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# "HORIZONS"
# PRIELIPP ROAD (APN: 380-250-023)
## TRAFFIC IMPACT ANALYSIS
## CITY OF WILDOMAR, CALIFORNIA

March 27, 2015 (Revised)
October 29, 2013

JN:08760-05 Report
AE:CH:PT:rd

# TABLE OF CONTENTS

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# TABLE OF CONTENTS (CONT.)

Section Page

This Page Intentionally Left Blank

# TABLE OF CONTENTS (CONT.)

Section Page

This Page Intentionally Left Blank

# LIST OF APPENDICES

This Page Intentionally Left Blank

# LIST OF EXHIBITS

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## LIST OF EXHIBITS (CONT.)

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# LIST OF TABLES

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# PRIELIPP ROAD (APN:380-250-023)
## TRAFFIC IMPACT ANALYSIS
## CITY OF WILDOMAR, CALIFORNIA

# 1.0 EXECUTIVE SUMMARY

## 1.1 INTRODUCTION

This report presents the results of the traffic impact analysis (TIA) for the proposed Prielipp Road (APN:380-250-023) development (referred to as "Project"), which is located north of Prielipp Road and west of Elizabeth Lane in the City of Wildomar, as shown on Exhibit 1-1.

The purpose of this traffic impact analysis is to evaluate the potential impacts to traffic and circulation associated with the development of the proposed Project, and recommend improvements to mitigate impacts considered significant in comparison to established regulatory thresholds.

## 1.2 PROJECT OVERVIEW

The proposed Project is to consist of approximately 138 condominium/townhomes, a 54 bed assisted living facility, and a 32 bed skilled nursing facility. For the purpose of this analysis, the Project is anticipated to be developed in a single phase with a projected Opening Year of 2017. It should be noted that 146 condominium/townhomes and 50 bed skilled nursing facility have been assumed for the purposes of this analysis. The reduction of 8 residential units and 18 beds is not anticipated to change the analysis results.

Trips generated by the Project's proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) and published in their most current edition of the *Trip Generation* manual, 9th Edition, 2012. The Project is estimated to generate a net total of approximately 1,129 net trip-ends per day on a typical weekday with approximately 81 net weekday AM peak hour trips and 99 net weekday PM peak hour trips. The assumptions and methods used to estimate the Project's trip generation characteristics are discussed in detail in Section 4.1 *Project Trip Generation* of this report.

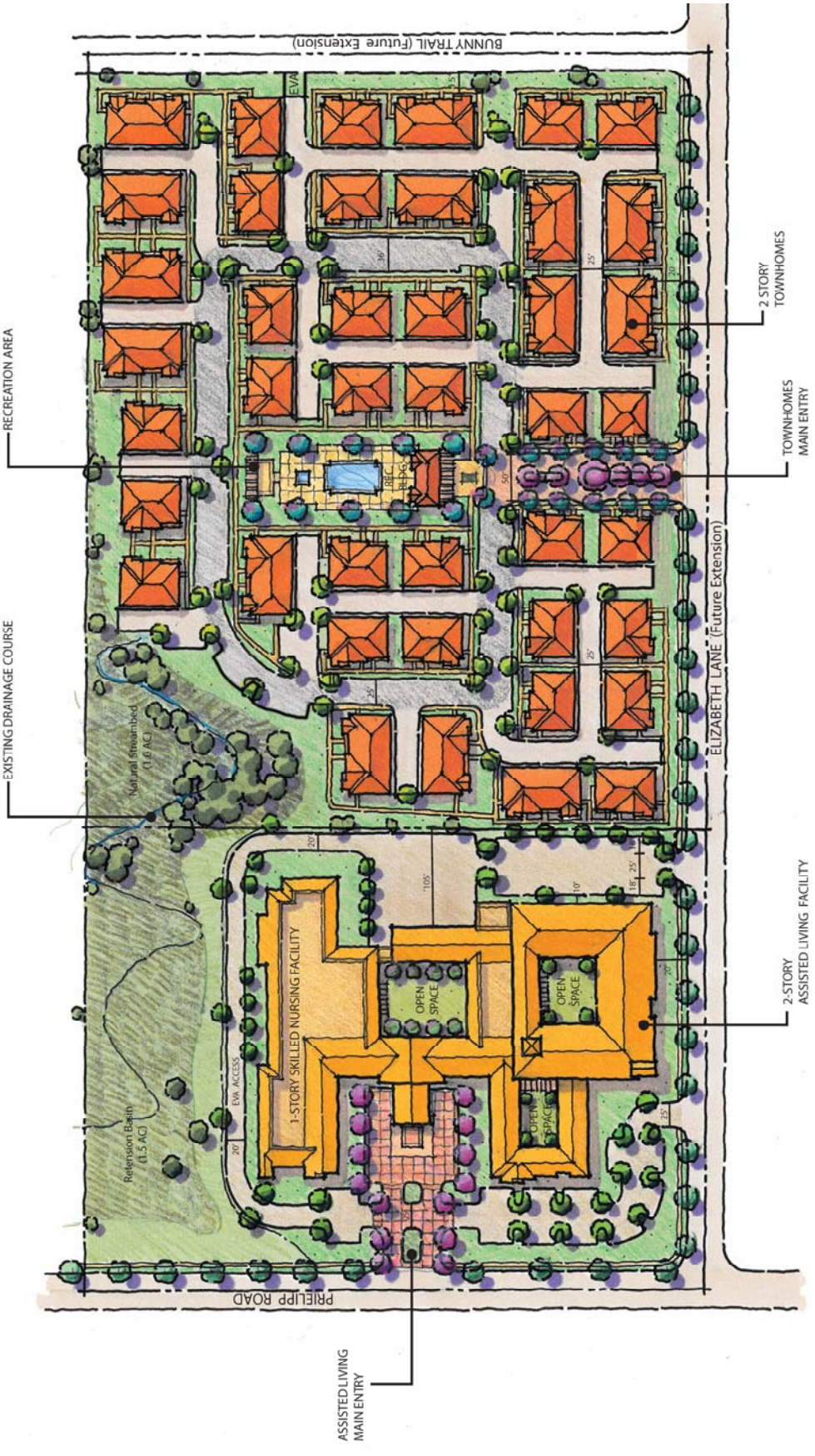
## 1.3 ANALYSIS SCENARIOS

Potential impacts to traffic and circulation were assessed for each of the following conditions:

- Existing (2013) Conditions (1 scenario)
- Existing plus Project Conditions (1 scenario)
- Opening Year (2017), Without and With Project (2 scenarios) – ambient growth and cumulative development projects (EAC and EAPC)

EXHIBIT 1-1

# PRELIMINARY SITE PLAN



- City of Wildomar General Plan Buildout (Post-2035), Without and With Project (2 scenarios) – based on a version of Riverside County Transportation Analysis Model (RivTAM) modified to represent General Plan Buildout conditions, with recently proposed Housing Element changes, for the City of Wildomar.

### 1.3.1 EXISTING (2013) CONDITIONS

Information for Existing (2013) is disclosed to represent the baseline traffic conditions as they existed at the time this report was prepared.

### 1.3.2 EXISTING PLUS PROJECT CONDITIONS

The Existing (2013) plus Project (E+P) analysis determines direct project-related traffic impacts that would occur on the existing roadway system in the scenario of the Project being placed upon Existing (2013) conditions.

### 1.3.3 OPENING YEAR (2017) CONDITIONS

The Opening Year Cumulative (2017) conditions analysis will determine near-term cumulative traffic impacts. To account for near-term cumulative growth, thirty-one (31) other known cumulative development projects in the study area were included in addition to 8.24% of ambient growth. This comprehensive list was compiled from information provided by the City of Wildomar Planning and Engineering Departments.

### 1.3.4 CITY OF WILDOMAR GENERAL PLAN BUILDOUT (POST-2035) CONDITIONS

Traffic projections for City of Wildomar General Plan Buildout (Post-2035) without Project conditions were derived from a version of the Riverside County Traffic Analysis Model (RivTAM) modified to represent General Plan Buildout conditions for the City of Wildomar using accepted procedures for model forecast refinement and smoothing.

The General Plan Buildout (Post-2035) without and with Project traffic conditions analyses will be utilized to determine if improvements funded through regional transportation mitigation fee programs, such as the Transportation Uniform Mitigation Fee (TUMF), Southwest RBBD fee, City Development Impact Fee (DIF) programs, or other approved funding mechanism can accommodate the long-range cumulative traffic at the target LOS identified in the City of Wildomar General Plan. If the "funded" improvements can provide the target LOS, then the Project's payment into TUMF, RBBD, or DIF will be considered as cumulative mitigation through the conditions of approval. Other improvements needed beyond the "funded" improvements (such as localized improvements to non-TUMF, RBBD or DIF facilities) are identified as such.

## 1.4 STUDY AREA

The Project study area was defined in coordination with the City of Wildomar. Based on discussions with City staff, the study area includes any intersection of "Collector" or higher classification street, with "Collector" or higher classification streets, at which the proposed project will add 50 or more peak hour trips. Additional intersections have been included at the direction of City staff. Exhibit 1-2 presents the study area and intersection analysis locations.

It should be pointed out that the “50 peak hour trip” criteria utilized by the City of Wildomar is consistent with Riverside County traffic study guidelines, and generally represents a threshold of trips at which a typical intersection would have the potential to be impacted. Although each intersection may have unique operating characteristics, this traffic engineering rule of thumb is a widely utilized tool for estimating a potential area of impact (i.e., study area).

To ensure that this TIA satisfies the needs of the City of Wildomar, Urban Crossroads, Inc. prepared a Project traffic study scoping agreement for review by City staff prior to the preparation of this TIA. The agreement provides an outline of the Project study area, trip generation, trip distribution, and analysis methodology. The agreement approved by the City of Wildomar is included in Appendix “1.1”.

### 1.4.1 INTERSECTIONS

The following ten (10) Project study area intersection locations shown on Exhibit 1-2 and listed on Table 1-1 were selected for this TIA based on the following: (1) City’s TIA analysis methodology that requires analysis of intersection locations with 50 or more peak-hour Project trips and (2) input from the City of Wildomar Engineering Division.

**Table 1-1 Intersection Analysis Locations**

| ID | Intersection Location | Jurisdiction |
|---|---|---|
| 1 | George Avenue / Clinton Keith Road | Wildomar |
| 2 | Inland Valley Drive / Clinton Keith Road | Wildomar |
| 3 | Inland Valley Drive / Prielipp Road | Wildomar |
| 4 | Salida Del Sol/Yamas Drive / Clinton Keith Road | Wildomar |
| 5 | Driveway 1 / Prielipp Road | Wildomar |
| 6 | Elizabeth Lane / Clinton Keith Road | Wildomar |
| 7 | Elizabeth Lane / Driveway 2 | Wildomar |
| 8A | Elizabeth Lane / Driveway 3 | Wildomar |
| 8B | Elizabeth Lane / Driveway 4 | Wildomar |
| 9 | Elizabeth Lane / Prielipp Road | Wildomar |

EXHIBIT 1-2

# LOCATION MAP


## LEGEND:

9 = EXISTING INTERSECTION

9 = FUTURE INTERSECTION

N

## 1.5 SUMMARY OF PROJECT IMPACTS AND RECOMMENDED IMPROVEMENTS

This section provides a summary of project-related impacts and associated mitigation measures. Section 2.0 *Methodologies* provides information on the methodologies used in the analyses and Section 5.0 *Existing plus Project Traffic Analysis* includes the detailed analysis. As described in detail later in Section 5.0 *Existing plus Project Traffic Analysis,* the Project's impact to the previously listed study area intersections is considered "less-than-significant".

***Mitigation Measure 1.1 – Construction -*** To the extent feasible limit construction activity associated with soil export activities to occur outside of the typical morning and evening peak commute hours (i.e., 7AM-9AM and 4PM-6PM);

Working in conjunction with City of Wildomar's engineering staff, a construction traffic management plan shall be developed that limits the number of hourly haul trips as follows: from the hours of 7:00 AM to 10:00 AM no more than 16 (two-way) haul trips per hour can occur, from the hours of 10:00 AM to 2:00 PM up to 30 (two-way) haul trips per hour can occur, and from 2:00 PM to 4:00 PM no more than 16 (two-way) haul trips per hour can occur.

