #9 study area. As seen in *Table 15–3*, all study area intersections are calculated to operate at LOS D or better conditions.

*Appendix B–21* shows the existing peak hour calculation sheets.

TABLE 15-2  
DOWNTOWN SPA #9  
EXISTING STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>
<b>North/South Roadways</b>					
<b>Broadway</b>					
Washington Ave to Valley Pkwy	4-Ln Collector	34,200	18,700	B	0.55
Valley Pkwy to Grand Ave	4-Ln Collector	20,000	11,700	C	0.59
Grand Ave to 2 <sup>nd</sup> Ave	2-Ln Local Collector	10,000	8,200	D	0.82
2 <sup>nd</sup> Ave to 5 <sup>th</sup> Ave	2-Ln Local Collector	10,000	6,000	C	0.60
<b>Centre City Parkway</b>					
Washington Ave to Valley Pkwy	4-Ln Major	37,000	29,600	D	0.80
Valley Pkwy to Grand Ave	4-Ln Major	37,000	26,100	C	0.71
Grand Ave to 2 <sup>nd</sup> Ave	4-Ln Major	37,000	27,900	D	0.75
2 <sup>nd</sup> Ave to 5 <sup>th</sup> Ave	4-Ln Major	37,000	27,400	C	0.74
<b>Escondido Boulevard</b>					
Washington Ave to Valley Pkwy	4-Ln Collector	34,200	18,200	B	0.53
Valley Pkwy to Grand Ave	4-Ln Collector	34,200	15,600	B	0.46
Grand Ave to 2 <sup>nd</sup> Ave	4-Ln Collector	34,200	16,200	B	0.47
2 <sup>nd</sup> Ave to 5 <sup>th</sup> Ave	4-Ln Collector	34,200	13,800	B	0.40
<b>Hickory Street</b>					
Washington Ave to Valley Pkwy	2-Ln Local Collector	10,000	3,100	A	0.31
<b>Juniper Street</b>					
Washington Ave to Valley Pkwy	2-Ln Local Collector	10,000	3,500	B	0.35
Valley Pkwy to Grand Ave <sup>e</sup>	2-Ln Local Collector	19,000	5,400	A	0.28
Grand Ave to 2 <sup>nd</sup> Ave <sup>e</sup>	2-Ln Local Collector	19,000	8,800	B	0.46
2 <sup>nd</sup> Ave to 5 <sup>th</sup> Ave <sup>e</sup>	2-Ln Local Collector	19,000	9,700	B	0.51

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Capacity of 19,000 ADT used for roadway with a two-way center turn.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 15-2  
DOWNTOWN SPA #9  
EXISTING STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>
<b>Quince Street</b>					
Valley Pkwy to Grand Ave	4-Ln Collector	34,200	9,500	A	0.28
Grand Ave to 2 <sup>nd</sup> Ave	4-Ln Collector	34,200	9,500	A	0.28
<b>East/West Roadways</b>					
<b>2<sup>nd</sup> Avenue</b>					
Grand Ave to Quince St	4-Ln Collector	30,000 <sup>e</sup>	19,800	C	0.66
Quince St to Centre City Pkwy	4-Ln Collector	30,000 <sup>e</sup>	17,700	C	0.59
Centre City Pkwy to Escondido Blvd	4-Ln Collector	30,000 <sup>e</sup>	20,200	C	0.67
Escondido Blvd to Broadway	4-Ln Collector	30,000 <sup>e</sup>	17,300	C	0.58
Broadway to Juniper St	4-Ln Collector	30,000 <sup>e</sup>	17,000	C	0.57
Juniper St to Grand Ave	4-Ln Collector	30,000 <sup>e</sup>	15,900	B	0.53
Grand Ave to Valley Pkwy	4-Ln Collector	30,000 <sup>e</sup>	12,900	B	0.43
<b>5<sup>th</sup> Avenue</b>					
Centre City Pkwy to Escondido Blvd	2-Ln Local Collector	10,000	<b>9,000</b>	<b>E</b>	<b>0.90</b>
Escondido Blvd to Broadway	2-Ln Local Collector	10,000	5,200	B	0.52
Broadway to Juniper St	2-Ln Local Collector	10,000	6,000	C	0.60
Juniper St to Date St	2-Ln Local Collector	10,000	3,500	B	0.35
<b>Grand Avenue</b>					
Valley Pkwy to 2 <sup>nd</sup> Ave	4-Ln Collector	35,000 <sup>f</sup>	22,700	C	0.65
2 <sup>nd</sup> Ave to Quince St	2-Ln Local Collector	10,000	2,600	A	0.26
Quince St to Centre City Pkwy	2-Ln Local Collector	10,000	2,300	A	0.23
Centre City Pkwy to Escondido Blvd	4-Ln Collector	20,000	12,600	C	0.63

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Roadway currently built as three lanes traveling in one direction. Capacity of 30,000 ADT used in analysis.
- f. Roadway currently built as three to four lanes traveling in one direction. Capacity of 35,000 ADT used in analysis.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represent an LOS worse than City standards.

TABLE 15-2  
DOWNTOWN SPA #9  
EXISTING STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>
<b>Grand Avenue (Continued)</b>					
Escondido Blvd to Broadway	4-Ln Collector	20,000	12,800	C	0.64
Broadway to Juniper St	4-Ln Collector	20,000	13,600	C	0.68
Juniper St to Valley Blvd	4-Ln Collector	20,000	13,700	C	0.69
Valley Blvd to Fig St	4-Ln Collector	30,000 <sup>f</sup>	14,300	B	0.48
<b>Valley Parkway</b>					
I-15 NB Ramps to La Terraza Blvd	6-Ln Prime	60,000	37,000	C	0.62
La Terraza Blvd to N. Tulip St	6-Ln Prime	65,000 <sup>g</sup>	39,400	C	0.61
N. Tulip St to S. Tulip St	6-Ln Prime	65,000 <sup>g</sup>	18,300	A	0.28
Tulip St to Quince St	4-Ln Collector	30,000 <sup>e</sup>	21,000	C	0.70
Quince St to Centre City Pkwy	4-Ln Collector	30,000 <sup>e</sup>	18,900	C	0.63
Centre City Pkwy to Escondido Blvd	4-Ln Major	43,500 <sup>h</sup>	20,700	B	0.48
Escondido Blvd to Broadway	4-Ln Collector	30,000 <sup>e</sup>	18,700	C	0.62
Broadway to Juniper St	4-Ln Collector	30,000 <sup>e</sup>	17,000	C	0.57
Juniper St to Hickory St	4-Ln Collector	30,000 <sup>e</sup>	14,000	B	0.47
<b>Washington Avenue</b>					
Centre City Pkwy to Escondido Blvd	4-Ln Collector	34,200	20,200	C	0.59
Escondido Blvd to Broadway	4-Ln Collector	34,200	22,000	C	0.64
Broadway to Juniper St	4-Ln Collector	34,200	23,800	C	0.70
Juniper St to Hickory St	4-Ln Collector	20,000	<b>22,600</b>	<b>F</b>	<b>1.13</b>
Hickory St to Fig St	4-Ln Collector	20,000	<b>20,500</b>	<b>F</b>	<b>1.03</b>

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Roadway currently built as three lanes traveling in one direction. Capacity of 30,000 ADT used in analysis.
- f. Roadway currently built as three-lane roadway. Capacity of 30,000 ADT used in analysis.
- g. Roadway currently built as seven lane roadway. Additional capacity of 5,000 ADT used in analysis.
- h. Roadway currently built as five lanes traveling in one direction. Average of 4-Ln Major and 6-Ln Super Major capacity used in analysis.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represent an LOS worse than City standards.

TABLE 15-3  
DOWNTOWN SPA #9  
EXISTING INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing	
			Delay <sup>a</sup>	LOS <sup>b</sup>
19. Centre City Parkway/ Washington Avenue	Signal	AM	23.6	C
		PM	38.3	D
20. Broadway/ Washington Avenue	Signal	AM	27.2	C
		PM	54.0	D
21. Centre City Parkway/ Valley Parkway	Signal	AM	22.1	C
		PM	15.6	B
22. Escondido Boulevard/ Valley Parkway	Signal	AM	13.7	B
		PM	18.2	B
23. Broadway/Valley Parkway	Signal	AM	15.7	B
		PM	17.1	B
24. Centre City Parkway/ Grand Avenue	Signal	AM	8.8	A
		PM	16.6	B
25. Escondido Boulevard/ Grand Avenue	Signal	AM	9.2	A
		PM	11.6	B
26. Broadway/ Grand Avenue	Signal	AM	12.4	B
		PM	18.1	B
27. Centre City Parkway/ 2 <sup>nd</sup> Avenue	Signal	AM	15.3	B
		PM	26.1	C
28. Escondido Boulevard/ 2 <sup>nd</sup> Avenue	Signal	AM	14.4	B
		PM	16.3	B
29. Broadway/ 2 <sup>nd</sup> Avenue	Signal	AM	10.5	B
		PM	11.0	B

**Footnotes:**

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.

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

## 15.2 Year 2035 Conditions Discussion

The following is a discussion of the land use, street network, traffic volumes, and level of service analysis results for Year 2035 conditions. As previously mentioned in *Section 3.0* of the report, three alternatives were analyzed:

- **Alternative 1:** Year 2035 Adopted General Plan Circulation Element & Land Use
- **Alternative 2:** Year 2035 Adopted General Plan Circulation Element & Proposed General Plan Land Use
- **Alternative 3:** Year 2035 Proposed General Plan Circulation Element & Land Use

### 15.2.1 Year 2035 Land Use

*Alternatives 2 and 3* seek to modify land use provisions of the *Adopted General Plan (Alternative 1)* within this Amendment Area to designate the area as a Specific Plan Area. **Table 15-4** summarizes the adopted and proposed *General Plan* land uses within the Downtown SPA #9 for each of the three alternatives:

TABLE 15-4  
DOWNTOWN SPA #9  
YEAR 2035 LAND USE QUANTITIES

Land Use	Quantity			
	Existing	Alternative 1: Adopted General Plan	Alternative 2: Adopted GP CE & Proposed LU	Alternative 3: Proposed GP CE & LUs
Single-Family Residential	0 DU	0 DU	0 DU	<i>Same as Alternative 2</i>
Multi-Family Residential	674 DU	2,000 DU	4,000 DU	
Commercial/Retail	2,053 KSF	2,466 KSF	3,600 KSF	
Office	969 KSF	1,025 KSF	1,250 KSF	
Industrial/Other	31 KSF	50 KSF	91 KSF	

*Source:* City of Escondido (2011)

**General Notes:**

DU = Dwelling Units  
KSF = Thousand Square Feet  
GP = General Plan  
CE = Circulation Element  
LU = Land Use

15.2.2 Year 2035 Street Network

For the Year 2035 analysis, roadway segments were assumed to be built out to their ultimate classifications as identified on the currently adopted *General Plan Circulation Element* (see *Appendix A*), except for *Alternative 3*, where changes are proposed to the Circulation Element. **Table 15-5** shows the roadways affected by the proposed changes to the street network under *Alternative 3* within the Downtown SPA #9:

TABLE 15-5  
DOWNTOWN SPA #9  
YEAR 2035 NETWORK CHANGES

Street Segment	Year 2035 Roadway Classification		
	Alternative 1: Adopted GP CE & LU	Alternative 2: Adopted GP CE & Proposed GP LU	Alternative 3: Proposed GP CE & Proposed GP LU
<b>Centre City Parkway</b>		<i>Same as Alternative 1</i>	
Washington Ave to Valley Pkwy	4-Ln Major		6-Ln Super Major
Valley Pkwy to Grand Ave	4-Ln Major		6-Ln Super Major
Grand Ave to 2 <sup>nd</sup> Avenue	4-Ln Major		6-Ln Super Major
2 <sup>nd</sup> Avenue to 5 <sup>th</sup> Avenue	4-Ln Major		6-Ln Super Major
<b>5<sup>th</sup> Avenue</b>			
Escondido Blvd to Broadway	4-Ln Collector		2-Ln Local Collector
Broadway to Juniper St	4-Ln Collector		2-Ln Local Collector
Juniper St to Date St	4-Ln Collector		2-Ln Local Collector
<b>Grand Avenue</b>			
Quince Street to Pine Street	4-Ln Collector		2-Ln Local Collector

*Source:* City of Escondido Adopted Circulation Element (2009), and City of Escondido, 2011

In addition, all intersection lane configurations were generally assumed built out to maximum capacity, based on corresponding street segment classifications. For the purposes of this study, the standard approach-configuration applied for a four-lane roadway consisted of one left-turn lane, two thru lanes, and one dedicated right-turn lane. For a six-lane roadway, the standard approach-configuration consisted of dual left-turn lanes, three thru lanes, and a dedicated right-turn lane. For intersections where existing approach-configurations were greater than the standards described above, the lane configuration resulting in the best operations was applied.

**Figure 15-4**, **Figure 15-6**, and **Figure 15-8** show the Year 2035 roadway conditions for *Alternative 1*, *Alternative 2*, and *Alternative 3* within the Downtown SPA #9, respectively.

### 15.2.3 Year 2035 Traffic Volumes

The daily traffic volumes for the three future alternatives were obtained from the SANDAG Series 11 Year 2030 North County Model (NCM). A growth factor of 2.5% was applied to the Year 2030 volumes generated by the SANDAG model to arrive at Year 2035 volumes. A more detailed discussion of the traffic modeling process is provided in *Section 5.0* of the report.

Peak hour turning movement volumes at study area intersections were estimated from future ADT volumes using the relationship between existing peak hour turning movements and the existing ADT volumes.

**Figure 15-5**, **Figure 15-7**, and **Figure 15-9** show the ADT and peak hour turning movement volumes for *Alternative 1*, *Alternative 2*, and *Alternative 3* within the Downtown SPA #9, respectively.

### 15.2.4 Year 2035 Alternative 1 Analysis Results

#### SEGMENTS

**Table 15-6** summarizes the segment operations in the Downtown SPA #9 study area under *Alternative 1* conditions. As seen in **Table 15-6**, the study area segments are calculated to operate at LOS D or better conditions

#### INTERSECTIONS

**Table 15-7** shows the key intersection operations in the Downtown SPA #9 study area under *Alternative 1* conditions. As seen in **Table 15-7**, the study area intersections are calculated to operate at LOS D or better conditions.

*Appendix B-22* contains the *Alternative 1* peak hour intersection analysis worksheets.

**Figure 15-5** graphically shows the roadway segment and intersection LOS under *Alternative 1* conditions for the Downtown SPA #9.

### 15.2.5 Year 2035 Alternative 2 Analysis Results

#### SEGMENTS

**Table 15-6** summarizes the segment operations in the Downtown SPA #9 study area under *Alternative 2* conditions with the proposed changes in land use. As seen in **Table 15-6**, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- 2<sup>nd</sup> Avenue between Grand Avenue and Quince Street (LOS E)
- 2<sup>nd</sup> Avenue between Centre City Parkway and Escondido Boulevard (LOS F)
- Centre City Parkway between Washington Avenue and Valley Parkway (LOS F)
- Grand Avenue between Valley Parkway and 2<sup>nd</sup> Avenue (LOS E)
- Valley Parkway between the I-15 NB Ramps and La Terraza Boulevard (LOS E)
- Valley Parkway between Tulip Street and Quince Street (LOS F)
- Valley Parkway between Quince Street and Centre City Parkway (LOS E)

- Valley Parkway between Escondido Boulevard and Broadway (LOS E)
- Valley Parkway between Broadway and Juniper Street (LOS E)

#### INTERSECTIONS

*Table 15-7* shows the key intersection operations in the Downtown SPA #9 study area under *Alternative 2* conditions. As seen in *Table 15-7*, the study area intersections are calculated to operate at LOS D or better conditions.

*Appendix B-23* contains the *Alternative 2* peak hour intersection analysis worksheets.

*Figure 15-7* graphically shows the roadway segment and intersection LOS under *Alternative 2* conditions for the Downtown SPA #9.

#### 15.2.6 Year 2035 Alternative 3 Analysis Results

##### SEGMENTS

*Table 15-6* summarizes the segment operations in the Downtown SPA #9 study area under *Alternative 3* conditions. As seen in *Table 15-6*, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- 2<sup>nd</sup> Avenue between Grand Avenue and Quince Street (LOS E)
- 2<sup>nd</sup> Avenue between Centre City Parkway and Escondido Boulevard (LOS F)
- Grand Avenue between Valley Parkway and 2<sup>nd</sup> Avenue (LOS E)
- Valley Parkway between the I-15 NB Ramps and La Terraza Boulevard (LOS E)
- Valley Parkway between Tulip Street and Quince Street (LOS F)
- Valley Parkway between Quince Street and Centre City Parkway (LOS E)
- Valley Parkway between Escondido Boulevard and Broadway (LOS E)
- Valley Parkway between Broadway and Juniper Street (LOS E)

#### INTERSECTIONS

*Table 15-7* shows the key intersection operations in the Downtown SPA #9 study area under *Alternative 3* conditions. As seen in *Table 15-7*, the study area intersections are calculated to operate at LOS D or better conditions.

*Appendix B-24* contains the *Alternative 3* peak hour intersection analysis worksheets.

*Figure 15-9* graphically shows the roadway segment and intersection LOS under *Alternative 3* conditions for the Downtown SPA #9.

TABLE 15-6  
DOWNTOWN SPA #9  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>North/South Roadways</b>																	
<b>Broadway</b>																	
Washington Ave to Valley Pkwy	34,200	18,700	B	0.55	4-Ln Major	37,000	14,000	B	0.38	28,400	D	0.77	4-Ln Major	37,000	27,700	C	0.75
Valley Pkwy to Grand Ave	20,000	11,700	C	0.59	4-Ln Major	37,000	11,100	A	0.30	24,700	C	0.67	4-Ln Major	37,000	24,700	C	0.67
Grand Ave to 2 <sup>nd</sup> Ave	10,000	8,200	D	0.82	4-Ln Major	37,000	8,200	A	0.22	14,200	B	0.38	4-Ln Major	37,000	13,900	B	0.38
2 <sup>nd</sup> Ave to 5 <sup>th</sup> Ave	10,000	6,000	C	0.60	4-Ln Collector	34,200	4,800	A	0.14	11,200	A	0.33	4-Ln Collector	34,200	11,000	A	0.32
<b>Centre City Parkway</b>																	
Washington Ave to Valley Pkwy	37,000	29,600	D	0.80	4-Ln Major	37,000	28,000	D	0.76	<b>39,000</b>	<b>F</b>	<b>1.05</b>	<i>6-Ln Super Major</i>	<i>50,000</i>	31,700	C	0.63
Valley Pkwy to Grand Ave	37,000	26,100	C	0.71	4-Ln Major	37,000	25,600	C	0.69	29,600	D	0.80	<i>6-Ln Super Major</i>	<i>50,000</i>	29,700	C	0.59
Grand Ave to 2 <sup>nd</sup> Ave	37,000	27,900	D	0.75	4-Ln Major	37,000	28,000	D	0.76	31,400	D	0.85	<i>6-Ln Super Major</i>	<i>50,000</i>	31,900	C	0.64
2 <sup>nd</sup> Ave to 5 <sup>th</sup> Ave	37,000	27,400	C	0.74	4-Ln Major	37,000	28,000	D	0.76	32,000	D	0.86	<i>6-Ln Super Major</i>	<i>50,000</i>	31,900	C	0.64

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

*Italics* represent change in roadway classification.  
**Bold** typeface and **shading** represents an LOS worse than City standards.  
 GP = General Plan  
 LU = Land Use  
 CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 15-6  
DOWNTOWN SPA #9  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>Escondido Boulevard</b>																	
Washington Ave to Valley Pkwy	34,200	18,200	B	0.53	4-Ln Collector	34,200	19,600	C	0.57	26,700	D	0.78	4-Ln Collector	34,200	26,500	D	0.77
Valley Pkwy to Grand Ave	34,200	15,600	B	0.46	4-Ln Collector	34,200	17,900	B	0.52	22,600	C	0.66	4-Ln Collector	34,200	22,300	C	0.65
Grand Ave to 2 <sup>nd</sup> Ave	34,200	16,200	B	0.47	4-Ln Collector	34,200	18,900	C	0.55	23,400	C	0.68	4-Ln Collector	34,200	23,700	C	0.69
2 <sup>nd</sup> Ave to 5 <sup>th</sup> Ave	34,200	13,800	B	0.40	4-Ln Collector	34,200	13,400	B	0.39	19,300	C	0.56	4-Ln Collector	34,200	19,300	C	0.56
<b>Hickory Street</b>																	
Washington Ave to Valley Pkwy	10,000	3,100	A	0.31	2-Ln Local Collector	15,000	3,900	A	0.26	10,600	C	0.71	2-Ln Local Collector	15,000	10,600	C	0.71
<b>Juniper Street</b>																	
Washington Ave to Valley Pkwy	10,000	3,500	B	0.35	4-Ln Collector	34,200	3,100	A	0.09	9,500	A	0.28	4-Ln Collector	34,200	9,500	A	0.28
Valley Pkwy to Grand Ave	19,000 <sup>e</sup>	5,400	A	0.28	4-Ln Collector	34,200	3,500	A	0.10	9,700	A	0.28	4-Ln Collector	34,200	9,700	A	0.28
Grand Ave to 2 <sup>nd</sup> Ave	19,000 <sup>e</sup>	8,800	B	0.46	4-Ln Collector	34,200	7,000	A	0.20	14,000	B	0.41	4-Ln Collector	34,200	14,000	B	0.41
2 <sup>nd</sup> Ave to 5 <sup>th</sup> Ave	19,000 <sup>e</sup>	9,700	B	0.51	4-Ln Collector	34,200	7,200	A	0.21	13,600	B	0.40	4-Ln Collector	34,200	13,600	B	0.40

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Capacity of 19,000 ADT used for roadway with a two-way center turn.

**General Notes:**

GP = General Plan  
LU = Land Use  
CE = Circulation Element.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 15-6  
DOWNTOWN SPA #9  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>Quince Street</b>																	
Valley Pkwy to Grand Ave	34,200	9,500	A	0.28	4-Ln Collector	34,200	11,500	A	0.34	18,200	B	0.53	4-Ln Collector	34,200	18,300	B	0.54
Grand Ave to 2 <sup>nd</sup> Ave	34,200	9,500	A	0.28	4-Ln Collector	34,200	11,800	A	0.35	16,800	B	0.49	4-Ln Collector	34,200	16,900	B	0.49
<b>East/West Roadways</b>																	
<b>2<sup>nd</sup> Avenue</b>																	
Grand Ave to Quince St	30,000 <sup>e</sup>	19,800	C	0.66	4-Ln Collector	30,000 <sup>e</sup>	19,200	C	0.64	<b>27,100</b>	<b>E</b>	<b>0.26</b>	4-Ln Collector	30,000 <sup>e</sup>	27,100	E <sup>f</sup>	0.90
Quince St to Centre City Pkwy	30,000 <sup>e</sup>	17,700	C	0.59	4-Ln Collector	30,000 <sup>e</sup>	17,500	C	0.58	26,100	D	0.29	4-Ln Collector	30,000 <sup>e</sup>	26,100	D	0.87
Centre City Pkwy to Escondido Blvd	30,000 <sup>e</sup>	20,200	C	0.67	4-Ln Collector	30,000 <sup>e</sup>	22,700	D	0.76	<b>30,300</b>	<b>F</b>	<b>0.25</b>	4-Ln Collector	30,000 <sup>e</sup>	30,200	F <sup>f</sup>	1.01
Escondido Blvd to Broadway	30,000 <sup>e</sup>	17,300	C	0.58	4-Ln Collector	30,000 <sup>e</sup>	18,300	C	0.61	25,500	D	0.24	4-Ln Collector	30,000 <sup>e</sup>	25,400	D	0.85
Broadway to Juniper St	30,000 <sup>e</sup>	17,000	C	0.57	4-Ln Collector	30,000 <sup>e</sup>	18,200	C	0.61	25,400	D	0.24	4-Ln Collector	30,000 <sup>e</sup>	24,500	D	0.82
Juniper St to Grand Ave	30,000 <sup>e</sup>	15,900	B	0.53	4-Ln Collector	30,000 <sup>e</sup>	19,200	C	0.64	26,800	D	0.25	4-Ln Collector	30,000 <sup>e</sup>	26,800	D	0.89
Grand Ave to Valley Pkwy	30,000 <sup>e</sup>	12,900	B	0.43	4-Ln Collector	30,000 <sup>e</sup>	16,000	B	0.53	24,500	D	0.28	4-Ln Collector	30,000 <sup>e</sup>	24,700	D	0.82

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Roadway currently built as three lanes traveling in one direction. Capacity of 30,000 ADT used in analysis. This portion of 2<sup>nd</sup> Avenue is classified as a 4-Ln Collector on the Escondido GP Circulation Element, however, since this roadway is likely to continue operating as a one-way roadway, the existing one-way capacity was used in the Year 2035 analysis.
- f. Due to LOS D or better operations at adjacent intersections along this segment, a significant segment impact is not calculated.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

GP = General Plan

LU = Land Use

CE = Circulation Element

TABLE 15-6  
DOWNTOWN SPA #9  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>5<sup>th</sup> Avenue</b>																	
Centre City Pkwy to Escondido Blvd	10,000	9,000	E	0.90	4-Ln Collector	34,200	10,500	A	0.31	16,800	B	0.49	4-Ln Collector	34,200	16,800	B	0.49
Escondido Blvd to Broadway	10,000	5,200	B	0.52	4-Ln Collector	34,200	5,900	A	0.17	11,700	A	0.34	<i>2-Ln Local Collector</i>	<i>15,000</i>	10,600	C	0.71
Broadway to Juniper St	10,000	6,000	C	0.60	4-Ln Collector	34,200	5,700	A	0.17	9,300	A	0.27	<i>2-Ln Local Collector</i>	<i>15,000</i>	8,400	C	0.56
Juniper St to Date St	10,000	3,500	B	0.35	4-Ln Collector	34,200	3,100	A	0.09	4,400	A	0.13	<i>2-Ln Local Collector</i>	<i>15,000</i>	4,000	A	0.27
<b>Grand Avenue</b>																	
Valley Pkwy to 2 <sup>nd</sup> Ave	35,000 <sup>e</sup>	22,700	C	0.65	4-Ln Collector	35,000 <sup>e</sup>	22,100	C	0.63	34,300	E	0.98	4-Ln Collector	35,000 <sup>e</sup>	34,400	E <sup>h</sup>	0.98
2 <sup>nd</sup> Ave to Quince St	10,000	2,600	A	0.26	2-Ln Local Collector	15,000	2,600	A	0.17	8,200	B	0.55	2-Ln Local Collector	15,000	8,300	C	0.55
Quince St to Centre City Pkwy <sup>g</sup>	10,000	2,300	A	0.23	4-Ln Collector	34,200	1,600	A	0.05	5,900	A	0.17	<i>2-Ln Local Collector</i>	<i>15,000</i>	6,000	B	0.40
Centre City Pkwy to Escondido Blvd	20,000	12,600	C	0.63	4-Ln Collector	34,200	6,000	A	0.18	15,100	B	0.44	4-Ln Collector	34,200	15,300	B	0.45
Escondido Blvd to Broadway	20,000	12,800	C	0.64	4-Ln Collector	34,200	10,500	A	0.31	18,900	C	0.55	4-Ln Collector	34,200	19,300	C	0.56
Broadway to Juniper St	20,000	13,600	C	0.68	4-Ln Collector	34,200	13,100	B	0.38	22,900	C	0.67	4-Ln Collector	34,200	23,300	C	0.68
Juniper St to Valley Blvd	20,000	13,700	C	0.69	4-Ln Collector	34,200	13,800	B	0.40	24,700	C	0.72	4-Ln Collector	34,200	24,900	C	0.73
Valley Blvd to Fig St	30,000 <sup>f</sup>	14,300	B	0.48	4-Ln Collector	34,200	12,100	B	0.35	17,800	B	0.52	4-Ln Collector	34,200	17,600	B	0.51

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Roadway currently built as three to four lanes traveling in one direction. 35,000 ADT capacity used in analysis. This portion of Grand Avenue is classified as a 4-Ln Collector on the Escondido GP Circulation Element, however, since this roadway is likely to continue operating as a one-way roadway, the existing one-way capacity was used in the Year 2035 analysis.
- f. Roadway currently built as three-lane roadway. 30,000 ADT capacity used in analysis.
- g. Grand Avenue is proposed to be downgraded from a Collector to a Local Collector between Quince Street and Pine Street.
- h. Due to LOS D or better operations at adjacent intersections along this segment, a significant segment impact is not calculated.

**General Notes:**

*Italics* represent change in roadway classification.  
**Bold** typeface and **shading** represents an LOS worse than City standards.  
 GP = General Plan  
 LU = Land Use  
 CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 15-6  
DOWNTOWN SPA #9  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>Valley Parkway</b>																	
I-15 NB Ramps to La Terraza Blvd	60,000	37,000	C	0.62	6-Ln Prime	60,000	37,500	C	0.63	<b>56,400</b>	<b>E</b>	<b>0.94</b>	6-Ln Prime	60,000	56,200	E <sup>h</sup>	0.94
La Terraza Blvd to N. Tulip St	65,000 <sup>f</sup>	39,400	C	0.61	6-Ln Prime	60,000	34,900	C	0.58	53,700	D	0.90	6-Ln Prime	60,000	53,800	D	0.90
N. Tulip St to S. Tulip St	65,000 <sup>f</sup>	18,300	A	0.28	4-Ln Collector	34,200	18,300	B	0.54	28,200	D	0.82	4-Ln Collector	34,200	28,300	D	0.83
Tulip St to Quince St	30,000 <sup>e</sup>	21,000	C	0.70	4-Ln Collector	30,000 <sup>e</sup>	21,600	C	0.72	<b>33,600</b>	<b>F</b>	<b>1.12</b>	4-Ln Collector	30,000 <sup>e</sup>	33,700	F <sup>h</sup>	1.12
Quince St to Centre City Pkwy	30,000 <sup>e</sup>	18,900	C	0.63	4-Ln Collector	30,000 <sup>e</sup>	18,600	C	0.62	<b>28,900</b>	<b>E</b>	<b>0.96</b>	4-Ln Collector	30,000 <sup>e</sup>	29,100	E <sup>h</sup>	0.97
Centre City Pkwy to Escondido Blvd	43,500 <sup>g</sup>	20,700	B	0.48	4-Ln Collector	43,500 <sup>g</sup>	22,200	B	0.51	33,100	D	0.76	4-Ln Collector	43,500 <sup>g</sup>	33,600	D	0.77
Escondido Blvd to Broadway	30,000 <sup>e</sup>	18,700	C	0.62	4-Ln Collector	30,000 <sup>e</sup>	20,100	C	0.67	<b>29,400</b>	<b>E</b>	<b>0.98</b>	4-Ln Collector	30,000 <sup>e</sup>	29,700	E <sup>h</sup>	0.99
Broadway to Juniper St	30,000 <sup>e</sup>	17,000	C	0.57	4-Ln Collector	30,000 <sup>e</sup>	17,600	C	0.59	<b>27,500</b>	<b>E</b>	<b>0.92</b>	4-Ln Collector	30,000 <sup>e</sup>	28,000	E <sup>h</sup>	0.93
Juniper St to Hickory St	30,000 <sup>e</sup>	14,000	B	0.47	4-Ln Collector	30,000 <sup>e</sup>	15,200	B	0.51	23,200	D	0.77	4-Ln Collector	30,000 <sup>e</sup>	23,600	D	0.79

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Roadway currently built as three lanes traveling in one direction. 30,000 ADT capacity used in analysis. This portion of Valley Parkway is classified as a 4-Ln Collector on the Escondido GP Circulation Element, however, since this roadway is likely to continue operating as a one-way roadway, the existing one-way capacity was used in the Year 2035 analysis.
- f. Roadway currently built as seven lane roadway. Additional capacity of 5,000 ADT used in analysis.
- g. Roadway currently built as five lanes traveling in one direction. Average of 4-Ln Major and 6-Ln Super Major capacity used in analysis. This portion of Valley Parkway is classified as a 4-Ln Collector on the Escondido GP Circulation Element, however, since this roadway is likely to continue operating as a one-way roadway, the existing one-way capacity was used in the Year 2035 analysis.
- h. Due to LOS D or better operations at adjacent intersections along this segment, a significant segment impact is not calculated.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

GP = General Plan

LU = Land Use

CE = Circulation Element

TABLE 15-6  
DOWNTOWN SPA #9  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>Washington Avenue</b>																	
Centre City Pkwy to Escondido Blvd	34,200	20,200	C	0.59	4-Ln Collector	34,200	20,800	C	0.61	28,800	D	0.84	4-Ln Collector	34,200	28,800	D	0.84
Escondido Blvd to Broadway	34,200	22,000	C	0.64	4-Ln Collector	34,200	19,900	C	0.58	25,100	C	0.73	4-Ln Collector	34,200	25,600	C	0.75
Broadway to Juniper St	34,200	23,800	C	0.70	4-Ln Collector	34,200	17,600	B	0.51	28,100	D	0.82	4-Ln Collector	34,200	28,500	D	0.83
Juniper St to Hickory St	20,000	<b>22,600</b>	<b>F</b>	<b>1.13</b>	4-Ln Collector	34,200	16,700	B	0.49	24,600	C	0.72	4-Ln Collector	34,200	24,900	C	0.73
Hickory St to Fig St	20,000	<b>20,500</b>	<b>F</b>	<b>1.03</b>	4-Ln Collector	34,200	15,800	B	0.46	26,500	D	0.77	4-Ln Collector	34,200	26,900	D	0.79

**Footnotes:**

- f. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- a. Average Daily Traffic.
- b. Level of Service.
- c. Volume to Capacity ratio.

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.  
 GP = General Plan  
 LU = Land Use  
 CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 15-7  
DOWNTOWN SPA #9  
YEAR 2035 INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing		Alternative 1: Adopted General Plan		Alternative 2: Adopted GP CE & Proposed GP LU		Alternative 3: Proposed GP CE & Proposed GP LU	
			Delay <sup>a</sup>	LOS <sup>b</sup>	Delay	LOS	Delay	LOS	Delay	LOS
19. Centre City Parkway/ Washington Avenue	Signal	AM	23.6	C	21.7	C	24.7	C	24.5	C
		PM	38.3	D	25.9	C	42.8	D	43.5	D
20. Broadway/ Washington Avenue	Signal	AM	27.2	C	22.8	C	23.4	C	23.2	C
		PM	54.0	D	32.8	C	51.1	D	51.0	D
21. Centre City Parkway/ Valley Parkway	Signal	AM	22.1	C	12.8	B	18.5	B	18.7	B
		PM	15.6	B	12.7	B	15.9	B	16.8	B
22. Escondido Boulevard/ Valley Parkway	Signal	AM	13.7	B	14.8	B	18.6	B	18.5	B
		PM	18.2	B	17.4	B	19.4	B	19.0	B
23. Broadway/ Valley Parkway	Signal	AM	15.7	B	15.9	B	21.3	C	21.0	C
		PM	17.1	B	15.9	B	29.9	C	28.6	C
24. Centre City Parkway/ Grand Avenue	Signal	AM	8.8	A	5.5	A	9.6	A	9.9	A
		PM	16.7	B	11.5	B	11.8	B	11.3	B

**Footnotes:**

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.

**General Notes:**

GP = General Plan  
LU = Land Use  
CE = Circulation Element

SIGNALIZED

DELAY/LOS THRESHOLDS

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

TABLE 15-7  
DOWNTOWN SPA #9  
YEAR 2035 INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing		Alternative 1: Adopted General Plan		Alternative 2: Adopted GP CE & Proposed GP LU		Alternative 3: Proposed GP CE & Proposed GP LU	
			Delay <sup>a</sup>	LOS <sup>b</sup>	Delay	LOS	Delay	LOS	Delay	LOS
25. Escondido Boulevard/ Grand Avenue	Signal	AM	9.2	A	7.4	A	10.1	B	10.2	B
		PM	11.6	B	7.3	A	15.7	B	15.6	C
26. Broadway/ Grand Avenue	Signal	AM	12.4	B	12.2	B	12.3	B	12.2	C
		PM	18.1	B	15.8	B	22.3	C	22.5	C
27. Centre City Parkway/ 2 <sup>nd</sup> Avenue	Signal	AM	15.3	B	15.0	B	16.7	B	16.6	B
		PM	26.1	C	22.2	C	30.6	C	32.4	C
28. Escondido Boulevard/ 2 <sup>nd</sup> Avenue	Signal	AM	14.4	B	13.5	B	13.6	B	13.4	B
		PM	16.3	B	14.4	B	27.8	C	27.7	C
29. Broadway/ 2 <sup>nd</sup> Avenue	Signal	AM	10.5	B	13.1	B	10.1	B	9.8	A
		PM	11.0	B	9.7	A	11.6	B	11.8	B

**Footnotes:**

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.

**General Notes:**

GP = General Plan  
LU = Land Use  
CE = Circulation Element

SIGNALIZED

DELAY/LOS THRESHOLDS

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

## 15.3 Summary of Findings/Significance of Impacts and Mitigation Measures

### 15.3.1 *Summary of Findings*

The *General Plan Update (Alternative 3)* proposes to increase density in multi-family residential, commercial/retail, office and industrial/other land uses over the *Adopted General Plan*, and downgrade roadway capacity for segments of 5<sup>th</sup> Avenue. In addition, upgrades in capacity are proposed for segments of Centre City Parkway. Development of *Alternative 3* results in eight (8) segments operating at unacceptable LOS. No segment impacts are the result of the proposed downgrades.

### 15.3.2 *Significance of Impacts*

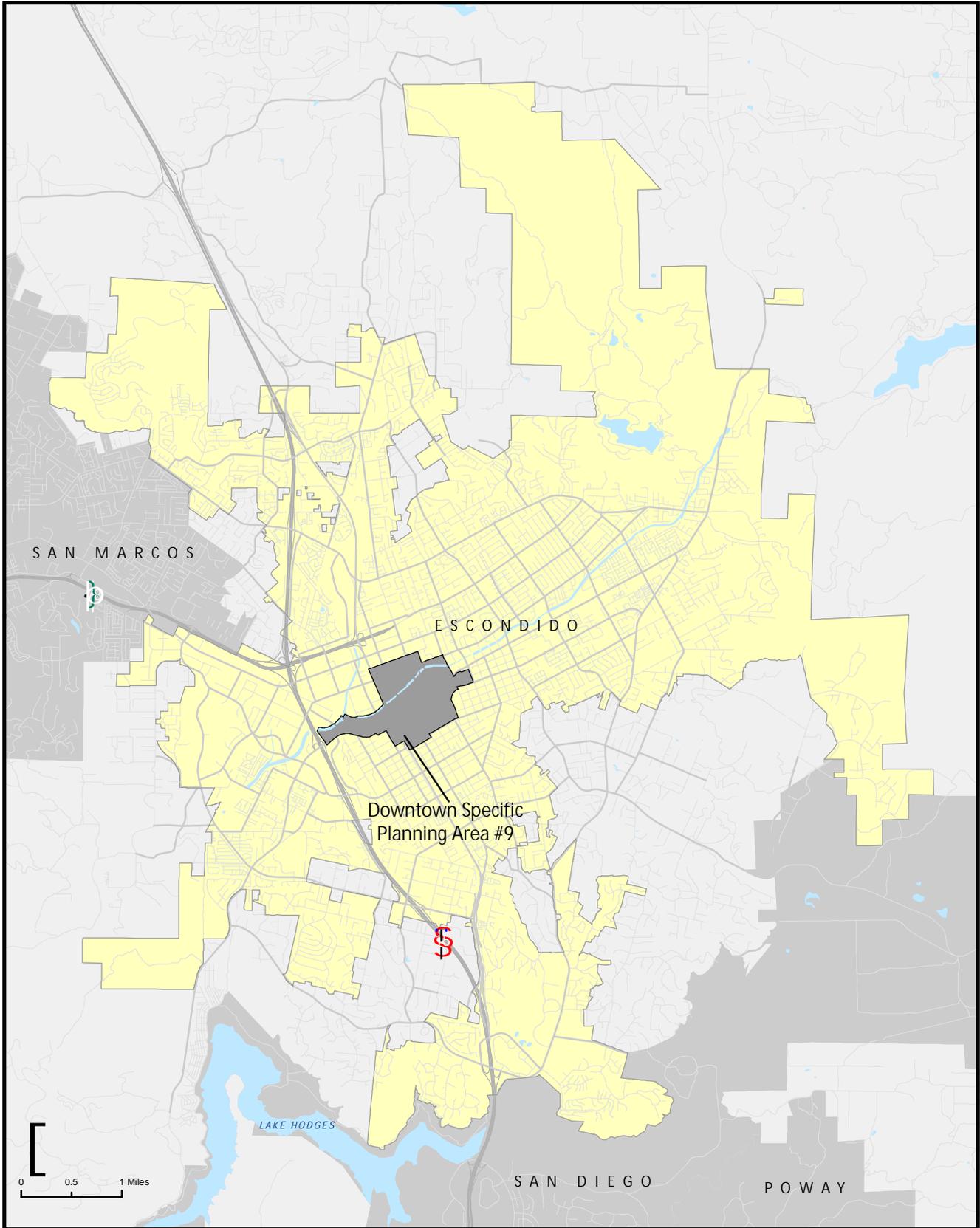
The following street segments are not significantly impacted under *Alternative 3* due to LOS D or better operations at adjacent intersections:

- 2<sup>nd</sup> Avenue between Grand Avenue and Quince Street (LOS E)
- 2<sup>nd</sup> Avenue between Centre City Parkway and Escondido Boulevard (LOS F)
- Grand Avenue between Valley Parkway and 2<sup>nd</sup> Avenue (LOS E)
- Valley Parkway between the I-15 NB Ramps and La Terraza Boulevard (LOS E)
- Valley Parkway between Tulip Street and Quince Street (LOS F)
- Valley Parkway between Quince Street and Centre City Parkway (LOS E)
- Valley Parkway between Escondido Boulevard and Broadway (LOS E)
- Valley Parkway between Broadway and Juniper Street

*Appendix D* contains the analysis worksheets for intersections demonstrating acceptable LOS along these segments and *Appendix B-24* contains analysis worksheets for intersections included in *Table 15-7*. It should be noted that the analysis results for the I-15 NB Ramps/Valley Parkway intersection is contained in *Table 13-7* of this report. *Section 5.0* of this report explains the intersection analysis methodology applied to street segments calculated to operate at deficient levels of service.

### 15.3.3 *Mitigation*

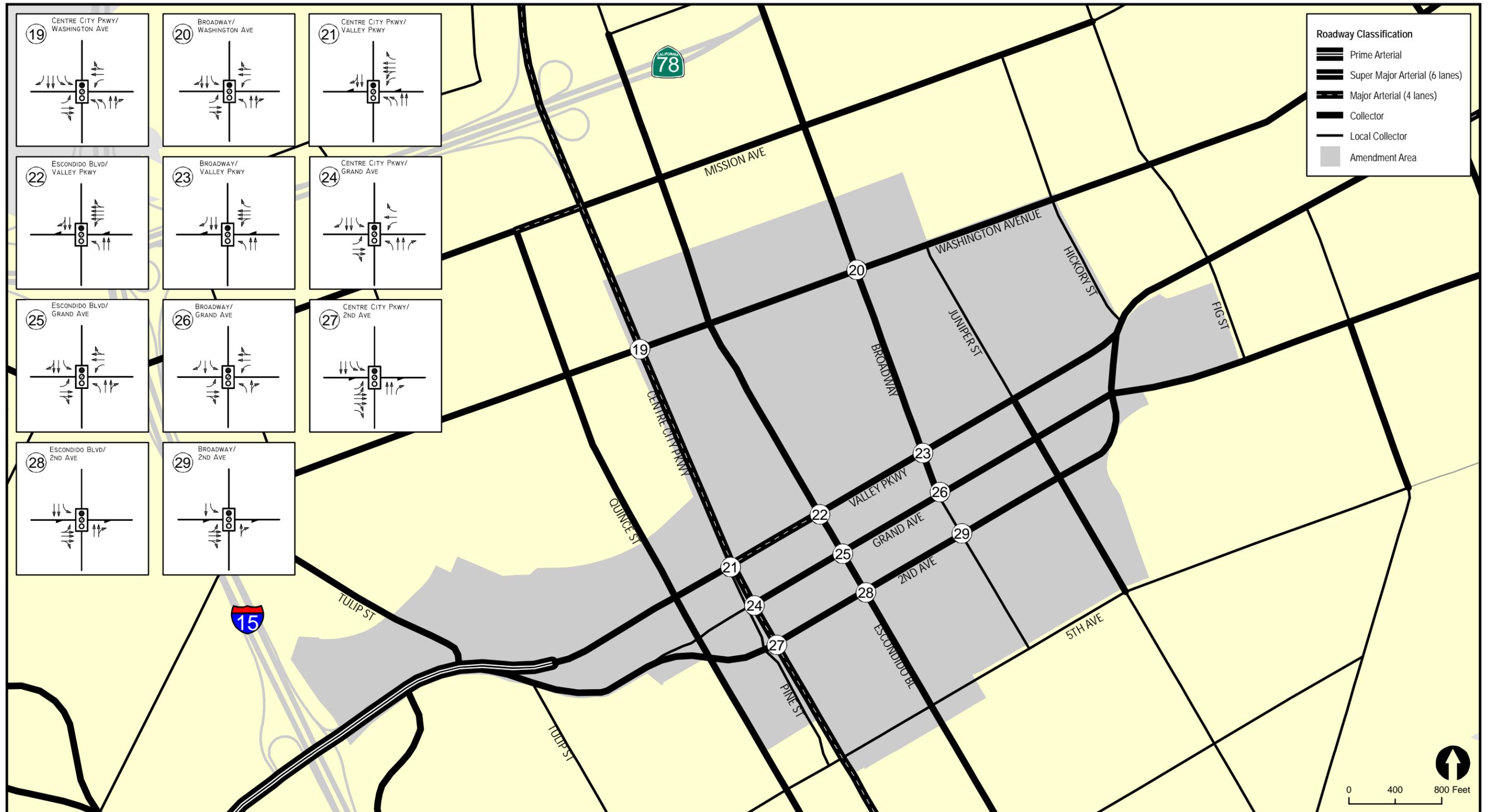
No mitigation is required.



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 Source: SANDAG



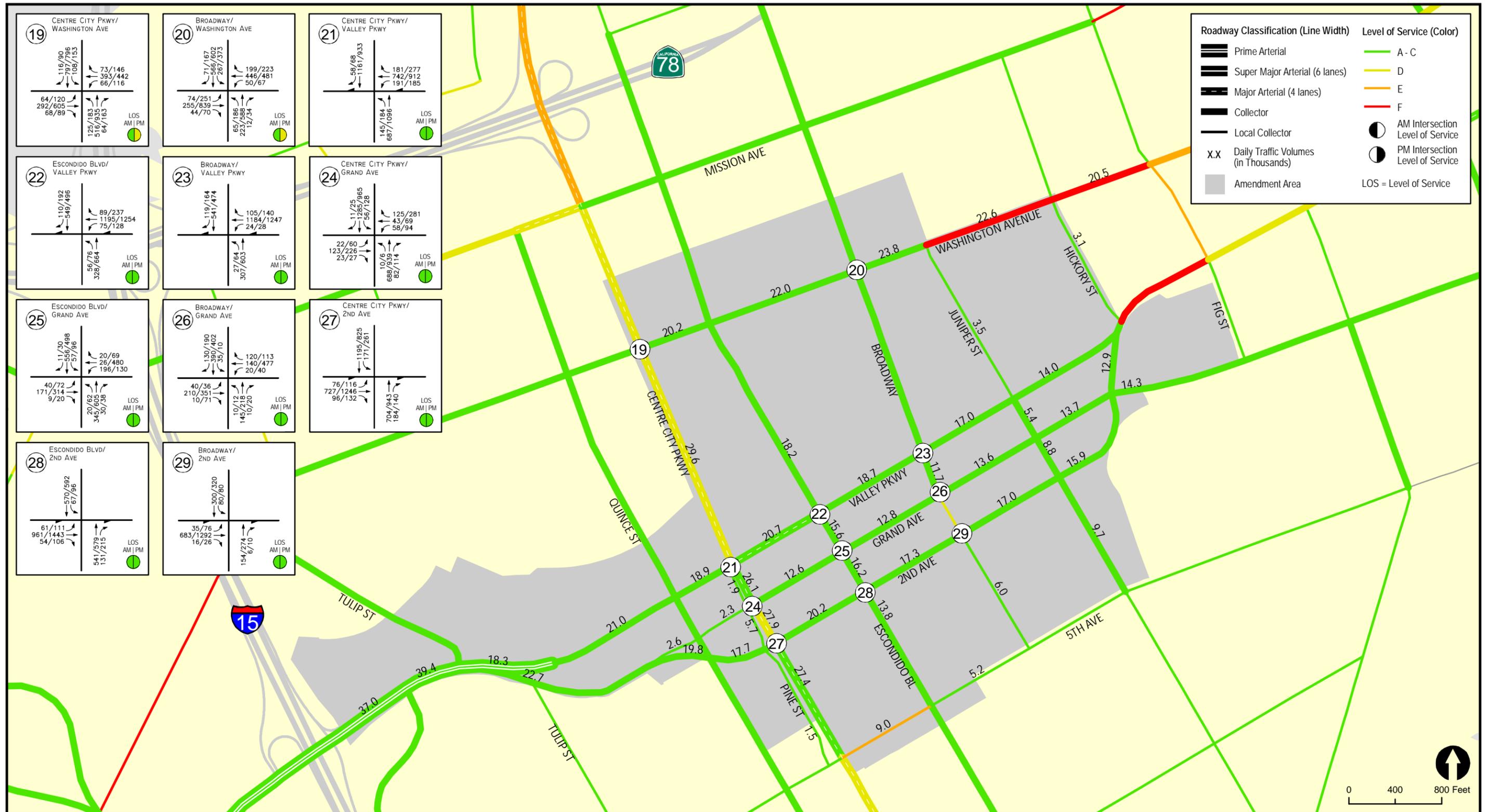
**Figure 15-1**  
**Amendment Area Map**  
**Downtown Specific Planning Area #9**

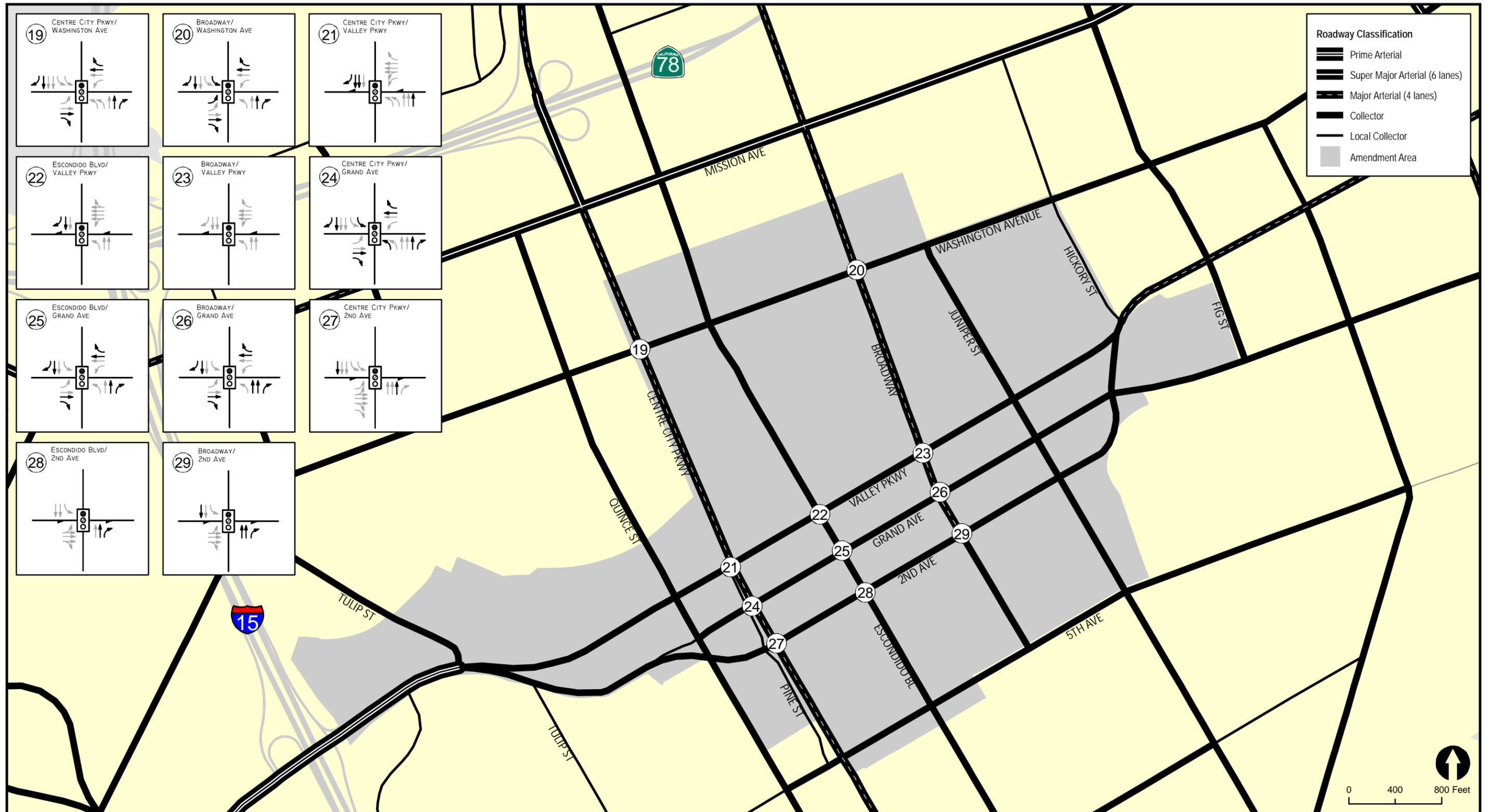


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 Source: City of Escondido and SANDAG Series 11

**Figure 15-2**  
**Existing Conditions Diagram**  
**Downtown Specific Planning Area #9**  
 ESCONDIDO GENERAL PLAN UPDATE

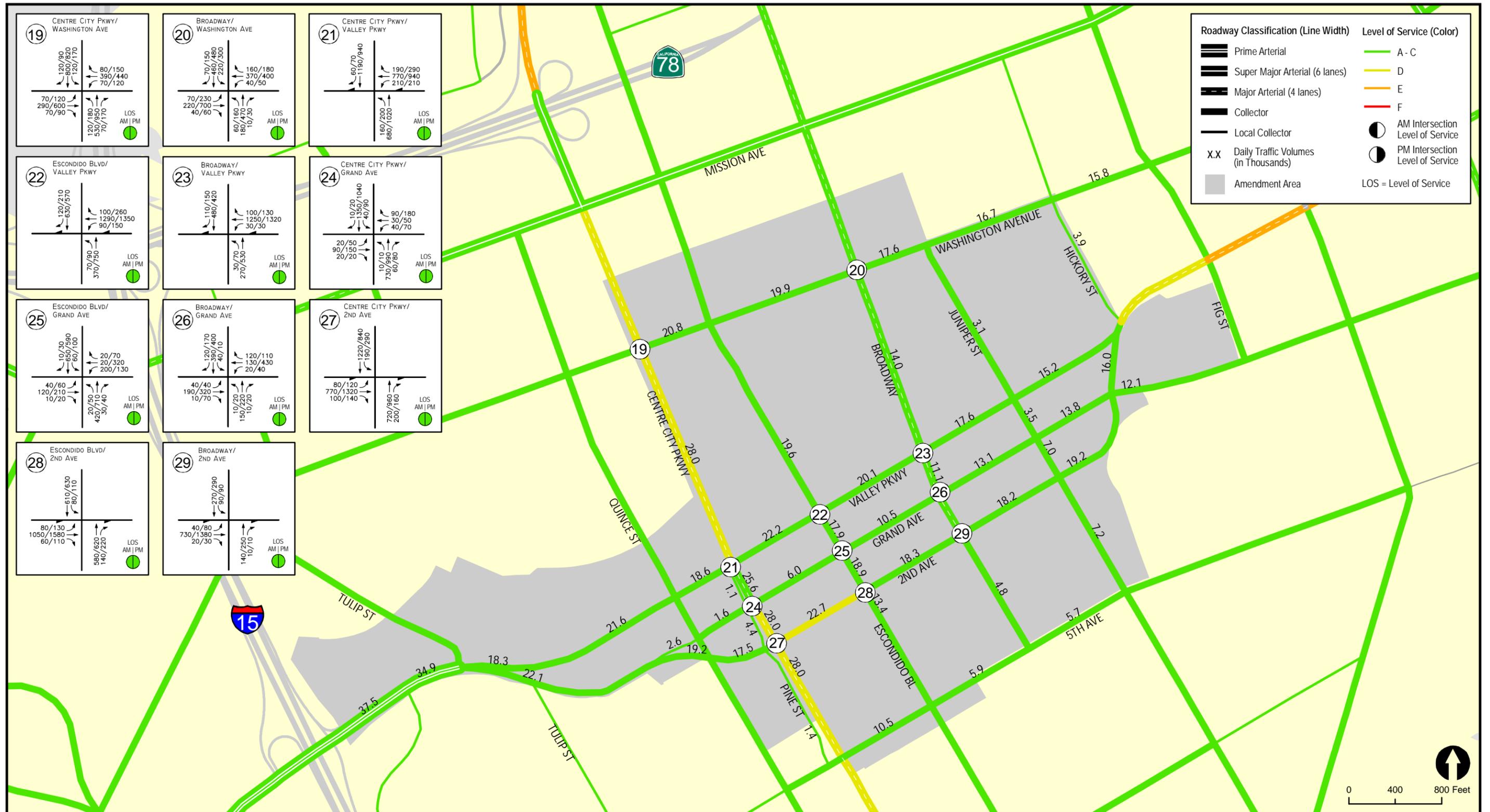




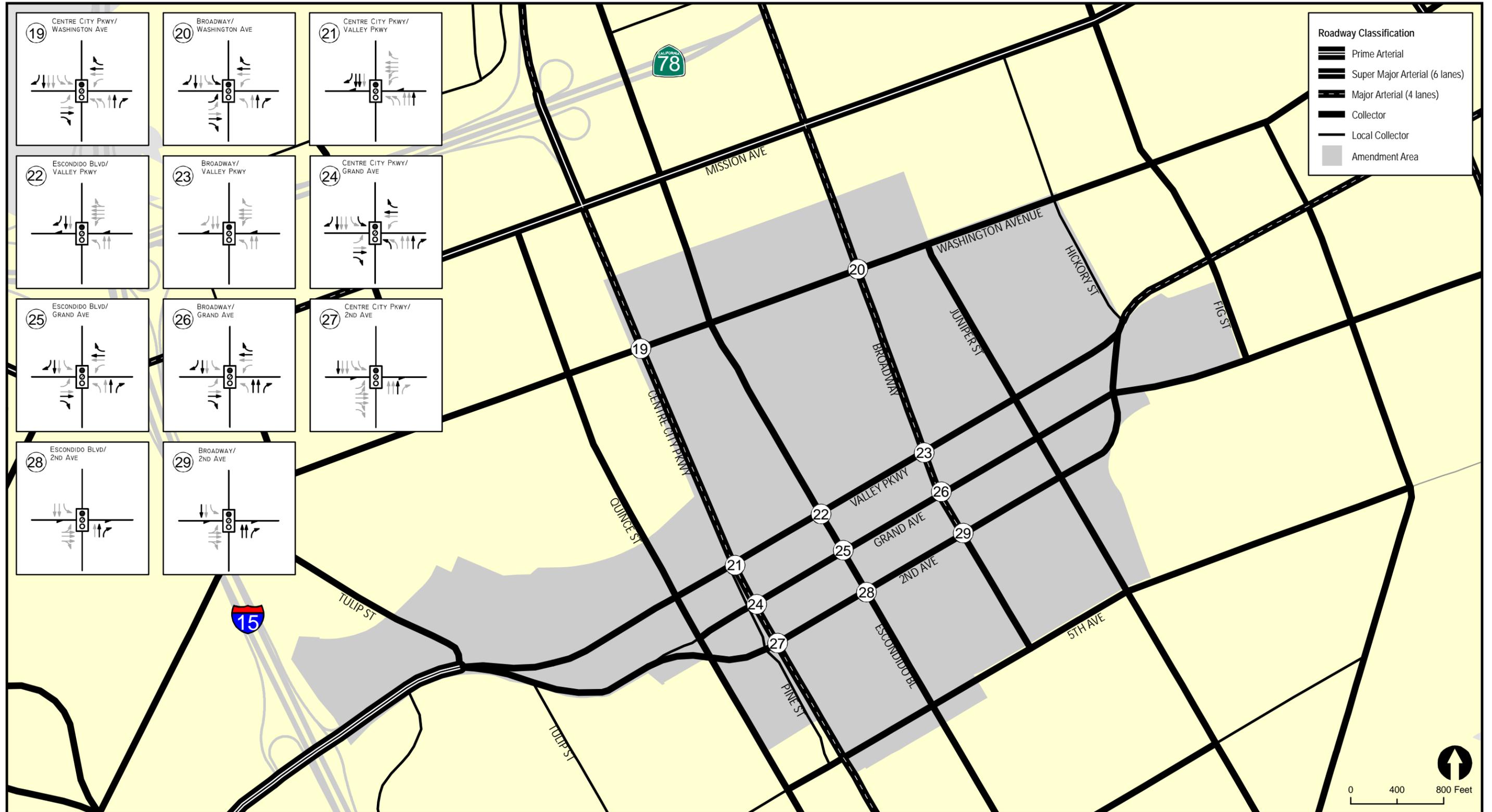
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 Source: City of Escondido and SANDAG Series 11

**Figure 15-4**  
**Year 2035 Conditions Diagram - Alternative 1**  
**Downtown Specific Planning Area #9**



**Figure 15-5**  
**Year 2035 Traffic Volumes & LOS - Alternative 1**  
**Downtown Specific Planning Area #9**



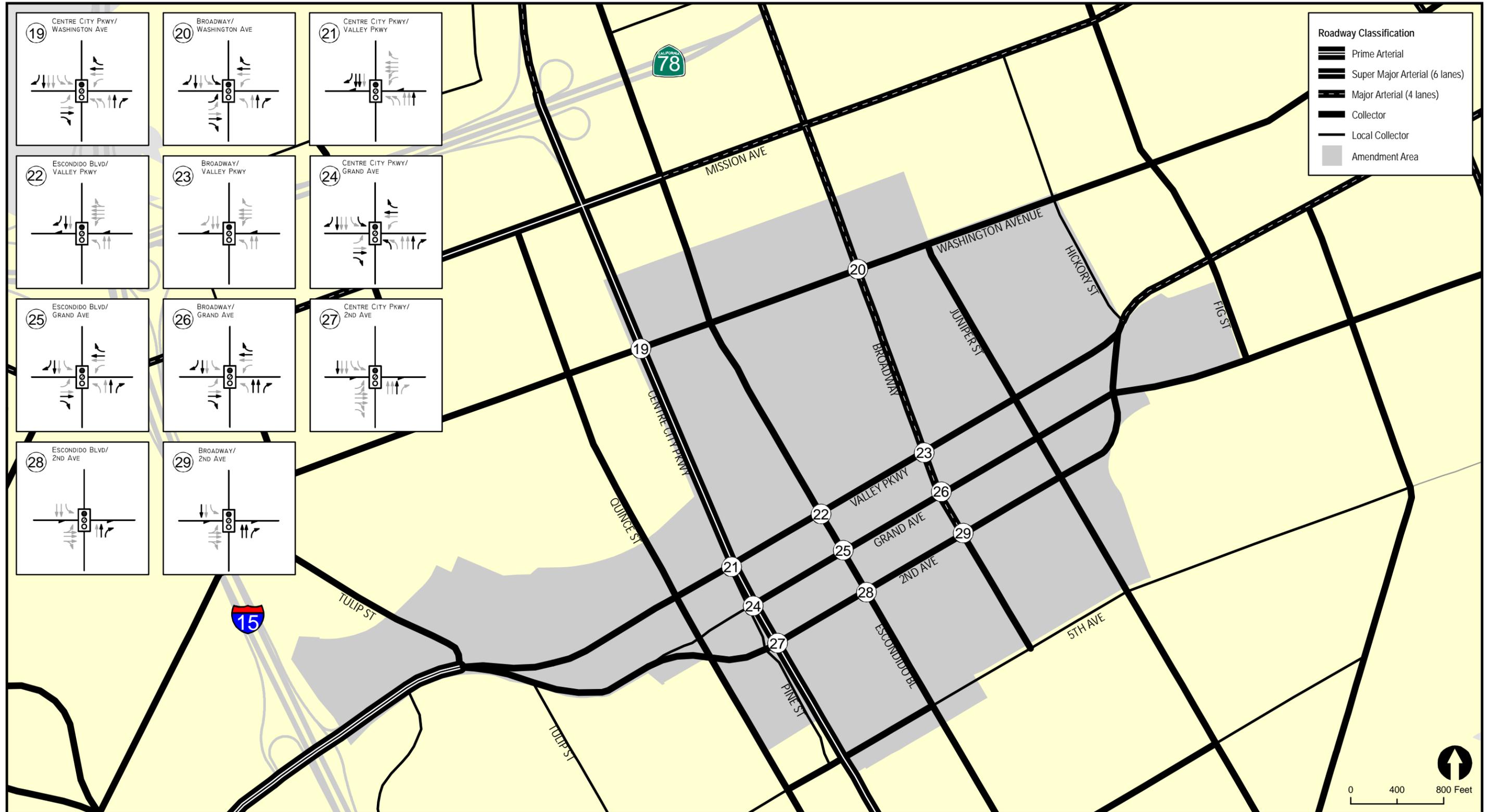
**Figure 15-6**  
**Year 2035 Conditions Diagram - Alternative 2**  
**Downtown Specific Planning Area #9**



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 Source: City of Escondido and SANDAG Series 11

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**Figure 15-7**  
**Year 2035 Traffic Volumes & LOS - Alternative 2**  
**Downtown Specific Planning Area #9**



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**Figure 15-8**  
**Year 2035 Conditions Diagram - Alternative 3**  
**Downtown Specific Planning Area #9**

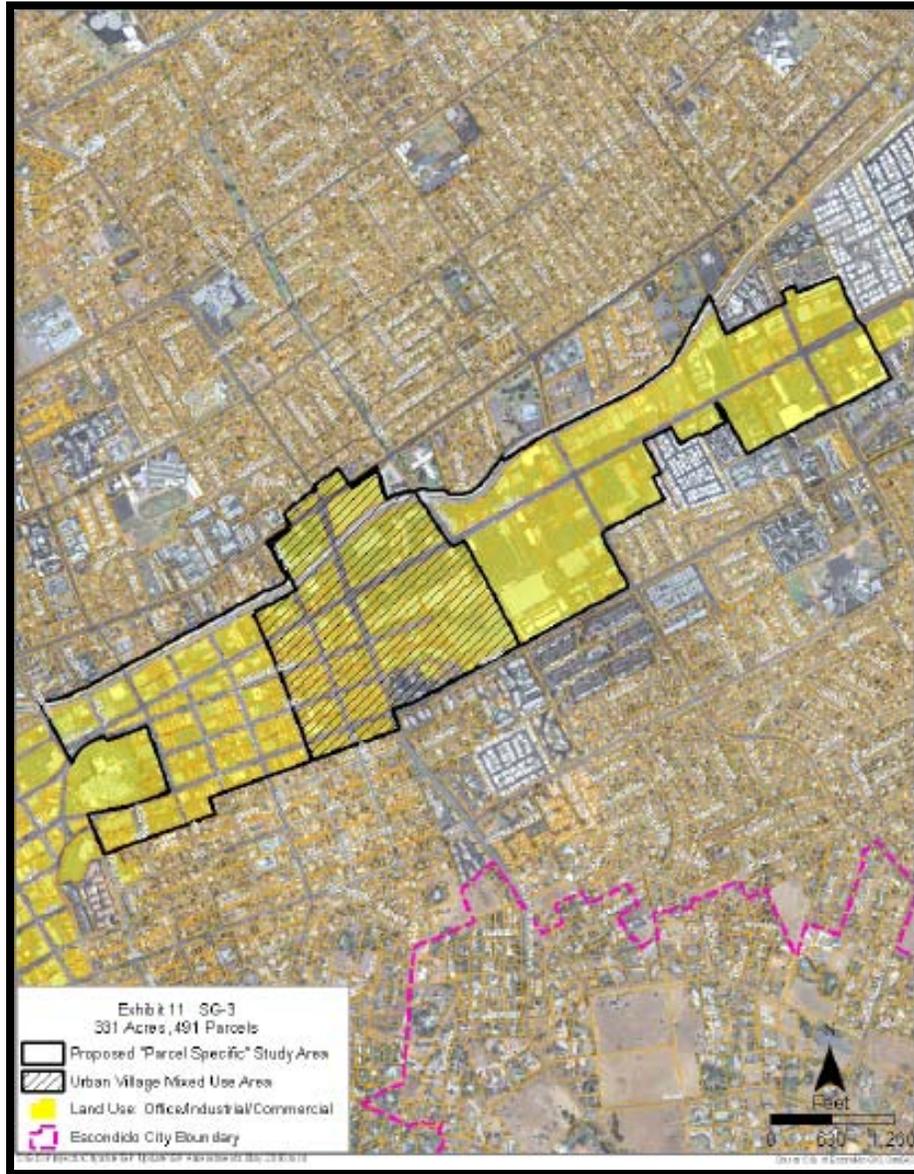


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 Source: City of Escondido and SANDAG Series 11

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**Figure 15-9**  
**Year 2035 Traffic Volumes & LOS - Alternative 3**  
**Downtown Specific Planning Area #9**

## 16.0 EAST VALLEY PARKWAY TARGET AREA



## 16.0 EAST VALLEY PARKWAY TARGET AREA

The East Valley Parkway Target Area (TA) is bounded generally by Escondido Creek, Grand Avenue, the existing Palomar Hospital campus and Midway Drive.

**Figure 16-1** shows the Amendment Area map for the East Valley Parkway TA. All figures are provided at the end of this section.

### 16.1 Existing Conditions Discussion

The following is a discussion of the land use, street network, traffic volumes, and Level of Service (LOS) analysis results for existing conditions.

#### 16.1.1 Existing Land Use

The East Valley Parkway TA area consists of 331 acres and 491 parcels. **Table 16-1** shows the existing land use amounts within the East Valley Parkway TA.

TABLE 16-1  
EAST VALLEY PARKWAY TA  
EXISTING LAND USE QUANTITIES

Land Use	Quantity
Single-Family Residential	100 DU
Multi-Family Residential	600 DU
Commercial/Retail	1,895 KSF
Office	1,020 KSF
Industrial/Other	0 KSF

*Source:* City of Escondido (2011)

**General Notes:**

DU = Dwelling Units

KSF = Thousand Square Feet

#### 16.1.2 Existing Street Network

The major circulation element roadways and select major intersections within the East Valley Parkway TA area were evaluated in this analysis. The existing roadway capacities were identified based on the number of lanes, undivided or divided roadway conditions, on-street parking, and curb-to-curb width and were based on the *City of Escondido Proposed Level of Service Standards and Street Segment Average Daily Trip Thresholds Table*. **Table 3-1** in *Section 3.3.2* of the report contains a copy of this table. The following is a brief description of the existing roadways in the study area.

**Ash Street** is currently built as a four-lane undivided roadway within the East Valley Parkway TA study area. Between Washington Avenue and Grand Avenue a TWLTL median is provided. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph.

**Date Street** is currently built as a two-lane undivided roadway within the East Valley Parkway TA study area. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 30 mph.

**Fig Street** is currently built as a two-lane undivided roadway within the East Valley Parkway TA study area. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit ranges between 25-30 mph.

**Harding Street** is currently built as a four-lane undivided roadway within the East Valley Parkway TA study area. Between Washington Avenue and Valley Parkway a TWLTL median is provided. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit sign was observed.

**Midway Drive** is currently built as a two-lane undivided roadway within the East Valley Parkway TA study area. Between Washington Avenue and Grand Avenue a TWLTL median is provided. Between Valley Parkway and Grand Avenue, Midway Drive widens to a four-lane undivided road. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph.

**Rose Street** is currently built as a two-lane undivided roadway within the East Valley Parkway TA study area. Between Valley Parkway and Grand Avenue a TWLTL median is provided. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit ranges between 30-35 mph.

**Figure 16–2** shows the existing conditions diagram for the East Valley Parkway TA study area.

### 16.1.3 Existing Traffic Volumes

Existing ADT traffic volumes were obtained from City of Escondido and SANDAG records. Existing peak hour volumes were collected by LLG or obtained from recent area traffic studies. *Appendix C* contains the traffic volume data used in the analysis.

**Figure 16–3** illustrates the *Existing* average daily and peak hour traffic volumes.

#### 16.1.4 *Existing Analysis Results*

##### SEGMENTS

**Table 16–2** summarizes the key segment operations in the East Valley Parkway TA study area for existing conditions. As seen in **Table 16–2**, all study area segments are calculated to currently operate at LOS D or better conditions except for the following:

- Fig Street between Washington Avenue and Valley Parkway (LOS E)
- Midway Drive between Washington Avenue and Valley Parkway (LOS F)
- Rose Street between Washington Avenue and Valley Parkway (LOS E)
- Valley Parkway between Harding Street and Fig Street (LOS F)
- Washington Avenue between Fig Street and Ash Street (LOS E)

##### INTERSECTIONS

**Table 16–3** shows existing peak hour operations at the key intersections within the East Valley Parkway TA study area. As seen in **Table 16–3**, all study area intersections are calculated to currently operate at LOS D or better conditions.

*Appendix B–25* shows the existing peak hour calculation sheets.

TABLE 16-2  
EAST VALLEY PARKWAY TARGET AREA  
EXISTING STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>
<i>North/South Roadways</i>					
<b>Ash Street</b>					
Washington Ave to Valley Pkwy	4-Ln Collector	34,200	20,300	C	0.59
Valley Pkwy to Grand Ave	4-Ln Collector	34,200	21,000	C	0.61
<b>Date Street</b>					
Valley Pkwy to Grand Ave	2-Ln Local Collector	10,000	3,300	A	0.33
<b>Fig Street</b>					
Washington Ave to Valley Pkwy	2-Ln Local Collector	10,000	<b>9,700</b>	<b>E</b>	<b>0.97</b>
Valley Pkwy to Grand Ave	2-Ln Local Collector	10,000	2,500	A	0.25
<b>Harding Street</b>					
Washington Ave to Valley Pkwy	4-Ln Collector	34,200	5,600	A	0.16
<b>Midway Drive</b>					
Washington Ave to Valley Pkwy	2-Ln Local Collector	10,000	<b>15,500</b>	<b>F</b>	<b>1.55</b>
Valley Pkwy to Grand Ave	4-Ln Collector	34,200	15,000	B	0.44
<b>Rose Street</b>					
Washington Ave to Valley Pkwy	2-Ln Local Collector	15,000	<b>15,000</b>	<b>E</b>	<b>1.00</b>
Valley Pkwy to Grand Ave	2-Ln Local Collector	15,000	11,900	D	0.79

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

**Bold** typeface and **shading** represent an LOS worse than City standards.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 16-2  
EAST VALLEY PARKWAY TARGET AREA  
EXISTING STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>
<b>East/West Roadways</b>					
<b>Grand Avenue</b>					
Fig St to Date St <sup>e</sup>	4-Ln Collector	30,000	19,100	C	0.64
Date St to Ash St <sup>e</sup>	4-Ln Collector	30,000	17,100	C	0.57
Ash St to Rose St	4-Ln Collector	20,000	17,600	D	0.88
<b>Valley Parkway</b>					
Hickory St to Fig St	4-Ln Collector	20,000	<b>27,500</b>	<b>F</b>	<b>1.38</b>
Fig St to Date St	4-Ln Collector	34,200	27,600	D	0.81
Date St to Ash St	4-Ln Collector	34,200	27,500	D	0.80
Ash St to Harding St	4-Ln Major	37,000	20,500	C	0.55
Harding St to Rose St	4-Ln Major	37,000	27,400	C	0.74
Rose St to Midway Dr	4-Ln Major	37,000	31,500	D	0.85
Midway Dr to Citrus Ave	6-Ln Prime	60,000	28,100	B	0.47
<b>Washington Avenue</b>					
Fig St to Ash St	4-Ln Collector	20,000	<b>19,600</b>	<b>E</b>	<b>0.98</b>
Ash St to Harding St	4-Ln Collector	20,000	16,000	D	0.80

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Roadway currently built as a three lanes roadway. Capacity of 30,000 ADT used in analysis.

**General Notes:**

**Bold** typeface and **shading** represent an LOS worse than City standards.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**TABLE 16-3  
EAST VALLEY PARKWAY TARGET AREA  
EXISTING INTERSECTION OPERATIONS**

Intersection	Control Type	Peak Hour	Existing	
			Delay <sup>a</sup>	LOS <sup>b</sup>
30. Ash Street/ Washington Avenue	Signal	AM	31.4	C
		PM	52.3	D
31. Ash Street/ Valley Parkway	Signal	AM	36.8	D
		PM	48.9	D
32. Ash Street/ Grand Avenue	Signal	AM	31.4	C
		PM	45.3	D

**Footnotes:**

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.

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

## 16.2 Year 2035 Conditions Discussion

The following is a discussion of the land use, street network, traffic volumes, and level of service analysis results for Year 2035 conditions. As previously mentioned in *Section 3.0* of the report, three alternatives were analyzed:

- **Alternative 1:** Year 2035 Adopted General Plan Circulation Element & Land Use
- **Alternative 2:** Year 2035 Adopted General Plan Circulation Element & Proposed General Plan Land Use
- **Alternative 3:** Year 2035 Proposed General Plan Circulation Element & Land Use

### 16.2.1 Year 2035 Land Use

*Alternatives 2 and 3* seek to modify land use provisions of the *Adopted General Plan (Alternative 1)* within this Amendment Area to designate the area as a Mixed-Use Overlay zone with land use designations of Office and General Commercial (GC). **Table 16-4** summarizes the adopted and proposed *General Plan* land uses within the East Valley Parkway TA for each of the three alternatives:

TABLE 16-4  
EAST VALLEY PARKWAY TA  
YEAR 2035 LAND USE QUANTITIES

Land Use	Quantity			
	Existing	Alternative 1: Adopted General Plan	Alternative 2: Adopted GP CE & Proposed LU	Alternative 3: Proposed GP CE & LUs
Single-Family Residential	100 DU	0 DU	0 DU	<i>Same as Alternative 2</i>
Multi-Family Residential	600 DU	1,100 DU	1,300 DU	
Commercial/Retail	1,895 KSF	2,100 KSF	2,250 KSF	
Office	1,020 KSF	1,131 KSF	1,400 KSF	
Industrial/Other	0 KSF	0 KSF	0 KSF	

*Source:* City of Escondido (2011)

**General Notes:**

DU = Dwelling Units  
KSF = Thousand Square Feet  
GP = General Plan  
CE = Circulation Element  
LU = Land Use

### 16.2.2 Year 2035 Street Network

For the Year 2035 analysis, roadway segments were assumed to be built out to their ultimate classifications as identified on the currently adopted *General Plan Circulation Element* (see *Appendix A*), except for *Alternative 3*, where changes are proposed to the Circulation Element. **Table 16-5** shows the roadways affected by the proposed changes to the street network under *Alternative 3* within the East Valley Parkway TA:

TABLE 16-5  
EAST VALLEY PARKWAY TA  
YEAR 2035 NETWORK CHANGES

Street Segment	Year 2035 Roadway Classification		
	Alternative 1: Adopted GP CE & LU	Alternative 2: Adopted GP CE & Proposed GP LU	Alternative 3: Proposed GP CE & Proposed GP LU
Ash Street		Same as Alternative 1	
Washington Ave to Valley Pkwy	6-Ln Super Major		4-Ln Major

Source: City of Escondido Adopted Circulation Element (2009), and City of Escondido, 2011

In addition, all intersection lane configurations were generally assumed built out to maximum capacity, based on corresponding street segment classifications. For the purposes of this study, the standard approach-configuration applied for a four-lane roadway consisted of one left-turn lane, two thru lanes, and one dedicated right-turn lane. For a six-lane roadway, the standard approach-configuration consisted of dual left-turn lanes, three thru lanes, and a dedicated right-turn lane. For intersections where existing approach-configurations were greater than the standards described above, the lane configuration resulting in the best operations was applied.

**Figure 16-4**, **Figure 16-6**, and **Figure 16-8** show the Year 2035 roadway conditions for *Alternative 1*, *Alternative 2*, and *Alternative 3* within the East Valley Parkway TA, respectively.

### 16.2.3 Year 2035 Traffic Volumes

The daily traffic volumes for the three future alternatives were obtained from the SANDAG Series 11 Year 2030 North County Model (NCM). A growth factor of 2.5% was applied to the Year 2030 volumes generated by the SANDAG model to arrive at Year 2035 volumes. A more detailed discussion of the traffic modeling process is provided in *Section 5.0* of the report.

Peak hour turning movement volumes at study area intersections were estimated from future ADT volumes using the relationship between existing peak hour turning movements and the existing ADT volumes.

**Figure 16-5**, **Figure 16-7**, and **Figure 16-9** show the ADT and peak hour turning movement volumes for *Alternative 1*, *Alternative 2*, and *Alternative 3* within the East Valley Parkway TA, respectively.

#### 16.2.4 Year 2035 Alternative 1 Analysis Results

##### SEGMENTS

**Table 16-6** summarizes the segment operations in the East Valley Parkway TA study area under *Alternative 1* conditions. As seen in **Table 16-6**, the study area segments are calculated to operate at LOS Mid C or better conditions except for the following:

- Valley Parkway between Fig Street and Date Street (LOS E)
- Valley Parkway between Date Street and Ash Street (LOS E)
- Valley Parkway between Rose Street and Midway Drive (LOS F)

##### INTERSECTIONS

**Table 16-7** shows the key intersection operations in the East Valley Parkway TA study area under *Alternative 1* conditions. As seen in **Table 16-7**, the study area intersections are calculated to operate at LOS D or better conditions.

*Appendix B-26* contains the *Alternative 1* peak hour intersection analysis worksheets.

**Figure 16-5** graphically shows the roadway segment and intersection LOS under *Alternative 1* conditions for the East Valley Parkway TA.

#### 16.2.5 Year 2035 Alternative 2 Analysis Results

##### SEGMENTS

**Table 16-6** summarizes the segment operations in the East Valley Parkway TA study area under *Alternative 2* conditions with the proposed changes in land use. As seen in **Table 16-6**, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Valley Parkway between Hickory Street and Fig Street (LOS F)
- Valley Parkway between Fig Street and Date Street (LOS F)
- Valley Parkway between Date Street and Ash Street (LOS F)
- Valley Parkway between Rose Street and Midway Drive (LOS F)

##### INTERSECTIONS

**Table 16-7** shows the key intersection operations in the East Valley Parkway TA study area under *Alternative 2* conditions. As seen in **Table 16-7**, the study area intersections are calculated to operate at LOS D or better conditions except for the following:

- Ash Street/Valley Parkway (LOS E, AM/PM peak hours)

*Appendix B–27* contains the *Alternative 2* peak hour intersection analysis worksheets.

*Figure 16–7* graphically shows the roadway segment and intersection LOS under *Alternative 2* conditions for the East Valley Parkway TA.

### 16.2.6 Year 2035 Alternative 3 Analysis Results

#### SEGMENTS

*Table 16–6* summarizes the segment operations in the East Valley Parkway TA study area under *Alternative 3* conditions. As seen in *Table 16–6*, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Valley Parkway between Hickory Street and Fig Street (LOS F)
- Valley Parkway between Fig Street and Date Street (LOS F)
- Valley Parkway between Date Street and Ash Street (LOS F)
- Valley Parkway between Rose Street and Midway Drive (LOS F)

#### INTERSECTIONS

*Table 16–7* shows the key intersection operations in the East Valley Parkway TA study area under *Alternative 3* conditions. As seen in *Table 16–7*, the study area intersections are calculated to operate at LOS D or better conditions except for the following:

- Ash Street/Valley Parkway (LOS E, AM/PM peak hours)

*Appendix B–28* contains the *Alternative 3* peak hour intersection analysis worksheets.

*Figure 16–9* graphically shows the roadway segment and intersection LOS under *Alternative 3* conditions for the East Valley Parkway TA.

TABLE 16-6  
EAST VALLEY PARKWAY TA  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>North/South Roadways</b>																	
<b>Ash Street</b>																	
Washington Ave to Valley Pkwy	34,200	20,300	C	0.59	6-Ln Super Major	50,000	21,600	B	0.43	25,700	B	0.51	<b>4-Ln Major</b>	<b>37,000</b>	25,100	C	0.68
Valley Pkwy to Grand Ave	34,200	21,000	C	0.61	4-Ln Major	37,000	22,100	C	0.60	31,400	D	0.85	4-Ln Major	37,000	29,100	D	0.79
<b>Date Street</b>																	
Valley Pkwy to Grand Ave	10,000	3,300	A	0.33	4-Ln Collector	34,200	3,600	A	0.11	11,500	A	0.34	4-Ln Collector	34,200	7,500	A	0.22
<b>Fig Street</b>																	
Washington Ave to Valley Pkwy	10,000	<b>9,700</b>	<b>E</b>	<b>0.97</b>	4-Ln Collector	34,200	12,600	B	0.37	19,200	C	0.56	4-Ln Collector	34,200	20,300	C	0.59
Valley Pkwy to Grand Ave	10,000	2,500	A	0.25	4-Ln Collector	34,200	2,500	A	0.07	4,700	A	0.14	4-Ln Collector	34,200	4,700	A	0.14
<b>Harding Street</b>																	
Washington Ave to Valley Pkwy	34,200	5,600	A	0.16	4-Ln Collector	34,200	4,100	A	0.12	5,900	A	0.17	4-Ln Collector	34,200	6,200	A	0.18

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

**Italics** represent change in roadway classification.  
**Bold** typeface and **shading** represents an LOS worse than City standards.  
 GP = General Plan  
 LU = Land Use  
 CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 16-6  
EAST VALLEY PARKWAY TA  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>Midway Drive</b>																	
Washington Ave to Valley Pkwy	10,000	15,500	F	1.55	4-Ln Collector	34,200	15,100	B	0.44	16,800	B	0.49	4-Ln Collector	34,200	16,800	B	0.49
Valley Pkwy to Grand Ave	34,200	15,000	B	0.44	4-Ln Collector	34,200	15,900	B	0.46	16,600	B	0.49	4-Ln Collector	34,200	16,600	B	0.49
<b>Rose Street</b>																	
Washington Ave to Valley Pkwy	15,000	15,000	F	1.00	4-Ln Collector	34,200	16,000	B	0.47	18,300	B	0.54	4-Ln Collector	34,200	18,300	B	0.54
Valley Pkwy to Grand Ave	15,000	11,900	D	0.79	4-Ln Collector	34,200	11,400	A	0.33	16,800	B	0.49	4-Ln Collector	34,200	16,900	B	0.49
<b>East/West Roadways</b>																	
<b>Grand Avenue</b>																	
Fig St to Date St	30,000 <sup>e</sup>	19,100	C	0.64	4-Ln Collector	34,200	16,400	B	0.48	23,900	C	0.70	4-Ln Collector	34,200	29,900	D	0.87
Date St to Ash St	30,000 <sup>e</sup>	17,100	C	0.57	4-Ln Collector	34,200	14,000	B	0.41	20,800	C	0.61	4-Ln Collector	34,200	27,900	D	0.82
Ash St to Rose St	20,000	17,600	D	0.88	4-Ln Collector	34,200	15,400	B	0.45	20,200	C	0.59	4-Ln Collector	34,200	27,100	D	0.79

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Roadway currently built as a three lanes roadway. Capacity of 30,000 ADT used in analysis.

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.  
 GP = General Plan  
 LU = Land Use  
 CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 16-6  
EAST VALLEY PARKWAY TA  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>Valley Parkway</b>																	
Hickory St to Fig St	20,000	<b>27,500</b>	<b>F</b>	<b>1.38</b>	4-Ln Major	37,000	33,100	D	0.89	<b>39,400</b>	<b>F</b>	<b>1.06</b>	4-Ln Major	37,000	<b>38,800</b>	<b>F</b>	<b>1.05</b>
Fig St to Date St	34,200	27,600	D	0.81	4-Ln Major	37,000	<b>33,500</b>	<b>E</b>	<b>0.91</b>	<b>41,600</b>	<b>F</b>	<b>1.12</b>	4-Ln Major	37,000	<b>40,900</b>	<b>F</b>	<b>1.11</b>
Date St to Ash St	34,200	27,500	D	0.80	4-Ln Major	37,000	<b>33,900</b>	<b>E</b>	<b>0.92</b>	<b>42,300</b>	<b>F</b>	<b>1.14</b>	4-Ln Major	37,000	<b>41,800</b>	<b>F</b>	<b>1.13</b>
Ash St to Harding St	37,000	20,500	C	0.55	4-Ln Major	37,000	27,000	C	0.73	32,300	D	0.87	4-Ln Major	37,000	32,000	D	0.86
Harding St to Rose St	37,000	27,400	C	0.74	4-Ln Major	37,000	32,800	D	0.89	32,200	D	0.87	4-Ln Major	37,000	32,100	D	0.87
Rose St to Midway Dr	37,000	31,500	D	0.85	4-Ln Major	37,000	<b>38,100</b>	<b>F</b>	<b>1.03</b>	<b>38,000</b>	<b>F</b>	<b>1.03</b>	4-Ln Major	37,000	37,900	F <sup>e</sup>	1.02
Midway Dr to Citrus Ave	60,000	28,100	B	0.47	6-Ln Prime	60,000	27,500	B	0.46	32,000	B	0.53	6-Ln Prime	60,000	32,000	B	0.53
<b>Washington Avenue</b>																	
Fig St to Ash St	20,000	<b>19,600</b>	<b>E</b>	<b>0.98</b>	4-Ln Collector	34,200	14,800	B	0.43	26,100	D	0.76	4-Ln Collector	34,200	26,500	D	0.77
Ash St to Harding St	20,000	16,000	D	0.80	4-Ln Collector	34,200	16,000	B	0.47	24,900	C	0.73	4-Ln Collector	34,200	24,600	C	0.72

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Due to LOS D or better operations at adjacent intersections along this segment, a significant segment impact is not calculated.

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

GP = General Plan

LU = Land Use

CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 16-7  
EAST VALLEY PARKWAY TA  
YEAR 2035 INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing		Alternative 1: Adopted General Plan		Alternative 2: Adopted GP CE & Proposed GP LU		Alternative 3: Proposed GP CE & Proposed GP LU	
			Delay <sup>a</sup>	LOS <sup>b</sup>	Delay	LOS	Delay	LOS	Delay	LOS
30. Ash Street/ Washington Avenue	Signal	AM	31.4	C	22.9	C	34.9	C	33.2	C
		PM	52.3	D	32.2	C	49.3	D	50.9	D
31. Ash Street/ Valley Parkway	Signal	AM	36.8	D	31.2	C	<b>59.1</b>	<b>E</b>	<b>58.7</b>	<b>E</b>
		PM	48.9	D	37.7	D	<b>64.4</b>	<b>E</b>	<b>61.8</b>	<b>E</b>
32. Ash Street/ Grand Avenue	Signal	AM	31.4	C	28.7	C	37.7	D	37.2	D
		PM	45.3	D	36.3	D	47.5	D	49.3	D

**Footnotes:**

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.

**General Notes:**

GP = General Plan

LU = Land Use

CE = Circulation Element

**Bold** typeface and **shading** represent an LOS worse than City standards.

SIGNALIZED

DELAY/LOS THRESHOLDS

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

## 16.3 Summary of Findings/Significance of Impacts and Mitigation Measures

### 16.3.1 Summary of Findings

The *General Plan Update (Alternative 3)* proposes to increase density in multi-family residential, commercial/retail, office and industrial/other land uses over the *Adopted General Plan*, and downgrade roadway capacity for a segment of Ash Street. Development of *Alternative 3* results in four (4) segments and one (1) intersection operating at unacceptable LOS. The proposed downgrade does not cause any unacceptable segment operations.

### 16.3.2 Significance of Impacts

Based on the established significance criteria, the following locations would be significantly impacted by implementation of the Proposed Project:

#### SEGMENTS

4. Valley Parkway between Hickory Street and Fig Street (LOS F)
5. Valley Parkway between Fig Street and Date Street (LOS F)
6. Valley Parkway between Date Street and Ash Street (LOS F)

The following street segments are not significantly impacted under *Alternative 3* due to LOS D or better operations at adjacent intersections:

- Valley Parkway between Rose Street and Midway Drive (LOS F)

*Appendix D* contains the analysis worksheets for intersections demonstrating acceptable LOS along this segment. *Section 5.0* of this report explains the intersection analysis methodology applied to street segments calculated to operate at deficient levels of service.

