

APPENDIX 4-2

*Traffic Memo: The Villages –
Environmentally Superior Alternative*

MEMORANDUM

To: Mr. Jonathan Frankel
New Urban West, Inc. Date: May 23, 2017

From: Chris Mendiara
LLG, Engineers LLG Ref: 3-16-2614

Subject: The Villages – Environmentally Superior Alternative



Engineers & Planners
Traffic
Transportation
Parking

Linscott, Law &
Greenspan, Engineers

4542 Ruffner Street
Suite 100
San Diego, CA 92111
858.300.8800 T
858.300.8810 F
www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills

Linscott, Law & Greenspan has prepared this memorandum to compare the significant impacts and mitigation measures identified for “The Villages” **Proposed Project** (392 units with mixed use and ancillary uses) to a potential **Environmentally Superior (ES) Alternative** 279 units that would entail less intensive land development.

LLG prepared a transportation impact analysis (TIA) for the *Proposed Project* which identified direct and/or cumulative significant impacts at three (3) intersections, four (4) street segments, and one (1) freeway on-ramp. For this memo, additional analysis was conducted for these significantly impacted facilities with *ES Alternative* traffic volumes under near-term and long-term “with Project” conditions. As the *ES Alternative* generates less traffic than the *Proposed Project*, it would not result in additional impacts at locations other than those identified by the TIA for the *Proposed Project*.

For locations that remain significantly impacted with the *ES Alternative*, LLG considered whether the significant impact could be mitigated using lesser mitigation measures than those identified for the *Proposed Project*.

As this memo will show, the *ES Alternative* would result in one (1) fewer street segment significant impact and one (1) intersection significant impact being delayed from the “near-term” to “long-term cumulative”-only.

With the exception of the eliminated street segment significant impact, the same mitigation identified for the *Proposed Project* would be required to mitigate the significant impacts associated with the *ES Alternative*.

PROJECT DESCRIPTION

The Villages *Proposed Project* would develop 392 single-family residential dwelling units, as well as a small (1,000 SF) market and 1,500 SF restaurant space. In addition, the project would develop ancillary uses for the primary use of local residents including a clubhouse lobby, swimming pool, and a 1,600 SF gymnasium. The *Proposed Project* is calculated to generate 4,280 daily trips (ADT) with 319 AM peak hour trips and 420 PM peak hour trips.

In addition, the *Proposed Project* plans to implement a series of improvements along Country Club Lane, between El Norte Parkway and Nutmeg Street. These features are also assumed to be a part of the *ES Alternative*.

The *ES Alternative* consists of 279 single-family residential dwelling units. It does not include the village center with market, restaurant, or ancillary facilities. The *ES Alternative* would generate 2,790 ADT with 224 AM peak hour trips and 279 PM peak hour trips (approximately 35% reduction in ADT).

INTERSECTION OPERATIONS COMPARISON

Significant Impacts

Table A summarizes the significant impacts and required mitigation measures at study area intersections for both the *Proposed Project* and the *ES Alternative*. As shown in *Table A*, a total of three (3) direct and/or cumulative intersection significant impacts are identified for the *Proposed Project*. Please note all table are presented at the end of this memorandum.

With the *ES Alternative*, there remain significant impacts at two (2) intersections. However with the *ES Alternative*, Intersection #8. (Woodland Parkway / El Norte Parkway) would be impacted only under cumulative (near-term & long-term) conditions, rather than both direct and cumulative conditions with the *Proposed Project*. There would be no impact at Intersection #12 (El Norte Parkway / Nutmeg Street / Nordahl Road) with the *ES Alternative*.

Mitigation Measures

There is no significant impact and no mitigation required for Intersection #12 with the *ES Alternative*. The mitigation measures for the remaining intersection impacts are the same as for the *Proposed Project*. No other feasible and proportionate mitigation measures could be identified.

STREET SEGMENT OPERATIONS COMPARISON

Significant Impacts

Table B summarizes the significant transportation impacts and required mitigation measures at study area street segments for both the *Proposed Project* and the *ES Alternative*. As shown in *Table B*, four (4) study area street segments are identified with significant direct and/or cumulative impacts.

With the *ES Alternative*, there is no significant impact to Street Segment #10 (El Norte Parkway from Nutmeg Street to the I-15 Southbound Ramps), as the project-related increase to the volume-to-capacity ratio is less than City of Escondido significance thresholds for both near-term and long-term conditions.

Mitigation Measures

As there is no significant impact on Street Segment #10 with the *ES Alternative*, no mitigation would be required on that segment. For the remaining affected segments, the mitigation measures proposed for the *ES Alternative* are the same as for the *Proposed Project*. No other feasible reduced-scope mitigation measures could be identified.

However, the *Proposed Project* mitigation for the impact on Street Segment #15 (Nutmeg Street, Country Club Lane to Via Alexandra) includes improvements resulting from the mitigation of the impact at Intersection #12, which, as noted above, is not impacted under the *ES Alternative*. In the absence of these improvements, it is possible that this segment impact would require substitute mitigation under the *ES Alternative*.