## 1.6 SUMMARY OF CUMULATIVE IMPACTS AND RECOMMENDED IMPROVEMENTS

A summary of the cumulatively impacted study area intersections and recommended improvements to reduce cumulative impacts to less-than-significant are described in detail within Section 6.0 *Opening Year (2017) Traffic Analysis* and Section 7.0 *General Plan Buildout (Post-2035) Traffic Analysis* of this report. Cumulative impacts are deficiencies in the transportation network's LOS that would not be directly caused by the Project. The Project would, however, contribute traffic to these deficient facilities, resulting in a finding that the Project's contribution to the cumulative impact is considered cumulatively considerable.

In 2003, the Transportation Uniform Mitigation Fee (TUMF) program was implemented in Western Riverside County. Under the TUMF, developers of residential, industrial and commercial property are required to pay a development fee to fund regional transportation projects, which mitigates cumulative impacts to the roadway segments and intersections included in the TUMF program. The TUMF funds both local and regional arterial projects. The applicant shall participate in the funding of off-site improvements, including traffic signals that are needed to serve cumulative traffic conditions through the payment of required Western Riverside County TUMF, County of Riverside Southwest RBBD, and City of Wildomar's Development Impact Fees (DIF) and other fair share contributions as directed by the City. These fees are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected vehicle trip increases.

As development increases within the region, the amount of fees collected also increases thereby accelerating the construction of transportation facilities included in each funding program. Similarly, if

development within the region experiences reduced growth, the amount of fees collected also is reduced. However, a slower growth cycle would likely result in a slower growth in traffic volumes, thereby lengthening the timeline necessary to complete transportation infrastructure improvements.

Intersection and roadway improvements that were identified in the analysis found in Section 7.0 *General Plan Buildout (Post-2035) Traffic Analysis* as necessary to maintain or improve the operational level of service of the street system in the vicinity of the project site are shown in Table 1-2. The table lists the total improvements that are required by General Plan Buildout (Post-2035) with Project traffic conditions. It is anticipated that the improvements required to maintain or to improve the LOS operations of transportation facilities in the vicinity of the Project will be constructed through the City's local development impact fee and regional transportation improvement programs, such as the Transportation Uniform Mitigation Fee (TUMF), County of Riverside Southwest RBBD and the City of Wildomar's Development Impact Fee (DIF). In addition, Table 1-2 identifies which of the total General Plan Buildout (Post-2035) improvements are not included in the TUMF, RBBD, or DIF programs, but may instead be covered by a fair share contribution, as directed by the City.

## 1.7 On-Site Roadway and Site Access Improvements

The Project is proposed to have access on Prielipp Road via Driveway 1 and Elizabeth Lane via Driveway 2, Driveway 3 and Driveway 4. All four (4) Project driveways are proposed to be full-access.

As part of the development, the Project will construct improvements on the site adjacent roadways of Bunny Trail, Prielipp Road, and Elizabeth Lane. Roadway improvements necessary to provide site access and on-site circulation are assumed to be constructed in conjunction with site development and are described below. These improvements should be constructed as adjacent portions of the Project are developed.

### 1.7.1 On-Site Roadway Improvements

The recommended site-adjacent roadway improvements for the Project are described below. Exhibit 1-3 illustrates the site-adjacent roadway improvement recommendations.

***Bunny Trail*** – Bunny Trail is a future east-west oriented roadway located along the Project's northern boundary. Construct Bunny Trail at its ultimate half-section width as a Collector (74-foot right-of-way) between the Project's western boundary and Elizabeth Lane. Improvements along the Project's frontage (south side of Bunny Trail) would be those required by final conditions of approval for the proposed Project and applicable City of Wildomar standards.

***Prielipp Road*** – Prielipp Road is an east-west oriented roadway located along the Project's southern boundary. Construct Prielipp Road at its ultimate half-section width as a Secondary Highway (100-foot

**Table 1-2**

**Summary of Transportation Impact Fee Program Improvements for General Plan Buildout (Post-2035) Conditions**

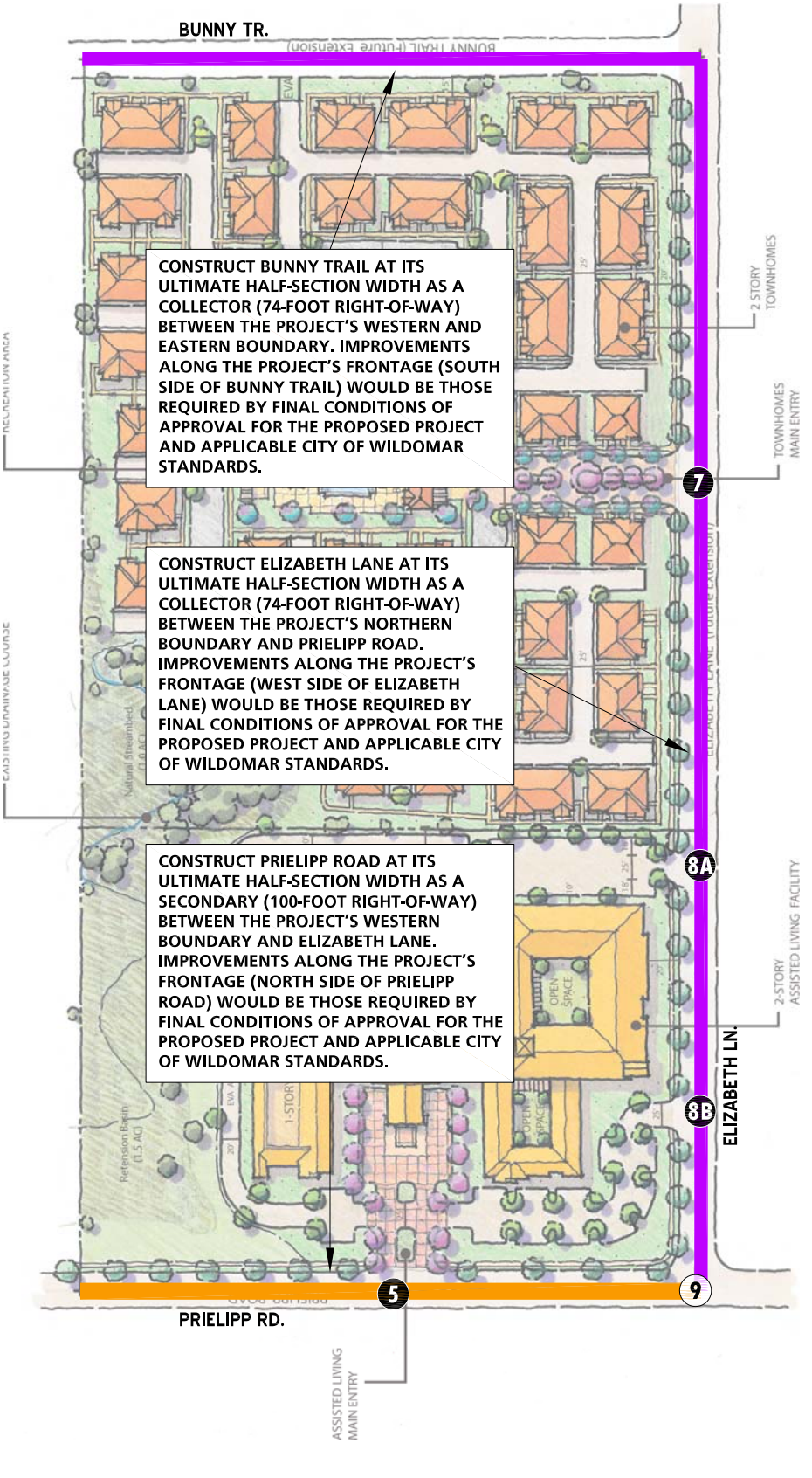
| # | Intersection Location | Jurisdiction | Recommended Improvements - Opening Year (2017) | Recommended Improvements - General Plan Buildout (Post-2035) | Project Improvements | Program Improvements[1] | Non-Program Improvements | Fair Share[2] |
|---|---|---|---|---|---|---|---|---|
| 1 | George Ave / Clinton Keith Rd | Wildomar | 1. EBT, 1. WBT | 1. SBT, 1.EBL, 2.EBT, 2.WBT,1.WBR | None | TUMF (1.EBT, 1.WBT), DIF (1. SBT, 1.EBL, 2.EBT, 2.WBT,1.WBR) | None | N/A |
| 2 | Inland Valley Dr / Clinton Keith Rd | Wildomar | 1. EBT, 1. WBT | 2.NBT, 1.SBL, 2.SBT, 1.SBR, 2.EBL, 2.EBT, 1. WBL, 2.WBT, 1.WBR | None | TUMF (2.EBT, 2.WBT), DIF (2.NBT, 1.SBL, 2.SBT, 1.SBR, 2.EBL, 1.WBL, 1.WBR) | None | N/A |
| 4 | Salida Del Sol/Yamas Dr / Clinton Keith Rd | Wildomar | Install Traffic Signal, 1.NBL, 1.NBTR, 1.SBL, 1. EBT, 1.WBL | Install Traffic Signal, 1.NBL, 1.SBL, 1.EBT, 1.WBL, 1.WBT | None | TUMF (1.EBT, 1.WBT) | Install Traffic Signal, 1.NBL, 1.NBTR, 1.SBL, 1.WBL | 2.0% |
| 6 | Elizabeth Ln / Clinton Keith Rd | Wildomar | Install Traffic Signal, 1.NBL, 1.SBL, 1. EBT, 1.WBT | Install Traffic Signal, 1.NBL, 1.SBL, 1. EBT, 1.WBT | None | TUMF (1.EBT, 1.WBT) | Install Traffic Signal, 1.NBL, 1.SBL | 2.8% |
| 9 | Elizabeth Ln / Prielipp Rd | Wildomar | 1.SBLTR | Install Traffic Signal, 1.NBL, 1.SBL, 1.SBTR, 1.EBT, 1.WBT | 1.SBLTR | DIF (1.EBT, 1.WBT) | Install Traffic Signal, 1.NBL, 1.SBL, 1.SBTR | 1.9% |

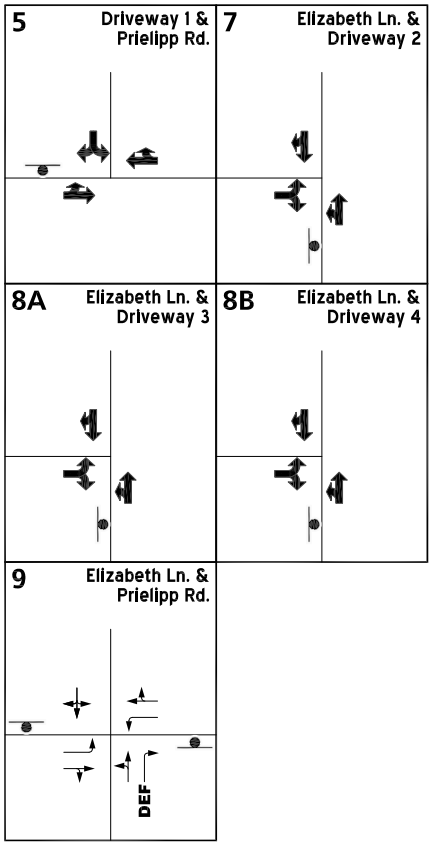
[1] Improvements included in 2013 Southwest TUMF Zone Transportation Improvement Program (January 28, 2013), Southwest RBBD, or City of Wildomar 2012 Impact Fee Study Report (May 31, 2012).

[2] Program improvements constructed by project may be eligible for fee credit. In lieu fee payment is at discretion of City. Fair share selected based on peak hour with the higher share of project-related traffic. Lane additions are shown as the number of lanes required and the direction of travel, for example, "1.EBTR" indicates one additional eastbound shared through-right turn lane.

EXHIBIT 1-3

# SITE ADJACENT ROADWAY AND ON-SITE CIRCULATION RECOMMENDATIONS




ON-SITE TRAFFIC SIGNING AND STRIPING SHOULD BE IMPLEMENTED IN CONJUNCTION WITH DETAILED CONSTRUCTION PLANS FOR THE PROJECT SITE.