#### INTERSECTIONS

7. Ash Street/Valley Parkway (LOS E, AM/PM peak hours)

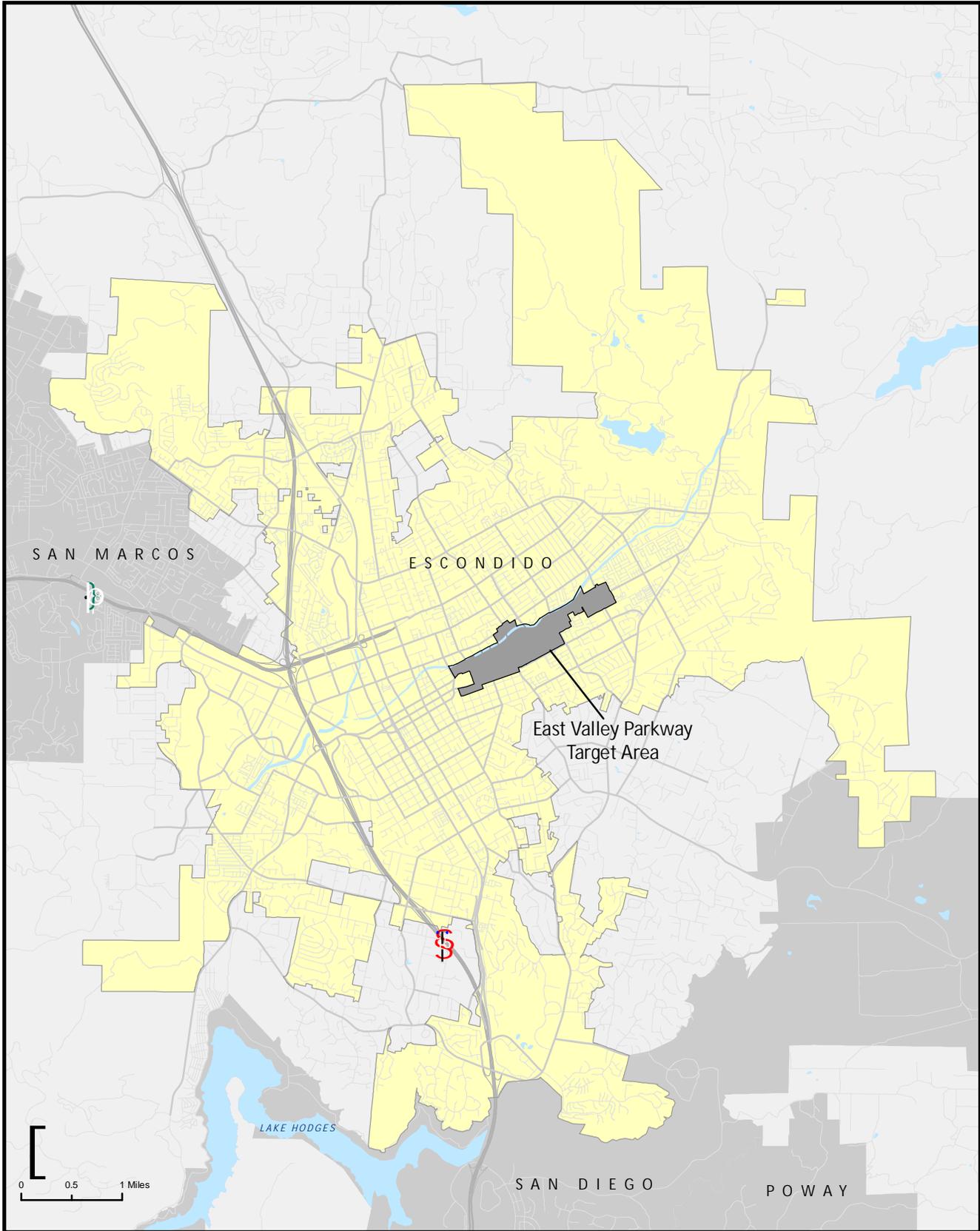
### 16.3.3 Mitigation

#### SEGMENTS

4. **Valley Parkway between Hickory Street and Fig Street** – Widening of this portion of Valley Parkway to six-lane Super Major standards would reduce the impact to a level below significance. If widening this portion of the roadway is considered infeasible, the impact would be considered significant and unmitigable.
5. **Valley Parkway between Fig Street and Date Street** – Widening of this portion of Valley Parkway to six-lane Super Major standards would reduce the impact to a level below significance. If widening this portion of the roadway is considered infeasible, the impact would be considered significant and unmitigable.
6. **Valley Parkway between Date Street and Ash Street** – Widening of this portion of Valley Parkway to six-lane Super Major standards would reduce the impact to a level below significance. If widening this portion of the roadway is considered infeasible, the impact would be considered significant and unmitigable.

INTERSECTIONS

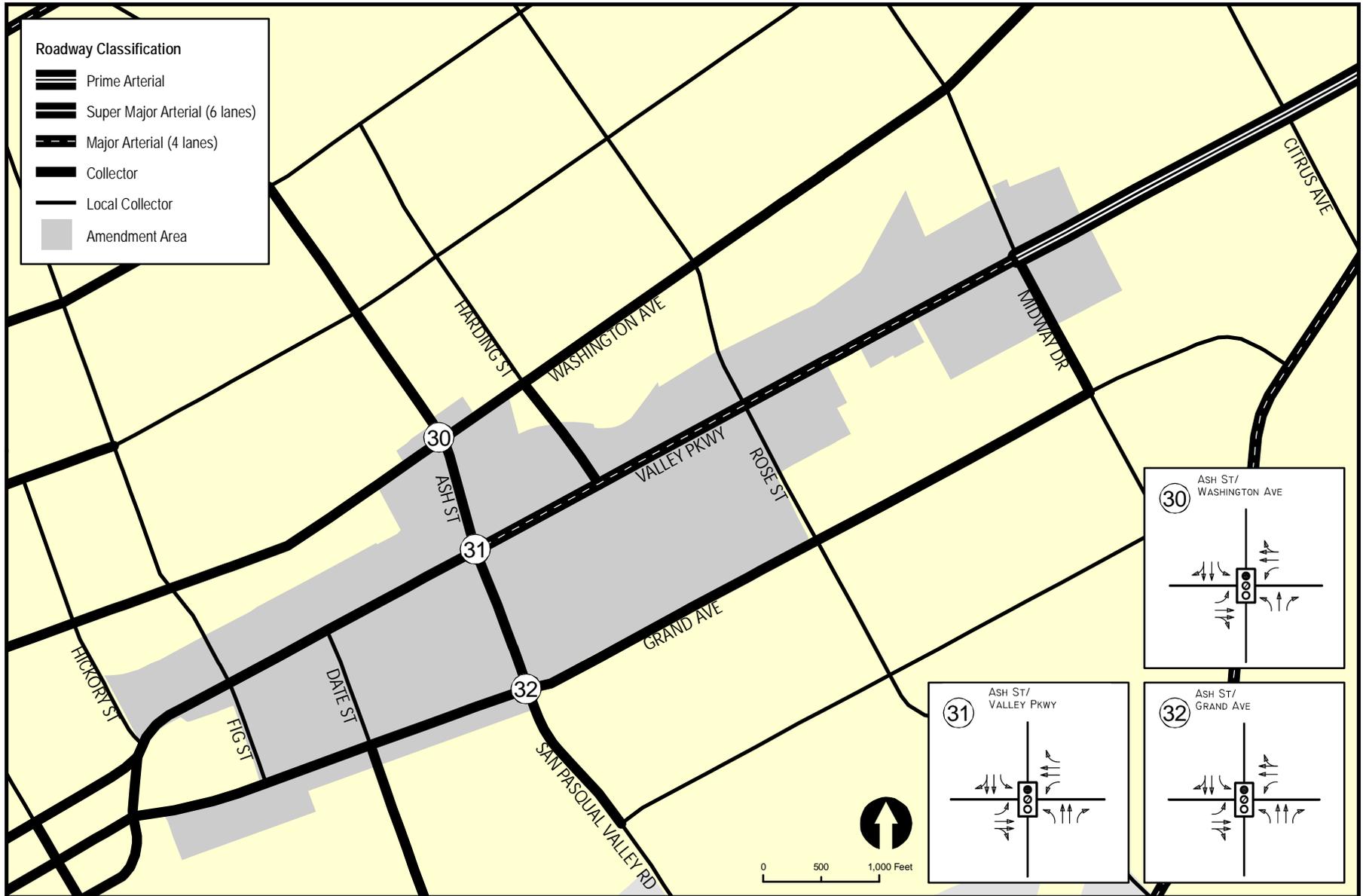
7. **Ash Street/Valley Parkway** – Implementation the improved roadway capacity lane configurations continue to result in an unacceptable LOS at this intersection. Therefore, the potential impact is considered to be significant and unmitigable.



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 Source: SANDAG

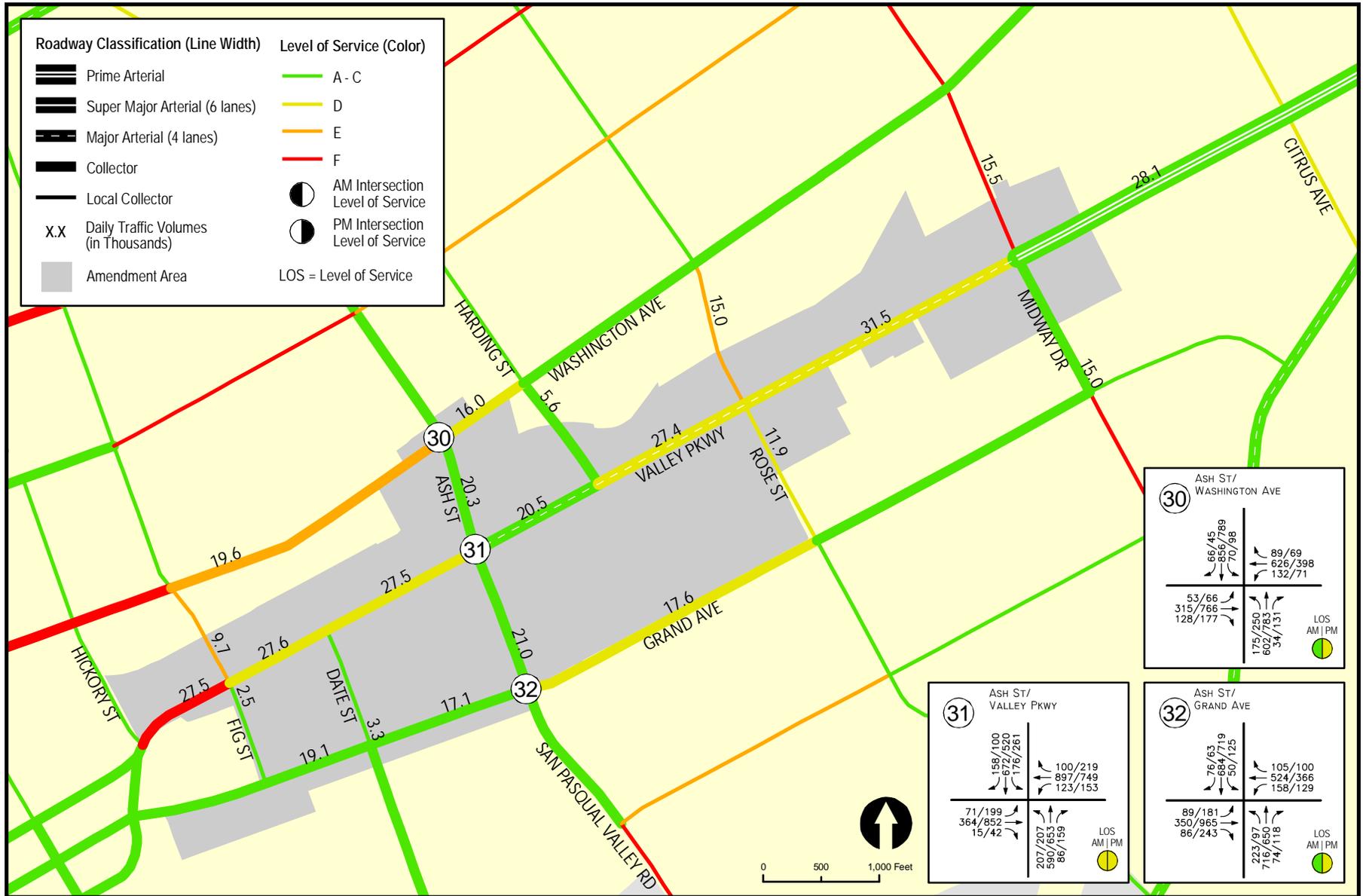


**Figure 16-1**  
**Amendment Area Map**  
**East Valley Parkway Target Area**

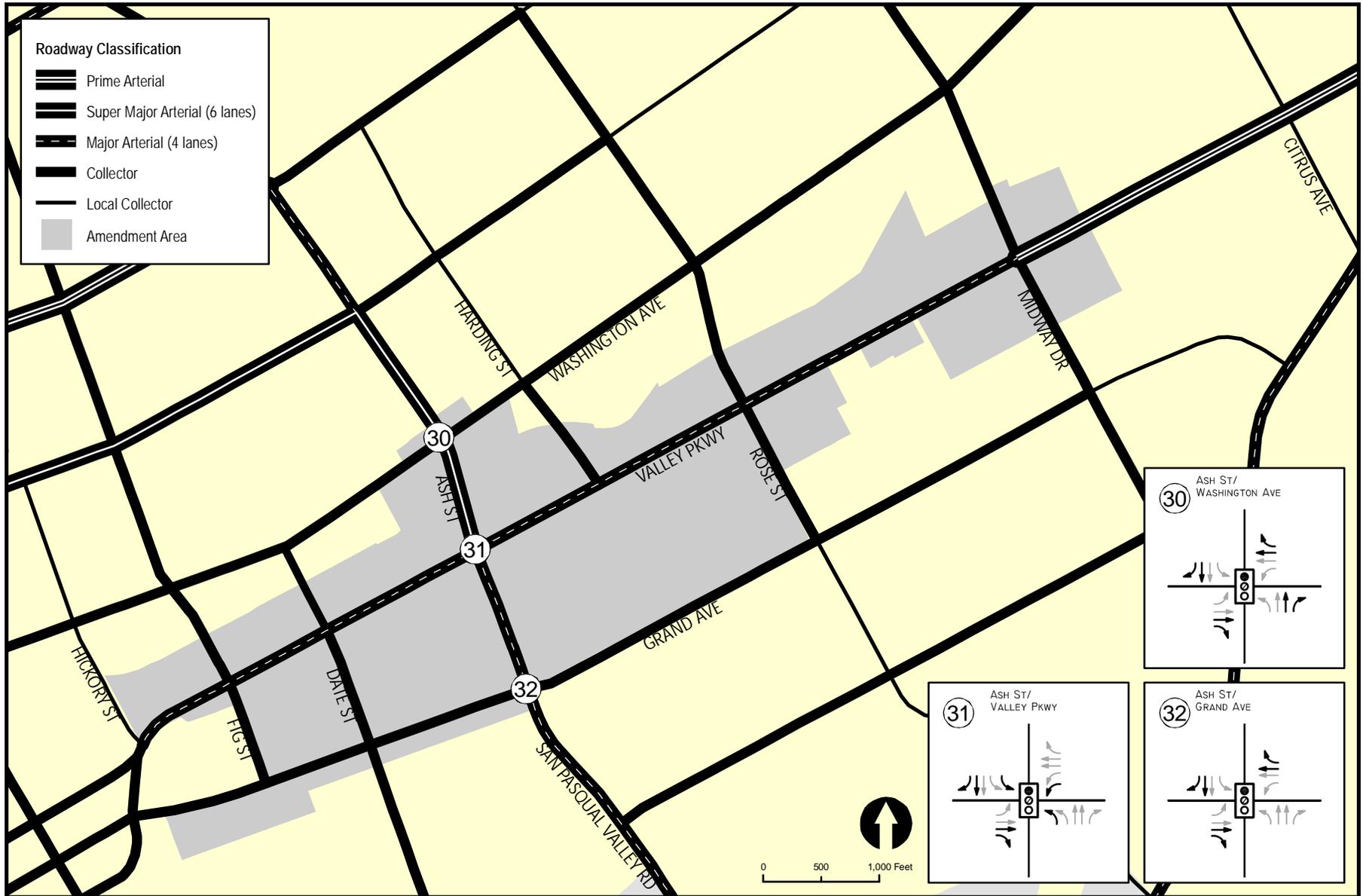


**Figure 16-2**

**Existing Conditions Diagram  
East Valley Parkway Target Area**

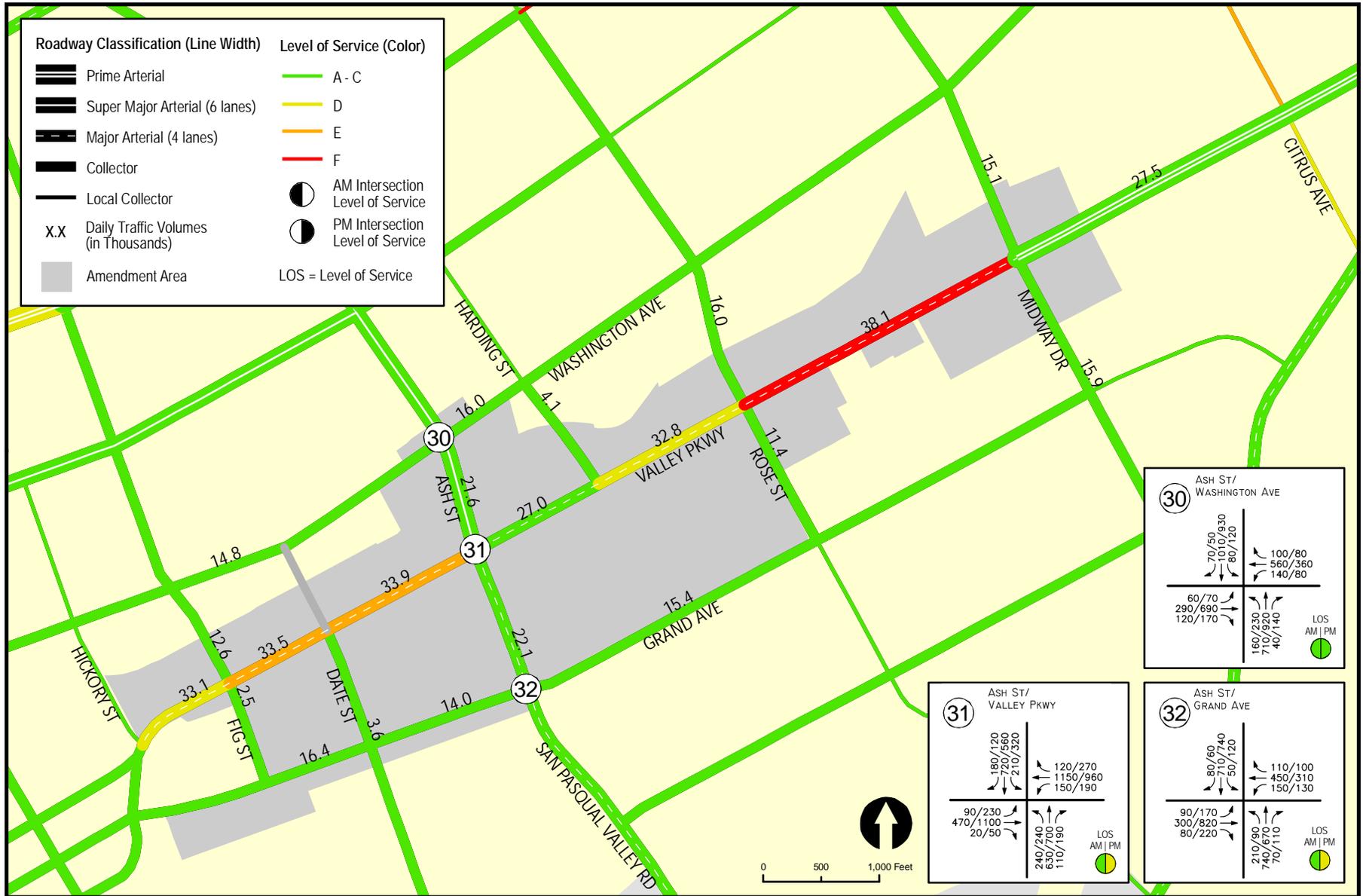


**Figure 16-3**  
**Existing Traffic Volumes & LOS**  
**East Valley Parkway Target Area**

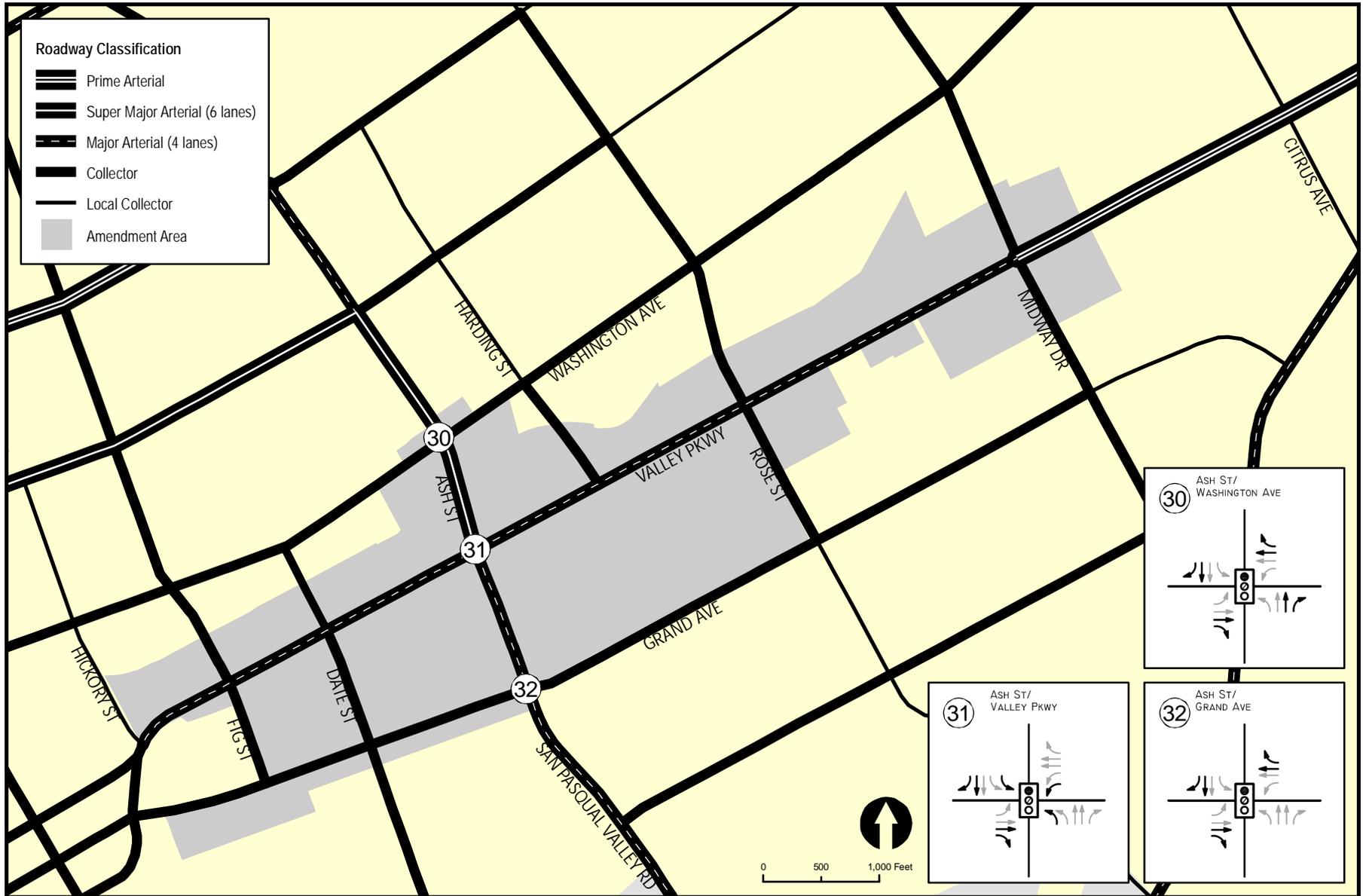


**Figure 16-4**

**Year 2035 Conditions Diagram - Alternative 1  
East Valley Parkway Target Area**

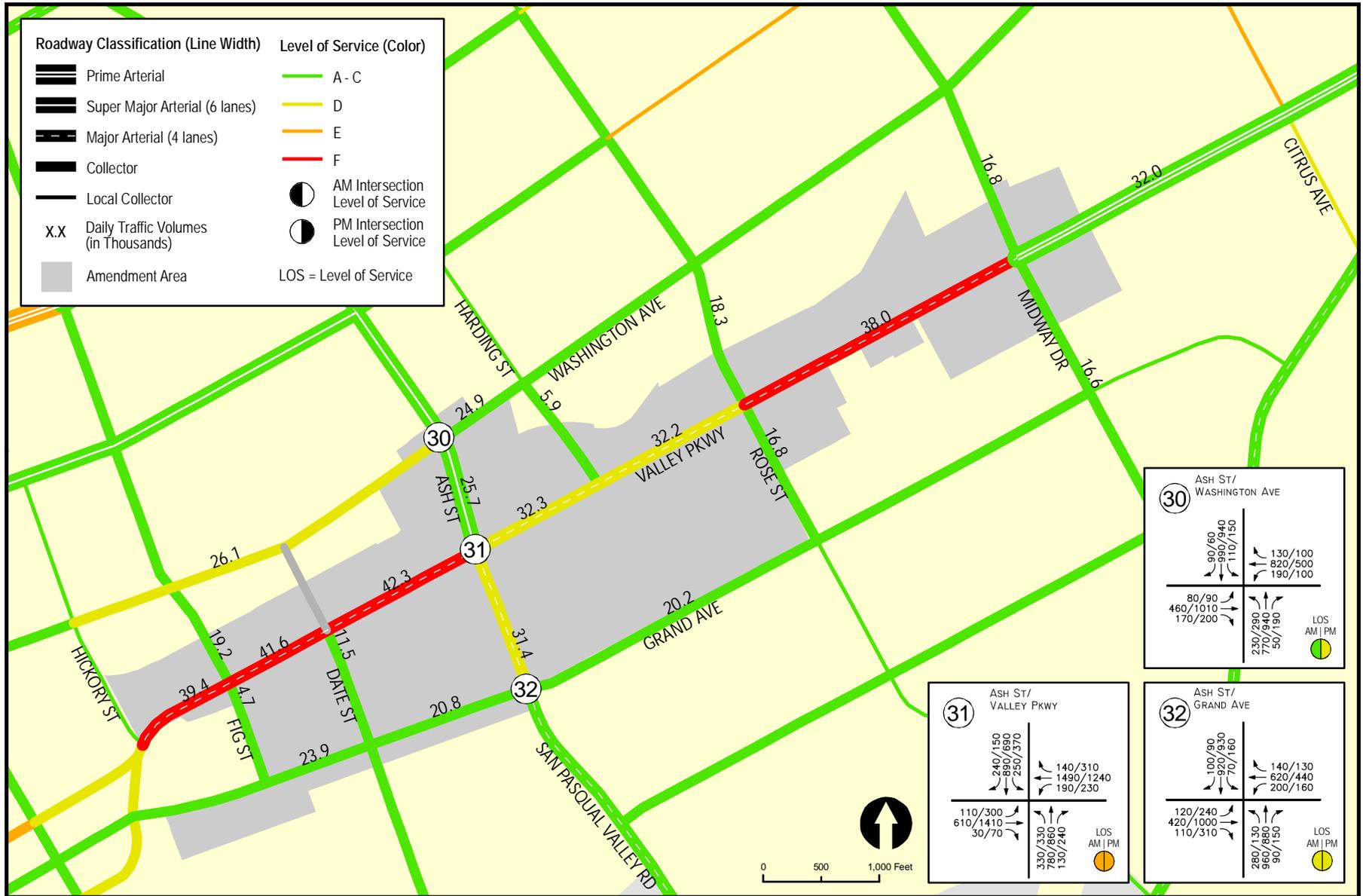


**Figure 16-5**  
**Year 2035 Traffic Volumes and LOS - Alternative 1**  
**East Valley Parkway Target Area**



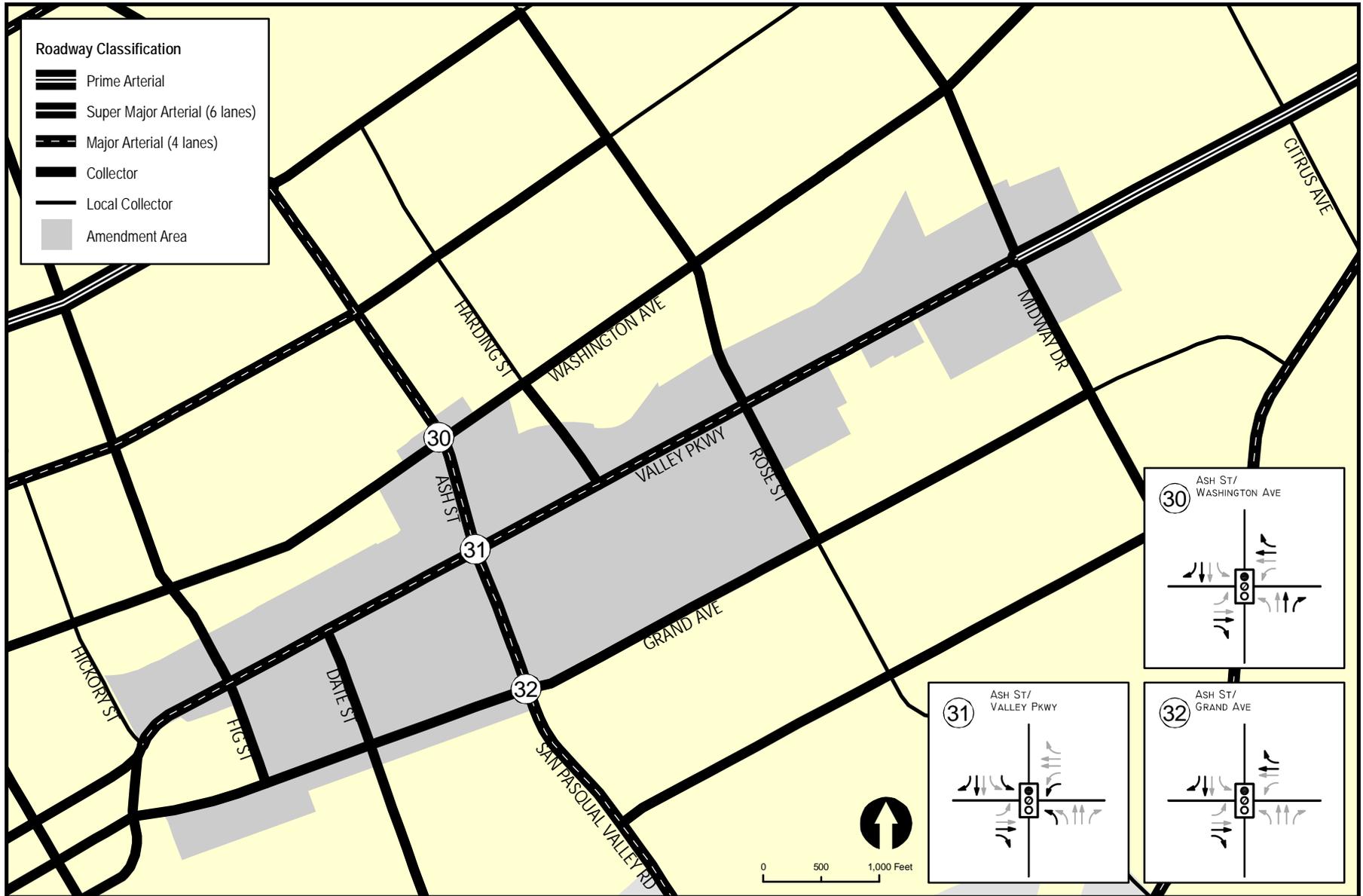
**Figure 16-6**

**Year 2035 Conditions Diagram - Alternative 2  
East Valley Parkway Target Area**



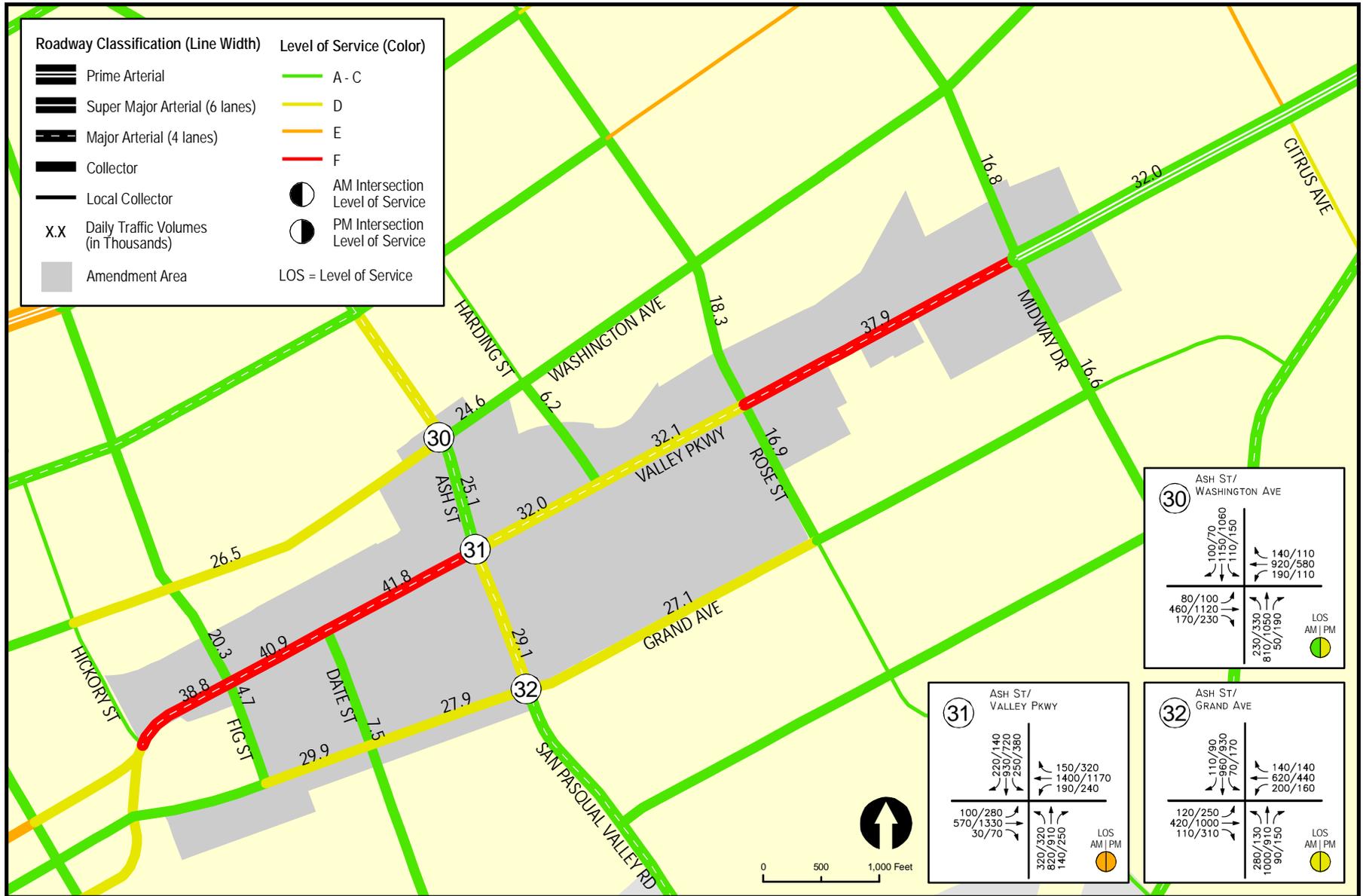
**Figure 16-7**

**Year 2035 Traffic Volumes and LOS - Alternative 2  
East Valley Parkway Target Area**



**Figure 16-8**

**Year 2035 Conditions Diagram - Alternative 3  
East Valley Parkway Target Area**



**Figure 16-9**  
**Year 2035 Traffic Volumes and LOS - Alternative 3**  
**East Valley Parkway Target Area**

## 17.0 SOUTH ESCONDIDO BOULEVARD / CENTRE CITY PARKWAY TARGET AREA



## 17.0 SOUTH ESCONDIDO BOULEVARD / CENTRE CITY PARKWAY TARGET AREA

The South Escondido Boulevard / Centre City Parkway Target Area (TA) is located south of 15<sup>th</sup> Avenue between Escondido Boulevard and Centre City Parkway (on both sides of both streets).

*Figure 17-1* shows the Amendment Area map for the South Escondido Boulevard / Centre City Parkway TA. All figures are provided at the end of this section.

### 17.1 Existing Conditions Discussion

The following is a discussion of the land use, street network, traffic volumes, and Level of Service (LOS) analysis results for existing conditions.

#### 17.1.1 Existing Land Use

The South Escondido Boulevard / Centre City Parkway TA area consists of 80 acres and 278 parcels. *Table 17-1* shows the existing land use amounts within the South Escondido Boulevard / Centre City Parkway TA.

**TABLE 17-1**  
**SOUTH ESCONDIDO BOULEVARD / CENTRE CITY PARKWAY TA**  
**EXISTING LAND USE QUANTITIES**

Land Use	Quantity
Single-Family Residential	0 DU
Multi-Family Residential	440 DU
Commercial/Retail	238 KSF
Office	13 KSF
Industrial/Other	0 KSF

*Source:* City of Escondido (2011)

*General Notes:*

DU = Dwelling Units

KSF = Thousand Square Feet

#### 17.1.2 Existing Street Network

The major circulation element roadways and select major intersections within the South Escondido Boulevard / Centre City Parkway TA area were evaluated in this analysis. The existing roadway capacities were identified based on the number of lanes, undivided or divided roadway conditions, on-street parking, and curb-to-curb width and were based on the *City of Escondido Proposed Level of Service Standards and Street Segment Average Daily Trip Thresholds Table*. *Table 3-1* in *Section 3.3.2* of the report contains a copy of this table. The following is a brief description of the existing roadways in the study area.

**Escondido Boulevard** is currently built as a two-lane undivided roadway within the South Escondido Boulevard / Centre City Parkway TA study area. Between 5<sup>th</sup> Avenue and 15<sup>th</sup> Avenue a TWLTL median is provided. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph.

*Figure 17-2* shows the existing conditions diagram for the South Escondido Boulevard / Centre City Parkway TA study area.

### 17.1.3 Existing Traffic Volumes

Existing ADT traffic volumes were obtained from City of Escondido and SANDAG records. Existing peak hour volumes were collected by LLG or obtained from recent area traffic studies. *Appendix C* contains the traffic volume data used in the analysis.

*Figure 17-3* illustrates the *Existing* average daily and peak hour traffic volumes.

### 17.1.4 Existing Analysis Results

#### SEGMENTS

*Table 17-2* summarizes the key segment operations in the South Escondido Boulevard / Centre City Parkway TA study area for existing conditions. As seen in *Table 17-2*, all study area segments are calculated to currently operate at LOS C or better conditions except the following:

- Escondido Boulevard between 13<sup>th</sup> Avenue and 15<sup>th</sup> Avenue (LOS F)
- 9<sup>th</sup> Avenue between Centre City Parkway and Escondido Boulevard (LOS F)

#### INTERSECTIONS

*Table 17-3* shows existing peak hour operations at the key intersection within the South Escondido Boulevard / Centre City Parkway TA study area. As seen in *Table 17-3*, the study area intersection is calculated to operate at LOS C conditions.

*Appendix B-29* shows the existing peak hour calculation sheets.

TABLE 17-2  
SOUTH ESCONDIDO BOULEVARD / CENTRE CITY PARKWAY TA  
EXISTING STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>
<b>North/South Roadways</b>					
<b>Escondido Boulevard</b>					
5 <sup>th</sup> Ave to 9 <sup>th</sup> Ave <sup>e</sup>	2-Ln Local Collector	19,000	14,100	C	0.74
9 <sup>th</sup> Ave to 13 <sup>th</sup> Ave <sup>e</sup>	2-Ln Local Collector	19,000	13,600	C	0.72
13 <sup>th</sup> Ave to 15 <sup>th</sup> Ave <sup>e</sup>	2-Ln Local Collector	19,000	<b>19,700</b>	<b>F</b>	<b>1.04</b>
<b>East/West Roadways</b>					
<b>13<sup>th</sup> Avenue</b>					
Centre City Pkwy to Escondido Blvd	2-Ln Local Collector	10,000	5,900	C	0.59
<b>9<sup>th</sup> Avenue</b>					
Centre City Pkwy to Escondido Blvd	2-Ln Local Collector	10,000	<b>14,200</b>	<b>F</b>	<b>1.42</b>

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Escondido Boulevard has a two-way center turn lane allowing for an increased capacity of 19,000 ADT.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represent an LOS worse than City standards.

TABLE 17-3  
SOUTH ESCONDIDO BOULEVARD / CENTRE CITY PARKWAY TA  
EXISTING INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing	
			Delay <sup>a</sup>	LOS <sup>b</sup>
33. Escondido Boulevard/ 9 <sup>th</sup> Avenue	Signal	AM	27.9	C
		PM	32.2	C

**Footnotes:**

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.

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

## 17.2 Year 2035 Conditions Discussion

The following is a discussion of the land use, street network, traffic volumes, and level of service analysis results for Year 2035 conditions. As previously mentioned in *Section 3.0* of the report, three alternatives were analyzed:

- **Alternative 1:** Year 2035 Adopted General Plan Circulation Element & Land Use
- **Alternative 2:** Year 2035 Adopted General Plan Circulation Element & Proposed General Plan Land Use
- **Alternative 3:** Year 2035 Proposed General Plan Circulation Element & Land Use

### 17.2.1 Year 2035 Land Use

*Alternatives 2 and 3* seek to modify land use provisions of the *Adopted General Plan (Alternative 1)* within this Amendment Area to designate the area as a Mixed-Use Overlay zone with land use designations of General Commercial (GC), Urban III and Urban IV. **Table 17-4** summarizes the adopted and proposed *General Plan* land uses within the South Escondido Boulevard / Centre City Parkway TA for each of the three alternatives:

TABLE 17-4  
SOUTH ESCONDIDO BOULEVARD / CENTRE CITY PARKWAY TA  
YEAR 2035 LAND USE QUANTITIES

Land Use	Quantity			
	Existing	Alternative 1: Adopted General Plan	Alternative 2: Adopted GP CE & Proposed LU	Alternative 3: Proposed GP CE & LUs
Single-Family Residential	0 DU	0 DU	0 DU	<i>Same as Alternative 2</i>
Multi-Family Residential	440 DU	640 DU	740 DU	
Commercial/Retail	238 KSF	299 KSF	375 KSF	
Office	13 KSF	33 KSF	30 KSF	
Industrial/Other	0 KSF	0 KSF	0 KSF	

*Source:* City of Escondido (2011)  
**General Notes:**  
DU = Dwelling Units  
KSF = Thousand Square Feet  
GP = General Plan  
CE = Circulation Element  
LU = Land Use

### 17.2.2 Year 2035 Street Network

For the Year 2035 analysis, roadway segments were assumed to be built out to their ultimate classifications as identified on the currently adopted *General Plan Circulation Element* (see *Appendix A*), except for *Alternative 3*, where changes are proposed to the Circulation Element. **Table 17-5** shows the roadways affected by the proposed changes to the street network under *Alternative 3* within the South Escondido Boulevard / Centre City Parkway TA:

TABLE 17-5  
SOUTH ESCONDIDO BOULEVARD / CENTRE CITY PARKWAY TA  
YEAR 2035 NETWORK CHANGES

Street Segment	Year 2035 Roadway Classification		
	Alternative 1: Adopted GP CE & LU	Alternative 2: Adopted GP CE & Proposed GP LU	Alternative 3: Proposed GP CE & Proposed GP LU
13 <sup>th</sup> Avenue		<i>Same as Alternative 1</i>	
Centre City Pkwy to Escondido Blvd	4-Ln Collector		2-Ln Local Collector

*Source:* City of Escondido Adopted Circulation Element (2009), and City of Escondido, 2011

In addition, all intersection lane configurations were generally assumed built out to maximum capacity, based on corresponding street segment classifications. For the purposes of this study, the standard approach-configuration applied for a four-lane roadway consisted of one left-turn lane, two thru lanes, and one dedicated right-turn lane. For a six-lane roadway, the standard approach-configuration consisted of dual left-turn lanes, three thru lanes, and a dedicated right-turn lane. For intersections where existing approach-configurations were greater than the standards described above, the lane configuration resulting in the best operations was applied.

**Figure 17-4**, **Figure 17-6**, and **Figure 17-8** show the Year 2035 roadway conditions for *Alternative 1*, *Alternative 2*, and *Alternative 3* within the South Escondido Boulevard / Centre City Parkway TA, respectively.

### 17.2.3 Year 2035 Traffic Volumes

The daily traffic volumes for the three future alternatives were obtained from the SANDAG Series 11 Year 2030 North County Model (NCM). A growth factor of 2.5% was applied to the Year 2030 volumes generated by the SANDAG model to arrive at Year 2035 volumes. A more detailed discussion of the traffic modeling process is provided in *Section 5.0* of the report.

Peak hour turning movement volumes at study area intersections were estimated from future ADT volumes using the relationship between existing peak hour turning movements and the existing ADT volumes.

**Figure 17-5**, **Figure 17-7**, and **Figure 17-9** show the ADT and peak hour turning movement volumes for *Alternative 1*, *Alternative 2*, and *Alternative 3* within the South Escondido Boulevard / Centre City Parkway TA, respectively.

### 17.2.4 Year 2035 Alternative 1 Analysis Results

#### SEGMENTS

**Table 17-6** summarizes the segment operations in the South Escondido Boulevard / Centre City Parkway TA study area under *Alternative 1* conditions. As seen in **Table 17-6**, the study area segments are calculated to operate at LOS C or better conditions.

#### INTERSECTIONS

**Table 17-7** shows the key intersection operations in the South Escondido Boulevard / Centre City Parkway TA study area under *Alternative 1* conditions. As seen in **Table 17-7**, the study area intersection is calculated to operate at LOS C conditions.

*Appendix B-30* contains the *Alternative 1* peak hour intersection analysis worksheets.

**Figure 17-5** graphically shows the roadway segment and intersection LOS under *Alternative 1* conditions for the South Escondido Boulevard / Centre City Parkway TA.

### 17.2.5 Year 2035 Alternative 2 Analysis Results

#### SEGMENTS

*Table 17-6* summarizes the segment operations in the South Escondido Boulevard / Centre City Parkway TA study area under *Alternative 2* conditions with the proposed changes in land use. As seen in *Table 17-6*, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Escondido Boulevard between 13<sup>th</sup> Avenue and 15<sup>th</sup> Avenue (LOS E)

#### INTERSECTIONS

*Table 17-7* shows the key intersection operations in the South Escondido Boulevard / Centre City Parkway TA study area under *Alternative 2* conditions. As seen in *Table 17-7*, the study area intersection is calculated to operate at LOS D conditions.

*Appendix B-31* contains the *Alternative 2* peak hour intersection analysis worksheets.

*Figure 17-7* graphically shows the roadway segment and intersection LOS under *Alternative 2* conditions for the South Escondido Boulevard / Centre City Parkway TA.

### 17.2.6 Year 2035 Alternative 3 Analysis Results

#### SEGMENTS

*Table 17-6* summarizes the segment operations in the South Escondido Boulevard / Centre City Parkway TA study area under *Alternative 3* conditions. As seen in *Table 17-6*, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Escondido Boulevard between 13<sup>th</sup> Avenue and 15<sup>th</sup> Avenue (LOS E)

#### INTERSECTIONS

*Table 17-7* shows the key intersection operations in the South Escondido Boulevard / Centre City Parkway TA study area under *Alternative 3* conditions. As seen in *Table 17-7*, the study area intersection is calculated to operate at LOS D conditions.

*Appendix B-32* contains the *Alternative 3* peak hour intersection analysis worksheets.

*Figure 17-9* graphically shows the roadway segment and intersection LOS under *Alternative 3* conditions for the South Escondido Boulevard / Centre City Parkway TA.

TABLE 17-6  
SOUTH ESCONDIDO BOULEVARD / CENTRE CITY PARKWAY TA  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>North/South Roadways</b>																	
<b>Escondido Boulevard</b>																	
5 <sup>th</sup> Ave to 9 <sup>th</sup> Ave	19,000 <sup>e</sup>	14,100	C	0.74	4-Ln Collector	34,200	14,500	B	0.42	26,700	D	0.78	4-Ln Collector	34,200	26,500	D	0.77
9 <sup>th</sup> Ave to 13 <sup>th</sup> Ave	19,000 <sup>e</sup>	13,600	C	0.72	4-Ln Collector	34,200	17,400	B	0.51	29,600	D	0.87	4-Ln Collector	34,200	29,600	D	0.87
13 <sup>th</sup> Ave to 15 <sup>th</sup> Ave	19,000 <sup>e</sup>	<b>19,700</b>	<b>F</b>	<b>1.04</b>	4-Ln Collector	34,200	22,200	C	0.65	<b>31,200</b>	<b>E</b>	<b>0.91</b>	4-Ln Collector	34,200	<b>31,100</b>	<b>E</b>	<b>0.91</b>
<b>East/West Roadways</b>																	
<b>13<sup>th</sup> Avenue</b>																	
Centre City Pkwy to Escondido Blvd	10,000	5,900	C	0.59	4-Ln Collector	34,200	5,500	A	0.16	9,000	A	0.26	<i>2-Ln Local Collector</i>	<i>15,000</i>	9,000	C	0.60
<b>9<sup>th</sup> Avenue</b>																	
Centre City Pkwy to Escondido Blvd	10,000	<b>14,200</b>	<b>F</b>	<b>1.42</b>	4-Ln Collector	34,200	17,300	B	0.51	24,400	C	0.71	4-Ln Collector	34,200	24,400	C	0.71

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Escondido Boulevard has a two-way center turn lane allowing for an increased capacity of 19,000 ADT.

**General Notes:**

*Italics* represent change in roadway classification.  
**Bold** typeface and **shading** represents an LOS worse than City standards.  
 GP = General Plan  
 LU = Land Use  
 CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 17-7  
SOUTH ESCONDIDO BOULEVARD / CENTRE CITY PARKWAY TA  
YEAR 2035 INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing		Alternative 1: Adopted General Plan		Alternative 2: Adopted GP CE & Proposed GP LU		Alternative 3: Proposed GP CE & Proposed GP LU	
			Delay <sup>a</sup>	LOS <sup>b</sup>	Delay	LOS	Delay	LOS	Delay	LOS
33. Escondido Boulevard/ 9 <sup>th</sup> Avenue	Signal	AM	27.9	C	21.1	C	37.1	D	36.6	D
		PM	32.2	C	22.9	C	43.8	D	43.3	D

**Footnotes:**

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.

**General Notes:**

GP = General Plan  
LU = Land Use  
CE = Circulation Element

SIGNALIZED

DELAY/LOS THRESHOLDS

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

## 17.3 Summary of Findings/Significance of Impacts and Mitigation Measures

### 17.3.1 Summary of Findings

The *General Plan Update (Alternative 3)* proposes to increase density in multi-family residential and commercial/retail, while slightly reducing density in office land uses compared to the *Adopted General Plan*, and downgrade roadway capacity for a segment of 13<sup>th</sup> Avenue. Development of *Alternative 3* results in one (1) segment operating at unacceptable LOS. No segment impacts are the result of the proposed downgrade.

### 17.3.2 Significance of Impacts

Based on the established significance criteria, the following locations would be significantly impacted by implementation of the Proposed Project.

#### SEGMENTS

8. Escondido Boulevard between 13<sup>th</sup> Avenue and 15<sup>th</sup> Avenue (LOS E)

### 17.3.3 Mitigation

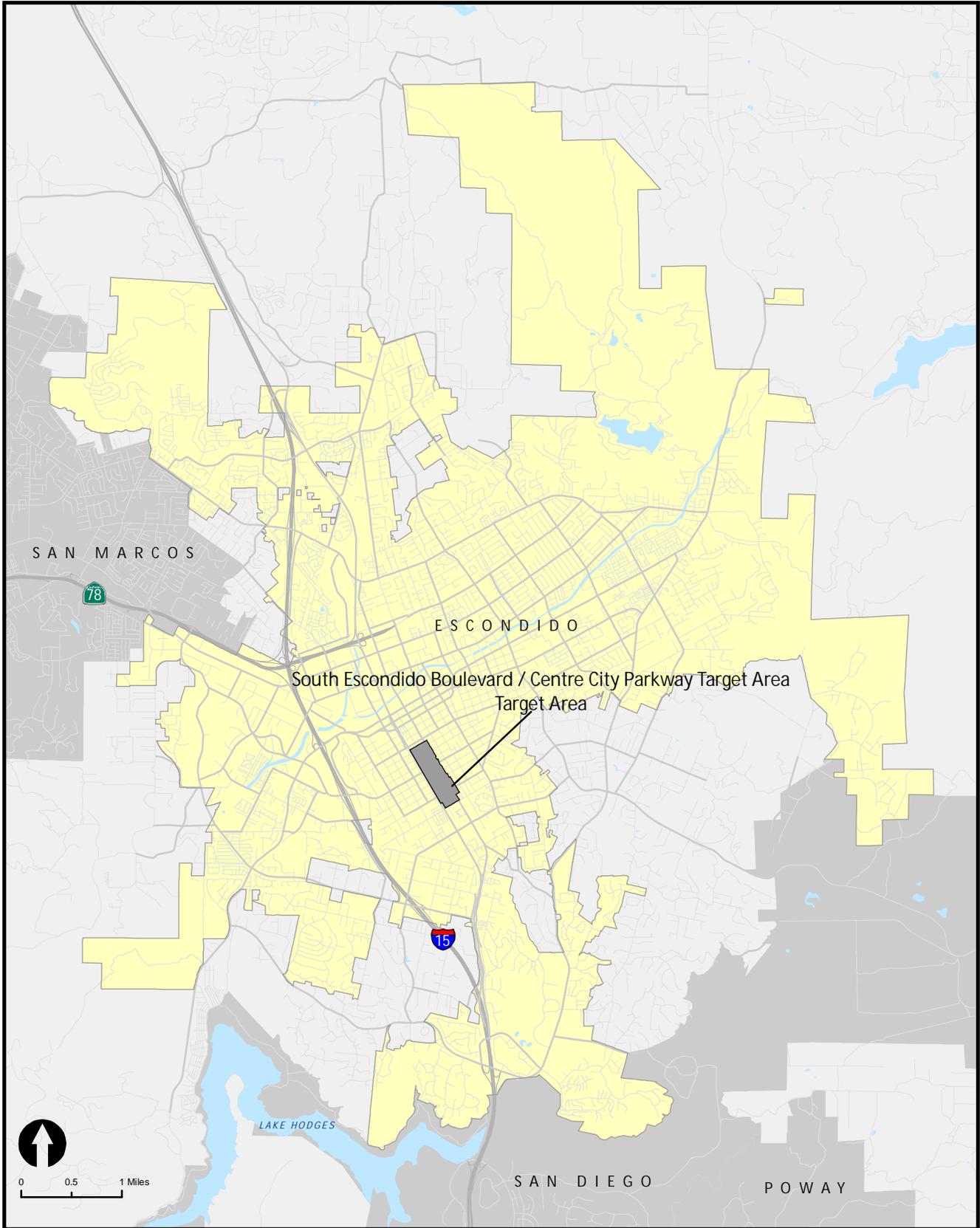
The following is recommended to mitigate the potentially impacts locations to below a level of significance:

#### SEGMENTS

8. **Escondido Boulevard between 13th Avenue and 15th Avenue** – Implement Adaptive traffic signal control technology along this segment of Escondido Boulevard.

This segment is calculated to operate at LOS E with the Proposed Project, which is one LOS-grade worse than acceptable LOS D operations. Improvements to signal timing in the form of adaptive signal control at the key intersections along the segment would, according to the Federal Highway Administration (FHWA), be expected to yield an improvement in operations of 10 percent. Adaptive signal control technologies use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction. Adaptive signal control typically improves travel time and delay by 10 percent.

To reflect the effects of these peak hour improvements in the ADT segment analysis, a 10% reduction in ADT was assumed. This is more conservative than assuming a 10% increase in capacity. The resulting ADT along this portion of the roadway is therefore 27,900 ADT, which results in an acceptable LOS D.

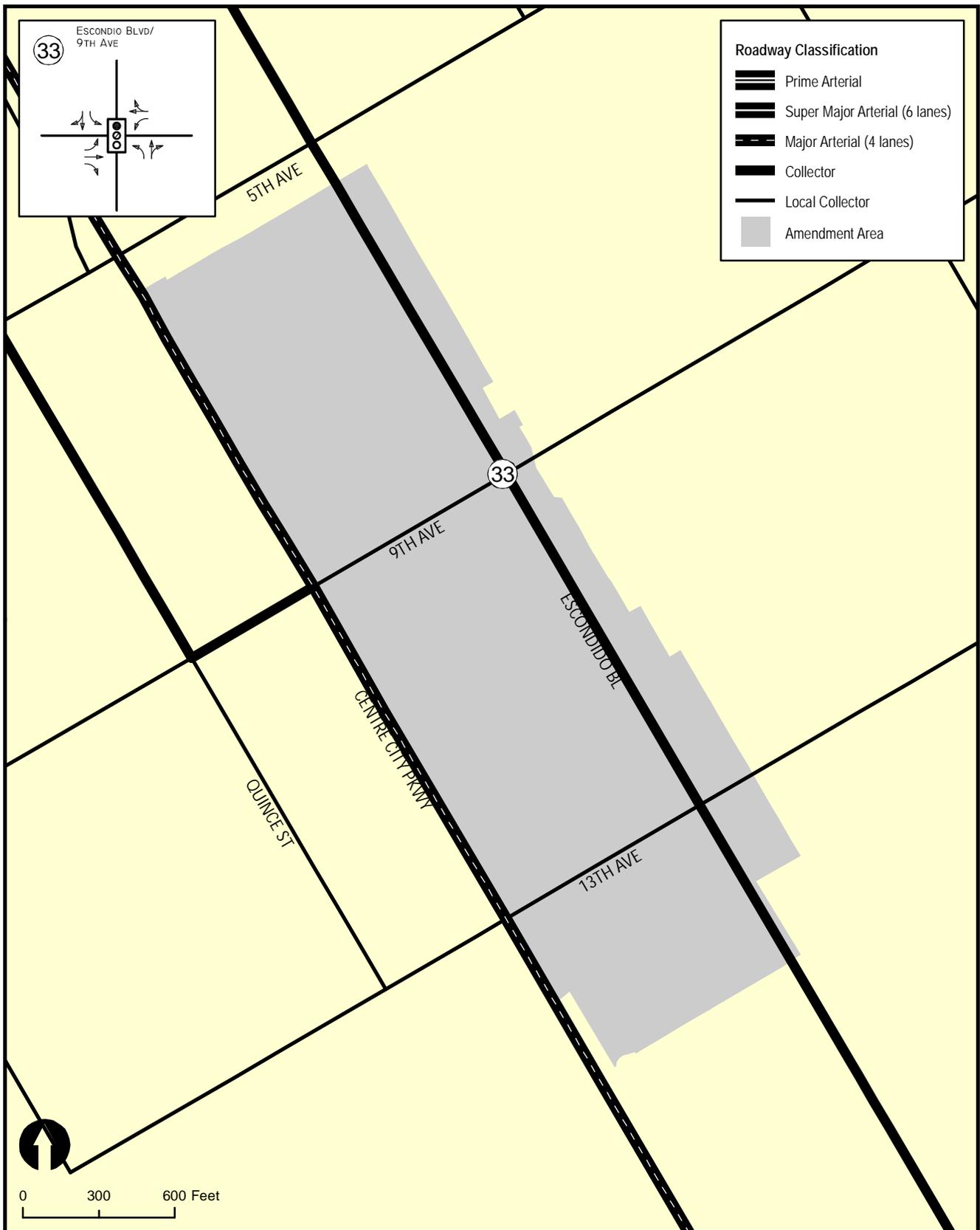


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 Source: SANDAG



**Figure 17-1**

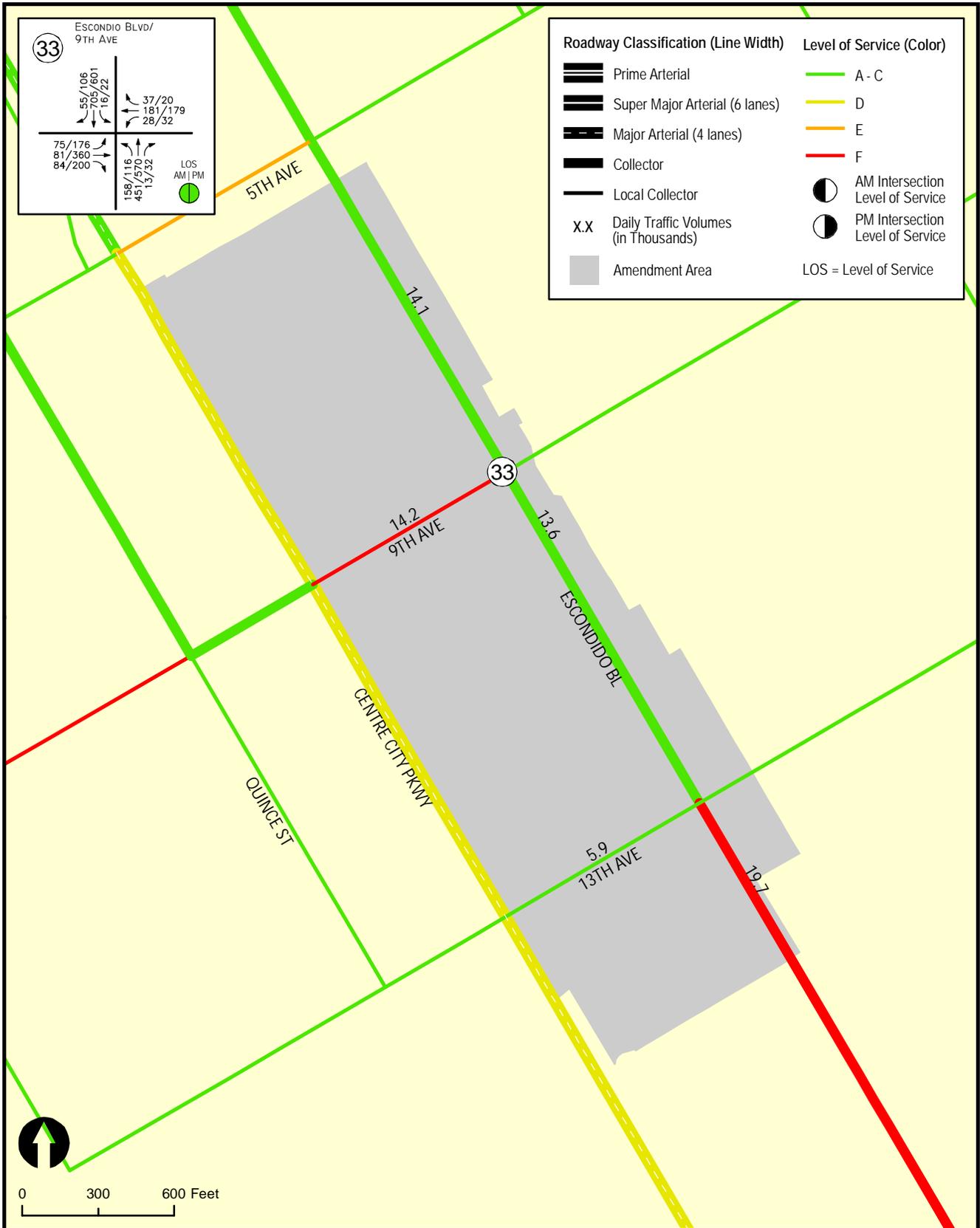
**Amendment Area Map  
 South Escondido Boulevard / Centre City Parkway Target Area**



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 Source: City of Escondido and SANDAG Series 11



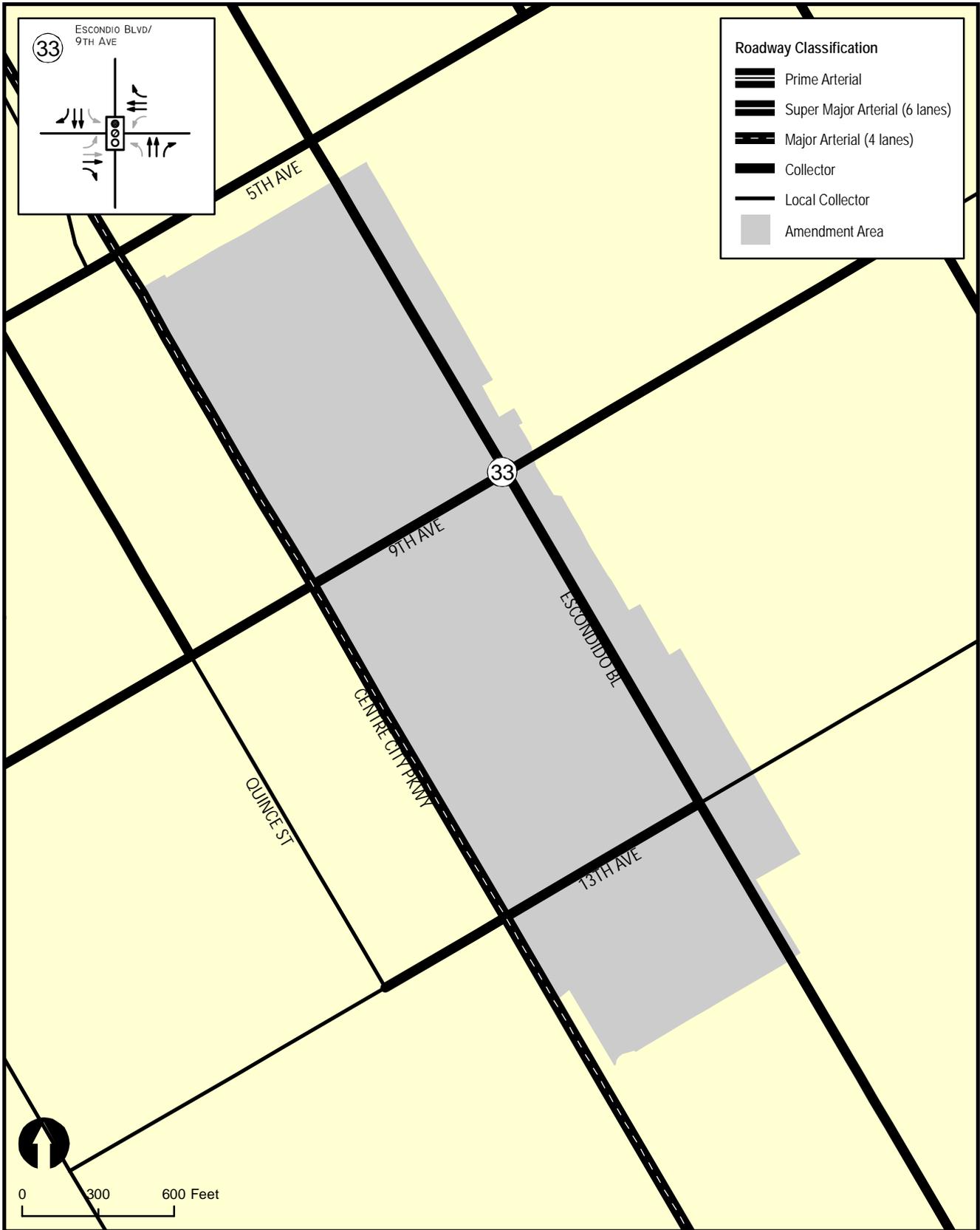
**Figure 17-2**  
**Existing Conditions Diagram**  
**South Escondido BI / Centre City Pkwy Target Area**



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 Source: City of Escondido and SANDAG Series 11



**Figure 17-3**  
**Existing Traffic Volumes and LOS**  
**South Escondido Bl / Centre City Pkwy Target Area**

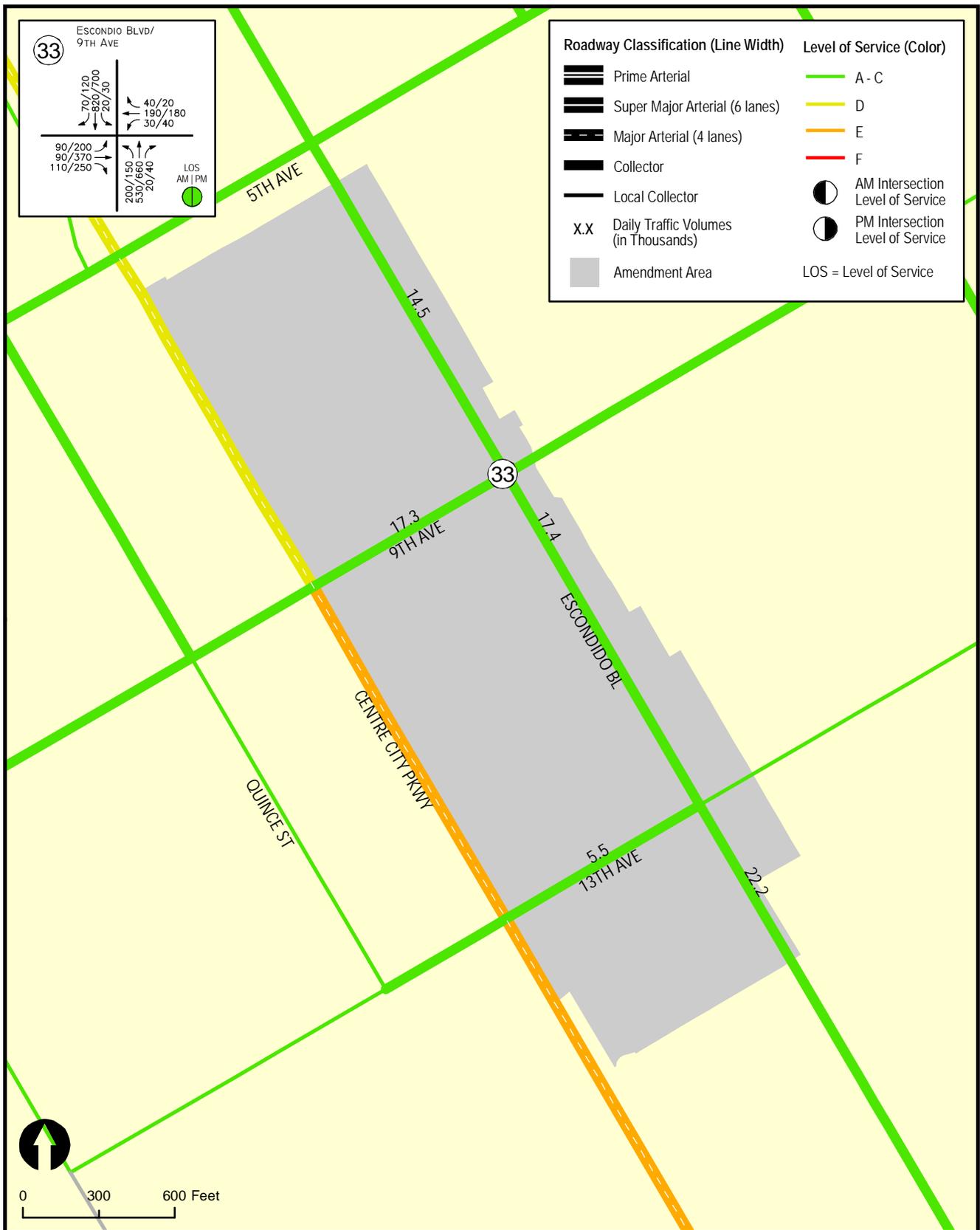


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 Source: City of Escondido and SANDAG Series 11

**Figure 17-4**

**Year 2035 Conditions Diagram - Alternative 1  
 South Escondido BI / Centre City Pkwy Target Area**



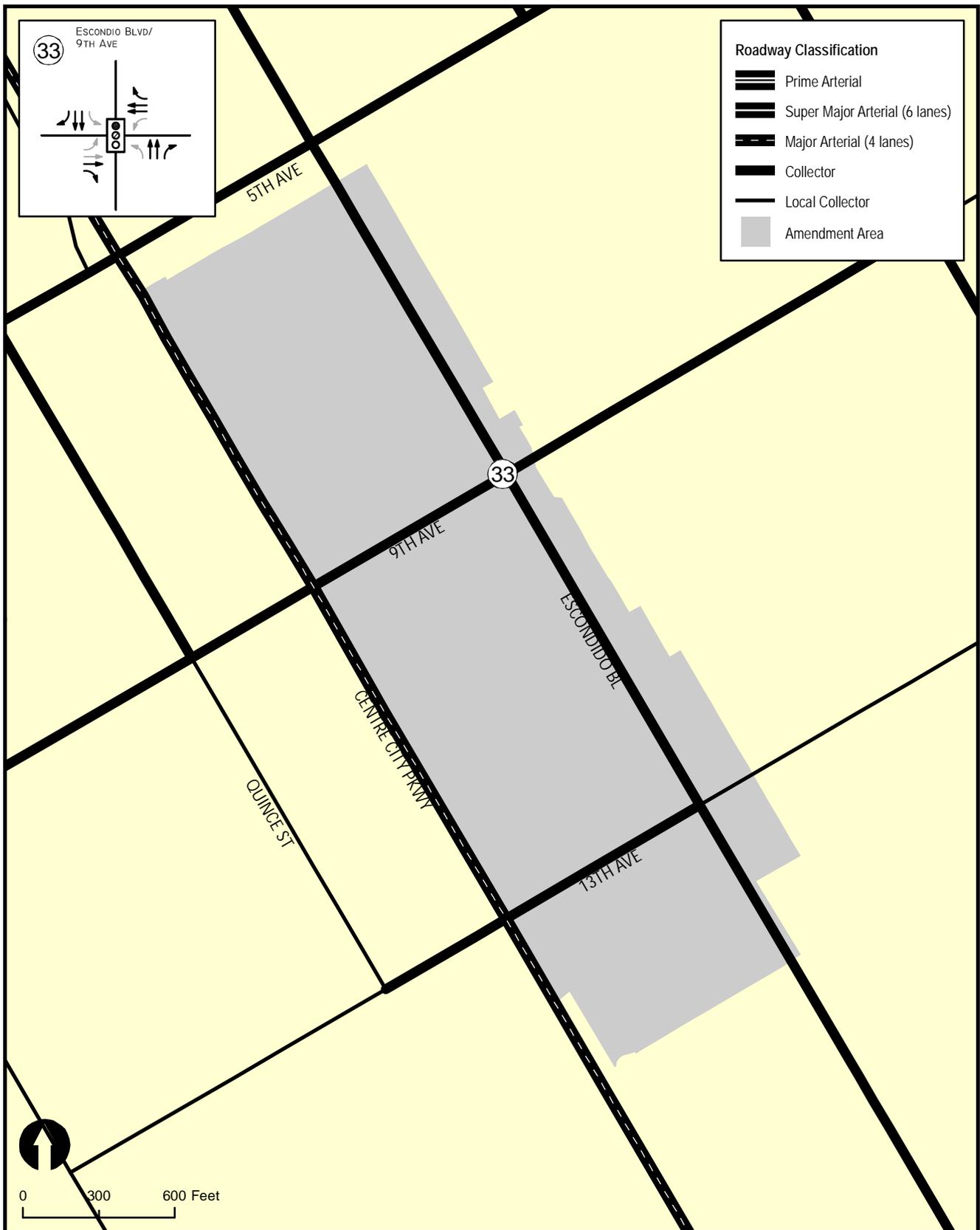


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 Source: City of Escondido and SANDAG Series 11

**Figure 17-5**

**Year 2035 Traffic Volumes and LOS - Alternative 1  
 South Escondido BI / Centre City Pkwy Target Area**



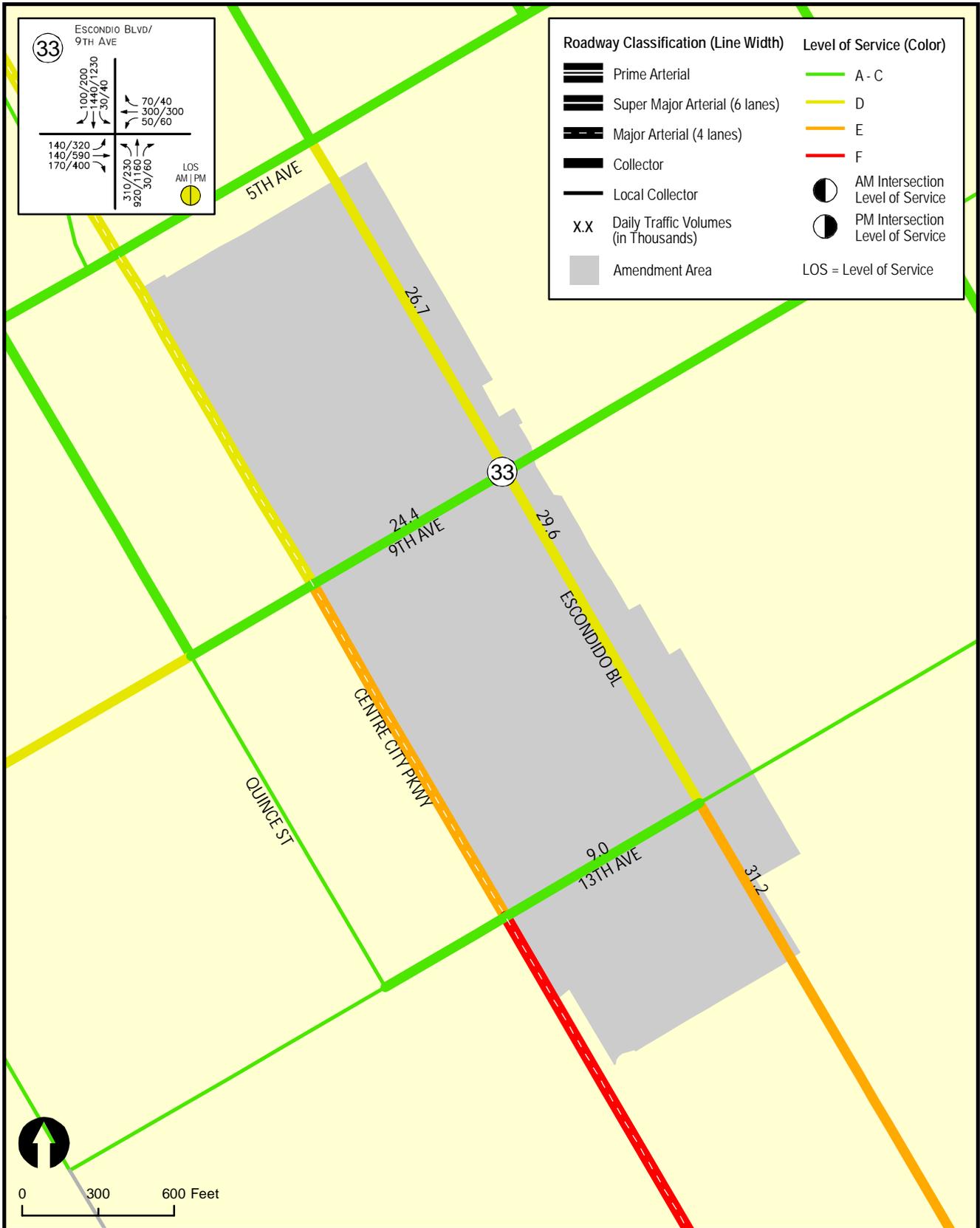


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 Source: City of Escondido and SANDAG Series 11

**Figure 17-6**

**Year 2035 Conditions Diagram - Alternative 2  
 South Escondido Boulevard / Felicity Road Target Area**



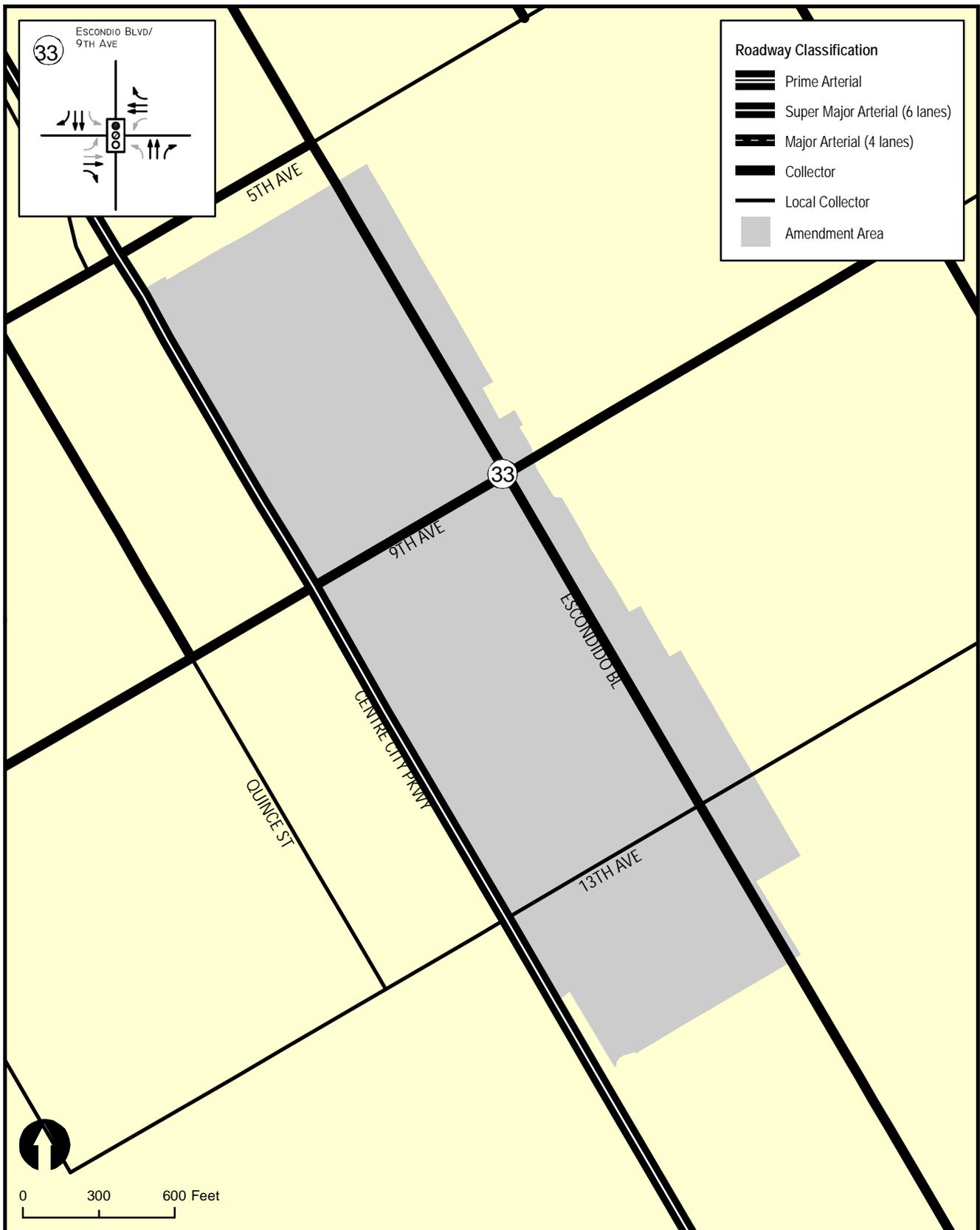


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 Source: City of Escondido and SANDAG Series 11

**Figure 17-7**

**Year 2035 Traffic Volumes and LOS - Alternative 2  
 South Escondido BI / Centre City Pkwy Target Area**



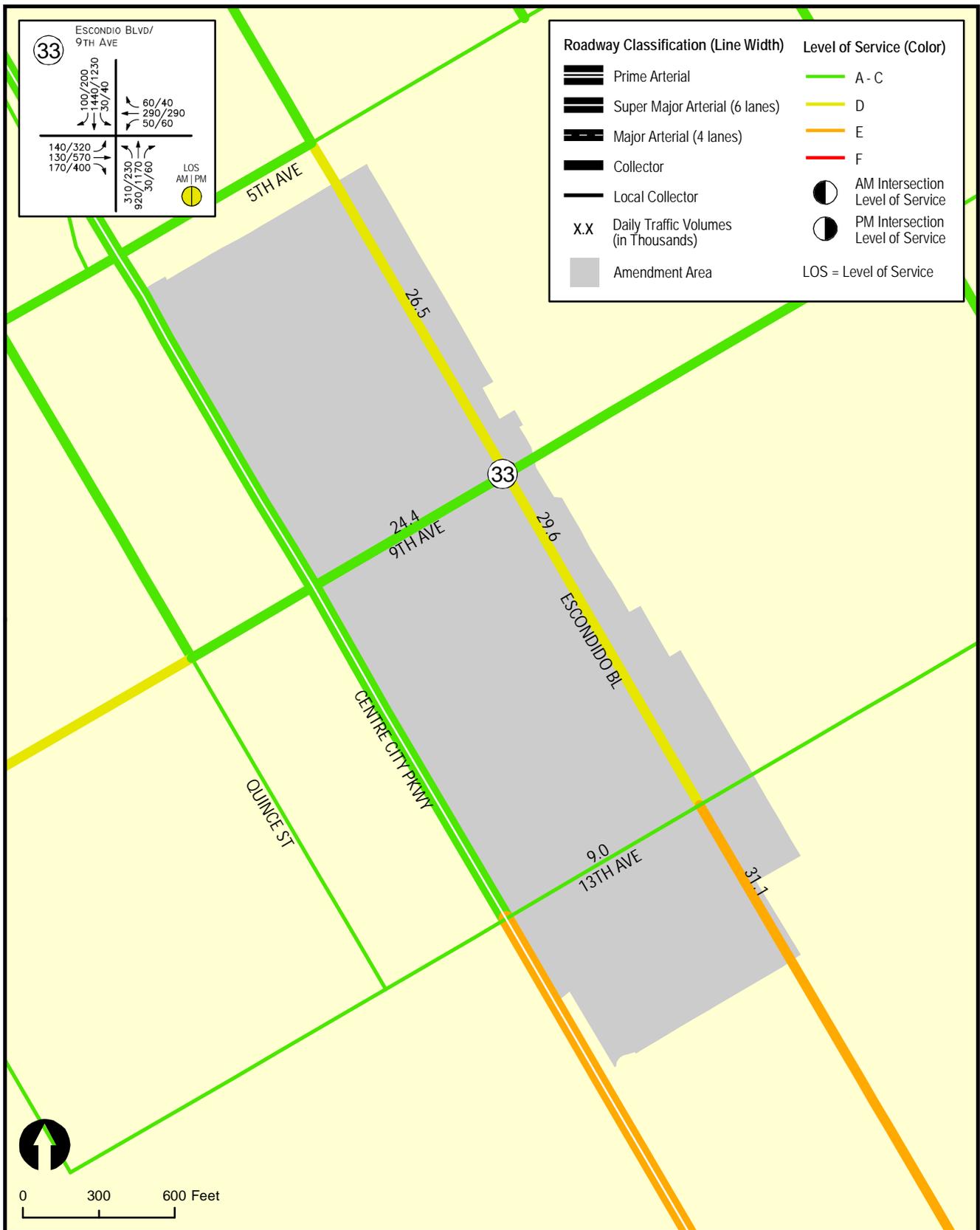


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 Source: City of Escondido and SANDAG Series 11

**Figure 17-8**

**Year 2035 Conditions Diagram - Alternative 3  
 South Escondido BI / Centre City Pkwy Target Area**



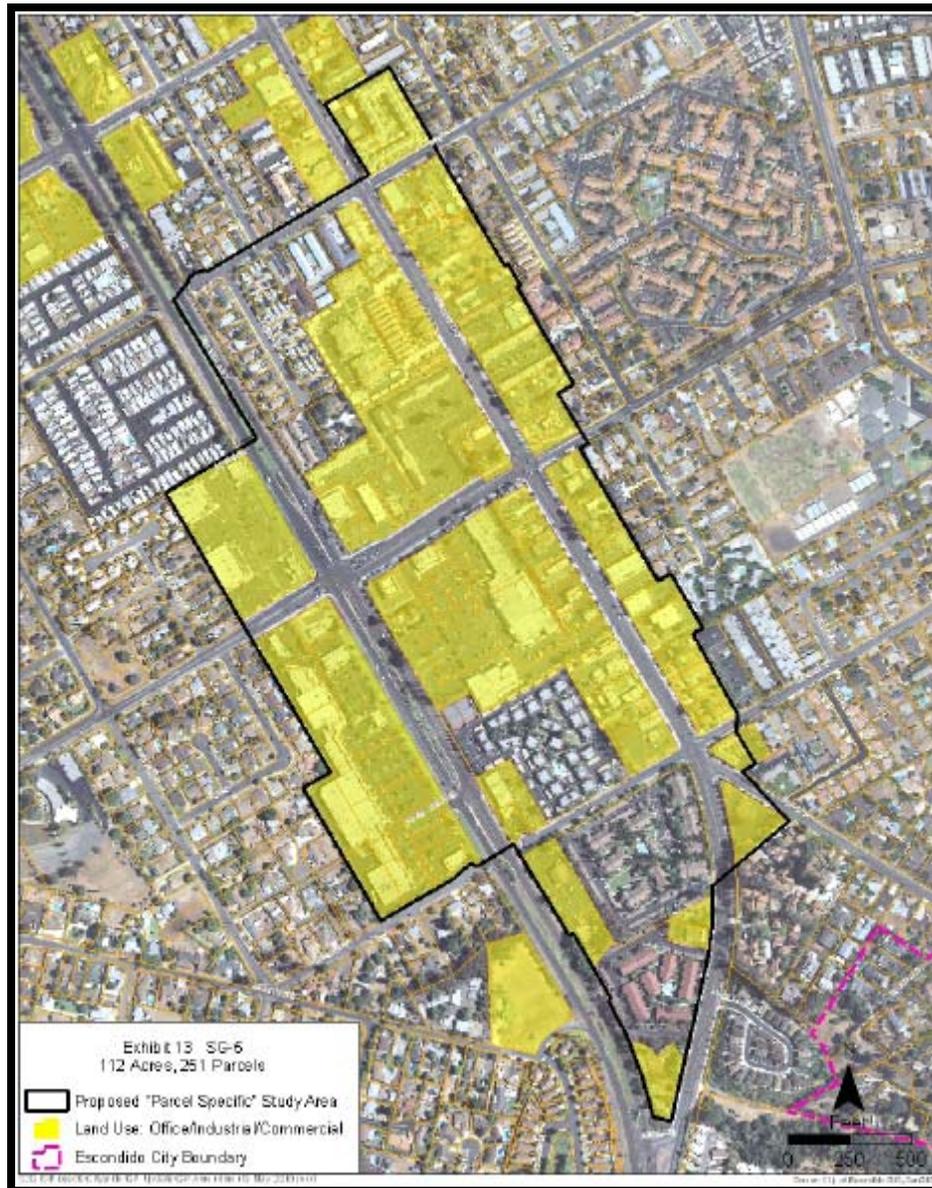


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 Source: City of Escondido and SANDAG Series 11



**Figure 17-9**  
**Year 2035 Traffic Volumes and LOS - Alternative 3**  
**South Escondido Boulevard / Felicita Road Target Area**

## 18.0 SOUTH ESCONDIDO BOULEVARD / FELICITA AVENUE TARGET AREA



## 18.0 SOUTH ESCONDIDO BOULEVARD / FELICITA AVENUE TARGET AREA

The South Escondido Boulevard / Felicita Avenue Target Area (TA) is bound by 6<sup>th</sup> Avenue and 15<sup>th</sup> Avenue and Escondido Boulevard and Centre City Parkway.

*Figure 18–1* shows the Amendment Area map for the South Escondido Boulevard / Felicita Avenue TA. All figures are provided at the end of this section.

### 18.1 Existing Conditions Discussion

The following is a discussion of the land use, street network, traffic volumes, and Level of Service (LOS) analysis results for existing conditions.

#### 18.1.1 Existing Land Use

The South Escondido Boulevard / Felicita Avenue TA area consists of 112 acres and 251 parcels. *Table 18–1* shows the existing land use amounts within the South Escondido Boulevard / Felicita Avenue TA.

**TABLE 18–1**  
**SOUTH ESCONDIDO BOULEVARD / FELICITA AVENUE TA**  
**EXISTING LAND USE QUANTITIES**

Land Use	Quantity
Single-Family Residential	0 DU
Multi-Family Residential	690 DU
Commercial/Retail	817 KSF
Office	43 KSF
Industrial/Other	0 KSF

*Source:* City of Escondido (2011)

*General Notes:*

DU = Dwelling Units

KSF = Thousand Square Feet

#### 18.1.2 Existing Street Network

The major circulation element roadways and select major intersections within the South Escondido Boulevard / Felicita Avenue TA area were evaluated in this analysis. The existing roadway capacities were identified based on the number of lanes, undivided or divided roadway conditions, on-street parking, and curb-to-curb width and were based on the *City of Escondido Proposed Level of Service Standards and Street Segment Average Daily Trip Thresholds Table*. *Table 3–1* in *Section 3.3.2* of the report contains a copy of this table. The following is a brief description of the existing roadways in the study area.

**Centre City Parkway** is currently built as a four-lane divided roadway within the South Escondido Boulevard / Felicita Avenue TA study area. Bike lanes are provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and no posted speed limit signs were observed.

**Escondido Boulevard** is currently built as a four-lane undivided roadway within the South Escondido Boulevard / Felicita Avenue TA study area. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit ranges between 35-40 mph.

**Figure 18-2** shows the existing conditions diagram for the South Escondido Boulevard / Felicita Avenue TA study area.

### 18.1.3 Existing Traffic Volumes

Existing ADT traffic volumes were obtained from City of Escondido and SANDAG records. Existing peak hour volumes were collected by LLG or obtained from recent area traffic studies. *Appendix C* contains the traffic volume data used in the analysis.

**Figure 18-3** illustrates the *Existing* average daily and peak hour traffic volumes.

### 18.1.4 Existing Analysis Results

#### SEGMENTS

**Table 18-2** summarizes the key segment operations in the South Escondido Boulevard / Felicita Avenue TA study area for existing conditions. As seen in *Table 18-2*, all study area segments are calculated to currently operate at LOS D or better conditions except for the following:

- Escondido Boulevard between 15<sup>th</sup> Avenue and Felicita Avenue (LOS F)
- Felicita Avenue between Tulip Street and Centre City Parkway (LOS F)
- Felicita Avenue between Escondido Boulevard and Juniper Street (LOS F)

#### INTERSECTIONS

**Table 18-3** shows existing peak hour operations at the key intersections within the South Escondido Boulevard / Felicita Avenue TA study area. As seen in *Table 18-3*, all study area intersections are calculated to operate at LOS D or better conditions.