RAMP METER OPERATIONS COMPARISON

Significant Impacts

Table C summarizes the comparison of significant impacts at the freeway on-ramp location in the study area, El Norte Parkway to I-15 southbound. As shown in **Table C**, with either the *Proposed Project* or the *ES Alternative*, this on-ramp would remain a significant direct and cumulative impact.

Mitigation Measures

The identified mitigation measure, providing an additional SOV lane on the southbound on-ramp, would be required to mitigate the significant impact for both the *Proposed Project* and the *ES Alternative*.

CONCLUSIONS

The *ES Alternative* would generate approximately 35% less traffic than the *Proposed Project*, and result in one (1) fewer street segment significant impact, one (1) fewer intersection impact, and one (1) intersection significant impact being delayed from “direct” to “near-term & long-term cumulative”-only. All other significant impacts remain identical to those described for the *Proposed Project*.

The impacts associated with the *ES Alternative* would require the same mitigation as identified for the *Proposed Project*. LLG did not discover alternative mitigation measures of lesser scope that would adequately mitigate the significant impacts associated with the *ES Alternative*. The mitigation proposed for the remaining street segment impact on Nutmeg Street may or may not be adequate without the impact/mitigation measure at the El Norte Parkway / Nutmeg Street / Nordahl Road intersection.



TABLE A
INTERSECTION IMPACTS/MITIGATION MEASURES SUMMARY

Intersection	Jurisdiction	Existing Control Type	Proposed Project		ES Alternative	
			Impact Type	Mitigation Measure	Impact Type	Mitigation Measure
8. Woodland Pkwy / El Norte Pkwy	San Marcos/ Escondido	Signal	Near-Term Direct & Cumulative/ Long-Term Cumulative	Restripe the WB approach to provide the following geometry: 1 left-turn lane, 2 thru lanes, 1 right-turn lane & bike lane. Restripe EB departure lanes. Modify signal equipment.	Near-Term & Long-Term Cumulative Only	Same as Proposed Project
9. Country Club Ln / El Norte Pkwy	Escondido	Signal	Near-Term Direct & Cumulative/ Long-Term Cumulative	Restripe a second EB left-turn lane and modify EB thru lane striping. Restripe EB departure lanes. Modify signal equipment. Provide corresponding receiving lanes on north leg of intersection.	Near-Term Direct & Cumulative/ Long-Term Cumulative	Same as Proposed Project
12. El Norte Parkway / Nutmeg Street / Nordahl Road	Escondido	Signal	Near-Term Direct & Cumulative/ Long-Term Cumulative	Restripe the SB approach to provide the following geometry: 1 shared thru/right-turn lane, 2 left-turn lanes & bike lane. Modify median striping and signal equipment	None	None

Footnotes:

- a. Minor Street Stop Control
- b. All-way Stop Control

General Notes:

- 1. Shading highlights change in project impact type and/or mitigation measure with the ES Alternative.

TABLE B
STREET SEGMENT IMPACTS/MITIGATION MEASURES SUMMARY

Street Segment	Jurisdiction	Functional Classification	Proposed Project		ES Alternative	
			Impact Type	Mitigation Measure	Impact Type	Mitigation Measure
Country Club Lane 2. Golden Circle Drive to Gary Lane	Escondido	2-Ln Local Collector (WP)	Long-Term Cumulative Only	Intersection improvements. Provide two-way left-turn lane as part of SAP.	Long-Term Cumulative Only	Same as Proposed Project
El Norte Parkway 10. Nutmeg Street to I-15 SB Ramps	Escondido	4-Ln Major Road	Near-Term Direct & Cumulative	Striping improvements, on-ramp improvement	None	None
Nutmeg Street 15. Country Club Lane to Via Alexandra	Escondido	2-Ln Collector	Near-Term Direct & Cumulative	SAP improvements to Intersection #6; mitigation at Intersection #12.	Near-Term Direct & Cumulative	Same as Proposed Project
Bennett Avenue 17. El Norte Parkway to Toyon Glen	Escondido	2-Ln Collector	Near-Term Cumulative Only	Restripe a two-way left-turn lane	Near-Term Cumulative Only	Same as Proposed Project

General Notes:

1. Shading highlights change in project impact type and/or mitigation measure with the ES Alternative.



TABLE C
 RAMP METER IMPACTS/MITIGATION MEASURES SUMMARY

Ramp Meter Location	Jurisdiction	Existing Capacity	Proposed Project		ES Alternative	
			Impact Type	Mitigation Measure	Impact Type	Mitigation Measure
El Norte Parkway to I-15 Southbound	Caltrans	1 HOV / 1 SOV	Direct & Near-Term Cumulative	Provide an additional SOV lane	Direct & Near-Term Cumulative	Same as Proposed Project