SIGHT DISTANCE AT EACH PROJECT ACCESS POINT SHOULD BE REVIEWED WITH RESPECT TO STANDARD CALTRANS AND CITY OF WILDOMAR SIGHT DISTANCE STANDARDS AT THE TIME OF PREPARATION OF FINAL GRADING, LANDSCAPE AND STREET IMPROVEMENT PLANS.

## LEGEND:

- = STOP SIGN
- = EXISTING LANE
- = LANE IMPROVEMENT
- DEF = DEFACTO RIGHT TURN LANE
- = SECONDARY (100-FOOT R.O.W.)
- = COLLECTOR (74-FOOT R.O.W.)

right-of-way) between the Project's western boundary and Elizabeth Lane. Improvements along the Project's frontage (north side of Prielipp Road) would be those required by final conditions of approval for the proposed Project and applicable City of Wildomar standards.

***Elizabeth Lane*** – Elizabeth Lane is a future north-south oriented roadway located along the Project's eastern boundary. Construct Elizabeth Lane at its ultimate half-section width as a Collector (74-foot right-of-way) from the Project's northern boundary to Prielipp Road. Improvements along the Project's frontage (west side of Elizabeth Lane) would be those required by final conditions of approval for the proposed Project and applicable City of Wildomar standards.

Wherever necessary, roadways adjacent to the Project, site access points and site-adjacent intersections will be constructed to be consistent with or within the recommended roadway classifications and respective cross-sections in the City of Wildomar General Plan Circulation Element.

### 1.7.2 SITE ACCESS IMPROVEMENTS

The recommended site access driveway improvements for the Project are described below. On –site and site adjacent recommended roadway lane improvements are also illustrated on Exhibit 1-3. Construction of on-site and site adjacent improvements shall occur in conjunction with adjacent Project development activity or as needed for Project access purposes.

***Driveway 1 / Prielipp Road (#5)*** – Install a stop control on the southbound approach and construct the intersection with the following geometrics:

Northbound Approach: N/A
Southbound Approach: One shared left-right turn lane
Eastbound Approach: One shared left-through lane
Westbound Approach: One shared through-right turn lane

***Elizabeth Lane / Driveway 2 (#7)*** – Install a stop control on the eastbound approach and construct the intersection with the following geometrics:

Northbound Approach: One shared left-through lane
Southbound Approach: One shared through-right turn lane
Eastbound Approach: One shared left-right turn lane
Westbound Approach: N/A

***Elizabeth Lane / Driveway 3 (#8A)*** – Install a stop control on the eastbound approach and construct the intersection with the following geometrics:

Northbound Approach: One shared left-through lane
Southbound Approach: One shared through-right turn lane
Eastbound Approach: One shared left-right turn lane
Westbound Approach: N/A

***Elizabeth Lane / Driveway 4 (#8B)*** – Install a stop control on the eastbound approach and construct the intersection with the following geometrics:

Northbound Approach: One shared left-through lane
Southbound Approach: One shared through-right turn lane
Eastbound Approach: One shared left-right turn lane
Westbound Approach: N/A

***Elizabeth Lane / Prielipp Road (#9)*** – Install stop controls on the northbound and southbound approaches and construct the intersection with the following geometrics:

Northbound Approach: One shared left-through-right turn lane
Southbound Approach: One shared left-through-right turn lane
Eastbound Approach: One left turn lane and one shared through-right turn lane
Westbound Approach: One left turn lane and one shared through-right turn lane

On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the Project site.

Sight distance at each project access point should be reviewed with respect to standard Caltrans and City of Wildomar sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

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# 2.0 METHODOLOGIES

This section documents the methodologies and assumptions used to perform this traffic assessment.

## 2.1 LEVEL OF SERVICE

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS "A", representing completely free-flow conditions, to LOS "F", representing breakdown in flow resulting in stop-and-go conditions. LOS "E" represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

## 2.2 INTERSECTION CAPACITY ANALYSIS

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. The *Highway Capacity Manual* (HCM) (Transportation Research Board 2000) methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches. The HCM uses different procedures depending on the type of intersection control.

The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected on August 21, 2013 and September 17, 2013, while schools in the Lake Elsinore Unified School District were in session. The following peak hours were selected for analysis:

- Weekday AM Peak Hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM Peak Hour (peak hour between 4:00 PM and 6:00 PM)

The volume development worksheets have been provided in Appendix "3.1" of this report.

### 2.2.1 SIGNALIZED INTERSECTIONS

The City of Wildomar requires signalized intersection operations analysis based on the methodology described in Chapter 16 of the (HCM). Intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections LOS is directly related to the average control delay per vehicle and is correlated to a LOS designation as described in Table 2-1. All signalized study area intersections have been analyzed using the software package Traffix (Version 8.0 R1, 2008).

**Table 2-1 Signalized Intersection LOS Thresholds**

| Level of Service | Description | Average Control Delay (Seconds) |
|---|---|---|
| A | Operations with very low delay occurring with favorable progression and/or short cycle length. | 0 to 10.00 |
| B | Operations with low delay occurring with good progression and/or short cycle lengths. | 10.01 to 20.00 |
| C | Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear. | 20.01 to 35.00 |
| D | Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable. | 35.01 to 55.00 |
| E | Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay. | 55.01 to 80.00 |
| F | Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths | 80.01 and up |

*Source: HCM 2000, Chapter 16*

The peak hour traffic volumes have been adjusted using a peak hour factor (PHF) to reflect peak 15 minute volumes. Common practice for LOS analysis is to use a peak 15-mintue rate of flow. However, flow rates are typically expressed in vehicles per hour. The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume (e.g. PHF = [Hourly Volume] / [4 x Peak 15-minute Flow Rate]). The use of a 15-minute PHF produces a more detailed analysis as compared to analyzing vehicles per hour. Existing PHFs have been used for Existing (2013), Existing plus Project, and Opening Year (2017) traffic conditions for the purposes of this analysis. A PHF of 0.92 or higher has been used for all study area intersections for City of Wildomar General Plan Buildout (Post-2035) without and with Project traffic conditions.

### 2.2.2 UNSIGNALIZED INTERSECTIONS

The City of Wildomar requires the operations of unsignalized intersections be evaluated using the methodology described in Chapter 17 of the HCM (also consistent with Riverside County traffic study guidelines). The LOS rating is based on the weighted average control delay expressed in seconds per vehicle (see Table 2-2).

**Table 2-2 Unsignalized Intersection LOS Thresholds**

| Level of Service | Description | Average Control Per Vehicle (Seconds) |
|---|---|---|
| A | Little or no delays. | 0 to 10.00 |
| B | Short traffic delays. | 10.01 to 15.00 |
| C | Average traffic delays. | 15.01 to 25.00 |
| D | Long traffic delays. | 25.01 to 35.00 |
| E | Very long traffic delays. | 35.01 to 50.00 |
| F | Extreme traffic delays with intersection capacity exceeded. | > 50.00 |

*Source: HCM 2000, Chapter 17*

At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. For all-way stop controlled intersections, LOS is computed for the intersection as a whole.

## 2.3 TRAFFIC SIGNAL WARRANT ANALYSIS METHODOLOGY

The term "signal warrants" refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or ascertain the potential need for installation of a traffic signal at an otherwise unsignalized intersection. This TIA uses the signal warrant criteria presented in the latest edition of the Federal Highway Administration's (FHWA) *Manual on Uniform Traffic Control Devices (MUTCD)*, as amended by *the MUTCD 2012 California Supplement*, for all study area intersections.

The signal warrant criteria for Existing (2013) conditions are based upon several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas. Both the FHWA's *MUTCD* and the *MUTCD 2012 California Supplement* indicate that the installation of a traffic signal should be considered if one or more of the signal warrants are met. Specifically, this traffic assessment utilizes the Peak Hour Volume-based Warrant 3 as the appropriate representative traffic signal warrant analysis for existing traffic conditions. Warrant 3 criteria are basically identical for both the FHWA's *MUTCD* and the *MUTCD 2012 California Supplement*. Warrant 3 is appropriate to use for this traffic assessment because it provides specialized warrant criteria for intersections with rural characteristics (e.g. located in communities with populations of less than 10,000 persons or with adjacent major streets operating above 40 miles per hour). For the purposes of this study, the speed limit was the basis for determining whether Urban or Rural warrants were used for a given intersection.

Future unsignalized intersections have been assessed regarding the potential need for new traffic signals based on future average daily traffic (ADT) volumes, using the Caltrans planning level ADT-based signal warrant analysis worksheets.

Traffic signal warrant analyses were performed for the following unsignalized study area intersections and future intersections:

| ID | Intersection Location | Jurisdiction |
|---|---|---|
| 3 | Inland Valley Drive / Prielipp Road | Wildomar |
| 4 | Salida Del Sol/Yamas Drive / Clinton Keith Road | Wildomar |
| 5 | Driveway 1 / Prielipp Road | Wildomar |
| 6 | Elizabeth Lane / Clinton Keith Road | Wildomar |
| 7 | Elizabeth Lane / Driveway 2 | Wildomar |
| 8A | Elizabeth Lane / Driveway 3 | Wildomar |
| 8B | Elizabeth Lane / Driveway 4 | Wildomar |
| 9 | Elizabeth Lane / Prielipp Road | Wildomar |

The Existing (2013) conditions traffic signal warrant analysis is presented in the subsequent section, Section 3.0 *Area Conditions* of this report. The traffic signal warrant analysis for future conditions is presented in Section 5.0 *Existing plus Project Traffic Analysis*, Section 6.0 *Opening Year (2017) Traffic Analysis*, and Section 7.0 *General Plan Buildout (Post-2035) Traffic Analysis* of this report.

It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with level of service. An intersection may satisfy a signal warrant condition and operate at or above LOS "D" or operate below LOS "D" and not meet a signal warrant.

## 2.4 LOS CRITERIA

The definition of an intersection deficiency within the City of Wildomar is based on the County of Riverside General Plan Circulation Element. Riverside County General Plan Policy C 2.1 states that the County will maintain the following County-wide target level of service (LOS): LOS "C" on all County-maintained roads and conventional State Highways. As an exception, LOS "D" may be allowed in Community Development areas at intersections of any combination of Secondary Highways, Major Highways, Arterial Highways, Urban Arterial Highways, Expressways or conventional State Highways. LOS "E" may be allowed in designated Community Centers to the extent that it would support transit-oriented development and pedestrian communities.

A summary of acceptable LOS by study area intersection is shown below:

| ID | Intersection Location | Acceptable LOS |
|---|---|---|
| 1 | George Avenue / Clinton Keith Road | D |
| 2 | Inland Valley Drive / Clinton Keith Road | D |
| 3 | Inland Valley Drive / Prielipp Road | D |
| 4 | Salida Del Sol/Yamas Drive / Clinton Keith Road | C |
| 5 | Driveway 1 / Prielipp Road | C |
| 6 | Elizabeth Lane / Clinton Keith Road | C |
| 7 | Elizabeth Lane / Driveway 2 | C |
| 8A | Elizabeth Lane / Driveway 3 | C |
| 8B | Elizabeth Lane / Driveway 4 | C |
| 9 | Elizabeth Lane / Prielipp Road | C |

## 2.5 THRESHOLDS OF SIGNIFICANCE

This section outlines the significance criteria used in this analysis relating to roadway system impacts.

To determine whether the addition of project traffic at a study intersection would result in a deficiency, the following will be utilized:

- A deficiency occurs at a study intersection if the addition of project trips causes the peak hour level of service of the study intersection to change from acceptable “pre-project” operation (LOS “A”, “B”, “C” or “D”) to unacceptable (LOS “E” or “F”);

- A deficiency occurs at a study intersection if the addition of project-generated trips changes the pre-project delay by the value shown below.