*Appendix B-33* shows the existing peak hour calculation sheets.

**TABLE 18-2**  
**SOUTH ESCONDIDO BOULEVARD / FELICITA AVENUE TA**  
**EXISTING STREET SEGMENT OPERATIONS**

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>
<i>North/South Roadways</i>					
<b>Centre City Parkway</b>					
13 <sup>th</sup> Ave to Felicita Ave	4-Ln Major	37,000	31,800	D	0.86
Felicita Ave to Escondido Blvd	4-Ln Major	37,000	26,500	C	0.72
<b>Escondido Boulevard</b>					
15 <sup>th</sup> Ave to Felicita Ave	4-Ln Collector	20,000	<b>20,800</b>	<b>F</b>	<b>1.04</b>
Felicita Ave to Sunset Dr	4-Ln Collector	20,000	16,700	D	0.84
Sunset Dr to Centre City Pkwy	4-Ln Collector	20,000	12,700	C	0.64
<i>East/West Roadways</i>					
<b>Felicita Avenue</b>					
Tulip St to Centre City Pkwy	2-Ln Local Collector	10,000	<b>15,000</b>	<b>F</b>	<b>1.50</b>
Centre City Pkwy to Escondido Blvd	4-Ln Collector	34,200	26,300	D	0.77
Escondido Blvd to Juniper St	2-Ln Local Collector	15,000	<b>18,200</b>	<b>F</b>	<b>1.21</b>

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

**Bold** typeface and **shading** represent an LOS worse than City standards.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**TABLE 18-3**  
**SOUTH ESCONDIDO BOULEVARD / FELICITA AVENUE TA**  
**EXISTING INTERSECTION OPERATIONS**

Intersection	Control Type	Peak Hour	Existing	
			Delay <sup>a</sup>	LOS <sup>b</sup>
34. Centre City Parkway/ Felicita Avenue	Signal	AM	37.8	D
		PM	41.2	D
35. Escondido Boulevard/ Felicita Avenue	Signal	AM	27.9	C
		PM	41.3	D

**Footnotes:**

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.

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

## 18.2 Year 2035 Conditions Discussion

The following is a discussion of the land use, street network, traffic volumes, and level of service analysis results for Year 2035 conditions. As previously mentioned in *Section 3.0* of the report, three alternatives were analyzed:

- **Alternative 1:** Year 2035 Adopted General Plan Circulation Element & Land Use
- **Alternative 2:** Year 2035 Adopted General Plan Circulation Element & Proposed General Plan Land Use
- **Alternative 3:** Year 2035 Proposed General Plan Circulation Element & Land Use

### 18.2.1 Year 2035 Land Use

*Alternatives 2 and 3* seek to modify land use provisions of the *Adopted General Plan (Alternative 1)* within this Amendment Area to designate the area Urban V and General Commercial (GC). **Table 18-4** summarizes the adopted and proposed *General Plan* land uses within the South Escondido Boulevard / Felicita Avenue TA for each of the three alternatives:

TABLE 18-4  
SOUTH ESCONDIDO BOULEVARD / CENTRE CITY PARKWAY TA  
YEAR 2035 LAND USE QUANTITIES

Land Use	Quantity			
	Existing	Alternative 1: Adopted General Plan	Alternative 2: Adopted GP CE & Proposed LU	Alternative 3: Proposed GP CE & LUs
Single-Family Residential	0 DU	0 DU	0 DU	<i>Same as Alternative 2</i>
Multi-Family Residential	690 DU	1,072 DU	1,300 DU	
Commercial/Retail	817 KSF	897 KSF	1,153 KSF	
Office	43 KSF	47 KSF	48 KSF	
Industrial/Other	0 KSF	0 KSF	0 KSF	

*Source:* City of Escondido (2011)

**General Notes:**

DU = Dwelling Units  
KSF = Thousand Square Feet  
GP = General Plan  
CE = Circulation Element  
LU = Land Use

**18.2.2 Year 2035 Street Network**

For the Year 2035 analysis, roadway segments were assumed to be built out to their ultimate classifications as identified on the currently adopted *General Plan Circulation Element* (see *Appendix A*), except for *Alternative 3*, where changes are proposed to the Circulation Element. **Table 18-5** shows the roadways affected by the proposed changes to the street network under *Alternative 3* within the South Escondido Boulevard / Felicita Avenue TA:

**TABLE 18-5  
SOUTH ESCONDIDO BOULEVARD / FELICITA AVENUE TA  
YEAR 2035 NETWORK CHANGES**

Street Segment	Year 2035 Roadway Classification		
	Alternative 1: Adopted GP CE & LU	Alternative 2: Adopted GP CE & Proposed GP LU	Alternative 3: Proposed GP CE & Proposed GP LU
<b>Centre City Parkway</b>		<i>Same as Alternative 1</i>	
13 <sup>th</sup> Ave to Felicita Ave	4-Ln Major		6-Ln Super Major
Felicita Ave to Escondido Blvd	4-Ln Major		6-Ln Super Major
<b>Felicita Avenue</b>			
Escondido Blvd to Juniper St	6-Ln Super Major		4-Ln Major

*Source:* City of Escondido Adopted Circulation Element (2009), and City of Escondido, 2011

In addition, all intersection lane configurations were generally assumed built out to maximum capacity, based on corresponding street segment classifications. For the purposes of this study, the standard approach-configuration applied for a four-lane roadway consisted of one left-turn lane, two thru lanes, and one dedicated right-turn lane. For a six-lane roadway, the standard approach-configuration consisted of dual left-turn lanes, three thru lanes, and a dedicated right-turn lane. For intersections where existing approach-configurations were greater than the standards described above, the lane configuration resulting in the best operations was applied.

**Figure 18-4**, **Figure 18-6**, and **Figure 18-8** show the Year 2035 roadway conditions for *Alternative 1*, *Alternative 2*, and *Alternative 3* within the South Escondido Boulevard / Felicita Avenue TA, respectively.

### 18.2.3 Year 2035 Traffic Volumes

The daily traffic volumes for the three future alternatives were obtained from the SANDAG Series 11 Year 2030 North County Model (NCM). A growth factor of 2.5% was applied to the Year 2030 volumes generated by the SANDAG model to arrive at Year 2035 volumes. A more detailed discussion of the traffic modeling process is provided in *Section 5.0* of the report.

Peak hour turning movement volumes at study area intersections were estimated from future ADT volumes using the relationship between existing peak hour turning movements and the existing ADT volumes.

**Figure 18-5**, **Figure 18-7**, and **Figure 18-9** show the ADT and peak hour turning movement volumes for *Alternative 1*, *Alternative 2*, and *Alternative 3* within the South Escondido Boulevard / Felicita Avenue TA, respectively.

### 18.2.4 Year 2035 Alternative 1 Analysis Results

#### SEGMENTS

**Table 18-6** summarizes the segment operations in the South Escondido Boulevard / Felicita Avenue TA study area under *Alternative 1* conditions. As seen in **Table 18-6**, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Centre City Parkway between 13<sup>th</sup> Avenue and Felicita Avenue (LOS E)

#### INTERSECTIONS

**Table 18-7** shows the key intersection operations in the South Escondido Boulevard / Felicita Avenue TA study area under *Alternative 1* conditions. As seen in **Table 18-7**, the study area intersections are calculated to operate at LOS D or better conditions.

*Appendix B-34* contains the *Alternative 1* peak hour intersection analysis worksheets.

**Figure 18-5** graphically shows the roadway segment and intersection LOS under *Alternative 1* conditions for the South Escondido Boulevard / Felicita Avenue TA.

### 18.2.5 Year 2035 Alternative 2 Analysis Results

#### SEGMENTS

**Table 18-6** summarizes the segment operations in the South Escondido Boulevard / Felicita Avenue TA study area under *Alternative 2* conditions with the proposed changes in land use. As seen in **Table 18-6**, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Centre City Parkway between 13<sup>th</sup> Avenue and Felicita Avenue (LOS F)
- Centre City Parkway between Felicita Avenue and Escondido Boulevard (LOS F)
- Escondido Boulevard between 15<sup>th</sup> Avenue and Felicita Avenue (LOS E)
- Escondido Boulevard between Felicita Avenue and Sunset Drive (LOS E)

**INTERSECTIONS**

*Table 18–7* shows the key intersection operations in the South Escondido Boulevard / Felicita Avenue TA study area under *Alternative 2* conditions. As seen in *Table 18–7*, the study area intersections are calculated to operate at worse than LOS D:

- Centre City Parkway/Felicita Avenue (LOS F, PM peak hour)
- Escondido Boulevard/Felicita Avenue (LOS E/F, AM/PM peak hours)

*Appendix B–35* contains the *Alternative 2* peak hour intersection analysis worksheets.

*Figure 18–7* graphically shows the roadway segment and intersection LOS under *Alternative 2* conditions for the South Escondido Boulevard / Felicita Avenue TA.

**18.2.6 Year 2035 Alternative 3 Analysis Results****SEGMENTS**

*Table 18–6* summarizes the segment operations in the South Escondido Boulevard / Felicita Avenue TA study area under *Alternative 3* conditions. As seen in *Table 18–6*, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Centre City Parkway between 13<sup>th</sup> Avenue and Felicita Avenue (LOS E)
- Escondido Boulevard between 15<sup>th</sup> Avenue and Felicita Avenue (LOS E)
- Escondido Boulevard between Felicita Avenue and Sunset Drive (LOS E)

It should be noted that Centre City Parkway between 13<sup>th</sup> Avenue and Escondido Boulevard is proposed to be upgraded from a four-lane Major to a six-lane Super Major road and the segment of Felicita Avenue between Escondido Boulevard and Juniper Street is proposed to be downgraded from six-lane Super Major to a four-lane Major as part of *Alternative 3*.

**INTERSECTIONS**

*Table 18–7* shows the key intersection operations in the South Escondido Boulevard / Felicita Avenue TA study area under *Alternative 3* conditions. As seen in *Table 18–7*, the study area intersections are calculated to operate at worse than LOS D:

- Centre City Parkway/Felicita Avenue (LOS F, PM peak hour)
- Escondido Boulevard/Felicita Avenue (LOS E/F, AM/PM peak hours)

*Appendix B–36* contains the *Alternative 3* peak hour intersection analysis worksheets.

*Figure 18–9* graphically shows the roadway segment and intersection LOS under *Alternative 3* conditions for the South Escondido Boulevard / Felicita Avenue TA.

TABLE 18-6  
SOUTH ESCONDIDO BOULEVARD / FELICITA AVENUE TA  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>North/South Roadways</b>																	
<b>Centre City Parkway</b>																	
13 <sup>th</sup> Ave to Felicita Ave	37,000	31,800	D	0.86	4-Ln Major	37,000	<b>36,700</b>	<b>E</b>	<b>0.99</b>	<b>48,800</b>	<b>F</b>	<b>1.32</b>	<i>6-Ln Super Major</i>	<b>50,000</b>	<b>49,000</b>	<b>E</b>	<b>0.98</b>
Felicita Ave to Escondido Blvd	37,000	26,500	C	0.72	4-Ln Major	37,000	27,100	C	0.73	<b>43,900</b>	<b>F</b>	<b>1.19</b>	<i>6-Ln Super Major</i>	<b>50,000</b>	44,400	D	0.89
<b>Escondido Boulevard</b>																	
15 <sup>th</sup> Ave to Felicita Ave	20,000	<b>20,800</b>	<b>F</b>	<b>1.04</b>	4-Ln Collector	34,200	22,900	C	0.67	<b>31,800</b>	<b>E</b>	<b>0.93</b>	4-Ln Collector	34,200	<b>31,700</b>	<b>E</b>	<b>0.93</b>
Felicita Ave to Sunset Dr	20,000	16,700	D	0.84	4-Ln Collector	34,200	17,100	B	0.50	<b>34,000</b>	<b>E</b>	<b>0.99</b>	4-Ln Collector	34,200	<b>33,600</b>	<b>E</b>	<b>0.98</b>
Sunset Dr to Centre City Pkwy	20,000	12,700	C	0.64	4-Ln Collector	34,200	13,300	B	0.39	26,000	D	0.76	4-Ln Collector	34,200	26,000	D	0.76
<b>East/West Roadways</b>																	
<b>Felicita Avenue</b>																	
Tulip St to Centre City Pkwy	10,000	<b>15,000</b>	<b>F</b>	<b>1.50</b>	4-Ln Collector	34,200	17,400	B	0.51	26,900	D	0.79	4-Ln Collector	34,200	26,900	D	0.79
Centre City Pkwy to Escondido Blvd	34,200	26,300	D	0.77	6-Ln Super Major	50,000	29,700	C	0.59	39,200	D	0.78	6-Ln Super Major	50,000	39,100	D	0.78
Escondido Blvd to Juniper St	15,000	<b>18,200</b>	<b>F</b>	<b>1.21</b>	6-Ln Super Major	50,000	24,700	B	0.49	32,000	C	0.64	<i>4-Ln Major</i>	<b>37,000</b>	31,800	D	0.86

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

*Italics* represent change in roadway classification.  
**Bold** typeface and **shading** represents an LOS worse than City standards.  
 GP = General Plan  
 LU = Land Use  
 CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**TABLE 18-7**  
**SOUTH ESCONDIDO BOULEVARD / FELICITA AVENUE TA**  
**YEAR 2035 INTERSECTION OPERATIONS**

Intersection	Control Type	Peak Hour	Existing		Alternative 1: Adopted General Plan		Alternative 2: Adopted GP CE & Proposed GP LU		Alternative 3: Proposed GP CE & Proposed GP LU	
			Delay <sup>a</sup>	LOS <sup>b</sup>	Delay	LOS	Delay	LOS	Delay	LOS
34. Centre City Parkway/ Felicita Road	Signal	AM	37.8	D	30.3	C	40.7	D	40.6	D
		PM	41.2	D	36.9	D	<b>92.9</b>	<b>F</b>	<b>92.8</b>	<b>F</b>
35. Escondido Boulevard/ Felicita Road	Signal	AM	27.9	C	24.3	C	<b>65.3</b>	<b>E</b>	<b>65.8</b>	<b>E</b>
		PM	41.3	D	25.8	C	<b>95.5</b>	<b>F</b>	<b>98.3</b>	<b>F</b>

**Footnotes:**

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.

**General Notes:**

GP = General Plan

LU = Land Use

CE = Circulation Element

**Bold** typeface and **shading** represent an LOS worse than City standards.

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

## 18.3 Summary of Findings/Significance of Impacts and Mitigation Measures

### 18.3.1 Summary of Findings

The *General Plan Update (Alternative 3)* proposes to increase density in multi-family residential, commercial/retail and office land uses over the *Adopted General Plan*, upgrade roadway capacity for segments of Centre City Parkway, and downgrade roadway capacity for segments of Felicita Avenue. Development of *Alternative 3* results in three (3) segments and two (2) intersections operating at unacceptable LOS. No segment impacts are the result of the proposed downgrade.

### 18.3.2 Significance of Impacts

Based on the established significance criteria, the following locations would be significantly impacted by implementation of the Proposed Project:

#### SEGMENTS

9. Centre City Parkway between 13<sup>th</sup> Avenue and Felicita Avenue (LOS E)
10. Escondido Boulevard between 15<sup>th</sup> Avenue and Felicita Avenue (LOS E)
11. Escondido Boulevard between Felicita Avenue and Sunset Drive (LOS E)

#### INTERSECTIONS

12. Centre City Parkway/Felicita Avenue (LOS F, PM peak hour)
13. Escondido Boulevard/Felicita Avenue (LOS E/F, AM/PM peak hours)

### 18.3.3 Mitigation

The following is recommended to mitigate the potentially impacts locations to below a level of significance:

#### SEGMENTS

9. **Centre City Parkway between 13th Avenue and Felicita Avenue** – Implement Adaptive traffic signal control technology along this segment of Centre City Parkway.

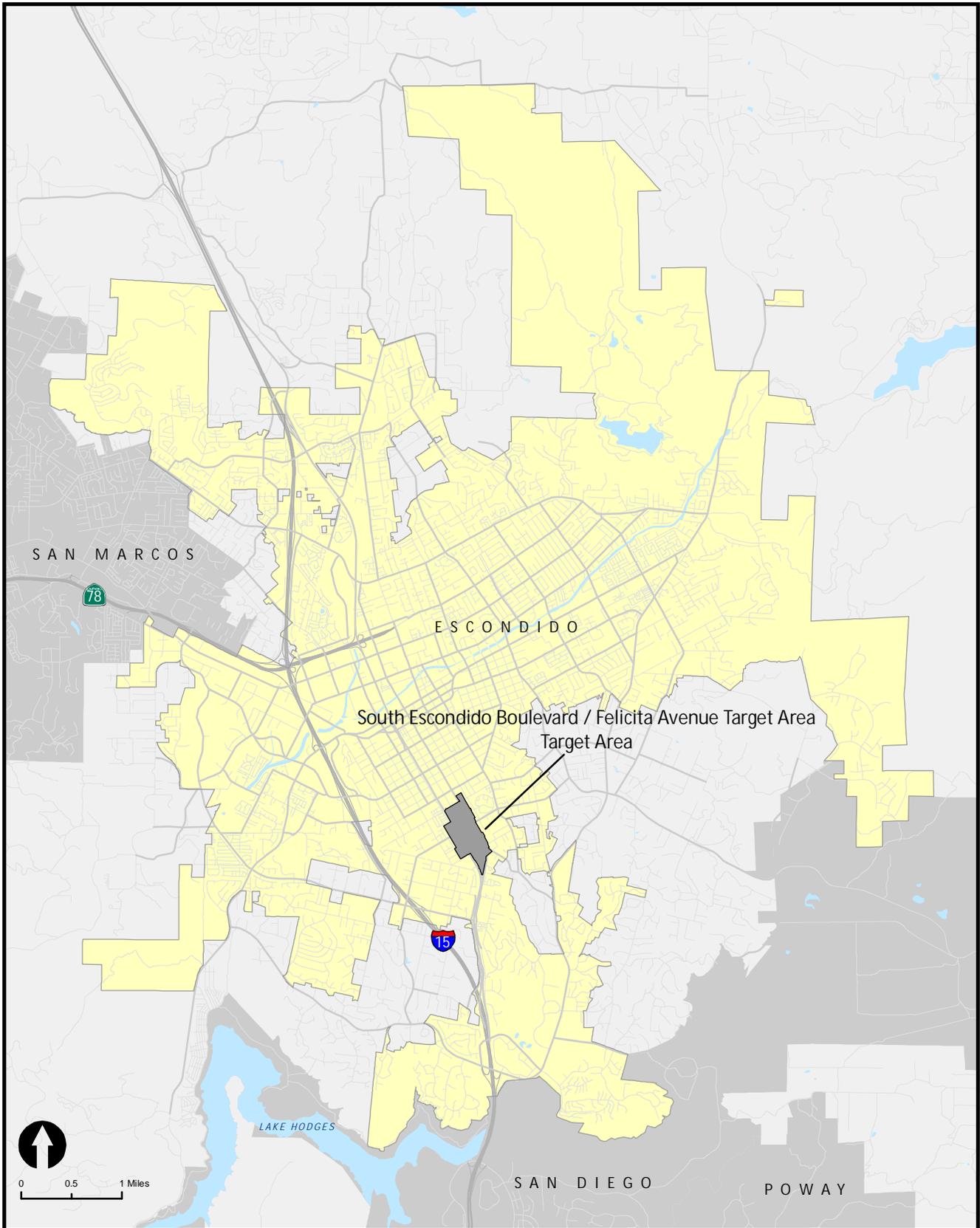
This segment is calculated to operate at LOS E with the Proposed Project, which is one LOS-grade worse than acceptable LOS D operations. Improvements to signal timing in the form of adaptive signal control at the key intersections along the segment would, according to the Federal Highway Administration (FHWA), be expected to yield an improvement in operations of 10 percent. Adaptive signal control technologies use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction. Adaptive signal control typically improves travel time and delay by 10 percent.

To reflect the effects of these peak hour improvements in the ADT segment analysis, a 10% reduction in ADT was assumed. This is more conservative than assuming a 10% increase in capacity. The resulting ADT along this portion of the roadway is therefore 44,100 ADT, which results in acceptable LOS D.

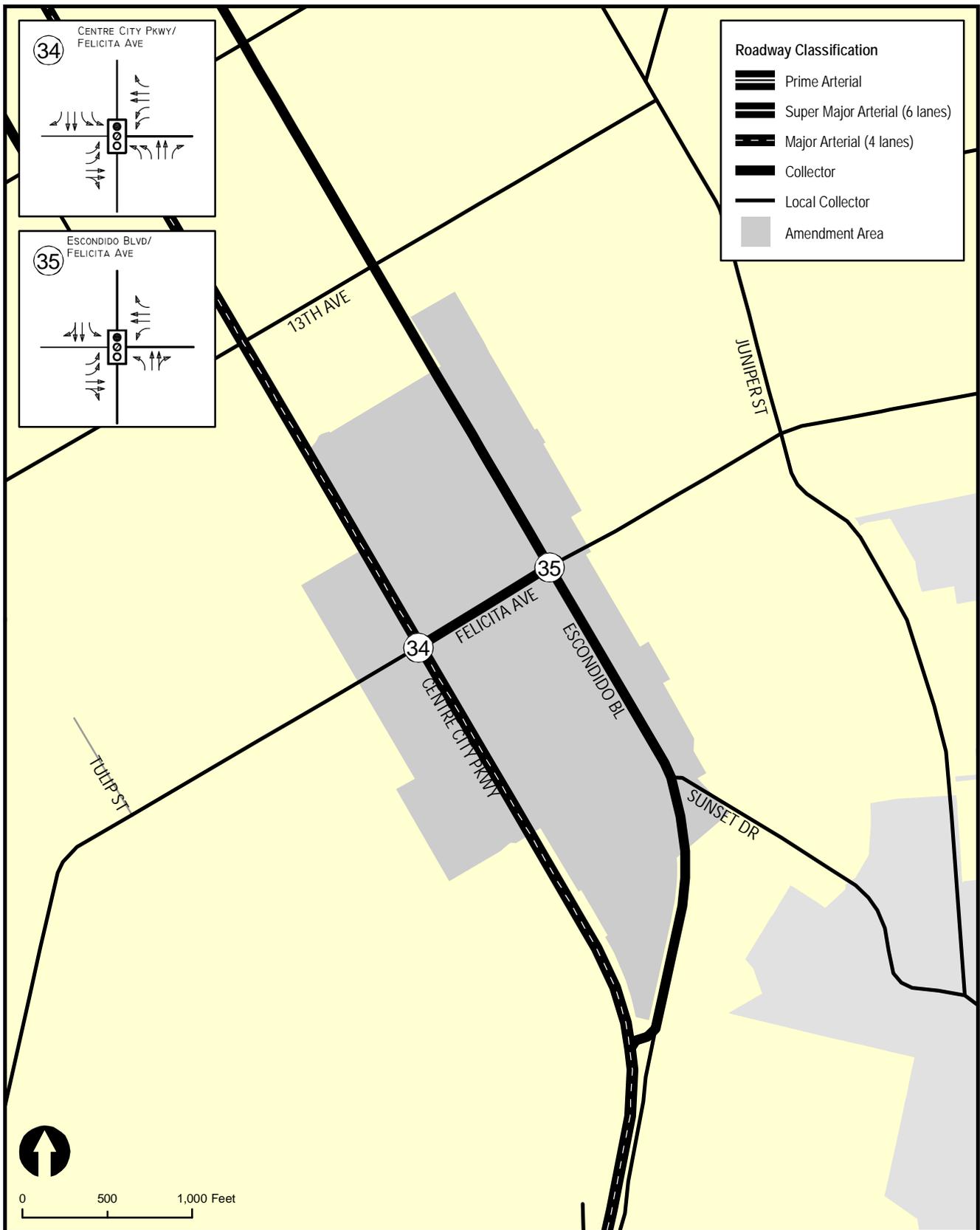
10. **Escondido Boulevard between 15th Avenue and Felicita Avenue** – Implementation of the Adaptive traffic signal control technology described in Mitigation Measure #12 would be expected to yield a 10% reduction in ADT along this portion of the roadway, thus resulting in 28,530 ADT, which results in acceptable LOS D.
11. **Escondido Boulevard between Felicita Avenue and Sunset Drive** – Implementation of the Adaptive traffic signal control technology described in Mitigation Measure #12 would be expected to yield a 10% reduction in ADT along this portion of the roadway, thus resulting in 30,240 ADT, which results in acceptable LOS D.

#### INTERSECTIONS

12. **Centre City Parkway/Felicita Avenue** – The development of *Alternative 3* results in a downgrade of Felicita Avenue between Centre City Parkway and Escondido Boulevard from a six-lane Super Major to a four-lane Major. As a result of this downgrade, this intersection is calculated to operate at LOS F conditions during the PM peak hour. Widening Felicita Avenue between Centre City Parkway and Escondido Boulevard to its currently adopted six-lane Super Major classification (i.e., not implementing the proposed downgrade) would mitigate this potential impact to below a level of significance since additional thru lanes could be provided in the east/west direction. If widening this portion of the roadway is considered infeasible, the impact would be considered significant and unmitigable.
13. **Escondido Boulevard/Felicita Avenue** – The development of *Alternative 3* results in a downgrade of Felicita Avenue between Centre City Parkway and Escondido Boulevard from a six-lane Super Major to a four-lane Major. As a result of this downgrade, this intersection is calculated to operate at LOS E/F conditions during the AM/PM peak hours. Widening Felicita Avenue between Centre City Parkway and Escondido Boulevard to its currently adopted six-lane Super Major classification (i.e., not implementing the proposed downgrade) would mitigate this potential impact to below a level of significance since additional thru lanes could be provided in the east/west direction. If widening this portion of the roadway is considered infeasible, the impact would be considered significant and unmitigable.



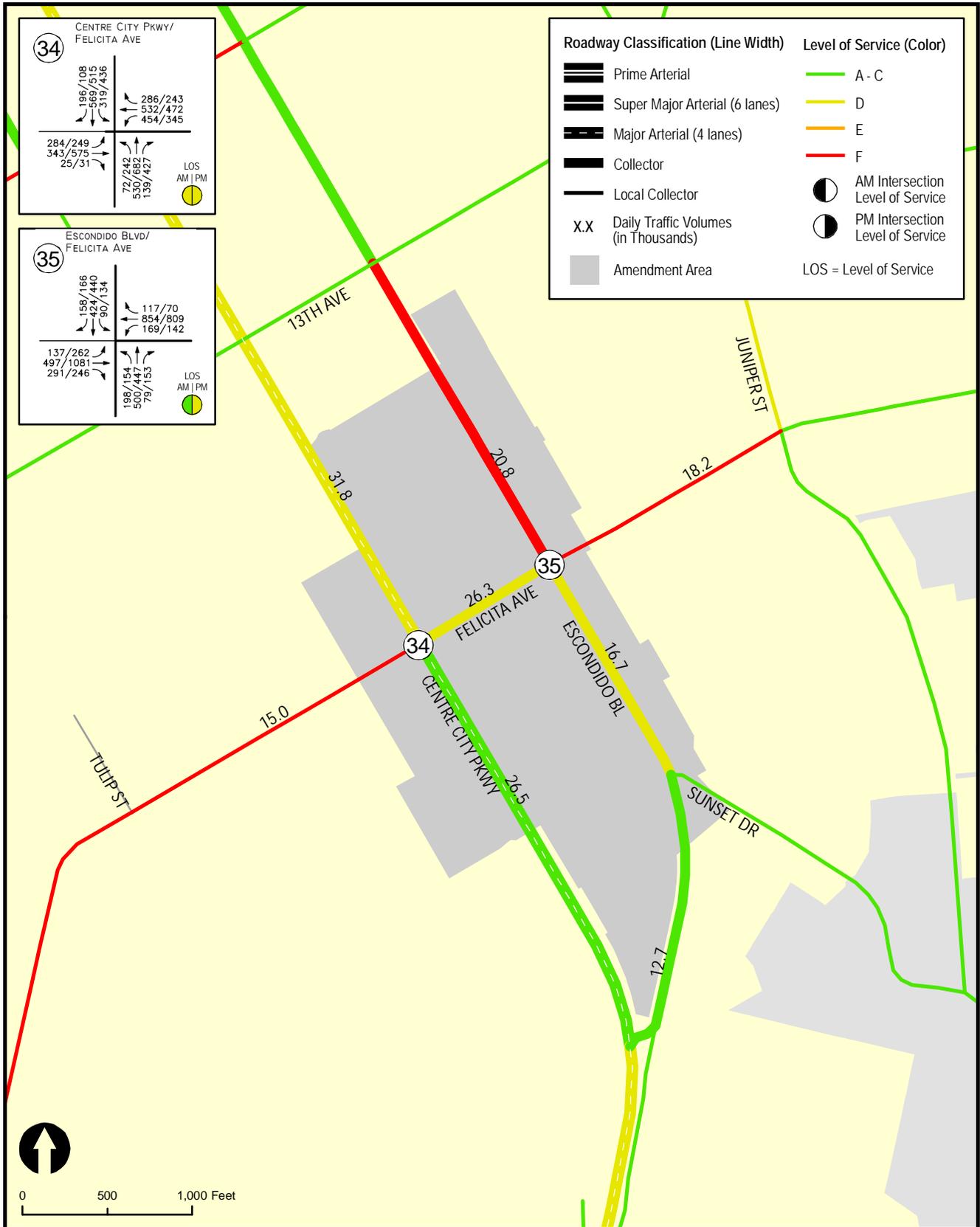
**Figure 18-1**  
**Amendment Area Map**  
**South Escondido Boulevard / Felicita Avenue Target Area**



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 Source: City of Escondido and SANDAG Series 11

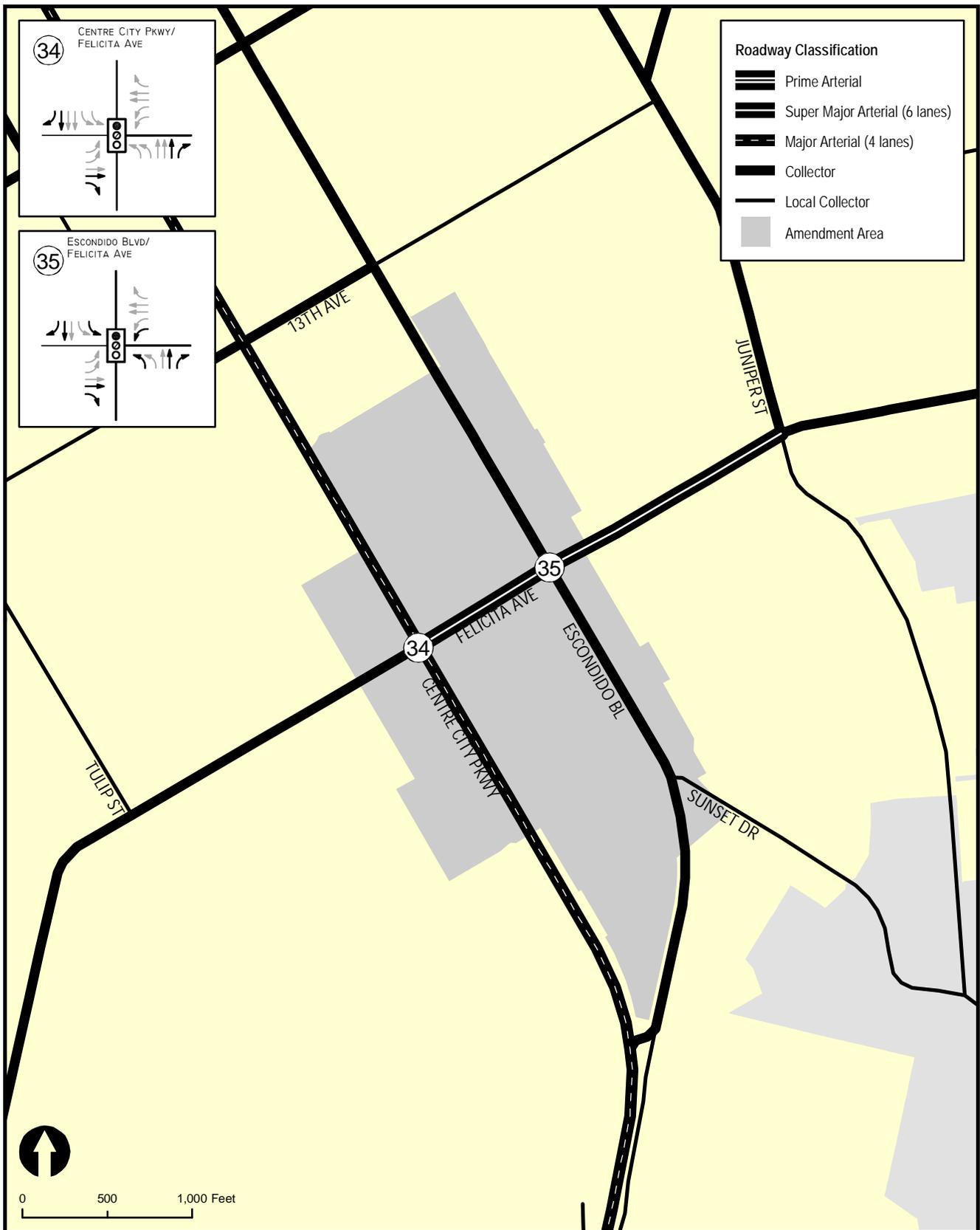


**Figure 18-2**  
**Existing Conditions Diagram**  
**South Escondido Boulevard / Felicita Avenue Target Area**



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 Source: City of Escondido and SANDAG Series 11

**Figure 18-3**  
**Existing Traffic Volumes and LOS**  
**South Escondido Boulevard / Felicita Avenue Target Area**

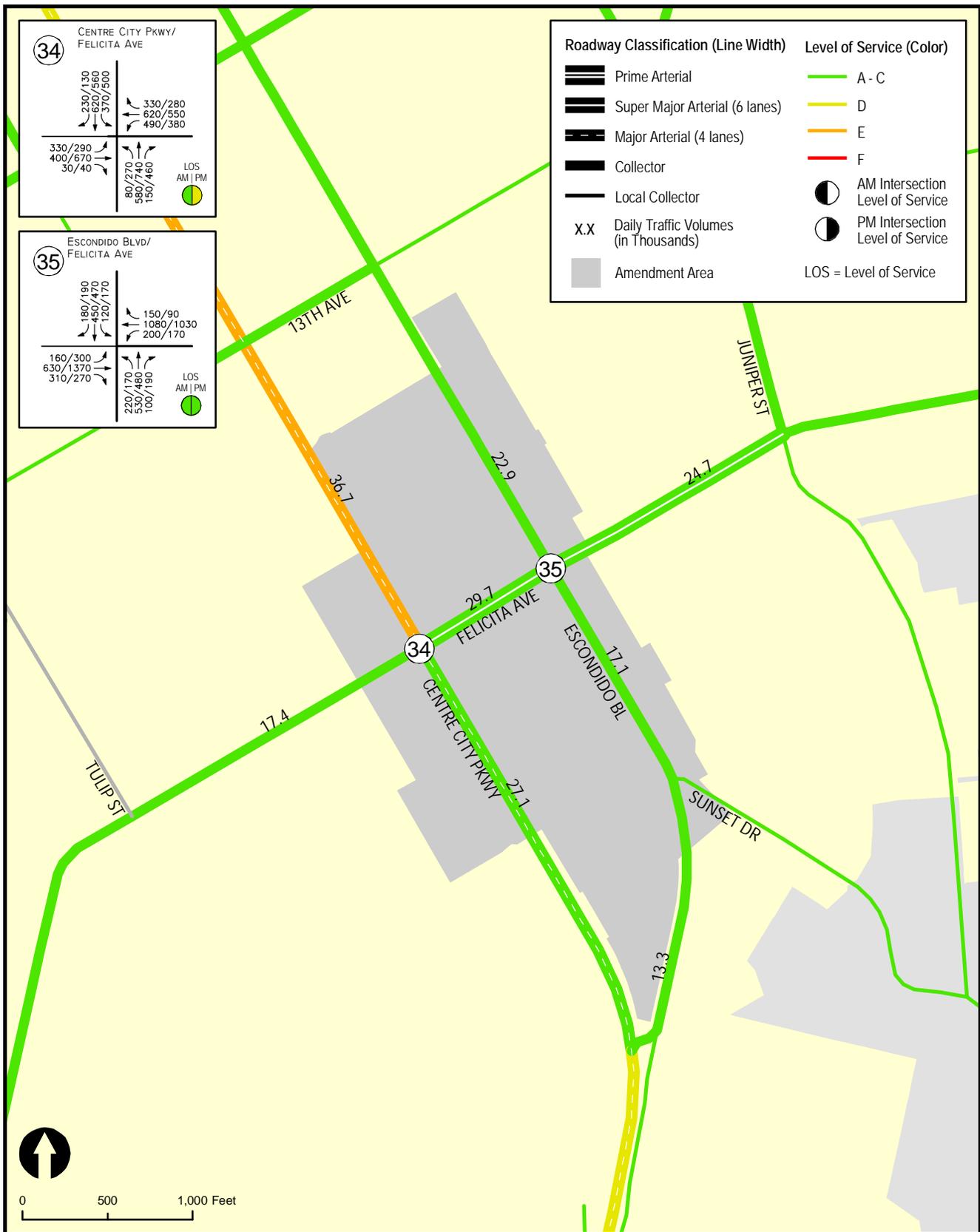


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 Source: City of Escondido and SANDAG Series 11

**Figure 18-4**

**Year 2035 Conditions Diagram - Alternative 1  
 South Escondido Boulevard / Felicita Avenue Target Area**

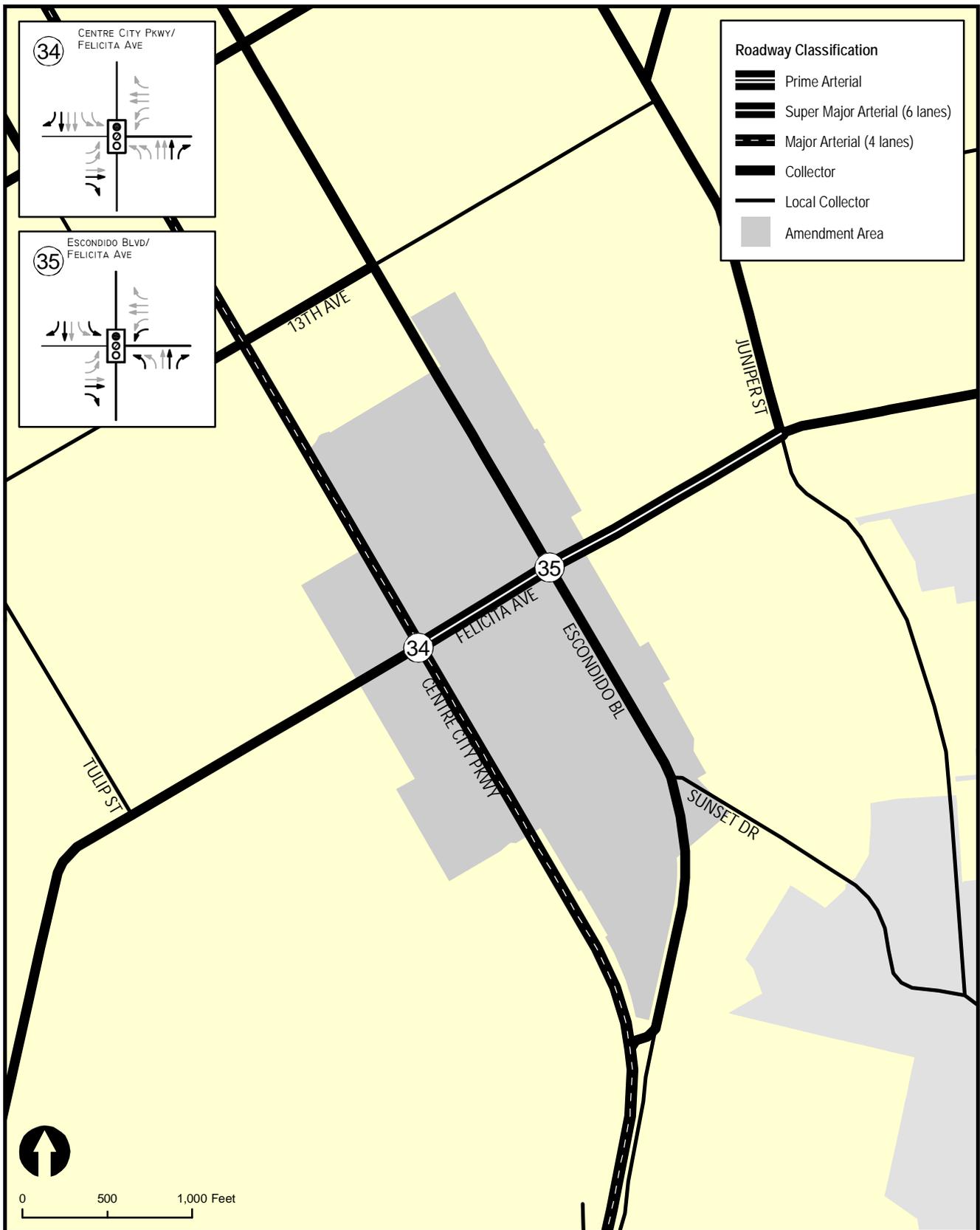




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 Source: City of Escondido and SANDAG Series 11



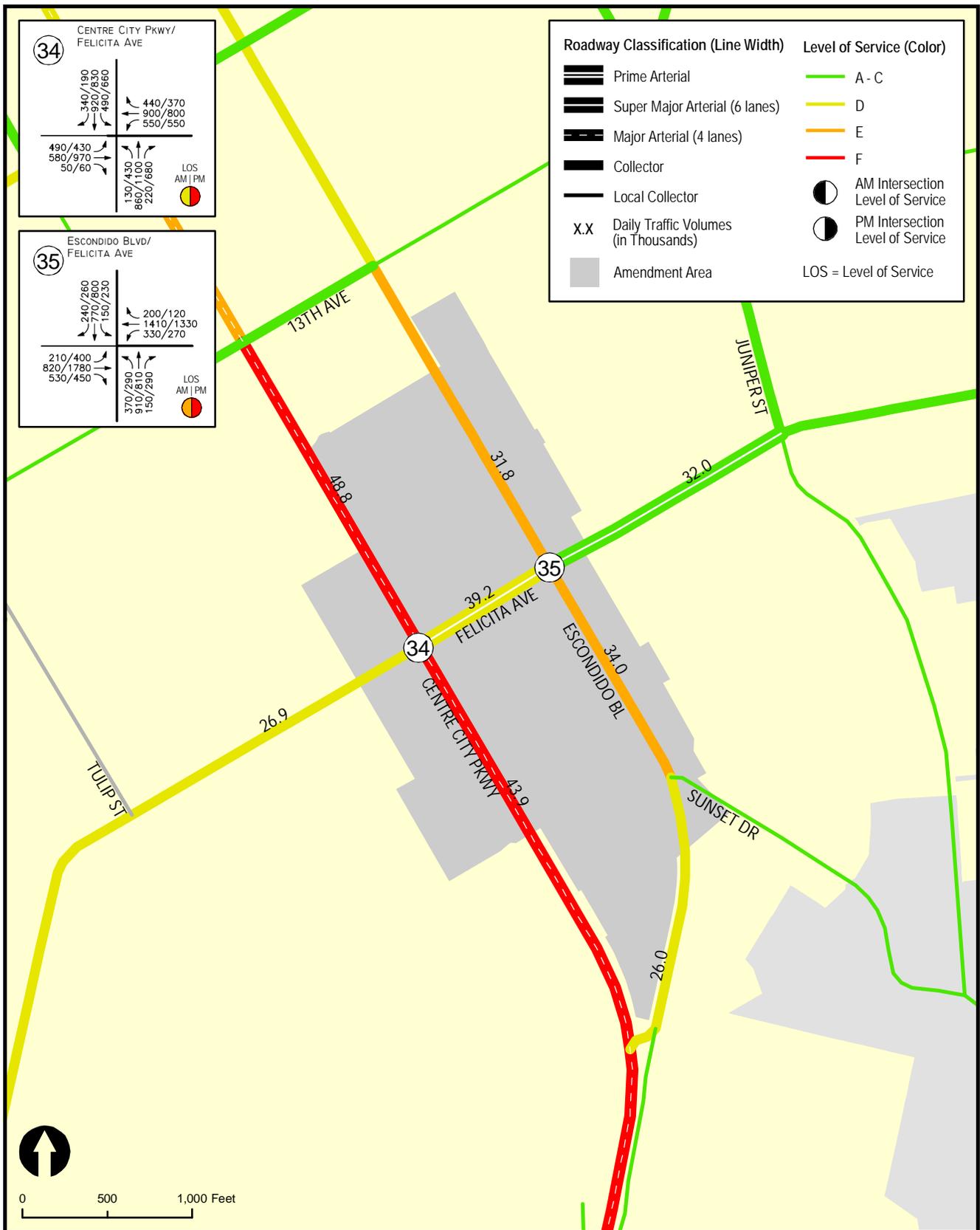
**Figure 18-5**  
**Year 2035 Traffic Volumes and LOS - Alternative 1**  
**South Escondido Boulevard / Felicita Avenue Target Area**



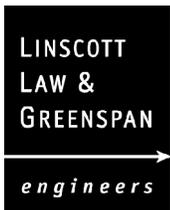
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 Source: City of Escondido and SANDAG Series 11



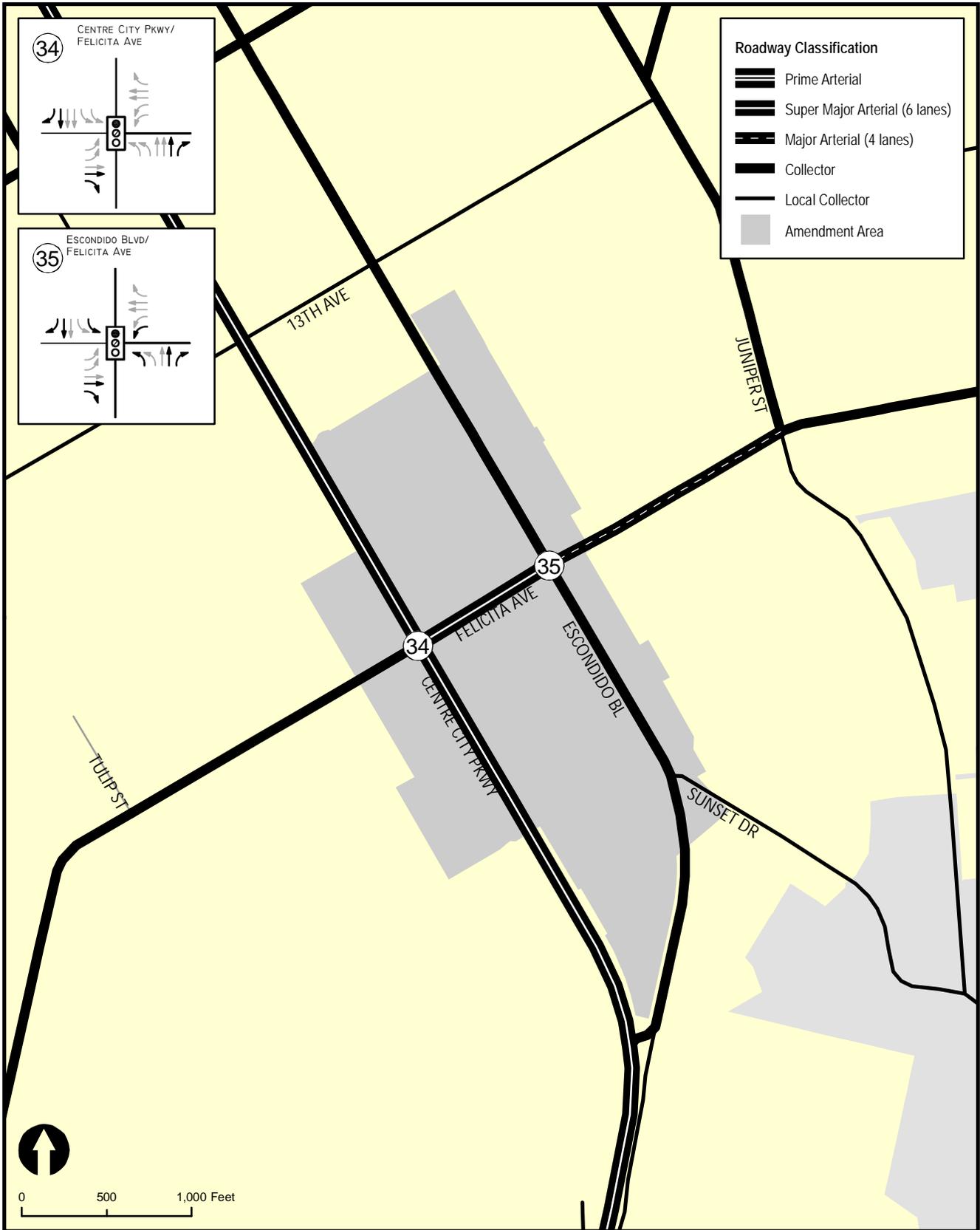
**Figure 18-6**  
**Year 2035 Conditions Diagram - Alternative 2**  
**South Escondido Boulevard / Felicita Avenue Target Area**



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 Source: City of Escondido and SANDAG Series 11

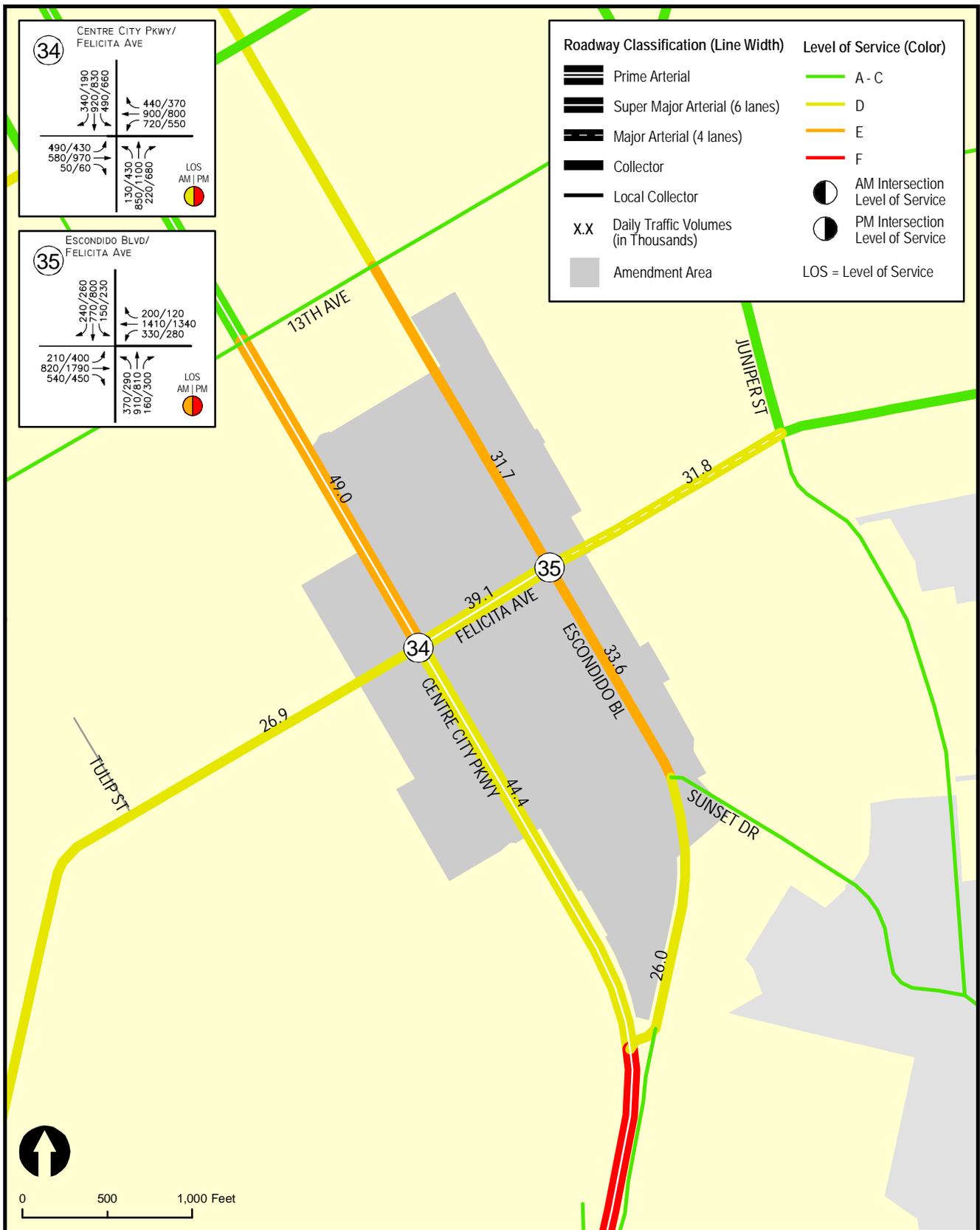


**Figure 18-7**  
**Year 2035 Traffic Volumes and LOS - Alternative 2**  
**South Escondido Boulevard / Felicita Avenue Target Area**

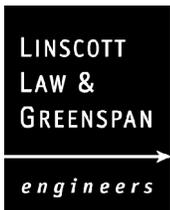


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 Source: City of Escondido and SANDAG Series 11

**Figure 18-8**  
**Year 2035 Conditions Diagram - Alternative 3**  
**South Escondido Boulevard / Felicita Avenue Target Area**

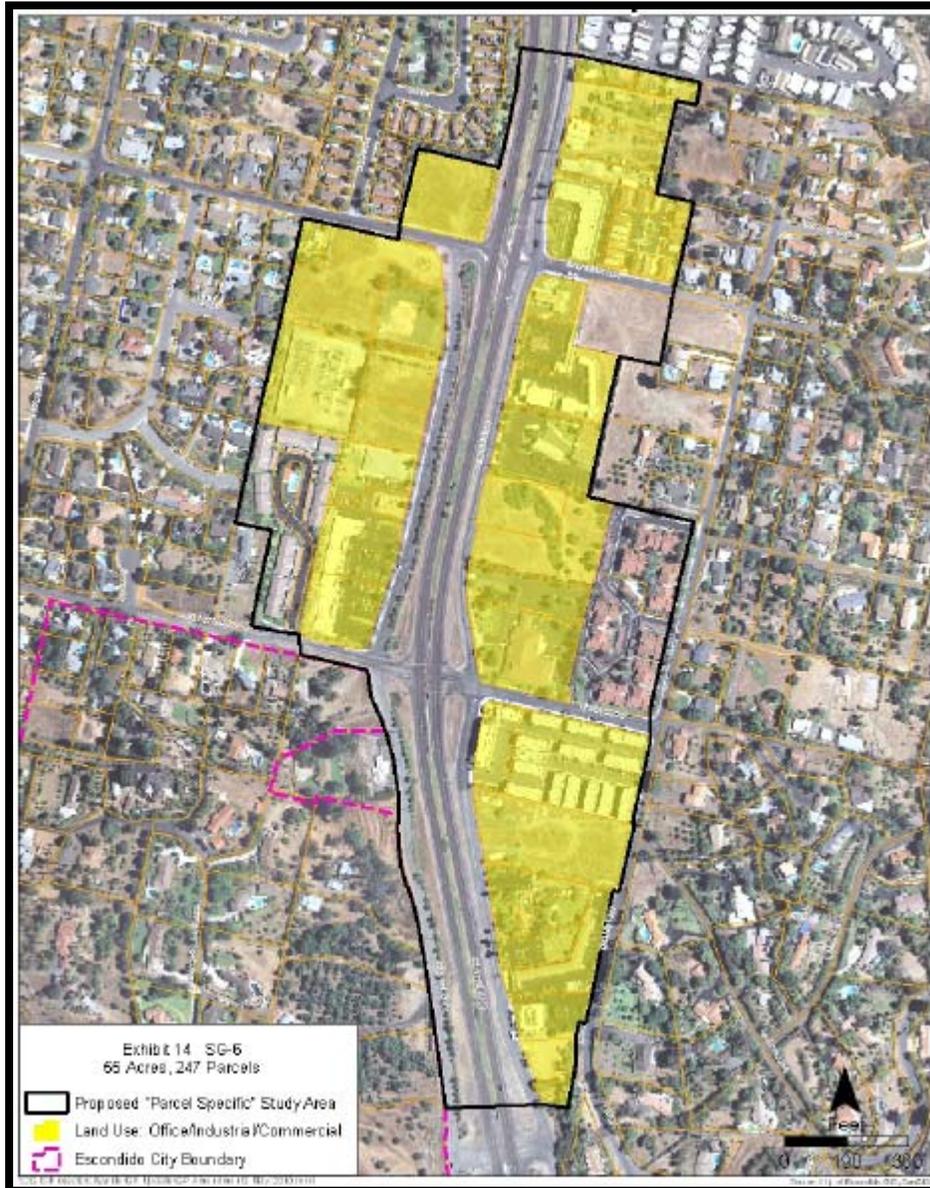


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 Source: City of Escondido and SANDAG Series 11



**Figure 18-9**  
**Year 2035 Traffic Volumes and LOS - Alternative 3**  
**South Escondido Boulevard / Felicita Avenue Target Area**

## 19.0 CENTRE CITY PARKWAY / BROTHERTON ROAD TARGET AREA



## 19.0 CENTRE CITY PARKWAY / BROTHERTON ROAD TARGET AREA

The Centre City Parkway / Brotherton Road Target Area (TA) is in the vicinity of Brotherton Road and Citracado Parkway, on both sides of Centre City Parkway.

**Figure 19–1** shows the Amendment Area map for the Centre City Parkway / Brotherton Road TA. All figures are provided at the end of this section.

### 19.1 Existing Conditions Discussion

The following is a discussion of the land use, street network, traffic volumes, and Level of Service (LOS) analysis results for existing conditions.

#### 19.1.1 Existing Land Use

The Centre City Parkway / Brotherton Road TA area consists of 55 acres and 247 parcels. **Table 19–1** shows the existing land use amounts within the Centre City Parkway / Brotherton Road TA.

TABLE 19–1  
CENTRE CITY PARKWAY / BROTHERTON ROAD TA  
EXISTING LAND USE QUANTITIES

Land Use	Quantity
Single-Family Residential	0 DU
Multi-Family Residential	300 DU
Commercial/Retail	169 KSF
Office	139 KSF
Industrial/Other	0 KSF

*Source:* City of Escondido (2011)

*General Notes:*

DU = Dwelling Units

KSF = Thousand Square Feet

#### 19.1.2 Existing Street Network

The major circulation element roadways and select major intersections within the Centre City Parkway / Brotherton Road TA area were evaluated in this analysis. The existing roadway capacities were identified based on the number of lanes, undivided or divided roadway conditions, on-street parking, and curb-to-curb width and were based on the *City of Escondido Proposed Level of Service Standards and Street Segment Average Daily Trip Thresholds Table*. **Table 3–1** in *Section 3.3.2* of the report contains a copy of this table. The following is a brief description of the existing roadways in the study area.

**Centre City Parkway** is currently built as a four-lane divided roadway within the Centre City Parkway / Brotherton Road TA study area. Bike lanes are provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and no posted speed limit signs were observed.

**Centre City Parkway (Frontage Road)** is currently built as a two-lane undivided roadway within the Centre City Parkway / Brotherton Road TA study area. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and no posted speed limit signs were observed.

**Escondido Boulevard** is currently built as a two-lane undivided roadway within the Centre City Parkway / Brotherton Road TA study area. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and the posted speed limit is 35 mph.

*Figure 19–2* shows the existing conditions diagram for the Centre City Parkway / Brotherton Road TA study area.

### 19.1.3 Existing Traffic Volumes

Existing ADT traffic volumes were obtained from City of Escondido and SANDAG records. Existing peak hour volumes were collected by LLG or obtained from recent area traffic studies. *Appendix C* contains the traffic volume data used in the analysis.

*Figure 19–3* illustrates the *Existing* average daily and peak hour traffic volumes.

### 19.1.4 Existing Analysis Results

#### SEGMENTS

*Table 19–2* summarizes the key segment operations in the Centre City Parkway / Brotherton Road TA study area for existing conditions. As seen in *Table 19–2*, all study area segments are calculated to currently operate at LOS D or better conditions.

#### INTERSECTIONS

*Table 19–3* shows existing peak hour operations at the key intersections within the Centre City Parkway / Brotherton Road TA study area. As seen in *Table 19–3*, the study area intersection is calculated to operate at LOS B conditions.

*Appendix B–37* shows the existing peak hour calculation sheets.

**TABLE 19-2**  
**CENTRE CITY PARKWAY / BROTHERTON ROAD TA**  
**EXISTING STREET SEGMENT OPERATIONS**

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>
<b>North/South Roadways</b>					
<b>Centre City Parkway</b>					
Escondido Blvd to Citracado Pkwy	4-Ln Major	37,000	29,600	D	0.80
Citracado Pkwy to I-15 SB On-Ramp	4-Ln Major	37,000	30,000	D	0.81
<b>Centre City Parkway Frontage Road</b>					
Brotherton Road to Citracado Pkwy	2-Ln Local Collector	15,000	2,100	A	0.14
Citracado Pkwy to Clarence Ln	2-Ln Local Collector	15,000	600	A	0.04
<b>Escondido Boulevard</b>					
Centre City Pkwy to Citracado Pkwy	2-Ln Local Collector	10,000	4,700	B	0.47
Citracado Pkwy to Centre City Pkwy (intersection)	2-Ln Local Collector	10,000	800	A	0.08

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See *Table 3-1*).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 19-3  
CENTRE CITY PARKWAY / BROTHERTON ROAD TA  
EXISTING INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing	
			Delay <sup>a</sup>	LOS <sup>b</sup>
36. Centre City Parkway/ Citracado Parkway	Signal	AM	11.6	B
		PM	15.7	B

**Footnotes:**

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.

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

## 19.2 Year 2035 Conditions Discussion

The following is a discussion of the land use, street network, traffic volumes, and level of service analysis results for Year 2035 conditions. As previously mentioned in *Section 3.0* of the report, three alternatives were analyzed:

- **Alternative 1:** Year 2035 Adopted General Plan Circulation Element & Land Use
- **Alternative 2:** Year 2035 Adopted General Plan Circulation Element & Proposed General Plan Land Use
- **Alternative 3:** Year 2035 Proposed General Plan Circulation Element & Land Use

### 19.2.1 Year 2035 Land Use

*Alternatives 2 and 3* seek to modify land use provisions of the *Adopted General Plan (Alternative 1)* within this Amendment Area to designate the area as a Mixed-Use Overlay zone with land use designations of Urban III, General Commercial (GC), and Planned Commercial (PC). **Table 19-4** summarizes the adopted and proposed *General Plan* land uses within the Centre City Parkway / Brotherton Road TA for each of the three alternatives:

TABLE 19-4  
CENTRE CITY PARKWAY / BROTHERTON ROAD TA  
YEAR 2035 LAND USE QUANTITIES

Land Use	Quantity			
	Existing	Alternative 1: Adopted General Plan	Alternative 2: Adopted GP CE & Proposed LU	Alternative 3: Proposed GP CE & LUs
Single-Family Residential	0 DU	0 DU	0 DU	<i>Same as Alternative 2</i>
Multi-Family Residential	300 DU	500 DU	1,000 DU	
Commercial/Retail	169 KSF	290 KSF	576 KSF	
Office	139 KSF	237 KSF	345 KSF	
Industrial/Other	0 KSF	0 KSF	0 KSF	

Source: City of Escondido (2011)

**General Notes:**

- DU = Dwelling Units
- KSF = Thousand Square Feet
- GP = General Plan
- CE = Circulation Element
- LU = Land Use

19.2.2 Year 2035 Street Network

For the Year 2035 analysis, roadway segments were assumed to be built out to their ultimate classifications as identified on the currently adopted *General Plan Circulation Element* (see *Appendix A*), except for *Alternative 3*, where changes are proposed to the Circulation Element. **Table 19-5** shows the roadways affected by the proposed changes to the street network under *Alternative 3* within the Centre City Parkway / Brotherton Road TA:

TABLE 19-5  
CENTRE CITY PARKWAY / BROTHERTON ROAD TA  
YEAR 2035 NETWORK CHANGES

Street Segment	Year 2035 Roadway Classification		
	Alternative 1: Adopted GP CE & LU	Alternative 2: Adopted GP CE & Proposed GP LU	Alternative 3: Proposed GP CE & Proposed GP LU
<b>Centre City Parkway</b>			
Escondido Blvd to Citracado Pkwy	4-Ln Major	<i>Same As Alternative 1</i>	6-Ln Super Major
Citracado Pkwy to I-15 SB On-Ramp	4-Ln Major		6-Ln Super Major

Source: City of Escondido Adopted Circulation Element (2009), and City of Escondido, 2011

In addition, all intersection lane configurations were generally assumed built out to maximum capacity, based on corresponding street segment classifications. For the purposes of this study, the standard approach-configuration applied for a four-lane roadway consisted of one left-turn lane, two thru lanes, and one dedicated right-turn lane. For a six-lane roadway, the standard approach-configuration consisted of dual left-turn lanes, three thru lanes, and a dedicated right-turn lane. For intersections where existing approach-configurations were greater than the standards described above, the lane configuration resulting in the best operations was applied.

**Figure 19-4**, **Figure 19-6**, and **Figure 19-8** show the Year 2035 roadway conditions for *Alternative 1*, *Alternative 2*, and *Alternative 3* within the Centre City Parkway / Brotherton Road TA, respectively.

### 19.2.3 Year 2035 Traffic Volumes

The daily traffic volumes for the three future alternatives were obtained from the SANDAG Series 11 Year 2030 North County Model (NCM). A growth factor of 2.5% was applied to the Year 2030 volumes generated by the SANDAG model to arrive at Year 2035 volumes. A more detailed discussion of the traffic modeling process is provided in *Section 5.0* of the report.

Peak hour turning movement volumes at study area intersections were estimated from future ADT volumes using the relationship between existing peak hour turning movements and the existing ADT volumes.

**Figure 19-5**, **Figure 19-7**, and **Figure 19-9** show the ADT and peak hour turning movement volumes for *Alternative 1*, *Alternative 2*, and *Alternative 3* within the Centre City Parkway / Brotherton Road TA, respectively.

### 19.2.4 Year 2035 Alternative 1 Analysis Results

#### SEGMENTS

**Table 19-6** summarizes the segment operations in the Centre City Parkway / Brotherton Road TA study area under *Alternative 1* conditions. As seen in **Table 19-6**, the study area segments are calculated to operate at LOS D or better conditions.

#### INTERSECTIONS

**Table 19-7** shows the key intersection operations in the Centre City Parkway / Brotherton Road TA study area under *Alternative 1* conditions. As seen in **Table 19-7**, the study area intersection is calculated to operate at LOS B or better conditions.

*Appendix B-38* contains the *Alternative 1* peak hour intersection analysis worksheets.

**Figure 19-5** graphically shows the roadway segment and intersection LOS under *Alternative 1* conditions for the Centre City Parkway / Brotherton Road TA.

### 19.2.5 Year 2035 Alternative 2 Analysis Results

#### SEGMENTS

Table 19-6 summarizes the segment operations in the Centre City Parkway / Brotherton Road TA study area under *Alternative 2* conditions with the proposed changes in land use. As seen in Table 19-6, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Centre City Parkway between Escondido Boulevard and Citracado Parkway (LOS F)
- Centre City Parkway between Citracado Parkway and the I-15 SB On-Ramp (LOS F)

#### INTERSECTIONS

Table 19-7 shows the key intersection operations in the Centre City Parkway / Brotherton Road TA study area under *Alternative 2* conditions. As seen in Table 19-7, the study area intersection is calculated to operate at LOS B conditions.

Appendix B-39 contains the *Alternative 2* peak hour intersection analysis worksheets.

Figure 19-7 graphically shows the roadway segment and intersection LOS under *Alternative 2* conditions for the Centre City Parkway / Brotherton Road TA.

### 19.2.6 Year 2035 Alternative 3 Analysis Results

#### SEGMENTS

Table 19-6 summarizes the segment operations in the Centre City Parkway / Brotherton Road TA study area under *Alternative 3* conditions. As seen in Table 19-6, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Centre City Parkway between Escondido Boulevard and Citracado Parkway (LOS F)
- Centre City Parkway between Citracado Parkway and the I-15 SB On-Ramp (LOS E)

It should be noted that Centre City Parkway between Escondido Boulevard and the I-15 Southbound On-Ramp is proposed to be upgraded from a four-lane Major to a six-lane Super Major as part of *Alternative 3*.

#### INTERSECTIONS

Table 19-7 shows the key intersection operations in the Centre City Parkway / Brotherton Road TA study area under *Alternative 3* conditions. As seen in Table 19-7, the study area intersection is calculated to operate at LOS C or better conditions.

Appendix B-40 contains the *Alternative 3* peak hour intersection analysis worksheets.

Figure 19-9 graphically shows the roadway segment and intersection LOS under *Alternative 3* conditions for the Centre City Parkway / Brotherton Road TA.

TABLE 19-6  
CENTRE CITY PARKWAY / BROTHERTON ROAD TA  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>North/South Roadways</b>																	
<b>Centre City Parkway</b>																	
Escondido Blvd to Citracado Pkwy	37,000	29,600	D	0.80	4-Ln Major	37,000	30,400	D	0.82	<b>57,500</b>	<b>F</b>	<b>1.55</b>	<i>6-Ln Super Major</i>	<b>50,000</b>	57,800	F <sup>e</sup>	1.16
Citracado Pkwy to I-15 SB On-Ramp	37,000	30,000	D	0.81	4-Ln Major	37,000	29,900	D	0.81	<b>57,800</b>	<b>F</b>	<b>1.56</b>	<i>6-Ln Super Major</i>	<b>50,000</b>	49,800	E <sup>e</sup>	1.00
<b>Centre City Parkway Frontage Road</b>																	
Brotherton Road to Citracado Pkwy	15,000	2,100	A	0.14	2-Ln Local Collector	15,000	3,400	A	0.23	10,700	C	0.71	2-Ln Local Collector	15,000	10,700	C	0.71
Citracado Pkwy to Clarence Ln	15,000	600	A	0.04	2-Ln Local Collector	15,000	1,600	A	0.11	4,000	A	0.27	2-Ln Local Collector	15,000	1,900	A	0.13
<b>Escondido Boulevard</b>																	
Centre City Pkwy to Citracado Pkwy	10,000	4,700	B	0.47	2-Ln Local Collector	15,000	4,800	A	0.32	7,400	B	0.49	2-Ln Local Collector	15,000	7,400	B	0.49
Citracado Pkwy to Centre City Pkwy (intersection)	10,000	800	A	0.08	2-Ln Local Collector	15,000	800	A	0.05	3,400	A	0.23	2-Ln Local Collector	15,000	3,300	A	0.22

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Due to LOS C or better operations at adjacent intersections along this segment, a significant segment impact is not calculated.

**General Notes:**

*Italics* represent change in roadway classification.  
**Bold** typeface and **shading** represents an LOS worse than City standards.  
 GP = General Plan  
 LU = Land Use  
 CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 19-7  
CENTRE CITY PARKWAY / BROTHERTON ROAD TA  
YEAR 2035 INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing		Alternative 1: Adopted General Plan		Alternative 2: Adopted GP CE & Proposed GP LU		Alternative 3: Proposed GP CE & Proposed GP LU	
			Delay <sup>a</sup>	LOS <sup>b</sup>	Delay	LOS	Delay	LOS	Delay	LOS
36. Centre City Parkway / Citracado Parkway	Signal	AM	11.6	B	9.9	A	16.1	B	16.6	B
		PM	15.7	B	11.8	B	20.0	B	20.5	C

**Footnotes:**

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.

**General Notes:**

GP = General Plan  
LU = Land Use  
CE = Circulation Element

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

## 19.3 Summary of Findings/Significance of Impacts and Mitigation Measures

### 19.3.1 *Summary of Findings*

The *General Plan Update (Alternative 3)* proposes to increase density in multi-family residential, commercial/retail, and office land uses over the *Adopted General Plan* and upgrade roadway capacity for segments of Centre City Parkway. Development of *Alternative 3* results in two (2) segments operating at unacceptable LOS.

### 19.3.2 *Significance of Impacts*

The following street segments are not significantly impacted under *Alternative 3* due to LOS C or better operations at adjacent intersections:

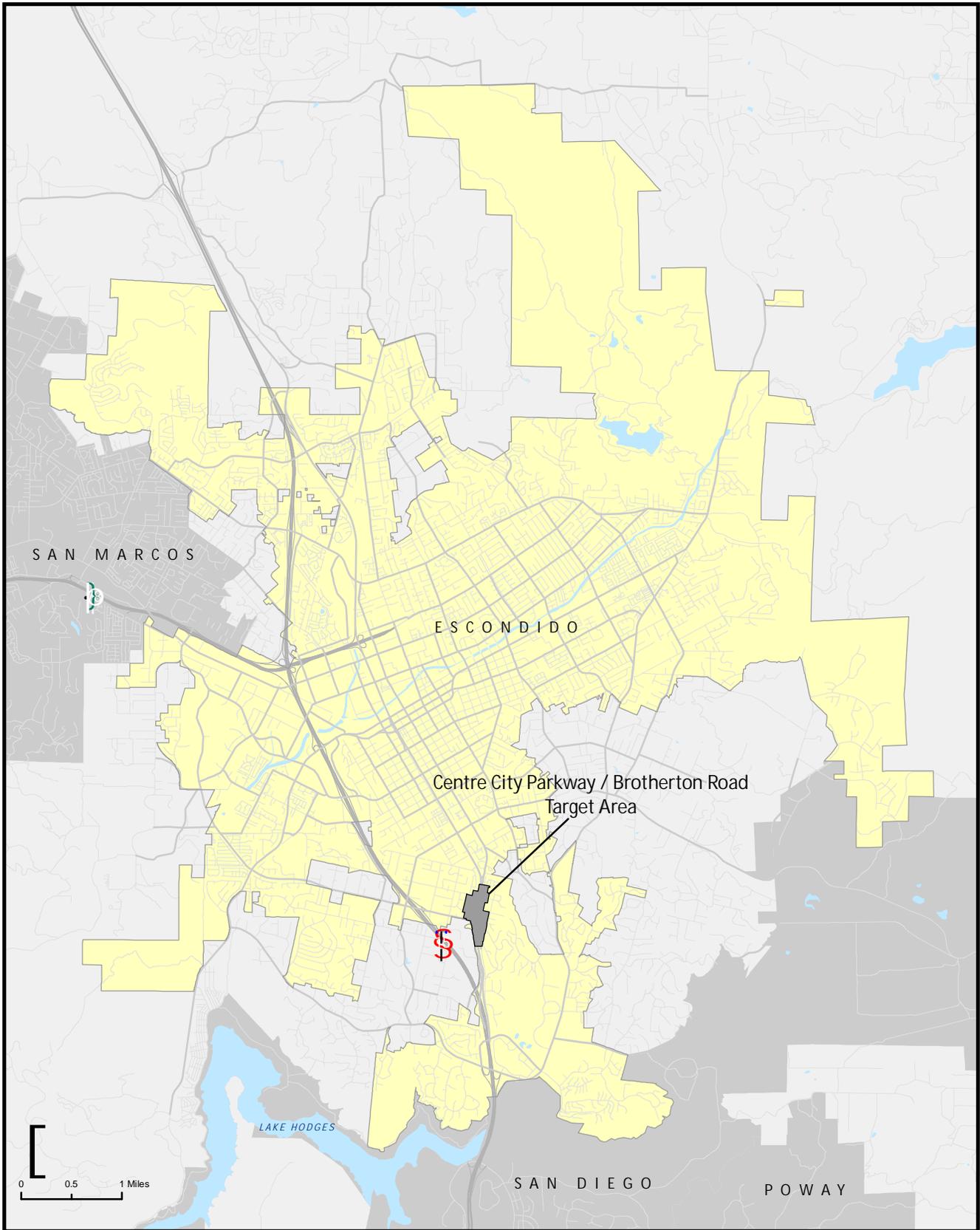
#### SEGMENTS

- Centre City Parkway between Escondido Boulevard and Citracado Parkway (LOS F)
- Centre City Parkway between Citracado Parkway and the I-15 SB On-Ramp (LOS E)

*Appendix B-40* contains analysis worksheets for intersections demonstrating acceptable traffic flow along these segments, as shown in *Table 19-7*. *Section 5.0* of this report explains the intersection analysis methodology applied to street segments calculated to operate at deficient levels of service.

### 19.3.3 *Mitigation*

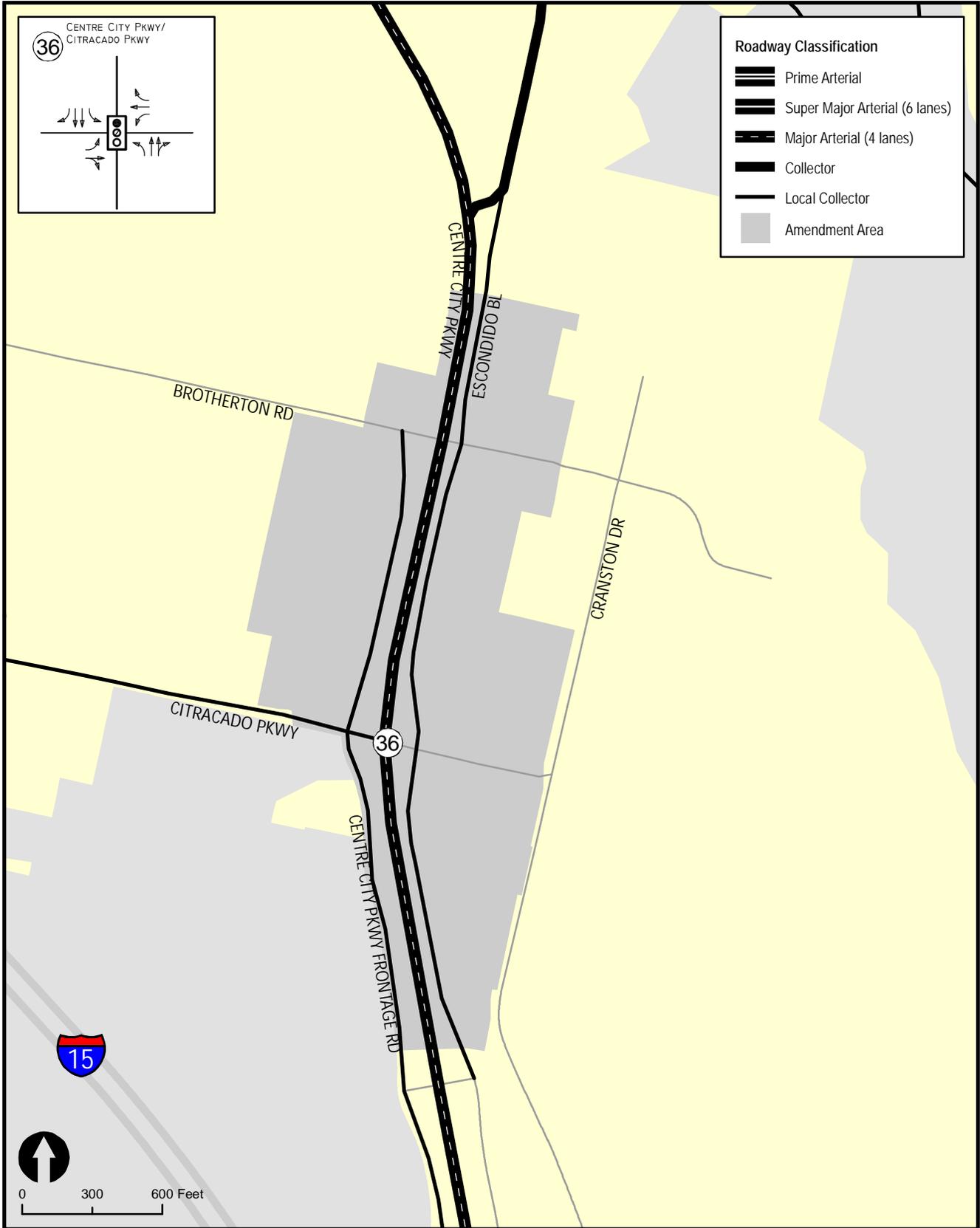
No mitigation is required.

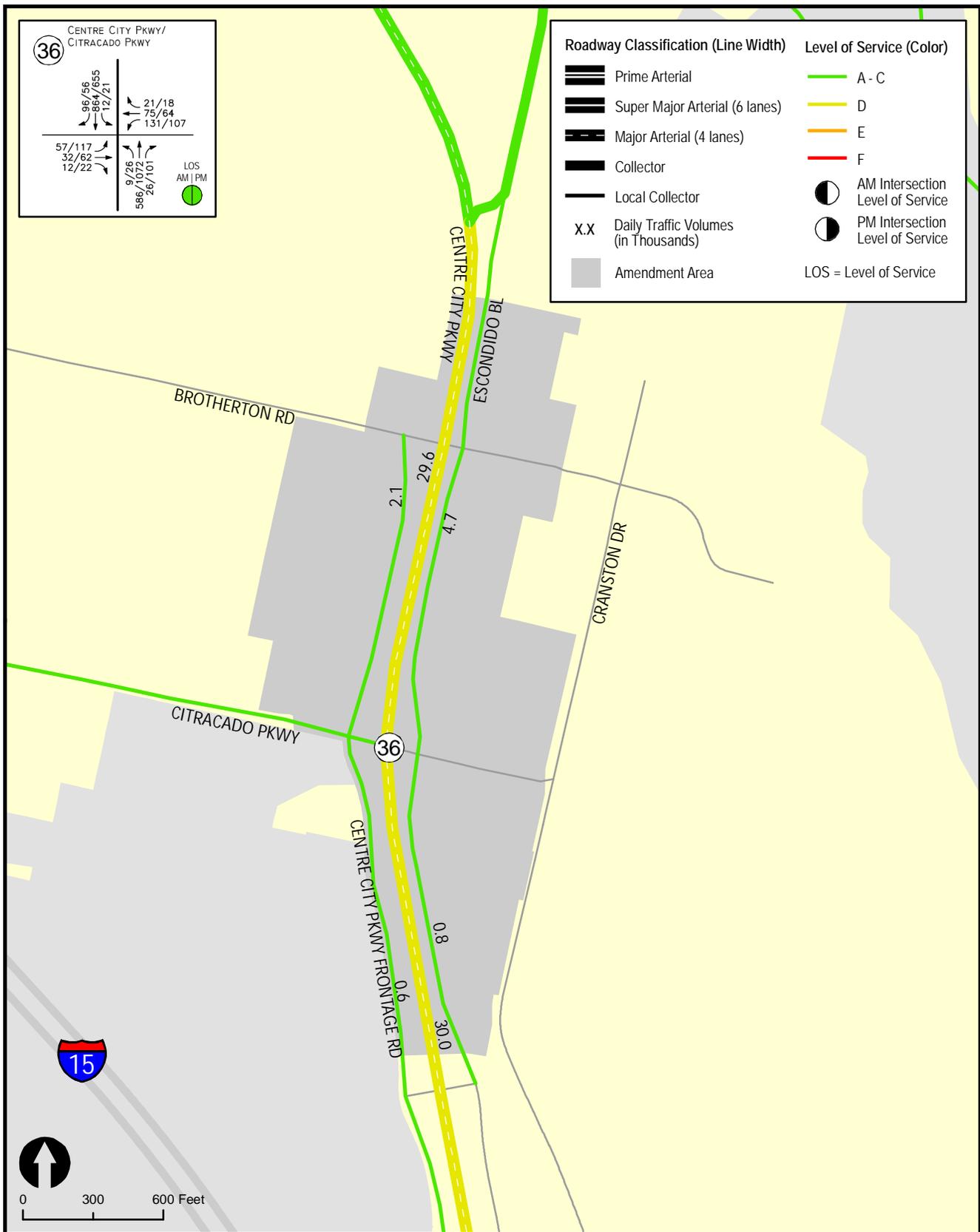


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 Source: SANDAG



**Figure 19-1**  
**Amendment Area Map**  
**Centre City Parkway / Brotherton Road Target Area**

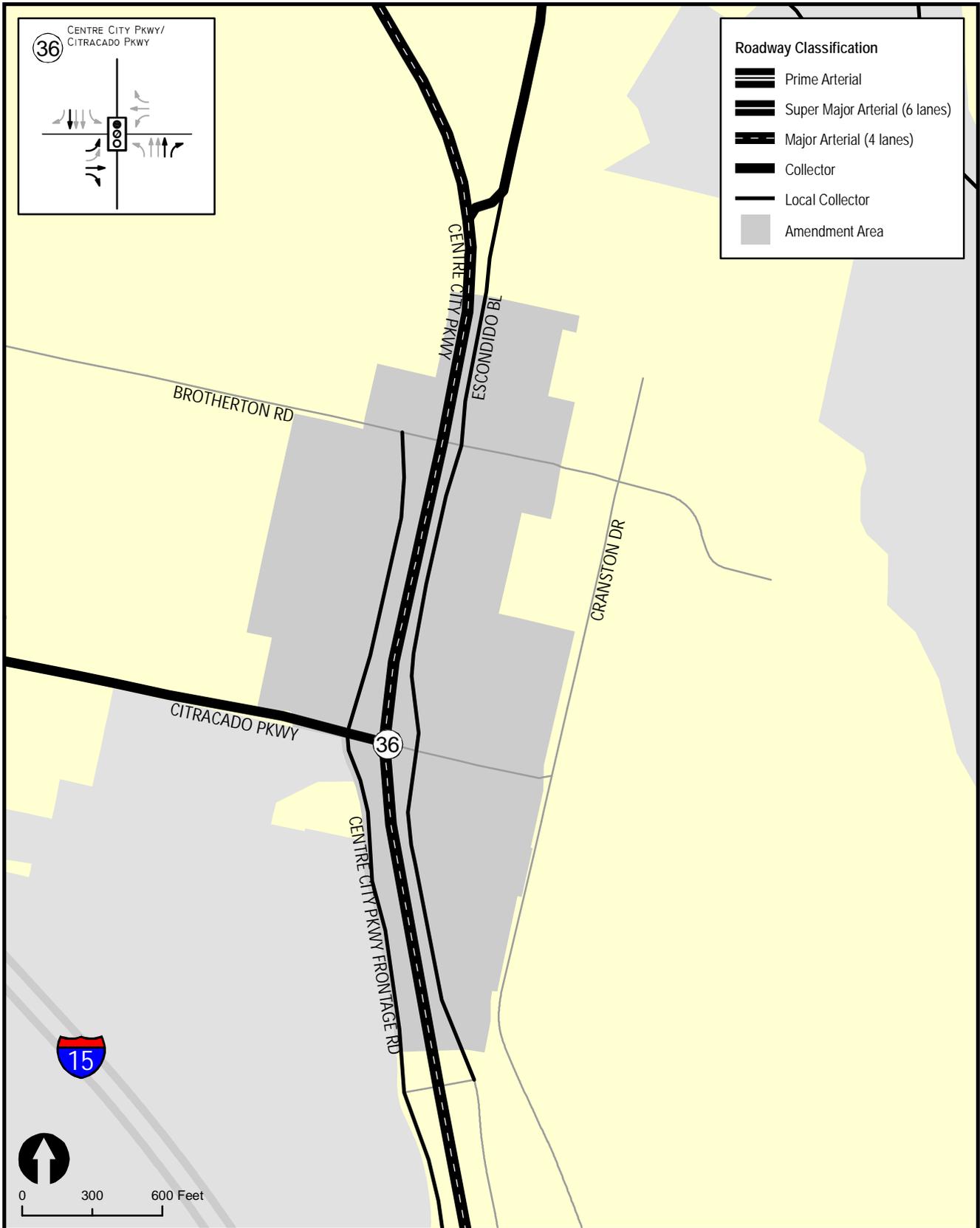


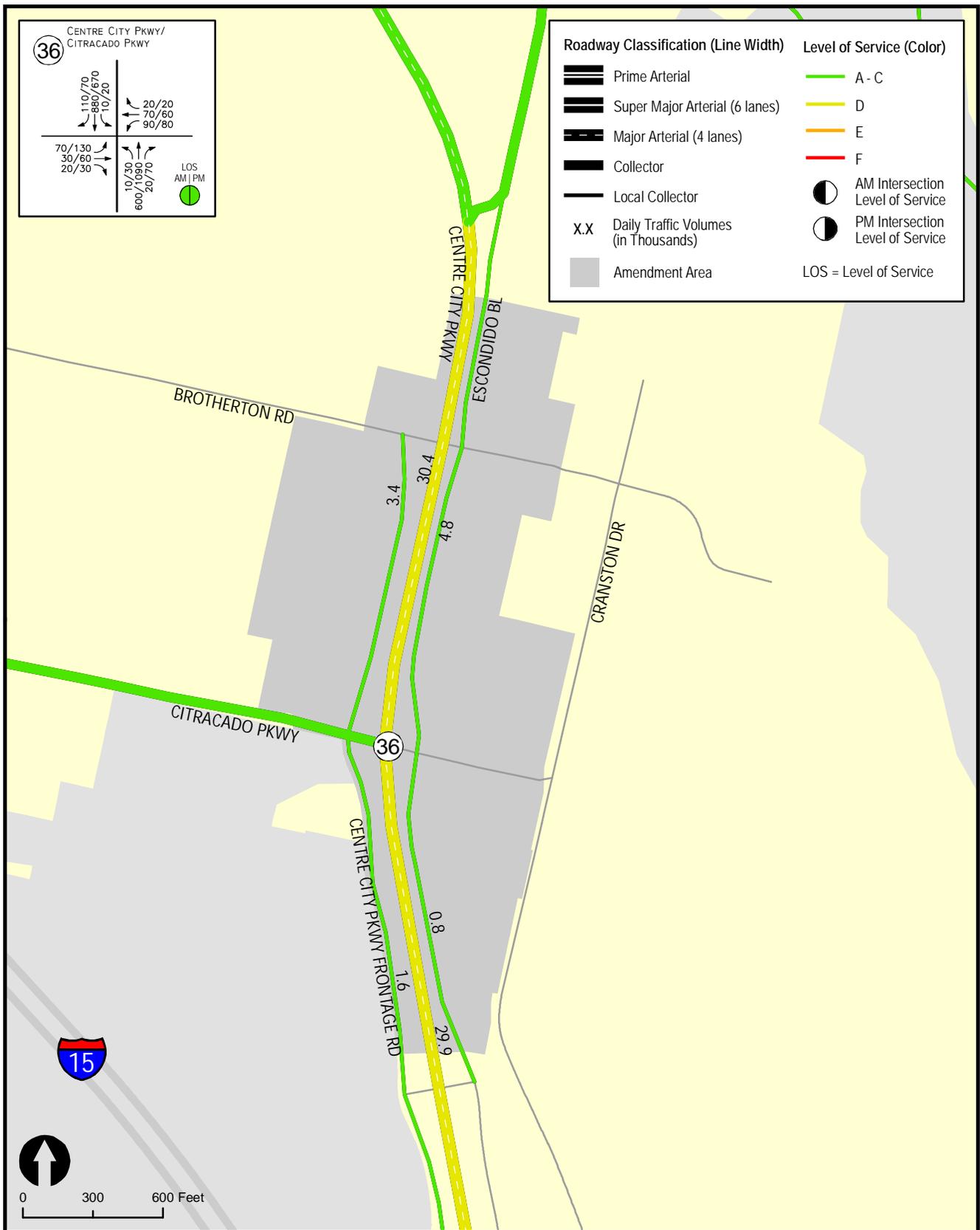


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**Figure 19-3**  
**Existing Traffic Volumes and LOS**  
**Centre City Parkway / Brotherton Road Target Area**

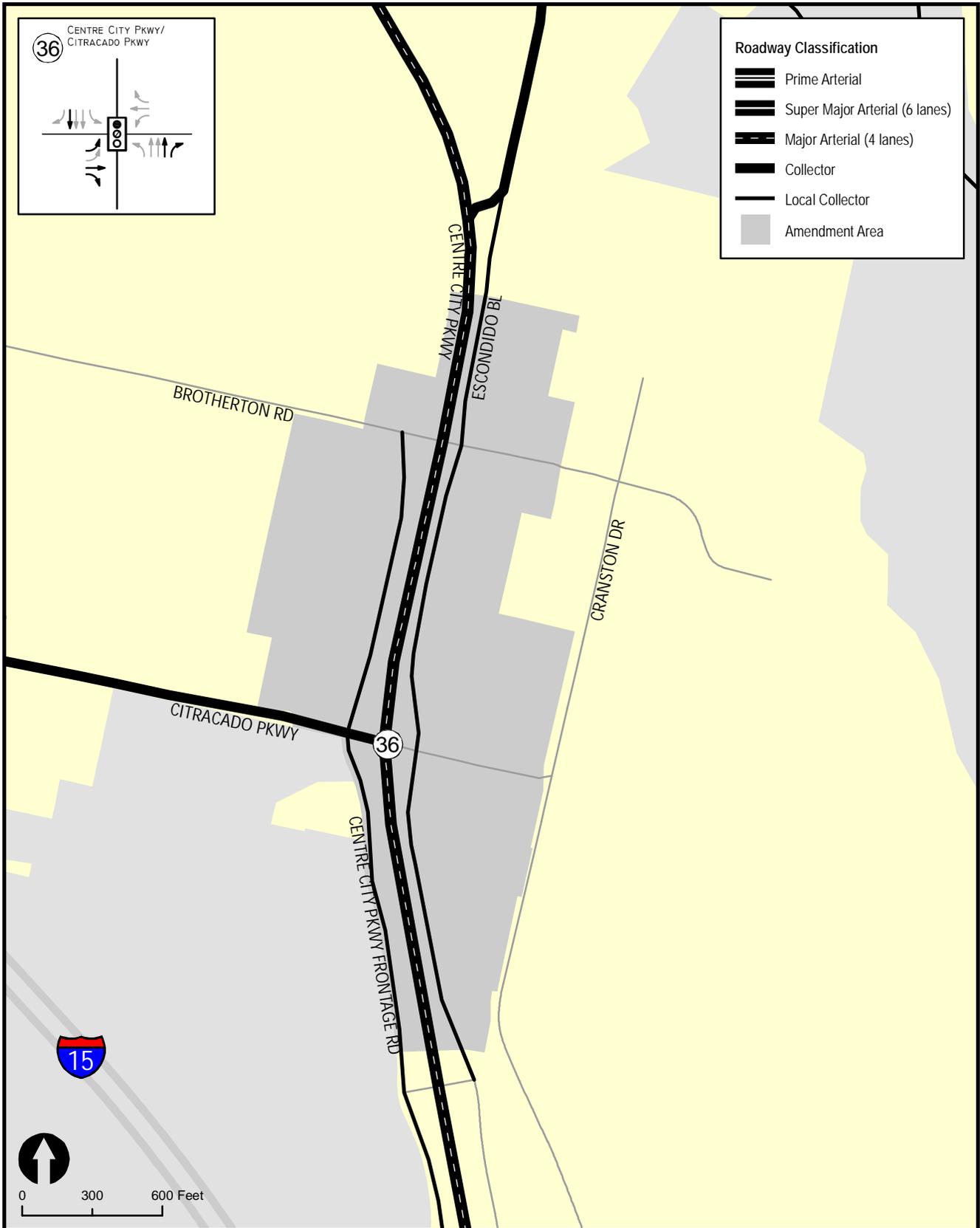


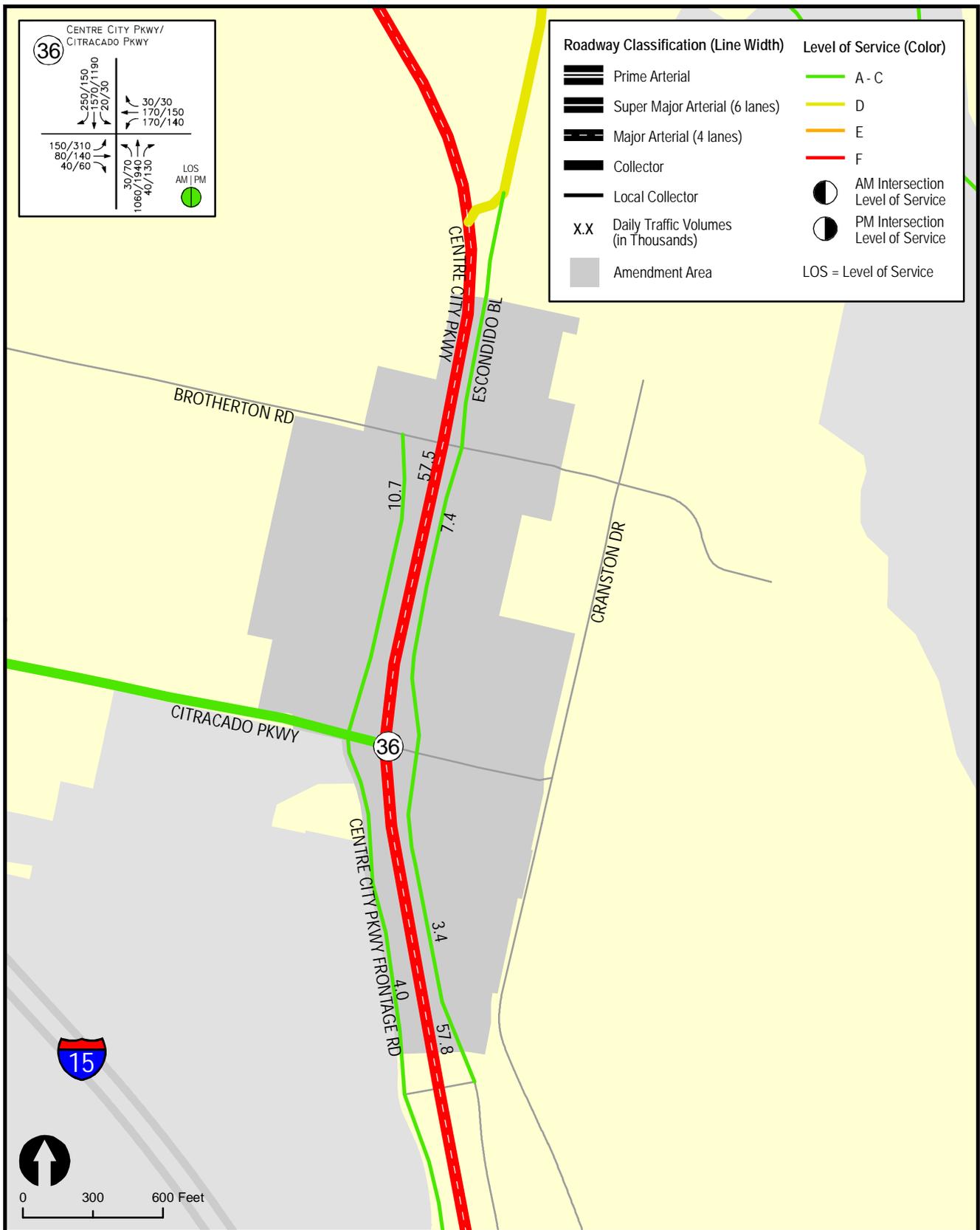


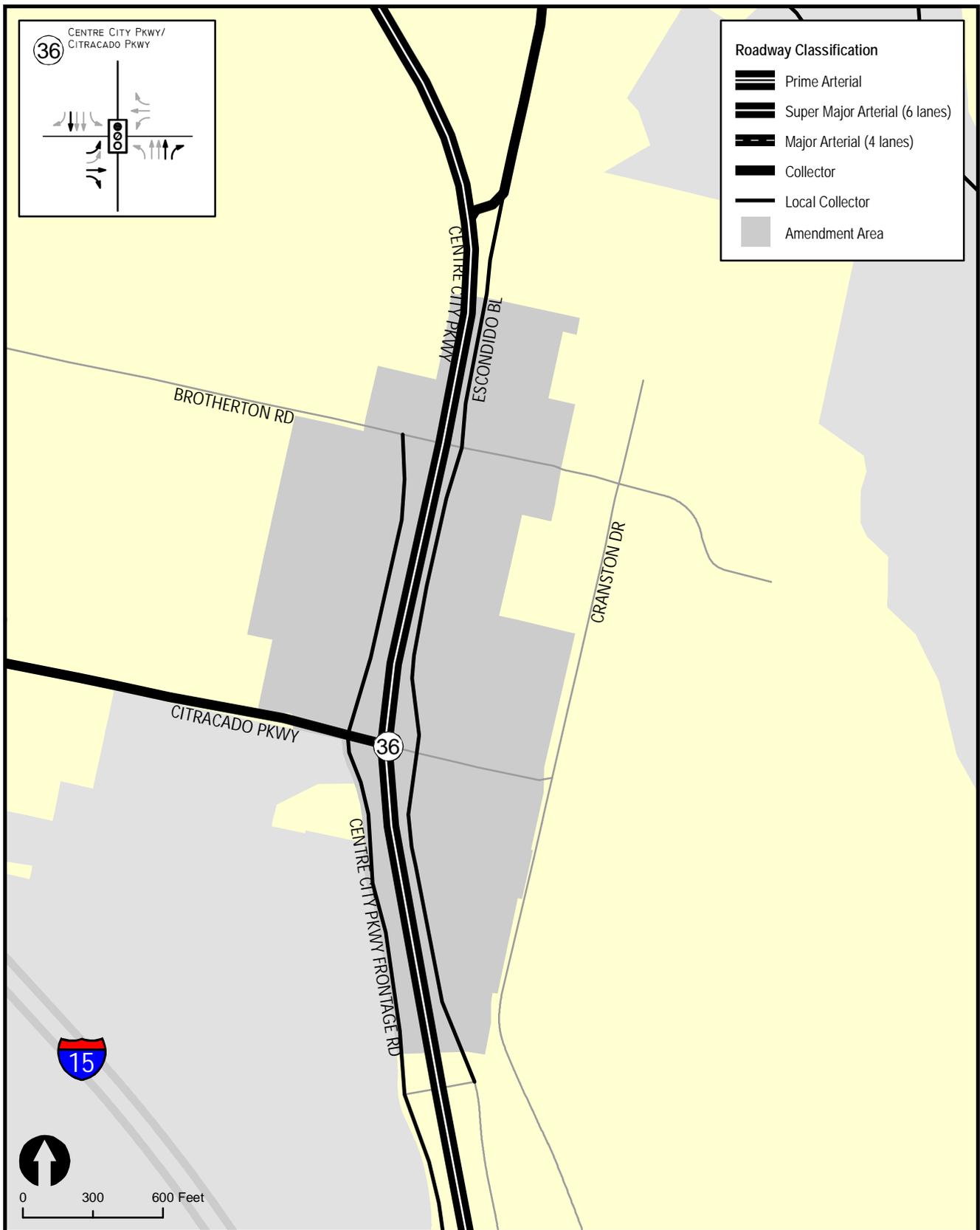
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 Source: City of Escondido and SANDAG Series 11



**Figure 19-5**  
**Year 2035 Traffic Volumes and LOS - Alternative 1**  
**Centre City Parkway / Brotherton Road Target Area**

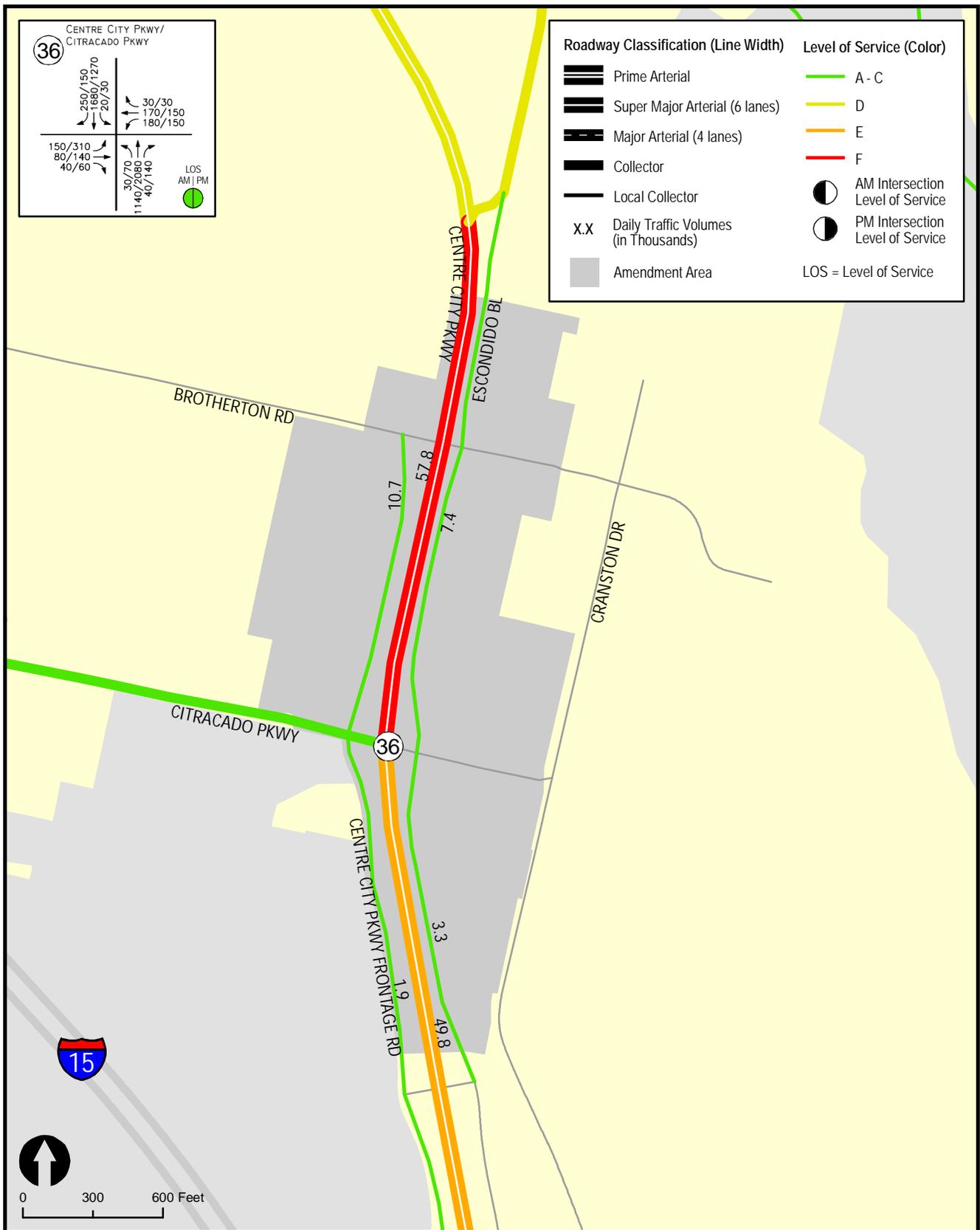






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 Source: City of Escondido and SANDAG Series 11

**Figure 19-8**  
**Year 2035 Conditions Diagram - Alternative 3**  
**Centre City Parkway / Brotherton Road Target Area**



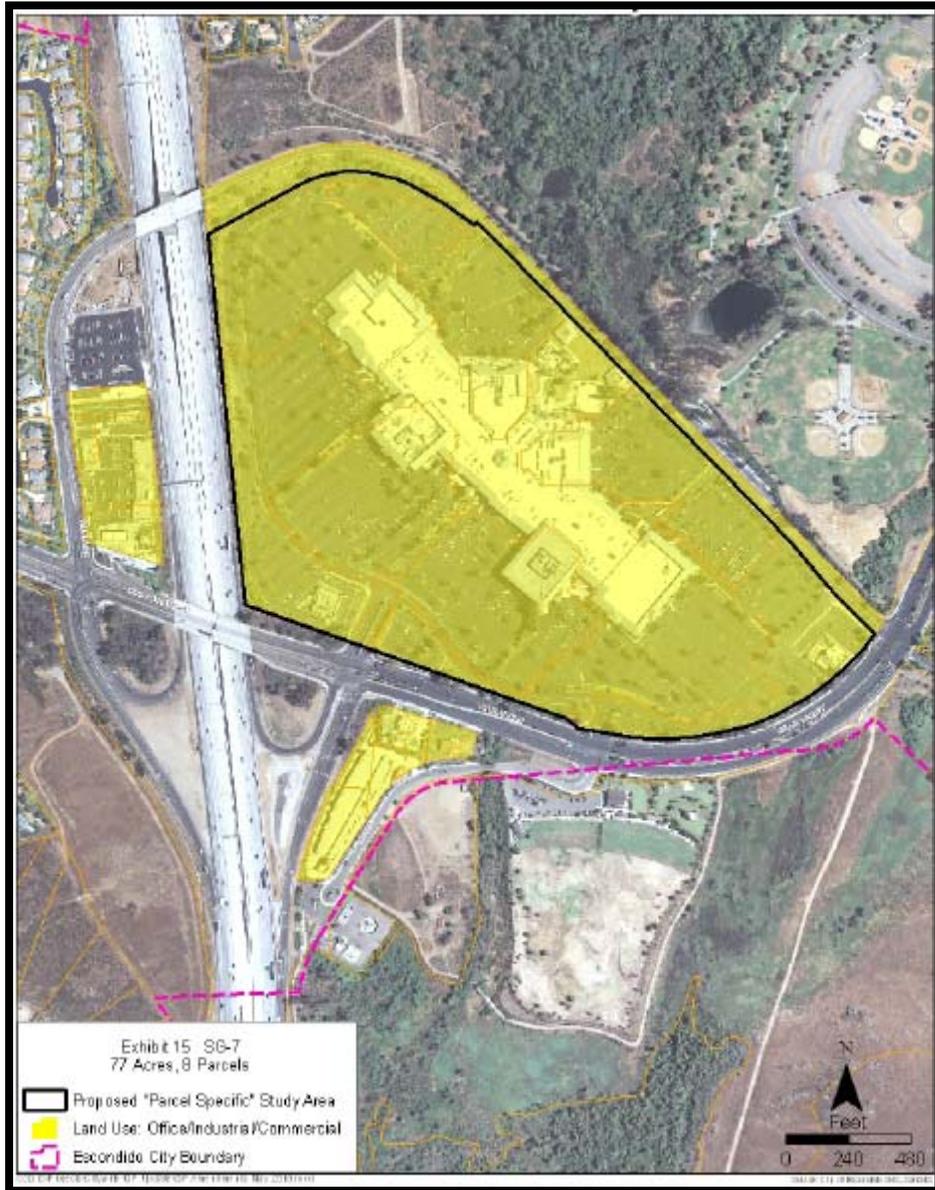
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 Source: City of Escondido and SANDAG Series 11

**Figure 19-9**

**Year 2035 Traffic Volumes and LOS - Alternative 3  
 Centre City Parkway / Brotherton Road Target Area**



## 20.0 WESTFIELD SHOPPINGTOWN TARGET AREA



## 20.0 WESTFIELD SHOPPINGTOWN TARGET AREA

The Westfield Shoppingtown Target Area (TA) is located in the northeast quadrant of the I-15/Via Rancho Parkway interchange.

*Figure 20-1* shows the Amendment Area map for the Westfield Shoppingtown TA. All figures are provided at the end of this section.

### 20.1 Existing Conditions Discussion

The following is a discussion of the land use, street network, traffic volumes, and Level of Service (LOS) analysis results for existing conditions.

#### 20.1.1 Existing Land Use

The Westfield Shoppingtown TA area consists of 77 acres and 8 parcels. *Table 20-1* shows the existing land use amounts within the Westfield Shoppingtown TA.

**TABLE 20-1**  
**WESTFIELD SHOPPINGTOWN TA**  
**EXISTING LAND USE QUANTITIES**

Land Use	Quantity
Single-Family Residential	0 DU
Multi-Family Residential	0 DU
Commercial/Retail	1,600 KSF
Office	0 KSF
Industrial/Other	0 KSF

*Source:* City of Escondido (2011)

**General Notes:**

DU = Dwelling Units

KSF = Thousand Square Feet

#### 20.1.2 Existing Street Network

The major circulation element roadways and select major intersections within the Westfield Shoppingtown TA area were evaluated in this analysis. The existing roadway capacities were identified based on the number of lanes, undivided or divided roadway conditions, on-street parking, and curb-to-curb width and were based on the *City of Escondido Proposed Level of Service Standards and Street Segment Average Daily Trip Thresholds Table*. *Table 3-1* in *Section 3.3.2* of the report contains a copy of this table. The following is a brief description of the existing roadways in the study area.

**Del Lago Boulevard** is currently built as a four-lane undivided roadway within the Westfield Shoppingtown TA study area. Between HOV access and Via Rancho Parkway, Del Lago Boulevard transitions to a two-lane undivided road. Bike lanes are generally provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 40 mph.

**Via Rancho Parkway** is currently built as a six to seven-lane divided roadway within the Westfield Shoppingtown TA study area. Bike lanes are generally provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 50 mph.

*Figure 20–2* shows the existing conditions diagram for the Westfield Shoppingtown TA study area.

### 20.1.3 Existing Traffic Volumes

Existing ADT traffic volumes were obtained from City of Escondido and SANDAG records. Existing peak hour volumes were collected by LLG or obtained from recent area traffic studies. *Appendix C* contains the traffic volume data used in the analysis.

*Figure 20–3* illustrates the *Existing* average daily and peak hour traffic volumes.

### 20.1.4 Existing Analysis Results

#### SEGMENTS

*Table 20–2* summarizes the key segment operations in the Westfield Shoppingtown TA study area for existing conditions. As seen in *Table 20–2*, all study area segments are calculated to currently operate at LOS C or better conditions.

#### INTERSECTIONS

*Table 20–3* shows existing peak hour operations at the key intersections within the Westfield Shoppingtown TA study area. As seen in *Table 20–3*, all study area intersections are calculated to operate at worse than LOS D conditions:

- I-15 SB Ramps/Via Rancho Parkway (LOS E/F, AM/PM peak hours, respectively)
- I-15 NB Ramps/Via Rancho Parkway (LOS E/F, AM/PM peak hours, respectively)

*Appendix B–41* shows the existing peak hour calculation sheets.

TABLE 20-2  
WESTFIELD SHOPPINGTOWN TA  
EXISTING STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>
<b>North/South Roadways</b>					
<b>Del Lago Boulevard/Beethoven Drive</b>					
I-15 to HOV Access	4-Ln Collector	34,200	7,300	A	0.21
HOV Access to Via Rancho Pkwy	2-Ln Local Collector	15,000	9,400	C	0.63
<b>East/West Roadways</b>					
<b>Via Rancho Parkway</b>					
Quiet Hills Rd to I-15 SB Ramps	6-Ln Super Major	50,000	14,800	A	0.30
I-15 SB Ramps to I-15 NB Ramps	6-Ln Prime	60,000	44,100	C	0.74
I-15 NB Ramps to Beethoven Drive	6-Ln Prime	65,000 <sup>e</sup>	34,700	B	0.53

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Roadway currently built as seven lane roadway. Additional capacity of 5,000 ADT used in analysis.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 20-3  
WESTFIELD SHOPPINGTOWN TA  
EXISTING INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing	
			Delay <sup>a</sup>	LOS <sup>b</sup>
37. I-15 Southbound Ramps / Via Rancho Parkway	Signal	AM	<b>63.5</b>	<b>E</b>
		PM	<b>87.5</b>	<b>F</b>
38. I-15 Northbound Ramps / Via Rancho Parkway	Signal	AM	<b>57.0</b>	<b>E</b>
		PM	<b>109.3</b>	<b>F</b>

**Footnotes:**

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.

**General Notes:**

**Bold** typeface and **shading** represent an LOS worse than City standards.

SIGNALIZED

DELAY/LOS THRESHOLDS

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

## 20.2 Year 2035 Conditions Discussion

The following is a discussion of the land use, street network, traffic volumes, and level of service analysis results for Year 2035 conditions. As previously mentioned in *Section 3.0* of the report, three alternatives were analyzed:

- **Alternative 1:** Year 2035 Adopted General Plan Circulation Element & Land Use
- **Alternative 2:** Year 2035 Adopted General Plan Circulation Element & Proposed General Plan Land Use
- **Alternative 3:** Year 2035 Proposed General Plan Circulation Element & Land Use

### 20.2.1 Year 2035 Land Use

*Alternatives 2 and 3* seek to modify land use provisions of the *Adopted General Plan (Alternative 1)* within this Amendment Area to designate the area Planned Commercial (PC). **Table 20-4** summarizes the adopted and proposed *General Plan* land uses within the Westfield Shoppingtown TA for each of the three alternatives:

TABLE 20-4  
WESTFIELD SHOPPINGTOWN TA  
YEAR 2035 LAND USE QUANTITIES

Land Use	Quantity			
	Existing	Alternative 1: Adopted General Plan	Alternative 2: Adopted GP CE & Proposed LU	Alternative 3: Proposed GP CE & LUs
Single-Family Residential	0 DU	0 DU	0 DU	<i>Same as Alternative 2</i>
Multi-Family Residential	0 DU	0 DU	0 DU	
Commercial/Retail	1,600 KSF	1,600 KSF	2,034 KSF	
Office	0 KSF	0 KSF	284 KSF	
Industrial/Other	0 KSF	0 KSF	0 KSF	

*Source:* City of Escondido (2011)

**General Notes:**

DU = Dwelling Units  
KSF = Thousand Square Feet  
GP = General Plan  
CE = Circulation Element  
LU = Land Use

20.2.2 Year 2035 Street Network

For the Year 2035 analysis, roadway segments were assumed to be built out to their ultimate classifications as identified on the currently adopted *General Plan Circulation Element* (see *Appendix A*), except for *Alternative 3*, where changes are proposed to the Circulation Element. *Table 20-5* shows the roadways affected by the proposed changes to the street network under *Alternative 3* within the Westfield Shoppingtown TA:

TABLE 20-5  
WESTFIELD SHOPPINGTOWN TA  
YEAR 2035 NETWORK CHANGES

Street Segment	Year 2035 Roadway Classification		
	Alternative 1: Adopted GP CE & LU	Alternative 2: Adopted GP CE & Proposed GP LU	Alternative 3: Proposed GP CE & Proposed GP LU
<b>Del Lago Boulevard</b>			
I-15 to HOV Access	2-Ln Local Collector	<i>Same as Alternative 1</i>	4-Ln Collector
HOV Access to Via Rancho Pkwy	2-Ln Unclassified		4-Ln Collector

*Source:* City of Escondido Adopted Circulation Element (2009), and City of Escondido, 2011

In addition, all intersection lane configurations were generally assumed built out to maximum capacity, based on corresponding street segment classifications. For the purposes of this study, the standard approach-configuration applied for a four-lane roadway consisted of one left-turn lane, two thru lanes, and one dedicated right-turn lane. For a six-lane roadway, the standard approach-configuration consisted of dual left-turn lanes, three thru lanes, and a dedicated right-turn lane. For intersections where existing approach-configurations were greater than the standards described above, the lane configuration resulting in the best operations was applied.

*Figure 20-4*, *Figure 20-6*, and *Figure 20-8* show the Year 2035 roadway conditions for *Alternative 1*, *Alternative 2*, and *Alternative 3* within the Westfield Shoppingtown TA, respectively.

20.2.3 Year 2035 Traffic Volumes

The daily traffic volumes for the three future alternatives were obtained from the SANDAG Series 11 Year 2030 North County Model (NCM). A growth factor of 2.5% was applied to the Year 2030 volumes generated by the SANDAG model to arrive at Year 2035 volumes. A more detailed discussion of the traffic modeling process is provided in *Section 5.0* of the report.

Peak hour turning movement volumes at study area intersections were estimated from future ADT volumes using the relationship between existing peak hour turning movements and the existing ADT volumes.

*Figure 20–5*, *Figure 20–7*, and *Figure 20–9* show the ADT and peak hour turning movement volumes for *Alternative 1*, *Alternative 2*, and *Alternative 3* within the Westfield Shoppingtown TA, respectively.

#### 20.2.4 Year 2035 Alternative 1 Analysis Results

##### SEGMENTS

*Table 20–6* summarizes the segment operations in the Westfield Shoppingtown TA study area under *Alternative 1* conditions. As seen in *Table 20–6*, the study area segments are calculated to operate at LOS C or better conditions except for the following:

- Del Lago Boulevard/Beethoven Drive between the HOV Access and Via Rancho Parkway (LOS F)

##### INTERSECTIONS

*Table 20–7* shows the key intersection operations in the Westfield Shoppingtown TA study area under *Alternative 1* conditions. As seen in *Table 20–7*, the study area intersections are calculated to operate at worse than LOS D conditions:

- I-15 SB Ramps/Via Rancho Parkway (LOS E/F, AM/PM peak hours)

*Appendix B–42* contains the *Alternative 1* peak hour intersection analysis worksheets.

*Figure 20–5* graphically shows the roadway segment and intersection LOS under *Alternative 1* conditions for the Westfield Shoppingtown TA.

#### 20.2.5 Year 2035 Alternative 2 Analysis Results

##### SEGMENTS

*Table 20–6* summarizes the segment operations in the Westfield Shoppingtown TA study area under *Alternative 2* conditions with the proposed changes in land use. As seen in *Table 20–6*, the study area segments are calculated to operate at LOS C or better conditions except for the following:

- Del Lago Boulevard/Beethoven Drive between the I-15 HOV Access and Via Rancho Parkway (LOS F)

##### INTERSECTIONS

*Table 20–7* shows the key intersection operations in the Westfield Shoppingtown TA study area under *Alternative 2* conditions. As seen in *Table 20–7*, the study area intersections are calculated to operate at worse than LOS D:

- I-15 SB Ramps/Via Rancho Parkway (LOS E/F, AM/PM peak hours)

*Appendix B–43* contains the *Alternative 2* peak hour intersection analysis worksheets.

*Figure 20–7* graphically shows the roadway segment and intersection LOS under *Alternative 2* conditions for the Westfield Shoppingtown TA.

### 20.2.6 Year 2035 Alternative 3 Analysis Results

#### SEGMENTS

*Table 20–6* summarizes the segment operations in the Westfield Shoppingtown TA study area under *Alternative 3* conditions. As seen in *Table 20–6*, the study area segments are calculated to operate at LOS D or better conditions.

#### INTERSECTIONS

*Table 20–7* shows the key intersection operations in the Westfield Shoppingtown TA study area under *Alternative 3* conditions. As seen in *Table 20–7*, the study area intersections are calculated to operate at LOS D or better except for the following:

- I-15 SB Ramps/Via Rancho Parkway (LOS E/F, AM/PM peak hours)

*Appendix B–44* contains the *Alternative 3* peak hour intersection analysis worksheets.

*Figure 20–9* graphically shows the roadway segment and intersection LOS under *Alternative 2* conditions for the Westfield Shoppingtown TA.

TABLE 20-6  
WESTFIELD SHOPPINGTOWN TA  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<i>North/South Roadways</i>																	
<b>Del Lago Boulevard/Beethoven Drive</b>																	
I-15 to HOV Access	34,200	7,300	A	0.21	2-Ln Local Collector	15,000	9,800	C	0.65	9,900	C	0.66	<i>4-Ln Collector</i>	<i>34,200</i>	9,600	A	0.28
HOV Access to Via Rancho Pkwy	15,000	9,400	C	0.63	2-Ln Unclassified	15,000	<b>19,600</b>	<b>F</b>	<b>1.31</b>	<b>22,300</b>	<b>F</b>	<b>1.49</b>	<i>4-Ln Collector</i>	<i>34,200</i>	22,900	C	0.67
<i>East/West Roadways</i>																	
<b>Via Rancho Parkway</b>																	
Quiet Hills Rd to I-15 SB Ramps	50,000	14,800	A	0.30	4-Ln Major	37,000	16,100	B	0.44	18,500	B	0.50	4-Ln Major	37,000	18,200	B	0.49
I-15 SB Ramps to I-15 NB Ramps	60,000	44,100	C	0.74	6-Ln Prime	60,000	43,800	C	0.73	48,200	D	0.80	6-Ln Prime	60,000	47,700	D	0.80
I-15 NB Ramps to Beethoven Drive	65,000 <sup>e</sup>	34,700	B	0.53	6-Ln Prime	60,000	39,300	C	0.66	43,100	C	0.72	6-Ln Prime	60,000	42,500	C	0.71

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Roadway currently built as seven lane roadway. Additional capacity of 5,000 ADT used in analysis.

**General Notes:**

*Italics* represent change in roadway classification.  
**Bold** typeface and **shading** represents an LOS worse than City standards.  
 GP = General Plan  
 LU = Land Use  
 CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 20-7  
WESTFIELD SHOPPINGTOWN TA  
YEAR 2035 INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing		Alternative 1: Adopted General Plan		Alternative 2: Adopted GP CE & Proposed GP LU		Alternative 3: Proposed GP CE & Proposed GP LU	
			Delay <sup>a</sup>	LOS <sup>b</sup>	Delay	LOS	Delay	LOS	Delay	LOS
37. I-15 Southbound Ramps / Via Rancho Parkway	Signal	AM	<b>63.5</b>	<b>E</b>	<b>66.3</b>	<b>E</b>	<b>75.7</b>	<b>E</b>	<b>73.2</b>	<b>E</b>
		PM	<b>87.5</b>	<b>F</b>	<b>82.2</b>	<b>F</b>	<b>96.9</b>	<b>F</b>	<b>96.4</b>	<b>F</b>
38. I-15 Northbound Ramps / Via Rancho Parkway	Signal	AM	<b>57.0</b>	<b>E</b>	19.6	B	21.5	C	21.4	B
		PM	<b>109.3</b>	<b>F</b>	35.5	D	45.5	D	48.5	D

**Footnotes:**

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.

**General Notes:**

GP = General Plan

LU = Land Use

CE = Circulation Element

**Bold** typeface and **shading** represent an LOS worse than City standards.

SIGNALIZED

DELAY/LOS THRESHOLDS

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

## 20.3 Summary of Findings/Significance of Impacts and Mitigation Measures

### 20.3.1 *Summary of Findings*

The *General Plan Update (Alternative 3)* proposes to increase density in commercial/retail and office land uses over the *Adopted General Plan*, and to upgrade roadway capacity for segments of Del Lago Boulevard/Beethoven Drive. Development of *Alternative 3* results in one (1) intersection operating at unacceptable LOS.

### 20.3.2 *Significance of Impacts*

Based on the established significance criteria, the following locations would be significantly impacted by implementation of the Proposed Project:

#### INTERSECTIONS

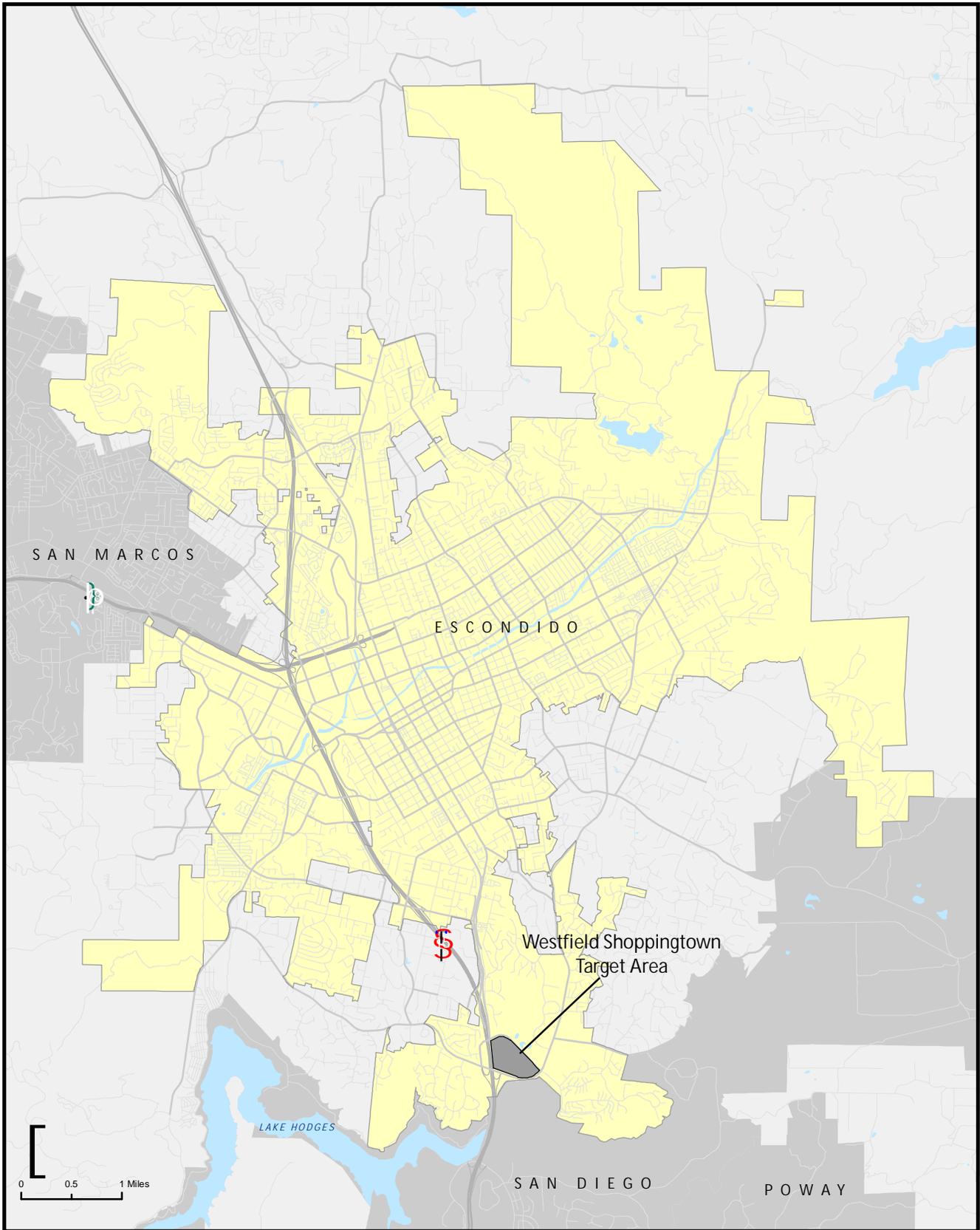
14. I-15 SB Ramps/Via Rancho Parkway (LOS E/F, AM/PM peak hours)

### 20.3.3 *Mitigation*

The following is recommended to mitigate the potentially impacts locations to below a level of significance:

#### INTERSECTIONS

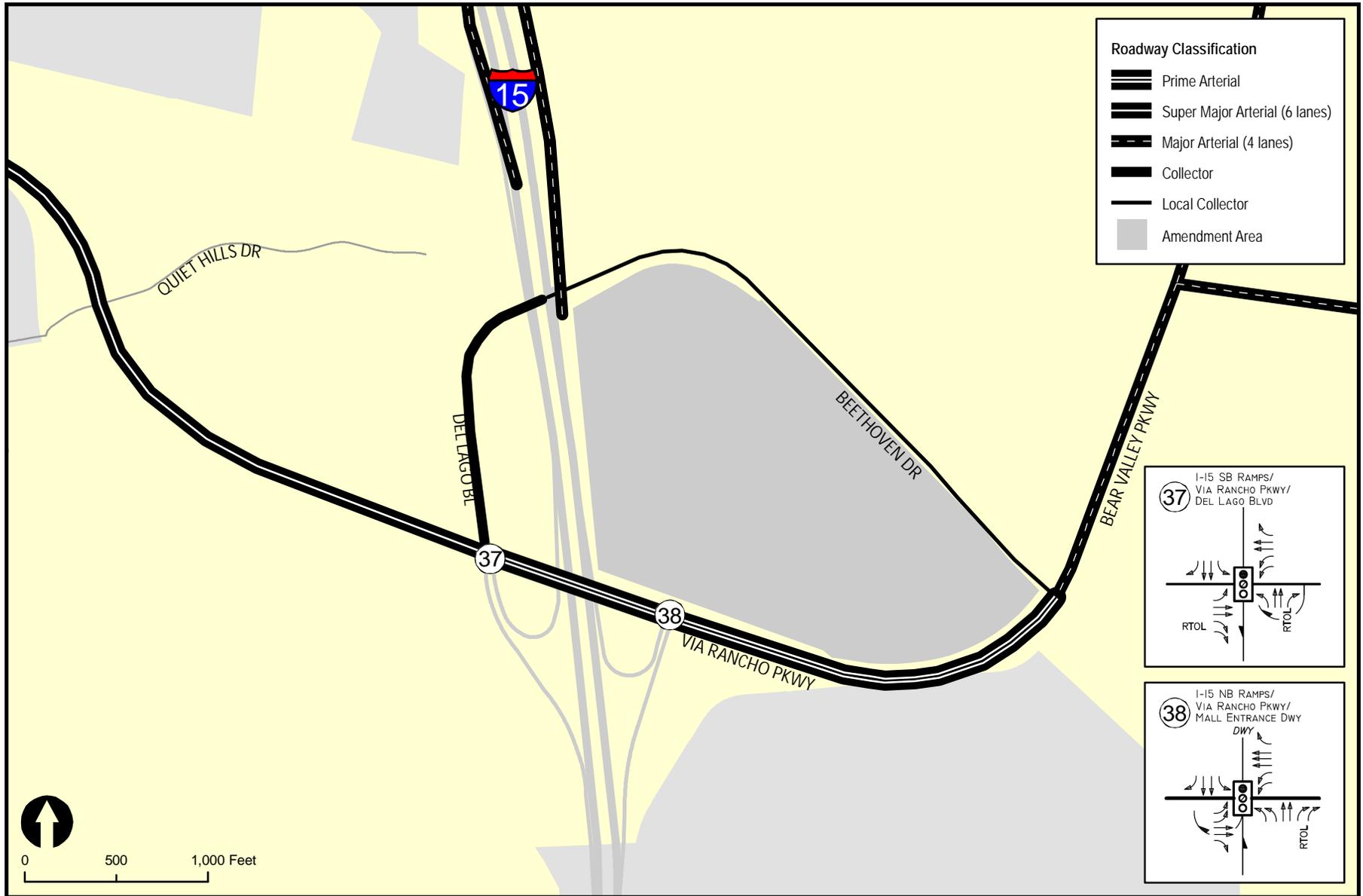
14. **I-15 SB Ramps/Via Rancho Parkway** – Implementation of the improved roadway capacity lane configurations continue to result in an unacceptable LOS at this intersection. Therefore, the potential impact is considered to be significant and unmitigable.



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 Source: SANDAG

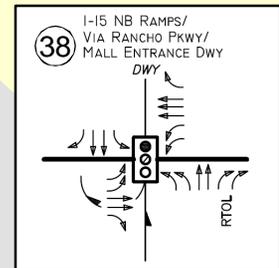
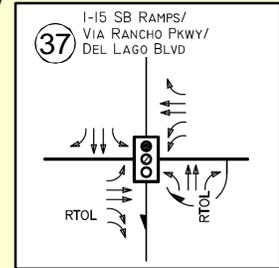


**Figure 20-1**  
**Amendment Area Map**  
**Westfield Shoppingtown Target Area**



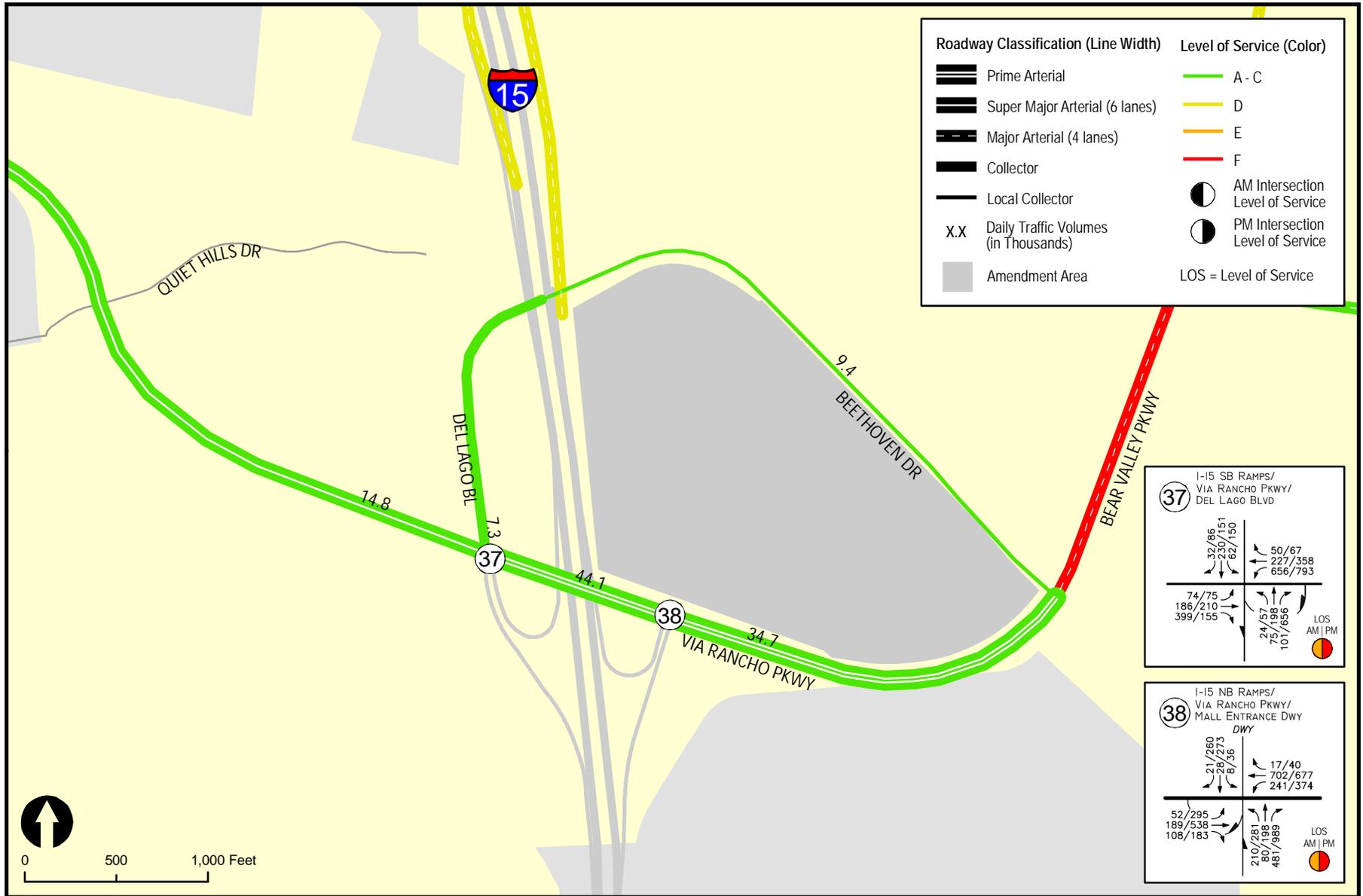
**Roadway Classification**

- Prime Arterial
- Super Major Arterial (6 lanes)
- Major Arterial (4 lanes)
- Collector
- Local Collector
- Amendment Area



**Figure 20-2**

**Existing Conditions Diagram  
Westfield Shoppingtown Target Area**

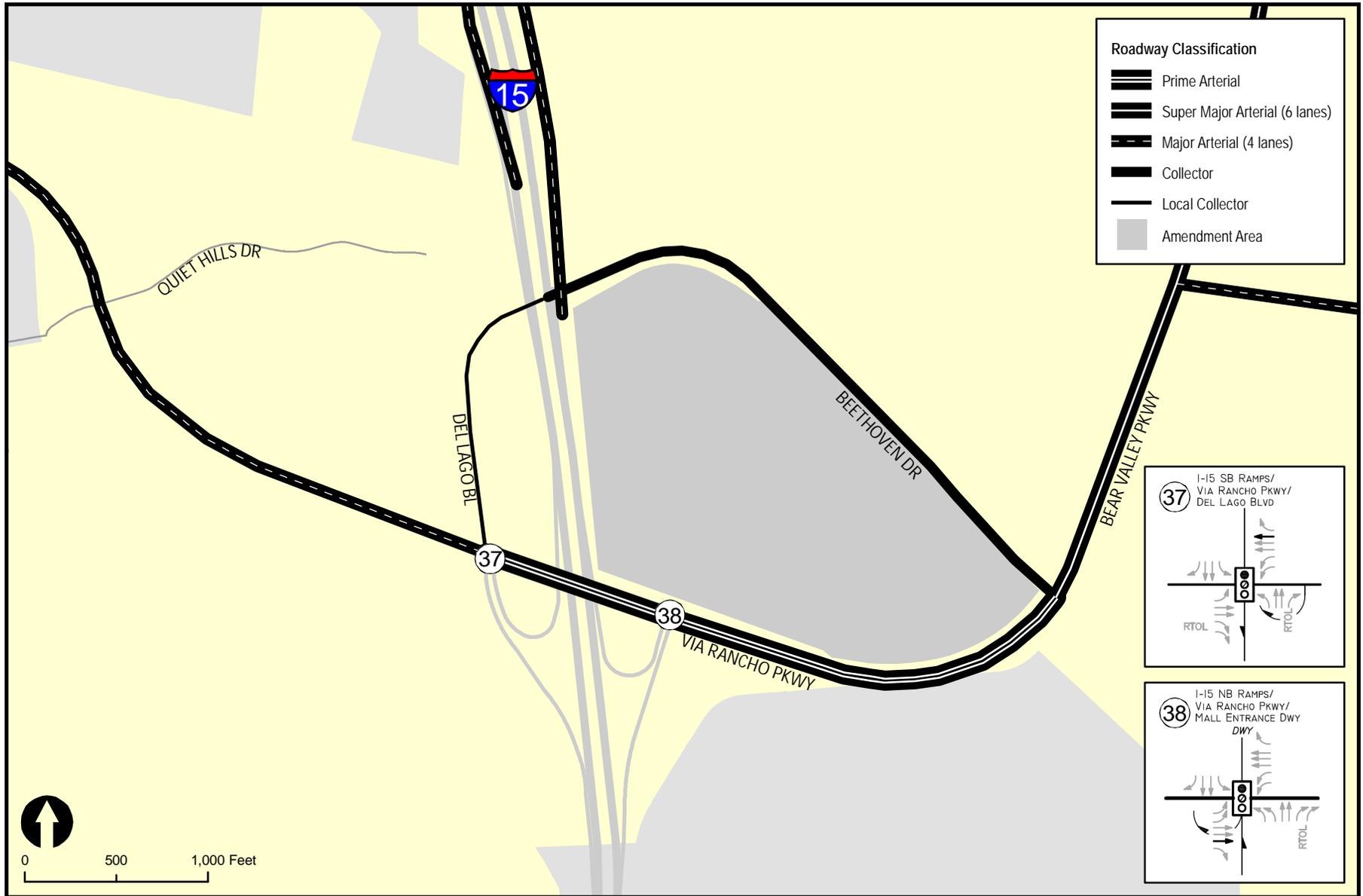


**Figure 20-3**

**Existing Traffic Volumes & LOS  
Westfield Shoppingtown Target Area**

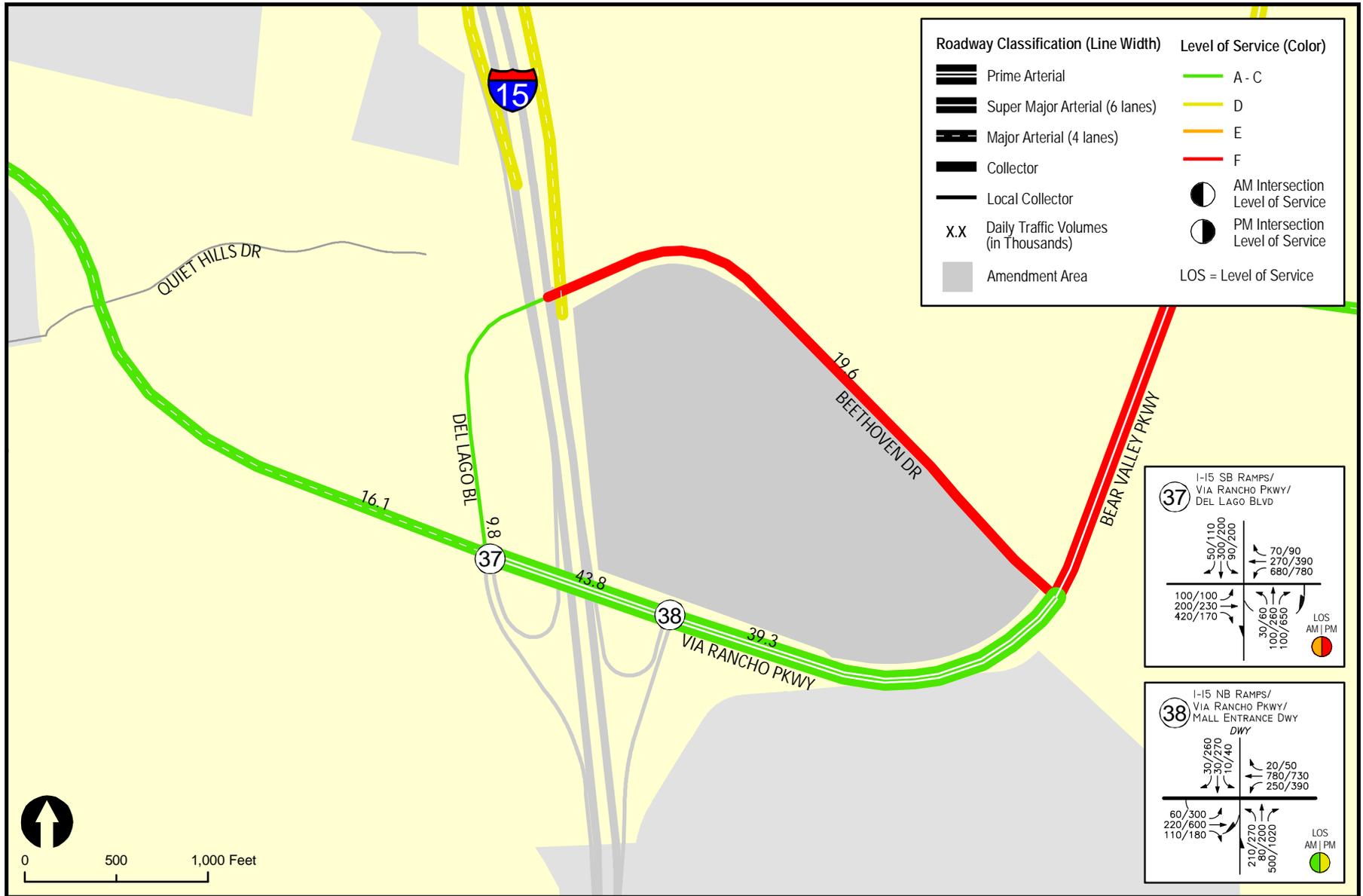
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 Source: City of Escondido and SANDAG Series 11

**LINSCOTT  
 LAW &  
 GREENSPAN**  
 engineers



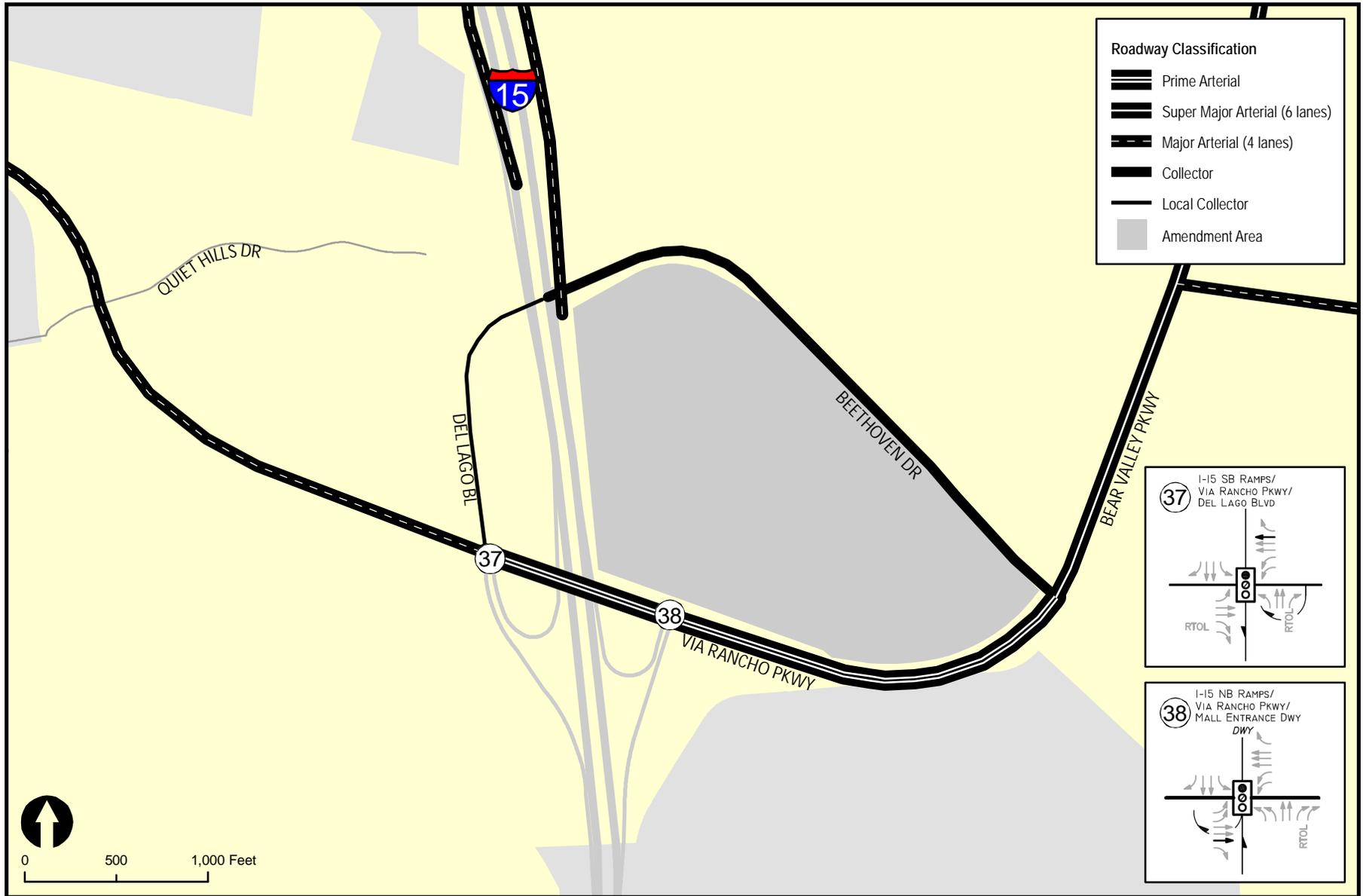
**Figure 20-4**

**Year 2035 Conditions Diagram - Alternative 1  
Westfield Shoppingtown Target Area**



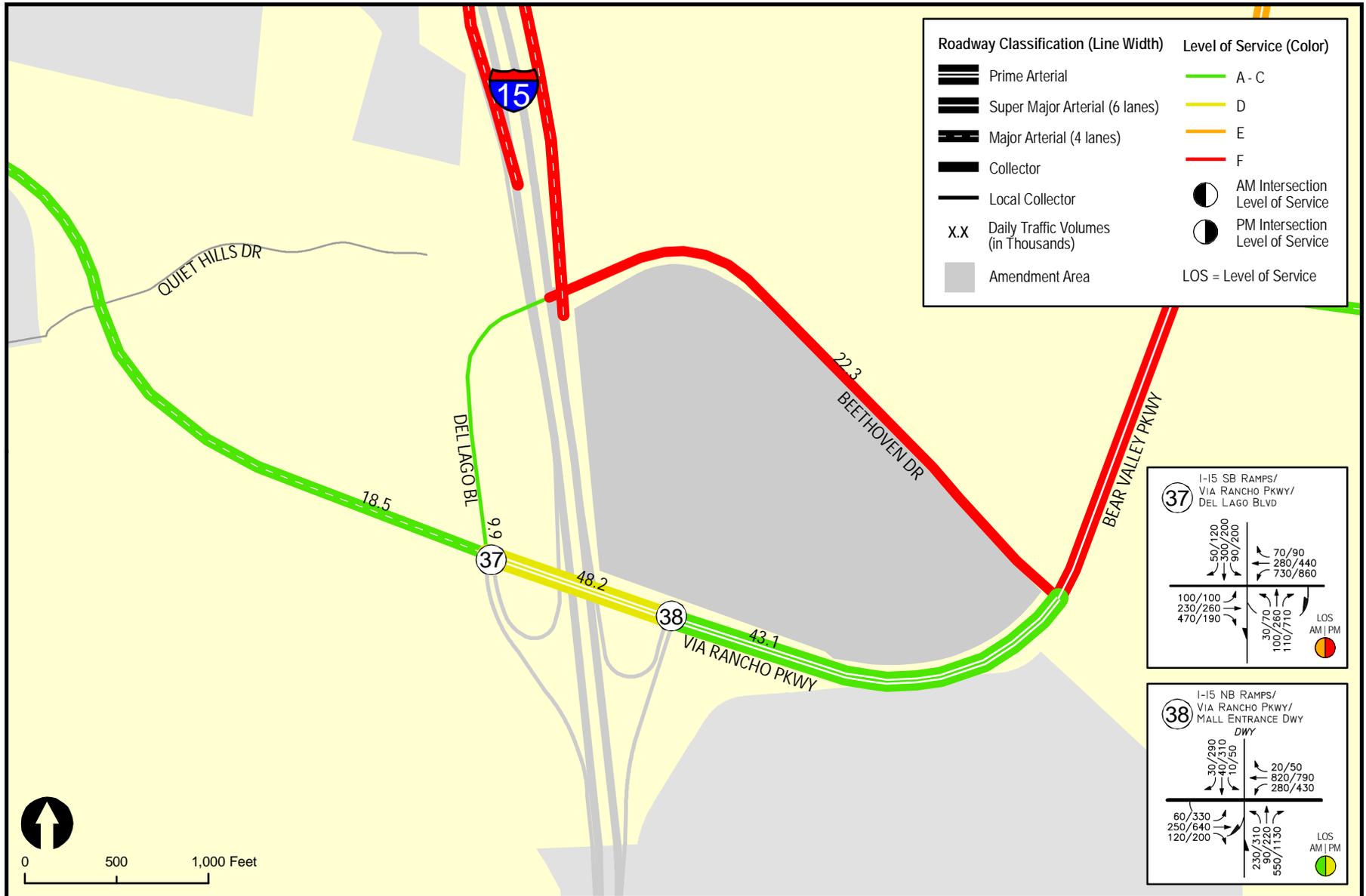
**Figure 20-5**

**Year 2035 Traffic Volumes & LOS - Alternative 1  
Westfield Shoppingtown Target Area**



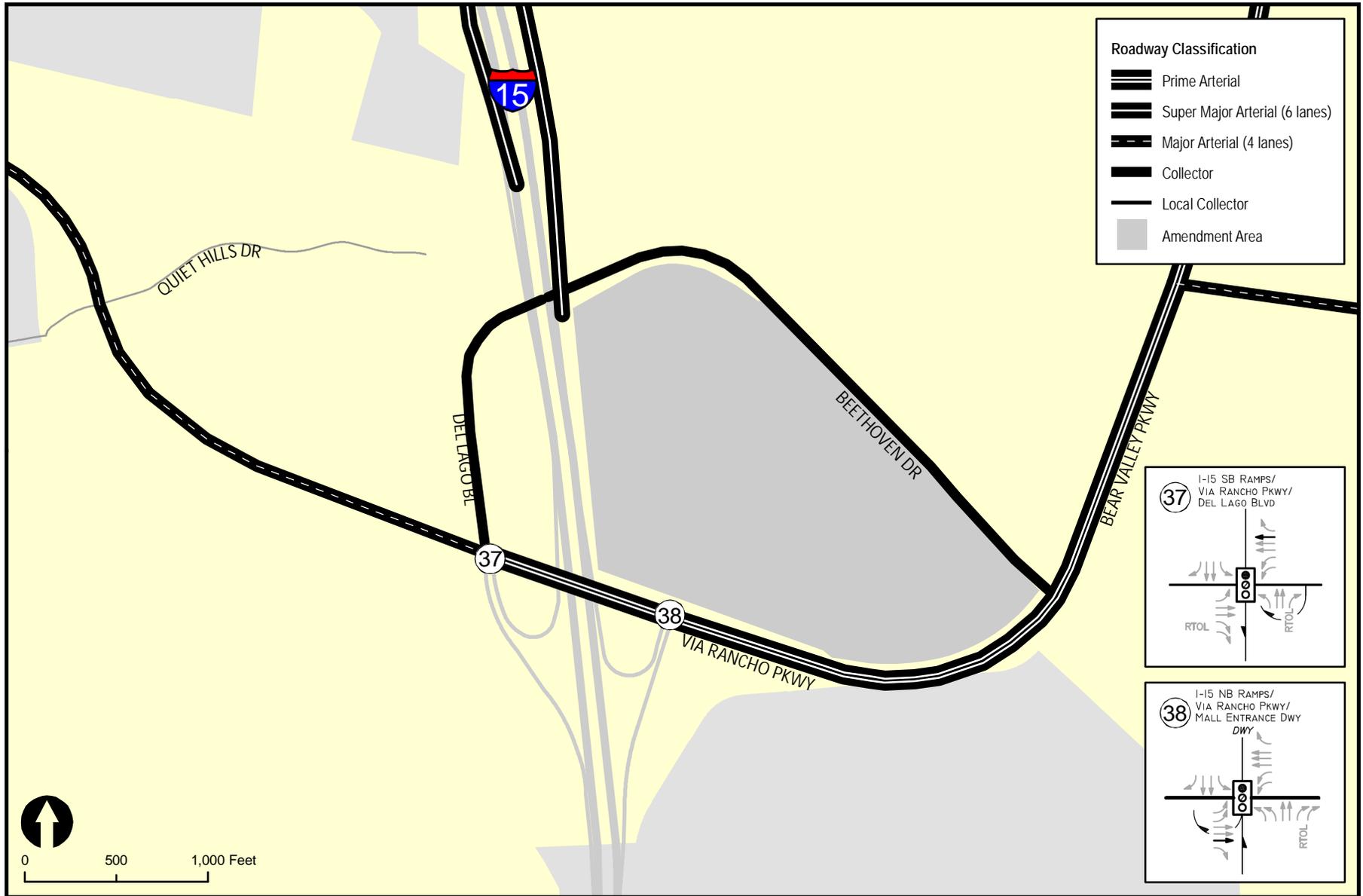
**Figure 20-6**

**Year 2035 Conditions Diagram - Alternative 2  
Westfield Shoppingtown Target Area**



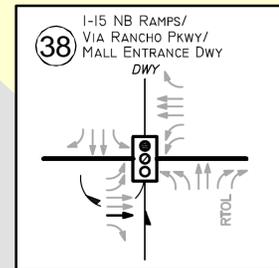
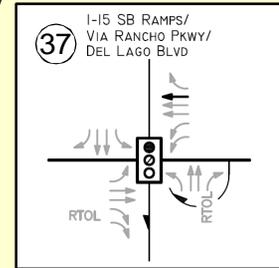
**Figure 20-7**

**Year 2035 Traffic Volumes & LOS - Alternative 2  
Westfield Shoppingtown Target Area**



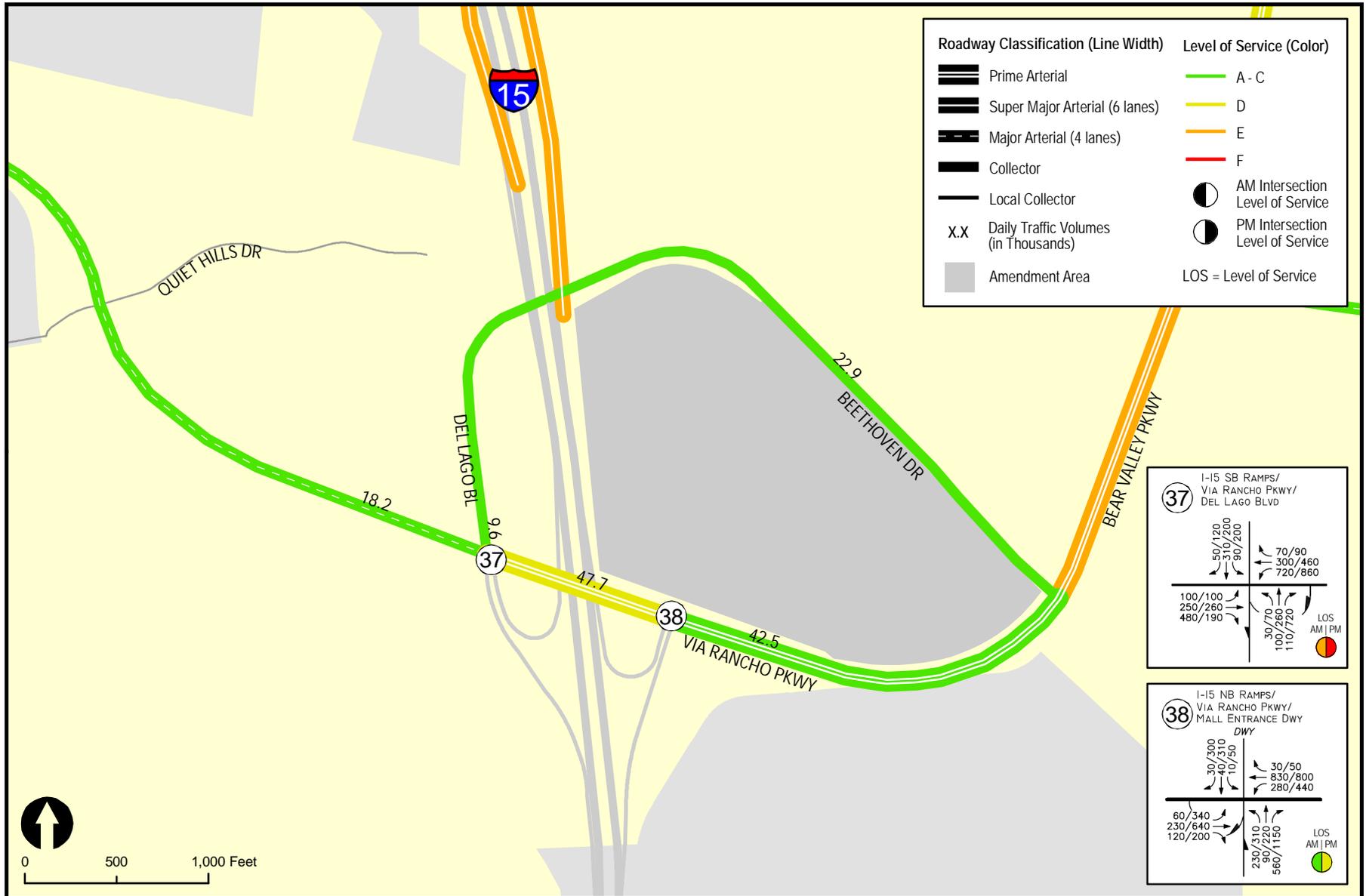
**Roadway Classification**

- Prime Arterial
- Super Major Arterial (6 lanes)
- Major Arterial (4 lanes)
- Collector
- Local Collector
- Amendment Area



**Figure 20-8**

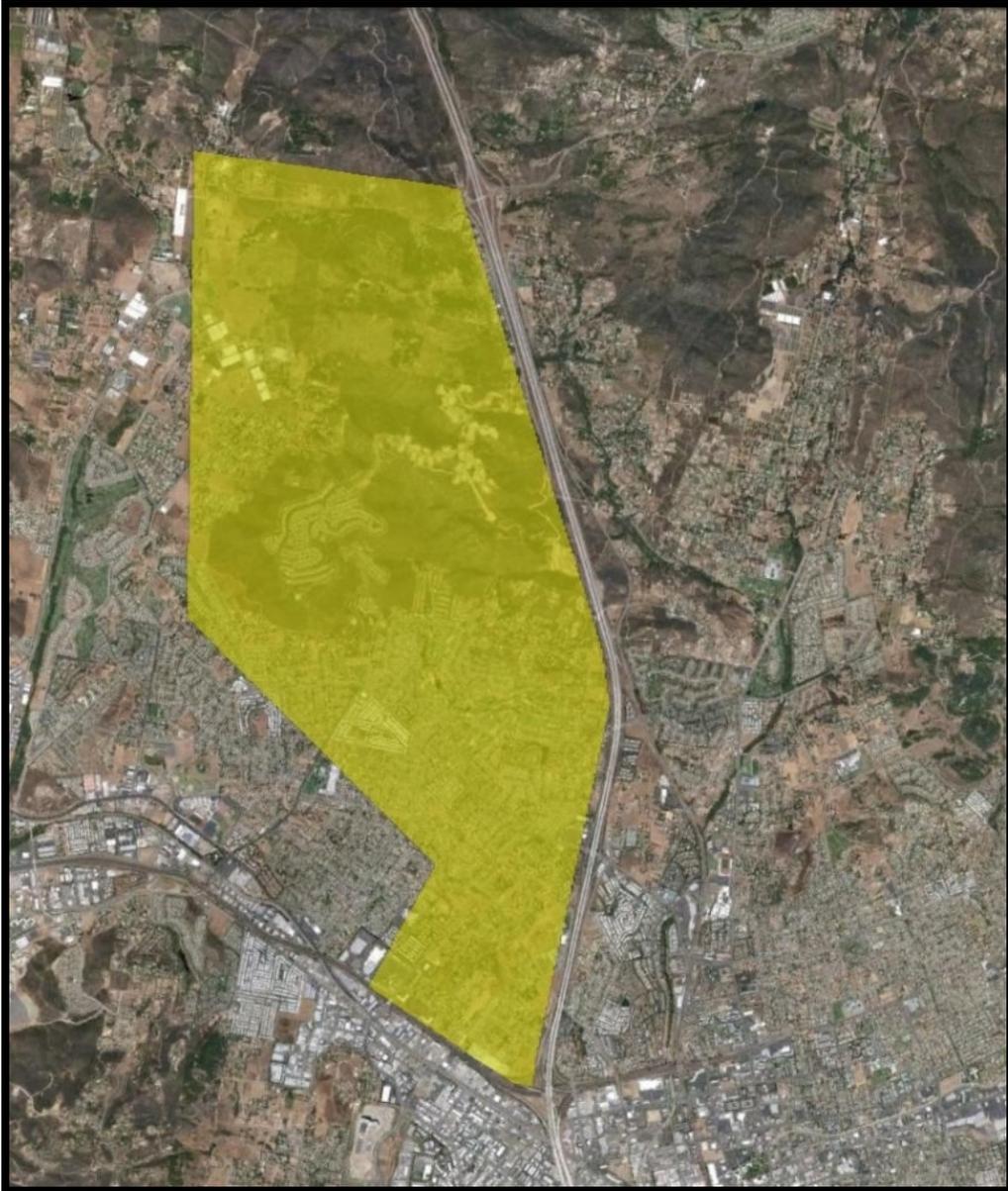
**Year 2035 Conditions Diagram - Alternative 3  
Westfield Shoppingtown Target Area**



**Figure 20-9**

**Year 2035 Traffic Volumes & LOS - Alternative 3  
Westfield Shoppingtown Target Area**

## 21.0 PERIMETER AREA – NORTHWEST QUADRANT



## 21.0 PERIMETER AREAS – NORTHWEST QUADRANT

The project area for the *General Plan Update* extends beyond the City limits of Escondido and includes the following areas: 1) the City of Escondido corporate boundaries; 2) the City’s Sphere of Influence (SOI); and 3) some areas beyond the City’s SOI under the jurisdiction of the County of San Diego. The areas not identified as part of the 15 Amendment Areas are located in what is considered “Perimeter Areas” for the purpose of this report and have been separated into four (4) quadrants. They are termed the Northwest, Northeast, Southwest, and Southeast Quadrants. The analysis of these Perimeter Areas focuses on the effect of the proposed *General Plan Update* land use and circulation network changes on areas not within the 15 Amendment Areas. A detailed discussion of existing and future land uses is not provided since no changes are proposed with the *General Plan Update* in the Perimeter Areas. However, they are still peripherally affected by proposed changes in the Amendment Areas located elsewhere in the City. The following section is an evaluation of the Perimeter Area roadway system located in the Northwest Quadrant.

The Northwest Quadrant is located north of SR-78 and west of I-15 in the City of Escondido’s SOI. *Figure 21–1* shows the Perimeter Area Overview map for the Northwest Quadrant. All figures are provided at the end of this section.

### 21.1 Existing Conditions Discussion

The following is a discussion of the street network, traffic volumes, and Level of Service (LOS) analysis results for existing conditions.

#### 21.1.1 Existing Street Network

The major circulation element roadways within the Northwest Quadrant area were evaluated in this analysis. The existing roadway capacities were identified based on the number of lanes, undivided or divided roadway conditions, on-street parking, and curb-to-curb width and were based on the *City of Escondido Proposed Level of Service Standards and Street Segment Average Daily Trip Thresholds Table*. *Table 3–1* in *Section 3.3.2* of the report contains a copy of this table. The following is a brief description of the existing roadways in the study area.

**Bennett Avenue** is currently built as a two-lane undivided roadway within the Northwest Quadrant study area. Bike lanes are not provided and parking is provided along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit signs were observed.

**Nordahl Road** is currently built as a two, three and four-lane roadway within the Northwest Quadrant study area. Between Rock Springs Road and Knob Hill Road, Nordahl Road is constructed as a two-lane undivided roadway before widening to a three-lane divided roadway between Knob Hill Road and Montiel Road. From Montiel Road towards the SR-78 WB Ramps, Nordahl Road widens to a four-lane divided road. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and no posted speed limit signs were observed.

**Nutmeg Street** is currently built as a two-lane undivided roadway within the Northwest Quadrant study area. Between Sunset Heights Road and El Norte Parkway, a TWLTL median is provided. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and no posted speed limit sign was observed.

*Figure 21–2* shows the existing conditions diagram for the Northwest Quadrant study area.

### 21.1.2 Existing Traffic Volumes

Existing ADT traffic volumes were obtained from City of Escondido and SANDAG records. Existing peak hour volumes were collected by LLG or obtained from recent area traffic studies. *Appendix C* contains the traffic volume data used in the analysis.

*Figure 21–3* illustrates the *Existing* average daily and peak hour traffic volumes.

### 21.1.3 Existing Analysis Results

#### SEGMENTS

*Table 21–1* summarizes the key segment operations in the Northwest Quadrant study area for existing conditions. As seen in *Table 21–1*, all study area segments are calculated to currently operate at LOS D or better conditions except for the following:

- Nordahl Road between Rock Springs Road and Knob Hill Road (LOS F)
- Deer Springs Road west of the I-15 Ramps (LOS F)
- Montiel Road between Nordahl Road and Deodar Road (LOS F)

#### INTERSECTIONS

There are no intersections analyzed in this Perimeter Area.

TABLE 21-1  
NORTHWEST QUADRANT  
EXISTING STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>
<b>North/South Roadways</b>					
<b>Bennett Avenue</b>					
El Norte Pkwy to Rock Springs Rd	2-Ln Local Collector	10,000	7,300	C	0.73
<b>Nordahl Road</b>					
Rock Springs Rd to Knob Hill Rd	2-Ln Local Collector	15,000	<b>15,400</b>	<b>F</b>	<b>1.03</b>
Knob Hill Rd to Montiel Rd	4-Ln Major	37,000	16,200	B	0.44
Montiel Rd to SR-78 WB Ramps	4-Ln Major	37,000	18,200	B	0.49
<b>Nutmeg Street</b>					
Country Club Ln to Sunset Heights Rd	2-Ln Local Collector	15,000	5,500	B	0.37
Sunset Heights Rd to El Norte Pkwy	2-Ln Local Collector	15,000	7,400	B	0.49
El Norte Pkwy to Rock Springs Rd	2-Ln Local Collector	15,000	8,100	B	0.54
<b>East/West Roadways</b>					
<b>Country Club Lane</b>					
El Norte Pkwy to Nutmeg St	4-Ln Collector	34,200	7,100	A	0.21
<b>Deer Springs Road</b>					
West of I-15 Ramps	2-Ln Local Collector	15,000	<b>15,100</b>	<b>F</b>	<b>1.01</b>
<b>El Norte Parkway</b>					
Woodland Pkwy to Country Club Ln	4-Ln Major	37,000	13,100	B	0.35
Country Club Ln to Bennett Av	4-Ln Major	37,000	12,600	A	0.34
Bennett Ave to Nutmeg St	4-Ln Collector	34,200	19,200	C	0.56
<b>Montiel Road</b>					
Nordahl Rd to Deodar Rd	2-Ln Local Collector	10,000	<b>11,500</b>	<b>F</b>	<b>1.15</b>

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

**Bold** typeface and **shading** represent an LOS worse than City standards.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**TABLE 21-1  
NORTHWEST QUADRANT  
EXISTING STREET SEGMENT OPERATIONS**

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>
<b>Rock Springs Road</b>					
Bennett Ave to Nordahl Rd	2-Ln Local Collector	10,000	5,400	B	0.54
Nordahl Rd to Deodar Rd	2-Ln Local Collector	10,000	3,100	A	0.31
Deodar Rd to Montiel Rd	2-Ln Local Collector	10,000	5,400	B	0.54

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See *Table 3-1*).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

## 21.2 Year 2035 Conditions Discussion

The following is a discussion of the land use, street network, traffic volumes, and level of service analysis results for Year 2035 conditions. As previously mentioned in *Section 3.0* of the report, three alternatives were analyzed:

- **Alternative 1:** Year 2035 Adopted General Plan Circulation Element & Land Use
- **Alternative 2:** Year 2035 Adopted General Plan Circulation Element & Proposed General Plan Land Use
- **Alternative 3:** Year 2035 Proposed General Plan Circulation Element & Land Use

### 21.2.1 Year 2035 Street Network

For the Year 2035 analysis, roadway segments were assumed to be built out to their ultimate classifications as identified on the currently adopted *General Plan Circulation Element* (see *Appendix A*). Under *Alternative 3*, no changes are proposed to the Circulation Element within the Northwest Quadrant.

*Figure 21-4*, *Figure 21-6*, and *Figure 21-8* show the Year 2035 roadway conditions for *Alternative 1*, *Alternative 2*, and *Alternative 3* within the Northwest Quadrant, respectively.

### 21.2.2 Year 2035 Traffic Volumes

The daily traffic volumes for the three future alternatives were obtained from the SANDAG Series 11 Year 2030 North County Model (NCM). A growth factor of 2.5% was applied to the Year 2030 volumes generated by the SANDAG model to arrive at Year 2035 volumes. A more detailed discussion of the traffic modeling process is provided in *Section 5.0* of the report.

*Figure 21-5*, *Figure 21-7*, and *Figure 21-9* show the ADT volumes for *Alternative 1*, *Alternative 2*, and *Alternative 3* within the Northwest Quadrant, respectively.

### 21.2.3 Year 2035 Alternative 1 Analysis Results

#### SEGMENTS

*Table 21-2* summarizes the segment operations in the Northwest Quadrant study area under *Alternative 1* conditions. As seen in *Table 21-2*, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Montiel Road between Nordahl Road and Deodar Road (LOS E)

## INTERSECTIONS

There are no intersections analyzed in this Perimeter Area.

*Figure 21–5* graphically shows the roadway segment LOS under *Alternative 1* conditions for the Northwest Quadrant.

### 21.2.4 Year 2035 Alternative 2 Analysis Results

#### SEGMENTS

*Table 21–2* summarizes the segment operations in the Northwest Quadrant study area under *Alternative 2* conditions with the proposed changes in land use. As seen in *Table 21–2*, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Montiel Road between Nordahl Road and Deodar Road (LOS E)

## INTERSECTIONS

There are no intersections analyzed in this Perimeter Area.

*Figure 21–7* graphically shows the roadway segment LOS under *Alternative 2* conditions for the Northwest Quadrant.

### 21.2.5 Year 2035 Alternative 3 Analysis Results

#### SEGMENTS

*Table 21–2* summarizes the segment operations in the Northwest Quadrant study area under *Alternative 3* conditions. As seen in *Table 21–2*, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Montiel Road between Nordahl Road and Deodar Road (LOS E)

## INTERSECTIONS

There are no intersections analyzed in this Perimeter Area.

*Figure 21–9* graphically shows the roadway segment LOS under *Alternative 3* conditions for the Northwest Quadrant.

TABLE 21-2  
NORTHWEST QUADRANT  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>North/South Roadways</b>																	
<b>Bennett Avenue</b>																	
El Norte Pkwy to Rock Springs Rd	10,000	7,300	C	0.73	2-Ln Local Collector	15,000	12,100	D	0.81	12,100	D	0.81	2-Ln Local Collector	15,000	12,100	D	0.81
<b>Nordahl Road</b>																	
Rock Springs Rd to Knob Hill Rd	15,000	<b>15,400</b>	<b>F</b>	<b>1.03</b>	4-Ln Major	37,000	19,700	B	0.53	19,500	B	0.53	4-Ln Major	37,000	19,500	B	0.53
Knob Hill Rd to Montiel Rd	37,000	16,200	B	0.44	4-Ln Major	37,000	20,500	C	0.55	21,200	C	0.57	4-Ln Major	37,000	21,200	C	0.57
Montiel Rd to SR-78 WB Ramps	37,000	18,200	B	0.49	4-Ln Major	37,000	27,200	C	0.74	28,400	D	0.77	4-Ln Major	37,000	28,300	D	0.76
<b>Nutmeg Street</b>																	
Country Club Ln to Sunset Heights Rd	15,000	5,500	B	0.37	2-Ln Local Collector	15,000	8,900	C	0.59	9,100	C	0.61	2-Ln Local Collector	15,000	9,200	C	0.61
Sunset Heights Rd to El Norte Pkwy	15,000	7,400	B	0.49	4-Ln Collector	34,200	9,800	A	0.29	10,700	A	0.31	4-Ln Collector	34,200	10,700	A	0.31
El Norte Pkwy to Rock Springs Rd	15,000	8,100	B	0.54	4-Ln Collector	34,200	11,100	A	0.32	10,900	A	0.32	4-Ln Collector	34,200	10,900	A	0.32

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

GP = General Plan

LU = Land Use

CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 21-2  
NORTHWEST QUADRANT  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>East/West Roadways</b>																	
<b>Country Club Lane</b>																	
El Norte Pkwy to Nutmeg St	34,200	7,100	A	0.21	4-Ln Collector	34,200	11,300	A	0.33	11,300	A	0.33	4-Ln Collector	34,200	11,300	A	0.33
<b>Deer Springs Road</b>																	
West of I-15 Ramps	15,000	<b>15,100</b>	<b>F</b>	<b>1.01</b>	6-Ln Super Major	50,000	39,000	D	0.78	39,100	D	0.78	6-Ln Super Major	50,000	39,100	D	0.78
<b>El Norte Parkway</b>																	
Woodland Pkwy to Country Club Ln	37,000	13,100	B	0.35	4-Ln Major	37,000	20,900	C	0.56	20,400	C	0.55	4-Ln Major	37,000	20,400	C	0.55
Country Club Ln to Bennett Av	37,000	12,600	A	0.34	4-Ln Major	37,000	17,400	B	0.47	17,900	B	0.48	4-Ln Major	37,000	17,900	B	0.48
Bennett Ave to Nutmeg St	34,200	19,200	C	0.56	4-Ln Major	37,000	27,100	C	0.73	28,200	D	0.76	4-Ln Major	37,000	28,000	D	0.76
<b>Montiel Road</b>																	
Nordahl Rd to Deodar Rd	10,000	<b>11,500</b>	<b>F</b>	<b>1.15</b>	2-Ln Local Collector	15,000	<b>14,800</b>	<b>E</b>	<b>0.99</b>	<b>14,800</b>	<b>E</b>	<b>0.99</b>	2-Ln Local Collector	15,000	<b>14,700</b>	<b>E</b>	<b>0.98</b>

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

GP = General Plan

LU = Land Use

CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 21-2  
NORTHWEST QUADRANT  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>Rock Springs Road</b>																	
Bennett Ave to Nordahl Rd	10,000	5,400	B	0.54	4-Ln Collector	34,200	8,300	A	0.24	9,200	A	0.27	4-Ln Collector	34,200	9,200	A	0.27
Nordahl Rd to Deodar Rd	10,000	3,100	A	0.31	4-Ln Collector	34,200	5,400	A	0.16	6,500	A	0.19	4-Ln Collector	34,200	6,600	A	0.19
Deodar Rd to Montiel Rd	10,000	5,400	B	0.54	4-Ln Collector	34,200	6,600	A	0.19	8,900	A	0.26	4-Ln Collector	34,200	9,000	A	0.26

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

GP = General Plan  
LU = Land Use  
CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

## 21.3 Summary of Findings/Significance of Impacts and Mitigation Measures

### 21.3.1 *Summary of Findings*

There are no specific land-use or network changes proposed with the *General Plan Update (Alternative 3)* within the Northwest Quadrant Perimeter Area. The land-use and network assumptions within this Perimeter Area are unchanged from the *Adopted General Plan* although changes associated with the *Proposed General Plan Update* do have some residual effect on the Northwest Quadrant operations. Development of *Alternative 3* results in one (1) segment operating at unacceptable LOS.

### 21.3.2 *Significance of Impacts*

Based on the established significance criteria, the following locations would be significantly impacted by implementation of the Proposed Project:

#### SEGMENTS

15. Montiel Road between Nordahl Road and Deodar Road (LOS E)

### 21.3.3 *Mitigation*

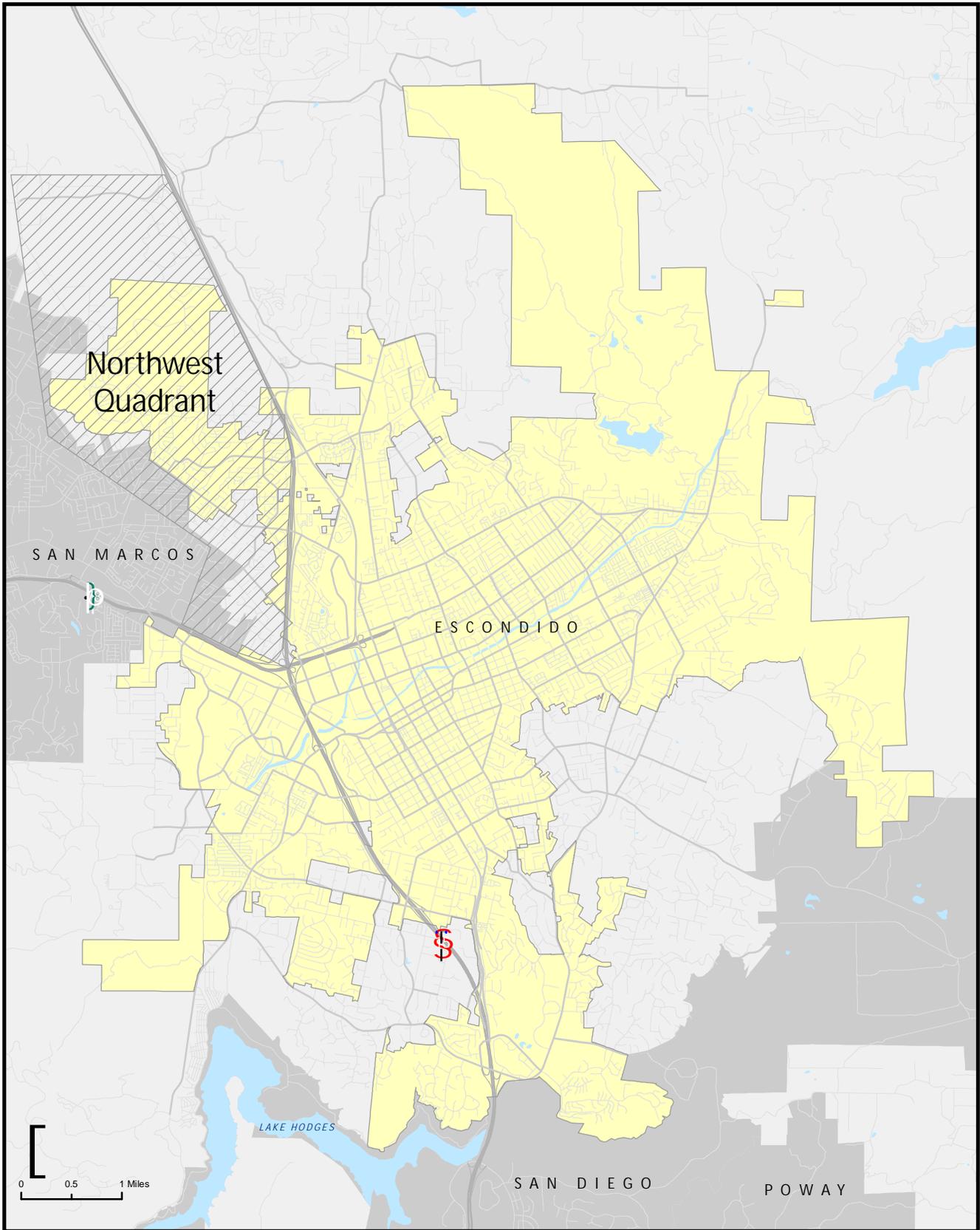
The following is recommended to mitigate the potentially impacts locations to below a level of significance:

#### SEGMENTS

15. **Montiel Road between Nordahl Road and Deodar Road** – Implement Adaptive traffic signal control technology along this segment of Montiel Road.

This segment is calculated to operate at LOS E with the Proposed Project, which is one LOS-grade worse than acceptable LOS D operations. Improvements to signal timing in the form of adaptive signal control at the key intersections along the segment would, according to the Federal Highway Administration (FHWA), be expected to yield an improvement in operations of 10 percent. Adaptive signal control technologies use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-of-day plans, such as accidents and road construction. Adaptive signal control typically improves travel time and delay by 10 percent.