For study area intersections located in the City of Wildomar, the following will be utilized to determine if a deficiency occurs through a comparison of peak hour operations under without and with Project traffic conditions:

| Pre-Project LOS | Project-Related Delay Increase | Improvement |
|---|---|---|
| E or F | More than 5.0 seconds | Improve to pre-project level or better |

## 2.6 PROJECT FAIR SHARE CALCULATION METHODOLOGY

In cases where this TIA identifies that the proposed Project would have a significant cumulative impact to a roadway facility, and the recommended mitigation measure is a fair share monetary contribution, the following methodology was applied to determine the fair share contribution. A project's fair share contribution at an off-site study area intersection is determined based on the following equation, which is the ratio of project traffic to new traffic, and new traffic is total future traffic subtracts existing baseline traffic:

Project Fair Share % = Project Traffic / (Post-2035 Total Traffic – Existing Baseline Traffic)

The project fair share contribution calculations are presented in Section 9.0 *Local and Regional Funding Mechanisms* of this TIA.

# 3.0 AREA CONDITIONS

This section provides a summary of the existing circulation network, the City of Wildomar General Plan Circulation Network, and a review of existing peak hour intersection operations and traffic signal warrants.

The AM peak hour traffic volumes were estimated by collecting count data over a two hour period from 7:00 to 9:00 AM in August 2013. Similarly, the PM peak hour traffic volumes were identified by counting traffic volumes in the two hour period from 4:00 to 6:00 PM on August 21, 2013 and September 17, 2013. The weekday AM and PM peak hour count data is representative of typical weekday peak hour traffic conditions in the study area. There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activity that would prevent or limit roadway access and detour routes.

## 3.1 EXISTING CIRCULATION NETWORK

The study area includes a total of nine (9) existing and future intersections as shown on Exhibit 1-2. Of these nine (9) intersections, the existing study area network includes six (6) existing intersection analysis locations shown on Table 1-1. The other three (3) intersections in the study area are future planned intersections (Project driveways) that do not currently exist.

Exhibit 3-1 illustrates the study area intersections and identifies the number of through traffic lanes for existing roadways and intersection traffic controls.

## 3.2 CITY OF WILDOMAR GENERAL PLAN CIRCULATION ELEMENT

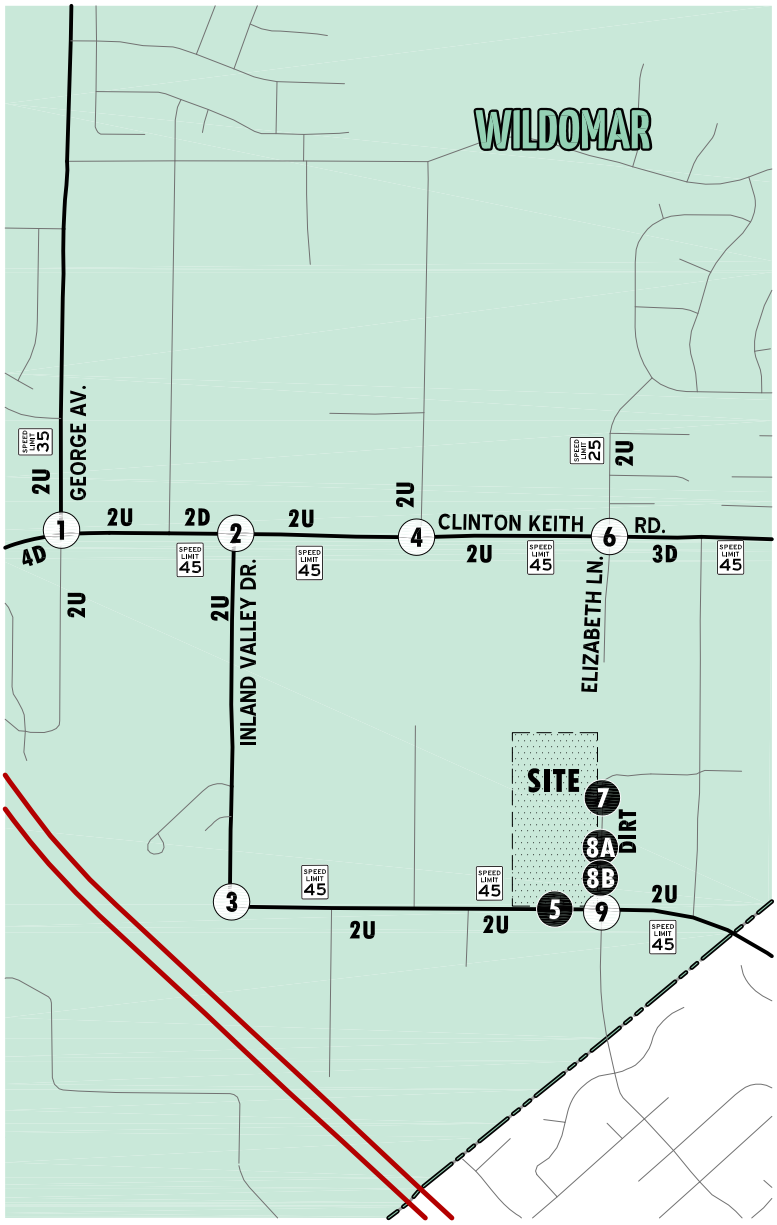
Exhibit 3-2 shows the City of Wildomar General Plan Circulation Element, and Exhibit 3-3 illustrates the City of Wildomar General Plan roadway cross-sections. It is our understanding that the City of Wildomar has adopted the County of Riverside General Plan and standards.

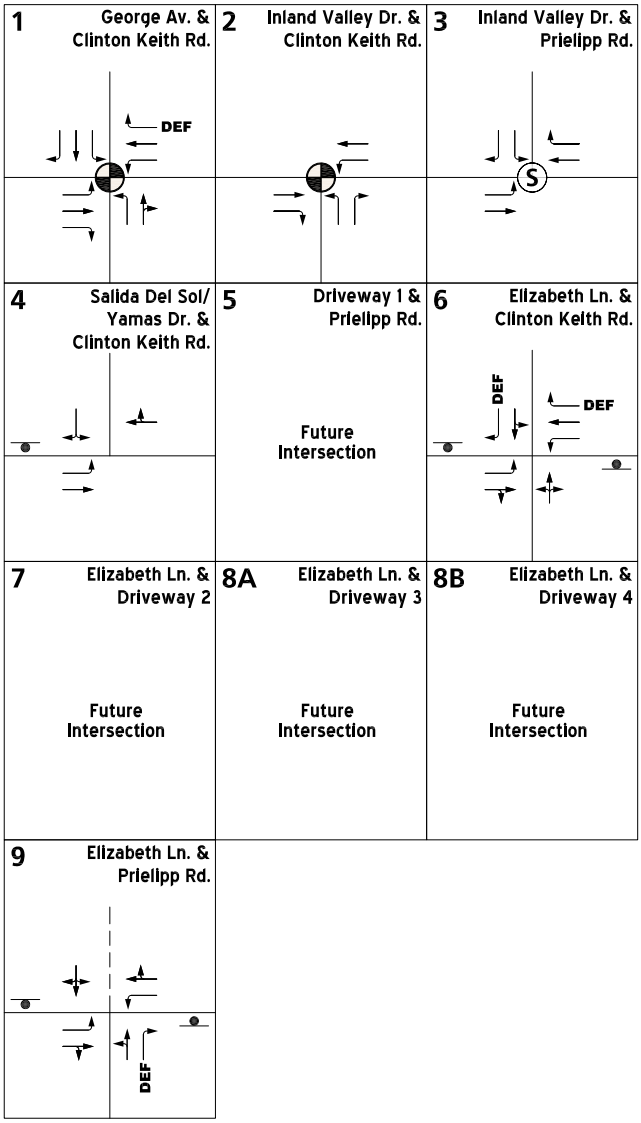
## 3.3 BICYCLE AND PEDESTRIAN FACILITIES

Field observations conducted in May 2013 indicate nominal pedestrian and bicycle activity within the study area. Exhibit 3-4 illustrates the City of Wildomar Regional Community Multi-Use Trail System. As shown, there are currently no trails planned in the immediate vicinity of the Project site. Existing pedestrian facilities within the study area are shown on Exhibit 3-5.

EXHIBIT 3-1

# EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS



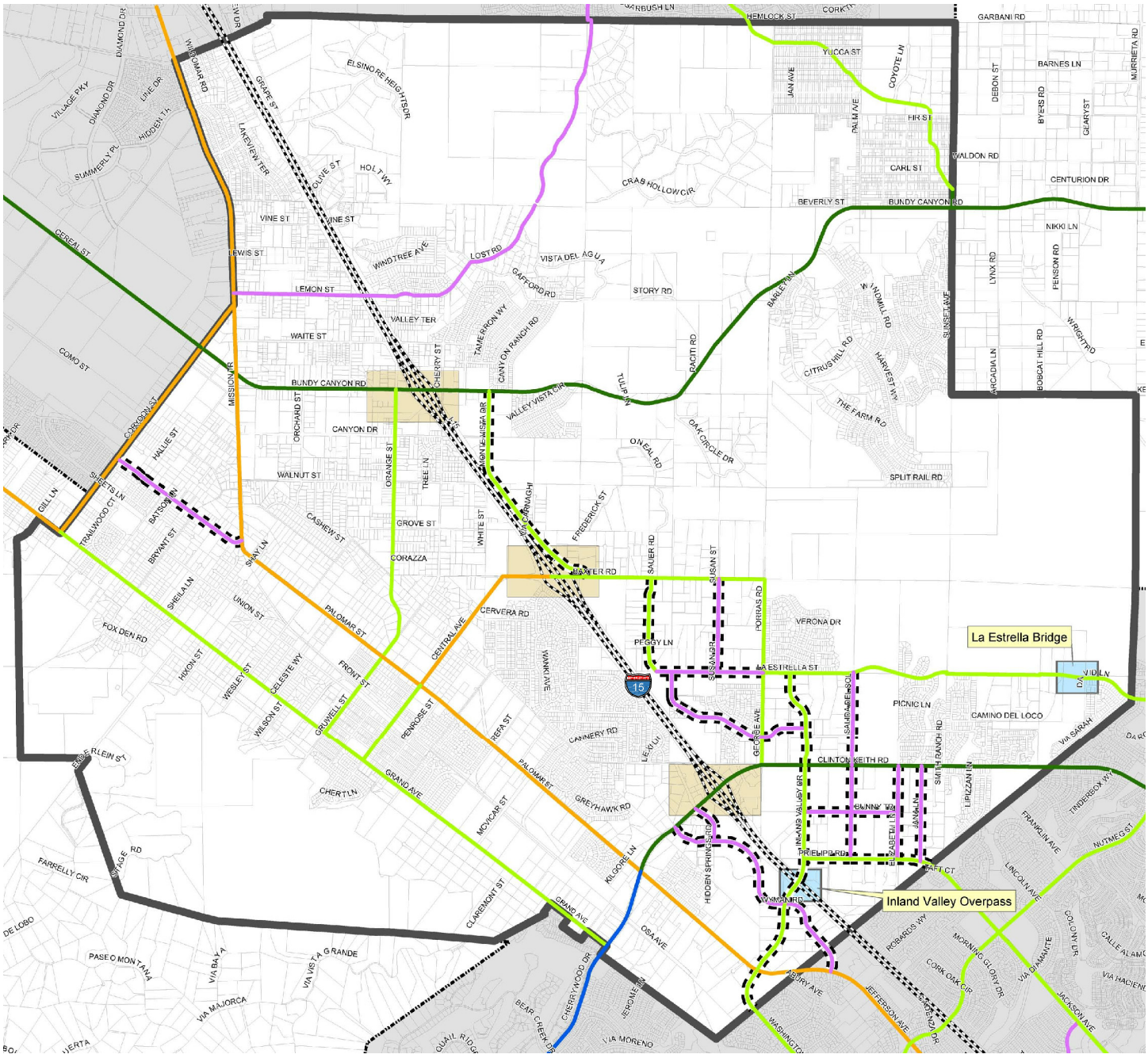

## LEGEND:

- = TRAFFIC SIGNAL
- S = ALL WAY STOP
- = STOP SIGN
- 4 = NUMBER OF LANES
- D = DIVIDED
- U = UNDIVIDED
- DEF = DEFACTO RIGHT TURN
- 9 = EXISTING INTERSECTION
- 9 = FUTURE INTERSECTION

N

EXHIBIT 3-2

# CITY OF WILDOMAR
# GENERAL PLAN CIRCULATION ELEMENT




## LEGEND:

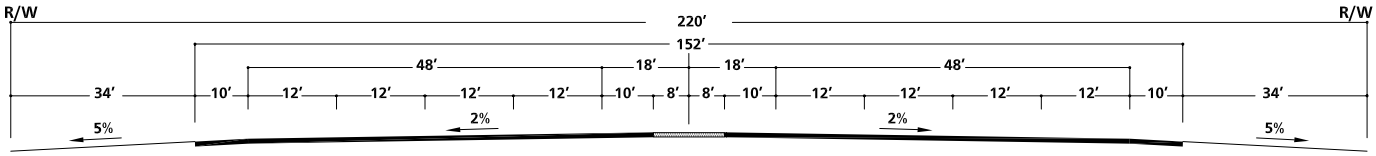
- Proposed Wildomar Circulation Changes
- URBAN ARTERIAL
- ARTERIAL
- MAJOR
- SECONDARY
- COLLECTOR
- Highways
- Parcels
- Proposed Wildomar Incorporation
- Cities
- Existing Interchanges

N

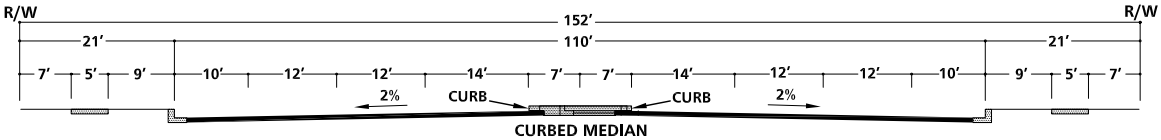
*NOTE: THE CITY OF WILDOMAR HAS ADOPTED THE COUNTY OF RIVERSIDE'S GENERAL PLAN AND STANDARDS*

EXHIBIT 3-3

# CITY OF WILDOMAR
# GENERAL PLAN ROADWAY CROSS-SECTIONS

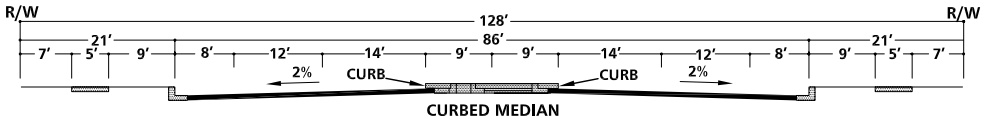



**EXPRESSWAY - 8 LANES**



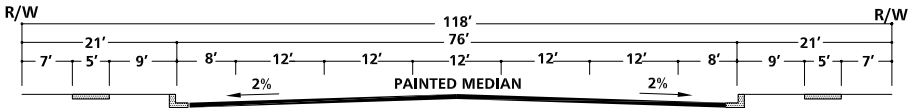

CURBED MEDIAN

**URBAN ARTERIAL HIGHWAY** ✳

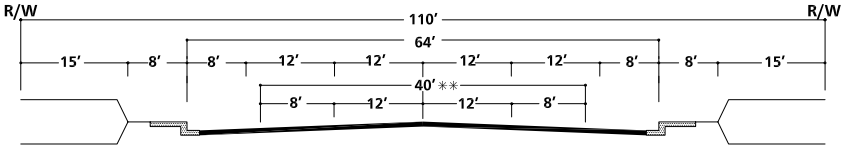



CURBED MEDIAN

**ARTERIAL HIGHWAY** ✳

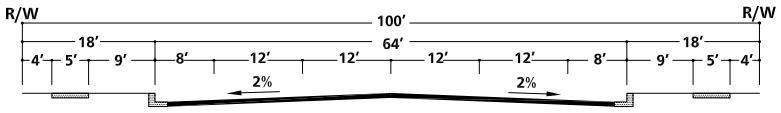



**MAJOR HIGHWAY - 4 LANES**

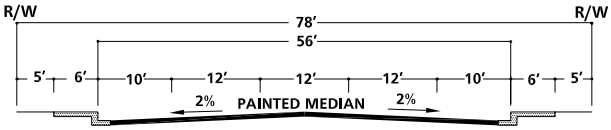



**MOUNTAIN ARTERIAL - 2 TO 4 LANES**

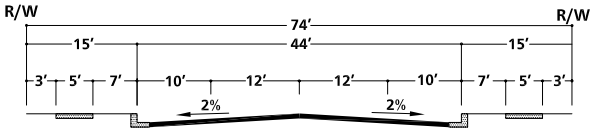
✳✳ 2 LANE SECTION




**SECONDARY HIGHWAY**




**INDUSTRIAL COLLECTOR**




**COLLECTOR**

✳ *IMPROVEMENTS MAY BE RECONFIGURED TO ACCOMMODATE EXCLUSIVE TRANSIT LANES OR ALTERNATIVE LANE ARRANGEMENTS ADDITIONAL RIGHT OF WAY MAY BE REQUIRED AT INTERSECTIONS TO ACCOMMODATE ULTIMATE IMPROVEMENTS FOR STATE HIGHWAYS SHALL CONFORM TO CALTRANS DESIGN STANDARDS.*

*NOT TO SCALE*

*NOTE: THE CITY OF WILDOMAR HAS ADOPTED THE COUNTY OF RIVERSIDE'S GENERAL PLAN AND STANDARDS*

EXHIBIT 3-4

# CITY OF WILDOMAR REGIONAL COMMUNITY MULTI-USE ADOPT-A-TRAIL SYSTEM

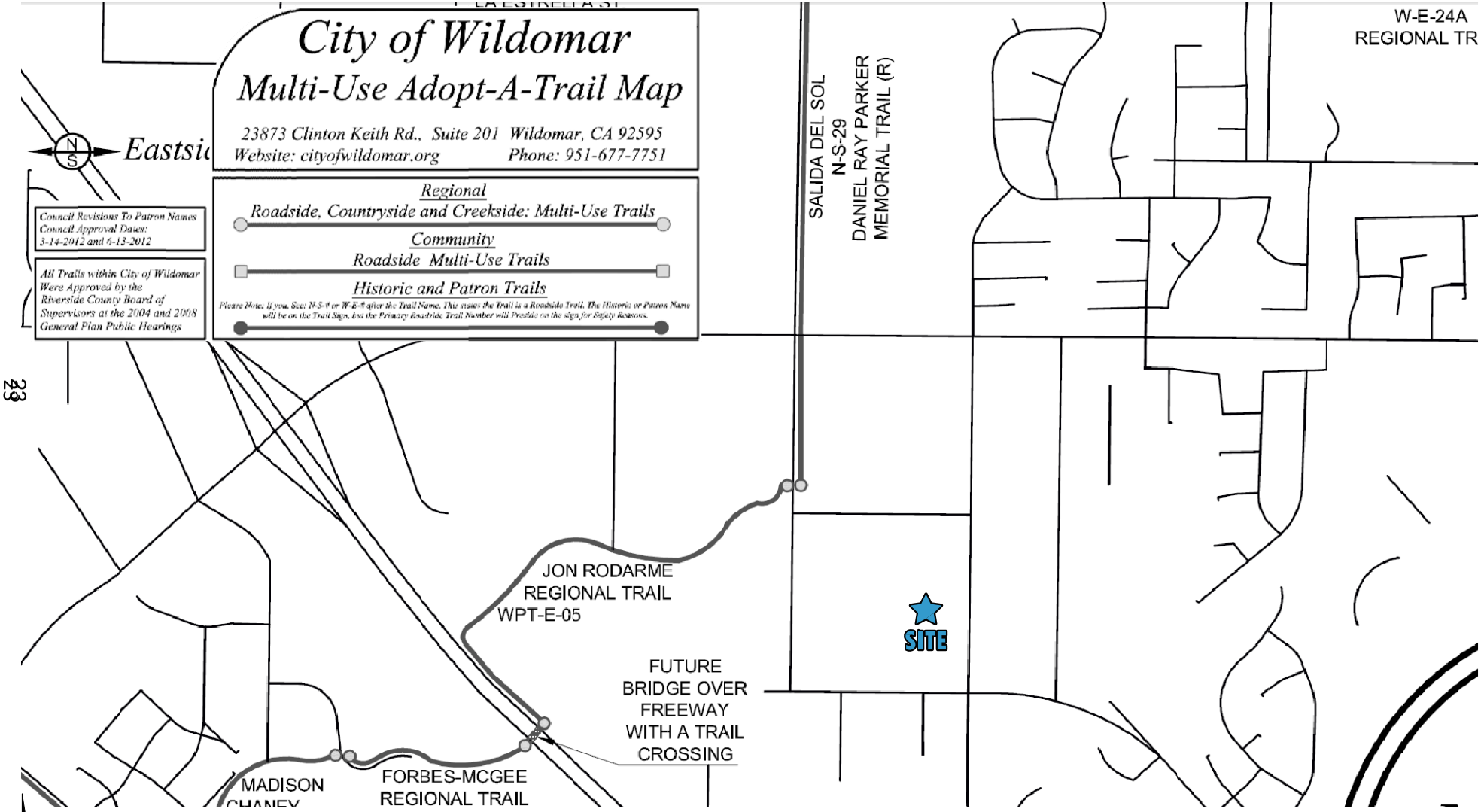


EXHIBIT 3-5

# EXISTING PEDESTRIAN FACILITIES

## 3.4 TRANSIT SERVICE

The study area is currently served by the Riverside Transit Authority (RTA), a public transit agency serving the unincorporated Riverside County region near the City of Wildomar. Based on a review of the existing transit routes within the vicinity of the proposed Project, there appears to be one existing line that could feasibly serve the Project, RTA Route 23. Transit service is reviewed and updated by RTA periodically to address ridership, budget and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. A map of existing routes in the vicinity of the Project site is illustrated on Exhibit 3-6.

## 3.5 EXISTING TRAFFIC COUNTS

Manual weekday AM and weekday PM peak hour turning movement counts were conducted on August 21, 2013 and September 17, 2013, while schools were in session. The raw manual peak hour turning movement traffic count data sheets are included in Appendix "3.1". These raw turning volumes have been flow conserved between intersections with limited access, no access and where there are currently no uses generating traffic.

Existing (2013) weekday average daily traffic (ADT) volumes on arterial highways throughout the study area are shown on Exhibit 3-7. Existing (2013) ADT volumes are based upon factored intersection peak hour counts collected by Urban Crossroads, Inc. using the following formula for each intersection leg:

PM Peak Hour (Approach Volume + Exit Volume) x 12 = Leg Volume

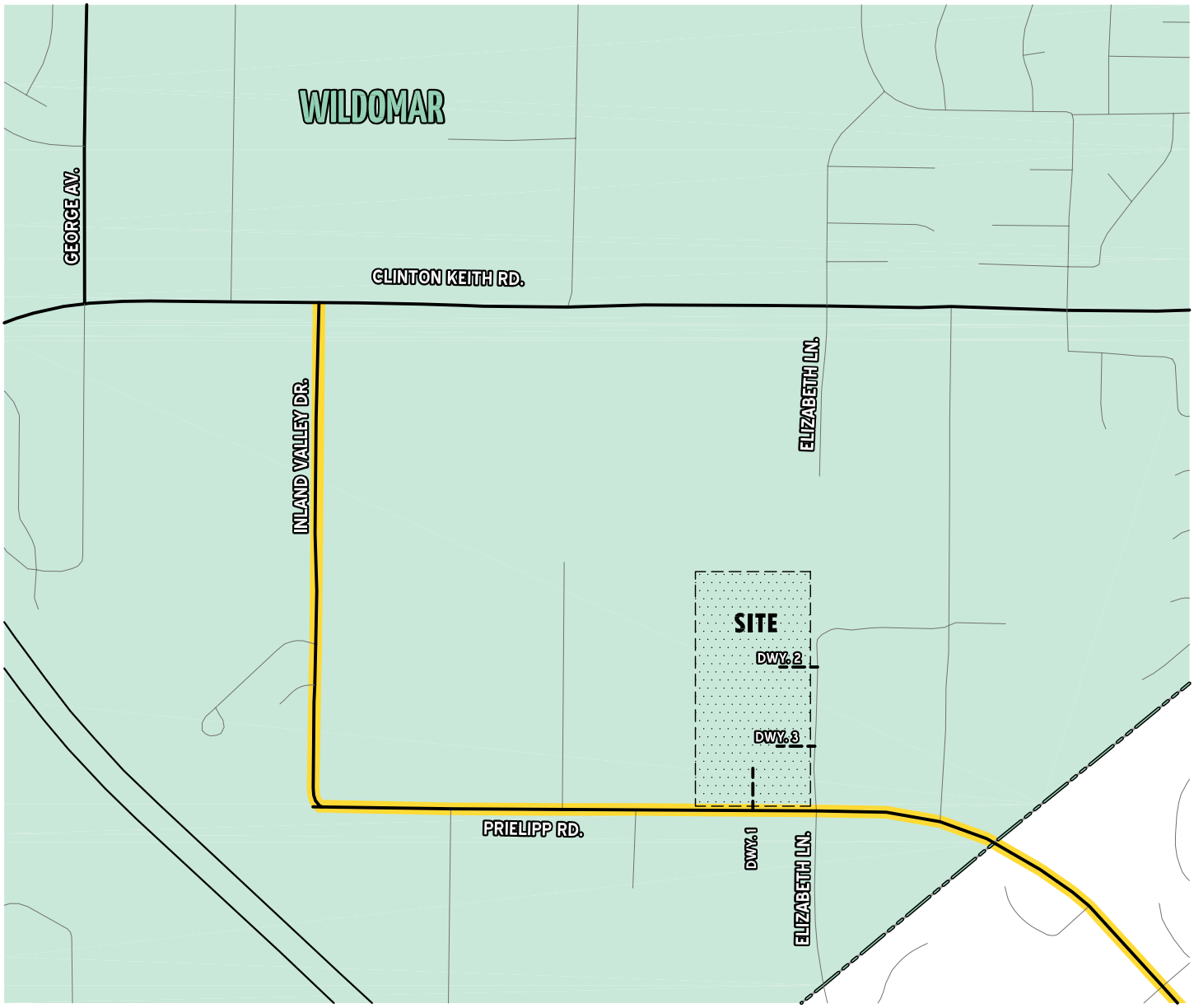
It should be noted that for those roadway segments which have 24-hour tube count data available in close proximity to the study area, a comparison between the PM peak hour and daily traffic volumes indicated that the peak-to-daily relationship of approximately 8.3 percent would sufficiently estimate average daily traffic (ADT) volumes for planning-level analyses. As such, the above equation utilizing a factor of 12 estimates the ADT volumes on the study area roadway segments assuming a peak-to-daily relationship of approximately 8.3 percent (i.e., 1/0.083 = 12). Existing (2013) weekday AM and weekday PM peak hour intersection volumes are also shown on Exhibit 3-7.

## 3.6 EXISTING (2013) CONDITIONS INTERSECTION OPERATIONS ANALYSIS

Existing (2013) conditions peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2.2 *Intersection Capacity Analysis* of this report. The intersection operations analysis results are summarized in Table 3-1 which

EXHIBIT 3-6

# EXISTING TRANSIT SERVICES



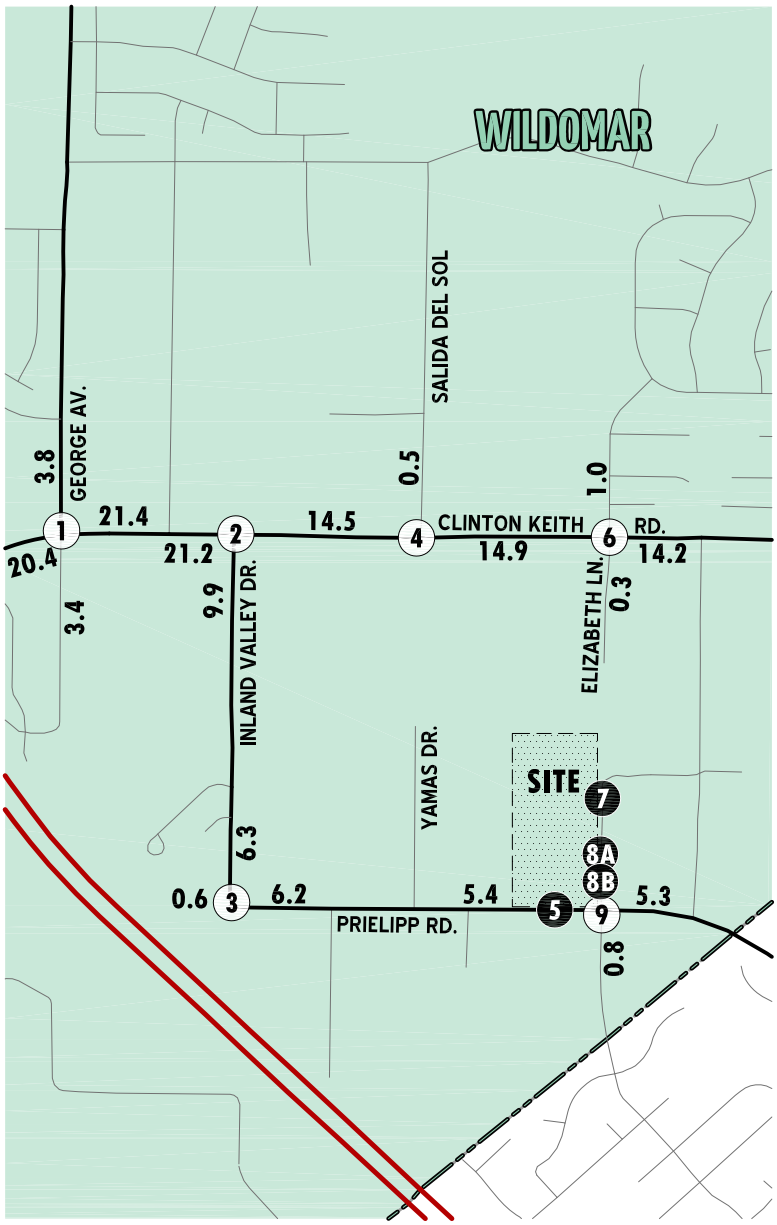

**LEGEND:**

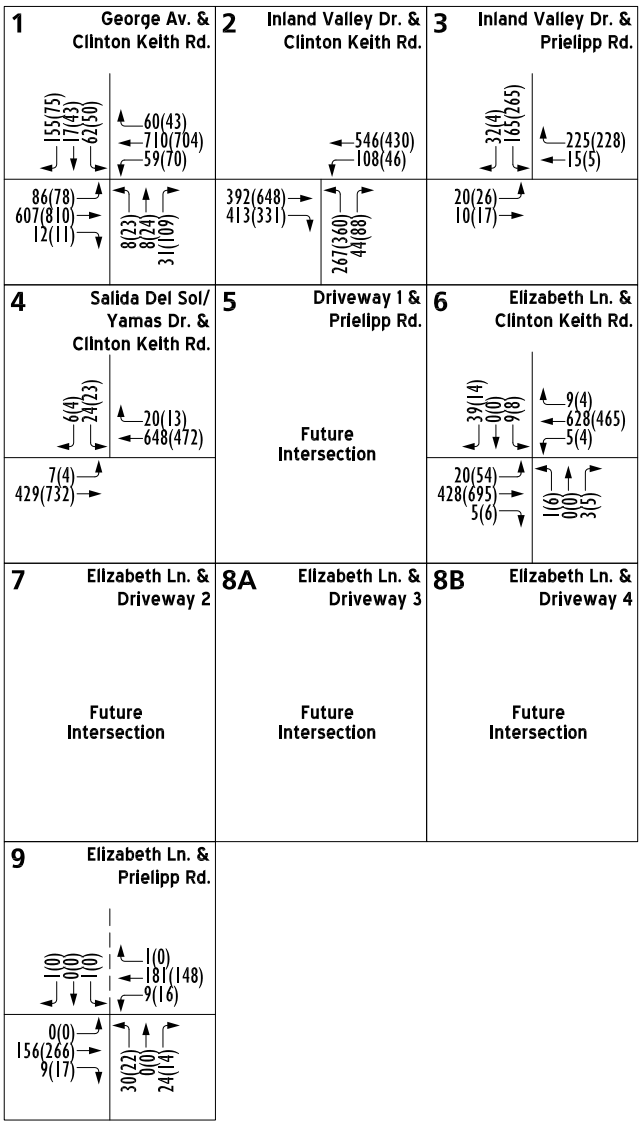
= RTA ROUTE 23

N

EXHIBIT 3-7

# EXISTING (2013) CONDITIONS AVERAGE DAILY TRAFFIC (ADT) AND PEAK HOUR INTERSECTION VOLUMES




## LEGEND:

**10.0** = VEHICLES PER DAY (1000'S)

26(31) = AM(PM) PEAK HOUR VOLUMES

N

**Table 3-1**

**Intersection Analysis for Existing (2013) Conditions**

| # | Intersection | Traffic Control[3] | Intersection Approach Lanes[1] | | | | | | | | | | | | Delay[2] (secs.) | | Level of Service | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R | AM | PM | AM | PM |
| 1 | George Ave / Clinton Keith Rd | TS | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | d | 31.3 | 31.5 | C | C |
| 2 | Inland Valley Dr / Clinton Keith Rd | TS | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 19.9 | 22.0 | B | C |
| 3 | Inland Valley Dr / Prielipp Rd | AWS | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 9.3 | 11.8 | A | B |
| 4 | Salida Del Sol / Clinton Keith Rd | CSS | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 21.4 | **25.1** | C | **D** |
| 5 | Driveway 1 / Prielipp Rd | -- | Future Intersection | | | | | | | | | | | | -- | -- | -- | -- |
| 6 | Elizabeth Ln / Clinton Keith Rd | CSS | 0 | 1 | 0 | 0 | 1 | d | 1 | 1 | 0 | 1 | 1 | d | **28.0** | **36.4** | **D** | **E** |
| 7 | Elizabeth Ln / Driveway 2 | -- | Future Intersection | | | | | | | | | | | | -- | -- | -- | -- |
| 8A | Elizabeth Ln / Driveway 3 | -- | Future Intersection | | | | | | | | | | | | -- | -- | -- | -- |
| 8B | Elizabeth Ln / Driveway 4 | -- | Future Intersection | | | | | | | | | | | | -- | -- | -- | -- |
| 9 | Elizabeth Ln / Prielipp Road | CSS | 0 | 1 | d | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 11.8 | 12.0 | B | B |

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = Defacto Right Turn Lane

A through lane shown opposite of a non-existent intersection leg denotes a shared left-right turn lane rather than an actual through lane.

[2] Delay and level of service calculated using the following analysis software:
Traffix (Version 8.0 R1, 2008) for signalized and unsignalized intersections. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] AWS = All-Way Stop; CSS = Cross Street Stop; TS = Traffic Signal

**BOLD** = Unsatisfactory level of service

indicates that the existing study area intersections are currently operating at acceptable LOS (LOS "C" or "D" or better) during the peak hours with the exception of the following intersection:

| ID | Intersection Location |
|---|---|
| 4 | Salida Del Sol/Yamas Drive / Clinton Keith Road – LOS "D" PM peak hour only |
| 6 | Elizabeth Lane / Clinton Keith Road – LOS "D" AM peak hour and LOS "E" PM peak hour |

Exhibit 3-8 summarizes the weekday AM and weekday PM peak hour study area intersection LOS under Existing (2013) conditions, consistent with the summary provided in Table 3-1. The intersection operations analysis worksheets are included in Appendix "3.2".