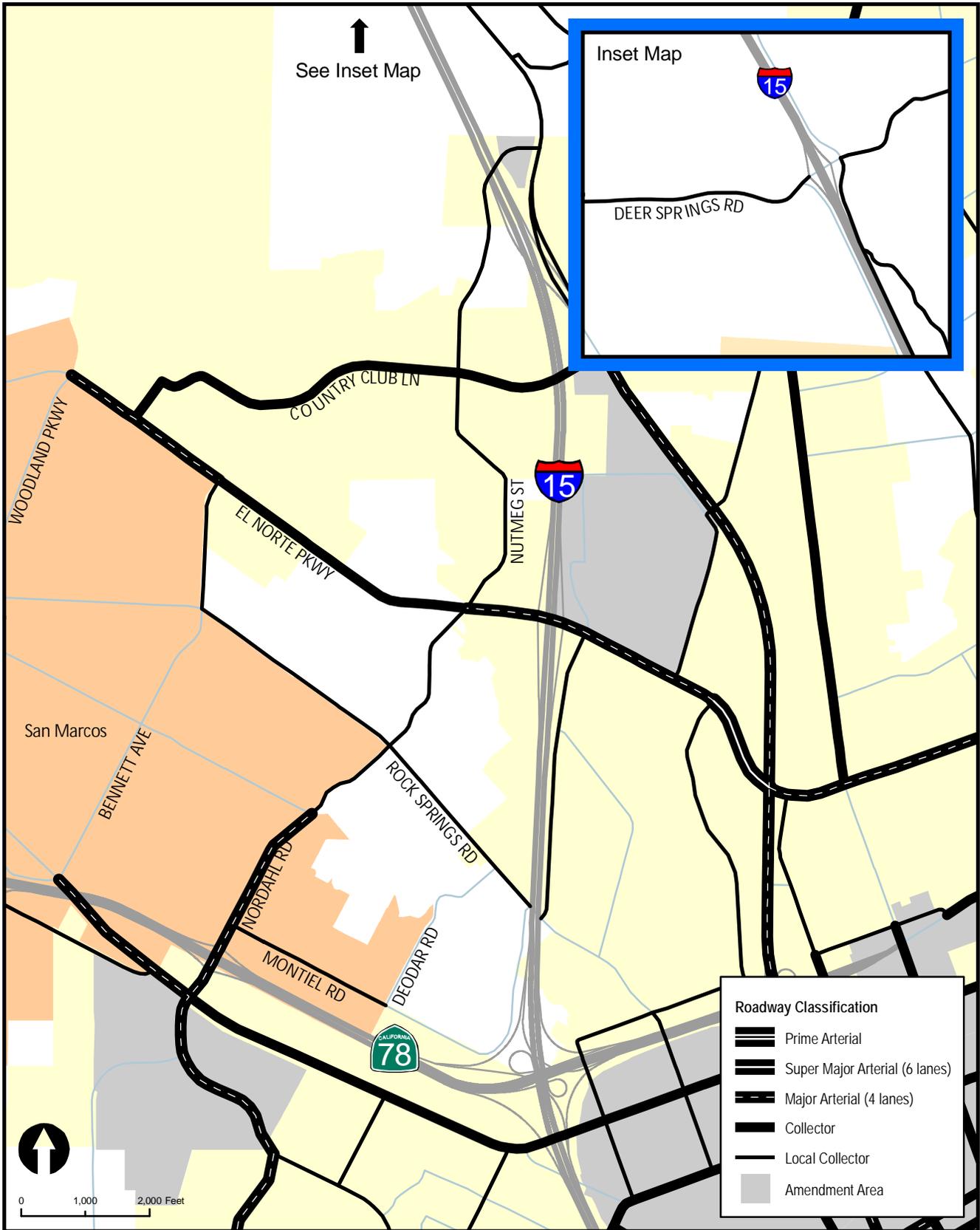
To reflect the effects of these peak hour improvements in the ADT segment analysis, a 10% reduction in ADT was assumed. This is more conservative than assuming a 10% increase in capacity. The resulting ADT along this portion of the roadway is therefore 13,320 ADT, which results in acceptable LOS D.

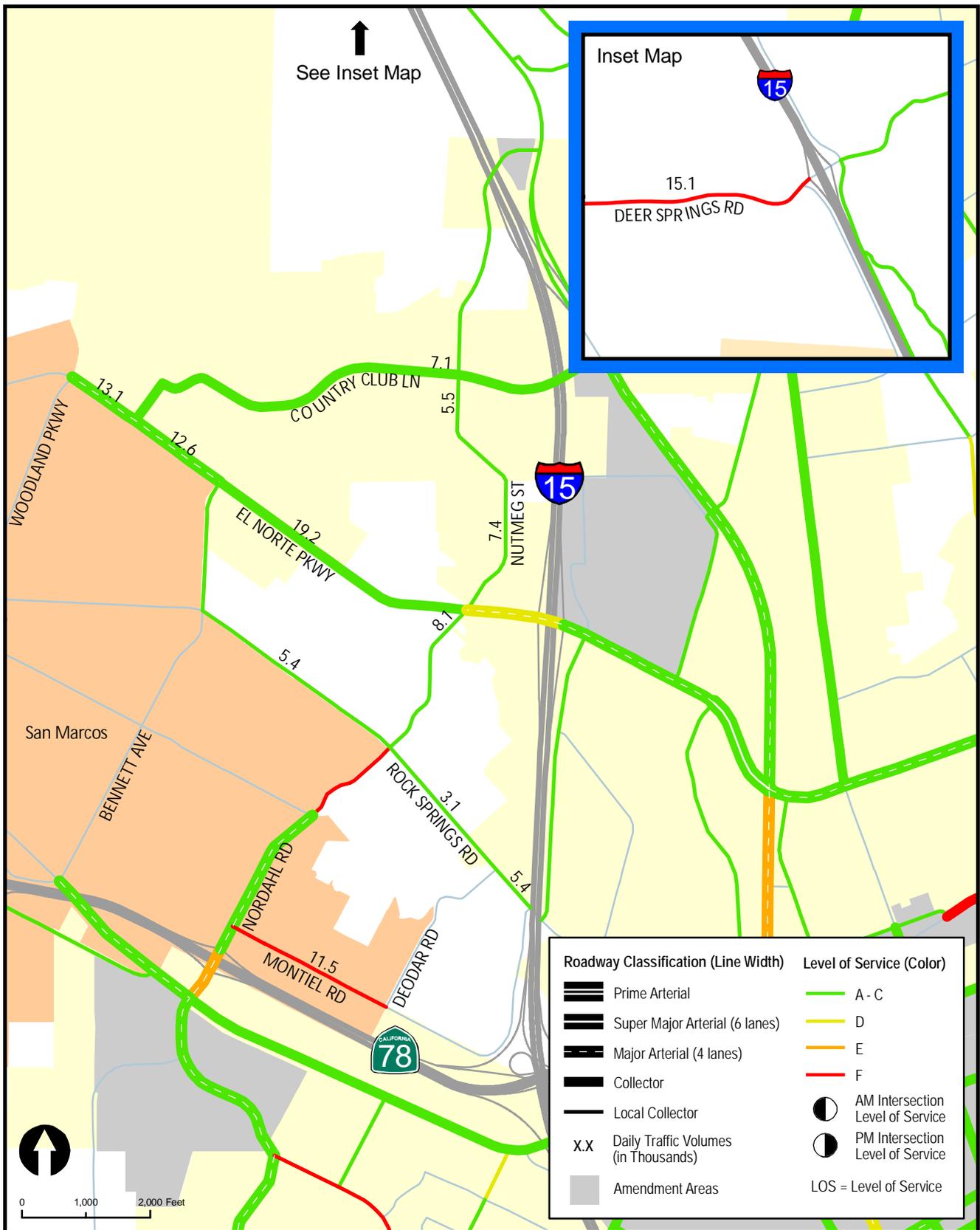


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 Source: SANDAG



**Figure 21-1**  
**Overview Map**  
**Northwest Quadrant**

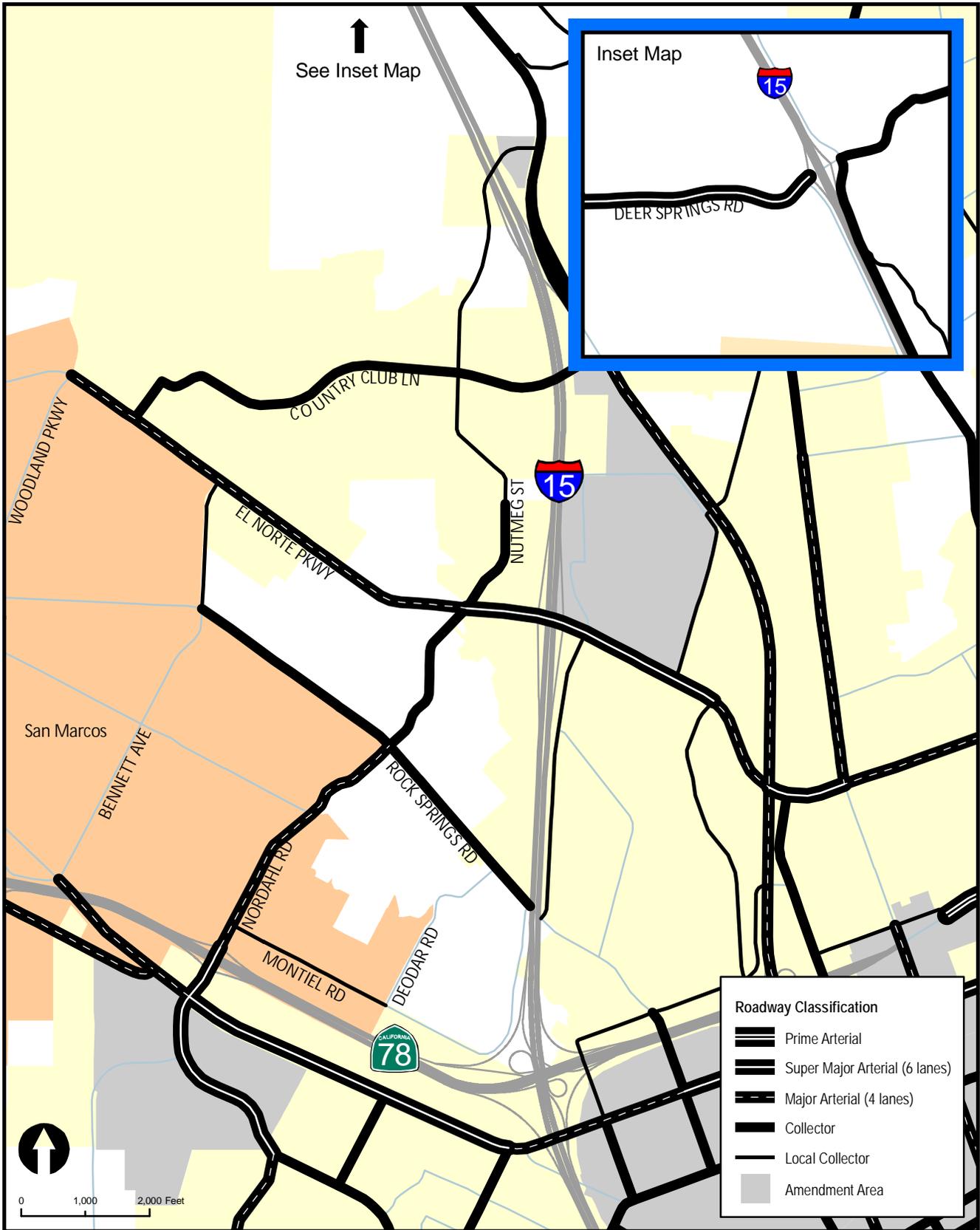


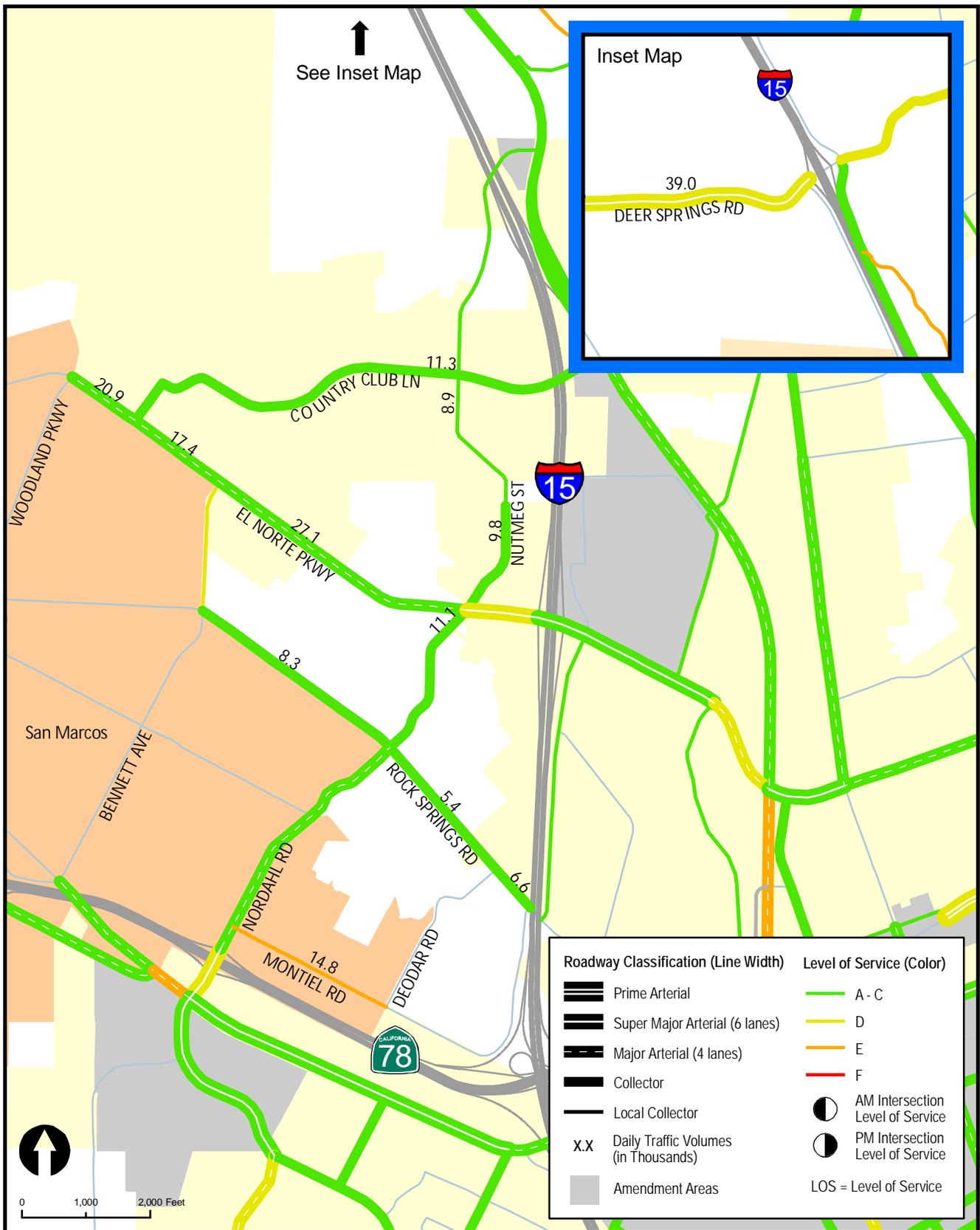


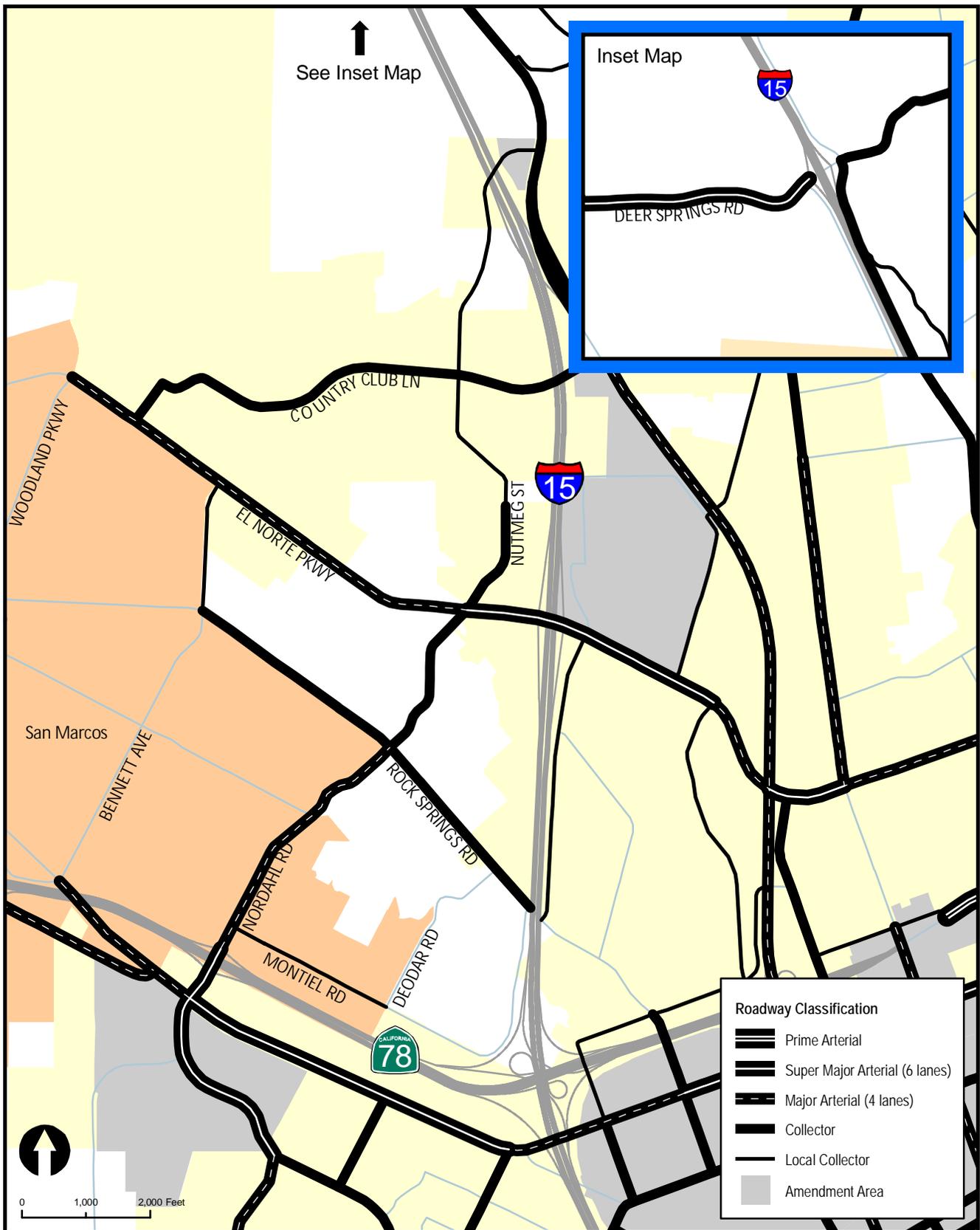
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 Source: City of Escondido and SANDAG Series 11

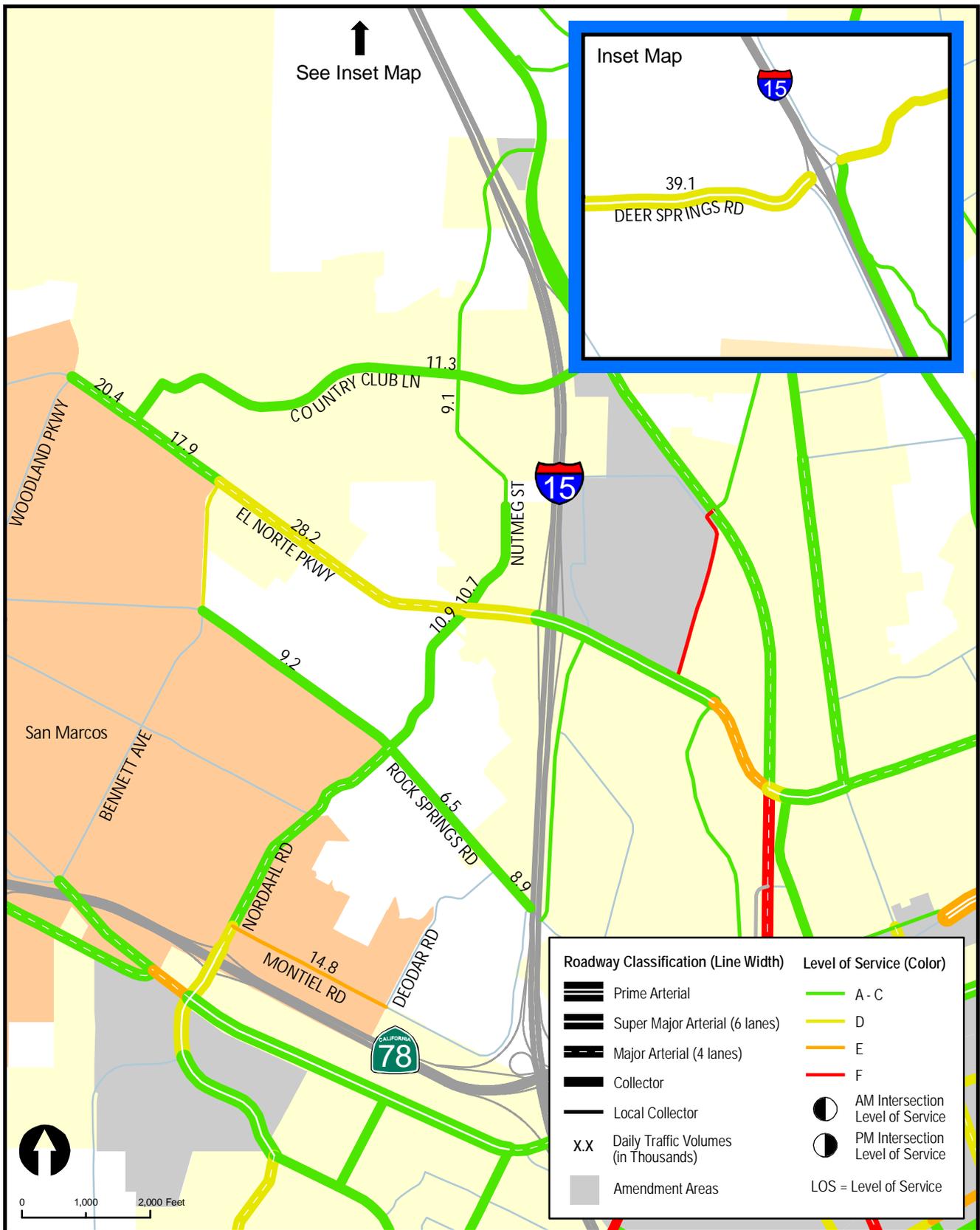


**Figure 21-3**  
**Existing Traffic Volumes & LOS**  
**Northwest Quadrant**



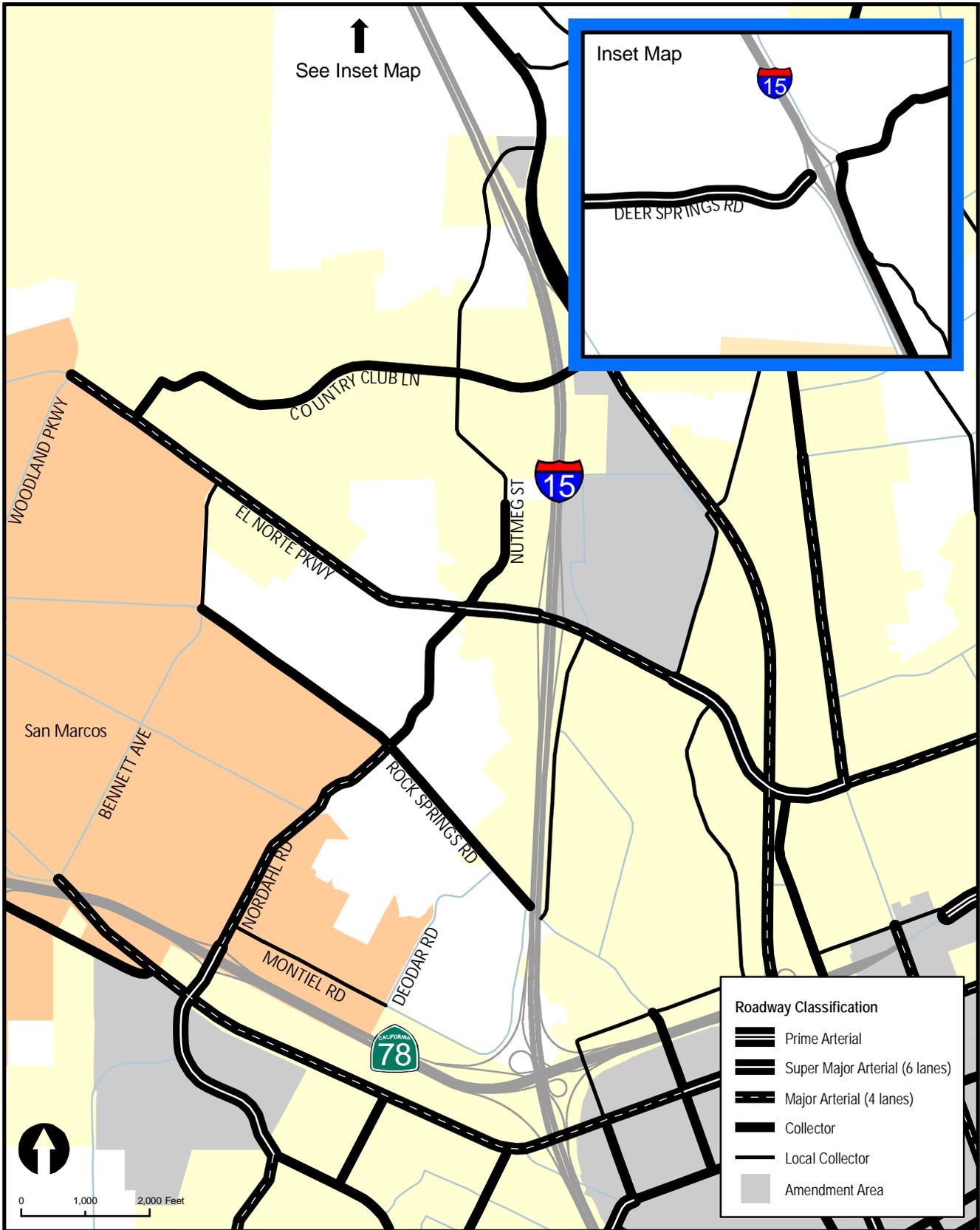


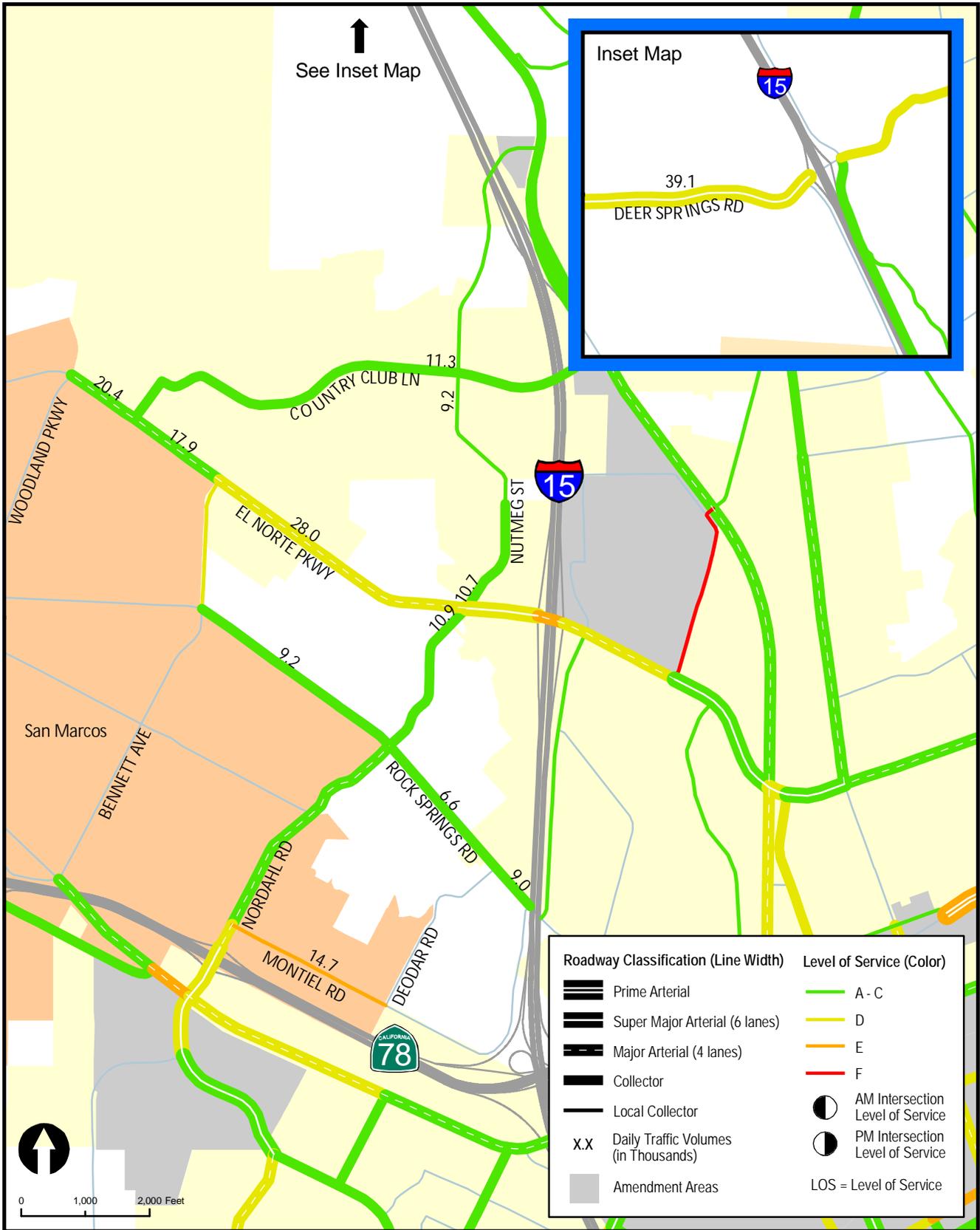




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 Source: City of Escondido and SANDAG Series 11

**Figure 21-7**  
**Year 2035 Traffic Volumes & LOS - Alternative 2**  
**Northwest Quadrant**

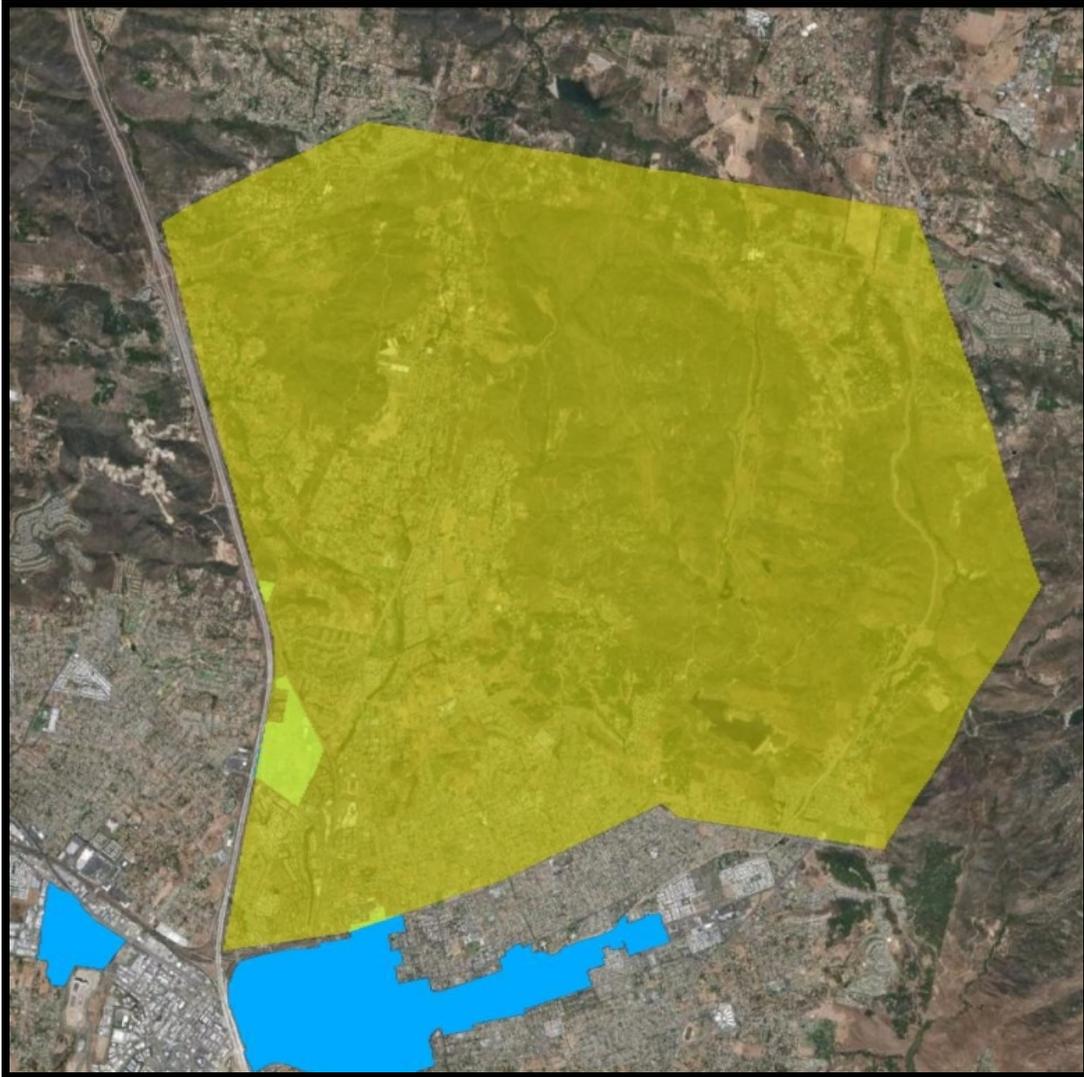




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 Source: City of Escondido and SANDAG Series 11

**Figure 21-9**  
**Year 2035 Traffic Volumes & LOS - Alternative 3**  
**Northwest Quadrant**

## 22.0 PERIMETER AREAS – NORTHEAST QUADRANT



## 22.0 PERIMETER AREAS – NORTHEAST QUADRANT

The project area for the *General Plan Update* extends beyond the City limits of Escondido and includes the following areas: 1) the City of Escondido corporate boundaries; 2) the City’s Sphere of Influence (SOI); and 3) some areas beyond the City’s SOI under the jurisdiction of the County of San Diego. The areas not identified as part of the 15 Amendment Areas are located in what is considered “Perimeter Areas” for the purpose of this report and have been separated into four (4) quadrants. They are termed the Northwest, Northeast, Southwest, and Southeast Quadrants. The analysis of these Perimeter Areas focuses on the effect of the proposed *General Plan Update* land use and circulation network changes on areas not within the 15 Amendment Areas. A detailed discussion of existing and future land uses is not provided since no changes are proposed with the *General Plan Update* in the Perimeter Areas. However, they are still peripherally affected by proposed changes in the Amendment Areas located elsewhere in the City. The following section is an evaluation of the Perimeter Area roadway system located in the Northeast Quadrant.

The Northeast Quadrant is located north of SR-78 and east of I-15 in the City of Escondido’s SOI. *Figure 22–1* shows the Perimeter Area Overview map for the Northeast Quadrant. All figures are provided at the end of this section.

### 22.1 Existing Conditions Discussion

The following is a discussion of the street network, traffic volumes, and Level of Service (LOS) analysis results for existing conditions.

#### 22.1.1 Existing Street Network

The major circulation element roadways and select major intersections within the Northeast Quadrant area were evaluated in this analysis. The existing roadway capacities were identified based on the number of lanes, undivided or divided roadway conditions, on-street parking, and curb-to-curb width and were based on the *City of Escondido Proposed Level of Service Standards and Street Segment Average Daily Trip Thresholds Table*. *Table 3–1* in *Section 3.3.2* of the report contains a copy of this table. The following is a brief description of the existing roadways in the study area.

**Ash Street** is currently built as a two-lane undivided roadway within the Northeast Quadrant Downtown study area. A TWLTL median is provided intermittently along Ash Street. Bike lanes are provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and the posted speed limit ranges between 35-40 mph.

**Broadway** is currently built as a four-lane undivided roadway within the Northeast Quadrant study area with a short section between Mountain Meadow Road and North Avenue currently built as a two-lane road. Between North Avenue and Sheridan Avenue a TWLTL median is provided. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit ranges between 35-45 mph.

**Centre City Parkway** is currently built as a two-lane undivided roadway within the Northeast Quadrant study area. Bike lanes are provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and the posted speed limit is 55 mph.

**Conway Drive** is currently built as a two-lane undivided roadway within the Northeast Quadrant study area. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are generally provided and no posted speed limit sign was observed.

**Escondido Boulevard** is currently built as a two-lane undivided roadway within the Northeast Quadrant study area. Between El Norte Parkway and Lincoln Avenue a TWLTL median is provided. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit signs were observed.

**Fig Street** is currently built as a two-lane undivided roadway within the Northeast Quadrant study area. Between El Norte Parkway and Lincoln Avenue a TWLTL median is provided. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit signs were observed.

**Jesmond Dene Road** is currently built as a two-lane undivided roadway within the Northeast Quadrant study area. Bike lanes are generally provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 45 mph.

**Midway Drive** is currently built as a two-lane undivided roadway within the Northeast Quadrant study area. Between El Norte Parkway and Lincoln Avenue a TWLTL median is provided. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit signs were observed.

**Morning View Road** is currently built as a two-lane undivided roadway within the Northeast Quadrant study area. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit signs were observed.

**North Iris Lane** is currently built as a two-lane undivided roadway within the Northeast Quadrant study area. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit signs were observed.

**Rose Street** is currently built as a two-lane undivided roadway within the Northeast Quadrant study area. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph.

**Seven Oaks Road** is currently built as a two-lane undivided roadway within the Northeast Quadrant study area. Along certain sections of Seven Oaks Road, a TWLTL median is provided. Bike lanes are provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 45 mph.

**Valley Center Road** is currently built as a five-lane divided roadway within the Northeast Quadrant study area before transitioning to a three-lane divided roadway north of Lake Wohlford Road. Between El Norte Parkway and Lake Wohlford Road, a TWLTL median is provided. Bike lanes are provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are generally provided south of Lake Wohlford Road. The posted speed limit ranges between 45-60 mph.

**Vista Verde Way** is currently built as a two-lane undivided roadway within the Northeast Quadrant study area. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit signs were observed.

*Figure 22–2* shows the existing conditions diagram for the Northeast Quadrant study area.

### 22.1.2 Existing Traffic Volumes

Existing ADT traffic volumes were obtained from City of Escondido and SANDAG records. Existing peak hour volumes were collected by LLG or obtained from recent area traffic studies. *Appendix C* contains the traffic volume data used in the analysis.

*Figure 22–3* illustrates the *Existing* average daily and peak hour traffic volumes.

### 22.1.3 Existing Analysis Results

#### SEGMENTS

*Table 22–1* summarizes the key segment operations in the Northeast Quadrant study area for existing conditions. As seen in *Table 22–1*, all study area segments are calculated to currently operate at LOS D or better conditions except for the following:

- Ash Street between Vista Avenue and Sheridan Avenue (LOS D)
- Centre City Parkway between El Norte Parkway to Lincoln Avenue (LOS D)

#### INTERSECTIONS

*Table 22–2* shows existing peak hour operations at the key intersections within the Northeast Quadrant study area. As seen in *Table 22–2*, the following study area intersection is calculated to operate at worse than LOS D conditions:

- El Norte Parkway/Centre City Parkway (LOS E/F, AM/PM peak hours, respectively)

*Appendix B–45* shows the existing peak hour calculation sheets.

TABLE 22-1  
NORTHEAST QUADRANT  
EXISTING STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>
<b>North/South Roadways</b>					
<b>Ash Street</b>					
Rincon Ave to Stanley Ave	2-Ln Local Collector	10,000	4,000	B	0.40
Stanley Ave to Vista Ave	2-Ln Local Collector	10,000	4,400	B	0.44
Vista Ave to Sheridan Ave	2-Ln Local Collector	10,000	8,400	D	0.84
Sheridan Ave to El Norte Pkwy	2-Ln Local Collector	10,000	6,200	C	0.62
El Norte Pkwy to Lincoln Ave	2-Ln Local Collector	15,000	11,900	D	0.79
<b>Broadway</b>					
Mountain Meadow Rd to North Ave	2-Ln Local Collector	15,000	4,700	A	0.31
North Ave to Jesmond Dene Rd	4-Ln Collector	34,200	5,700	A	0.17
Jesmond Dene Rd to Country Club Ln	4-Ln Collector	34,200	11,600	A	0.34
Country Club Ln to Stanley Ave	4-Ln Collector	34,200	6,600	A	0.19
Stanley Ave to Vista Ave	4-Ln Collector	34,200	8,100	A	0.24
Vista Ave to Sheridan Ave	4-Ln Collector	34,200	9,700	A	0.28
Sheridan Ave to El Norte Pkwy	4-Ln Collector	34,200	16,200	B	0.47
<b>Centre City Parkway</b>					
Mountain Meadow Rd to Jesmond Dene Rd	2-Ln Local Collector	15,000	6,000	B	0.40
Jesmond Dene Rd to Mesa Rock Rd	2-Ln Local Collector	15,000	5,700	B	0.38
Mesa Rock Rd to Ivy Dell Ln	2-Ln Local Collector	15,000	9,600	C	0.64
El Norte Pkwy to Lincoln Ave	4-Ln Major	37,000	33,100	D	0.89
<b>Conway Drive</b>					
Cleveland Ave to Rincon Ave	2-Ln Local Collector	10,000	2,100	A	0.21
Rincon Ave to Stanley Ave	2-Ln Local Collector	10,000	1,400	A	0.14
Stanley Ave to Vista Ave	2-Ln Local Collector	10,000	2,000	A	0.20

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**TABLE 22-1  
NORTHEAST QUADRANT  
EXISTING STREET SEGMENT OPERATIONS**

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>
<b>Escondido Boulevard</b>					
El Norte Pkwy to Lincoln Ave	2-Ln Local Collector	19,000 <sup>f</sup>	9,700	B	0.51
<b>Fig Street</b>					
El Norte Pkwy to Lincoln Ave	2-Ln Local Collector	15,000	3,800	A	0.25
<b>Jesmond Dene Road</b>					
Centre City Pkwy to Ivy Dell Ln	2-Ln Local Collector	15,000	2,100	A	0.14
Ivy Dell Ln to Broadway	2-Ln Local Collector	15,000	2,900	A	0.19
<b>Midway Drive</b>					
El Norte Pkwy to Lincoln Ave	2-Ln Local Collector	10,000	4,600	B	0.46
<b>Morning View Road</b>					
El Norte Pkwy to Lincoln Ave	2-Ln Local Collector	15,000	8,200	B	0.55
<b>North Iris Lane</b>					
Country Club Rd to Centre City Pkwy	2-Ln Local Collector	15,000	5,300	B	0.35
<b>Rose Street</b>					
El Norte Pkwy to Lincoln Ave	2-Ln Local Collector	10,000	3,100	A	0.31
<b>Seven Oaks Road</b>					
El Norte Pkwy to Borden Rd	2-Ln Local Collector	15,000	3,400	A	0.23
Borden Rd to Rock Springs Rd	2-Ln Local Collector	15,000	2,100	A	0.14
<b>Valley Center Road</b>					
El Norte Pkwy to Lake Wohlford Rd	4-Ln Major	43,500 <sup>e</sup>	29,700	C	0.68
North of Lake Wohlford Rd	4-Ln Major	37,000	21,300	C	0.58
<b>Vista Verde Way</b>					
Vista Ave to El Norte Pkwy	2-Ln Local Collector	10,000	2,400	A	0.24

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Roadway currently built as a five-lane roadway. Average of 4-Ln Major and 6-Ln Super Major used in analysis.
- f. Escondido Boulevard has a two-way center turn lane allowing for an increased capacity of 19,000 ADT.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 22-1  
NORTHEAST QUADRANT  
EXISTING STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>
<b>East/West Roadways</b>					
<b>Country Club Lane</b>					
Centre City Pkwy to Iris Ln	4-Ln Collector	34,200	5,200	A	0.15
Iris Ln to Broadway	4-Ln Collector	34,200	11,500	A	0.34
Broadway to Ash St	4-Ln Collector	34,200	6,700	A	0.20
<b>El Norte Parkway</b>					
Morning View Dr to Centre City Pkwy	6-Ln Super Major	50,000	28,600	C	0.57
Centre City Pkwy to Escondido Blvd	4-Ln Major	37,000	26,800	C	0.72
Escondido Blvd to Broadway	4-Ln Major	37,000	26,700	C	0.72
Broadway to Fig St	4-Ln Major	37,000	24,300	C	0.66
Fig St to Ash St	4-Ln Major	37,000	24,100	C	0.65
Ash St to Rose St	4-Ln Major	37,000	18,000	B	0.49
Rose St to Vista Verde Wy	4-Ln Major	37,000	14,800	B	0.40
Vista Verde Wy to Midway Dr	4-Ln Major	37,000	16,500	B	0.45
Midway Dr to Lincoln Av	4-Ln Major	37,000	9,900	A	0.27
<b>Ivy Dell Lane</b>					
Centre City Pkwy to Jesmond Dene Rd	2-Ln Local Collector	15,000	1,800	A	0.12
<b>Lincoln Avenue</b>					
Metcalf St to Rock Springs Rd	2-Ln Local Collector	10,000	2,400	A	0.24
Rock Springs Rd to Morning View Dr	2-Ln Local Collector	10,000	7,500	D	0.75
<b>Mountain Meadow Road</b>					
Champagne Rd to Broadway	2-Ln Local Collector	15,000	7,900	B	0.53
Broadway to Valley Center Rd	DNE	DNE	DNE	DNE	DNE
<b>North Avenue</b>					
Broadway to Vista Verde Way	2-Ln Local Collector	10,000	3,100	A	0.31

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

DNE = Does Not Exist

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 22-2  
 NORTHEAST QUADRANT  
 EXISTING INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing	
			Delay <sup>a</sup>	LOS <sup>b</sup>
39. El Norte Parkway / Centre City Parkway	Signal	AM	<b>55.6</b>	<b>E</b>
		PM	<b>88.8</b>	<b>F</b>
40. El Norte Parkway / Ash Street	Signal	AM	37.0	D
		PM	42.8	D

**Footnotes:**

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.

**General Notes:**

**Bold** typeface and **shading** represent an LOS worse than City standards.

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

## 22.2 Year 2035 Conditions Discussion

The following is a discussion of the land use, street network, traffic volumes, and level of service analysis results for Year 2035 conditions. As previously mentioned in *Section 3.0* of the report, three alternatives were analyzed:

- **Alternative 1:** Year 2035 Adopted General Plan Circulation Element & Land Use
- **Alternative 2:** Year 2035 Adopted General Plan Circulation Element & Proposed General Plan Land Use
- **Alternative 3:** Year 2035 Proposed General Plan Circulation Element & Land Use

### 22.2.1 Year 2035 Street Network

For the Year 2035 analysis, roadway segments were assumed to be built out to their ultimate classifications as identified on the currently adopted *General Plan Circulation Element* (see *Appendix A*), except for *Alternative 3*, where changes are proposed to the Circulation Element. **Table 22–3** shows the roadways affected by the proposed changes to the street network under *Alternative 3* within the Northeast Quadrant:

TABLE 22–3  
NORTHEAST QUADRANT  
YEAR 2035 NETWORK CHANGES

Street Segment	Year 2035 Roadway Classification		
	Alternative 1: Adopted GP CE & LU	Alternative 2: Adopted GP CE & Proposed GP LU	Alternative 3: Proposed GP CE & Proposed GP LU
<b>Ash Street</b>		<i>Same as Alternative 1</i>	
Rincon Avenue to Stanley Avenue	4-Ln Collector		2-Ln Collector
Stanley Avenue to Vista Avenue	4-Ln Collector		2-Ln Collector
Vista Avenue to Sheridan Avenue	4-Ln Collector		2-Ln Collector
<b>Jesmond Dene Road</b>			
Ivy Dell Lane to Broadway	4-Ln Collector		2-Ln Collector
<b>El Norte Parkway</b>			
Morning View Dr to Centre City Pkwy	4-Ln Major	6-Ln Super Major	

*Source:* City of Escondido Adopted Circulation Element (2009), and City of Escondido, 2011

In addition, all intersection lane configurations were generally assumed built out to maximum capacity, based on corresponding street segment classifications. For the purposes of this study, the standard approach-configuration applied for a four-lane roadway consisted of one left-turn lane, two thru lanes, and one dedicated right-turn lane. For a six-lane roadway, the standard approach-configuration consisted of dual left-turn lanes, three thru lanes, and a dedicated right-turn lane. For intersections where existing approach-configurations were greater than the standards described above, the lane configuration resulting in the best operations was applied.

*Figure 22–4*, *Figure 22–6*, and *Figure 22–8* show the Year 2035 roadway conditions for *Alternative 1*, *Alternative 2*, and *Alternative 3* within the Northeast Quadrant, respectively.

### 22.2.2 Year 2035 Traffic Volumes

The daily traffic volumes for the three future alternatives were obtained from the SANDAG Series 11 Year 2030 North County Model (NCM). A growth factor of 2.5% was applied to the Year 2030 volumes generated by the SANDAG model to arrive at Year 2035 volumes. A more detailed discussion of the traffic modeling process is provided in *Section 5.0* of the report.

Peak hour turning movement volumes at study area intersections were estimated from future ADT volumes using the relationship between existing peak hour turning movements and the existing ADT volumes.

*Figure 22–5*, *Figure 22–7*, and *Figure 22–9* show the ADT and peak hour turning movement volumes for *Alternative 1*, *Alternative 2*, and *Alternative 3* within the Northeast Quadrant, respectively.

### 22.2.3 Year 2035 Alternative 1 Analysis Results

#### SEGMENTS

*Table 22–4* summarizes the segment operations in the Northeast Quadrant study area under *Alternative 1* conditions. As seen in *Table 22–4*, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Centre City Parkway between El Norte Parkway and Lincoln Avenue (LOS E)
- Jesmond Dene Road between Centre City Parkway and Ivy Dell Lane (LOS E)

## INTERSECTIONS

*Table 22–5* shows the key intersection operations in the Northeast Quadrant study area under *Alternative 1* conditions. As seen in *Table 22–5*, the study area intersections are calculated to operate at LOS D or better conditions except for the following:

- El Norte Parkway/Centre City Parkway (LOS E, PM peak hour)

*Appendix B–46* contains the *Alternative 1* peak hour intersection analysis worksheets.

*Figure 22–5* graphically shows the roadway segment and intersection LOS under *Alternative 1* conditions for the Northeast Quadrant.

### 22.2.4 Year 2035 Alternative 2 Analysis Results

#### SEGMENTS

*Table 22–4* summarizes the segment operations in the Northeast Quadrant study area under *Alternative 2* conditions with the proposed changes in land use. As seen in *Table 22–4*, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Centre City Parkway between El Norte Parkway and Lincoln Avenue (LOS F)
- El Norte Parkway between Morning View Road and Centre City Parkway (LOS E)

## INTERSECTIONS

*Table 22–5* shows the key intersection operations in the Northeast Quadrant study area under *Alternative 2* conditions. As seen in *Table 22–5*, the study area intersections are calculated to operate at LOS D or better conditions except for the following:

- El Norte Parkway/Centre City Parkway (LOS E/F, AM/PM peak hours)

*Appendix B–47* contains the *Alternative 2* peak hour intersection analysis worksheets.

*Figure 22–7* graphically shows the roadway segment and intersection LOS under *Alternative 2* conditions for the Northeast Quadrant.

### 22.2.5 Year 2035 Alternative 3 Analysis Results

#### SEGMENTS

*Table 22–4* summarizes the segment operations in the Northeast Quadrant study area under *Alternative 3* conditions. As seen in *Table 22–4*, the study area segments are calculated to operate at LOS D or better conditions.

## INTERSECTIONS

*Table 22–5* shows the key intersection operations in the Northeast Quadrant study area under *Alternative 3* conditions. As seen in *Table 22–5*, the study area intersections are calculated to operate at LOS D or better conditions except for the following:

- El Norte Parkway/Centre City Parkway (LOS E/F, AM/PM peak hours)

*Appendix B–48* contains the *Alternative 3* peak hour intersection analysis worksheets.

*Figure 22–9* graphically shows the roadway segment and intersection LOS under *Alternative 3* conditions for the Northeast Quadrant.

TABLE 22-4  
NORTHEAST QUADRANT  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>North/South Roadways</b>																	
<b>Ash Street</b>																	
Rincon Ave to Stanley Ave	10,000	4,000	B	0.40	4-Ln Collector	34,200	3,900	A	0.11	5,200	A	0.15	<i>2-Ln Local Collector</i>	<i>15,000</i>	5,200	A	0.35
Stanley Ave to Vista Ave	10,000	4,400	B	0.44	4-Ln Collector	34,200	4,100	A	0.12	5,300	A	0.15	<i>2-Ln Local Collector</i>	<i>15,000</i>	5,300	B	0.35
Vista Ave to Sheridan Ave	10,000	8,400	D	0.84	4-Ln Collector	34,200	7,500	A	0.22	9,100	A	0.27	<i>2-Ln Local Collector</i>	<i>15,000</i>	9,100	C	0.61
Sheridan Ave to El Norte Pkwy	10,000	6,200	C	0.62	4-Ln Collector	34,200	5,900	A	0.17	7,900	A	0.23	4-Ln Collector	34,200	7,900	A	0.23
El Norte Pkwy to Lincoln Ave	15,000	11,900	D	0.79	4-Ln Collector	34,200	11,200	A	0.33	13,800	B	0.40	4-Ln Collector	34,200	13,800	B	0.40
<b>Broadway</b>																	
Mountain Meadow Rd to North Ave	15,000	4,700	A	0.31	4-Ln Collector	34,200	6,800	A	0.20	7,300	A	0.21	4-Ln Collector	34,200	7,700	A	0.23
North Ave to Jesmond Dene Rd	34,200	5,700	A	0.17	4-Ln Collector	34,200	11,500	A	0.34	12,400	B	0.36	4-Ln Collector	34,200	12,500	B	0.37
Jesmond Dene Rd to Country Club Ln	34,200	11,600	A	0.34	4-Ln Collector	34,200	17,900	B	0.52	20,100	C	0.59	4-Ln Collector	34,200	20,100	C	0.59
Country Club Ln to Stanley Ave	34,200	6,600	A	0.19	4-Ln Collector	34,200	11,400	A	0.33	12,700	B	0.37	4-Ln Collector	34,200	12,800	B	0.37
Stanley Ave to Vista Ave	34,200	8,100	A	0.24	4-Ln Collector	34,200	13,100	B	0.38	14,800	B	0.43	4-Ln Collector	34,200	14,800	B	0.43
Vista Ave to Sheridan Ave	34,200	9,700	A	0.28	4-Ln Major	37,000	14,500	B	0.39	16,000	B	0.43	4-Ln Major	37,000	16,100	B	0.44
Sheridan Ave to El Norte Pkwy	34,200	16,200	B	0.47	4-Ln Major	37,000	21,100	C	0.57	22,400	C	0.61	4-Ln Major	37,000	22,400	C	0.61

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

*Italics* represent change in roadway classification.

GP = General Plan

LU = Land Use

CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 22-4  
NORTHEAST QUADRANT  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>Centre City Parkway</b>																	
Mountain Meadow Rd to Jesmond Dene Rd	15,000	6,000	B	0.40	4-Ln Collector	34,200	17,700	B	0.52	19,900	C	0.58	4-Ln Collector	34,200	19,900	C	0.58
Jesmond Dene Rd to Mesa Rock Rd	15,000	5,700	B	0.38	4-Ln Collector	34,200	12,000	B	0.35	16,800	B	0.49	4-Ln Collector	34,200	16,800	B	0.49
Mesa Rock Rd to Ivy Dell Ln	15,000	9,600	C	0.64	4-Ln Collector	34,200	15,600	B	0.46	21,100	C	0.62	4-Ln Collector	34,200	21,200	C	0.62
El Norte Pkwy to Lincoln Ave	37,000	33,100	D	0.89	4-Ln Major	37,000	<b>33,400</b>	<b>E</b>	<b>0.90</b>	<b>37,600</b>	<b>F</b>	<b>1.02</b>	4-Ln Major	37,000	32,800	D	0.89
<b>Conway Drive</b>																	
Cleveland Ave to Rincon Ave	10,000	2,100	A	0.21	2-Ln Local Collector	15,000	2,800	A	0.19	3,100	A	0.21	2-Ln Local Collector	15,000	3,100	A	0.21
Rincon Ave to Stanley Ave	10,000	1,400	A	0.14	2-Ln Local Collector	15,000	7,100	B	0.47	7,200	B	0.48	2-Ln Local Collector	15,000	7,200	B	0.48
Stanley Ave to Vista Ave	10,000	2,000	A	0.20	2-Ln Local Collector	15,000	7,600	B	0.51	7,800	B	0.52	2-Ln Local Collector	15,000	7,800	B	0.52
<b>Escondido Boulevard</b>																	
El Norte Pkwy to Lincoln Ave	19,000 <sup>e</sup>	9,700	C	0.65	4-Ln Collector	34,200	13,300	B	0.39	22,600	C	0.66	4-Ln Collector	34,200	25,900	D	0.76
<b>Fig Street</b>																	
El Norte Pkwy to Lincoln Ave	15,000	3,800	A	0.25	4-Ln Collector	34,200	5,200	A	0.15	6,000	A	0.18	4-Ln Collector	34,200	6,000	A	0.18

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Escondido Boulevard has a two-way center turn lane allowing for an increased capacity of 19,000 ADT.

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

GP = General Plan

LU = Land Use

CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 22-4  
NORTHEAST QUADRANT  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>Jesmond Dene Road</b>																	
Centre City Pkwy to Ivy Dell Ln	15,000	2,100	A	0.14	2-Ln Local Collector	15,000	<b>13,700</b>	<b>E</b>	<b>0.91</b>	10,900	C	0.73	2-Ln Local Collector	15,000	10,900	C	0.73
Ivy Dell Ln to Broadway	15,000	2,900	A	0.19	4-Ln Collector	34,200	7,400	A	0.22	8,400	A	0.25	<i>2-Ln Local Collector</i>	<i>15,000</i>	8,400	C	0.56
<b>Midway Drive</b>																	
El Norte Pkwy to Lincoln Ave	10,000	4,600	B	0.46	4-Ln Collector	34,200	8,000	A	0.23	7,900	A	0.23	4-Ln Collector	34,200	8,200	A	0.24
<b>Morning View Road</b>																	
El Norte Pkwy to Lincoln Ave	15,000	8,200	B	0.55	2-Ln Local Collector	15,000	7,800	B	0.52	9,200	C	0.61	2-Ln Local Collector	15,000	9,200	C	0.61
<b>North Iris Lane</b>																	
Country Club Rd to Centre City Pkwy	15,000	5,300	B	0.35	2-Ln Local Collector	15,000	7,300	B	0.49	8,400	C	0.56	2-Ln Local Collector	15,000	8,400	C	0.56
<b>Rose Street</b>																	
El Norte Pkwy to Lincoln Ave	10,000	3,100	A	0.31	2-Ln Local Collector	15,000	3,400	A	0.23	3,900	A	0.26	2-Ln Local Collector	15,000	3,900	A	0.26
<b>Seven Oaks Road</b>																	
El Norte Pkwy to Borden Rd	15,000	3,400	A	0.23	2-Ln Local Collector	15,000	4,400	A	0.29	5,200	A	0.35	2-Ln Local Collector	15,000	5,200	A	0.35
Borden Rd to Rock Springs Rd	15,000	2,100	A	0.14	2-Ln Local Collector	15,000	2,600	A	0.17	2,700	A	0.18	2-Ln Local Collector	15,000	2,700	A	0.18

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

*Italics* represent change in roadway classification.  
**Bold** typeface and **shading** represents an LOS worse than City standards.  
 GP = General Plan  
 LU = Land Use  
 CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 22-4  
NORTHEAST QUADRANT  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>Valley Center Road</b>																	
El Norte Pkwy to Lake Wohlford Rd	43,500 <sup>e</sup>	29,700	C	0.68	8-Ln Prime	70,000	49,800	C	0.71	55,400	D	0.79	8-Ln Prime	70,000	55,400	D	0.79
North of Lake Wohlford Rd	37,000	21,300	C	0.58	8-Ln Prime	70,000	38,200	B	0.55	42,800	C	0.61	8-Ln Prime	70,000	42,800	C	0.61
<b>Vista Verde Way</b>																	
Vista Ave to El Norte Pkwy	10,000	2,400	A	0.24	2-Ln Local Collector	15,000	10,500	C	0.70	10,900	C	0.73	2-Ln Local Collector	15,000	10,900	C	0.73
<b>East/West Roadways</b>																	
<b>Country Club Lane</b>																	
Centre City Pkwy to Iris Ln	34,200	5,200	A	0.15	4-Ln Collector	34,200	16,600	B	0.49	16,900	B	0.49	4-Ln Collector	34,200	16,900	B	0.49
Iris Ln to Broadway	34,200	11,500	A	0.34	4-Ln Collector	34,200	17,700	B	0.52	19,500	C	0.57	4-Ln Collector	34,200	19,500	C	0.57
Broadway to Ash St	34,200	6,700	A	0.20	4-Ln Collector	34,200	11,800	A	0.35	12,900	B	0.38	4-Ln Collector	34,200	12,900	B	0.38
<b>El Norte Parkway</b>																	
Morning View Dr to Centre City Pkwy	50,000	28,600	C	0.57	4-Ln Major	37,000	28,800	D	0.78	<b>35,800</b>	<b>E</b>	<b>0.97</b>	<b>6-Ln Super Major</b>	<b>50,000</b>	35,700	C	0.71
Centre City Pkwy to Escondido Blvd	37,000	26,800	C	0.72	6-Ln Super Major	50,000	29,600	C	0.59	39,200	D	0.78	6-Ln Super Major	50,000	39,200	D	0.78
Escondido Blvd to Broadway	37,000	26,700	C	0.72	6-Ln Super Major	50,000	27,400	B	0.55	31,200	C	0.62	6-Ln Super Major	50,000	31,400	C	0.63
Broadway to Fig St	37,000	24,300	C	0.66	4-Ln Major	37,000	25,900	C	0.70	27,100	C	0.73	4-Ln Major	37,000	27,300	C	0.74

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Roadway currently built as a five lane roadway. Average of 4-Ln Major and 6-Ln Super Major capacity used in analysis.

**General Notes:**

**Italics** represent change in roadway classification.  
**Bold** typeface and **shading** represents an LOS worse than City standards.  
 GP = General Plan  
 LU = Land Use  
 CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 22-4  
NORTHEAST QUADRANT  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>El Norte Parkway (Continued)</b>																	
Fig St to Ash St	37,000	24,100	C	0.65	4-Ln Major	37,000	25,900	C	0.70	26,700	C	0.72	4-Ln Major	37,000	26,900	C	0.73
Ash St to Rose St	37,000	18,000	B	0.49	4-Ln Major	37,000	21,600	C	0.58	21,700	C	0.59	4-Ln Major	37,000	21,800	C	0.59
Rose St to Vista Verde Wy	37,000	14,800	B	0.40	4-Ln Major	37,000	20,000	B	0.54	19,900	B	0.54	4-Ln Major	37,000	20,000	B	0.54
Vista Verde Wy to Midway Dr	37,000	16,500	B	0.45	4-Ln Major	37,000	25,700	C	0.69	25,700	C	0.69	4-Ln Major	37,000	25,800	C	0.70
Midway Dr to Lincoln Av	37,000	9,900	A	0.27	4-Ln Major	37,000	14,800	B	0.40	14,900	B	0.40	4-Ln Major	37,000	15,000	B	0.41
<b>Ivy Dell Lane</b>																	
Centre City Pkwy to Jesmond Dene Rd	15,000	1,800	A	0.12	2-Ln Local Collector	15,000	5,300	B	0.35	5,900	B	0.39	2-Ln Local Collector	15,000	5,900	B	0.39
<b>Lincoln Avenue</b>																	
Metcalf St to Rock Springs Rd	10,000	2,400	A	0.24	2-Ln Local Collector	15,000	2,600	A	0.17	5,500	B	0.37	2-Ln Local Collector	15,000	5,400	B	0.36
Rock Springs Rd to Morning View Dr	10,000	7,500	D	0.75	2-Ln Local Collector	15,000	8,300	C	0.55	9,500	C	0.63	2-Ln Local Collector	15,000	9,500	C	0.63
<b>Mountain Meadow Road</b>																	
Champagne Rd to Broadway	15,000	7,900	B	0.53	4-Ln Collector	34,200	26,900	D	0.79	28,100	D	0.82	4-Ln Collector	34,200	28,100	D	0.82
Broadway to Valley Center Rd	DNE	DNE	DNE	DNE	4-Ln Collector	34,200	16,500	B	0.48	18,200	B	0.53	4-Ln Collector	34,200	18,200	B	0.53

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

DNE = Does Not Exist  
GP = General Plan  
LU = Land Use  
CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 22-4  
NORTHEAST QUADRANT  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>North Avenue</b> Broadway to Vista Verde Way	10,000	3,100	A	0.31	2-Ln Local Collector	15,000	9,500	C	0.63	9,000	C	0.60	2-Ln Local Collector	15,000	9,700	C	0.65

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See *Table 3-1*).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

GP = General Plan  
LU = Land Use  
CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 22-5  
NORTHEAST QUADRANT  
YEAR 2035 INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing		Alternative 1: Adopted General Plan		Alternative 2: Adopted GP CE & Proposed GP LU		Alternative 3: Proposed GP CE & Proposed GP LU	
			Delay <sup>a</sup>	LOS <sup>b</sup>	Delay	LOS	Delay	LOS	Delay	LOS
39. El Norte Parkway/ Centre City Parkway	Signal	AM	55.6	E	47.5	D	71.5	E	71.5	E
		PM	88.8	F	79.3	E	108.9	F	108.9	F
40. El Norte Parkway/ Ash Street	Signal	AM	37.0	D	37.2	D	38.5	D	40.6	D
		PM	42.8	D	47.4	D	40.3	D	40.3	D

**Footnotes:**

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.

**General Notes:**

GP = General Plan

LU = Land Use

CE = Circulation Element

**Bold** typeface and **shading** represent an LOS worse than City standards.

SIGNALIZED

DELAY/LOS THRESHOLDS

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

## 22.3 Summary of Findings/Significance of Impacts and Mitigation Measures

### 22.3.1 *Summary of Findings*

There are no specific land-use changes proposed with the *General Plan Update (Alternative 3)* within the Northeast Quadrant Perimeter Area. There are two (2) roadway segment downgrades proposed and one (1) upgrade in roadway capacity proposed. The land-use and network assumptions within this Perimeter Area are unchanged from the *Adopted General Plan* (except where noted) although changes associated with the *Proposed General Plan Update* do have some residual effect on the Northeast Quadrant operations. Development of *Alternative 3* results in one (1) intersection operating at unacceptable LOS. No segment impacts are the result of the proposed downgrades.

### 22.3.2 *Significance of Impacts*

Based on the established significance criteria, the following locations would be significantly impacted by implementation of the Proposed Project:

#### INTERSECTIONS

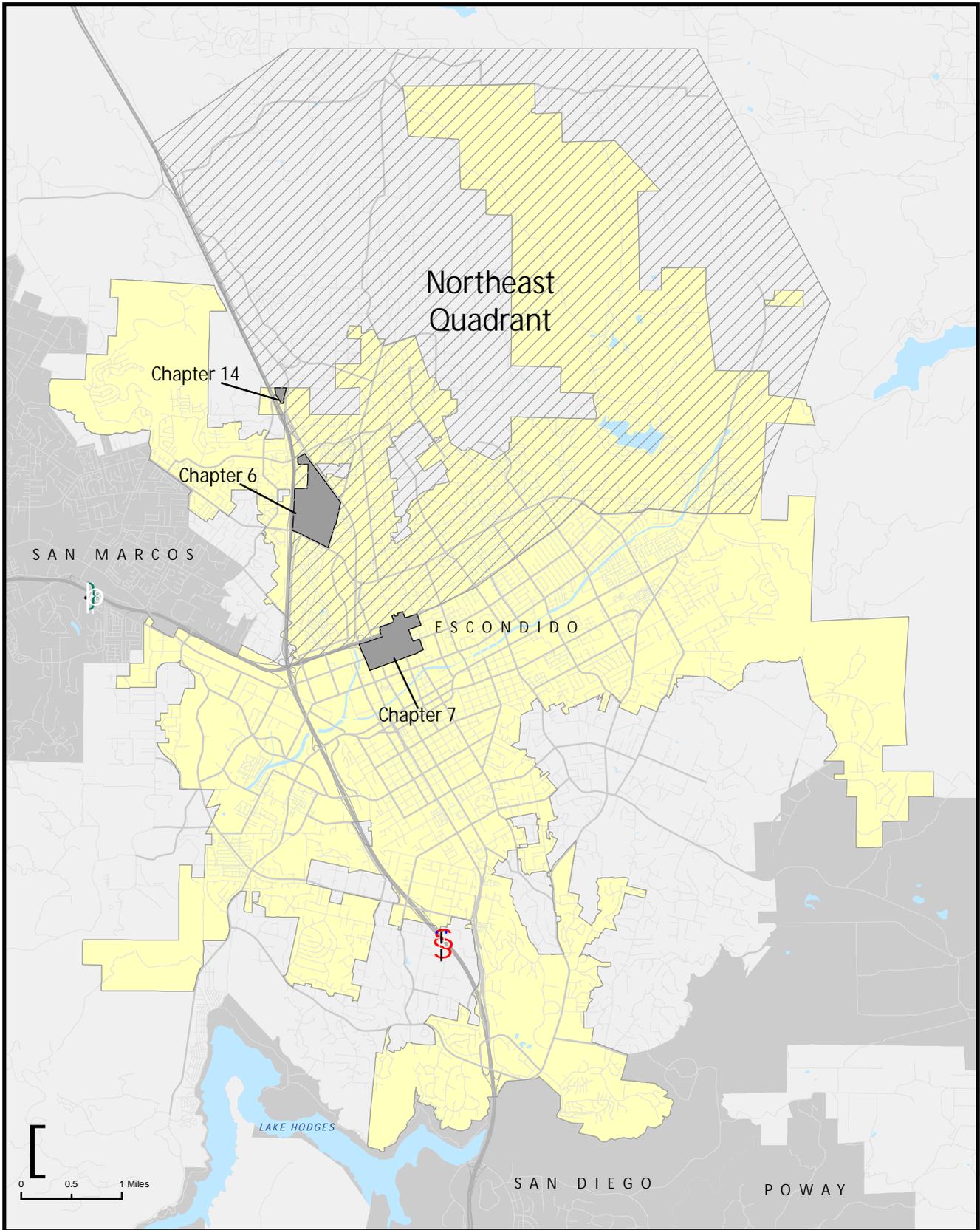
16. El Norte Parkway/Centre City Parkway (LOS E/F, AM/PM peak hours)

### 22.3.3 *Mitigation*

The following is recommended to mitigate the potentially impacts locations to below a level of significance:

#### INTERSECTIONS

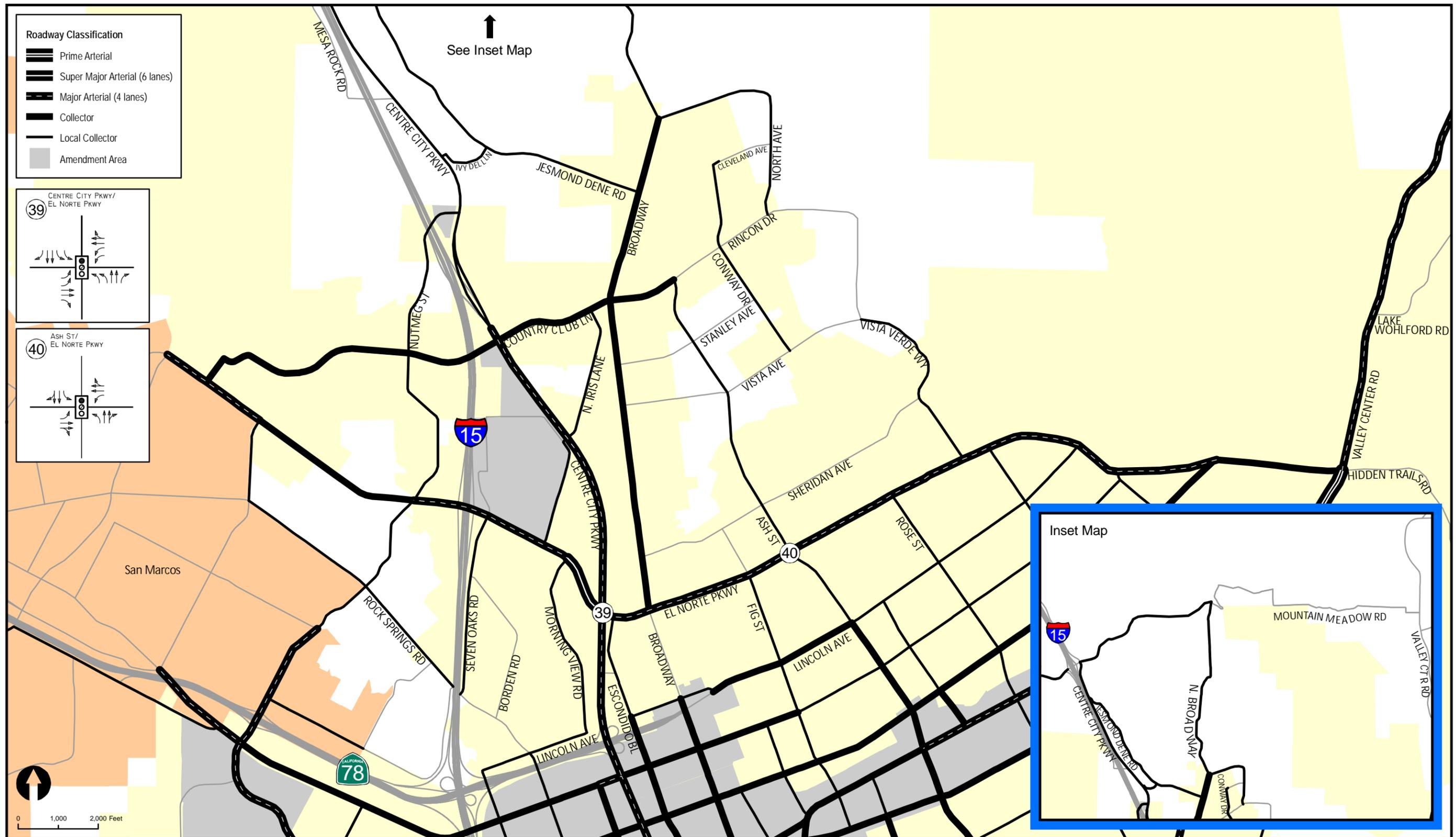
16. **El Norte Parkway/Centre City Parkway** – Implementation of the improved roadway capacity lane configurations continue to result in an unacceptable LOS at this intersection. Therefore, the potential impact is considered to be significant and unmitigable.



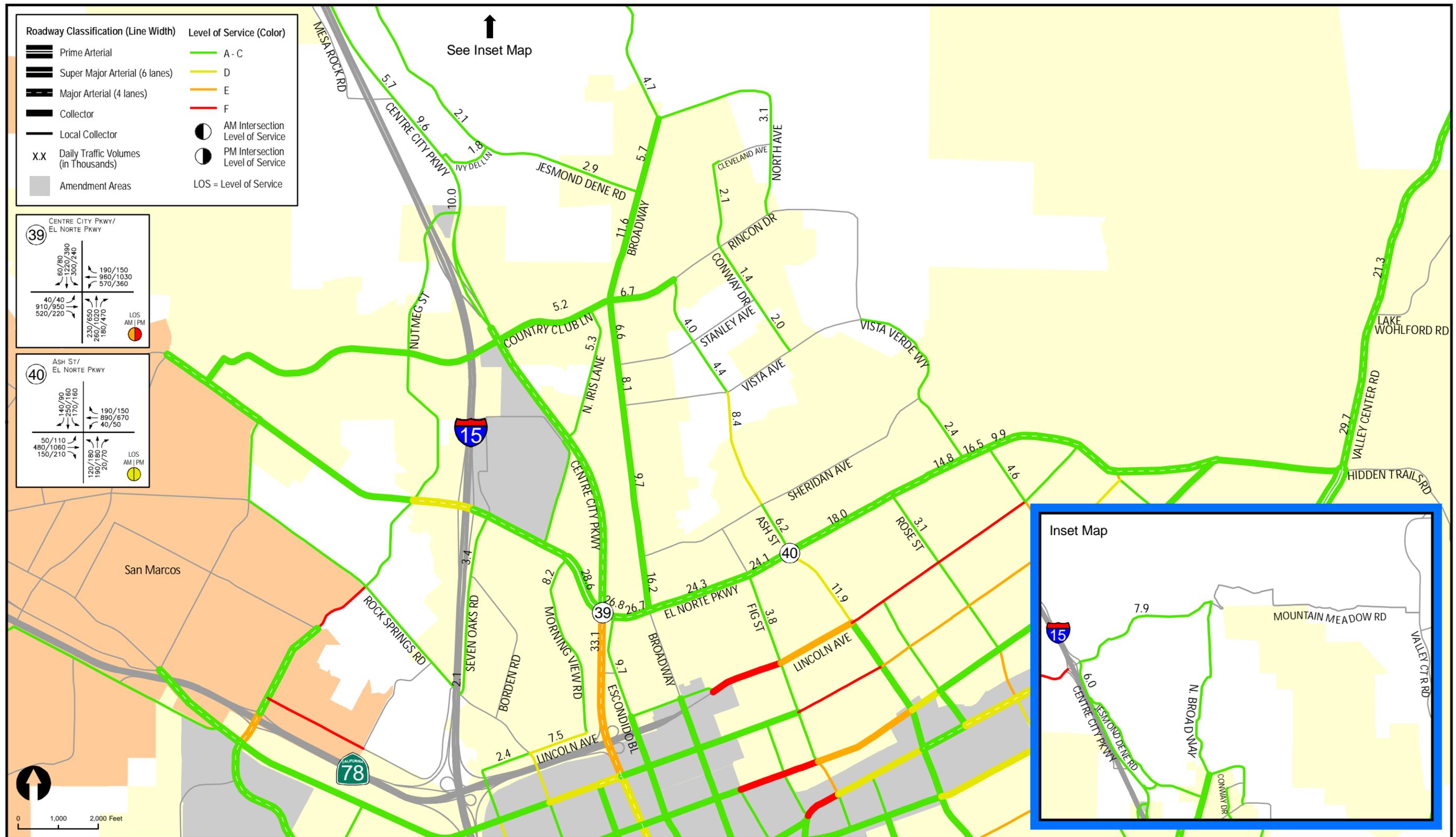
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 Source: SANDAG



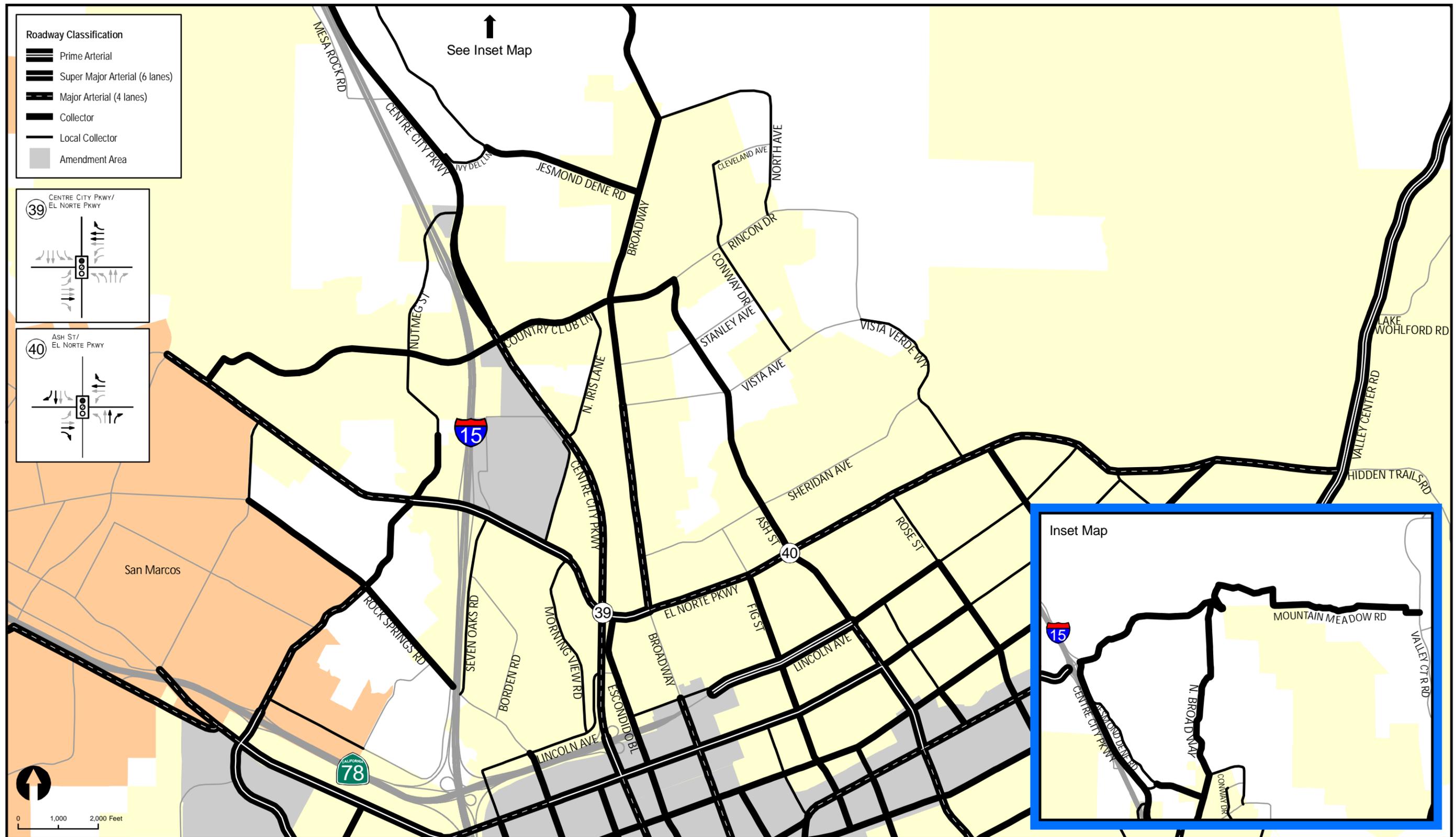
**Figure 22-1**  
**Overview Map**  
**Northeast Quadrant**



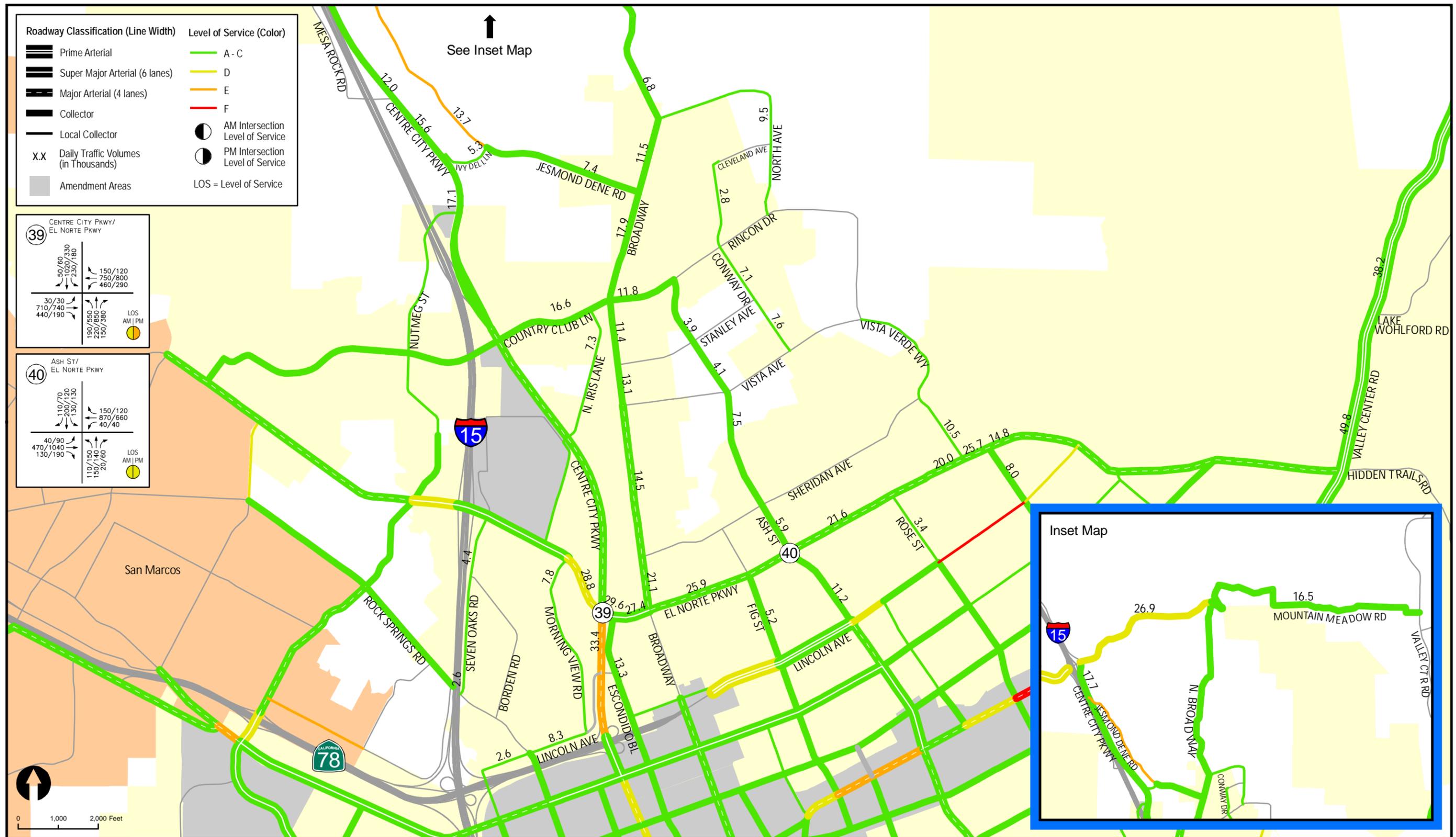
**Figure 22-2**  
**Existing Conditions Diagram**  
**Northeast Quadrant**



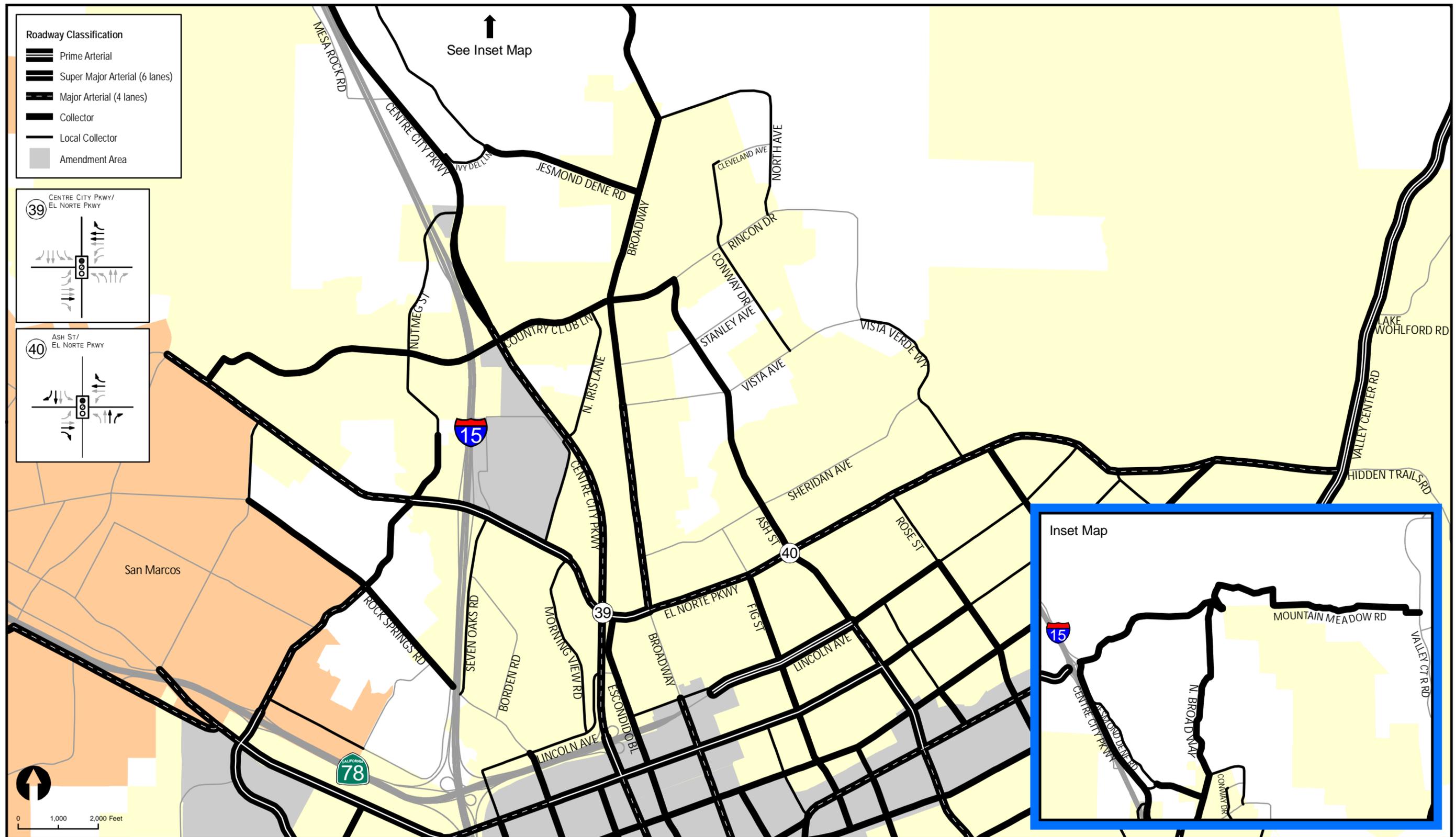
**Figure 22-3**  
**Existing Traffic Volumes & LOS**  
**Northeast Quadrant**  
 ESCONDIDO GENERAL PLAN UPDATE



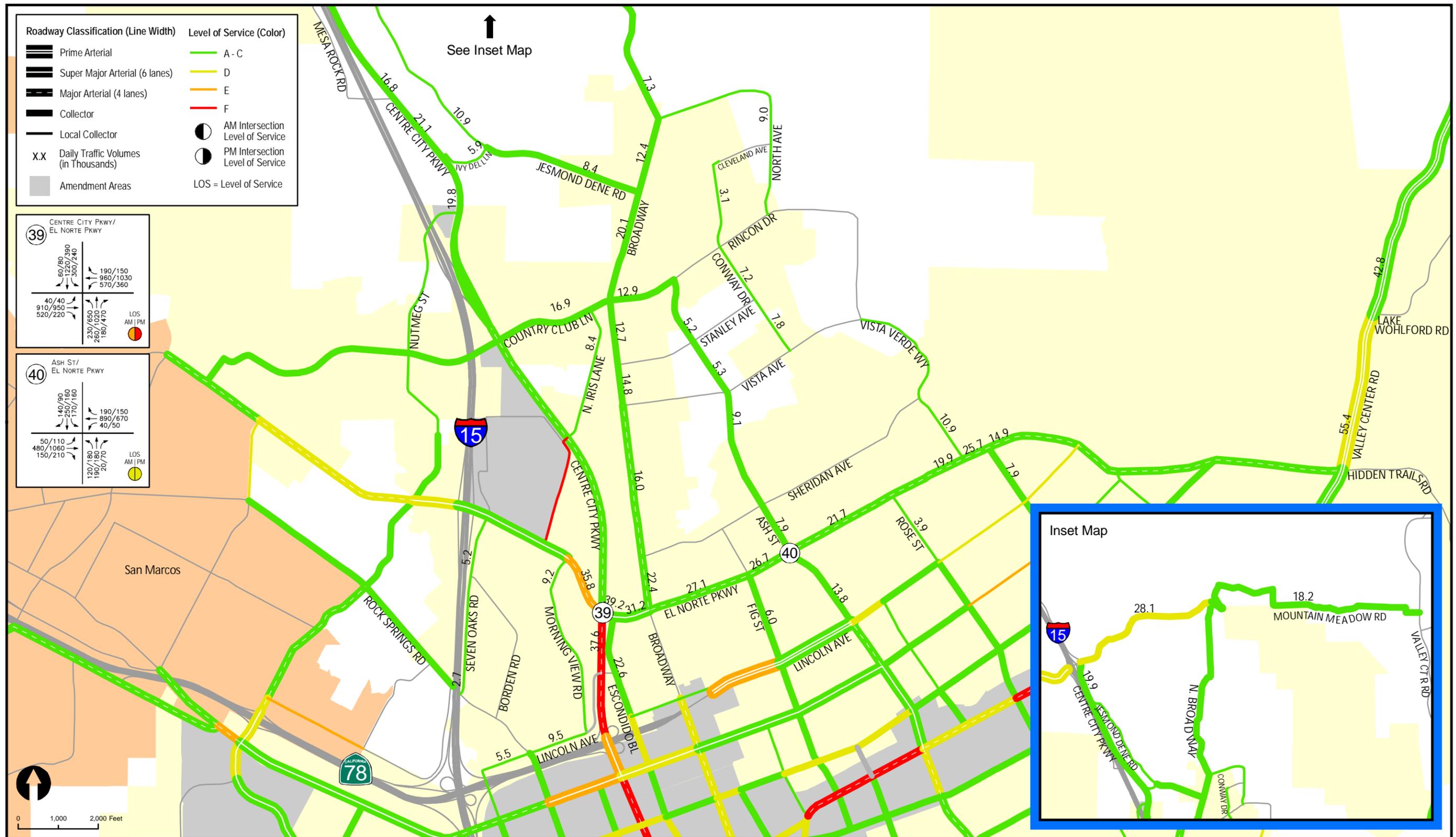
**Figure 22-4**  
**Year 2035 Conditions Diagram - Alternative 1**  
**Northeast Quadrant**



**Figure 22-5**  
**Year 2035 Traffic Volumes & LOS - Alternative 1**  
**Northeast Quadrant**



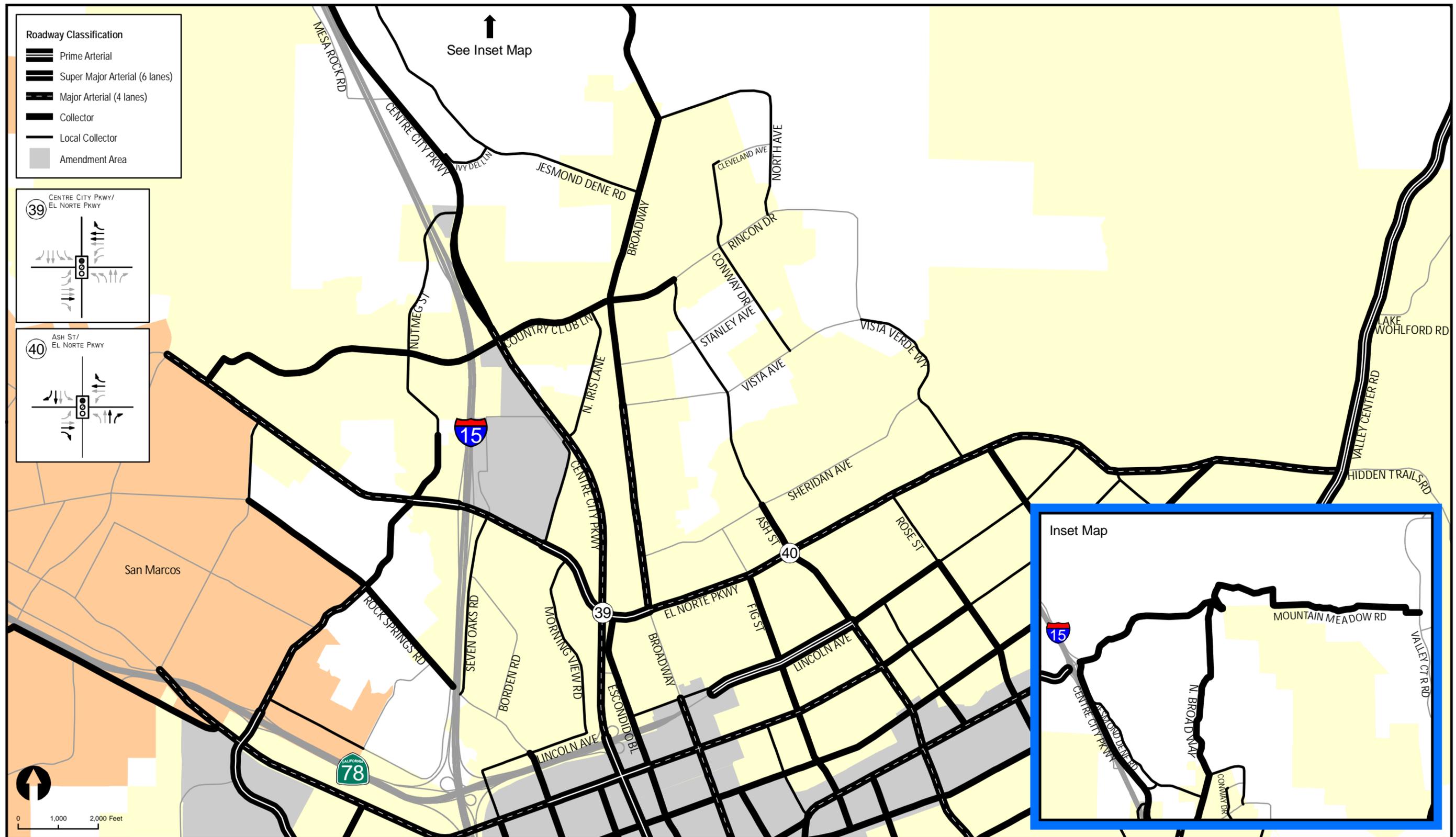
**Figure 22-6**  
**Year 2035 Conditions Diagram - Alternative 2**  
**Northeast Quadrant**



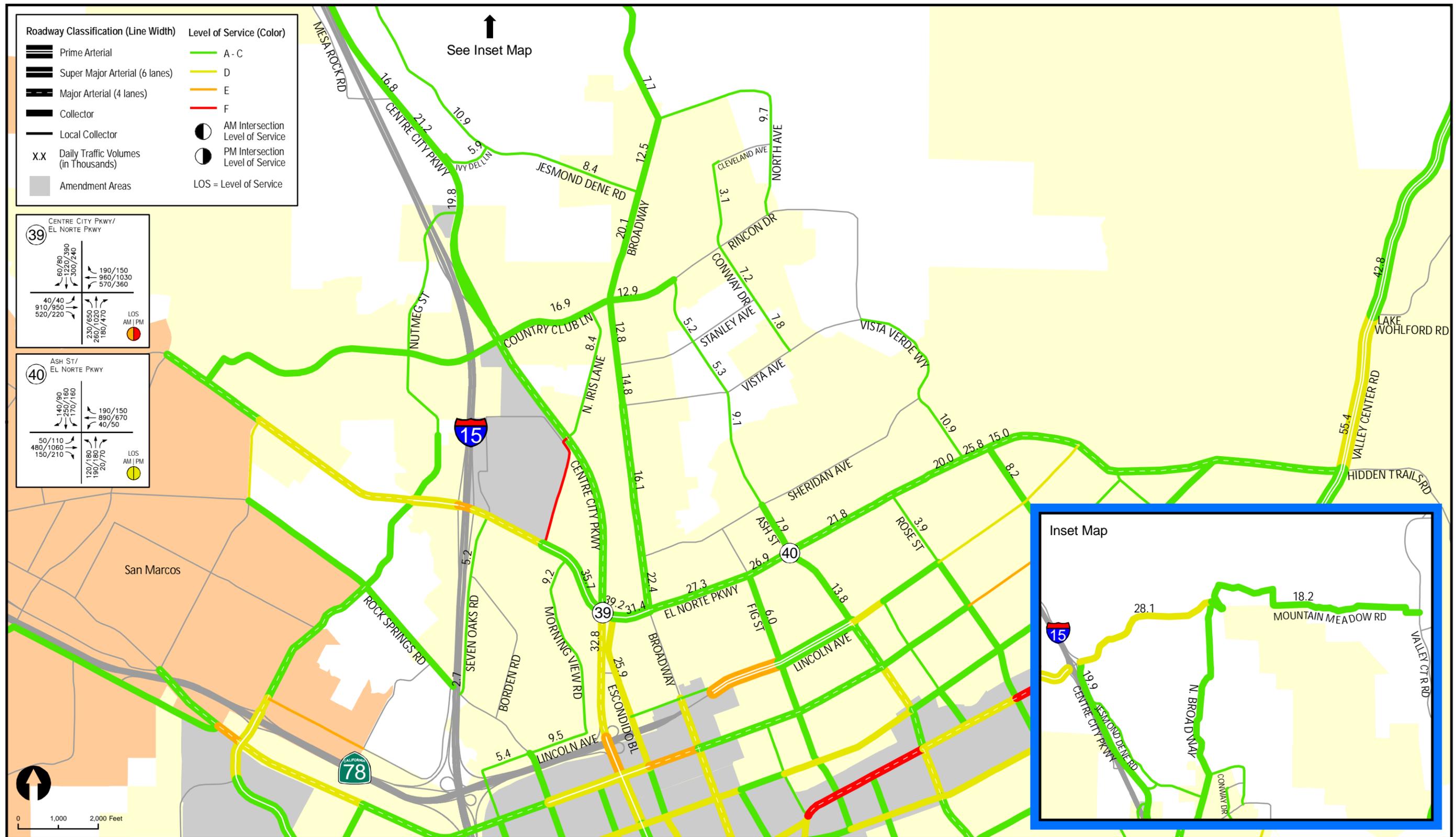
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 Source: City of Escondido and SANDAG Series 11

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**Figure 22-7**  
**Year 2035 Traffic Volumes & LOS - Alternative 2**  
**Northeast Quadrant**



**Figure 22-8**  
**Year 2035 Conditions Diagram - Alternative 3**  
**Northeast Quadrant**

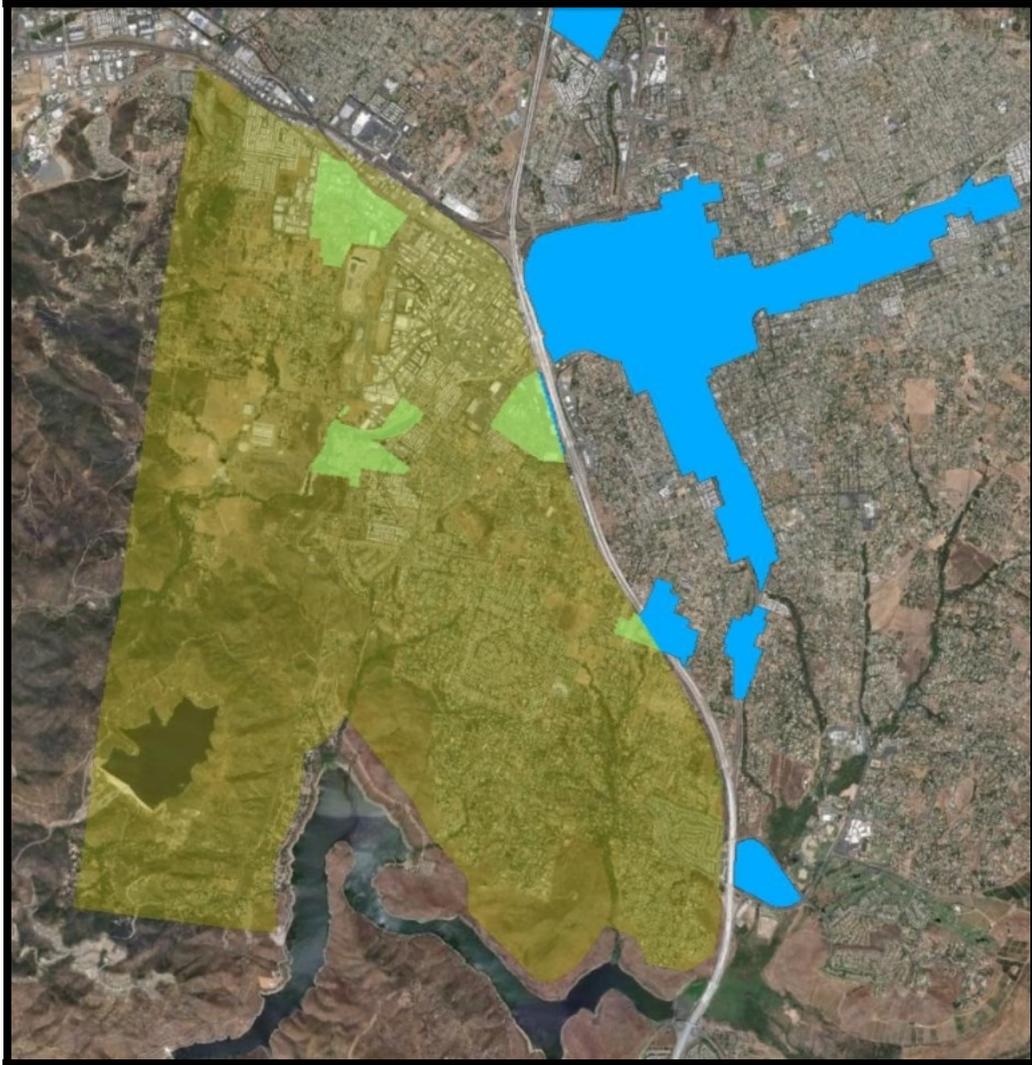


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 Source: City of Escondido and SANDAG Series 11

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**Figure 22-9**  
**Year 2035 Traffic Volumes & LOS - Alternative 3**  
**Northeast Quadrant**

## 23.0 PERIMETER AREA – SOUTHWEST QUADRANT



## 23.0 PERIMETER AREAS – SOUTHWEST QUADRANT

The project area for the *General Plan Update* extends beyond the City limits of Escondido and includes the following areas: 1) the City of Escondido corporate boundaries; 2) the City’s Sphere of Influence (SOI); and 3) some areas beyond the City’s SOI under the jurisdiction of the County of San Diego. The areas not identified as part of the 15 Amendment Areas are located in what is considered “Perimeter Areas” for the purpose of this report and have been separated into four (4) quadrants. They are termed the Northwest, Northeast, Southwest, and Southeast Quadrants. The analysis of these Perimeter Areas focuses on the effect of the proposed *General Plan Update* land use and circulation network changes on areas not within the 15 Amendment Areas. A detailed discussion of existing and future land uses is not provided since no changes are proposed with the *General Plan Update* in the Perimeter Areas. However, they are still peripherally affected by proposed changes in the Amendment Areas located elsewhere in the City. The following section is an evaluation of the Perimeter Area roadway system located in the Southwest Quadrant.