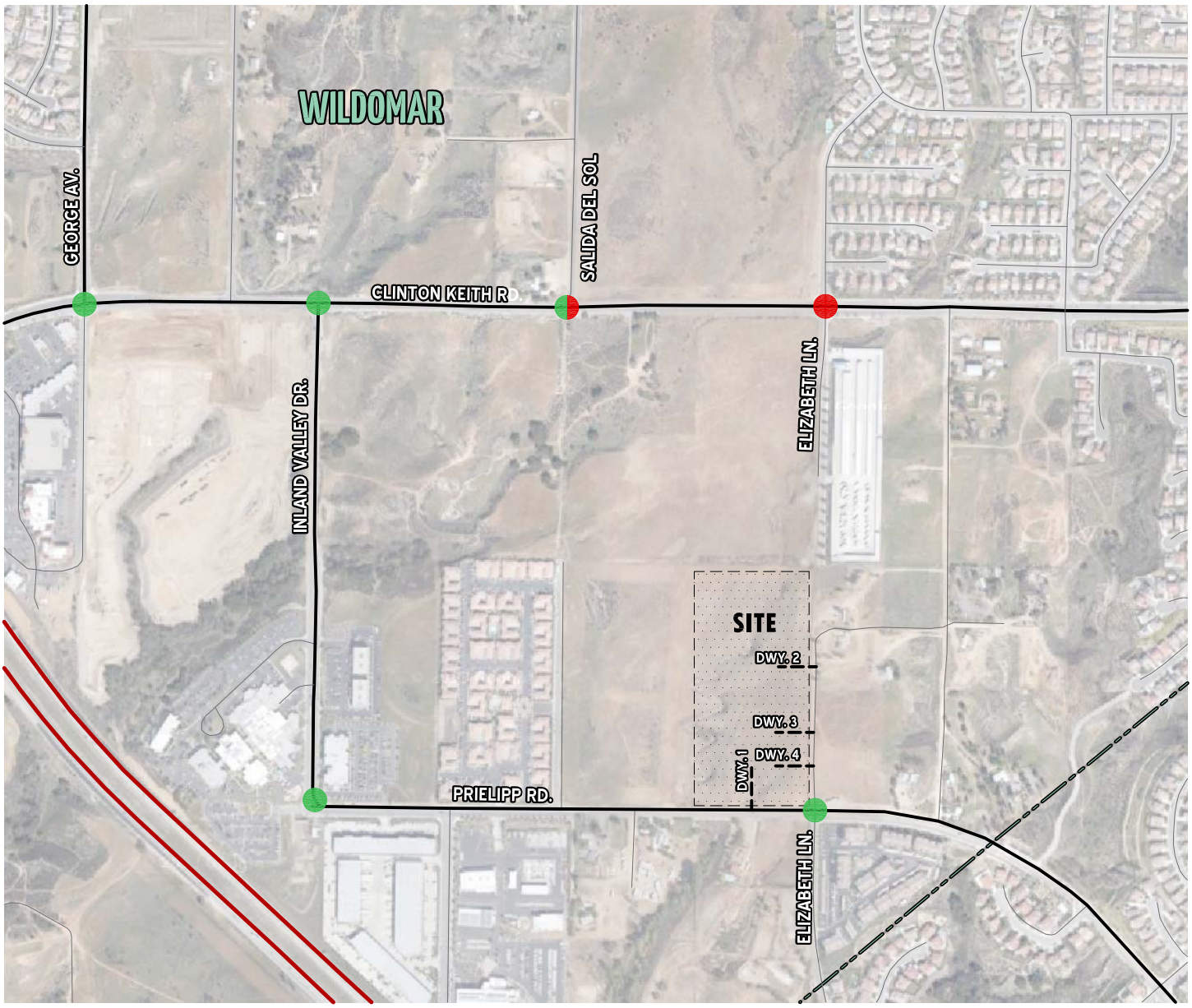
## 3.7 EXISTING (2013) CONDITIONS TRAFFIC SIGNAL WARRANTS ANALYSIS

Traffic signal warrants for existing traffic conditions are based on existing peak hour intersection turning volumes. No intersections currently appear to warrant traffic signals under Existing (2013) traffic conditions.

The Existing (2013) conditions traffic signal warrant analysis worksheets are included in Appendix "3.3".

EXHIBIT 3-8

# SUMMARY OF PEAK HOUR INTERSECTION LOS FOR EXISTING (2013) CONDITIONS




## LEGEND:

- = AM PEAK HOUR ACCEPTABLE LOS
- = AM PEAK HOUR DEFICIENT LOS
- = PM PEAK HOUR ACCEPTABLE LOS
- = PM PEAK HOUR DEFICIENT LOS

N

# 4.0 PROJECTED FUTURE TRAFFIC

This section presents the traffic volumes estimated to be generated by the Project, as well as the implementation of Project trips onto the study area roadway network.

The proposed Project is located north of Prielipp Road and west of Elizabeth Lane in the City of Wildomar. The proposed Project is to consist of approximately 146 condominium/townhomes, a 54 bed assisted living facility, and a 50 bed skilled nursing facility. For the purpose of this analysis, the Project is anticipated to be developed in a single phase with a projected Opening Year of 2017.

The Project is proposed to have access on Prielipp Road via Driveway 1 and Elizabeth Lane via Driveway 2 , Driveway 3 and Driveway 4. All four (4) Project driveways are proposed to be full-access. As part of the development, the Project will construct improvements on the site adjacent roadways of Bunny Trail, Prielipp Road, and Elizabeth Lane.

## 4.1 PROJECT TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development.

Trip generation rates used to estimate Project traffic are shown in Table 4-1 and a summary of the Project's trip generation is shown in Table 4-2. The trip generation rates are based upon data collected by the Institute of Transportation Engineers (ITE) for condominium/townhomes (ITE Land Use Code 230), assisted living facility (ITE Land Use Code 254), and skilled nursing facility (ITE Land Use Code 620) land uses in their recently published *Trip Generation* manual, 9$^{th}$ Edition, 2012.

The Project is estimated to generate a net total of approximately 1,129 net trip-ends per day on a typical weekday with approximately 81 net weekday AM peak hour trips and 99 net weekday PM peak hour trips.

## 4.2 PROJECT TRIP DISTRIBUTION

Trip distribution patterns for the proposed Project are illustrated on Exhibit 4-1. These distributions were developed based on a "select zone" model run from the City of Wildomar focused version of the Riverside County Traffic Analysis Model (RivTAM). Further refinements to these distributions have been made based on the proposed land uses, existing transportation network and anticipated travel patterns.

**Table 4-1**

**Project Trip Generation Rates**

| Land Use[1] | Units[2] | ITE LU Code | AM Peak Hour | | | PM Peak Hour | | | Daily |
|---|---|---|---|---|---|---|---|---|---|
| | | | Inbound | Outbound | Total | Inbound | Outbound | Total | |
| Condo/Townhomes | DU | 230 | 0.07 | 0.37 | 0.44 | 0.35 | 0.17 | 0.52 | 5.81 |
| Assisted Living | Beds | 254 | 0.09 | 0.05 | 0.14 | 0.10 | 0.12 | 0.22 | 2.66 |
| Skilled Nursing[3] | Beds | 620 | 0.09 | 0.08 | 0.17 | 0.07 | 0.15 | 0.22 | 2.74 |

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Ninth Edition (2012).

[2] DU = Dwelling Units

[3] AM peak hour split is unavailable for ITE Land Use 620. As such, a split of 50% has been utilized.

**Table 4-2**

**Project Trip Generation Summary**

| Land Use | Quantity | Units[1] | AM Peak Hour | | | PM Peak Hour | | | Daily |
|---|---|---|---|---|---|---|---|---|---|
| | | | In | Out | Total | In | Out | Total | |
| Condo/Townhomes | 146 | DU | 10 | 54 | 64 | 51 | 25 | 76 | 848 |
| Assisted Living | 54 | Beds | 5 | 3 | 8 | 5 | 6 | 11 | 144 |
| Skilled Nursing | 50 | Beds | 5 | 4 | 9 | 4 | 8 | 12 | 137 |
| ***TOTAL*** | | | **20** | **61** | **81** | **60** | **39** | **99** | **1,129** |

[1] DU = Dwelling Units

EXHIBIT 4-1

# PROJECT TRIP DISTRIBUTION


**LEGEND:**

**10** = PERCENT TO/FROM PROJECT

N

## 4.3 MODAL SPLIT

Although the use of public transit, walking, and/or bicycling have the potential to reduce Project-related traffic, such reductions have not been taken into considerations in this traffic study in order to provide a conservative analysis of the Project's potential to result in significant traffic impacts.

## 4.4 PROJECT TRIP ASSIGNMENT

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, Project average daily traffic (ADT) and weekday AM and PM peak hour volumes are shown on Exhibit 4-2.

## 4.5 CONSTRUCTION TRAFFIC

Traffic operations during the proposed construction phase of the project may potentially result in traffic impacts related to construction employees, export of materials, import of construction materials, etc. It is anticipated that the following construction-related activities would generate traffic and may potentially result in construction-related traffic impacts:

- Employee trips
- Export of materials
- Import of construction materials
- Use of heavy equipment

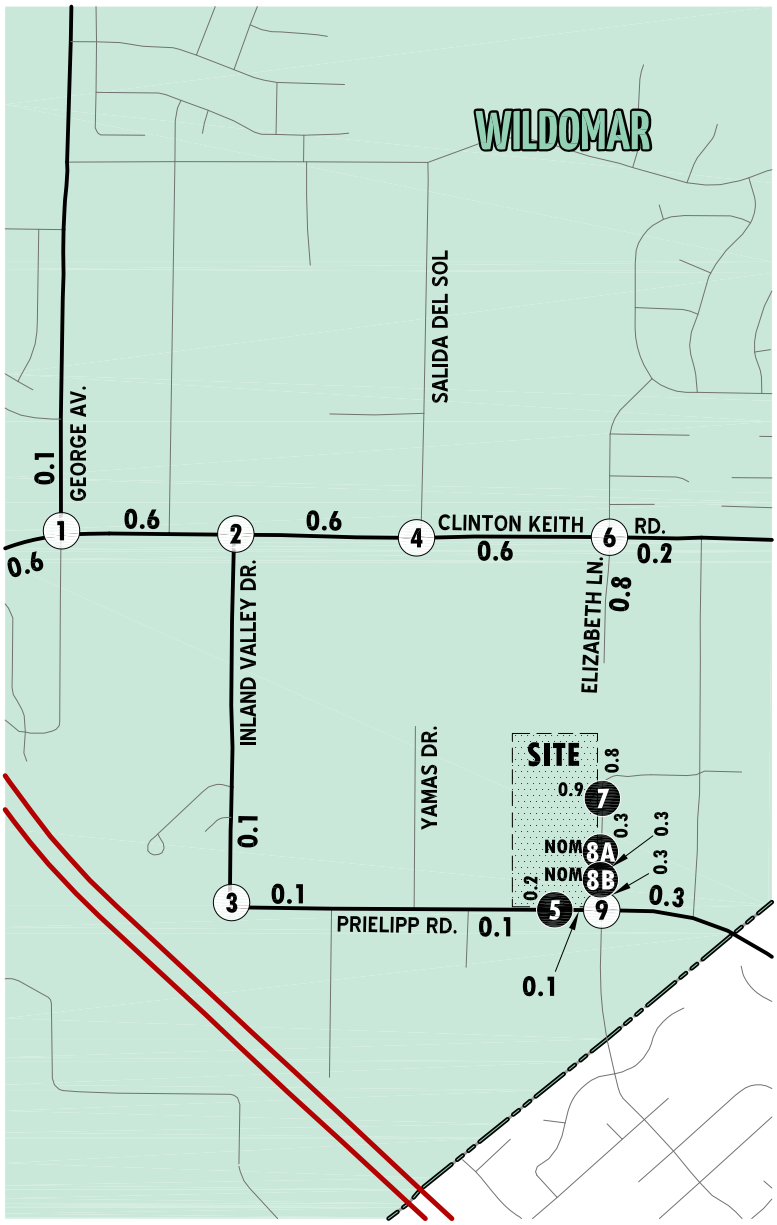
Each of the traffic generating activities listed above is discussed thoroughly in the subsequent sections. It has been assumed that construction activity will occur during the hours of 6:30 AM and 4:00 PM. More specifically, soil export hauling activities would generally occur between the hours of 9:00AM and 4:00 PM which would be outside the typical "commuter traffic" peak hours in the Project vicinity.