The Southwest Quadrant is located south of SR-78 and west of I-15 in the City of Escondido’s SOI. *Figure 23–1* shows the Perimeter Area Overview map for the Southwest Quadrant. All figures are provided at the end of this section.

### 23.1 Existing Conditions Discussion

The following is a discussion of the street network, traffic volumes, and Level of Service (LOS) analysis results for existing conditions.

#### 23.1.1 Existing Street Network

The major circulation element roadways and within the Southwest Quadrant area were evaluated in this analysis. The existing roadway capacities were identified based on the number of lanes, undivided or divided roadway conditions, on-street parking, and curb-to-curb width and were based on the *City of Escondido Proposed Level of Service Standards and Street Segment Average Daily Trip Thresholds Table*. *Table 3–1* in *Section 3.3.2* of the report contains a copy of this table. The following is a brief description of the existing roadways in the study area.

**Andreason Drive** is currently built as a two-lane undivided roadway within the Southwest Quadrant study area. Between Mission Road and Citracado Parkway a TWLTL median is provided. Between Enterprise Street and Citracado Parkway, Andreason Drive widens to a four-lane undivided road. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit signs were observed.

**Bernardo Avenue** is currently built as a two-lane undivided roadway within the Southwest Quadrant study area. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit signs were observed.

**Citracado Parkway** is currently built as a four-lane divided roadway within the Southwest Quadrant study area. Between Avenida del Diablo and Valley Parkway, Citracado Parkway transitions to a two-lane undivided road. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit signs were observed.

**Del Dios Road** is currently built as a two-lane undivided roadway within the Southwest Quadrant study area. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit ranges between 40-55 mph.

**Enterprise Street** is currently built as a two-lane undivided roadway within the Southwest Quadrant study area. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit signs were observed.

**Felicita Road** is currently built as a two-lane undivided roadway within the Southwest Quadrant study area. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and no posted speed limit signs were observed.

**Hale Avenue** is currently built as a two-lane undivided roadway within the Southwest Quadrant study area. Between the I-15 HOV off-ramp and Auto Park Way, a TWLTL median is provided. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit signs were observed.

**Valley Parkway** is generally built as a four-lane undivided roadway within the Southwest Quadrant study area. Between Via Rancho Parkway and Citracado Parkway, a TWLTL median is provided. Between Citracado Parkway and W. 11<sup>th</sup> Avenue, Valley Parkway widens to a four-lane divided roadway. Bike lanes are provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit signs were observed.

*Figure 23–2* shows the existing conditions diagram for the Southwest Quadrant study area.

### 23.1.2 Existing Traffic Volumes

Existing ADT traffic volumes were obtained from City of Escondido and SANDAG records. *Appendix C* contains the traffic volume data used in the analysis.

*Figure 23–3* illustrates the *Existing* average daily traffic volumes.

### 23.1.3 Existing Analysis Results

#### SEGMENTS

*Table 23–1* summarizes the key segment operations in the Southwest Quadrant study area for existing conditions. As seen in *Table 23–1*, all study area segments are calculated to currently operate at LOS D or better conditions except for the following:

- Del Dios Highway between Via Rancho Parkway and Mount Israel Road (LOS F)
- Hale Avenue between the I-15 HOV Off-Ramp and Industrial Avenue (LOS F)
- Hale Avenue between Industrial Avenue and Auto Park Way (LOS F)
- Auto Park Way between Citracado Parkway and Enterprise Street (LOS F)
- Auto Park Way between Enterprise Street and Venture Street (LOS F)
- Auto Park Way between Venture Street and Andraesen Drive (LOS F)

#### INTERSECTIONS

There are no intersections analyzed in this Perimeter Area.

TABLE 23-1  
SOUTHWEST QUADRANT  
EXISTING STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>
<b>North/South Roadways</b>					
<b>Andreasen Drive</b>					
Mission Rd to Simpson Wy	2-Ln Local Collector	10,000	8,900	D	0.89
Simpson Way to Auto Park Wy	2-Ln Local Collector	10,000	4,200	B	0.42
Auto Park Wy to Enterprise St	2-Ln Local Collector	10,000	7,100	C	0.71
Enterprise St to Citracado Pkwy	4-Ln Collector	20,000	6,300	A	0.32
<b>Bernardo Avenue</b>					
11 <sup>th</sup> Ave to Citracado Pkwy	DNE	DNE	DNE	DNE	DNE
Citracado Pkwy to Hamilton Ln	2-Ln Local Collector	15,000	6,800	B	0.45
<b>Citracado Parkway</b>					
Auto Park Wy to Andreasen Dr	4-Ln Major	37,000	6,100	A	0.16
Andreasen Dr to Kauana Loa Dr	DNE	DNE	DNE	DNE	DNE
Avenida Del Diablo to Valley Pkwy	2-Ln Local Collector	15,000	7,500	B	0.50
<b>Del Dios Road</b>					
11 <sup>th</sup> Ave to Avenida Del Diablo	2-Ln Local Collector	10,000	2,900	A	0.29
<b>Del Dios Highway</b>					
Via Rancho Pkwy to Mount Israel Rd	2-Ln Local Collector	15,000	<b>23,900</b>	<b>F</b>	<b>1.59</b>
<b>Enterprise Street</b>					
Mission Ave to Auto Park Wy	2-Ln Local Collector	15,000	2,800	A	0.19
<b>Felicita Road</b>					
Hamilton Ln to Via Rancho Pkwy	2-Ln Local Collector	10,000	4,200	B	0.42

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

DNE = Does Not Exist

**Bold** typeface and **shading** represent an LOS worse than City standards.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**TABLE 23-1  
SOUTHWEST QUADRANT  
EXISTING STREET SEGMENT OPERATIONS**

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>
<b>Hale Avenue</b>					
I-15 HOV Off-Ramp to Industrial Ave	2-Ln Local Collector	10,000	<b>18,700</b>	<b>F</b>	<b>1.87</b>
Industrial Ave to Auto Park Way	2-Ln Local Collector	10,000	<b>12,500</b>	<b>F</b>	<b>1.25</b>
9 <sup>th</sup> Ave to 11 <sup>th</sup> Ave	2-Ln Local Collector	10,000	8,900	D	0.89
<b>Valley Parkway</b>					
Via Rancho Pkwy to Citracado Pkwy	4-Ln Major	37,000	21,000	C	0.57
Citracado Pkwy to Avenida Del Diablo	4-Ln Major	37,000	22,700	C	0.61
Avenida Del Diablo to 11 <sup>th</sup> Ave	4-Ln Major	37,000	16,500	B	0.45
<b>East/West Roadways</b>					
<b>11<sup>th</sup> Avenue</b>					
Del Dios Rd to Bernardo Ave	2-Ln Local Collector	10,000	1,700	A	0.17
<b>9<sup>th</sup> Avenue</b>					
Hale Ave to Valley Pkwy	4-Ln Collector	17,500 <sup>e</sup>	13,400	D	0.77
<b>Auto Park Way</b>					
Citracado Pkwy to Enterprise St	2-Ln Local Collector	10,000	<b>10,300</b>	<b>F</b>	<b>1.03</b>
Enterprise St to Venture St	2-Ln Local Collector	10,000	<b>20,600</b>	<b>F</b>	<b>2.06</b>
Venture St to Andreasen Dr	2-Ln Local Collector	10,000	<b>13,200</b>	<b>F</b>	<b>1.32</b>
Andreasen Dr to Hale Ave	4-Ln Collector	34,200	21,400	C	0.63
Hale Ave to Valley Pkwy	4-Ln Collector	34,200	25,000	C	0.73
<b>Avenida Del Diablo</b>					
Valley Pkwy to Del Dios Rd	2-Ln Local Collector	15,000	1,800	A	0.12
<b>Citracado Parkway</b>					
Valley Pkwy to Eucalyptus Ave	2-Ln Local Collector	15,000	1,200	A	0.08
Eucalyptus Ave to Bernardo Ave	DNE	DNE	DNE	DNE	DNE

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Roadway currently built as a three lane roadway. Average of 2-Ln Collector and 4-Ln Collector capacity used in analysis.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represent an LOS worse than City standards.  
DNE = Does Not Exist

TABLE 23-1  
SOUTHWEST QUADRANT  
EXISTING STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>
<b>Clarence Lane</b>					
Felicita Rd to Alexander Dr	2-Ln Local Collector	10,000	1,700	A	0.17
<b>Mission Road</b>					
Bennett Ave to Barham Dr	4-Ln Major	37,000	20,400	C	0.55
Enterprise St to Andreasen Dr	4-Ln Collector	34,200	17,100	B	0.50
<b>Via Rancho Parkway</b>					
Valley Pkwy to Eucalyptus Ave	2-Ln Local Collector	15,000	12,200	D	0.81
Eucalyptus Ave to Bernardo Ave	2-Ln Local Collector	15,000	10,000	C	0.67
Bernardo Ave to Felicita Rd	2-Ln Local Collector	15,000	12,000	D	0.80
Felicita Rd to Quiet Hills Rd	6-Ln Super Major	50,000	14,800	A	0.30

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

## 23.2 Year 2035 Conditions Discussion

The following is a discussion of the land use, street network, traffic volumes, and level of service analysis results for Year 2035 conditions. As previously mentioned in *Section 3.0* of the report, three alternatives were analyzed:

- **Alternative 1:** Year 2035 Adopted General Plan Circulation Element & Land Use
- **Alternative 2:** Year 2035 Adopted General Plan Circulation Element & Proposed General Plan Land Use
- **Alternative 3:** Year 2035 Proposed General Plan Circulation Element & Land Use

**23.2.1 Year 2035 Street Network**

For the Year 2035 analysis, roadway segments were assumed to be built out to their ultimate classifications as identified on the currently adopted *General Plan Circulation Element* (see *Appendix A*), except for *Alternative 3*, where changes are proposed to the Circulation Element. **Table 23–2** shows the roadways affected by the proposed changes to the street network under *Alternative 3* within the Southwest Quadrant:

**TABLE 23–2  
SOUTHWEST QUADRANT  
YEAR 2035 NETWORK CHANGES**

Street Segment	Year 2035 Roadway Classification		
	Alternative 1: Adopted GP CE & LU	Alternative 2: Adopted GP CE & Proposed GP LU	Alternative 3: Proposed GP CE & Proposed GP LU
<b>Felicita Road</b>		<i>Same as Alternative 1</i>	
Hamilton Ln to Via Rancho Pkwy	4-Ln Collector		2-Ln Local Collector
<b>Valley Parkway</b>			
Via Rancho Pkwy to Citracado Pkwy	6-Ln Super Major		4-Ln Major
Citracado Pkwy to Avenida Del Diablo	6-Ln Super Major		4-Ln Major
Avenida Del Diablo to 11 <sup>th</sup> Ave	6-Ln Super Major		4-Ln Major
<b>Mission Road</b>			
Enterprise Street to Andraesen Street	6-Ln Super Major		4-Ln Major
<b>Via Rancho Parkway</b>			
Valley Pkwy to Eucalyptus Rd	4-Ln Major		4-Ln Collector
Eucalyptus Ave to Bernardo Ave	4-Ln Major		4-Ln Collector
Bernardo Ave to Felicita Rd	4-Ln Major		4-Ln Collector

*Source:* City of Escondido Adopted Circulation Element (2009), and City of Escondido, 2011

*Figure 23–4*, *Figure 23–6*, and *Figure 23–8* show the Year 2035 roadway conditions for *Alternative 1*, *Alternative 2*, and *Alternative 3* within the Southwest Quadrant, respectively.

### 23.2.2 Year 2035 Traffic Volumes

The daily traffic volumes for the three future alternatives were obtained from the SANDAG Series 11 Year 2030 North County Model (NCM). A growth factor of 2.5% was applied to the Year 2030 volumes generated by the SANDAG model to arrive at Year 2035 volumes. A more detailed discussion of the traffic modeling process is provided in *Section 5.0* of the report.

**Figure 23–5**, **Figure 23–7**, and **Figure 23–9** show the ADT volumes for *Alternative 1*, *Alternative 2*, and *Alternative 3* within the Southwest Quadrant, respectively.

### 23.2.3 Year 2035 Alternative 1 Analysis Results

#### SEGMENTS

**Table 23–3** summarizes the segment operations in the Southwest Quadrant study area under *Alternative 1* conditions. As seen in **Table 23–3**, the study area segments are calculated to operate at LOS D or better conditions.

#### INTERSECTIONS

There are no intersections analyzed in this Perimeter Area.

**Figure 23–5** graphically shows the roadway segment and intersection LOS under *Alternative 1* conditions for the Southwest Quadrant.

### 23.2.4 Year 2035 Alternative 2 Analysis Results

#### SEGMENTS

**Table 23–3** summarizes the segment operations in the Southwest Quadrant study area under *Alternative 2* conditions with the proposed changes in land use. As seen in **Table 23–3**, the study area segments are calculated to operate at LOS D or better conditions.

#### INTERSECTIONS

There are no intersections analyzed in this Perimeter Area.

**Figure 23–7** graphically shows the roadway segment and intersection LOS under *Alternative 2* conditions for the Southwest Quadrant 9.

### 23.2.5 Year 2035 Alternative 3 Analysis Results

#### SEGMENTS

**Table 23–3** summarizes the segment operations in the Southwest Quadrant study area under *Alternative 3* conditions. As seen in **Table 23–3**, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Valley Parkway between Via Rancho Parkway and Citracado Parkway (LOS E)

It should be noted that Valley Parkway between Via Rancho Parkway and Citracado Parkway is proposed to be downgraded from a six-lane Super Major to a four-lane Major as part of *Alternative 3*.

#### INTERSECTIONS

There are no intersections analyzed in this Perimeter Area.

*Figure 23–9* graphically shows the roadway segment and intersection LOS under *Alternative 3* conditions for the Southwest Quadrant.

TABLE 23-3  
SOUTHWEST QUADRANT  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>North/South Roadways</b>																	
<b>Andreasen Drive</b>																	
Mission Rd to Simpson Wy	10,000	8,900	D	0.89	4-Ln Collector	34,200	16,100	B	0.47	18,700	B	0.55	4-Ln Collector	34,200	18,600	B	0.54
Simpson Way to Auto Park Wy	10,000	4,200	B	0.42	4-Ln Collector	34,200	4,600	A	0.13	7,600	A	0.22	4-Ln Collector	34,200	7,600	A	0.22
Auto Park Wy to Enterprise St	10,000	7,100	C	0.71	4-Ln Collector	34,200	6,000	A	0.18	8,100	A	0.24	4-Ln Collector	34,200	8,100	A	0.24
Enterprise St to Citracado Pkwy	20,000	6,300	A	0.32	4-Ln Collector	34,200	6,600	A	0.19	7,400	A	0.22	4-Ln Collector	34,200	8,000	A	0.23
<b>Bernardo Avenue</b>																	
11 <sup>th</sup> Ave to Citracado Pkwy	DNE	DNE	DNE	DNE	2-Ln Local Collector	15,000	2,100	A	0.14	4,100	A	0.27	2-Ln Local Collector	15,000	4,100	A	0.27
Citracado Pkwy to Hamilton Ln	15,000	6,800	B	0.45	2-Ln Local Collector	15,000	3,500	A	0.23	9,900	C	0.66	2-Ln Local Collector	15,000	10,000	C	0.67
<b>Citracado Parkway</b>																	
Auto Park Wy to Andreasen Dr	37,000	6,100	A	0.16	4-Ln Major	37,000	28,100	D	0.76	29,900	D	0.81	4-Ln Major	37,000	30,100	D	0.81
Andreasen Dr to Kauana Loa Dr	DNE	DNE	DNE	DNE	4-Ln Major	37,000	20,400	C	0.55	24,100	C	0.65	4-Ln Major	37,000	24,100	C	0.65
Avenida Del Diablo to Valley Pkwy	15,000	7,500	B	0.50	4-Ln Major	37,000	25,000	C	0.68	29,100	D	0.79	4-Ln Major	37,000	29,200	D	0.79
<b>Del Dios Road</b>																	
11 <sup>th</sup> Ave to Avenida Del Diablo	10,000	2,900	A	0.29	2-Ln Local Collector	15,000	6,900	B	0.46	8,800	C	0.59	2-Ln Local Collector	15,000	8,900	C	0.59

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

DNE = Does Not Exist.  
GP = General Plan  
LU = Land Use  
CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 23-3  
SOUTHWEST QUADRANT  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>Del Dios Highway</b>																	
Via Rancho Pkwy to Mount Israel Rd	15,000	23,900	F	1.59	6-Ln Super Major	50,000	28,000	C	0.56	32,800	C	0.66	6-Ln Super Major	50,000	32,700	C	0.65
<b>Enterprise Street</b>																	
Mission Ave to Auto Park Wy	15,000	2,800	A	0.19	4-Ln Collector	34,200	10,700	A	0.31	11,400	A	0.33	4-Ln Collector	34,200	11,600	A	0.34
<b>Felicita Road</b>																	
Hamilton Ln to Via Rancho Pkwy	10,000	4,200	B	0.42	4-Ln Collector	34,200	7,200	A	0.21	9,500	A	0.28	<i>2-Ln Local Collector</i>	<i>15,000</i>	9,200	C	0.61
<b>Hale Avenue</b>																	
I-15 HOV Off-Ramp to Industrial Ave	10,000	18,700	F	1.87	4-Ln Collector	34,200	15,000	B	0.44	20,700	C	0.61	4-Ln Collector	34,200	20,900	C	0.61
Industrial Ave to Auto Park Way	10,000	12,500	F	1.25	4-Ln Collector	34,200	13,100	B	0.38	18,500	B	0.54	4-Ln Collector	34,200	18,500	B	0.54
9 <sup>th</sup> Ave to 11 <sup>th</sup> Ave	10,000	8,900	D	0.89	2-Ln Local Collector	15,000	11,500	D	0.77	12,600	D	0.84	2-Ln Local Collector	15,000	12,200	D	0.81
<b>Valley Parkway</b>																	
Via Rancho Pkwy to Citracado Pkwy	37,000	21,000	C	0.57	6-Ln Super Major	50,000	28,800	C	0.58	34,200	C	0.68	<i>4-Ln Major</i>	<i>37,000</i>	34,200	E <sup>e</sup>	0.92
Citracado Pkwy to Avenida Del Diablo	37,000	22,700	C	0.61	6-Ln Super Major	50,000	21,100	B	0.42	24,000	B	0.48	<i>4-Ln Major</i>	<i>37,000</i>	24,000	C	0.65
Avenida Del Diablo to 11 <sup>th</sup> Ave	37,000	16,500	B	0.45	6-Ln Super Major	50,000	17,200	A	0.34	18,700	B	0.37	<i>4-Ln Major</i>	<i>37,000</i>	18,800	B	0.51

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Due to LOS D or better operations at adjacent intersections along this segment, a significant segment impact is not calculated.

**General Notes:**

*Italics* represent change in roadway classification.  
**Bold** typeface and **shading** represents an LOS worse than City standards.  
 GP = General Plan  
 LU = Land Use  
 CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 23-3  
SOUTHWEST QUADRANT  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>East/West Roadways</b>																	
<b>11<sup>th</sup> Avenue</b>																	
Del Dios Rd to Bernardo Ave	10,000	1,700	A	0.17	2-Ln Local Collector	15,000	2,800	A	0.19	4,900	A	0.33	2-Ln Local Collector	15,000	4,800	A	0.32
<b>9<sup>th</sup> Avenue</b>																	
Hale Ave to Valley Pkwy	17,500 <sup>e</sup>	13,400	D	0.77	4-Ln Collector	34,200	15,300	B	0.45	15,300	B	0.45	4-Ln Collector	34,200	15,300	B	0.45
<b>Auto Park Way</b>																	
Citracado Pkwy to Enterprise St	10,000	<b>10,300</b>	<b>F</b>	<b>1.03</b>	4-Ln Collector	34,200	11,000	A	0.32	11,900	A	0.35	4-Ln Collector	34,200	11,800	A	0.35
Enterprise St to Venture St	10,000	<b>20,600</b>	<b>F</b>	<b>2.06</b>	4-Ln Collector	34,200	20,900	C	0.61	22,200	C	0.65	4-Ln Collector	34,200	22,200	C	0.65
Venture St to Andreasen Dr	10,000	<b>13,200</b>	<b>F</b>	<b>1.32</b>	4-Ln Collector	34,200	14,600	B	0.43	15,000	B	0.44	4-Ln Collector	34,200	15,100	B	0.44
Andreasen Dr to Hale Ave	34,200	21,400	C	0.63	4-Ln Collector	34,200	24,100	C	0.70	24,400	C	0.71	4-Ln Collector	34,200	24,400	C	0.71
Hale Ave to Valley Pkwy	34,200	25,000	C	0.73	4-Ln Collector	34,200	23,400	C	0.68	28,100	D	0.82	4-Ln Collector	34,200	28,200	D	0.82
<b>Avenida Del Diablo</b>																	
Valley Pkwy to Del Dios Rd	15,000	1,800	A	0.12	2-Ln Local Collector	15,000	5,700	B	0.38	7,700	B	0.51	2-Ln Local Collector	15,000	7,700	B	0.51

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Roadway currently built as a three lane roadway. Average of 2-Ln Collector and 4-Ln Collector capacity used in analysis.

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

GP = General Plan

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TABLE 23-3  
SOUTHWEST QUADRANT  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>Citracado Parkway</b>																	
Valley Pkwy to Eucalyptus Ave	15,000	1,200	A	0.08	4-Ln Major	37,000	14,100	B	0.38	16,900	B	0.46	4-Ln Major	37,000	16,700	B	0.45
Eucalyptus Ave to Bernardo Ave	DNE	DNE	DNE	DNE	4-Ln Major	37,000	13,000	B	0.35	16,700	B	0.45	4-Ln Major	37,000	16,500	B	0.45
<b>Clarence Lane</b>																	
Felicita Rd to Alexander Dr	10,000	1,700	A	0.17	2-Ln Local Collector	15,000	5,100	A	0.34	5,400	B	0.36	2-Ln Local Collector	15,000	5,400	B	0.36
<b>Mission Road</b>																	
Bennett Ave to Barham Dr	37,000	20,400	C	0.55	4-Ln Major	37,000	23,600	C	0.64	24,400	C	0.66	4-Ln Major	37,000	24,400	C	0.66
Enterprise St to Andreasen Dr	34,200	17,100	B	0.50	6-Ln Super Major	50,000	20,300	B	0.41	21,500	B	0.43	<i>4-Ln Major</i>	<i>37,000</i>	21,500	C	0.58
<b>Via Rancho Parkway</b>																	
Valley Pkwy to Eucalyptus Rd	15,000	12,200	D	0.81	4-Ln Major	37,000	10,900	A	0.29	12,600	A	0.34	<i>4-Ln Collector</i>	<i>34,200</i>	12,600	B	0.37
Eucalyptus Ave to Bernardo Ave	15,000	10,000	C	0.67	4-Ln Major	37,000	10,800	A	0.29	11,900	A	0.32	<i>4-Ln Collector</i>	<i>34,200</i>	11,900	A	0.35
Bernardo Ave to Felicita Rd	15,000	12,000	D	0.80	4-Ln Major	37,000	12,500	A	0.34	13,300	B	0.36	<i>4-Ln Collector</i>	<i>34,200</i>	13,300	B	0.39
Felicita Rd to Quiet Hills Rd	50,000	14,800	A	0.30	4-Ln Major	37,000	16,800	B	0.45	20,100	B	0.54	4-Ln Major	37,000	19,900	B	0.54

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

*Italics* represent change in roadway classification.

DNE = Does Not Exist  
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CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

## 23.3 Summary of Findings/Significance of Impacts and Mitigation Measures

### 23.3.1 *Summary of Findings*

There are no specific land-use changes proposed with the *General Plan Update (Alternative 3)* within the Southwest Quadrant Perimeter Area. There are four (4) roadway segment downgrades proposed. The land-use and network assumptions within this Perimeter Area are unchanged from the *Adopted General Plan* (except where noted) although changes associated with the *Proposed General Plan Update* do have some residual effect on the Southwest Quadrant operations. Development of *Alternative 3*, including the proposed downgrades, results in one (1) segment operating at unacceptable LOS.

### 23.3.2 *Significance of Impacts*

The following street segments are not significantly impacted under *Alternative 3* due to LOS D or better operations at adjacent intersections:

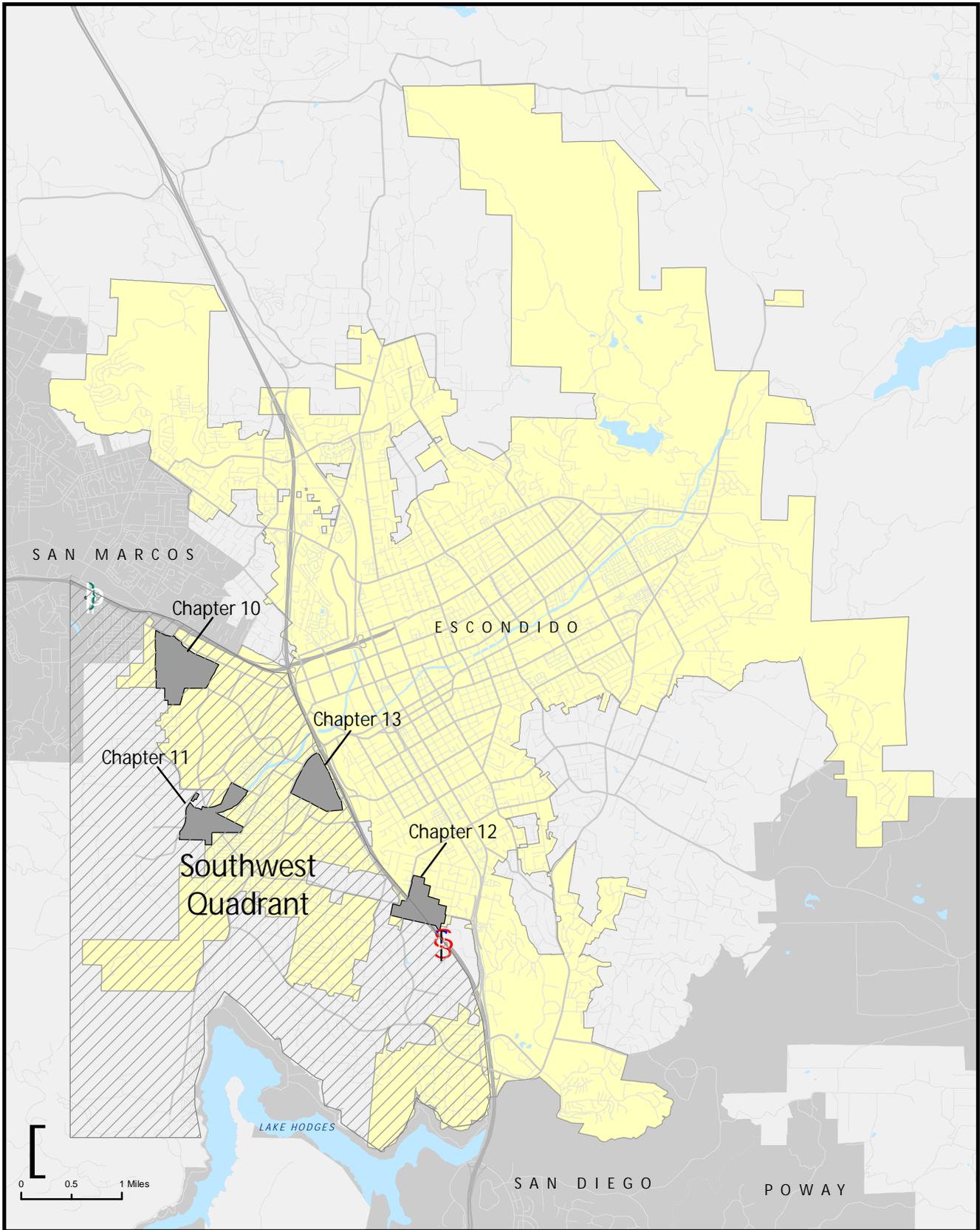
#### SEGMENTS

- Valley Parkway between Via Rancho Parkway and Citracado Parkway (LOS E)

*Appendix D* contains the analysis worksheets for intersections demonstrating acceptable LOS along these segments. *Section 5.0* of this report explains the intersection analysis methodology applied to street segments calculated to operate at deficient levels of service.

### 23.3.3 *Mitigation*

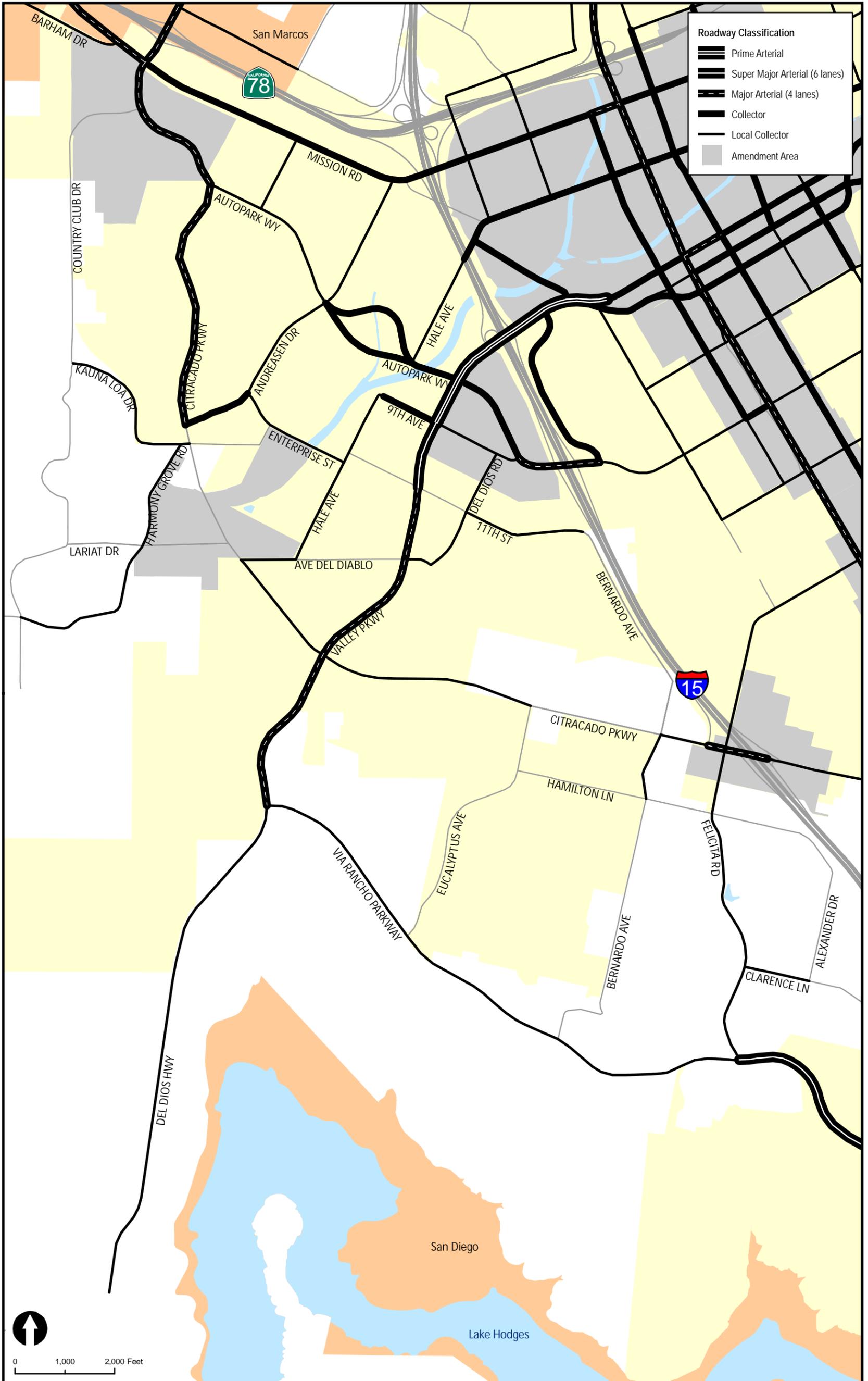
No mitigation is required.



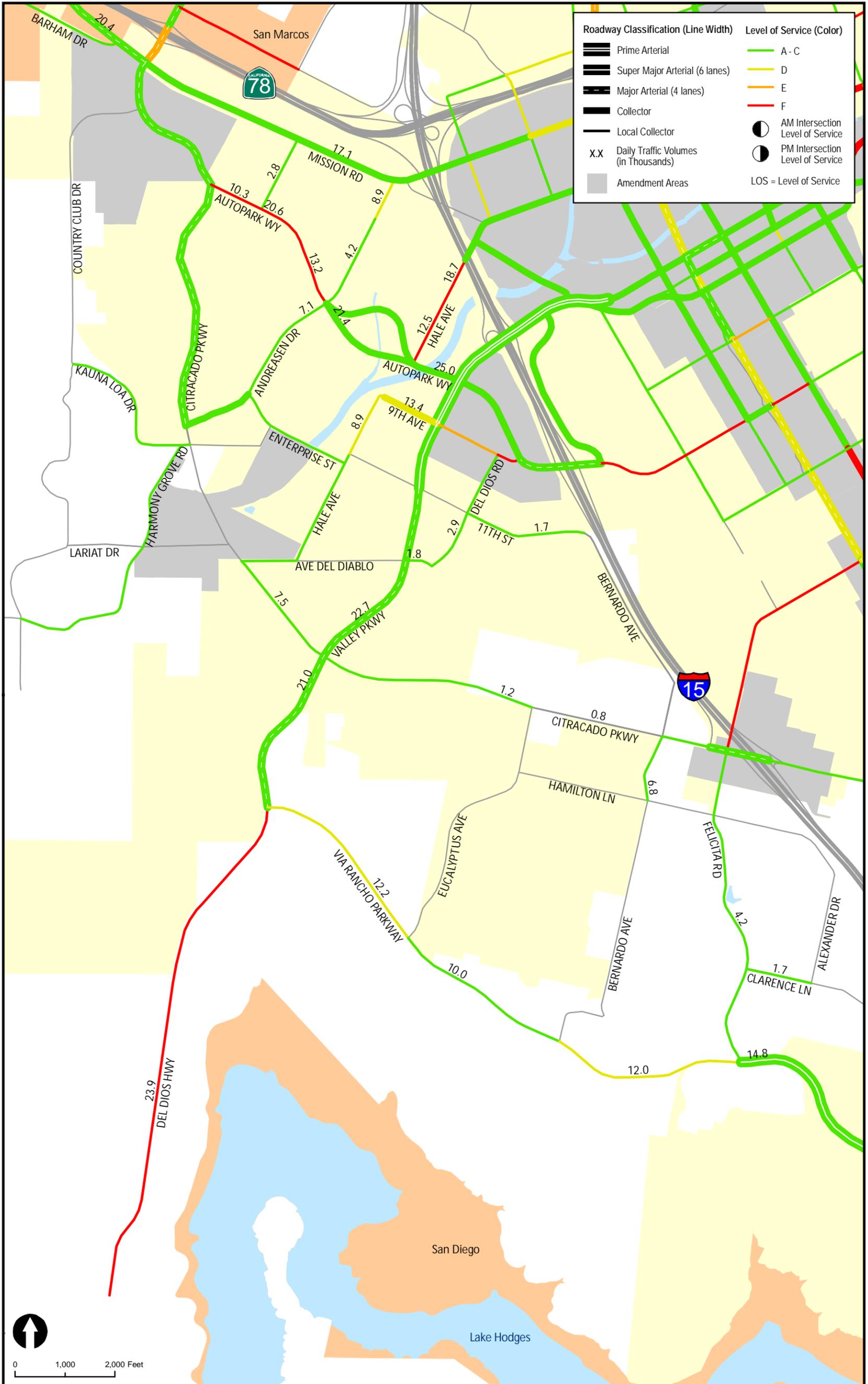
REV. 8/15/11  
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 Source: SANDAG

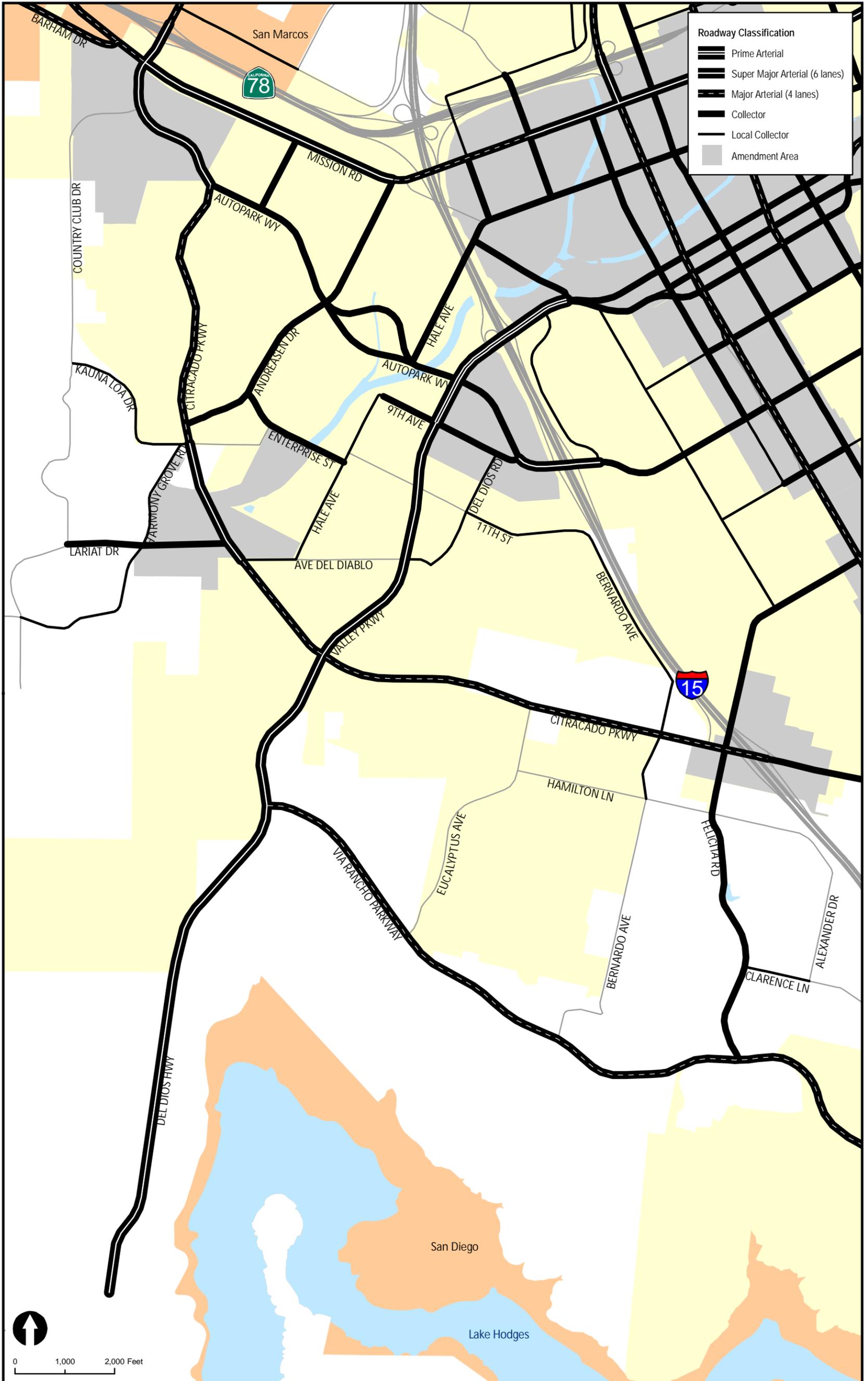


**Figure 23-1**  
**Overview Map**  
**Southwest Quadrant**

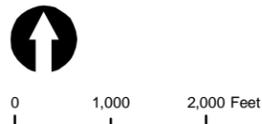
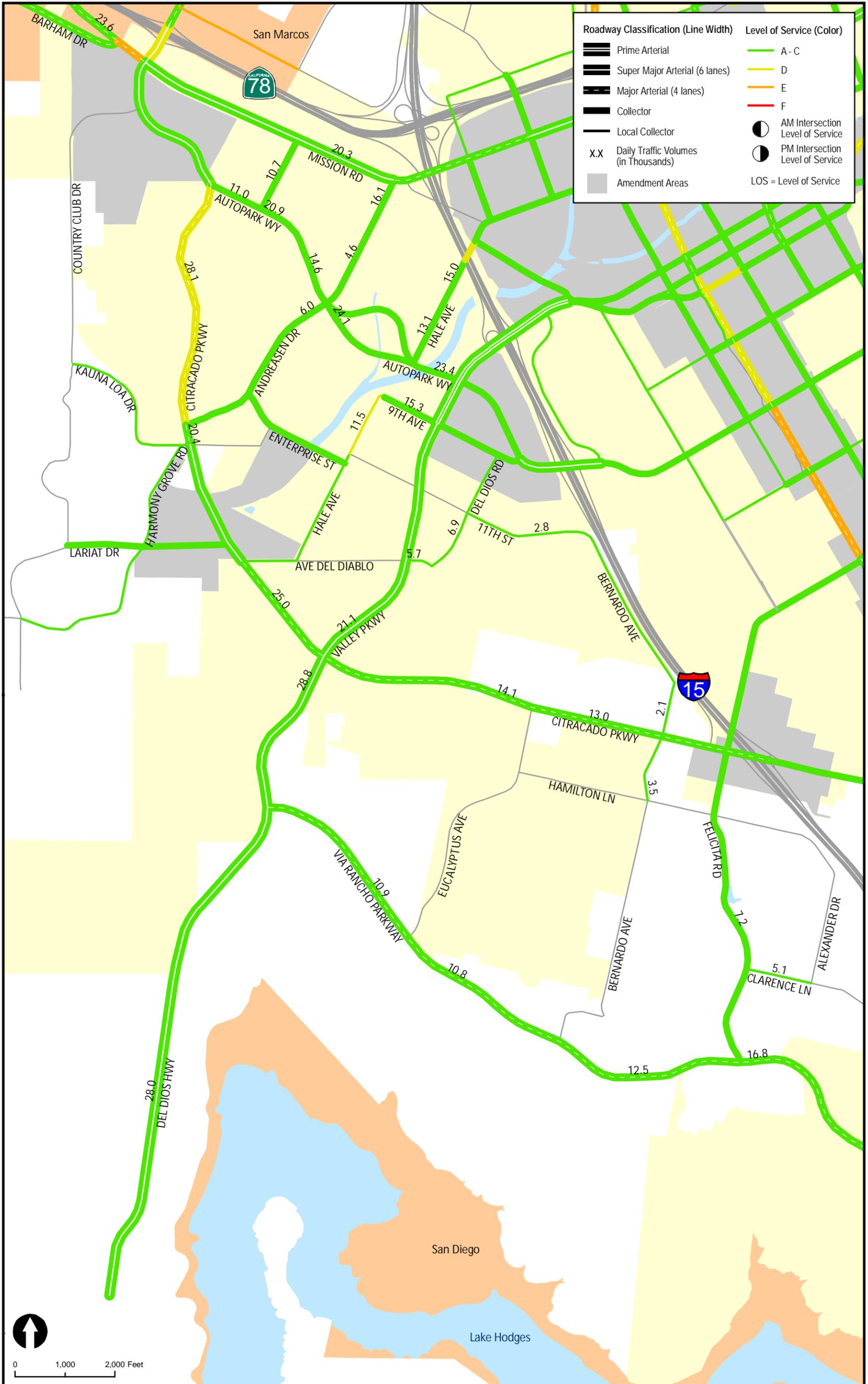


Roadway Classification	
	Prime Arterial
	Super Major Arterial (6 lanes)
	Major Arterial (4 lanes)
	Collector
	Local Collector
	Amendment Area

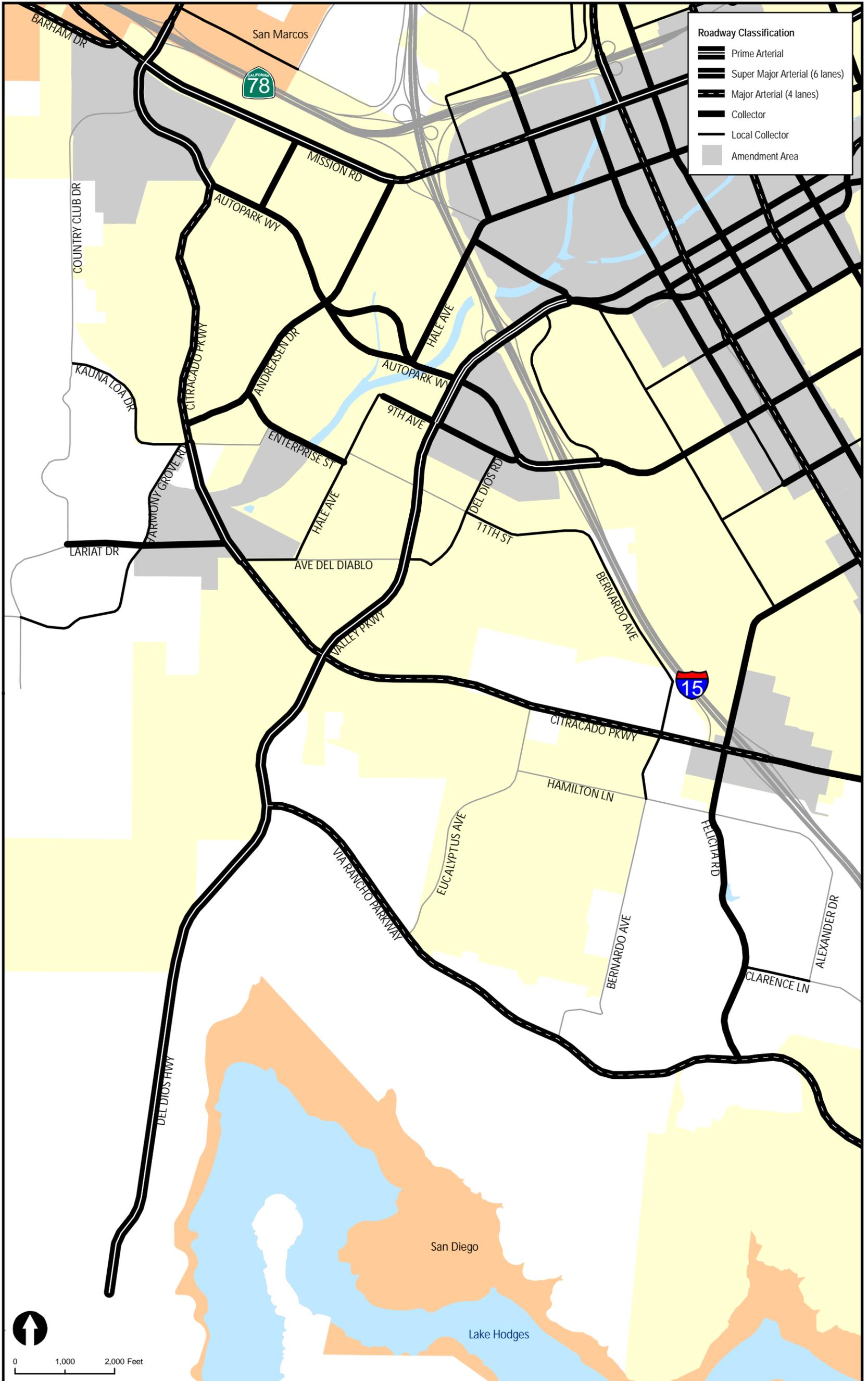


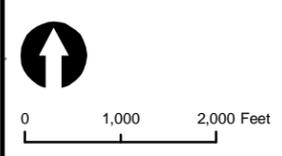
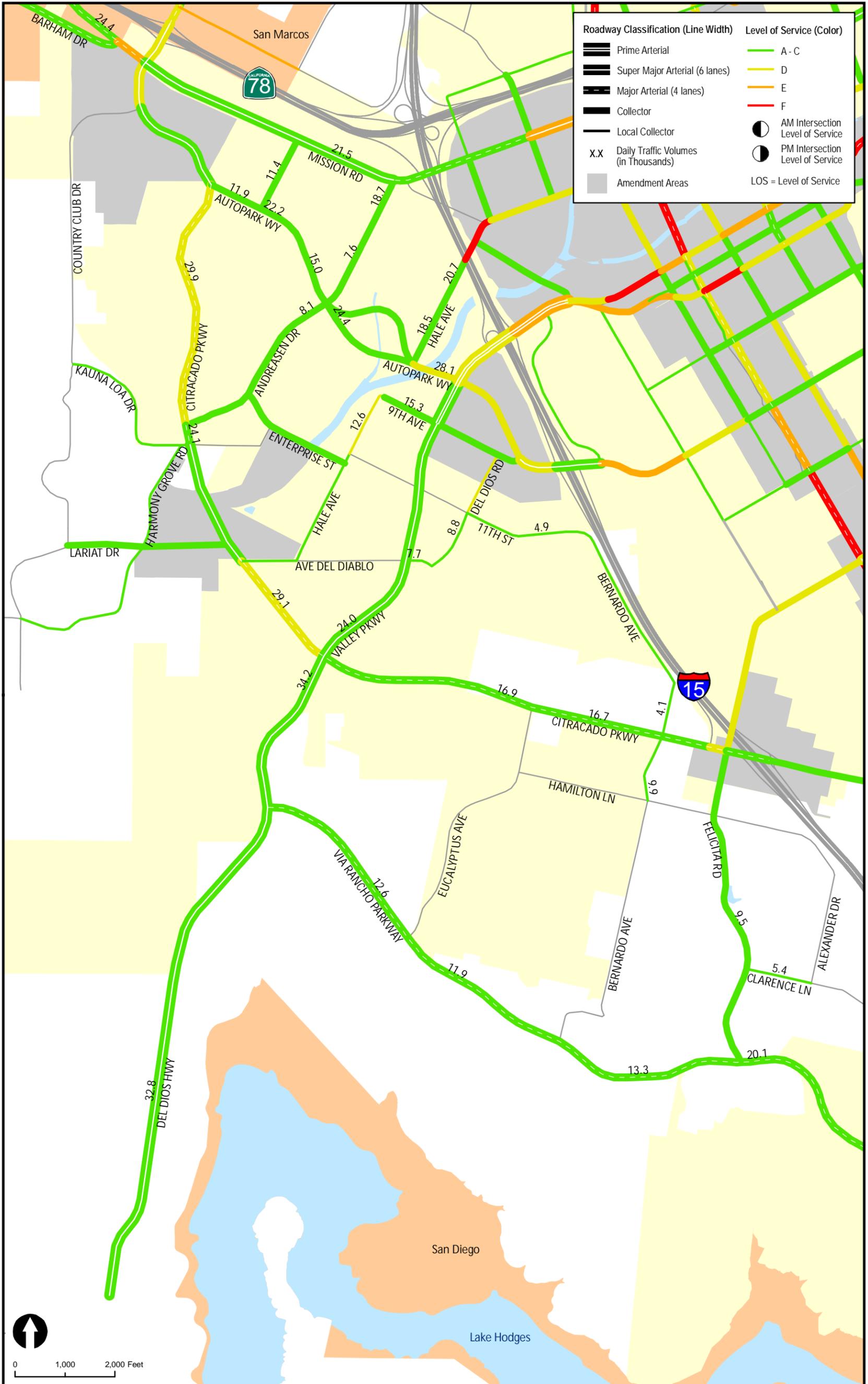


**Figure 23-4**  
**Year 2035 Conditions Diagram - Alternative 1**  
**Southwest Quadrant**

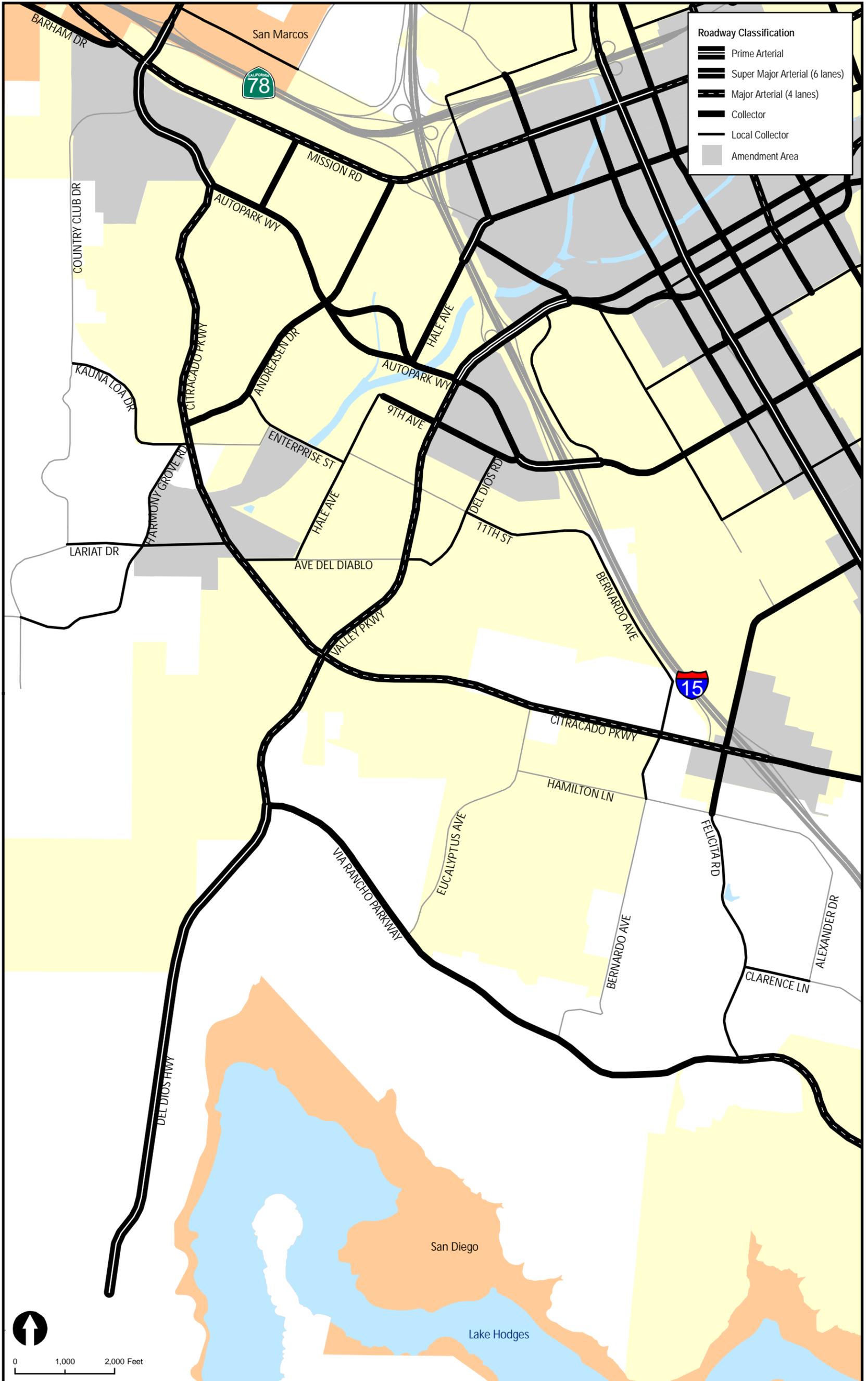


**Figure 23-5**  
**Year 2035 Traffic Volumes & LOS - Alternative 1**  
**Southwest Quadrant**



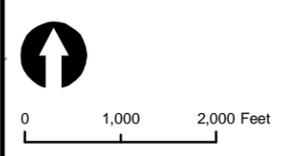
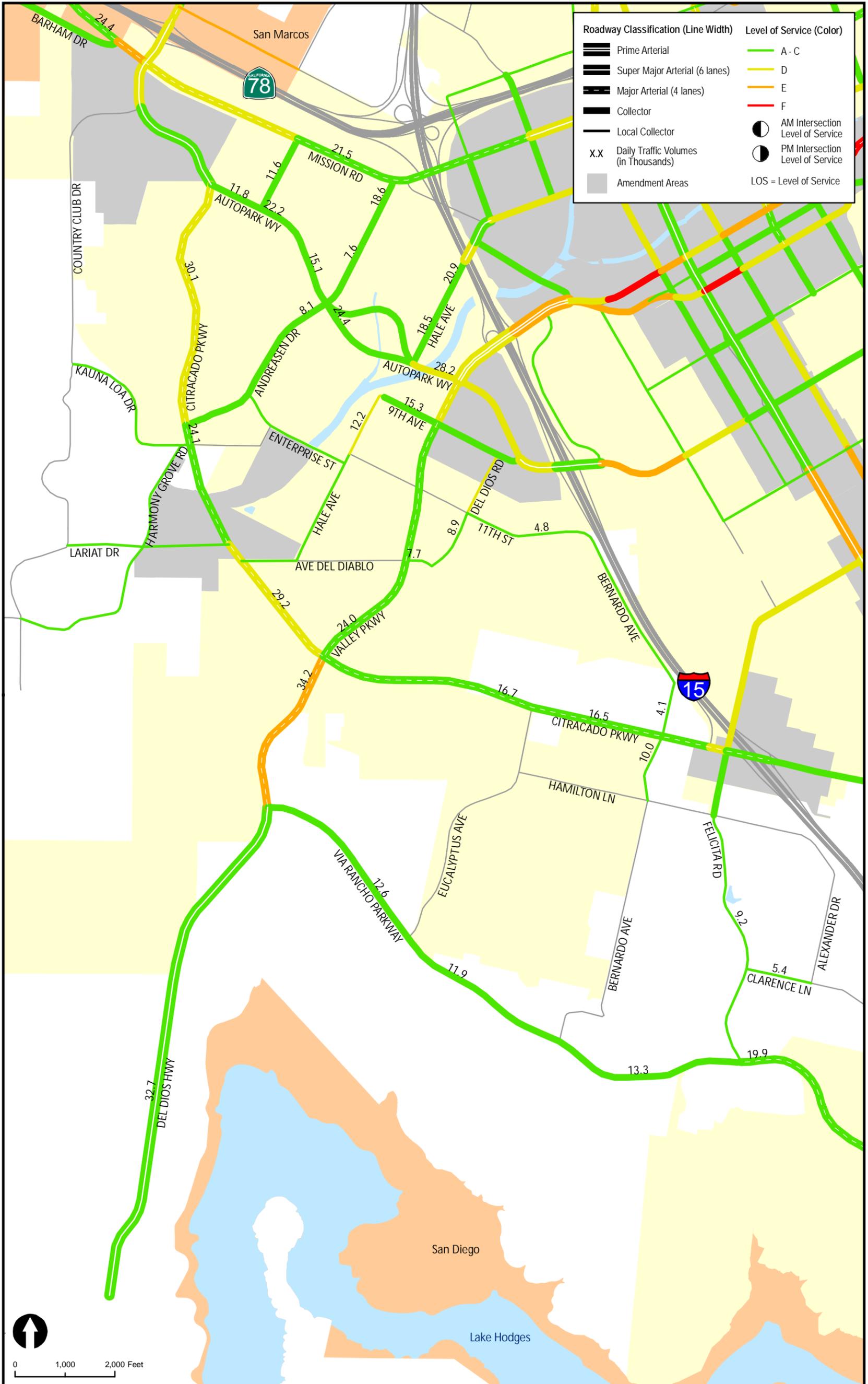


**Figure 23-7**  
**Year 2035 Traffic Volumes & LOS - Alternative 2**  
**Southwest Quadrant**



**Roadway Classification**

- Prime Arterial
- Super Major Arterial (6 lanes)
- Major Arterial (4 lanes)
- Collector
- Local Collector
- Amendment Area



**LINSCOTT  
LAW &  
GREENSPAN**  
engineers

REV. 10/5/11  
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Source: City of Escondido and SANDAG Series 11

**Figure 23-9**  
**Year 2035 Traffic Volumes & LOS - Alternative 3**  
**Southwest Quadrant**

## 24.0 PERIMETER AREAS – SOUTHEAST QUADRANT



## 24.0 PERIMETER AREAS – SOUTHEAST QUADRANT

The project area for the *General Plan Update* extends beyond the City limits of Escondido and includes the following areas: 1) the City of Escondido corporate boundaries; 2) the City’s Sphere of Influence (SOI); and 3) some areas beyond the City’s SOI under the jurisdiction of the County of San Diego. The areas not identified as part of the 15 Amendment Areas are located in what is considered “Perimeter Areas” for the purpose of this report and have been separated into four (4) quadrants. They are termed the Northwest, Northeast, Southwest, and Southeast Quadrants. The analysis of these Perimeter Areas focuses on the effect of the proposed *General Plan Update* land use and circulation network changes on areas not within the 15 Amendment Areas. A detailed discussion of existing and future land uses is not provided since no changes are proposed with the *General Plan Update* in the Perimeter Areas. However, they are still peripherally affected by proposed changes in the Amendment Areas located elsewhere in the City. The following section is an evaluation of the Perimeter Area roadway system located in the Southeast Quadrant.

The Southeast Quadrant is located south of SR-78 and east of I-15 in the City of Escondido’s SOI. *Figure 24–1* shows the Perimeter Area Overview map for the Southeast Quadrant. All figures are provided at the end of this section.

### 24.1 Existing Conditions Discussion

The following is a discussion of the street network, traffic volumes, and Level of Service (LOS) analysis results for existing conditions.

#### 24.1.1 Existing Street Network

The major circulation element roadways and select major intersections within the Southeast Quadrant area were evaluated in this analysis. The existing roadway capacities were identified based on the number of lanes, undivided or divided roadway conditions, on-street parking, and curb-to-curb width and were based on the *City of Escondido Proposed Level of Service Standards and Street Segment Average Daily Trip Thresholds Table*. *Table 3–1* in *Section 3.3.2* of the report contains a copy of this table. The following is a brief description of the existing roadways in the study area.

**Ash Street** is currently built as a four-lane divided roadway within the Southeast Quadrant study area. Between Lincoln Avenue and Mission Avenue, a TWLTL median is provided. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit ranges between 35-40 mph.

**Bear Valley Parkway** is generally built as a four-lane divided roadway within the Southeast Quadrant study area. A TWLTL median is provided intermittently along Bear Valley Parkway. South of Sunset Drive, Bear Valley Parkway transitions to a two-lane undivided roadway. Bike lanes are provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are generally provided and the posted speed limit ranges between 40-50 mph.

**Chestnut Street** is currently built as a two-lane undivided roadway within the Southeast Quadrant study area. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and the posted speed limit is 40 mph.

**Citrus Avenue** is currently built as a two-lane divided roadway within the Southeast Quadrant study area. A TWLTL median is provided intermittently along Citrus Avenue. Bike lanes are generally not provided and parking is generally restricted along both sides of the roadway. Sidewalks, curbs and gutters are generally provided and the posted speed limit ranges between 35-40 mph.

**Cloverdale Road** is currently built as a two-lane undivided roadway within the Southeast Quadrant study area. A TWLTL median is provided along Cloverdale Road. Bike lanes are provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and the posted speed limit is 45 mph.

**Date Street** is currently built as a four-lane divided roadway within the Southeast Quadrant study area. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph.

**Fig Street** is currently built as a two-lane undivided roadway within the Southeast Quadrant study area. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph.

**Harding Street** is currently built as a two-lane divided roadway within the Southeast Quadrant study area. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and no posted speed limit signs were observed.

**Hickory Street** is currently built as a two-lane undivided roadway within the Southeast Quadrant study area. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 30 mph.

**Juniper Street** is currently built as a two-lane undivided roadway within the Southeast Quadrant study area. A TWLTL median is provided intermittently along Juniper Street. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit ranges between 25-35 mph.

**La Terraza Boulevard** is currently built as a three-lane undivided roadway within the Southeast Quadrant study area. A TWLTL median is provided intermittently along La Terraza Boulevard. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 40 mph.

**Midway Drive** is currently built as a two-lane undivided roadway within the Southeast Quadrant study area. A TWLTL median is provided intermittently along Midway Drive. Bike lanes are not provided and parking is generally permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph.

**Rose Street** is currently built as a two-lane undivided roadway within the Southeast Quadrant study area. Bike lanes are not provided and parking is provided along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit ranges between 25-35 mph.

**San Pasqual Road** is currently built as a two-lane undivided roadway within the Southeast Quadrant study area. Between Ryan Drive and Bear Valley Parkway, San Pasqual Road widens to a four-lane divided roadway. Bike lanes are provided and parking is provided along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit ranges between 45-50 mph.

**San Pasqual Road (SR-78)** is generally built as a two-lane undivided roadway within the Southeast Quadrant study area. A TWLTL median is provided intermittently along San Pasqual Valley Road. Bike lanes are provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are not provided and the posted speed limit ranges between 35-45 mph.

**Sunset Drive** is currently built as a two-lane undivided roadway within the Southeast Quadrant study area. Bike lanes are generally provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 40 mph.

**Tulip Street** is currently built as a two-lane undivided roadway within the Southeast Quadrant study area. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 30 mph.

*Figure 24–2* shows the existing conditions diagram for the Southeast Quadrant study area.

#### 24.1.2 Existing Traffic Volumes

Existing ADT traffic volumes were obtained from City of Escondido and SANDAG records. Existing peak hour volumes were collected by LLG or obtained from recent area traffic studies. *Appendix C* contains the traffic volume data used in the analysis.

*Figure 24–3* illustrates the *Existing* average daily and peak hour traffic volumes.

#### 24.1.3 Existing Analysis Results

##### SEGMENTS

*Table 24–1* summarizes the key segment operations in the Southeast Quadrant study area for existing conditions. As seen in *Table 24–1*, all study area segments are calculated to currently operate at LOS D or better conditions except for the following:

- Bear Valley Parkway between Beethoven Drive and San Pasqual Road (LOS F)
- Bear Valley Parkway between San Pasqual Road and Mary Lane (LOS F)
- Bear Valley Parkway between Sunset Drive and San Pasqual Valley Road (LOS F)
- Bear Valley Parkway between San Pasqual Valley Road and Idaho Avenue (LOS F)
- Bear Valley Parkway between Idaho Avenue and Birch Avenue (LOS F)
- Bear Valley Parkway between Birch Avenue and Rose Street (LOS F)

- Citrus Avenue between El Norte Parkway and Mission Avenue (LOS E)
- Juniper Street between 5<sup>th</sup> Avenue and 9<sup>th</sup> Avenue (LOS E)
- Juniper Street between Chestnut Street and 13<sup>th</sup> Avenue (LOS F)
- Juniper Street between 13<sup>th</sup> Avenue and 15<sup>th</sup> Avenue (LOS F)
- Midway Drive between Lincoln Avenue and Mission Avenue (LOS E)
- Midway Drive between Mission Avenue and Washington Avenue (LOS F)
- Midway Drive between Grand Avenue and Oak Hill Drive (LOS F)
- San Pasqual Valley Road (SR-78) between Oak Hill Drive and Birch Avenue (LOS F)
- San Pasqual Valley Road (SR-78) between Birch Avenue and Idaho Avenue (LOS F)
- San Pasqual Valley Road (SR-78) between 17<sup>th</sup> Avenue and Bear Valley Parkway (LOS E)
- San Pasqual Valley Road (SR-78) between Bear Valley Parkway and Citrus Avenue (LOS F)
- San Pasqual Valley Road (SR-78) between Citrus Avenue and Summit Drive (LOS F)
- San Pasqual Valley Road (SR-78) between Summit Drive and Old San Pasqual Road (LOS F)
- San Pasqual Valley Road (SR-78) between Old San Pasqual Road and Cloverdale Road (LOS E)
- 9<sup>th</sup> Avenue between La Terraza Boulevard and Tulip Street (LOS F)
- Lincoln Avenue between Lincoln Parkway (SR-78) and Fig Street (LOS F)
- Lincoln Avenue between Fig Street and Ash Street (LOS E)
- Lincoln Avenue between Ash Street and Harding Street (LOS F)
- Lincoln Avenue between Harding Street and Rose Street (LOS F)
- Lincoln Avenue between Rose Street and Midway Drive (LOS F)
- Mission Avenue between Fig Street and Ash Street (LOS F)
- Mission Avenue between Ash Street and Harding Street (LOS E)
- Mission Avenue between Harding Street and Rose Street (LOS E)
- Mission Avenue between Rose Street and Midway Drive (LOS E)
- Oak Hill Drive between San Pasqual Valley Road and Rose Street (LOS E)

#### INTERSECTIONS

**Table 24–2** shows existing peak hour operations at the key intersections within the Southeast Quadrant study area. As seen in **Table 24–2**, all study area intersections are calculated to operate at LOS D or better conditions except for the following:

- Ash Street/Mission Avenue (LOS E/F, AM/PM peak hour)

*Appendix B–49* shows the existing peak hour calculation sheets.

**TABLE 24-1  
SOUTHEAST QUADRANT  
EXISTING STREET SEGMENT OPERATIONS**

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>
<b>North/South Roadways</b>					
<b>Ash Street</b>					
Lincoln Ave to Mission Ave	4-Ln Collector	34,200	19,000	C	0.56
Mission Ave to Washington Ave	4-Ln Collector	34,200	21,700	C	0.63
<b>Bear Valley Parkway</b>					
Beethoven Dr to San Pasqual Rd	4-Ln Major	37,000	<b>37,600</b>	<b>F</b>	<b>1.02</b>
San Pasqual Rd to Mary Ln	4-Ln Major	37,000	<b>37,800</b>	<b>F</b>	<b>1.02</b>
Mary Ln to Sunset Dr	4-Ln Major	37,000	30,400	D	0.82
Sunset Dr to San Pasqual Valley Rd	2-Ln Local Collector	15,000	<b>25,700</b>	<b>F</b>	<b>1.71</b>
San Pasqual Valley Rd to Idaho Ave	2-Ln Local Collector	15,000	<b>16,900</b>	<b>F</b>	<b>1.13</b>
Idaho Ave to Birch Ave	2-Ln Local Collector	15,000	<b>17,600</b>	<b>F</b>	<b>1.17</b>
Birch Ave to Rose St	2-Ln Local Collector	15,000	<b>17,100</b>	<b>F</b>	<b>1.14</b>
Rose St to Midway Dr	4-Ln Major	37,000	11,400	A	0.31
Midway Dr to Citrus Ave	4-Ln Major	37,000	9,900	A	0.27
Citrus Ave to Valley Pkwy	4-Ln Collector	34,200	13,700	B	0.40
<b>Chestnut Street</b>					
5 <sup>th</sup> Ave to 9 <sup>th</sup> Ave	2-Ln Local Collector	10,000	5,500	C	0.55
9 <sup>th</sup> Ave to 13 <sup>th</sup> Ave	2-Ln Local Collector	10,000	6,100	C	0.61
<b>Citrus Avenue</b>					
El Norte Pkwy to Mission Ave	2-Ln Local Collector	10,000	<b>9,300</b>	<b>E</b>	<b>0.93</b>
Mission Ave to Washington Ave	2-Ln Local Collector	15,000	5,300	B	0.35
Washington Ave to Valley Pkwy	2-Ln Local Collector	15,000	11,200	C	0.75
Valley Pkwy to Bear Valley Pkwy	2-Ln Local Collector	15,000	11,400	D	0.76

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represent an LOS worse than City standards.

**TABLE 24-1  
SOUTHEAST QUADRANT  
EXISTING STREET SEGMENT OPERATIONS**

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>
<b>Citrus Avenue (Continued)</b>					
Bear Valley Pkwy to Glen Ridge Rd	2-Ln Local Collector	15,000	8,600	C	0.57
Glen Ridge Rd to Mountain View Rd	2-Ln Local Collector	15,000	4,800	A	0.32
Mountain View Rd to Birch Ave	2-Ln Local Collector	15,000	5,000	A	0.33
Birch Ave to Idaho Ave	2-Ln Local Collector	15,000	5,600	B	0.37
Idaho Av to San Pasqual Valley Rd	2-Ln Local Collector	15,000	5,100	A	0.34
<b>Cloverdale Road</b>					
Rockwood Rd to San Pasqual Valley Rd (SR-78)	2-Ln Local Collector	15,000	7,200	B	0.48
<b>Date Street</b>					
Grand Ave to 5 <sup>th</sup> Ave	4-Ln Collector	34,200	7,100	A	0.21
<b>Fig Street</b>					
Lincoln Ave to Mission Ave	2-Ln Local Collector	15,000	10,100	C	0.67
Mission Ave to Washington Ave	2-Ln Local Collector	15,000	7,100	B	0.47
<b>Harding Street</b>					
Lincoln Ave to Mission Ave	2-Ln Local Collector	15,000	3,700	A	0.25
Mission Ave to Washington Ave	2-Ln Local Collector	15,000	3,700	A	0.25
<b>Hickory Street</b>					
Mission Ave to Washington Ave	2-Ln Local Collector	10,000	2,500	A	0.25
<b>Juniper Street</b>					
5 <sup>th</sup> Ave to 9 <sup>th</sup> Ave <sup>e</sup>	2-Ln Local Collector	19,000	9,600	B	0.51
9 <sup>th</sup> Ave to Chestnut St	2-Ln Local Collector	10,000	6,400	C	0.64
Chestnut St to 13 <sup>th</sup> Ave	2-Ln Local Collector	10,000	<b>13,700</b>	<b>F</b>	<b>1.37</b>

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Juniper Street from 5<sup>th</sup> Ave to 9<sup>th</sup> Ave has a two-way center turn lane allowing for an increased capacity of 19,000 ADT.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represent an LOS worse than City standards.

**TABLE 24-1  
SOUTHEAST QUADRANT  
EXISTING STREET SEGMENT OPERATIONS**

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>
<b>Juniper Street (Continued)</b>					
13 <sup>th</sup> Ave to 15 <sup>th</sup> Ave	2-Ln Local Collector	10,000	<b>12,500</b>	<b>F</b>	<b>1.25</b>
15 <sup>th</sup> Ave to 17 <sup>th</sup> Ave	2-Ln Local Collector	15,000	12,700	D	0.85
17 <sup>th</sup> Ave to Sunset Dr	2-Ln Local Collector	15,000	7,200	B	0.48
<b>La Terraza Boulevard</b>					
Valley Pkwy to 9 <sup>th</sup> Ave	4-Ln Collector	20,000	5,200	A	0.26
<b>Midway Drive</b>					
Lincoln Ave to Mission Ave	2-Ln Local Collector	10,000	<b>9,300</b>	<b>E</b>	<b>0.93</b>
Mission Ave to Washington Ave	2-Ln Local Collector	10,000	<b>10,900</b>	<b>F</b>	<b>1.09</b>
Grand Ave to Oak Hill Dr	2-Ln Local Collector	10,000	<b>12,400</b>	<b>F</b>	<b>1.24</b>
Oak Hill Dr to Bear Valley Pkwy	2-Ln Local Collector	10,000	7,500	D	0.75
<b>Rose Street</b>					
Lincoln Ave to Mission Ave	2-Ln Local Collector	10,000	7,000	C	0.70
Mission Ave to Washington Ave	2-Ln Local Collector	10,000	4,400	B	0.44
Grand Ave to Oak Hill Dr	2-Ln Local Collector	10,000	5,100	B	0.51
Oak Hill Dr to Bear Valley Pkwy	2-Ln Local Collector	10,000	4,800	B	0.48
<b>San Pasqual Road</b>					
San Pasqual Valley Rd (SR-78) to Ryan Dr	2-Ln Local Collector	15,000	10,200	C	0.68
Ryan Dr to Bear Valley Pkwy	4-Ln Major	37,000	8,000	A	0.22
<b>San Pasqual Valley Road (SR-78)</b>					
Grand Ave to Oak Hill Dr	4-Ln Collector	34,200	21,000	C	0.61
Oak Hill Dr to Birch Ave	2-Ln Local Collector	15,000	<b>15,400</b>	<b>F</b>	<b>1.03</b>

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represent an LOS worse than City standards.

**TABLE 24-1  
SOUTHEAST QUADRANT  
EXISTING STREET SEGMENT OPERATIONS**

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>
<b>San Pasqual Valley Road (SR-78) (Continued)</b>					
Birch Ave to Idaho Ave	2-Ln Local Collector	15,000	<b>15,600</b>	<b>F</b>	<b>1.04</b>
Idaho Ave to 17 <sup>th</sup> Ave	2-Ln Local Collector	15,000	12,900	D	0.86
17 <sup>th</sup> Ave to Bear Valley Pkwy	2-Ln Local Collector	15,000	<b>13,800</b>	<b>E</b>	<b>0.92</b>
Bear Valley Pkwy to Citrus Ave	2-Ln Local Collector	15,000	<b>18,900</b>	<b>F</b>	<b>1.26</b>
Citrus Ave to Summit Dr	2-Ln Local Collector	15,000	<b>17,800</b>	<b>F</b>	<b>1.19</b>
Summit Dr to Old San Pasqual Rd	2-Ln Local Collector	15,000	<b>15,200</b>	<b>F</b>	<b>1.01</b>
Old San Pasqual Rd to Cloverdale Rd	2-Ln Local Collector	15,000	<b>14,700</b>	<b>E</b>	<b>0.98</b>
<b>Sunset Drive</b>					
Escondido Blvd to Juniper St	2-Ln Local Collector	15,000	5,100	A	0.34
Juniper St to Bear Valley Pkwy	2-Ln Local Collector	15,000	7,000	B	0.47
<b>Tulip Street</b>					
Grand Ave to 5 <sup>th</sup> Ave	2-Ln Local Collector	10,000	3,500	B	0.35
5 <sup>th</sup> Ave to 9 <sup>th</sup> Ave	2-Ln Local Collector	10,000	1,700	A	0.17
9 <sup>th</sup> Ave to 13 <sup>th</sup> Ave	2-Ln Local Collector	10,000	2,900	A	0.29
<b>East/West Roadways</b>					
<b>13<sup>th</sup> Avenue</b>					
Escondido Blvd to Juniper St	2-Ln Local Collector	10,000	4,700	B	0.47
<b>17<sup>th</sup> Avenue</b>					
Juniper St to Encino Dr	2-Ln Local Collector	15,000	10,200	C	0.68
Encino Dr to San Pasqual Valley Rd	2-Ln Local Collector	15,000	9,600	C	0.64

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

**Bold** typeface and **shading** represent an LOS worse than City standards.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 24-1  
SOUTHEAST QUADRANT  
EXISTING STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>
<b>9<sup>th</sup> Avenue</b>					
I-15 NB Ramps to La Terraza Blvd	4-Ln Major	37,000	17,800	B	0.48
La Terraza Blvd to Tulip St	2-Ln Local Collector	15,000	<b>18,000</b>	<b>F</b>	<b>1.20</b>
Escondido Blvd to Juniper St	2-Ln Local Collector	10,000	5,300	B	0.53
Juniper St to Chestnut St	2-Ln Local Collector	10,000	2,900	A	0.29
<b>El Norte Parkway</b>					
Lincoln Ave to Mission Ave/Citrus Ave	4-Ln Major	37,000	9,300	A	0.25
Mission Ave/Citrus Ave to Washington Ave	4-Ln Major	37,000	9,900	A	0.27
Washington Ave to Bear Valley Pkwy/Valley Parkway	4-Ln Collector	20,000	13,400	C	0.67
<b>Grand Avenue</b>					
Rose St to Midway Dr	4-Ln Collector	20,000	12,400	C	0.62
Midway Dr to Bear Valley Pkwy	2-Ln Local Collector	10,000	5,300	B	0.53
<b>Idaho Avenue</b>					
Juniper St to Encino Dr	2-Ln Local Collector	15,000	4,800	A	0.32
Encino Dr to San Pasqual Valley Rd	2-Ln Local Collector	15,000	5,900	B	0.39
San Pasqual Valley Rd to Bear Valley Pkwy	2-Ln Local Collector	15,000	2,400	A	0.16
Bear Valley Pkwy to Citrus Ave	2-Ln Local Collector	15,000	1,000	A	0.07
East of Citrus Ave	2-Ln Local Collector	15,000	2,100	A	0.14
<b>Lincoln Avenue</b>					
Lincoln Pkwy (SR-78) to Fig St	4-Ln Collector	34,200	<b>36,500</b>	<b>F</b>	<b>1.07</b>
Fig St to Ash St	4-Ln Collector	34,200	<b>31,800</b>	<b>E</b>	<b>0.93</b>
Ash St to Harding St	2-Ln Local Collector	10,000	<b>17,800</b>	<b>F</b>	<b>1.78</b>
Harding St to Rose St	2-Ln Local Collector	10,000	<b>15,100</b>	<b>F</b>	<b>1.51</b>

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

**Bold** typeface and **shading** represent an LOS worse than City standards.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**TABLE 24-1  
SOUTHEAST QUADRANT  
EXISTING STREET SEGMENT OPERATIONS**

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>
<b>Lincoln Avenue (Continued)</b>					
Rose St to Midway Dr	2-Ln Local Collector	10,000	<b>11,100</b>	<b>F</b>	<b>1.11</b>
Midway Dr to El Norte Pkwy	2-Ln Local Collector	10,000	4,600	B	0.46
<b>Mission Avenue</b>					
Hickory St to Fig St	4-Ln Collector	34,200	15,900	B	0.46
Fig St to Ash St	2-Ln Local Collector	10,000	<b>15,500</b>	<b>F</b>	<b>1.55</b>
Ash St to Harding St	2-Ln Local Collector	10,000	<b>9,900</b>	<b>E</b>	<b>0.99</b>
Harding St to Rose St	2-Ln Local Collector	10,000	<b>9,900</b>	<b>E</b>	<b>0.99</b>
Rose St to Midway Dr	2-Ln Local Collector	10,000	<b>9,200</b>	<b>E</b>	<b>0.92</b>
Midway Dr to Citrus Ave	2-Ln Local Collector	10,000	7,600	D	0.76
<b>Oak Hill Drive</b>					
San Pasqual Valley Rd to Rose St	2-Ln Local Collector	10,000	<b>9,000</b>	<b>E</b>	<b>0.90</b>
Rose St to Midway Dr	2-Ln Local Collector	10,000	5,200	B	0.52
Midway Dr to Bear Valley Pkwy	2-Ln Local Collector	10,000	2,500	A	0.25
<b>Valley Parkway</b>					
Citrus Ave to Bear Valley Pkwy	6-Ln Prime	60,000	17,600	A	0.29
Bear Valley Pkwy to El Norte Pkwy	6-Ln Prime	60,000	20,900	A	0.35
<b>Washington Avenue</b>					
Harding St to Rose St	4-Ln Collector	20,000	14,200	C	0.71
Rose St to Midway Dr	4-Ln Collector	20,000	11,200	C	0.56
Midway Dr to Citrus Ave	4-Ln Collector	20,000	9,800	B	0.49
Citrus Ave to El Norte Pkwy	4-Ln Collector	20,000	6,800	A	0.34

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

**Bold** typeface and **shading** represent an LOS worse than City standards.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 24-2  
SOUTHEAST QUADRANT  
EXISTING INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing	
			Delay <sup>a</sup>	LOS <sup>b</sup>
41. El Norte Parkway / Valley Parkway	Signal	AM	20.4	C
		PM	28.0	C
42. Ash Street / Mission Avenue	Signal	AM	<b>72.9</b>	<b>E</b>
		PM	<b>103.8</b>	<b>F</b>

**Footnotes:**

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.

**General Notes:**

**Bold** typeface and **shading** represent an LOS worse than City standards.

SIGNALIZED

DELAY/LOS  
THRESHOLDS

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

## 24.2 Year 2035 Conditions Discussion

The following is a discussion of the land use, street network, traffic volumes, and level of service analysis results for Year 2035 conditions. As previously mentioned in *Section 3.0* of the report, three alternatives were analyzed:

***Alternative 1:*** Year 2035 Adopted General Plan Circulation Element & Land Use

***Alternative 2:*** Year 2035 Adopted General Plan Circulation Element & Proposed General Plan Land Use

***Alternative 3:*** Year 2035 Proposed General Plan Circulation Element & Land Use

### 24.2.1 Year 2035 Street Network

For the Year 2035 analysis, roadway segments were assumed to be built out to their ultimate classifications as identified on the currently adopted *General Plan Circulation Element* (see *Appendix A*), except for *Alternative 3*, where changes are proposed to the Circulation Element. ***Table 24-3*** shows the roadways affected by the proposed changes to the street network under *Alternative 3* within the Southeast Quadrant:

TABLE 24-3  
SOUTHEAST QUADRANT  
YEAR 2035 NETWORK CHANGES

Street Segment	Year 2035 Roadway Classification		
	Alternative 1: Adopted GP CE & LU	Alternative 2: Adopted GP CE & Proposed GP LU	Alternative 3: Proposed GP CE & Proposed GP LU
<b>Ash Street</b>		<i>Same as Alternative 1</i>	
Mission Avenue to Washington Avenue	6-Ln Super Major		4-Ln Major
<b>Mission Avenue</b>			
Hickory Street to Fig Street	6-Ln Super Major		4-Ln Major
Fig Street to Ash Street	6-Ln Super Major		4-Ln Major
<b>Bear Valley Parkway</b>			
Beethoven Drive to San Pasqual Road	6-Ln Super Major		8-Ln Prime
San Pasqual Road to Mary Lane	6-Ln Super Major		8-Ln Prime
Mary Lane to Sunset Drive	6-Ln Super Major		8-Ln Prime

Source: City of Escondido Adopted Circulation Element (2009), and City of Escondido, 2011

In addition, all intersection lane configurations were generally assumed built out to maximum capacity, based on corresponding street segment classifications. For the purposes of this study, the standard approach-configuration applied for a four-lane roadway consisted of one left-turn lane, two thru lanes, and one dedicated right-turn lane. For a six-lane roadway, the standard approach-configuration consisted of dual left-turn lanes, three thru lanes, and a dedicated right-turn lane. For intersections where existing approach-configurations were greater than the standards described above, the lane configuration resulting in the best operations was applied.

*Figure 24-4, Figure 24-6, and Figure 24-8* show the Year 2035 roadway conditions for *Alternative 1, Alternative 2, and Alternative 3* within the Southeast Quadrant, respectively.

#### 24.2.2 Year 2035 Traffic Volumes

The daily traffic volumes for the three future alternatives were obtained from the SANDAG Series 11 Year 2030 North County Model (NCM). A growth factor of 2.5% was applied to the Year 2030 volumes generated by the SANDAG model to arrive at Year 2035 volumes. A more detailed discussion of the traffic modeling process is provided in *Section 5.0* of the report.

Peak hour turning movement volumes at study area intersections were estimated from future ADT volumes using the relationship between existing peak hour turning movements and the existing ADT volumes.

**Figure 24–5**, **Figure 24–7**, and **Figure 24–9** show the ADT and peak hour turning movement volumes for *Alternative 1*, *Alternative 2*, and *Alternative 3* within the Southeast Quadrant, respectively.

### 24.2.3 Year 2035 Alternative 1 Analysis Results

#### SEGMENTS

**Table 24–4** summarizes the segment operations in the Southeast Quadrant study area under *Alternative 1* conditions. As seen in **Table 24–4**, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Bear Valley Parkway between Beethoven Drive and San Pasqual Road (LOS F)
- Bear Valley Parkway between San Pasqual Road and Mary Lane (LOS E)
- Citrus Avenue between Washington Avenue and Valley Parkway (LOS E)
- Lincoln Avenue between Rose Street and Midway Drive (LOS F)

#### INTERSECTIONS

**Table 24–5** shows the key intersection operations in the Southeast Quadrant study area under *Alternative 1* conditions. As seen in **Table 24–5**, the study area intersections are calculated to operate at LOS D or better conditions.

*Appendix B–50* contains the *Alternative 1* peak hour intersection analysis worksheets.

**Figure 24–5** graphically shows the roadway segment and intersection LOS under *Alternative 1* conditions for the Southeast Quadrant.

### 24.2.4 Year 2035 Alternative 2 Analysis Results

#### SEGMENTS

**Table 24–4** summarizes the segment operations in the Southeast Quadrant study area under *Alternative 2* conditions with the proposed changes in land use. As seen in **Table 24–4**, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Bear Valley Parkway between Beethoven Drive and San Pasqual Road (LOS F)
- Bear Valley Parkway between San Pasqual Road and Mary Lane (LOS F)
- Bear Valley Parkway between Mary Lane and Sunset Drive (LOS E)
- Citrus Avenue between Washington Avenue and Valley Parkway (LOS E)
- Citrus Avenue between Bear Valley Parkway and Glen Ridge Road (LOS E)
- Citrus Avenue between Birch Avenue and Idaho Avenue (LOS F)
- Citrus Avenue between Idaho Avenue and San Pasqual Valley Road (LOS E)

- 9<sup>th</sup> Avenue between La Terraza Boulevard and Tulip Street (LOS E)
- Mission Avenue between Rose Street and Midway Drive (LOS E)

#### INTERSECTIONS

*Table 24–5* shows the key intersection operations in the Southeast Quadrant study area under *Alternative 2* conditions. As seen in *Table 24–5*, the study area intersections are calculated to operate at LOS D or better conditions.

*Appendix B–51* contains the *Alternative 2* peak hour intersection analysis worksheets.

*Figure 24–7* graphically shows the roadway segment and intersection LOS under *Alternative 2* conditions for the Southeast Quadrant.

#### 24.2.5 Year 2035 Alternative 3 Analysis Results

##### SEGMENTS

*Table 24–4* summarizes the segment operations in the Southeast Quadrant study area under *Alternative 3* conditions. As seen in *Table 24–4*, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Bear Valley Parkway between Beethoven Drive and San Pasqual Road (LOS E)
- Citrus Avenue between Washington Avenue and Valley Parkway (LOS E)
- Citrus Avenue between Bear Valley Parkway and Glen Ridge Road (LOS E)
- 9<sup>th</sup> Avenue between La Terraza Boulevard and Tulip Street (LOS E)
- Lincoln Avenue between Lincoln Parkway (SR-78) and Fig Street (LOS E)
- Mission Avenue between Rose Street and Midway Drive (LOS E)

##### INTERSECTIONS

*Table 24–5* shows the key intersection operations in the Southeast Quadrant study area under *Alternative 3* conditions. As seen in *Table 24–5*, the study area intersections are calculated to operate at LOS D or better conditions.

*Appendix B–52* contains the *Alternative 3* peak hour intersection analysis worksheets.

*Figure 24–9* graphically shows the roadway segment and intersection LOS under *Alternative 3* conditions for the Southeast Quadrant.

TABLE 24-4  
SOUTHEAST QUADRANT  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>North/South Roadways</b>																	
<b>Ash Street</b>																	
Lincoln Ave to Mission Ave	34,200	19,000	C	0.56	4-Ln Major	37,000	19,900	B	0.54	21,600	C	0.58	4-Ln Major	37,000	21,200	C	0.57
Mission Ave to Washington Ave	34,200	21,700	C	0.63	6-Ln Super Major	50,000	28,000	C	0.56	30,800	C	0.62	<i>4-Ln Major</i>	<i>37,000</i>	28,300	D	0.76
<b>Bear Valley Parkway</b>																	
Beethoven Dr to San Pasqual Rd	37,000	<b>37,600</b>	<b>F</b>	<b>1.02</b>	6-Ln Super Major	50,000	<b>52,200</b>	<b>F</b>	<b>1.04</b>	<b>58,900</b>	<b>F</b>	<b>1.18</b>	<i>8-Ln Prime</i>	<i>60,000</i>	58,900	E <sup>e</sup>	0.98
San Pasqual Rd to Mary Ln	37,000	<b>37,800</b>	<b>F</b>	<b>1.02</b>	6-Ln Super Major	50,000	<b>46,000</b>	<b>E</b>	<b>0.92</b>	<b>51,400</b>	<b>F</b>	<b>1.03</b>	<i>8-Ln Prime</i>	<i>60,000</i>	51,500	D	0.86
Mary Ln to Sunset Dr	37,000	30,400	D	0.82	6-Ln Super Major	50,000	39,400	D	0.79	<b>45,500</b>	<b>E</b>	<b>0.91</b>	<i>8-Ln Prime</i>	<i>60,000</i>	45,600	D	0.76
Sunset Dr to San Pasqual Valley Rd	15,000	<b>25,700</b>	<b>F</b>	<b>1.71</b>	6-Ln Super Major	50,000	34,300	C	0.69	40,700	D	0.81	6-Ln Super Major	50,000	40,800	D	0.82
San Pasqual Valley Rd to Idaho Ave	15,000	<b>16,900</b>	<b>F</b>	<b>1.13</b>	4-Ln Major	37,000	18,700	B	0.51	21,400	C	0.58	4-Ln Major	37,000	22,200	C	0.60
Idaho Ave to Birch Ave	15,000	<b>17,600</b>	<b>F</b>	<b>1.17</b>	4-Ln Major	37,000	19,200	B	0.52	22,800	C	0.62	4-Ln Major	37,000	24,700	C	0.67
Birch Ave to Rose St	15,000	<b>17,100</b>	<b>F</b>	<b>1.14</b>	4-Ln Major	37,000	17,800	B	0.48	20,600	C	0.56	4-Ln Major	37,000	20,600	C	0.56
Rose St to Midway Dr	37,000	11,400	A	0.31	4-Ln Major	37,000	13,200	B	0.36	13,100	B	0.35	4-Ln Major	37,000	13,000	B	0.35
Midway Dr to Citrus Ave	37,000	9,900	A	0.27	4-Ln Major	37,000	13,700	B	0.37	14,400	B	0.39	4-Ln Major	37,000	14,400	B	0.39
Citrus Ave to Valley Pkwy	34,200	13,700	B	0.40	4-Ln Major	37,000	20,100	B	0.54	21,400	C	0.58	4-Ln Major	37,000	21,300	C	0.58

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Due to LOS D or better operations at adjacent intersections along this segment, a significant segment impact is not calculated.

**General Notes:**

**Italics** represent change in roadway classification.  
**Bold** typeface and **shading** represents an LOS worse than City standards.  
 GP = General Plan  
 LU = Land Use  
 CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 24-4  
SOUTHEAST QUADRANT  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>Chestnut Street</b>																	
5 <sup>th</sup> Ave to 9 <sup>th</sup> Ave	10,000	5,500	C	0.55	4-Ln Collector	34,200	5,100	A	0.15	11,100	A	0.32	4-Ln Collector	34,200	11,400	A	0.33
9 <sup>th</sup> Ave to 13 <sup>th</sup> Ave	10,000	6,100	C	0.61	4-Ln Collector	34,200	5,100	A	0.15	10,900	A	0.32	4-Ln Collector	34,200	11,000	A	0.32
<b>Citrus Avenue</b>																	
El Norte Pkwy to Mission Ave	10,000	<b>9,300</b>	<b>E</b>	<b>0.93</b>	2-Ln Local Collector	15,000	9,400	C	0.63	9,600	C	0.64	2-Ln Local Collector	15,000	10,100	C	0.67
Mission Ave to Washington Ave	15,000	5,300	B	0.35	2-Ln Local Collector	15,000	5,800	B	0.39	5,900	B	0.39	2-Ln Local Collector	15,000	6,000	B	0.40
Washington Ave to Valley Pkwy	15,000	11,200	C	0.75	2-Ln Local Collector	15,000	<b>13,800</b>	<b>E</b>	<b>0.92</b>	<b>13,700</b>	<b>E</b>	<b>0.91</b>	2-Ln Local Collector	15,000	<b>13,700</b>	<b>E</b>	<b>0.91</b>
Valley Pkwy to Bear Valley Pkwy	15,000	11,400	D	0.76	2-Ln Local Collector	15,000	11,600	D	0.77	12,100	D	0.81	2-Ln Local Collector	15,000	12,000	D	0.80
Bear Valley Pkwy to Glen Ridge Rd	15,000	8,600	C	0.57	2-Ln Local Collector	15,000	12,900	D	0.86	<b>14,100</b>	<b>E</b>	<b>0.94</b>	2-Ln Local Collector	15,000	<b>14,000</b>	<b>E</b>	<b>0.93</b>
Glen Ridge Rd to Mountain View Rd	15,000	4,800	A	0.32	2-Ln Local Collector	15,000	11,200	C	0.75	12,400	D	0.83	2-Ln Local Collector	15,000	12,400	D	0.83
Mountain View Rd to Birch Ave	15,000	5,000	A	0.33	2-Ln Local Collector	15,000	11,700	D	0.78	13,100	D	0.87	2-Ln Local Collector	15,000	13,100	D	0.87
Birch Ave to Idaho Ave	15,000	5,600	B	0.37	2-Ln Local Collector	15,000	13,300	D	0.89	<b>15,000</b>	<b>F</b>	<b>1.00</b>	2-Ln Local Collector	15,000	13,300	D	0.89
Idaho Ave to San Pasqual Valley Rd	15,000	5,100	A	0.34	2-Ln Local Collector	15,000	12,100	D	0.81	<b>13,700</b>	<b>E</b>	<b>0.91</b>	2-Ln Local Collector	15,000	13,000	D	0.89
<b>Cloverdale Road</b>																	
Rockwood Rd to San Pasqual Valley Rd (SR-78)	15,000	7,200	B	0.48	2-Ln Local Collector	15,000	8,100	B	0.54	8,000	B	0.53	2-Ln Local Collector	15,000	8,000	B	0.53

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

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C	0.55 ≥ 0.74
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E	0.90 ≥ 1.00
F	>1.00

TABLE 24-4  
SOUTHEAST QUADRANT  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>Date Street</b>																	
Grand Ave to 5 <sup>th</sup> Ave	34,200	7,100	A	0.21	4-Ln Collector	34,200	6,400	A	0.19	14,000	B	0.41	4-Ln Collector	34,200	13,900	B	0.41
<b>Fig Street</b>																	
Lincoln Ave to Mission Ave	15,000	10,100	C	0.67	4-Ln Collector	34,200	9,800	A	0.29	15,900	B	0.46	4-Ln Collector	34,200	16,400	B	0.48
Mission Ave to Washington Ave	15,000	7,100	B	0.47	4-Ln Collector	34,200	8,800	A	0.26	15,700	B	0.46	4-Ln Collector	34,200	15,700	B	0.46
<b>Harding Street</b>																	
Lincoln Ave to Mission Ave	15,000	3,700	A	0.25	2-Ln Local Collector	15,000	4,900	A	0.33	5,500	B	0.37	2-Ln Local Collector	15,000	5,500	B	0.37
Mission Ave to Washington Ave	15,000	3,700	A	0.25	2-Ln Local Collector	15,000	1,400	A	0.09	2,300	A	0.15	2-Ln Local Collector	15,000	3,400	A	0.23
<b>Hickory Street</b>																	
Mission Ave to Washington Ave	10,000	2,500	A	0.25	2-Ln Local Collector	15,000	2,700	A	0.18	7,500	B	0.50	2-Ln Local Collector	15,000	7,200	B	0.48
<b>Juniper Street</b>																	
5 <sup>th</sup> Ave to 9 <sup>th</sup> Ave	10,000	<b>9,600</b>	<b>E</b>	<b>0.96</b>	4-Ln Collector	34,200	6,000	A	0.18	11,700	A	0.34	4-Ln Collector	34,200	12,000	B	0.35
9 <sup>th</sup> Ave to Chestnut St	10,000	6,400	C	0.64	4-Ln Collector	34,200	4,100	A	0.12	7,200	A	0.21	4-Ln Collector	34,200	7,300	A	0.21
Chestnut St to 13 <sup>th</sup> Ave	10,000	<b>13,700</b>	<b>F</b>	<b>1.37</b>	4-Ln Collector	34,200	7,000	A	0.20	15,400	B	0.45	4-Ln Collector	34,200	15,600	B	0.46
13 <sup>th</sup> Ave to 15 <sup>th</sup> Ave	10,000	<b>12,500</b>	<b>F</b>	<b>1.25</b>	4-Ln Collector	34,200	6,700	A	0.20	13,300	B	0.39	4-Ln Collector	34,200	13,500	B	0.39

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.  
GP = General Plan  
LU = Land Use  
CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 24-4  
SOUTHEAST QUADRANT  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>Juniper Street (Continued)</b>																	
15 <sup>th</sup> Ave to 17 <sup>th</sup> Ave	15,000	12,700	D	0.85	4-Ln Collector	34,200	8,800	A	0.26	15,700	B	0.46	4-Ln Collector	34,200	15,600	B	0.46
17 <sup>th</sup> Ave to Sunset Dr	15,000	7,200	B	0.48	2-Ln Local Collector	15,000	6,900	B	0.46	8,300	C	0.55	2-Ln Local Collector	15,000	8,400	C	0.56
<b>La Terraza Boulevard</b>																	
Valley Pkwy to 9 <sup>th</sup> Ave	20,000	5,200	A	0.26	2-Ln Local Collector	15,000	5,100	A	0.34	5,700	B	0.38	2-Ln Local Collector	15,000	5,900	B	0.39
<b>Midway Drive</b>																	
Lincoln Ave to Mission Ave	10,000	<b>9,300</b>	<b>E</b>	<b>0.93</b>	4-Ln Collector	34,200	9,500	A	0.28	10,400	A	0.30	4-Ln Collector	34,200	10,500	A	0.31
Mission Ave to Washington Ave	10,000	<b>10,900</b>	<b>F</b>	<b>1.09</b>	4-Ln Collector	34,200	10,700	A	0.31	12,200	B	0.36	4-Ln Collector	34,200	12,500	B	0.37
Grand Ave to Oak Hill Dr	10,000	<b>12,400</b>	<b>F</b>	<b>1.24</b>	4-Ln Collector	34,200	13,100	B	0.38	13,100	B	0.38	4-Ln Collector	34,200	13,100	B	0.38
Oak Hill Dr to Bear Valley Pkwy	10,000	7,500	D	0.75	4-Ln Collector	34,200	8,000	A	0.23	8,700	A	0.25	4-Ln Collector	34,200	8,600	A	0.25
<b>Rose Street</b>																	
Lincoln Ave to Mission Ave	10,000	7,000	C	0.70	4-Ln Collector	34,200	10,800	A	0.32	11,700	A	0.34	4-Ln Collector	34,200	11,800	A	0.35
Mission Ave to Washington Ave	10,000	4,400	B	0.44	4-Ln Collector	34,200	4,800	A	0.14	6,400	A	0.19	4-Ln Collector	34,200	6,800	A	0.20
Grand Ave to Oak Hill Dr	10,000	5,100	B	0.51	2-Ln Local Collector	15,000	7,400	B	0.49	10,500	C	0.70	2-Ln Local Collector	15,000	10,500	C	0.70
Oak Hill Dr to Bear Valley Pkwy	10,000	4,800	B	0.48	2-Ln Local Collector	15,000	7,600	B	0.51	9,500	C	0.63	2-Ln Local Collector	15,000	9,500	C	0.63

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.  
GP = General Plan  
LU = Land Use  
CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 24-4  
SOUTHEAST QUADRANT  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>San Pasqual Road</b>																	
San Pasqual Valley Rd (SR-78) to Ryan Dr	15,000	10,200	C	0.68	4-Ln Major	37,000	13,900	B	0.38	15,700	B	0.42	4-Ln Major	37,000	15,600	B	0.42
Ryan Dr to Bear Valley Pkwy	37,000	8,000	A	0.22	4-Ln Major	37,000	16,400	B	0.44	18,300	B	0.49	4-Ln Major	37,000	18,100	B	0.49
<b>San Pasqual Valley Road (SR-78)</b>																	
Grand Ave to Oak Hill Dr	34,200	21,000	C	0.61	4-Ln Major	37,000	21,000	C	0.57	27,200	C	0.74	4-Ln Major	37,000	27,200	C	0.74
Oak Hill Dr to Birch Ave	15,000	<b>15,400</b>	<b>F</b>	<b>1.03</b>	4-Ln Major	37,000	18,500	B	0.50	23,400	C	0.63	4-Ln Major	37,000	23,400	C	0.63
Birch Ave to Idaho Ave	15,000	<b>15,600</b>	<b>F</b>	<b>1.04</b>	4-Ln Major	37,000	16,500	B	0.45	20,700	C	0.56	4-Ln Major	37,000	20,700	C	0.56
Idaho Ave to 17 <sup>th</sup> Ave	15,000	12,900	D	0.86	4-Ln Major	37,000	12,600	A	0.34	15,800	B	0.43	4-Ln Major	37,000	15,800	B	0.43
17 <sup>th</sup> Ave to Bear Valley Pkwy	15,000	<b>13,800</b>	<b>E</b>	<b>0.92</b>	4-Ln Major	37,000	14,100	B	0.38	15,600	B	0.42	4-Ln Major	37,000	15,800	B	0.43
Bear Valley Pkwy to Citrus Ave	15,000	<b>18,900</b>	<b>F</b>	<b>1.26</b>	6-Ln Super Major	50,000	24,600	B	0.49	27,100	B	0.54	6-Ln Super Major	50,000	27,200	B	0.54
Citrus Ave to Summit Dr	15,000	<b>17,800</b>	<b>F</b>	<b>1.19</b>	4-Ln Major	37,000	19,100	B	0.52	20,400	C	0.55	4-Ln Major	37,000	20,600	C	0.56
Summit Dr to Old San Pasqual Rd	15,000	<b>15,200</b>	<b>F</b>	<b>1.01</b>	4-Ln Major	37,000	16,400	B	0.44	17,500	B	0.47	4-Ln Major	37,000	17,600	B	0.48
Old San Pasqual Rd to Cloverdale Rd	15,000	<b>14,700</b>	<b>E</b>	<b>0.98</b>	4-Ln Major	37,000	14,900	B	0.40	16,200	B	0.44	4-Ln Major	37,000	16,200	B	0.44

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

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LOS	V/C Ratio
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B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 24-4  
SOUTHEAST QUADRANT  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>Sunset Drive</b>																	
Escondido Blvd to Juniper St	15,000	5,100	A	0.34	2-Ln Local Collector	15,000	5,100	A	0.34	8,100	B	0.54	2-Ln Local Collector	15,000	8,200	B	0.55
Juniper St to Bear Valley Pkwy	15,000	7,000	B	0.47	2-Ln Local Collector	15,000	6,400	B	0.43	9,300	C	0.62	2-Ln Local Collector	15,000	9,400	C	0.63
<b>Tulip Street</b>																	
Grand Ave to 5 <sup>th</sup> Ave	10,000	3,500	B	0.35	2-Ln Local Collector	15,000	3,900	A	0.26	4,000	A	0.27	2-Ln Local Collector	15,000	4,000	A	0.27
5 <sup>th</sup> Ave to 9 <sup>th</sup> Ave	10,000	1,700	A	0.17	2-Ln Local Collector	15,000	1,900	A	0.13	3,900	A	0.26	2-Ln Local Collector	15,000	3,800	A	0.25
9 <sup>th</sup> Ave to 13 <sup>th</sup> Ave	10,000	2,900	A	0.29	2-Ln Local Collector	15,000	3,100	A	0.21	4,800	A	0.32	2-Ln Local Collector	15,000	4,800	A	0.32
<b>East/West Roadways</b>																	
<b>13<sup>th</sup> Avenue</b>																	
Escondido Blvd to Juniper St	10,000	4,700	B	0.47	2-Ln Local Collector	15,000	4,500	A	0.30	6,900	B	0.46	2-Ln Local Collector	15,000	7,200	B	0.48
<b>17<sup>th</sup> Avenue</b>																	
Juniper St to Encino Dr	15,000	10,200	C	0.68	4-Ln Collector	34,200	12,800	B	0.37	16,000	B	0.47	4-Ln Collector	34,200	16,200	B	0.47
Encino Dr to San Pasqual Valley Rd	15,000	9,600	C	0.64	4-Ln Collector	34,200	13,100	B	0.38	14,400	B	0.42	4-Ln Collector	34,200	14,500	B	0.42

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

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LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 24-4  
SOUTHEAST QUADRANT  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>9<sup>th</sup> Avenue</b>																	
I-15 NB Ramps to La Terraza Blvd	37,000	17,800	B	0.48	6-Ln Super Major	50,000	19,900	B	0.40	28,100	C	0.56	6-Ln Super Major	50,000	28,100	C	0.56
La Terraza Blvd to Tulip St	15,000	<b>18,000</b>	<b>F</b>	<b>1.20</b>	4-Ln Collector	34,200	22,300	C	0.65	<b>31,700</b>	<b>E</b>	<b>0.93</b>	4-Ln Collector	34,200	<b>31,600</b>	<b>E</b>	<b>0.92</b>
Escondido Blvd to Juniper St	10,000	5,300	B	0.53	4-Ln Collector	34,200	4,900	A	0.14	8,000	A	0.23	4-Ln Collector	34,200	8,400	A	0.25
Juniper St to Chestnut St	10,000	2,900	A	0.29	2-Ln Local Collector	15,000	3,700	A	0.25	4,500	A	0.30	2-Ln Local Collector	15,000	4,600	A	0.31
<b>El Norte Parkway</b>																	
Lincoln Ave to Mission Ave/Citrus Ave	37,000	9,300	A	0.25	4-Ln Major	37,000	24,100	C	0.65	23,500	C	0.64	4-Ln Major	37,000	23,600	C	0.64
Mission Ave/Citrus Ave to Washington Ave	37,000	9,900	A	0.27	4-Ln Major	37,000	23,000	C	0.62	22,200	C	0.60	4-Ln Major	37,000	21,900	C	0.59
Washington Ave to Bear Valley Pkwy/Valley Parkway	20,000	13,400	C	0.67	4-Ln Major	37,000	25,800	C	0.70	26,100	C	0.71	4-Ln Major	37,000	26,100	C	0.71
<b>Grand Avenue</b>																	
Rose St to Midway Dr	20,000	12,400	C	0.62	4-Ln Collector	34,200	11,100	A	0.32	13,500	B	0.39	4-Ln Collector	34,200	13,500	B	0.39
Midway Dr to Bear Valley Pkwy	10,000	5,300	B	0.53	2-Ln Local Collector	15,000	5,300	B	0.35	5,900	B	0.39	2-Ln Local Collector	15,000	5,900	B	0.39
<b>Idaho Avenue</b>																	
Juniper St to Encino Dr	15,000	4,800	A	0.32	2-Ln Local Collector	15,000	5,600	B	0.37	5,200	A	0.35	2-Ln Local Collector	15,000	5,500	B	0.37
Encino Dr to San Pasqual Valley Rd	15,000	5,900	B	0.39	2-Ln Local Collector	15,000	5,900	B	0.39	7,600	B	0.51	2-Ln Local Collector	15,000	7,600	B	0.51

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

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GP = General Plan  
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LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 24-4  
SOUTHEAST QUADRANT  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>Idaho Avenue (Continued)</b>																	
San Pasqual Valley Rd to Bear Valley Pkwy	15,000	2,400	A	0.16	2-Ln Local Collector	15,000	2,600	A	0.17	3,400	A	0.23	2-Ln Local Collector	15,000	3,500	A	0.23
Bear Valley Pkwy to Citrus Ave	15,000	1,000	A	0.07	2-Ln Local Collector	15,000	1,900	A	0.13	2,700	A	0.18	2-Ln Local Collector	15,000	2,700	A	0.18
East of Citrus Ave	15,000	2,100	A	0.14	2-Ln Local Collector	15,000	5,200	A	0.35	5,500	B	0.37	2-Ln Local Collector	15,000	5,500	B	0.37
<b>Lincoln Avenue</b>																	
Lincoln Pkwy (SR-78) to Fig St	34,200	<b>36,500</b>	<b>F</b>	<b>1.07</b>	6-Ln Prime	60,000	49,900	D	0.83	53,700	D	0.90	6-Ln Prime	60,000	<b>54,400</b>	<b>E</b>	<b>0.91</b>
Fig St to Ash St	34,200	<b>31,800</b>	<b>E</b>	<b>0.93</b>	6-Ln Prime	60,000	43,800	C	0.73	42,400	C	0.71	6-Ln Prime	60,000	42,400	C	0.71
Ash St to Harding St	10,000	<b>17,800</b>	<b>F</b>	<b>1.78</b>	4-Ln Collector	34,200	28,600	D	0.84	29,100	D	0.85	4-Ln Collector	34,200	29,200	D	0.85
Harding St to Rose St	10,000	<b>15,100</b>	<b>F</b>	<b>1.51</b>	4-Ln Collector	34,200	24,100	C	0.70	24,700	C	0.72	4-Ln Collector	34,200	24,800	C	0.73
Rose St to Midway Dr	10,000	<b>11,100</b>	<b>F</b>	<b>1.11</b>	2-Ln Local Collector	15,000	<b>16,200</b>	<b>F</b>	<b>1.08</b>	13,100	D	0.87	2-Ln Local Collector	15,000	13,000	D	0.87
Midway Dr to El Norte Pkwy	10,000	4,600	B	0.46	2-Ln Local Collector	15,000	12,100	D	0.81	11,600	D	0.77	2-Ln Local Collector	15,000	11,600	D	0.77
<b>Mission Avenue</b>																	
Hickory St to Fig St	34,200	15,900	B	0.46	6-Ln Super Major	50,000	18,900	B	0.38	22,900	B	0.46	<i>4-Ln Major</i>	<i>37,000</i>	20,900	C	0.56
Fig St to Ash St	10,000	<b>15,500</b>	<b>F</b>	<b>1.55</b>	6-Ln Super Major	50,000	16,500	A	0.33	19,200	B	0.38	<i>4-Ln Major</i>	<i>37,000</i>	18,100	B	0.49
Ash St to Harding St	10,000	<b>9,900</b>	<b>E</b>	<b>0.99</b>	4-Ln Collector	34,200	7,400	A	0.22	10,900	A	0.32	4-Ln Collector	34,200	11,300	A	0.33

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

**Italics** represent change in roadway classification.  
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B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 24-4  
SOUTHEAST QUADRANT  
YEAR 2035 STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) <sup>a</sup>	Existing			Adopted Classification	Adopted CE Capacity (LOS E) <sup>a</sup>	Alternative 1: Adopted GP CE & LU			Alternative 2: Adopted GP CE & Proposed GP LU			Alternative 3: Proposed GP CE & Proposed GP LU				
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>			ADT	LOS	V/C	ADT	LOS	V/C	Proposed Classification	Proposed CE Capacity (LOS E) <sup>a</sup>	ADT	LOS	V/C
<b>Mission Avenue (Continued)</b>																	
Harding St to Rose St	10,000	9,900	E	0.99	4-Ln Collector	34,200	9,800	A	0.29	11,500	A	0.34	4-Ln Collector	34,200	11,300	A	0.33
Rose St to Midway Dr	10,000	9,200	E	0.92	2-Ln Local Collector	15,000	10,600	C	0.71	14,200	E	0.95	2-Ln Local Collector	15,000	14,200	E	0.95
Midway Dr to Citrus Ave	10,000	7,600	D	0.76	2-Ln Local Collector	15,000	10,400	C	0.69	10,400	C	0.69	2-Ln Local Collector	15,000	10,100	C	0.67
<b>Oak Hill Drive</b>																	
San Pasqual Valley Rd to Rose St	10,000	9,000	E	0.90	4-Ln Collector	34,200	12,500	B	0.37	13,500	B	0.39	4-Ln Collector	34,200	13,400	B	0.39
Rose St to Midway Dr	10,000	5,200	B	0.52	4-Ln Collector	34,200	7,600	A	0.22	7,700	A	0.23	4-Ln Collector	34,200	7,700	A	0.23
Midway Dr to Bear Valley Pkwy	10,000	2,500	A	0.25	4-Ln Collector	34,200	3,400	A	0.10	3,800	A	0.11	4-Ln Collector	34,200	3,700	A	0.11
<b>Valley Parkway</b>																	
Citrus Ave to Bear Valley Pkwy	60,000	17,600	A	0.29	6-Ln Prime	60,000	20,200	A	0.34	23,300	B	0.39	6-Ln Prime	60,000	23,500	B	0.39
Bear Valley Pkwy to El Norte Pkwy	60,000	20,900	A	0.35	6-Ln Prime	60,000	30,600	B	0.51	35,300	C	0.59	6-Ln Prime	60,000	35,300	C	0.59
<b>Washington Avenue</b>																	
Harding St to Rose St	20,000	14,200	C	0.71	4-Ln Collector	34,200	13,100	B	0.38	20,900	C	0.61	4-Ln Collector	34,200	21,000	C	0.61
Rose St to Midway Dr	20,000	11,200	C	0.56	4-Ln Collector	34,200	10,000	A	0.29	18,600	B	0.54	4-Ln Collector	34,200	18,500	B	0.54
Midway Dr to Citrus Ave	20,000	9,800	B	0.49	4-Ln Collector	34,200	9,600	A	0.28	11,100	A	0.32	4-Ln Collector	34,200	11,200	A	0.33
Citrus Ave to El Norte Pkwy	20,000	6,800	A	0.34	4-Ln Collector	34,200	6,500	A	0.19	7,700	A	0.23	4-Ln Collector	34,200	7,800	A	0.23

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.  
GP = General Plan  
LU = Land Use  
CE = Circulation Element

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 24-5  
SOUTHEAST QUADRANT  
YEAR 2035 INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing		Alternative 1: Adopted General Plan		Alternative 2: Adopted GP CE & Proposed GP LU		Alternative 3: Proposed GP CE & Proposed GP LU	
			Delay <sup>a</sup>	LOS <sup>b</sup>	Delay	LOS	Delay	LOS	Delay	LOS
41. El Norte Parkway/ Valley Parkway	Signal	AM	20.4	C	27.0	C	28.6	C	28.6	C
		PM	28.0	C	45.5	D	48.0	D	48.0	D
42. Ash Street/ Mission Avenue	Signal	AM	<b>72.9</b>	<b>E</b>	30.0	C	36.5	D	37.2	D
		PM	<b>103.8</b>	<b>F</b>	35.1	D	39.7	D	42.1	D

**Footnotes:**

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.

**General Notes:**

GP = General Plan  
LU = Land Use  
CE = Circulation Element

**Bold** typeface and **shading** represent an LOS worse than City standards.

SIGNALIZED  
DELAY/LOS  
THRESHOLDS

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

## 24.3 Summary of Findings/Significance of Impacts and Mitigation Measures

### 24.3.1 Summary of Findings

There are no specific land-use changes proposed with the *General Plan Update (Alternative 3)* within the Southeast Quadrant Perimeter Area. There are two (2) roadway segment downgrades and three (3) segment upgrades proposed. The land-use and network assumptions within this Perimeter Area are unchanged from the *Adopted General Plan* (except where noted) although changes associated with the *Proposed General Plan Update* do have some residual effect on the Southeast Quadrant operations. Development of *Alternative 3* results in six (6) segments operating at unacceptable LOS.

### 24.3.2 Significance of Impacts

Based on the established significance criteria, the following locations would be significantly impacted by implementation of the Proposed Project:

#### SEGMENTS

17. Citrus Avenue between Washington Avenue and Valley Parkway (LOS E)
18. Citrus Avenue between Bear Valley Parkway and Glen Ridge Road (LOS E)
19. 9<sup>th</sup> Avenue between La Terraza Boulevard and Tulip Street (LOS E)
20. Lincoln Avenue between Lincoln Parkway (SR-78) and Fig Street (LOS E)
21. Mission Avenue between Rose Street and Midway Drive (LOS E)

The following street segment is not significantly impacted under *Alternative 3* due to LOS D or better operations at adjacent intersections:

- Bear Valley Parkway between Beethoven Drive and San Pasqual Road (LOS E)

*Appendix D* contains the analysis worksheets for intersections demonstrating acceptable LOS along these segments. *Section 5.0* of this report explains the intersection analysis methodology applied to street segments calculated to operate at deficient levels of service.

### 24.3.3 Mitigation

The following is recommended to mitigate the potentially impacts locations to below a level of significance:

#### SEGMENTS

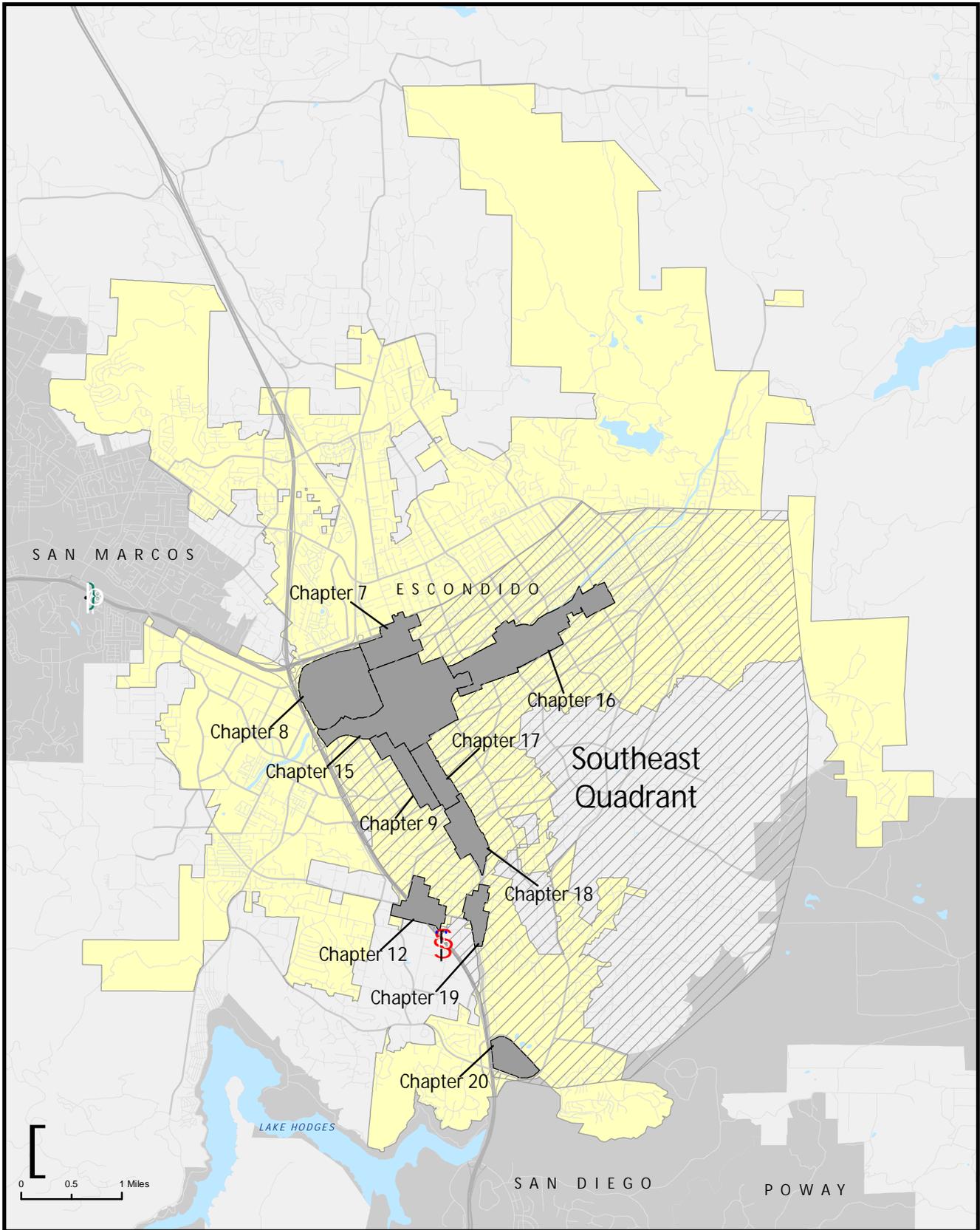
17. **Citrus Avenue between Washington Avenue and Valley Parkway** – Implement Adaptive traffic signal technology along this segment of Citrus Avenue.

This segment is calculated to operate at LOS E with the Proposed Project, which is one LOS-grade worse than acceptable LOS D operations. Improvements to signal timing in the form of adaptive signal control at the key intersections along the segment would, according to the Federal Highway Administration (FHWA), be expected to yield an improvement in operations of 10 percent. Adaptive signal control technologies use real-time traffic data to adjust signals to events that cannot be anticipated by traditional time-

of-day plans, such as accidents and road construction. Adaptive signal control typically improves travel time and delay by 10 percent.

To reflect the effects of these peak hour improvements in the ADT segment analysis, a 10% reduction in ADT was assumed. This is more conservative than assuming a 10% increase in capacity. The resulting ADT along this portion of the roadway is therefore 12,330 ADT, which results in acceptable LOS D.

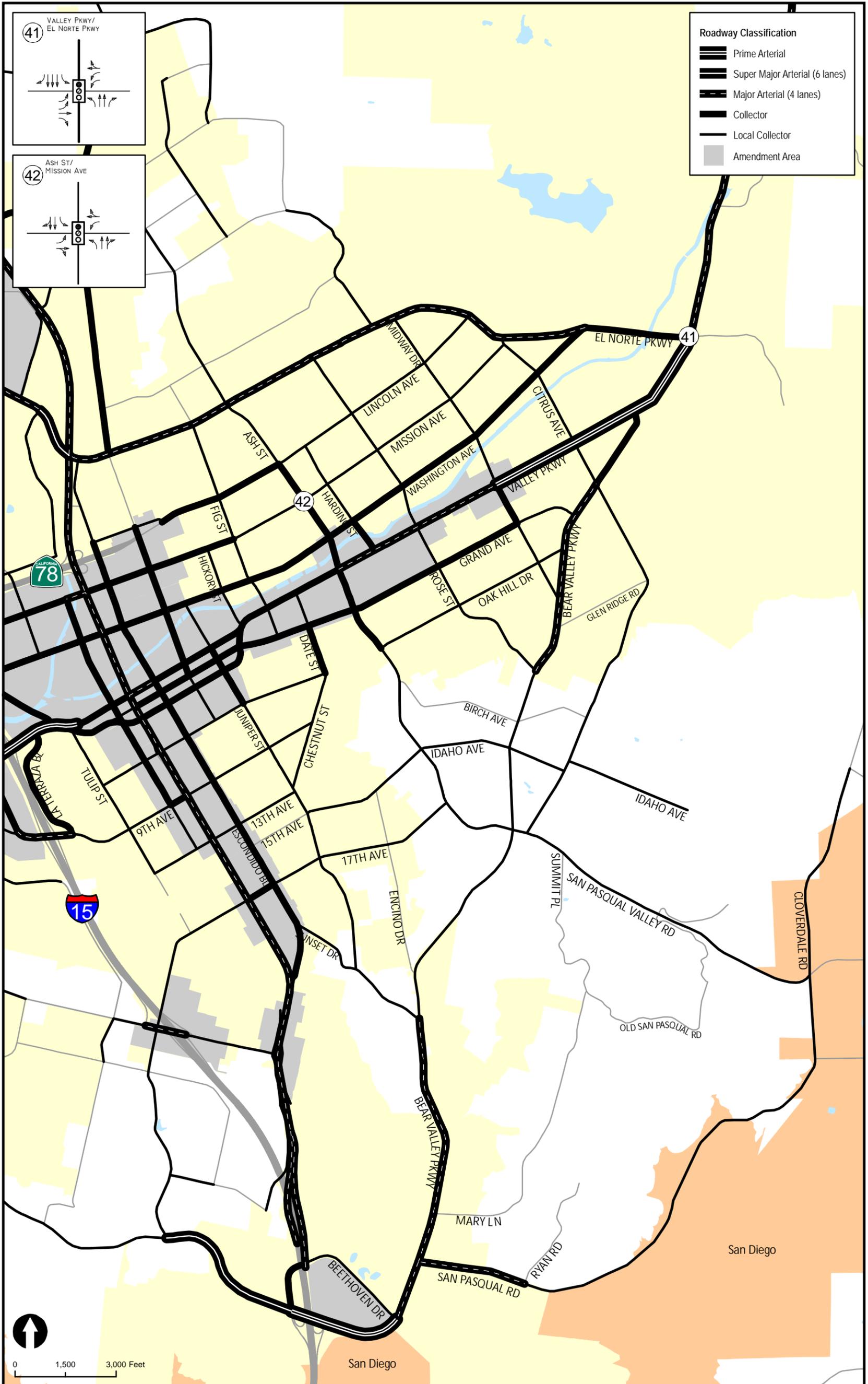
18. **Citrus Avenue between Bear Valley Parkway and Glen Ridge Road** – Implementation of the Adaptive traffic signal control technology described in Mitigation Measure #21 would be expected to yield a 10% reduction in ADT along this portion of the roadway, thus resulting in 12,600 ADT, which results in acceptable LOS D.
19. **9th Avenue between La Terraza Boulevard and Tulip Street** – Implementation of the Adaptive traffic signal control technology described in Mitigation Measure #21 would be expected to yield a 10% reduction in ADT along this portion of the roadway, thus resulting in 28,440 ADT, which results in acceptable LOS D.
20. **Lincoln Avenue between Lincoln Parkway (SR-78) and Fig Street** – Implementation of the Adaptive signal control technology described in Mitigation Measure #21 would be expected to yield a 10% reduction in ADT along this portion of the roadway, thus resulting in 48,960 ADT, which results in acceptable LOS D.
21. **Mission Avenue between Rose Street and Midway Drive** – Implementation of the Adaptive traffic signal control technology described in Mitigation Measure #21 would be expected to yield a 10% reduction in ADT along this portion of the roadway, thus resulting in 12,780 ADT, which results in acceptable LOS D.

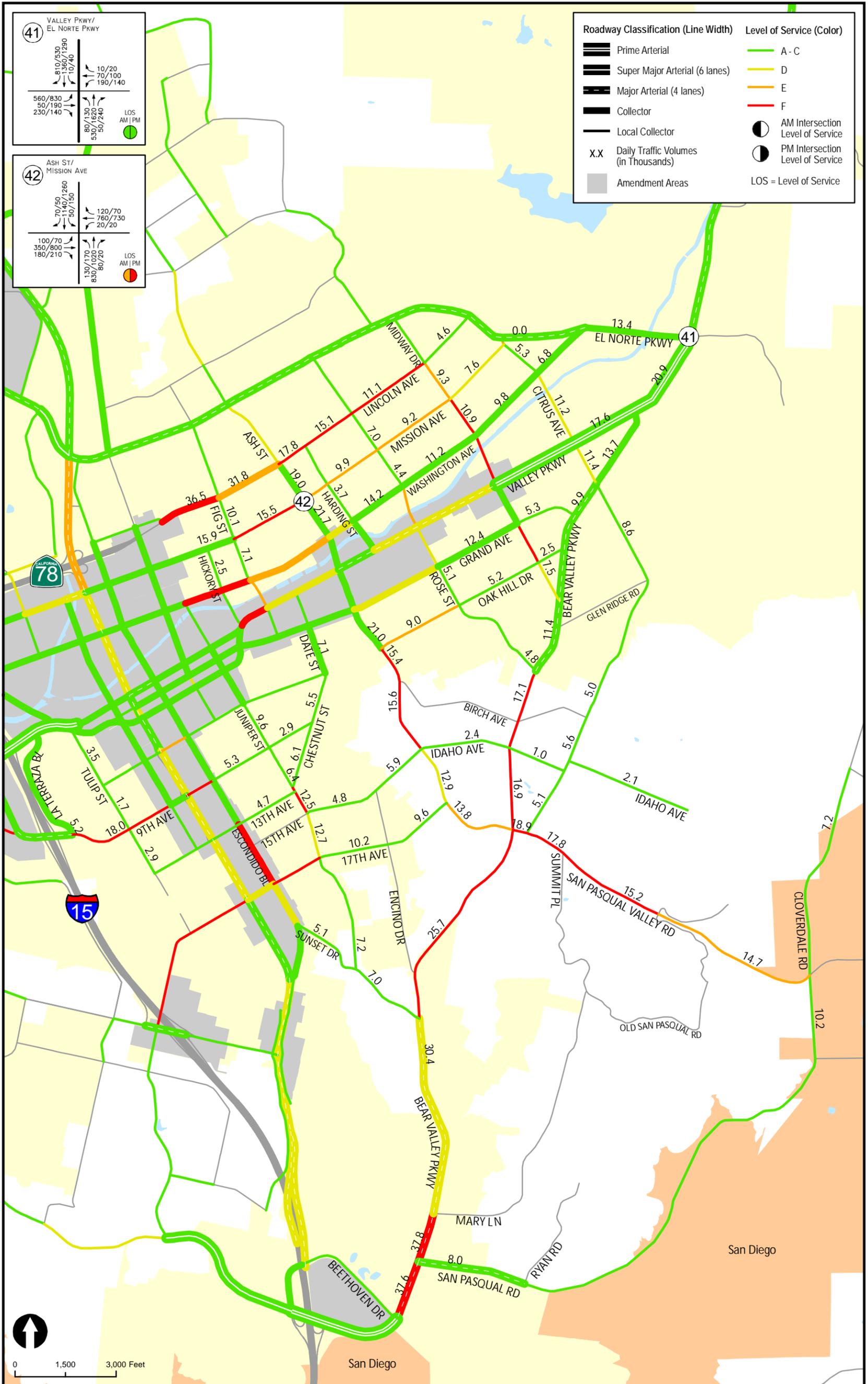


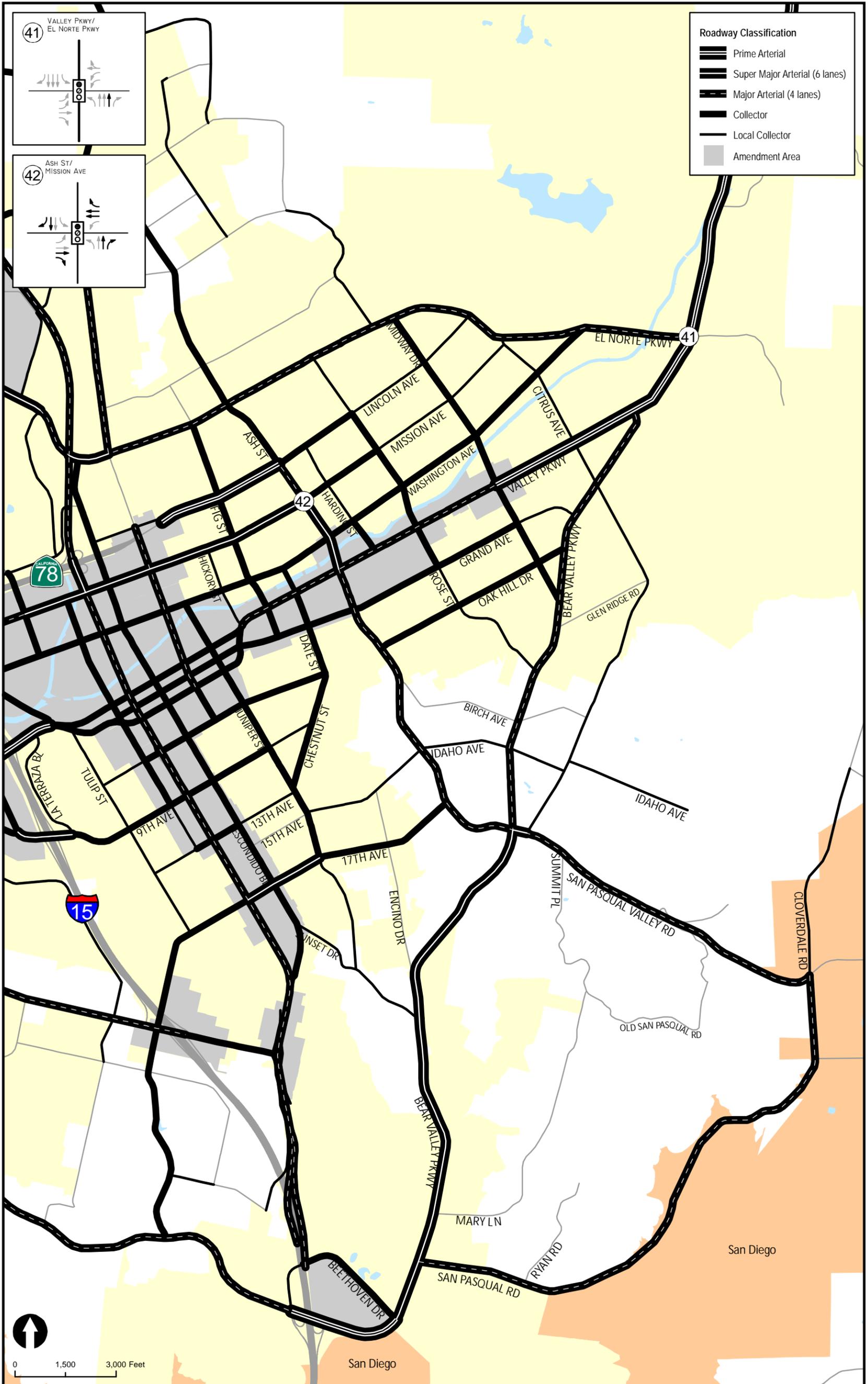
REV. 8/15/11  
 N:\2000\gis\maps\24-1.mxd  
 Source: SANDAG



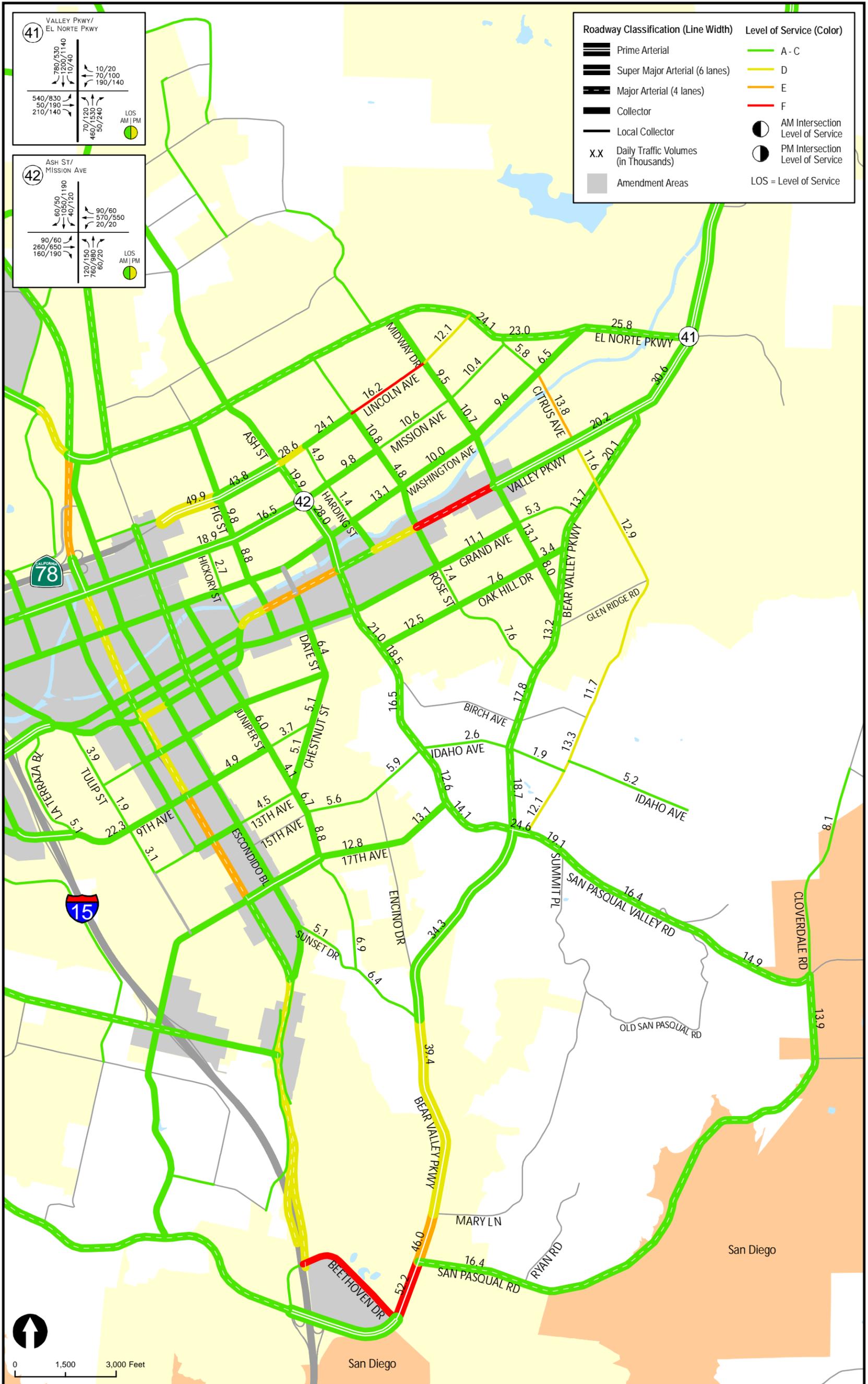
**Figure 24-1**  
**Overview Map**  
**Southeast Quadrant**



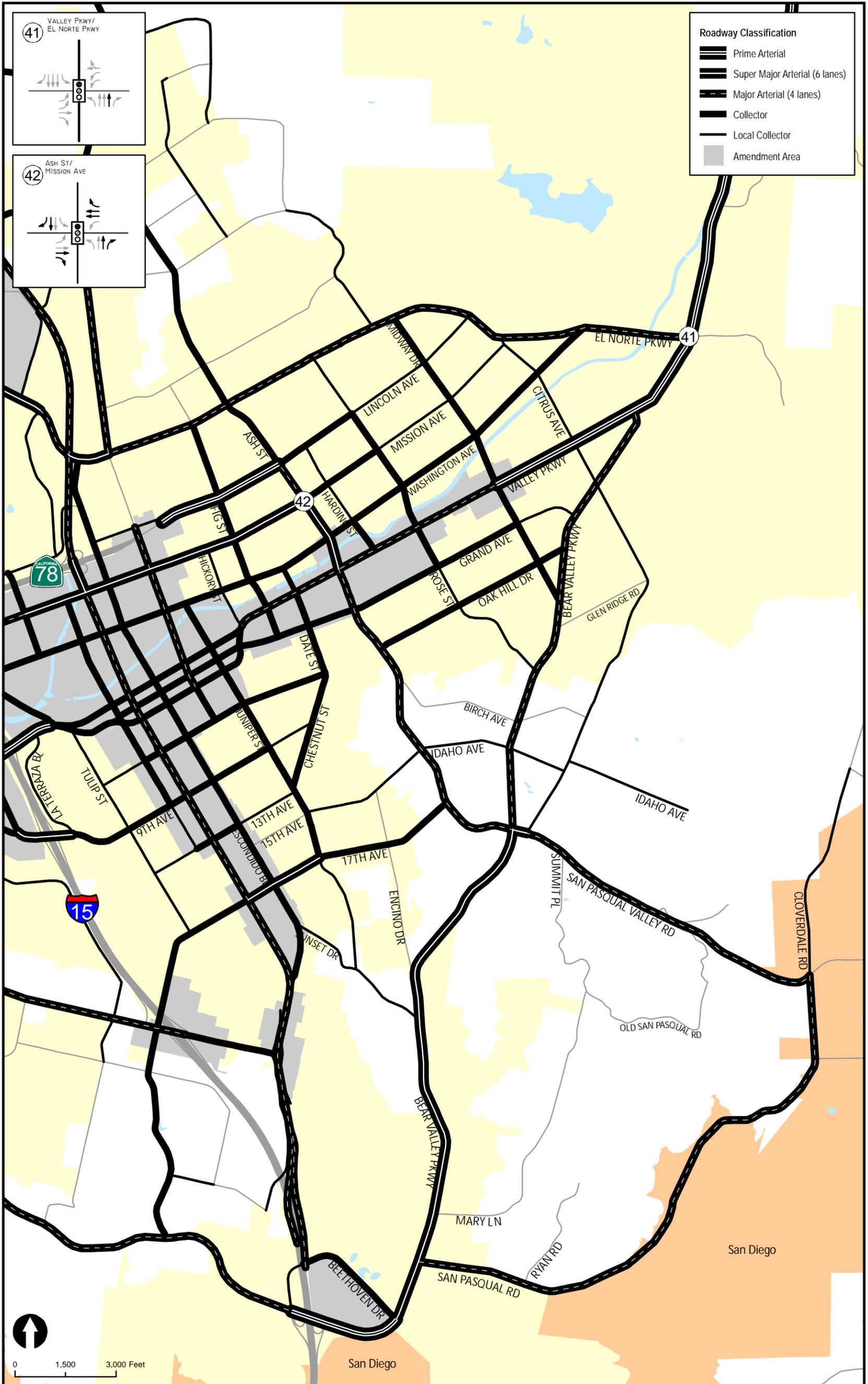




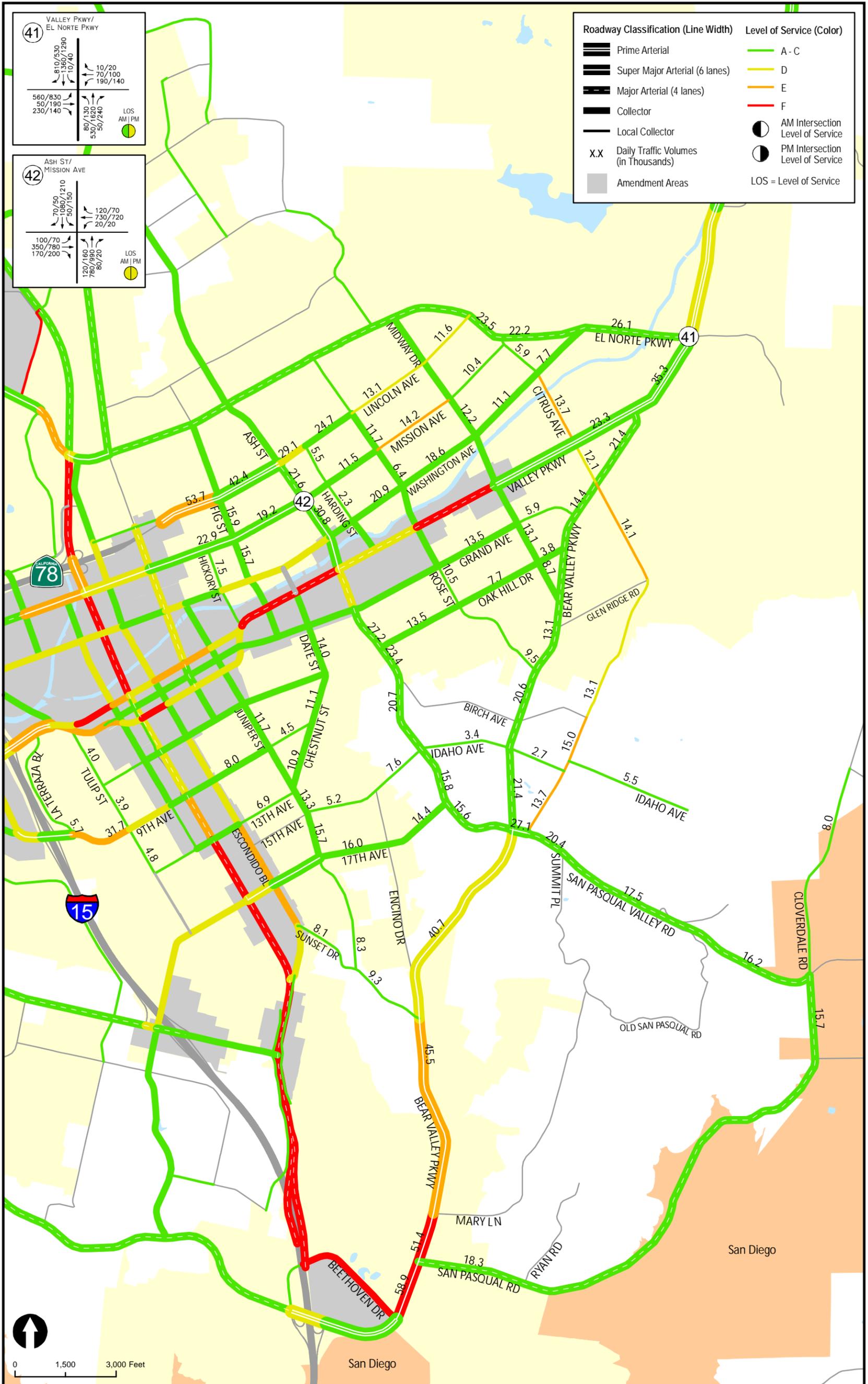
**Figure 24-4**  
**Year 2035 Conditions Diagram - Alternative 1**  
**Southeast Quadrant**

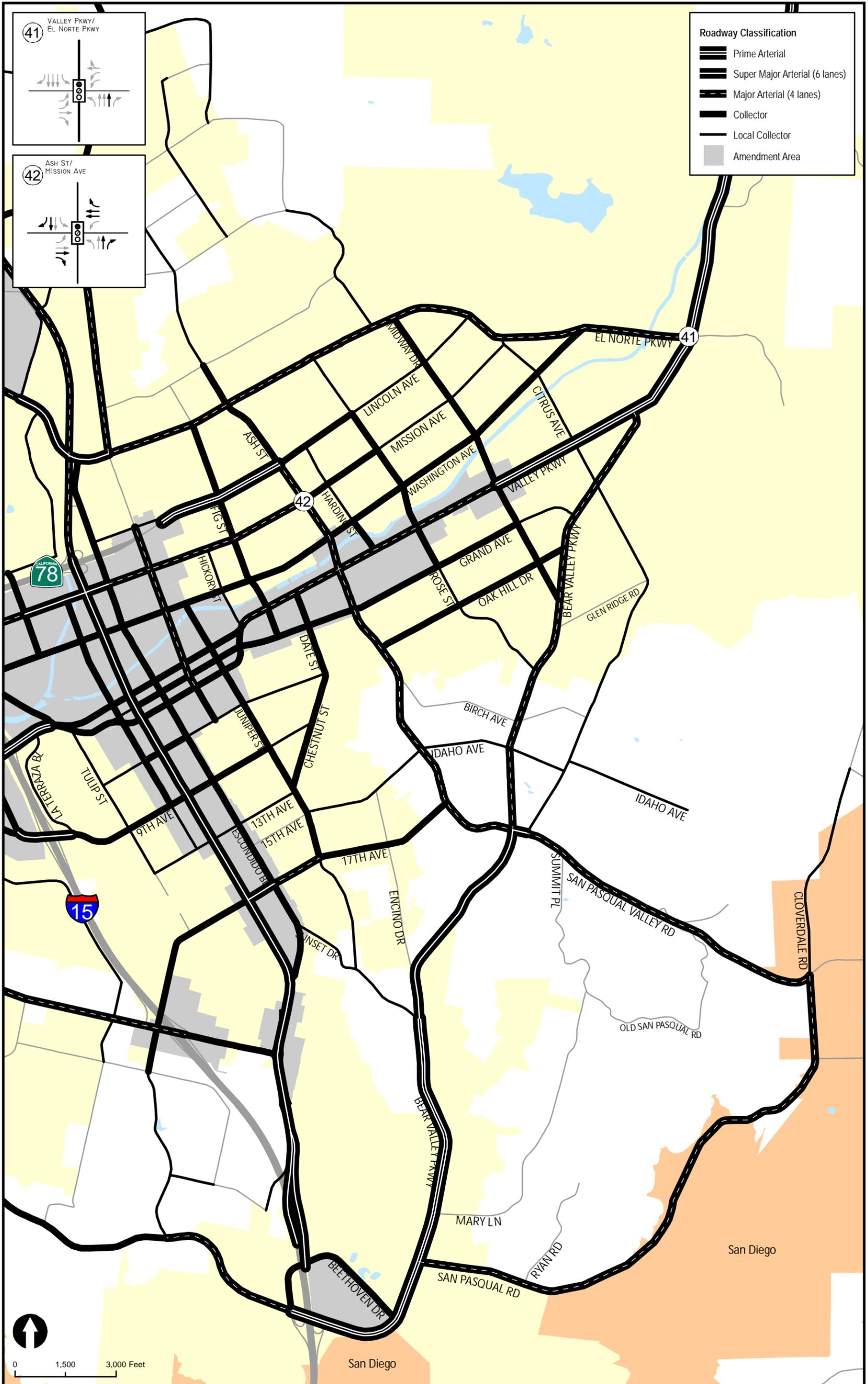


**Figure 24-5**  
**Year 2035 Traffic Volumes & LOS - Alternative 1**  
**Southeast Quadrant**



**Figure 24-6**  
**Year 2035 Conditions Diagram - Alternative 2**  
**Southeast Quadrant**





**Roadway Classification**

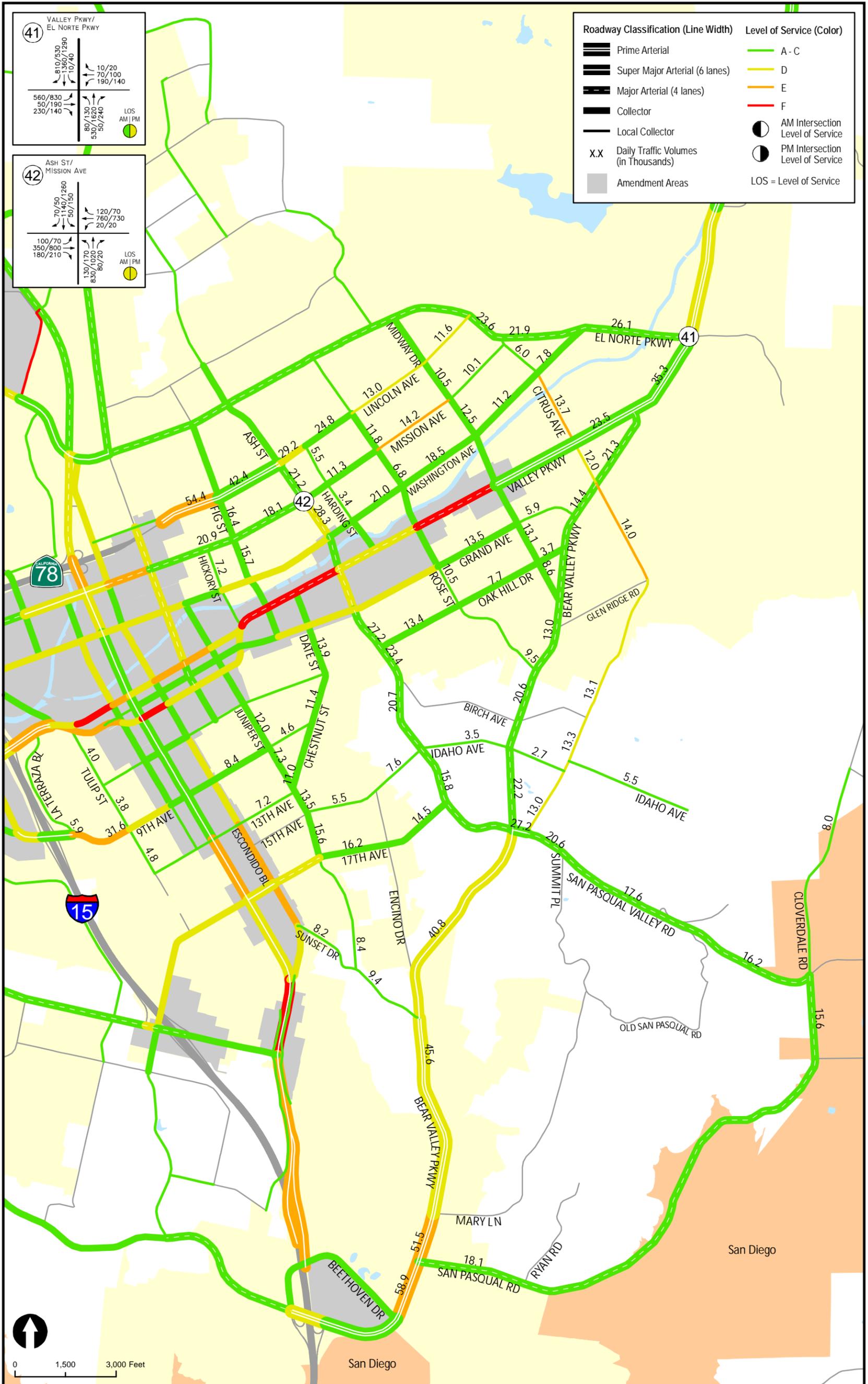
	Prime Arterial
	Super Major Arterial (6 lanes)
	Major Arterial (4 lanes)
	Collector
	Local Collector
	Amendment Area



**LINSCOTT  
LAW &  
GREENSPAN**  
engineers

REV. 10/5/11  
N:\2000\gis\maps\24-8.mxd  
Source: City of Escondido and SANDAG Series 11

**Figure 24-8**  
**Year 2035 Conditions Diagram - Alternative 3**  
**Southeast Quadrant**



## 25.0 SUMMARY OF IMPACTS

Sections 6– 20 and Sections 21–24 present detailed capacity analysis results for the Amendment Areas and Perimeter Areas, respectively. **Table 25–1** summarizes the 21 significant impacts calculated under *Alternative 3*, the Proposed Project, based on the established City significance criteria.

TABLE 25-1  
SUMMARY OF SIGNIFICANT IMPACTS/MITIGATION MEASURES

Impacted Location	Recommended Mitigation Measures
<b>Section 10.0: ERTC North SPA #8</b>	
<i>STREET SEGMENTS</i>	
<b>Mission Road</b>	
1. Barham Drive to Auto Park Way	Widen this portion of Mission Road to six-lane Super Major standards would reduce the impact to a level below significance. If widening this portion of the roadway is considered infeasible, the impact would be considered significant and unmitigable.
<i>INTERSECTIONS</i>	
2. Nordahl Road/Auto Park Way/Mission Road	Implementation of the improved roadway capacity lane configurations continue to result in an unacceptable LOS at this intersection. Therefore, the potential impact is considered to be significant and unmitigable.
<b>Section 13.0: Promenade Retail Center &amp; Vicinity TA</b>	
<i>INTERSECTIONS</i>	
3. I-15 SB Ramps/Valley Parkway	It is recommended that the provision of a second right-turn lane at the I-15 Northbound Ramps be planned to partially mitigate the impact at this location. Future land developments could contribute a fair share towards this improvement, as well as any other improvements needed to mitigate this impact to below a level of significance.

TABLE 25-1  
SUMMARY OF SIGNIFICANT IMPACTS/MITIGATION MEASURES

Impacted Location	Recommended Mitigation Measures
<b>Section 16.0: East Valley Parkway TA</b>	
<i>STREET SEGMENTS</i>	
<b>Valley Parkway</b>	
4. Hickory St to Fig St	Widen this portion of Valley Parkway to six-lane Super Major standards. If widening this portion of the roadway is considered infeasible, the impact would be considered significant and unmitigable.
5. Fig St to Date St	Widen this portion of Valley Parkway to six-lane Super Major standards. If widening this portion of the roadway is considered infeasible, the impact would be considered significant and unmitigable.
6. Date St to Ash St	Widen this portion of Valley Parkway to six-lane Super Major standards. If widening this portion of the roadway is considered infeasible, the impact would be considered significant and unmitigable.
<i>INTERSECTIONS</i>	
7. Ash Street/Valley Parkway	Implementation of the improved roadway capacity lane configurations continue to result in an unacceptable LOS at this intersection. Therefore, the potential impact is considered to be significant and unmitigable.
<b>Section 17.0: South Escondido Boulevard / Felicita Road TA</b>	
<i>STREET SEGMENTS</i>	
<b>Escondido Boulevard</b>	
8. 13 <sup>th</sup> Ave to 15 <sup>th</sup> Ave	Implement adaptive signal control along the corridor. This results in LOS D operations for the segment.

TABLE 25-1  
SUMMARY OF SIGNIFICANT IMPACTS/MITIGATION MEASURES

Impacted Location	Recommended Mitigation Measures
<b>Section 18.0: South Escondido Boulevard / Felicita Avenue TA</b>	
<i>STREET SEGMENTS</i>	
<b>Centre City Parkway</b>	
9. 13 <sup>th</sup> Ave to Felicita Ave	Implement adaptive signal control along the corridor. This results in LOS D operations for the segment.
<b>Escondido Boulevard</b>	
10. 15th Ave to Felicita Ave	Implement adaptive signal control along the corridor. This results in LOS D operations for the segment.
11. Felicita Ave to Sunset Dr	Implement adaptive signal control along the corridor. This results in LOS D operations for the segment.
<i>INTERSECTIONS</i>	
12. Centre City Parkway/Felicita Avenue	Widen Felicita Avenue between Centre City Parkway and Escondido Boulevard to its currently adopted six-lane Super Major classification (i.e., not implementing the proposed downgrade) to provide additional thru lanes in the east/west direction. If widening this portion of the roadway is considered infeasible, the impact would be considered significant and unmitigable.
13. Escondido Boulevard/Felicita Avenue	Widen Felicita Avenue between Centre City Parkway and Escondido Boulevard to its currently adopted six-lane Super Major classification (i.e., not implementing the proposed downgrade) to provide additional thru lanes in the east/west direction. If widening this portion of the roadway is considered infeasible, the impact would be considered significant and unmitigable.
<b>Section 20.0: Westfield Shoppingtown TA</b>	
<i>INTERSECTIONS</i>	
14. I-15 SB Ramps/Via Ranch Parkway	Implementation of the improved roadway capacity lane configurations continue to result in an unacceptable LOS at this intersection. Therefore, the potential impact is considered to be significant and unmitigable.

TABLE 25-1  
SUMMARY OF SIGNIFICANT IMPACTS/MITIGATION MEASURES

Impacted Location	Recommended Mitigation Measures
<b>Section 21.0: Perimeter Area – Northwest Quadrant</b>	
<i>STREET SEGMENTS</i>	
<b>Montiel Road</b>	
15. Nordahl Rd to Deodar Rd	Implement adaptive signal control along the corridor. This results in LOS D operations for the segment.
<b>Section 22.0: Perimeter Area – Northeast Quadrant</b>	
<i>INTERSECTIONS</i>	
16. El Norte Parkway/Centre City Parkway	Implementation of the improved roadway capacity lane configurations continue to result in an unacceptable LOS at this intersection. Therefore, the potential impact is considered to be significant and unmitigable.
<b>Section 24.0: Perimeter Area – Southeast Quadrant</b>	
<i>STREET SEGMENTS</i>	
<b>Citrus Avenue</b>	
17. Washington Ave to Valley Pkwy	Implement adaptive signal control along the corridor. This results in LOS D operations for the segment.
18. Bear Valley Pkwy to Glen Ridge Rd	Implement adaptive signal control along the corridor. This results in LOS D operations for the segment.
<b>9<sup>th</sup> Avenue</b>	
19. La Terraza Blvd to Tulip St	Implement adaptive signal control along the corridor. This results in LOS D operations for the segment.

TABLE 25-1  
SUMMARY OF SIGNIFICANT IMPACTS/MITIGATION MEASURES

Impacted Location	Recommended Mitigation Measures
<b>Section 24.0: Perimeter Area – Southeast Quadrant</b> <i>(Continued)</i>	
<b>Lincoln Avenue</b>	
20. Lincoln Pkwy (SR-78) to Fig St	Implement adaptive signal control along the corridor. This results in LOS D operations for the segment.
<b>Mission Avenue</b>	
21. Rose St to Midway Dr	Implement adaptive signal control along the corridor. This results in LOS D operations for the segment.

*End of Table*

## 26.0 EXISTING + PROJECT ANALYSIS

Recent CEQA interpretations have suggested that the *Existing + Project* condition be analyzed as part of the EIR process. Therefore, an *Existing + Project* level of service analysis was completed for the study area street segments. The following is a discussion of potential project impacts in relation to existing conditions.

For the purpose of this analysis, the street network within the project area was assumed to be the same as existing on-the-ground conditions. The *Year 2035 Alternative 3* (the Project) traffic volumes were analyzed against existing roadway capacities. A summary of potential significant impacts and mitigation measures is provided at the end of this section for all 15 Amendment Areas and four (4) Perimeter Areas. Typically, the results of this comparative analysis are much worse than those shown in the preceding analyses because no Circulation Element roadways are assumed to be built-out. *Tables 26–1* through *26–19* display the results of this analysis. All tables are shown at the end of the analysis result summaries. The summary of significant impacts and mitigation measures are provided following the analysis tables.

### 26.1 Imperial Oakes SPA #13 (Section 6.0)

#### 26.1.1 Segment Operations

*Table 26–1* summarizes the segment operations in the Imperial Oakes SPA #13 study area under *Existing + Alternative 3* traffic volume conditions. As seen in *Table 26–1*, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- S. Iris Lane between Centre City Parkway and El Norte Parkway (LOS F)
- El Norte Parkway between Nutmeg Street and the I-15 SB Ramps (LOS F)
- El Norte Parkway between I-15 SB Ramps and I-15 NB Ramps (LOS E)
- El Norte Parkway between S. Iris Lane and Morning View Drive (LOS E)

#### 26.1.2 Significance of Impacts/Mitigation Measures

Due to the additional traffic volumes generated by the increase in land use density proposed by *Alternative 3* without the necessary roadway capacity improvements, the street segments listed above are calculated to operate at poor LOS conditions.

Based on the established significance criteria and using the interpretations of CEQA as determined by the recent findings in the City of Sunnyvale case, these LOS E/F street segments are calculated to be significantly impacted under the *Existing + Project* condition. Therefore, mitigation measures are required. Implementation of the Proposed Project (*Alternative 3*), including development of the proposed Circulation Element, would increase capacity and would mitigate these segment impacts to below a level of significance. *Section 6.0* of this report provides further explanation of the proposed roadway capacity improvements under *Alternative 3* within the Imperial Oaks SPA #13 area.

## 26.2 Highway 78 / Broadway TA (Section 7.0)

### 26.2.1 Segment Operations

*Table 26–2* summarizes the segment operations in the Highway 78 / Broadway TA study area under *Existing + Alternative 3* traffic volume conditions. As seen in *Table 26–2*, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Centre City between the SR-78 EB Off-Ramp and Mission Avenue (LOS F)
- Centre City between Mission Avenue and Washington Avenue (LOS F)
- Mission Avenue between Centre City Parkway and Escondido Boulevard (LOS F)
- Mission Avenue between Escondido Boulevard and Broadway (LOS F)

### 26.2.2 Significance of Impacts/Mitigation Measures

Due to the additional traffic volumes generated by the increase in land use density proposed by *Alternative 3* without the necessary roadway capacity improvements, the street segments listed above are calculated to operate at poor LOS conditions.

Based on the established significance criteria and using the interpretations of CEQA as determined by the recent findings in the City of Sunnyvale case, these LOS E/F street segments are calculated to be significantly impacted under the *Existing + Project* condition. Therefore, mitigation measures are required. Implementation of the Proposed Project (*Alternative 3*), including development of the proposed Circulation Element, would increase capacity and would mitigate these segment impacts to below a level of significance. *Section 7.0* of this report provides further explanation of the proposed roadway capacity improvements under *Alternative 3* within the Highway 78 / Broadway TA area.

## 26.3 Transit Station TA (Section 8.0)

### 26.3.1 Segment Operations

*Table 26–3* summarizes the segment operations in the Transit Station TA study area under *Existing + Alternative 3* traffic volume conditions with the proposed changes in land use. As seen in *Table 26–3*, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Rock Springs Road between Lincoln Avenue and Mission Avenue (LOS F)
- Hale Avenue between I-15 NB HOV Off-Ramp and Tulip Street (LOS F)
- Hale Avenue between Tulip Street and Metcalf Street (LOS F)
- Mission Avenue between Rock Springs Road and Quince Street (LOS F)
- Mission Avenue between Quince Street and Centre City Parkway (LOS F)

### 26.3.2 Significance of Impacts/Mitigation Measures

Due to the additional traffic volumes generated by the increase in land use density proposed by *Alternative 3* without the necessary roadway capacity improvements, the street segments listed above are calculated to operate at poor LOS conditions.

Based on the established significance criteria and using the interpretations of CEQA as determined by the recent findings in the City of Sunnyvale case, these LOS E/F street segments are calculated to be significantly impacted under the *Existing + Project* condition. Therefore, mitigation measures are required. Implementation of the Proposed Project (*Alternative 3*), including development of the proposed Circulation Element and the recommended mitigation measures, would increase capacity and would mitigate these segment impacts to below a level of significance. *Section 8.0* of this report provides further explanation of the proposed roadway capacity improvements under *Alternative 3* and the recommended mitigation measures within the Transit Station TA area.

## 26.4 South Quince Street TA (Section 9.0)

### 26.4.1 Segment Operations

*Table 26–4* summarizes the segment operations in the South Quince Street TA study area under *Existing + Alternative 3* traffic volume conditions with the proposed changes in land use. As seen in *Table 26–4*, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Centre City Parkway between 9<sup>th</sup> Avenue and 13<sup>th</sup> Avenue (LOS E)
- 5<sup>th</sup> Avenue between Quince Street and Centre City Parkway (LOS F)
- 9<sup>th</sup> Avenue between Tulip Street and Quince Street (LOS F)

### 26.4.2 Significance of Impacts/Mitigation Measures

Due to the additional traffic volumes generated by the increase in land use density proposed by *Alternative 3* without the necessary roadway capacity improvements, the street segments listed above are calculated to operate at poor LOS conditions.

Based on the established significance criteria and using the interpretations of CEQA as determined by the recent findings in the City of Sunnyvale case, these LOS E/F street segments are calculated to be significantly impacted under the *Existing + Project* condition. Therefore, mitigation measures are required. Implementation of the Proposed Project (*Alternative 3*), including development of the proposed Circulation Element, would increase capacity and would mitigate these segment impacts to below a level of significance. *Section 9.0* of this report provides further explanation of the proposed roadway capacity improvements under *Alternative 3* within the South Quince Street TA area.

## 26.5 ERTC North SPA #8 (Section 10.0)

### 26.5.1 Segment Operations

*Table 26–5* summarizes the segment operations in the ERTC North SPA #8 study area under *Existing + Alternative 3* traffic volume conditions with the proposed changes in land use. As seen in *Table 26–5*, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Auto Park Way between the SR-78 EB Ramps and Mission Avenue (LOS F)
- Auto Park Way between Mission Road and Country Club Drive (LOS F)
- Barham Drive west of Mission Road (LOS F)

- Mission Road between Barham Drive and Auto Park Way (LOS E)
- Mission Road between Auto Park Way and Enterprise Road (LOS E)

### 26.5.2 *Significance of Impacts/Mitigation Measures*

Due to the additional traffic volumes generated by the increase in land use density proposed by *Alternative 3* without the necessary roadway capacity improvements, the street segments listed above are calculated to operate at poor LOS conditions.

Based on the established significance criteria and using the interpretations of CEQA as determined by the recent findings in the City of Sunnyvale case, these LOS E/F street segments are calculated to be significantly impacted under the *Existing + Project* condition. Therefore, mitigation measures are required. Implementation of the Proposed Project (*Alternative 3*), including development of the proposed Circulation Element and the recommended mitigation measures, would increase capacity and would mitigate these segment impacts to below a level of significance. *Section 10.0* of this report provides further explanation of the proposed roadway capacity improvements under *Alternative 3* and the recommended mitigation measures within the ERTC North SPA #8 area.

## 26.6 ERTC South SPA #8 (Section 11.0)

### 26.6.1 *Segment Operations*

*Table 26-6* summarizes the segment operations in the ERTC South SPA #8 study area under *Existing + Alternative 3* traffic volume conditions with the proposed changes in land use. As seen in *Table 26-6*, the study area segments are calculated to operate at LOS D or better conditions.

### 26.6.2 *Significance of Impacts/Mitigation Measures*

Due to the additional traffic volumes generated by the increase in land use density proposed by *Alternative 3* without the necessary roadway capacity improvements, the street segments listed above are calculated to operate at poor LOS conditions.

Based on the established significance criteria and using the interpretations of CEQA as determined by the recent findings in the City of Sunnyvale case, these LOS E/F street segments are calculated to be significantly impacted under the *Existing + Project* condition. Therefore, mitigation measures are required. Implementation of the Proposed Project (*Alternative 3*), including development of the proposed Circulation Element and the recommended mitigation measures, would increase capacity and would mitigate these segment impacts to below a level of significance. *Section 11.0* of this report provides further explanation of the proposed roadway capacity improvements under *Alternative 3* and the recommended mitigation measures within the ERTC South SPA #8 area.

## 26.7 I-15 / Felicita Road Corporate Office TA (Section 12.0)

### 26.7.1 *Segment Operations*

*Table 26-7* summarizes the segment operations in the I-15 / Felicita Road Corporate Office TA study area under *Existing + Alternative 3* traffic volume conditions with the proposed changes in land use. As seen in *Table 26-7*, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Felicita Road between Tulip Street and Citracado Parkway (LOS F)
- Felicita Road between Citracado Parkway and Hamilton Lane (LOS F)
- Citracado Parkway between Bernardo Avenue and the I-15 SB Off-Ramp (LOS F)
- Citracado Parkway between the I-15 NB Ramps and Centre City Parkway (LOS F)

### 26.7.2 *Significance of Impacts/Mitigation Measures*

Due to the additional traffic volumes generated by the increase in land use density proposed by *Alternative 3* without the necessary roadway capacity improvements, the street segments listed above are calculated to operate at poor LOS conditions.

Based on the established significance criteria and using the interpretations of CEQA as determined by the recent findings in the City of Sunnyvale case, these LOS E/F street segments are calculated to be significantly impacted under the *Existing + Project* condition. Therefore, mitigation measures are required. Implementation of the Proposed Project (*Alternative 3*), including development of the proposed Circulation Element and the recommended mitigation measures, would increase capacity and would mitigate these segment impacts to below a level of significance. *Section 12.0* of this report provides further explanation of the proposed roadway capacity improvements under *Alternative 3* and the recommended mitigation measures within the I-15 / Felicita Road Corporate Office TA area.

## 26.8 Promenade Retail Center & Vicinity TA (Section 13.0)

### 26.8.1 *Segment Operations*

*Table 26–8* summarizes the segment operations in the Promenade Retail Center & Vicinity TA study area under *Existing + Alternative 3* traffic volume conditions with the proposed changes in land use. As seen in *Table 26–8*, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Del Dios Road between 9<sup>th</sup> Avenue and 11<sup>th</sup> Avenue (LOS F)
- Valley Parkway between the I-15 SB Ramps and I-15 NB Ramps (LOS E)
- 9<sup>th</sup> Avenue between Valley parkway and Del Dios Road (LOS F)
- 9<sup>th</sup> Avenue between Del Dios Road and Auto Park Way (LOS F)
- 9<sup>th</sup> Avenue between Auto Park Way and the I-15 SB Ramps (LOS E)

### 26.8.2 *Significance of Impacts/Mitigation Measures*

Due to the additional traffic volumes generated by the increase in land use density proposed by *Alternative 3* without the necessary roadway capacity improvements, the street segments listed above are calculated to operate at poor LOS conditions.

Based on the established significance criteria and using the interpretations of CEQA as determined by the recent findings in the City of Sunnyvale case, these LOS E/F street segments are calculated to be significantly impacted under the *Existing + Project* condition. Therefore, mitigation measures are required. Implementation of the Proposed Project (*Alternative 3*), including development of the

proposed Circulation Element and the recommended mitigation measures, would increase capacity and would mitigate these segment impacts to below a level of significance. *Section 13.0* of this report provides further explanation of the proposed roadway capacity improvements under *Alternative 3* and the recommended mitigation measures within the Promenade Retail Center & Vicinity TA area.

## 26.9 Nutmeg Street (Section 14.0)

### 26.9.1 Segment Operations

*Table 26–9* summarizes the segment operations in the Nutmeg Street study area under *Existing + Alternative 3* traffic volume conditions with the proposed changes in land use. As seen in *Table 26–9*, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Centre City Parkway between Ivy Dell Lane and Nutmeg Street (LOS F)
- Centre City Parkway between Nutmeg Street and the I-15 Ramps (LOS E)

### 26.9.2 Significance of Impacts/Mitigation Measures

Due to the additional traffic volumes generated by the increase in land use density proposed by *Alternative 3* without the necessary roadway capacity improvements, the street segments listed above are calculated to operate at poor LOS conditions.

Based on the established significance criteria and using the interpretations of CEQA as determined by the recent findings in the City of Sunnyvale case, these LOS E/F street segments are calculated to be significantly impacted under the *Existing + Project* condition. Therefore, mitigation measures are required. Implementation of the Proposed Project (*Alternative 3*), including development of the proposed Circulation Element and the recommended mitigation measures, would increase capacity and would mitigate these segment impacts to below a level of significance. *Section 14.0* of this report provides further explanation of the proposed roadway capacity improvements under *Alternative 3* and the recommended mitigation measures within the Nutmeg Street area.

## 26.10 Downtown SPA #9 (Section 15.0)

### 26.10.1 Segment Operations

*Table 26–10* summarizes the segment operations in the Downtown SPA #9 study area under *Existing + Alternative 3* traffic volume conditions with the proposed changes in land use. As seen in *Table 26–10*, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Broadway between Valley Parkway and Grand Avenue (LOS F)
- Broadway between Grand Avenue and 2<sup>nd</sup> Avenue (LOS F)
- Broadway between 2<sup>nd</sup> Avenue and 5<sup>th</sup> Avenue (LOS F)
- Hickory Street between Washington Avenue and Valley Parkway (LOS F)
- Juniper Street between Washington Avenue and Valley Parkway (LOS E)

- 2<sup>nd</sup> Avenue between Grand Avenue and Quince Street (LOS F)
- 2<sup>nd</sup> Avenue between Quince Street and Centre City Parkway (LOS F)
- 2<sup>nd</sup> Avenue between Centre City Parkway and Escondido Boulevard (LOS F)
- 5<sup>th</sup> Avenue between Centre City Parkway and Escondido Boulevard (LOS F)
- 5<sup>th</sup> Avenue between Escondido Boulevard and Broadway (LOS F)
- Grand Avenue between Valley Parkway and 2<sup>nd</sup> Avenue (LOS E)
- Grand Avenue between Escondido Boulevard and Broadway (LOS E)
- Grand Avenue between Broadway and Juniper Street (LOS F)
- Grand Avenue between Juniper Street and Valley Boulevard (LOS F)
- Valley Parkway between the I-15 NB Ramps and La Terraza Boulevard (LOS E)
- Valley Parkway between Tulip Street and Quince Street (LOS F)
- Valley Parkway between Quince Street and Centre City Parkway (LOS E)
- Valley Parkway between Escondido Boulevard and Broadway (LOS E)
- Valley Parkway between Broadway and Juniper Street (LOS E)
- Washington Avenue between Juniper Street and Hickory Street (LOS F)
- Washington Avenue between Hickory Street and Fig Street (LOS F)

### 26.10.2 *Significance of Impacts/Mitigation Measures*

Due to the additional traffic volumes generated by the increase in land use density proposed by *Alternative 3* without the necessary roadway capacity improvements, the street segments listed above are calculated to operate at poor LOS conditions.

Based on the established significance criteria and using the interpretations of CEQA as determined by the recent findings in the City of Sunnyvale case, these LOS E/F street segments are calculated to be significantly impacted under the *Existing + Project* condition. Therefore, mitigation measures are required. Implementation of the Proposed Project (*Alternative 3*), including development of the proposed Circulation Element and the recommended mitigation measures, would increase capacity and would mitigate these segment impacts to below a level of significance. *Section 15.0* of this report provides further explanation of the proposed roadway capacity improvements under *Alternative 3* and the recommended mitigation measures within the Downtown SPA #9 area.

## 26.11 East Valley Parkway TA (Section 16.0)

### 26.11.1 *Segment Operations*

*Table 26–11* summarizes the segment operations in the East Valley Parkway TA study area under *Existing + Alternative 3* traffic volume conditions with the proposed changes in land use. As seen in *Table 26–11*, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Fig Street between Washington Avenue and Valley Parkway (LOS F)
- Midway Drive between Washington Avenue and Valley Parkway (LOS F)
- Rose Street between Washington Avenue and Valley Parkway (LOS F)

- Rose Street between Valley Parkway and Grand Avenue (LOS F)
- Grand Avenue between Fig Street and Date Street (LOS E)
- Grand Avenue between Date Street and Ash Street (LOS E)
- Grand Avenue between Ash Street and Rose Street (LOS F)
- Valley Parkway between Hickory Street and Fig Street (LOS F)
- Valley Parkway between Fig Street and Date Street (LOS F)
- Valley Parkway between Date Street and Ash Street (LOS F)
- Valley Parkway between Rose Street and Midway Drive (LOS F)
- Washington Avenue between Fig Street and Ash Street (LOS F)
- Washington Avenue between Ash Street and Harding Street (LOS F)

### 26.11.2 *Significance of Impacts/Mitigation Measures*

Due to the additional traffic volumes generated by the increase in land use density proposed by *Alternative 3* without the necessary roadway capacity improvements, the street segments listed above are calculated to operate at poor LOS conditions.

Based on the established significance criteria and using the interpretations of CEQA as determined by the recent findings in the City of Sunnyvale case, these LOS E/F street segments are calculated to be significantly impacted under the *Existing + Project* condition. Therefore, mitigation measures are required. Implementation of the Proposed Project (*Alternative 3*), including development of the proposed Circulation Element and the recommended mitigation measures, would increase capacity and would mitigate these segment impacts to below a level of significance. *Section 16.0* of this report provides further explanation of the proposed roadway capacity improvements under *Alternative 3* and the recommended mitigation measures within the East Valley Parkway TA area.

## 26.12 South Escondido Boulevard / Centre City Parkway TA (Section 17.0)

### 26.12.1 *Segment Operations*

*Table 26–12* summarizes the segment operations in the South Escondido Boulevard / Centre City Parkway TA study area under *Existing + Alternative 3* traffic volume conditions with the proposed changes in land use. As seen in *Table 26–12*, all study area segments are calculated to operate at LOS E or F conditions as shown below:

- Escondido Boulevard between 5<sup>th</sup> Avenue and 9<sup>th</sup> Avenue (LOS F)
- Escondido Boulevard between 9<sup>th</sup> Avenue and 13<sup>th</sup> Avenue (LOS F)
- Escondido Boulevard between 13<sup>th</sup> Avenue and 15<sup>th</sup> Avenue (LOS F)
- 13<sup>th</sup> Avenue between Centre City Parkway and Escondido Boulevard (LOS E)
- 9<sup>th</sup> Avenue between Centre City Parkway and Escondido Boulevard (LOS F)

### 26.12.2 *Significance of Impacts/Mitigation Measures*

Due to the additional traffic volumes generated by the increase in land use density proposed by *Alternative 3* without the necessary roadway capacity improvements, the street segments listed above are calculated to operate at poor LOS conditions.

Based on the established significance criteria and using the interpretations of CEQA as determined by the recent findings in the City of Sunnyvale case, these LOS E/F street segments are calculated to be significantly impacted under the *Existing + Project* condition. Therefore, mitigation measures are required. Implementation of the Proposed Project (*Alternative 3*), including development of the proposed Circulation Element and the recommended mitigation measures, would increase capacity and would mitigate these segment impacts to below a level of significance. *Section 17.0* of this report provides further explanation of the proposed roadway capacity improvements under *Alternative 3* and the recommended mitigation measures within the South Escondido Boulevard / Centre City Parkway TA area.

## 26.13 South Escondido Boulevard / Felicita Avenue TA (Section 18.0)

### 26.13.1 Segment Operations

*Table 26-13* summarizes the segment operations in the South Escondido Boulevard / Felicita Avenue TA study area under *Existing + Alternative 3* traffic volume conditions with the proposed changes in land use. As seen in *Table 26-13*, all study area segments are calculated to operate at LOS E or F conditions as shown below:

- Centre City Parkway between 13<sup>th</sup> Avenue and Felicita Avenue (LOS F)
- Centre City Parkway between Felicita Avenue and Escondido Boulevard (LOS F)
- Escondido Boulevard between 15<sup>th</sup> Avenue to Felicita Avenue (LOS F)
- Escondido Boulevard between Felicita Avenue to Sunset Drive (LOS F)
- Escondido Boulevard between Sunset Drive and Centre City Parkway (LOS F)
- Felicita Avenue between Tulip Street and Centre City Parkway (LOS F)
- Felicita Avenue between Centre City Parkway and Escondido Boulevard (LOS F)
- Felicita Avenue between Escondido Boulevard and Juniper Street (LOS F)

### 26.13.2 Significance of Impacts/Mitigation Measures

Due to the additional traffic volumes generated by the increase in land use density proposed by *Alternative 3* without the necessary roadway capacity improvements, the street segments listed above are calculated to operate at poor LOS conditions.

Based on the established significance criteria and using the interpretations of CEQA as determined by the recent findings in the City of Sunnyvale case, these LOS E/F street segments are calculated to be significantly impacted under the *Existing + Project* condition. Therefore, mitigation measures are required. Implementation of the Proposed Project (*Alternative 3*), including development of the proposed Circulation Element and the recommended mitigation measures, would increase capacity and would mitigate these segment impacts to below a level of significance. *Section 18.0* of this report provides further explanation of the proposed roadway capacity improvements under *Alternative 3* and the recommended mitigation measures within the South Escondido Boulevard / Felicita Avenue TA area.

## 26.14 Centre City Parkway / Brotherton Road TA (Section 19.0)

### 26.14.1 Segment Operations

Table 26–14 summarizes the segment operations in the Centre City Parkway / Brotherton Road TA study area under *Existing + Alternative 3* traffic volume conditions with the proposed changes in land use. As seen in Table 26–14, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Centre City Parkway between Escondido Boulevard and Citracado Parkway (LOS F)
- Centre City Parkway between Citracado Parkway and the I-15 SB On-Ramp (LOS F)

### 26.14.2 Significance of Impacts/Mitigation Measures

Due to the additional traffic volumes generated by the increase in land use density proposed by *Alternative 3* without the necessary roadway capacity improvements, the street segments listed above are calculated to operate at poor LOS conditions.

Based on the established significance criteria and using the interpretations of CEQA as determined by the recent findings in the City of Sunnyvale case, these LOS E/F street segments are calculated to be significantly impacted under the *Existing + Project* condition. Therefore, mitigation measures are required. Implementation of the Proposed Project (*Alternative 3*), including development of the proposed Circulation Element and the recommended mitigation measures, would increase capacity and would mitigate these segment impacts to below a level of significance. Section 19.0 of this report provides further explanation of the proposed roadway capacity improvements under *Alternative 3* and the recommended mitigation measures within the Centre City Parkway / Brotherton Road TA area.

## 26.15 Westfield Shoppingtown TA (Section 20.0)

### 26.15.1 Segment Operations

Table 26–15 summarizes the segment operations in the Westfield Shoppingtown TA study area under *Existing + Alternative 3* traffic volume conditions with the proposed changes in land use. As seen in Table 26–15, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Del Lago Boulevard/Beethoven Drive between the HOV Access and Via Rancho Parkway (LOS F)

### 26.15.2 Significance of Impacts/Mitigation Measures

Due to the additional traffic volumes generated by the increase in land use density proposed by *Alternative 3* without the necessary roadway capacity improvements, the street segments listed above are calculated to operate at poor LOS conditions.

Based on the established significance criteria and using the interpretations of CEQA as determined by the recent findings in the City of Sunnyvale case, these LOS E/F street segments are calculated to be significantly impacted under the *Existing + Project* condition. Therefore, mitigation measures are

required. Implementation of the Proposed Project (*Alternative 3*), including development of the proposed Circulation Element and the recommended mitigation measures, would increase capacity and would mitigate these segment impacts to below a level of significance. *Section 20.0* of this report provides further explanation of the proposed roadway capacity improvements under *Alternative 3* and the recommended mitigation measures within the Westfield Shoppingtown TA area.

## 26.16 Northwest Quadrant Perimeter Area (Section 21.0)

### 26.16.1 Segment Operations

*Table 26–16* summarizes the segment operations in the Northwest Quadrant study area under *Existing + Alternative 3* traffic volume conditions with the proposed changes in land use. As seen in *Table 26–16*, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Bennett Avenue between El Norte Parkway and Rock Springs Road (LOS F)
- Nordahl Road between Rock Springs Road and Knob Hill Road (LOS F)
- Nutmeg Street between Country Club Lane and Sunset Heights Road (LOS F)
- Deer Springs Road west of the I-15 Ramps (LOS F)
- Montiel Road between Nordahl Road and Deodar Road (LOS F)
- Rock Springs Road between Bennett Avenue and Nordahl Road (LOS E)
- Rock Springs Road between Deodar Road and Montiel Road (LOS E)

### 26.16.2 Significance of Impacts/Mitigation Measures

Due to the additional traffic volumes generated by the increase in land use density proposed by *Alternative 3* without the necessary roadway capacity improvements, the street segments listed above are calculated to operate at poor LOS conditions.

Based on the established significance criteria and using the interpretations of CEQA as determined by the recent findings in the City of Sunnyvale case, these LOS E/F street segments are calculated to be significantly impacted under the *Existing + Project* condition. Therefore, mitigation measures are required. Implementation of the Proposed Project (*Alternative 3*), including development of the proposed Circulation Element and the recommended mitigation measures, would increase capacity and would mitigate these segment impacts to below a level of significance. *Section 21.0* of this report provides further explanation of the proposed roadway capacity improvements under *Alternative 3* and the recommended mitigation measures within the Northwest Quadrant area.

## 26.17 Northeast Quadrant Perimeter Area (Section 22.0)

### 26.17.1 Segment Operations

*Table 26–17* summarizes the segment operations in the Northeast Quadrant study area under *Existing + Alternative 3* traffic volume conditions with the proposed changes in land use. As seen in *Table 26–17*, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Ash Street between Vista Avenue and Sheridan Avenue (LOS E)
- Ash Street between El Norte Parkway and Lincoln Avenue (LOS E)
- Centre City Parkway between Mountain Meadow Road and Jesmond Dene Road (LOS F)
- Centre City Parkway between Jesmond Dene Road and Mesa Rock Road (LOS F)
- Centre City Parkway between Mesa Rock Road and Ivy Dell Lane (LOS F)
- Escondido Boulevard between El Norte Parkway and Lincoln Avenue (LOS F)
- Valley Center Road between El Norte Parkway and Lake Wohlford Road (LOS F)
- Valley Center Road north of Lake Wohlford Road (LOS F)
- Vista Verde Way between Vista Avenue and El Norte Parkway (LOS F)
- El Norte Parkway between Centre City Parkway and Escondido Boulevard (LOS F)
- Lincoln Avenue between Rock Springs Road and Morning View Drive (LOS E)
- Mountain Meadow Road between Champagne Road and Broadway (LOS F)
- North Avenue between Broadway and Vista Verde Way (LOS E)

### 26.17.2 *Significance of Impacts/Mitigation Measures*

Due to the additional traffic volumes generated by the increase in land use density proposed by *Alternative 3* without the necessary roadway capacity improvements, the street segments listed above are calculated to operate at poor LOS conditions.

Based on the established significance criteria and using the interpretations of CEQA as determined by the recent findings in the City of Sunnyvale case, these LOS E/F street segments are calculated to be significantly impacted under the *Existing + Project* condition. Therefore, mitigation measures are required. Implementation of the Proposed Project (*Alternative 3*), including development of the proposed Circulation Element and the recommended mitigation measures, would increase capacity and would mitigate these segment impacts to below a level of significance. *Section 22.0* of this report provides further explanation of the proposed roadway capacity improvements under *Alternative 3* and the recommended mitigation measures within the Northeast Quadrant area.

## 26.18 Southwest Quadrant Perimeter Area (Section 23.0)

### 26.18.1 *Segment Operations*

*Table 26–18* summarizes the segment operations in the Southwest Quadrant study area under *Existing + Alternative 3* traffic volume conditions with the proposed changes in land use. As seen in *Table 26–18*, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Andreasen Drive between Mission Road to Simpson Way (LOS F)
- Citracado Parkway between Avenida del Diablo to Valley Parkway (LOS F)
- Del Dios Highway between Via Rancho Parkway and Mount Israel Road (LOS F)
- Felicita Road between Hamilton Lane and Via Rancho Parkway (LOS E)
- Hale Avenue between I-15 HOV Off-Ramp to Industrial Avenue (LOS F)
- Hale Avenue between Industrial Avenue to Auto Park Way (LOS F)

- Hale Avenue between 9<sup>th</sup> Avenue and 11<sup>th</sup> Avenue (LOS F)
- Valley Parkway between Via Rancho Parkway and Citracado Parkway (LOS E)
- Auto Park Way between Citracado Parkway and Enterprise Street (LOS F)
- Auto Park Way between Enterprise Street and Venture Street (LOS F)
- Auto Park Way between Venture Street and Andreasen Drive (LOS F)
- Citracado Parkway between Valley Parkway and Eucalyptus Avenue (LOS F)

### 26.18.2 *Significance of Impacts/Mitigation Measures*

Due to the additional traffic volumes generated by the increase in land use density proposed by *Alternative 3* without the necessary roadway capacity improvements, the street segments listed above are calculated to operate at poor LOS conditions.

Based on the established significance criteria and using the interpretations of CEQA as determined by the recent findings in the City of Sunnyvale case, these LOS E/F street segments are calculated to be significantly impacted under the *Existing + Project* condition. Therefore, mitigation measures are required. Implementation of the Proposed Project (*Alternative 3*), including development of the proposed Circulation Element and the recommended mitigation measures, would increase capacity and would mitigate these segment impacts to below a level of significance. *Section 23.0* of this report provides further explanation of the proposed roadway capacity improvements under *Alternative 3* and the recommended mitigation measures within the Southwest Quadrant area.

## 26.19 Southeast Quadrant Perimeter Area (Section 24.0)

### 26.19.1 *Segment Operations*

*Table 26–19* summarizes the segment operations in the Southeast Quadrant study area under *Existing + Alternative 3* traffic volume conditions with the proposed changes in land use. As seen in *Table 26–19*, the study area segments are calculated to operate at LOS D or better conditions except for the following:

- Bear Valley Parkway between Beethoven Drive and San Pasqual Road (LOS F)
- Bear Valley Parkway between San Pasqual Road and Mary Lane (LOS F)
- Bear Valley Parkway between Mary Lane and Sunset Drive (LOS F)
- Bear Valley Parkway between Sunset Drive to San Pasqual Valley Road (LOS F)
- Bear Valley Parkway between San Pasqual Valley Road and Idaho Avenue (LOS F)
- Bear Valley Parkway between Idaho Avenue and Birch Avenue (LOS F)
- Bear Valley Parkway between Birch Avenue and Rose Street (LOS F)
- Chestnut Street between 5<sup>th</sup> Avenue and 9<sup>th</sup> Avenue (LOS F)
- Chestnut Street between 9<sup>th</sup> Avenue and 13<sup>th</sup> Avenue (LOS F)
- Citrus Avenue between El Norte Parkway and Mission Avenue (LOS F)
- Citrus Avenue between Washington Avenue and Valley Parkway (LOS E)
- Citrus Avenue between Bear Valley Parkway and Glen Ridge Road (LOS E)

- Fig Street between Lincoln Avenue and Mission Avenue (LOS F)
- Fig Street between Mission Avenue and Washington Avenue (LOS F)
- Juniper Street between Chestnut Street and 13<sup>th</sup> Avenue (LOS F)
- Juniper Street between 13<sup>th</sup> Avenue and 15<sup>th</sup> Avenue (LOS F)
- Juniper Street between 15<sup>th</sup> Avenue and 17<sup>th</sup> Avenue (LOS F)
- Midway Drive between Lincoln Avenue and Mission Avenue (LOS F)
- Midway Drive between Mission Avenue and Washington Avenue (LOS F)
- Midway Drive between Grand Avenue and Oak Hill Drive (LOS F)
- Rose Street between Lincoln Avenue and Mission Avenue (LOS F)
- Rose Street between Grand Avenue and Oak Hill Drive (LOS F)
- Rose Street between Oak Hill Drive and Bear Valley Parkway (LOS E)
- San Pasqual Road between San Pasqual Valley Road and Ryan Drive (LOS F)
- San Pasqual Valley Road between Oak Hill Drive and Birch Avenue (LOS F)
- San Pasqual Valley Road between Birch Avenue and Idaho Avenue (LOS F)
- San Pasqual Valley Road between Idaho Avenue and 17<sup>th</sup> Avenue (LOS F)
- San Pasqual Valley Road between 17<sup>th</sup> Avenue and Bear Valley Parkway (LOS F)
- San Pasqual Valley Road between Bear Valley Parkway and Citrus Avenue (LOS F)
- San Pasqual Valley Road between Citrus Avenue and Summit Drive (LOS F)
- San Pasqual Valley Road between Summit Drive and Old San Pasqual Road (LOS F)
- San Pasqual Valley Road between Old San Pasqual Road and Cloverdale Road (LOS F)
- 17<sup>th</sup> Avenue between Juniper Street and Encino Drive (LOS F)
- 17<sup>th</sup> Avenue between Encino Drive and San Pasqual Valley Road (LOS E)
- 9<sup>th</sup> Avenue between La Terraza Boulevard and Tulip Street (LOS F)
- El Norte Parkway between Washington Avenue and Bear Valley Parkway (LOS F)
- Lincoln Avenue between Lincoln Parkway (SR-78) and Fig Street (LOS F)
- Lincoln Avenue between Fig Street and Ash Street (LOS F)
- Lincoln Avenue between Ash Street and Harding Street (LOS F)
- Lincoln Avenue between Harding Street and Rose Street (LOS F)
- Lincoln Avenue between Rose Street and Midway Drive (LOS F)
- Lincoln Avenue between Midway Drive and El Norte Parkway (LOS F)
- Mission Avenue between Fig Street and Ash Street (LOS F)
- Mission Avenue between Ash Street and Harding Street (LOS F)
- Mission Avenue between Harding Street and Rose Street (LOS F)
- Mission Avenue between Rose Street and Midway Drive (LOS F)
- Mission Avenue between Midway Drive and Citrus Avenue (LOS F)
- Oak Hill Drive between San Pasqual Valley Road and Rose Street (LOS F)
- Washington Avenue between Harding Street and Rose Street (LOS F)
- Washington Avenue between Rose Street and Midway Drive (LOS E)

### 26.19.2 Significance of Impacts/Mitigation Measures

Due to the additional traffic volumes generated by the increase in land use density proposed by *Alternative 3* without the necessary roadway capacity improvements, the street segments listed above are calculated to operate at poor LOS conditions.

Based on the established significance criteria and using the interpretations of CEQA as determined by the recent findings in the City of Sunnyvale case, these LOS E/F street segments are calculated to be significantly impacted under the *Existing + Project* condition. Therefore, mitigation measures are required. Implementation of the Proposed Project (*Alternative 3*), including development of the proposed Circulation Element and the recommended mitigation measures, would increase capacity and would mitigate these segment impacts to below a level of significance. *Section 24.0* of this report provides further explanation of the proposed roadway capacity improvements under *Alternative 3* and the recommended mitigation measures within the Southeast Quadrant area.

**TABLE 26-1**  
**IMPERIAL OAKES SPA #13**  
**EXISTING + PROJECT STREET SEGMENT OPERATIONS**

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<b>North/South Roadways</b>								
<b>Centre City Pkwy</b>								
Country Club Lane to S Iris Lane	4-Ln Major	37,000	15,400	B	0.42	18,200	B	0.49
S Iris Lane to El Norte Parkway	4-Ln Major	37,000	20,600	C	0.56	23,600	C	0.64
<b>South Iris Lane</b>								
Centre City Parkway to El Norte Parkway	2-Ln Collector	15,000	5,400	B	0.36	<b>20,400</b>	<b>F</b>	<b>1.36</b>
<b>East/West Roadways</b>								
<b>Country Club Lane</b>								
Nutmeg Street to Centre City Parkway	4-Ln Collector	34,200	5,000	A	0.15	11,800	A	0.35
<b>El Norte Parkway</b>								
Nutmeg Street to I-15 SB Ramps	4-Ln Major	37,000	29,700	D	0.80	<b>40,800</b>	<b>F</b>	<b>1.10</b>
I-15 SB Ramps to I-15 NB Ramps	4-Ln Major	37,000	27,500	C	0.74	<b>35,200</b>	<b>E</b>	<b>0.95</b>
I-15 NB Ramps to S. Iris Lane	4-Ln Major	37,000	24,900	C	0.67	31,200	D	0.84
S Iris Lane to Morning View Drive	4-Ln Major	37,000	24,700	C	0.67	<b>33,500</b>	<b>E</b>	<b>0.91</b>

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represent an LOS worse than City standards.

TABLE 26-2  
HIGHWAY 78 / BROADWAY TA  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<i>North/South Roadways</i>								
<b>Broadway</b>								
Lincoln Avenue to Mission Avenue	4-Ln Collector	34,200	25,500	C	0.75	28,700	D	0.84
Mission Avenue to Washington Avenue	4-Ln Collector	34,200	23,700	C	0.69	29,600	D	0.87
<b>Centre City Parkway</b>								
SR-78 EB Off-Ramp to Mission Avenue	4-Ln Major	37,000	<b>35,400</b>	<b>E</b>	<b>0.96</b>	<b>46,400</b>	<b>F</b>	<b>1.25</b>
Mission Avenue to Washington Avenue	4-Ln Major	37,000	29,400	D	0.79	<b>41,500</b>	<b>F</b>	<b>1.12</b>
<b>Escondido Boulevard</b>								
Lincoln Avenue to Mission Avenue	4-Ln Collector	34,200	9,700	A	0.28	29,100	D	0.85
Mission Avenue to Washington Avenue	4-Ln Collector	34,200	15,100	B	0.44	21,500	C	0.63

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represent an LOS worse than City standards.

TABLE 26-2  
HIGHWAY 78 / BROADWAY TA  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<b>East/West Roadways</b>								
<b>Lincoln Avenue</b>								
Escondido Boulevard to Broadway	2-Ln Local Collector	10,000	3,200	A	0.32	4,800	B	0.48
Broadway to SR-78/Lincoln Avenue (Before Merge)	2-Ln Local Collector	10,000	4,000	B	0.40	6,300	C	0.63
<b>Mission Avenue</b>								
Centre City Parkway to Escondido Boulevard	4-Ln Collector	34,200	24,600	C	0.72	<b>39,800</b>	<b>F</b>	<b>1.16</b>
Escondido Boulevard to Broadway	4-Ln Collector	34,200	21,000	C	0.61	<b>35,500</b>	<b>F</b>	<b>1.04</b>
Broadway to Hickory Street	4-Ln Collector	34,200	18,500	B	0.54	26,700	D	0.78

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

**Bold** typeface and **shading** represent an LOS worse than City standards.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 26-3  
TRANSIT STATION TA  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<b>North/South Roadways</b>								
<b>Metcalf Street</b>								
Lincoln Avenue to Mission Avenue	2-Ln Local Collector	10,000	2,200	A	0.22	5,100	B	0.51
Mission Avenue to Washington Avenue	2-Ln Local Collector	10,000	7,700	D	0.77	7,900	D	0.79
<b>Quince Street</b>								
Mission Avenue to Washington Avenue	4-Ln Collector	34,200	8,700	A	0.25	14,500	B	0.42
Washington Avenue to W. Valley Parkway	4-Ln Collector	34,200	10,700	A	0.31	25,600	C	0.75
<b>Rock Springs Road</b>								
Lincoln Avenue to Mission Avenue	2-Ln Local Collector	15,000	13,400	D	0.89	<b>18,300</b>	<b>F</b>	<b>1.22</b>
Mission Avenue to Washington Avenue	2-Ln Local Collector	15,000	7,000	B	0.47	11,100	C	0.74
<b>Tulip Street</b>								
Hale Avenue to W. Valley Parkway	4-Ln Collector	34,200	14,900	B	0.44	24,300	C	0.71

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represent an LOS worse than City standards.

TABLE 26-3  
TRANSIT STATION TA  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<b>East/West Roadways</b>								
<b>Hale Avenue</b>								
I-15 NB HOV Off-Ramp to Tulip Street	4-Ln Collector	34,200	18,700	B	0.55	<b>40,700</b>	<b>F</b>	<b>1.19</b>
Tulip Street to Metcalf Street	4-Ln Collector	34,200	16,900	B	0.49	<b>35,100</b>	<b>F</b>	<b>1.03</b>
<b>Mission Avenue</b>								
Andreasen Drive to Metcalf Street	4-Ln Collector	34,200	20,000	C	0.58	21,100	C	0.62
Metcalf Street to Rock Springs Road	4-Ln Collector	34,200	16,500	B	0.48	21,300	C	0.62
Rock Springs Road to Quince Street	4-Ln Collector	34,200	28,100	D	0.82	<b>44,400</b>	<b>F</b>	<b>1.30</b>
Quince Street to Centre City Parkway	4-Ln Major	37,000	27,900	D	0.75	<b>44,500</b>	<b>F</b>	<b>1.20</b>
<b>Washington Avenue</b>								
Metcalf Street to Rock Springs Road	4-Ln Collector	34,200	16,800	B	0.49	30,300	D	0.89
Rock Springs Road to Quince Street	4-Ln Collector	34,200	14,400	B	0.42	30,100	D	0.88
Quince Street to Centre City Parkway	4-Ln Collector	34,200	17,900	B	0.52	30,000	D	0.88

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represent an LOS worse than City standards.

TABLE 26-4  
SOUTH QUINCE STREET TA  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<i>North/South Roadways</i>								
<b>Centre City Parkway</b>								
5 <sup>th</sup> Avenue to 9 <sup>th</sup> Avenue	4-Ln Major	37,000	27,500	C	0.74	28,800	D	0.78
9 <sup>th</sup> Avenue to 13 <sup>th</sup> Avenue	4-Ln Major	37,000	30,600	D	0.83	<b>35,100</b>	<b>E</b>	<b>0.95</b>
<b>Quince Street</b>								
2 <sup>nd</sup> Avenue to 5 <sup>th</sup> Avenue	4-Ln Collector	34,200	6,900	A	0.20	12,000	B	0.35
5 <sup>th</sup> Avenue to 9 <sup>th</sup> Avenue	4-Ln Collector	20,000	5,700	A	0.29	16,700	D	0.84
9 <sup>th</sup> Avenue to 13 <sup>th</sup> Avenue	2-Ln Local Collector	10,000	3,400	A	0.34	6,800	C	0.68

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

TABLE 26-4  
SOUTH QUINCE STREET TA  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<b>East/West Roadways</b>								
<b>5<sup>th</sup> Avenue</b>								
Tulip Street to Quince Street	2-Ln Local Collector	10,000	2,300	A	0.23	3,000	A	0.30
Quince Street to Centre City Parkway	2-Ln Local Collector	10,000	5,000	B	0.50	<b>13,700</b>	<b>F</b>	<b>1.37</b>
<b>9<sup>th</sup> Avenue</b>								
Tulip Street to Quince Street	2-Ln Local Collector	15,000	<b>19,000</b>	<b>F</b>	<b>1.27</b>	<b>29,900</b>	<b>F</b>	<b>1.99</b>
Quince Street to Centre City Parkway	4-Ln Collector	34,200	17,500	B	0.51	23,800	C	0.70
<b>13<sup>th</sup> Avenue</b>								
Tulip Street to Quince Street	2-Ln Local Collector	10,000	3,700	B	0.37	4,200	B	0.42
Quince Street to Centre City Parkway	2-Ln Local Collector	15,000	2,700	A	0.18	7,000	B	0.47

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

TABLE 26-5  
ERTC NORTH SPA #8  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<b>North/South Roadways</b>								
<b>Auto Park Way</b>								
SR-78 EB Ramps to Mission Avenue	4-Ln Collector	34,200	<b>33,600</b>	<b>E</b>	<b>0.98</b>	<b>44,500</b>	<b>F</b>	<b>1.20</b>
Mission Road to Country Club Drive	4-Ln Collector	34,200	24,800	C	0.73	<b>38,200</b>	<b>F</b>	<b>1.03</b>
Country Club Drive to Citracado Pkwy	4-Ln Collector	34,200	18,300	B	0.54	27,300	C	0.74
<b>East/West Roadways</b>								
<b>Barham Drive</b>								
West of Mission Road	2-Ln Local Collector	15,000	6,100	B	0.41	<b>15,500</b>	<b>F</b>	<b>1.03</b>
<b>Mission Road</b>								
Barham Drive to Auto Park Way	4-Ln Major	37,000	20,600	C	0.56	<b>36,100</b>	<b>E</b>	<b>0.98</b>
Auto Park Way to Enterprise Road	4-Ln Collector	34,200	18,900	C	0.55	<b>31,600</b>	<b>E</b>	<b>0.92</b>

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

**TABLE 26-6**  
**ERTC SOUTH SPA #8**  
**EXISTING + PROJECT STREET SEGMENT OPERATIONS**

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<i>North/South Roadways</i>								
<b>Citracado Parkway</b>								
Kauana Loa Drive to Lariat Drive	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE
Lariat Drive to Avenida del Diablo	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE
<b>Hale Avenue</b>								
11 <sup>th</sup> Street/Enterprise Road to	2-Ln Local Collector	10,000	5,300	B	0.53	6,000	C	0.60
<b>Harmony Grove Road</b>								
Kauana Loa Drive to Lariat Drive	2-Ln Local Collector	15,000	2,700	A	0.18	3,800	A	0.25
Lariat Drive to Country Club Lane	2-Ln Local Collector	15,000	400	A	0.03	500	A	0.03

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

DNE – Does Not Exist

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 26-6  
ERTC SOUTH SPA #8  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<b>East/West Roadways</b>								
<b>Avenida del Diablo</b>								
Citracado Parkway to Hale Avenue	2-Ln Local Collector	15,000	3,900	A	0.26	4,500	A	0.30
<b>Enterprise Street</b>								
Andreasen Drive to Hale Avenue	2-Ln Local Collector	10,000	7,300	C	0.73	8,300	D	0.83
<b>Kauana Loa Drive</b>								
Country Club Lane to Harmony Grove Road	2-Ln Local Collector	15,000	1,500	A	0.10	2,400	A	0.16
Harmony Grove Road to Citracado Parkway	2-Ln Local Collector	15,000	4,400	A	0.29	6,400	B	0.43
<b>Lariat Drive</b>								
Country Club Lane to Harmony Grove Road	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE
Harmony Grove Road to Citracado Parkway	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

DNE = Does Not Exist

**TABLE 26-7**  
**I-15 / FELICITA ROAD CORPORATE OFFICE TA**  
**EXISTING + PROJECT STREET SEGMENT OPERATIONS**

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<i>North/South Roadways</i>								
<b>Felicita Road</b>								
Tulip Street to Citracado Parkway	2-Ln Local Collector	10,000	<b>15,000</b>	<b>F</b>	<b>1.50</b>	<b>30,000</b>	<b>F</b>	<b>3.00</b>
Citracado Parkway to Hamilton Lane	2-Ln Local Collector	10,000	5,900	C	0.59	<b>11,500</b>	<b>F</b>	<b>1.15</b>
<i>East/West Roadways</i>								
<b>Citracado Parkway</b>								
Bernardo Avenue to I-15 SB Off-Ramp	2-Ln Local Collector	10,000	7,400	C	0.74	<b>23,600</b>	<b>F</b>	<b>2.36</b>
I-15 SB Off-Ramp to Felicita Road	4-Ln Major	37,000	12,600	A	0.34	31,200	D	0.84
Felicita Road to I-15 SB On-Ramp	4-Ln Major	37,000	6,900	A	0.19	24,300	C	0.66
I-15 SB On-Ramp to I-15 NB Ramps	4-Ln Major	37,000	9,000	A	0.24	20,700	C	0.56
I-15 NB Ramps to Centre City Parkway	2-Ln Local Collector	15,000	6,200	B	0.41	<b>16,900</b>	<b>F</b>	<b>1.13</b>

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See *Table 3-1*).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

**TABLE 26-8**  
**PROMENADE RETAIL CENTER & VICINITY TA**  
**EXISTING + PROJECT STREET SEGMENT OPERATIONS**

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<i>North/South Roadways</i>								
<b>Del Dios Road</b> 9 <sup>th</sup> Avenue to 11 <sup>th</sup> Avenue	2-Ln Local Collector	10,000	6,400	C	0.64	<b>11,400</b>	<b>F</b>	<b>1.14</b>
<b>Valley Parkway</b> 11 <sup>th</sup> Avenue to W. 9 <sup>th</sup> Avenue	6-Ln Super Major	50,000	18,200	B	0.36	20,700	B	0.41
9 <sup>th</sup> Avenue to Auto Park Way	6-Ln Prime	60,000	27,800	B	0.46	31,700	B	0.53
Auto Park Way to I-15 SB Ramps	6-Ln Prime	60,000	42,500	C	0.71	50,000	D	0.83
I-15 SB Ramps to I-15 NB Ramps	6-Ln Prime	60,000	44,100	C	0.74	<b>57,100</b>	<b>E</b>	<b>0.95</b>

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 26-8  
 PROMENADE RETAIL CENTER & VICINITY TA  
 EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<b>East/West Roadways</b>								
<b>9<sup>th</sup> Avenue</b>								
Valley Parkway to Del Dios Road	2-Ln Local Collector	10,000	<b>10,000</b>	<b>E</b>	<b>1.00</b>	<b>10,900</b>	<b>F</b>	<b>1.09</b>
Del Dios Road to Auto Park Way	2-Ln Local Collector	10,000	<b>14,800</b>	<b>F</b>	<b>1.48</b>	<b>19,400</b>	<b>F</b>	<b>1.94</b>
Auto Park Way to I-15 SB Ramps	4-Ln Major	43,500 <sup>e</sup>	30,300	C	0.70	<b>40,200</b>	<b>E</b>	<b>0.92</b>
I-15 SB Ramps to I-15 NB Ramps	4-Ln Major	37,000	20,200	B	0.55	27,600	C	0.75
<b>Auto Park Way</b>								
Valley Parkway to 9 <sup>th</sup> Avenue	4-Ln Collector	34,200	14,100	B	0.41	28,500	D	0.83

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. 9<sup>th</sup> Avenue from Auto Park Way to I-15 SB Ramps is currently built as a five-lane roadway.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

**TABLE 26-9  
NUTMEG STREET  
EXISTING + PROJECT STREET SEGMENT OPERATIONS**

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<i>North/South Roadways</i>								
<b>Centre City Parkway</b>								
Ivy Dell Lane to Nutmeg Street	2-Ln Local Collector	15,000	10,000	C	0.67	<b>19,800</b>	<b>F</b>	<b>1.32</b>
Nutmeg Street to I-15 Ramps	2-Ln Local Collector	15,000	7,200	B	0.48	<b>14,000</b>	<b>E</b>	<b>0.93</b>
I-15 Ramps to Country Club Ln	4-Ln Major	37,000	15,700	B	0.42	25,500	C	0.69
<b>Nutmeg Street</b>								
I-15 to Country Club Ln	2-Ln Local Collector	15,000	4,200	A	0.28	9,300	C	0.62
<i>East/West Roadways</i>								
<b>Nutmeg Street</b>								
I-15 to Centre City Pkwy	2-Ln Local Collector	10,000	3,800	B	0.38	8,300	D	0.83

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

TABLE 26-10  
DOWNTOWN SPA #9  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<i>North/South Roadways</i>								
<b>Broadway</b>								
Washington Ave to Valley Pkwy	4-Ln Collector	34,200	18,700	B	0.55	27,700	D	0.81
Valley Pkwy to Grand Ave	4-Ln Collector	20,000	11,700	C	0.59	<b>24,700</b>	<b>F</b>	<b>1.24</b>
Grand Ave to 2 <sup>nd</sup> Ave	2-Ln Local Collector	10,000	8,200	D	0.82	<b>13,900</b>	<b>F</b>	<b>1.39</b>
2 <sup>nd</sup> Ave to 5 <sup>th</sup> Ave	2-Ln Local Collector	10,000	6,000	C	0.60	<b>11,000</b>	<b>F</b>	<b>1.10</b>
<b>Centre City Parkway</b>								
Washington Ave to Valley Pkwy	4-Ln Major	37,000	29,600	D	0.80	31,700	D	0.86
Valley Pkwy to Grand Ave	4-Ln Major	37,000	26,100	C	0.71	29,700	D	0.80
Grand Ave to 2 <sup>nd</sup> Ave	4-Ln Major	37,000	27,900	D	0.75	31,900	D	0.86
2 <sup>nd</sup> Ave to 5 <sup>th</sup> Ave	4-Ln Major	37,000	27,400	C	0.74	31,900	D	0.86

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

TABLE 26-10  
DOWNTOWN SPA #9  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<b>Escondido Boulevard</b>								
Washington Ave to Valley Pkwy	4-Ln Collector	34,200	18,200	B	0.53	26,500	D	0.77
Valley Pkwy to Grand Ave	4-Ln Collector	34,200	15,600	B	0.46	22,300	C	0.65
Grand Ave to 2 <sup>nd</sup> Ave	4-Ln Collector	34,200	16,200	B	0.47	23,700	C	0.69
2 <sup>nd</sup> Ave to 5 <sup>th</sup> Ave	4-Ln Collector	34,200	13,800	B	0.40	19,300	C	0.56
<b>Hickory Street</b>								
Washington Ave to Valley Pkwy	2-Ln Local Collector	10,000	3,100	A	0.31	<b>10,600</b>	<b>F</b>	<b>1.06</b>
<b>Juniper Street</b>								
Washington Ave to Valley Pkwy	2-Ln Local Collector	10,000	3,500	B	0.35	<b>9,500</b>	<b>E</b>	<b>0.95</b>
Valley Pkwy to Grand Ave <sup>e</sup>	2-Ln Local Collector	19,000	5,400	A	0.28	9,700	B	0.51
Grand Ave to 2 <sup>nd</sup> Ave <sup>e</sup>	2-Ln Local Collector	19,000	8,800	B	0.46	14,000	C	0.74
2 <sup>nd</sup> Ave to 5 <sup>th</sup> Ave <sup>e</sup>	2-Ln Local Collector	19,000	9,700	B	0.51	13,600	C	0.72

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Capacity of 19,000 ADT used for roadway with a two-way center turn.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

TABLE 26-10  
DOWNTOWN SPA #9  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<b>Quince Street</b>								
Valley Pkwy to Grand Ave	4-Ln Collector	34,200	9,500	A	0.28	18,300	B	0.54
Grand Ave to 2 <sup>nd</sup> Ave	4-Ln Collector	34,200	9,500	A	0.28	16,900	B	0.49
<b>East/West Roadways</b>								
<b>2<sup>nd</sup> Avenue</b>								
Grand Ave to Quince St <sup>e</sup>	4-Ln Collector	30,000	19,800	C	0.66	<b>27,100</b>	<b>F</b>	<b>1.36</b>
Quince St to Centre City Pkwy <sup>e</sup>	4-Ln Collector	30,000	17,700	C	0.59	<b>26,100</b>	<b>F</b>	<b>1.31</b>
Centre City Pkwy to Escondido Blvd <sup>e</sup>	4-Ln Collector	30,000	20,200	C	0.67	<b>30,200</b>	<b>F</b>	<b>1.01</b>
Escondido Blvd to Broadway <sup>e</sup>	4-Ln Collector	30,000	17,300	C	0.58	25,400	D	0.85
Broadway to Juniper St <sup>e</sup>	4-Ln Collector	30,000	17,000	C	0.57	24,500	D	0.82
Juniper St to Grand Ave <sup>e</sup>	4-Ln Collector	30,000	15,900	B	0.53	26,800	D	0.89
Grand Ave to Valley Pkwy <sup>e</sup>	4-Ln Collector	30,000	12,900	B	0.43	24,700	D	0.82

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Roadway currently built as three lanes traveling in one direction. Capacity of 30,000 ADT used in analysis.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

TABLE 26-10  
DOWNTOWN SPA #9  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<b>5<sup>th</sup> Avenue</b>								
Centre City Pkwy to Escondido Blvd	2-Ln Local Collector	10,000	<b>9,000</b>	<b>E</b>	<b>0.90</b>	<b>16,800</b>	<b>F</b>	<b>1.68</b>
Escondido Blvd to Broadway	2-Ln Local Collector	10,000	5,200	B	0.52	<b>10,600</b>	<b>F</b>	<b>1.06</b>
Broadway to Juniper St	2-Ln Local Collector	10,000	6,000	C	0.60	8,400	D	0.84
Juniper St to Date St	2-Ln Local Collector	10,000	3,500	B	0.35	4,000	B	0.40
<b>Grand Avenue</b>								
Valley Pkwy to 2 <sup>nd</sup> Ave	4-Ln Collector	35,000 <sup>f</sup>	22,700	C	0.65	<b>34,400</b>	<b>E</b>	<b>0.98</b>
2 <sup>nd</sup> Ave to Quince St	2-Ln Local Collector	10,000	2,600	A	0.26	8,300	D	0.83
Quince St to Centre City Pkwy	2-Ln Local Collector	10,000	2,300	A	0.23	6,000	C	0.60
Centre City Pkwy to Escondido Blvd	4-Ln Collector	20,000	12,600	C	0.63	15,300	D	0.77
Escondido Blvd to Broadway	4-Ln Collector	20,000	12,800	C	0.64	<b>19,300</b>	<b>E</b>	<b>0.97</b>
Broadway to Juniper St	4-Ln Collector	20,000	13,600	C	0.68	<b>23,300</b>	<b>F</b>	<b>1.17</b>
Juniper St to Valley Blvd	4-Ln Collector	20,000	13,700	C	0.69	<b>24,900</b>	<b>F</b>	<b>1.25</b>
Valley Blvd to Fig St	4-Ln Collector	30,000 <sup>f</sup>	14,300	B	0.48	17,600	C	0.59

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Roadway currently built as three to four lanes traveling in one direction. 35,000 ADT capacity used in analysis.
- f. Roadway currently built as three-lane roadway. 30,000 ADT capacity used in analysis.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

TABLE 26-10  
DOWNTOWN SPA #9  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<b>Valley Parkway</b>								
I-15 NB Ramps to La Terraza Blvd	6-Ln Prime	60,000	37,000	C	0.62	<b>56,200</b>	<b>E</b>	<b>0.94</b>
La Terraza Blvd to N. Tulip St <sup>g</sup>	6-Ln Prime	65,000	39,400	C	0.61	53,800	D	0.83
N. Tulip St to S. Tulip St <sup>g</sup>	6-Ln Prime	65,000	18,300	A	0.28	28,300	B	0.44
Tulip St to Quince St <sup>e</sup>	4-Ln Collector	30,000	21,000	C	0.70	<b>33,700</b>	<b>F</b>	<b>1.12</b>
Quince St to Centre City Pkwy <sup>e</sup>	4-Ln Collector	30,000	18,900	C	0.63	<b>29,100</b>	<b>E</b>	<b>0.97</b>
Centre City Pkwy to Escondido Blvd <sup>h</sup>	4-Ln Major	43,500	20,700	B	0.48	33,600	D	0.77
Escondido Blvd to Broadway <sup>e</sup>	4-Ln Collector	30,000	18,700	C	0.62	<b>29,700</b>	<b>E</b>	<b>0.99</b>
Broadway to Juniper St <sup>e</sup>	4-Ln Collector	30,000	17,000	C	0.57	<b>28,000</b>	<b>E</b>	<b>0.93</b>
Juniper St to Hickory St <sup>e</sup>	4-Ln Collector	30,000	14,000	B	0.47	23,600	D	0.79

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Roadway currently built as three lanes traveling in one direction. 30,000 ADT capacity used in analysis.
- f. Roadway currently built as seven lane roadway. Additional capacity of 5,000 ADT used in analysis.
- g. Roadway currently built as five lanes traveling in one direction. Average of 4-Ln Major and 6-Ln Super Major capacity used in analysis.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

TABLE 26-10  
DOWNTOWN SPA #9  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<b>Washington Avenue</b>								
Centre City Pkwy to Escondido Blvd	4-Ln Collector	34,200	20,200	C	0.59	28,800	D	0.84
Escondido Blvd to Broadway	4-Ln Collector	34,200	22,000	C	0.64	25,600	C	0.75
Broadway to Juniper St	4-Ln Collector	34,200	23,800	C	0.70	28,500	D	0.83
Juniper St to Hickory St	4-Ln Collector	20,000	<b>22,600</b>	<b>F</b>	<b>1.13</b>	<b>24,900</b>	<b>F</b>	<b>1.25</b>
Hickory St to Fig St	4-Ln Collector	20,000	<b>20,500</b>	<b>F</b>	<b>1.03</b>	<b>26,900</b>	<b>F</b>	<b>1.35</b>

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

TABLE 26-11  
EAST VALLEY PARKWAY TA  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<i>North/South Roadways</i>								
<b>Ash Street</b>								
Washington Ave to Valley Pkwy	4-Ln Collector	34,200	20,300	C	0.59	25,100	C	0.73
Valley Pkwy to Grand Ave	4-Ln Collector	34,200	21,000	C	0.61	29,100	D	0.85
<b>Date Street</b>								
Valley Pkwy to Grand Ave	2-Ln Local Collector	10,000	3,300	A	0.33	7,500	D	0.75
<b>Fig Street</b>								
Washington Ave to Valley Pkwy	2-Ln Local Collector	10,000	<b>9,700</b>	<b>E</b>	<b>0.97</b>	<b>20,300</b>	<b>F</b>	<b>2.03</b>
Valley Pkwy to Grand Ave	2-Ln Local Collector	10,000	2,500	A	0.25	4,700	B	0.47
<b>Harding Street</b>								
Washington Ave to Valley Pkwy	4-Ln Collector	34,200	5,600	A	0.16	6,200	A	0.18

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

TABLE 26-11  
EAST VALLEY PARKWAY TA  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<b>Midway Drive</b>								
Washington Ave to Valley Pkwy	2-Ln Local Collector	10,000	<b>15,500</b>	<b>F</b>	<b>1.55</b>	<b>16,800</b>	<b>F</b>	<b>1.68</b>
Valley Pkwy to Grand Ave	4-Ln Collector	34,200	15,000	B	0.44	16,600	B	0.49
<b>Rose Street</b>								
Washington Ave to Valley Pkwy	2-Ln Local Collector	15,000	<b>15,000</b>	<b>E</b>	<b>1.00</b>	<b>18,300</b>	<b>F</b>	<b>1.22</b>
Valley Pkwy to Grand Ave	2-Ln Local Collector	15,000	11,900	D	0.79	<b>16,900</b>	<b>F</b>	<b>1.13</b>
<i>East/West Roadways</i>								
<b>Grand Avenue</b>								
Fig St to Date St	4-Ln Collector	30,000	19,100	C	0.64	<b>29,900</b>	<b>E</b>	<b>1.00</b>
Date St to Ash St	4-Ln Collector	30,000	17,100	C	0.57	<b>27,900</b>	<b>E</b>	<b>0.93</b>
Ash St to Rose St	4-Ln Collector	20,000	17,600	D	0.88	<b>27,100</b>	<b>F</b>	<b>1.36</b>

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Roadway currently built as a three lanes roadway. Capacity of 30,000 ADT used in analysis.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

TABLE 26-11  
EAST VALLEY PARKWAY TA  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<b>Valley Parkway</b>								
Hickory St to Fig St	4-Ln Collector	20,000	<b>27,500</b>	<b>F</b>	<b>1.38</b>	<b>38,800</b>	<b>F</b>	<b>1.94</b>
Fig St to Date St	4-Ln Collector	34,200	27,600	D	0.81	<b>40,900</b>	<b>F</b>	<b>1.20</b>
Date St to Ash St	4-Ln Collector	34,200	27,500	D	0.80	<b>41,800</b>	<b>F</b>	<b>1.22</b>
Ash St to Harding St	4-Ln Major	37,000	20,500	C	0.55	32,000	D	0.86
Harding St to Rose St	4-Ln Major	37,000	27,400	C	0.74	32,100	D	0.87
Rose St to Midway Dr	4-Ln Major	37,000	31,500	D	0.85	<b>37,900</b>	<b>F</b>	<b>1.02</b>
Midway Dr to Citrus Ave	6-Ln Prime	60,000	28,100	B	0.47	32,000	B	0.53
<b>Washington Avenue</b>								
Fig St to Ash St	4-Ln Collector	20,000	<b>19,600</b>	<b>E</b>	<b>0.98</b>	<b>26,500</b>	<b>F</b>	<b>1.33</b>
Ash St to Harding St	4-Ln Collector	20,000	16,000	D	0.80	<b>24,600</b>	<b>F</b>	<b>1.23</b>

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

Bold typeface and shading represents an LOS worse than City standards.

TABLE 26-12  
SOUTH ESCONDIDO BOULEVARD / CENTRE CITY PARKWAY TA  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<i>North/South Roadways</i>								
<b>Escondido Boulevard</b>								
5 <sup>th</sup> Ave to 9 <sup>th</sup> Ave <sup>e</sup>	2-Ln Local Collector	19,000	14,100	C	0.74	<b>26,500</b>	<b>F</b>	<b>1.39</b>
9 <sup>th</sup> Ave to 13 <sup>th</sup> Ave <sup>e</sup>	2-Ln Local Collector	19,000	13,600	C	0.72	<b>29,600</b>	<b>F</b>	<b>1.56</b>
13 <sup>th</sup> Ave to 15 <sup>th</sup> Ave <sup>e</sup>	2-Ln Local Collector	19,000	<b>19,700</b>	<b>F</b>	<b>1.04</b>	<b>31,100</b>	<b>F</b>	<b>1.64</b>
<i>East/West Roadways</i>								
<b>13<sup>th</sup> Avenue</b>								
Centre City Pkwy to Escondido Blvd	2-Ln Local Collector	10,000	5,900	C	0.59	<b>9,000</b>	<b>E</b>	<b>0.90</b>
<b>9<sup>th</sup> Avenue</b>								
Centre City Pkwy to Escondido Blvd	2-Ln Local Collector	10,000	<b>14,200</b>	<b>F</b>	<b>1.42</b>	<b>24,400</b>	<b>F</b>	<b>2.44</b>

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- a. Average Daily Traffic.
- b. Level of Service.
- c. Volume to Capacity ratio.
- d. Escondido Boulevard has a two-way center turn lane allowing for an increased capacity of 19,000 ADT.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

TABLE 26-13  
SOUTH ESCONDIDO BOULEVARD / FELICITA AVENUE TA  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<i>North/South Roadways</i>								
<b>Centre City Parkway</b>								
13 <sup>th</sup> Ave to Felicita Ave	4-Ln Major	37,000	31,800	D	0.86	<b>49,000</b>	<b>F</b>	<b>1.32</b>
Felicita Ave to Escondido Blvd	4-Ln Major	37,000	26,500	C	0.72	<b>44,400</b>	<b>F</b>	<b>1.20</b>
<b>Escondido Boulevard</b>								
15 <sup>th</sup> Ave to Felicita Ave	4-Ln Collector	20,000	<b>20,800</b>	<b>F</b>	<b>1.04</b>	<b>31,700</b>	<b>F</b>	<b>1.59</b>
Felicita Ave to Sunset Dr	4-Ln Collector	20,000	16,700	D	0.84	<b>33,600</b>	<b>F</b>	<b>1.68</b>
Sunset Dr to Centre City Pkwy	4-Ln Collector	20,000	12,700	C	0.64	<b>26,000</b>	<b>F</b>	<b>1.30</b>
<i>East/West Roadways</i>								
<b>Felicita Avenue</b>								
Tulip St to Centre City Pkwy	2-Ln Local Collector	10,000	<b>15,000</b>	<b>F</b>	<b>1.50</b>	<b>26,900</b>	<b>F</b>	<b>2.69</b>
Centre City Pkwy to Escondido Blvd	4-Ln Collector	34,200	26,300	D	0.77	<b>39,100</b>	<b>F</b>	<b>1.14</b>
Escondido Blvd to Juniper St	2-Ln Local Collector	15,000	<b>18,200</b>	<b>F</b>	<b>1.21</b>	<b>31,800</b>	<b>F</b>	<b>2.12</b>

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See *Table 3-1*).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

TABLE 26-14  
CENTRE CITY PARKWAY / BROTHERTON ROAD TA  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<i>North/South Roadways</i>								
<b>Centre City Parkway</b>								
Escondido Blvd to Citracado Pkwy	4-Ln Major	37,000	29,600	D	0.80	<b>57,800</b>	<b>F</b>	<b>1.56</b>
Citracado Pkwy to I-15 SB On-Ramp	4-Ln Major	37,000	30,000	D	0.81	<b>49,800</b>	<b>F</b>	<b>1.35</b>
<b>Centre City Parkway Frontage Road</b>								
Brotherton Road to Citracado Pkwy	2-Ln Local Collector	15,000	2,100	A	0.14	10,700	C	0.71
Citracado Pkwy to Clarence Ln	2-Ln Local Collector	15,000	600	A	0.04	1,900	A	0.13
<b>Escondido Boulevard</b>								
Centre City Pkwy to Citracado Pkwy	2-Ln Local Collector	10,000	4,700	B	0.47	7,400	C	0.74
Citracado Pkwy to Centre City Pkwy (intersection)	2-Ln Local Collector	10,000	800	A	0.08	3,300	A	0.33

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

TABLE 26-15  
WESTFIELD SHOPPINGTOWN TA  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<i>North/South Roadways</i>								
<b>Del Lago Boulevard/ Beethoven Drive</b>								
I-15 to HOV Access	4-Ln Collector	34,200	7,300	A	0.21	9,600	A	0.28
HOV Access to Via Rancho Pkwy	2-Ln Local Collector	15,000	9,400	C	0.63	<b>22,900</b>	<b>F</b>	<b>1.53</b>
<i>East/West Roadways</i>								
<b>Via Rancho Parkway</b>								
Quiet Hills Rd to I-15 SB Ramps	6-Ln Super Major	50,000	14,800	A	0.30	18,200	B	0.36
I-15 SB Ramps to I-15 NB Ramps	6-Ln Prime	60,000	44,100	C	0.74	47,700	D	0.80
I-15 NB Ramps to Beethoven Drive <sup>e</sup>	6-Ln Prime	65,000	34,700	B	0.53	42,500	C	0.65

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Roadway currently built as seven lane roadway. Additional capacity of 5,000 ADT used in analysis.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

TABLE 26-16  
NORTHWEST QUADRANT  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<i>North/South Roadways</i>								
<b>Bennett Avenue</b>								
El Norte Pkwy to Rock Springs Rd	2-Ln Local Collector	10,000	7,300	C	0.73	<b>12,100</b>	<b>F</b>	<b>1.21</b>
<b>Nordahl Road</b>								
Rock Springs Rd to Knob Hill Rd	2-Ln Local Collector	15,000	<b>15,400</b>	<b>F</b>	<b>1.03</b>	<b>19,500</b>	<b>F</b>	<b>1.30</b>
Knob Hill Rd to Montiel Rd	4-Ln Major	37,000	16,200	B	0.44	21,200	C	0.57
Montiel Rd to SR-78 WB Ramps	4-Ln Major	37,000	18,200	B	0.49	28,300	D	0.76
<b>Nutmeg Street</b>								
Country Club Ln to Sunset Heights Rd	2-Ln Local Collector	15,000	5,500	B	0.37	<b>19,500</b>	<b>F</b>	<b>1.30</b>
Sunset Heights Rd to El Norte Pkwy	2-Ln Local Collector	15,000	7,400	B	0.49	21,200	C	0.57
El Norte Pkwy to Rock Springs Rd	2-Ln Local Collector	15,000	8,100	B	0.54	28,300	D	0.76

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

TABLE 26-16  
NORTHWEST QUADRANT  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<b>East/West Roadways</b>								
<b>Country Club Lane</b> El Norte Pkwy to Nutmeg St	4-Ln Collector	34,200	7,100	A	0.21	11,300	A	0.33
<b>Deer Springs Road</b> West of I-15 Ramps	2-Ln Local Collector	15,000	<b>15,100</b>	<b>F</b>	<b>1.01</b>	<b>39,100</b>	<b>F</b>	<b>2.61</b>
<b>El Norte Parkway</b> Woodland Pkwy to Country Club Ln	4-Ln Major	37,000	13,100	B	0.35	20,400	C	0.55
Country Club Ln to Bennett Av	4-Ln Major	37,000	12,600	A	0.34	17,900	B	0.48
Bennett Ave to Nutmeg St	4-Ln Collector	34,200	19,200	C	0.56	28,000	D	0.82
<b>Montiel Road</b> Nordahl Rd to Deodar Rd	2-Ln Local Collector	10,000	<b>11,500</b>	<b>F</b>	<b>1.15</b>	<b>14,700</b>	<b>F</b>	<b>1.47</b>

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

TABLE 26-16  
NORTHWEST QUADRANT  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<b>Rock Springs Road</b>								
Bennett Ave to Nordahl Rd	2-Ln Local Collector	10,000	5,400	B	0.54	<b>9,200</b>	<b>E</b>	<b>0.92</b>
Nordahl Rd to Deodar Rd	2-Ln Local Collector	10,000	3,100	A	0.31	6,600	C	0.66
Deodar Rd to Montiel Rd	2-Ln Local Collector	10,000	5,400	B	0.54	<b>9,000</b>	<b>E</b>	<b>0.90</b>

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

TABLE 26-17  
NORTHEAST QUADRANT  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<i>North/South Roadways</i>								
<b>Ash Street</b>								
Rincon Ave to Stanley Ave	2-Ln Local Collector	10,000	4,000	B	0.40	5,200	B	0.52
Stanley Ave to Vista Ave	2-Ln Local Collector	10,000	4,400	B	0.44	5,300	B	0.53
Vista Ave to Sheridan Ave	2-Ln Local Collector	10,000	8,400	D	0.84	<b>9,100</b>	<b>E</b>	<b>0.91</b>
Sheridan Ave to El Norte Pkwy	2-Ln Local Collector	10,000	6,200	C	0.62	7,900	D	0.79
El Norte Pkwy to Lincoln Ave	2-Ln Local Collector	15,000	11,900	D	0.79	<b>13,800</b>	<b>E</b>	<b>0.92</b>
<b>Broadway</b>								
Mountain Meadow Rd to North Ave	2-Ln Local Collector	15,000	4,700	A	0.31	7,700	B	0.51
North Ave to Jesmond Dene Rd	4-Ln Collector	34,200	5,700	A	0.17	12,500	B	0.37
Jesmond Dene Rd to Country Club Ln	4-Ln Collector	34,200	11,600	A	0.34	20,100	C	0.59
Country Club Ln to Stanley Ave	4-Ln Collector	34,200	6,600	A	0.19	12,800	B	0.37
Stanley Ave to Vista Ave	4-Ln Collector	34,200	8,100	A	0.24	14,800	B	0.43
Vista Ave to Sheridan Ave	4-Ln Collector	34,200	9,700	A	0.28	16,100	B	0.47
Sheridan Ave to El Norte Pkwy	4-Ln Collector	34,200	16,200	B	0.47	22,400	C	0.65

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See *Table 3-1*).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	> 1.00

TABLE 26-17  
NORTHEAST QUADRANT  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<b>Centre City Parkway</b>								
Mountain Meadow Rd to Jesmond Dene Rd	2-Ln Local Collector	15,000	6,000	B	0.40	<b>19,900</b>	<b>F</b>	<b>1.33</b>
Jesmond Dene Rd to Mesa Rock Rd	2-Ln Local Collector	15,000	5,700	B	0.38	<b>16,800</b>	<b>F</b>	<b>1.12</b>
Mesa Rock Rd to Ivy Dell Ln	2-Ln Local Collector	15,000	9,600	C	0.64	<b>21,200</b>	<b>F</b>	<b>1.41</b>
El Norte Pkwy to Lincoln Ave	4-Ln Major	37,000	33,100	D	0.89	32,800	D	0.89
<b>Conway Drive</b>								
Cleveland Ave to Rincon Ave	2-Ln Local Collector	10,000	2,100	A	0.21	3,100	A	0.31
Rincon Ave to Stanley Ave	2-Ln Local Collector	10,000	1,400	A	0.14	7,200	C	0.72
Stanley Ave to Vista Ave	2-Ln Local Collector	10,000	2,000	A	0.20	7,800	D	0.78
<b>Escondido Boulevard</b>								
El Norte Pkwy to Lincoln Ave <sup>f</sup>	2-Ln Local Collector	19,000	9,700	B	0.51	<b>25,900</b>	<b>F</b>	<b>1.36</b>
<b>Fig Street</b>								
El Norte Pkwy to Lincoln Ave	2-Ln Local Collector	15,000	3,800	A	0.25	6,000	B	0.40

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Escondido Boulevard has a two-way center turn lane allowing for an increased capacity of 19,000 ADT.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

TABLE 26-17  
NORTHEAST QUADRANT  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<b>Jesmond Dene Road</b>								
Centre City Pkwy to Ivy Dell Ln	2-Ln Local Collector	15,000	2,100	A	0.14	10,900	C	0.73
Ivy Dell Ln to Broadway	2-Ln Local Collector	15,000	2,900	A	0.19	8,400	C	0.56
<b>Midway Drive</b>								
El Norte Pkwy to Lincoln Ave	2-Ln Local Collector	10,000	4,600	B	0.46	8,200	D	0.82
<b>Morning View Road</b>								
El Norte Pkwy to Lincoln Ave	2-Ln Local Collector	15,000	8,200	B	0.55	9,200	C	0.61
<b>North Iris Lane</b>								
Country Club Rd to Centre City Pkwy	2-Ln Local Collector	15,000	5,300	B	0.35	8,400	C	0.56
<b>Rose Street</b>								
El Norte Pkwy to Lincoln Ave	2-Ln Local Collector	10,000	3,100	A	0.31	3,900	B	0.39
<b>Seven Oaks Road</b>								
El Norte Pkwy to Borden Rd	2-Ln Local Collector	15,000	3,400	A	0.23	5,200	A	0.35
Borden Rd to Rock Springs Rd	2-Ln Local Collector	15,000	2,100	A	0.14	2,700	A	0.18

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See *Table 3-1*).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 26-17  
NORTHEAST QUADRANT  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<b>Valley Center Road</b>								
El Norte Pkwy to Lake Wohlford Rd <sup>e</sup>	4-Ln Major	43,500	29,700	C	0.68	<b>55,400</b>	<b>F</b>	<b>1.27</b>
North of Lake Wohlford Rd	4-Ln Major	37,000	21,300	C	0.58	<b>42,800</b>	<b>F</b>	<b>1.16</b>
<b>Vista Verde Way</b>								
Vista Ave to El Norte Pkwy	2-Ln Local Collector	10,000	2,400	A	0.24	<b>10,900</b>	<b>F</b>	<b>1.09</b>
<i>East/West Roadways</i>								
<b>Country Club Lane</b>								
Centre City Pkwy to Iris Ln	4-Ln Collector	34,200	5,200	A	0.15	16,900	B	0.49
Iris Ln to Broadway	4-Ln Collector	34,200	11,500	A	0.34	19,500	C	0.57
Broadway to Ash St	4-Ln Collector	34,200	6,700	A	0.20	12,900	B	0.38
<b>El Norte Parkway</b>								
Morning View Dr to Centre City Pkwy	6-Ln Super Major	50,000	28,600	C	0.57	35,700	C	0.71
Centre City Pkwy to Escondido Blvd	4-Ln Major	37,000	26,800	C	0.72	<b>39,200</b>	<b>F</b>	<b>1.06</b>
Escondido Blvd to Broadway	4-Ln Major	37,000	26,700	C	0.72	31,400	D	0.85
Broadway to Fig St	4-Ln Major	37,000	24,300	C	0.66	27,300	C	0.74

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Roadway currently built as a five lane roadway. Average of 4-Ln Major and 6-Ln Super Major capacity used in analysis.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

TABLE 26-17  
NORTHEAST QUADRANT  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<b>El Norte Parkway (Continued)</b>								
Fig St to Ash St	4-Ln Major	37,000	24,100	C	0.65	26,900	C	0.73
Ash St to Rose St	4-Ln Major	37,000	18,000	B	0.49	21,800	C	0.59
Rose St to Vista Verde Wy	4-Ln Major	37,000	14,800	B	0.40	20,000	B	0.54
Vista Verde Wy to Midway Dr	4-Ln Major	37,000	16,500	B	0.45	25,800	C	0.70
Midway Dr to Lincoln Ave	4-Ln Major	37,000	9,900	A	0.27	15,000	B	0.41
<b>Ivy Dell Lane</b>								
Centre City Pkwy to Jesmond Dene Rd	2-Ln Local Collector	15,000	1,800	A	0.12	5,900	B	0.39
<b>Lincoln Avenue</b>								
Metcalf St to Rock Springs Rd	2-Ln Local Collector	10,000	2,400	A	0.24	5,400	B	0.54
Rock Springs Rd to Morning View Dr	2-Ln Local Collector	10,000	7,500	D	0.75	<b>9,500</b>	<b>E</b>	<b>0.95</b>
<b>Mountain Meadow Road</b>								
Champagne Rd to Broadway	2-Ln Local Collector	15,000	7,900	B	0.53	<b>28,100</b>	<b>F</b>	<b>1.87</b>
Broadway to Valley Center Rd	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.  
DNE = Does Not Exist

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 26-17  
NORTHEAST QUADRANT  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<b>North Avenue</b>								
Broadway to Vista Verde Way	2-Ln Local Collector	10,000	3,100	A	0.31	<b>9,700</b>	<b>E</b>	<b>0.97</b>

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	> 1.00

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

TABLE 26-18  
SOUTHWEST QUADRANT  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<b>North/South Roadways</b>								
<b>Andreasen Drive</b>								
Mission Rd to Simpson Wy	2-Ln Local Collector	10,000	8,900	D	0.89	<b>18,600</b>	<b>F</b>	<b>1.86</b>
Simpson Way to Auto Park Wy	2-Ln Local Collector	10,000	4,200	B	0.42	7,600	D	0.76
Auto Park Wy to Enterprise St	2-Ln Local Collector	10,000	7,100	C	0.71	8,100	D	0.81
Enterprise St to Citracado Pkwy	4-Ln Collector	20,000	6,300	A	0.32	8,000	B	0.40
<b>Bernardo Avenue</b>								
11 <sup>th</sup> Ave to Citracado Pkwy	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE
Citracado Pkwy to Hamilton Ln	2-Ln Local Collector	15,000	6,800	B	0.45	10,000	C	0.67
<b>Citracado Parkway</b>								
Auto Park Wy to Andreasen Dr	4-Ln Major	37,000	6,100	A	0.16	30,100	D	0.81
Andreasen Dr to Kauana Loa Dr	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE
Avenida Del Diablo to Valley Pkwy	2-Ln Local Collector	15,000	7,500	B	0.50	<b>29,200</b>	<b>F</b>	<b>1.95</b>
<b>Del Dios Road</b>								
11 <sup>th</sup> Ave to Avenida Del Diablo	2-Ln Local Collector	10,000	2,900	A	0.29	8,900	D	0.89

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.  
DNE = Does Not Exist.

TABLE 26-18  
SOUTHWEST QUADRANT  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<b>Del Dios Highway</b>								
Via Rancho Pkwy to Mount Israel Rd	2-Ln Local Collector	15,000	<b>23,900</b>	<b>F</b>	<b>1.59</b>	<b>32,700</b>	<b>F</b>	<b>2.18</b>
<b>Enterprise Street</b>								
Mission Ave to Auto Park Wy	2-Ln Local Collector	15,000	2,800	A	0.19	11,600	D	0.77
<b>Felicita Road</b>								
Hamilton Ln to Via Rancho Pkwy	2-Ln Local Collector	10,000	4,200	B	0.42	<b>9,200</b>	<b>E</b>	<b>0.92</b>
<b>Hale Avenue</b>								
I-15 HOV Off-Ramp to Industrial Ave	2-Ln Local Collector	10,000	<b>18,700</b>	<b>F</b>	<b>1.87</b>	<b>20,900</b>	<b>F</b>	<b>2.09</b>
Industrial Ave to Auto Park Way	2-Ln Local Collector	10,000	<b>12,500</b>	<b>F</b>	<b>1.25</b>	<b>18,500</b>	<b>F</b>	<b>1.85</b>
9 <sup>th</sup> Ave to 11 <sup>th</sup> Ave	2-Ln Local Collector	10,000	8,900	D	0.89	<b>12,200</b>	<b>F</b>	<b>1.22</b>
<b>Valley Parkway</b>								
Via Rancho Pkwy to Citracado Pkwy	4-Ln Major	37,000	21,000	C	0.57	<b>34,200</b>	<b>E</b>	<b>0.92</b>
Citracado Pkwy to Avenida Del Diablo	4-Ln Major	37,000	22,700	C	0.61	24,000	C	0.65
Avenida Del Diablo to 11 <sup>th</sup> Ave	4-Ln Major	37,000	16,500	B	0.45	18,800	B	0.51

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

TABLE 26-18  
SOUTHWEST QUADRANT  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<b>East/West Roadways</b>								
<b>11<sup>th</sup> Avenue</b>								
Del Dios Rd to Bernardo Ave	2-Ln Local Collector	10,000	1,700	A	0.17	4,800	B	0.48
<b>9<sup>th</sup> Avenue</b>								
Hale Ave to Valley Pkwy	4-Ln Collector	17,500 <sup>e</sup>	13,400	D	0.77	15,300	D	0.87
<b>Auto Park Way</b>								
Citracado Pkwy to Enterprise St	2-Ln Local Collector	10,000	<b>10,300</b>	<b>F</b>	<b>1.03</b>	<b>11,800</b>	<b>F</b>	<b>1.18</b>
Enterprise St to Venture St	2-Ln Local Collector	10,000	<b>20,600</b>	<b>F</b>	<b>2.06</b>	<b>22,200</b>	<b>F</b>	<b>2.22</b>
Venture St to Andreasen Dr	2-Ln Local Collector	10,000	<b>13,200</b>	<b>F</b>	<b>1.32</b>	<b>15,100</b>	<b>F</b>	<b>1.51</b>
Andreasen Dr to Hale Ave	4-Ln Collector	34,200	21,400	C	0.63	24,400	C	0.71
Hale Ave to Valley Pkwy	4-Ln Collector	34,200	25,000	C	0.73	28,200	D	0.82
<b>Avenida Del Diablo</b>								
Valley Pkwy to Del Dios Rd	2-Ln Local Collector	15,000	1,800	A	0.12	7,700	B	0.51

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Roadway currently built as a three lane roadway. Average of 2-Ln Collector and 4-Ln Collector capacity used in analysis.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

TABLE 26-18  
SOUTHWEST QUADRANT  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<b>Citracado Parkway</b>								
Valley Pkwy to Eucalyptus Ave	2-Ln Local Collector	15,000	1,200	A	0.08	<b>16,700</b>	<b>F</b>	<b>1.11</b>
Eucalyptus Ave to Bernardo Ave	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE
<b>Clarence Lane</b>								
Felicita Rd to Alexander Dr	2-Ln Local Collector	10,000	1,700	A	0.17	5,400	B	0.54
<b>Mission Road</b>								
Bennett Ave to Barham Dr	4-Ln Major	37,000	20,400	C	0.55	24,400	C	0.66
Enterprise St to Andreasen Dr	4-Ln Collector	34,200	17,100	B	0.50	21,500	C	0.63
<b>Via Rancho Parkway</b>								
Valley Pkwy to Eucalyptus Rd	2-Ln Local Collector	15,000	12,200	D	0.81	12,600	D	0.84
Eucalyptus Ave to Bernardo Ave	2-Ln Local Collector	15,000	10,000	C	0.67	11,900	D	0.79
Bernardo Ave to Felicita Rd	2-Ln Local Collector	15,000	12,000	D	0.80	13,300	D	0.89
Felicita Rd to Quiet Hills Rd	6-Ln Super Major	50,000	14,800	A	0.30	19,900	B	0.40

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.  
DNE = Does Not Exist

TABLE 26-19  
SOUTHEAST QUADRANT  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<b>North/South Roadways</b>								
<b>Ash Street</b>								
Lincoln Ave to Mission Ave	4-Ln Collector	34,200	19,000	C	0.56	21,200	C	0.62
Mission Ave to Washington Ave	4-Ln Collector	34,200	21,700	C	0.63	28,300	D	0.83
<b>Bear Valley Parkway</b>								
Beethoven Dr to San Pasqual Rd	4-Ln Major	37,000	<b>37,600</b>	<b>F</b>	<b>1.02</b>	<b>58,900</b>	<b>F</b>	<b>1.59</b>
San Pasqual Rd to Mary Ln	4-Ln Major	37,000	<b>37,800</b>	<b>F</b>	<b>1.02</b>	<b>51,500</b>	<b>F</b>	<b>1.39</b>
Mary Ln to Sunset Dr	4-Ln Major	37,000	30,400	D	0.82	<b>45,600</b>	<b>F</b>	<b>1.23</b>
Sunset Dr to San Pasqual Valley Rd	2-Ln Local Collector	15,000	<b>25,700</b>	<b>F</b>	<b>1.71</b>	<b>40,800</b>	<b>F</b>	<b>2.72</b>
San Pasqual Valley Rd to Idaho Ave	2-Ln Local Collector	15,000	<b>16,900</b>	<b>F</b>	<b>1.13</b>	<b>22,200</b>	<b>F</b>	<b>1.48</b>
Idaho Ave to Birch Ave	2-Ln Local Collector	15,000	<b>17,600</b>	<b>F</b>	<b>1.17</b>	<b>24,700</b>	<b>F</b>	<b>1.65</b>
Birch Ave to Rose St	2-Ln Local Collector	15,000	<b>17,100</b>	<b>F</b>	<b>1.14</b>	<b>20,600</b>	<b>F</b>	<b>1.37</b>
Rose St to Midway Dr	4-Ln Major	37,000	11,400	A	0.31	13,000	B	0.35
Midway Dr to Citrus Ave	4-Ln Major	37,000	9,900	A	0.27	14,400	B	0.39
Citrus Ave to Valley Pkwy	4-Ln Collector	34,200	13,700	B	0.40	21,300	C	0.62

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**General Notes:**

**Bold** typeface and **shading** represents an LOS worse than City standards.

TABLE 26-19  
SOUTHEAST QUADRANT  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<b>Chestnut Street</b>								
5 <sup>th</sup> Ave to 9 <sup>th</sup> Ave	2-Ln Local Collector	10,000	5,500	C	0.55	<b>11,400</b>	<b>F</b>	<b>1.14</b>
9 <sup>th</sup> Ave to 13 <sup>th</sup> Ave	2-Ln Local Collector	10,000	6,100	C	0.61	<b>11,000</b>	<b>F</b>	<b>1.10</b>
<b>Citrus Avenue</b>								
El Norte Pkwy to Mission Ave	2-Ln Local Collector	10,000	<b>9,300</b>	<b>E</b>	<b>0.93</b>	<b>10,100</b>	<b>F</b>	<b>1.01</b>
Mission Ave to Washington Ave	2-Ln Local Collector	15,000	5,300	B	0.35	6,000	B	0.40
Washington Ave to Valley Pkwy	2-Ln Local Collector	15,000	11,200	C	0.75	<b>13,700</b>	<b>E</b>	<b>0.91</b>
Valley Pkwy to Bear Valley Pkwy	2-Ln Local Collector	15,000	11,400	D	0.76	12,000	D	0.80
Bear Valley Pkwy to Glen Ridge Rd	2-Ln Local Collector	15,000	8,600	C	0.57	<b>14,000</b>	<b>E</b>	<b>0.93</b>
Glen Ridge Rd to Mountain View Rd	2-Ln Local Collector	15,000	4,800	A	0.32	12,400	D	0.83
Mountain View Rd to Birch Ave	2-Ln Local Collector	15,000	5,000	A	0.33	13,100	D	0.87
Birch Ave to Idaho Ave	2-Ln Local Collector	15,000	5,600	B	0.37	13,300	D	0.87
Idaho Ave to San Pasqual Valley Rd	2-Ln Local Collector	15,000	5,100	A	0.34	13,000	D	0.89
<b>Cloverdale Road</b>								
Rockwood Rd to San Pasqual Valley Rd (SR-78)	2-Ln Local Collector	15,000	7,200	B	0.48	8,000	B	0.53

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

**General Notes:**

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LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 26-19  
SOUTHEAST QUADRANT  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<b>Date Street</b>								
Grand Ave to 5 <sup>th</sup> Ave	4-Ln Collector	34,200	7,100	A	0.21	13,900	B	0.41
<b>Fig Street</b>								
Lincoln Ave to Mission Ave	2-Ln Local Collector	15,000	10,100	C	0.67	<b>16,400</b>	<b>F</b>	<b>1.09</b>
Mission Ave to Washington Ave	2-Ln Local Collector	15,000	7,100	B	0.47	<b>15,700</b>	<b>F</b>	<b>1.05</b>
<b>Harding Street</b>								
Lincoln Ave to Mission Ave	2-Ln Local Collector	15,000	3,700	A	0.25	5,500	B	0.37
Mission Ave to Washington Ave	2-Ln Local Collector	15,000	3,700	A	0.25	3,400	A	0.23
<b>Hickory Street</b>								
Mission Ave to Washington Ave	2-Ln Local Collector	10,000	2,500	A	0.25	7,200	C	0.72
<b>Juniper Street</b>								
5 <sup>th</sup> Ave to 9 <sup>th</sup> Ave	2-Ln Local Collector	19,000	9,600	B	0.51	12,000	C	0.63
9 <sup>th</sup> Ave to Chestnut St	2-Ln Local Collector	10,000	6,400	C	0.64	7,300	C	0.73
Chestnut St to 13 <sup>th</sup> Ave	2-Ln Local Collector	10,000	<b>13,700</b>	<b>F</b>	<b>1.37</b>	<b>15,600</b>	<b>F</b>	<b>1.56</b>
13 <sup>th</sup> Ave to 15 <sup>th</sup> Ave	2-Ln Local Collector	10,000	<b>12,500</b>	<b>F</b>	<b>1.25</b>	<b>13,500</b>	<b>F</b>	<b>1.35</b>

**Footnotes:**

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LOS	V/C Ratio
A	0.00 ≥ 0.34
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C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 26-19  
SOUTHEAST QUADRANT  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<b>Juniper Street (Continued)</b>								
15 <sup>th</sup> Ave to 17 <sup>th</sup> Ave	2-Ln Local Collector	15,000	12,700	D	0.85	<b>15,600</b>	<b>F</b>	<b>1.04</b>
17 <sup>th</sup> Ave to Sunset Dr	2-Ln Local Collector	15,000	7,200	B	0.48	8,400	C	0.56
<b>La Terraza Boulevard</b>								
Valley Pkwy to 9 <sup>th</sup> Ave	4-Ln Collector	20,000	5,200	A	0.26	5,900	A	0.30
<b>Midway Drive</b>								
Lincoln Ave to Mission Ave	2-Ln Local Collector	10,000	<b>9,300</b>	<b>E</b>	<b>0.93</b>	<b>10,500</b>	<b>F</b>	<b>1.05</b>
Mission Ave to Washington Ave	2-Ln Local Collector	10,000	<b>10,900</b>	<b>F</b>	<b>1.09</b>	<b>12,500</b>	<b>F</b>	<b>1.25</b>
Grand Ave to Oak Hill Dr	2-Ln Local Collector	10,000	<b>12,400</b>	<b>F</b>	<b>1.24</b>	<b>13,100</b>	<b>F</b>	<b>1.31</b>
Oak Hill Dr to Bear Valley Pkwy	2-Ln Local Collector	10,000	7,500	D	0.75	8,600	D	0.86
<b>Rose Street</b>								
Lincoln Ave to Mission Ave	2-Ln Local Collector	10,000	7,000	C	0.70	<b>11,800</b>	<b>F</b>	<b>1.18</b>
Mission Ave to Washington Ave	2-Ln Local Collector	10,000	4,400	B	0.44	6,800	C	0.68
Grand Ave to Oak Hill Dr	2-Ln Local Collector	10,000	5,100	B	0.51	<b>10,500</b>	<b>F</b>	<b>1.05</b>
Oak Hill Dr to Bear Valley Pkwy	2-Ln Local Collector	10,000	4,800	B	0.48	<b>9,500</b>	<b>E</b>	<b>0.95</b>

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

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D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

TABLE 26-19  
SOUTHEAST QUADRANT  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<b>San Pasqual Road</b>								
San Pasqual Valley Rd (SR-78) to Ryan Dr	2-Ln Local Collector	15,000	10,200	C	0.68	<b>15,600</b>	<b>F</b>	<b>1.04</b>
Ryan Dr to Bear Valley Pkwy	4-Ln Major	37,000	8,000	A	0.22	18,100	B	0.49
<b>San Pasqual Valley Road (SR-78)</b>								
Grand Ave to Oak Hill Dr	4-Ln Collector	34,200	21,000	C	0.61	27,200	D	0.80
Oak Hill Dr to Birch Ave	2-Ln Local Collector	15,000	<b>15,400</b>	<b>F</b>	<b>1.03</b>	<b>23,400</b>	<b>F</b>	<b>1.56</b>
Birch Ave to Idaho Ave	2-Ln Local Collector	15,000	<b>15,600</b>	<b>F</b>	<b>1.04</b>	<b>20,700</b>	<b>F</b>	<b>1.38</b>
Idaho Ave to 17 <sup>th</sup> Ave	2-Ln Local Collector	15,000	12,900	D	0.86	<b>15,800</b>	<b>F</b>	<b>1.05</b>
17 <sup>th</sup> Ave to Bear Valley Pkwy	2-Ln Local Collector	15,000	<b>13,800</b>	<b>E</b>	<b>0.92</b>	<b>15,800</b>	<b>F</b>	<b>1.05</b>
Bear Valley Pkwy to Citrus Ave	2-Ln Local Collector	15,000	<b>18,900</b>	<b>F</b>	<b>1.26</b>	<b>27,200</b>	<b>F</b>	<b>1.81</b>
Citrus Ave to Summit Dr	2-Ln Local Collector	15,000	<b>17,800</b>	<b>F</b>	<b>1.19</b>	<b>20,600</b>	<b>F</b>	<b>1.37</b>
Summit Dr to Old San Pasqual Rd	2-Ln Local Collector	15,000	<b>15,200</b>	<b>F</b>	<b>1.01</b>	<b>17,600</b>	<b>F</b>	<b>1.17</b>
Old San Pasqual Rd to Cloverdale Rd	2-Ln Local Collector	15,000	<b>14,700</b>	<b>E</b>	<b>0.98</b>	<b>16,200</b>	<b>F</b>	<b>1.08</b>

**Footnotes:**

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- b. Average Daily Traffic.
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A	0.00 ≥ 0.34
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**General Notes:**

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TABLE 26-19  
SOUTHEAST QUADRANT  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<b>Sunset Drive</b>								
Escondido Blvd to Juniper St	2-Ln Local Collector	15,000	5,100	A	0.34	8,200	B	0.55
Juniper St to Bear Valley Pkwy	2-Ln Local Collector	15,000	7,000	B	0.47	9,400	C	0.63
<b>Tulip Street</b>								
Grand Ave to 5 <sup>th</sup> Ave	2-Ln Local Collector	10,000	3,500	B	0.35	4,000	B	0.40
5 <sup>th</sup> Ave to 9 <sup>th</sup> Ave	2-Ln Local Collector	10,000	1,700	A	0.17	3,800	B	0.38
9 <sup>th</sup> Ave to 13 <sup>th</sup> Ave	2-Ln Local Collector	10,000	2,900	A	0.29	4,800	B	0.48
<i>East/West Roadways</i>								
<b>13<sup>th</sup> Avenue</b>								
Escondido Blvd to Juniper St	2-Ln Local Collector	10,000	4,700	B	0.47	7,200	C	0.72
<b>17<sup>th</sup> Avenue</b>								
Juniper St to Encino Dr	2-Ln Local Collector	15,000	10,200	C	0.68	<b>16,200</b>	<b>F</b>	<b>1.08</b>
Encino Dr to San Pasqual Valley Rd	2-Ln Local Collector	15,000	9,600	C	0.64	<b>14,500</b>	<b>E</b>	<b>0.97</b>

**Footnotes:**

- a. Capacities based on City of Escondido Roadway Classification & LOS table (See Table 3-1).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

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TABLE 26-19  
SOUTHEAST QUADRANT  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<b>9<sup>th</sup> Avenue</b>								
I-15 NB Ramps to La Terraza Blvd	4-Ln Major	37,000	17,800	B	0.48	28,100	D	0.76
La Terraza Blvd to Tulip St	2-Ln Local Collector	15,000	<b>18,000</b>	<b>F</b>	<b>1.20</b>	<b>31,600</b>	<b>F</b>	<b>2.11</b>
Escondido Blvd to Juniper St	2-Ln Local Collector	10,000	5,300	B	0.53	8,400	D	0.84
Juniper St to Chestnut St	2-Ln Local Collector	10,000	2,900	A	0.29	4,600	B	0.46
<b>El Norte Parkway</b>								
Lincoln Ave to Mission Ave/Citrus Ave	4-Ln Major	37,000	9,300	A	0.25	23,600	C	0.64
Mission Ave/Citrus Ave to Washington Ave	4-Ln Major	37,000	9,900	A	0.27	21,900	C	0.59
Washington Ave to Bear Valley Pkwy/Valley Parkway	4-Ln Collector	20,000	13,400	C	0.67	<b>26,100</b>	<b>F</b>	<b>1.31</b>
<b>Grand Avenue</b>								
Rose St to Midway Dr	4-Ln Collector	20,000	12,400	C	0.62	13,500	C	0.68
Midway Dr to Bear Valley Pkwy	2-Ln Local Collector	10,000	5,300	B	0.53	5,900	C	0.59
<b>Idaho Avenue</b>								
Juniper St to Encino Dr	2-Ln Local Collector	15,000	4,800	A	0.32	5,500	B	0.37
Encino Dr to San Pasqual Valley Rd	2-Ln Local Collector	15,000	5,900	B	0.39	7,600	B	0.51

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TABLE 26-19  
SOUTHEAST QUADRANT  
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Currently Built As <sup>a</sup>	Existing Capacity (LOS E) <sup>a</sup>	Existing			Existing + Project (Alternative 3)		
			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<b>Idaho Avenue</b> (Continued)								
San Pasqual Valley Rd to Bear Valley Pkwy	2-Ln Local Collector	15,000	2,400	A	0.16	3,500	A	0.23
Bear Valley Pkwy to Citrus Ave	2-Ln Local Collector	15,000	1,000	A	0.07	2,700	A	0.18
East of Citrus Ave	2-Ln Local Collector	15,000	2,100	A	0.14	5,500	B	0.37
<b>Lincoln Avenue</b>								
Lincoln Pkwy (SR-78) to Fig St	4-Ln Collector	34,200	<b>36,500</b>	<b>F</b>	<b>1.07</b>	<b>54,400</b>	<b>F</b>	<b>1.59</b>
Fig St to Ash St	4-Ln Collector	34,200	<b>31,800</b>	<b>E</b>	<b>0.93</b>	<b>42,400</b>	<b>F</b>	<b>1.24</b>
Ash St to Harding St	2-Ln Local Collector	10,000	<b>17,800</b>	<b>F</b>	<b>1.78</b>	<b>29,200</b>	<b>F</b>	<b>2.92</b>
Harding St to Rose St	2-Ln Local Collector	10,000	<b>15,100</b>	<b>F</b>	<b>1.51</b>	<b>24,800</b>	<b>F</b>	<b>2.48</b>
Rose St to Midway Dr	2-Ln Local Collector	10,000	<b>11,100</b>	<b>F</b>	<b>1.11</b>	<b>13,000</b>	<b>F</b>	<b>1.30</b>
Midway Dr to El Norte Pkwy	2-Ln Local Collector	10,000	4,600	B	0.46	<b>11,600</b>	<b>F</b>	<b>1.16</b>
<b>Mission Avenue</b>								
Hickory St to Fig St	4-Ln Collector	34,200	15,900	B	0.46	20,900	C	0.61
Fig St to Ash St	2-Ln Local Collector	10,000	<b>15,500</b>	<b>F</b>	<b>1.55</b>	<b>18,100</b>	<b>F</b>	<b>1.81</b>
Ash St to Harding St	2-Ln Local Collector	10,000	<b>9,900</b>	<b>E</b>	<b>0.99</b>	<b>11,300</b>	<b>F</b>	<b>1.13</b>

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			ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C
<b>Mission Avenue (Continued)</b>								
Harding St to Rose St	2-Ln Local Collector	10,000	<b>9,900</b>	<b>E</b>	<b>0.99</b>	<b>11,300</b>	<b>F</b>	<b>1.13</b>
Rose St to Midway Dr	2-Ln Local Collector	10,000	<b>9,200</b>	<b>E</b>	<b>0.92</b>	<b>14,200</b>	<b>F</b>	<b>1.42</b>
Midway Dr to Citrus Ave	2-Ln Local Collector	10,000	7,600	D	0.76	<b>10,100</b>	<b>F</b>	<b>1.01</b>
<b>Oak Hill Drive</b>								
San Pasqual Valley Rd to Rose St	2-Ln Local Collector	10,000	<b>9,000</b>	<b>E</b>	<b>0.90</b>	<b>13,400</b>	<b>F</b>	<b>1.34</b>
Rose St to Midway Dr	2-Ln Local Collector	10,000	5,200	B	0.52	7,700	D	0.77
Midway Dr to Bear Valley Pkwy	2-Ln Local Collector	10,000	2,500	A	0.25	3,700	B	0.37
<b>Valley Parkway</b>								
Citrus Ave to Bear Valley Pkwy	6-Ln Prime	60,000	17,600	A	0.29	23,500	B	0.39
Bear Valley Pkwy to El Norte Pkwy	6-Ln Prime	60,000	20,900	A	0.35	35,300	C	0.59
<b>Washington Avenue</b>								
Harding St to Rose St	4-Ln Collector	20,000	14,200	C	0.71	<b>21,000</b>	<b>F</b>	<b>1.05</b>
Rose St to Midway Dr	4-Ln Collector	20,000	11,200	C	0.56	<b>18,500</b>	<b>E</b>	<b>0.93</b>
Midway Dr to Citrus Ave	4-Ln Collector	20,000	9,800	B	0.49	11,200	C	0.56
Citrus Ave to El Norte Pkwy	4-Ln Collector	20,000	6,800	A	0.34	7,800	B	0.39

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**End of Report**