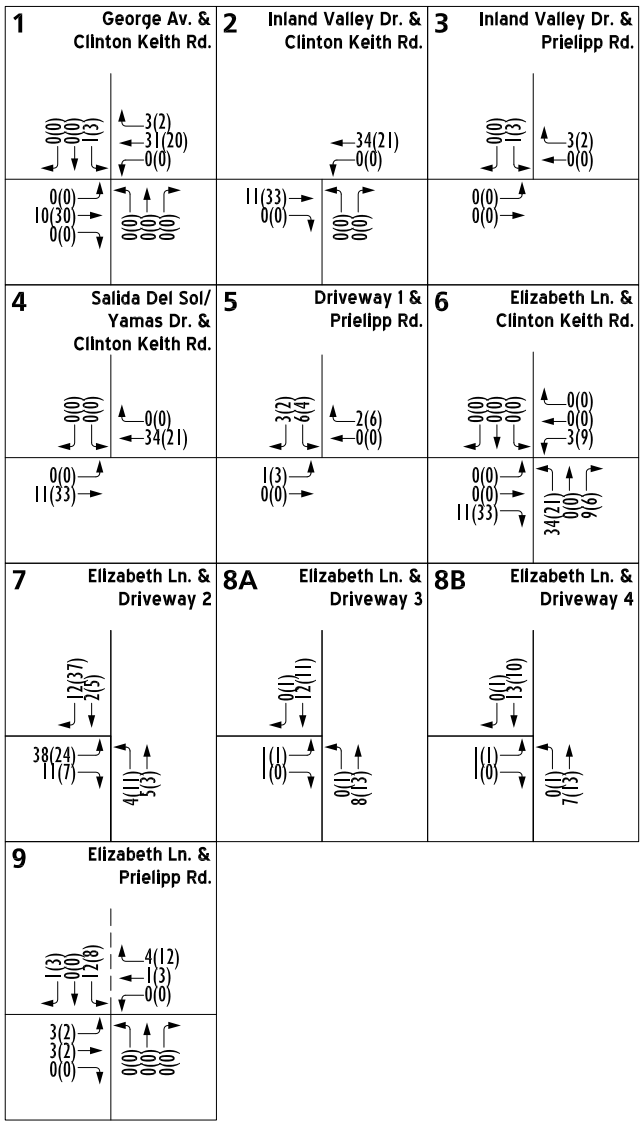
### 4.5.1 EMPLOYEE TRIPS

Employee trips are estimated based on the number of employees estimated to be on-site throughout the various stages of construction. Each employee is assumed to drive and from the construction site each day. It has been assumed that employees will arrive up to 30 minutes prior to the workday and will leave up to 30 minutes after the workday ends. Parking for employees and non-employee vehicles can be accommodated through the construction of a portion of the proposed parking lot for the project.

EXHIBIT 4-2

# PROJECT ONLY AVERAGE DAILY TRAFFIC (ADT) AND PEAK HOUR INTERSECTION VOLUMES




## LEGEND:

**10.0** = VEHICLES PER DAY (1000'S)

26(31) = AM(PM) PEAK HOUR VOLUMES

**NOM** = NOMINAL, LESS THAN 50 VEHICLES PER DAY

N

It is anticipated that the majority of employees would arrive and depart from the site adjacent to the peak commute traffic periods (i.e., weekday 7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM) with a period of overlap. Employee trips are based on the number of employees estimated to be on site during different points throughout the project. Each employee is assumed to drive to and from the site alone each day. The impacts of construction-related parking and employee traffic are considered less-than-significant.

### 4.5.2 EXPORT / IMPORT OF MATERIALS

Construction of the project will require the export of materials from the site and import of construction materials to the site. The exported materials will be transported via dump trucks. Each truck will generate one (1) inbound and one (1) outbound trip, accounting for a total of two (2) truck trips per load of material exported. Export/Import of materials is anticipated to consist of the export of soil from the site (approximately 34,497 cubic yards) and the importation of raw building materials, concrete, asphalt, etc.

In order to minimize the impact of construction truck traffic to the surrounding roadway network, it is recommended that trucks utilize the most direct route between the site and the I-15 Freeway via Clinton Keith Road.

It is recommended that the export of materials occur during off-peak hours in order to have a minimal traffic impact to the surrounding roadway network. Specifically, it is recommended that the hauling trips be limited during the AM and PM peak hours. A construction traffic management plan shall be implemented for the duration of the construction phase. If such measures are imposed, it can be assumed that truck traffic impacts associated with the export of materials could be considered less-than-significant (see Mitigation Measure 1.1).

### 4.5.3 HEAVY EQUIPMENT

Heavy equipment to be utilized on-site during construction include, but is not limited to: flat beds, dozers, scrapers, graders, track hoes, dump trucks, forklifts, cranes, cement trucks, pavers, rollers, water trucks, rolling container trucks and bobcats. Heavy equipment will be delivered and removed from the site throughout the construction phase. As most heavy equipment is typically not an authorized vehicle to be driven on a public roadway, most of the equipment will be delivered and removed from the site via large flatbed trucks. It is anticipated that delivery of heavy equipment would not occur on a daily basis, but rather periodically throughout the construction phase based on need.

The delivery and removal of heavy equipment is recommended to occur outside of the morning and evening peak hours in order to have nominal impacts to traffic and circulation near the vicinity of the Project. If this measure is applied, it is anticipated that traffic impacts associated with the delivery and removal of heavy equipment are less-than-significant.

## 4.6 BACKGROUND TRAFFIC

Future year traffic forecasts have been based upon four (4) years of background (ambient) growth at 2% per year for 2017 traffic conditions. The total ambient growth is 8.24% for 2017 traffic conditions (compounded growth of two percent per year over four years or $1.02^{4 \text{ years}}$). This ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth has been added to daily and peak hour traffic volumes on surrounding roadways, in addition to traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies.

According to information published by the Riverside County Information Technology GIS staff as input to the Southern California Association of Governments (SCAG) Regional Transportation Plan (2012), the population of Western Riverside County is projected to increase by 41% in the period between 2010 and 2035, a compounded rate of approximately 1.38% annually. During the same period, employment in Western Riverside County is expected to increase by 112% or 3.06% compounded annually.

Therefore, the use of an annual growth rate of 2.0 percent would appear to accurately approximate the anticipated regional growth in traffic volumes in the City of Wildomar, especially when considered along with the addition of project-related traffic and traffic generated by other known development projects. As such, the growth in traffic volumes assumed in this traffic impact analysis would tend to overstate as opposed to understate the potential impacts to traffic and circulation.

## 4.7 CUMULATIVE DEVELOPMENT TRAFFIC

CEQA guidelines require that other reasonably foreseeable development projects which are either approved or being processed concurrently in the study area also be included as part of a cumulative analysis scenario. A cumulative project list was developed for the purposes of this analysis through consultation with planning and engineering staff from the City of Wildomar. Exhibit 4-3 illustrates the cumulative development location map. A summary of cumulative development land uses are shown on Table 4-3.

## 4.8 TRAFFIC FORECASTS

To provide a comprehensive assessment of the potential project-related and cumulative traffic impacts, two types of analyses, “buildup” and “buildout”, were performed in support of this work effort. The “buildup” method was used to approximate traffic forecasts for both E+P and Opening Year (2017) traffic conditions. The E+P scenario is intended to identify the significant Project impacts associated with the proposed Project while the Opening Year (2017) scenario is intended to identify near-term cumulative impacts on both the existing and planned near-term circulation system. The E+P traffic conditions include existing

EXHIBIT 4-3

# CUMULATIVE DEVELOPMENT LOCATION MAP

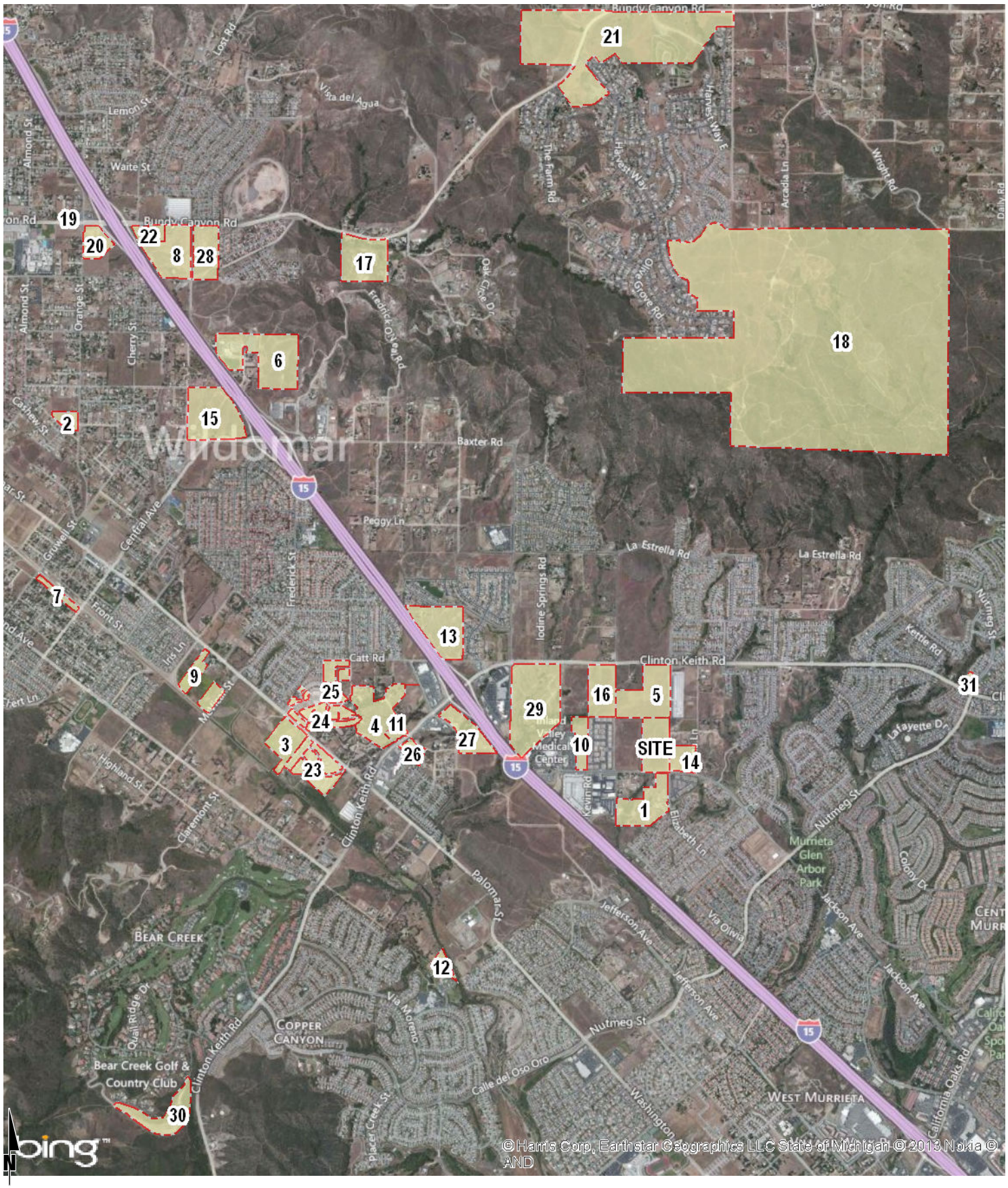


**Table 4-3**
(Page 1 of 2)

**List of Cumulative Developments**

| # | Project Name | Land Use[1] | Quantity | Units[2] |
|---|---|---|---|---|
| | **CITY OF WILDOMAR** | | | |
| 1 | Lennar Residential (TTM 36497, APN:380-280-004, 380-280-009 to 380-280-012) | SFDR | 67 | DU |
| 2 | Lesle Tract Map (TTM 36519, APN:367-170-029) | SFDR | 10 | DU |
| 3 | CV Communities (TTM 25122, TTM 32078, APN: 380-080-008,380-080-009, 380-140-001) | SFDR | 157 | DU |
| 4 | CV Communities (TTM 32535, APN:380-110-005, 380-110-006, 380-120-001, 380-120-002, 380-100-006, 380-100-005, 380-130-002, 380-130-018, 380-100-004) | SFDR | 84 | DU |
| 5 | Rancon Medical & Retail Center (PM 36492, APN:380-250-022)[3] | Business Park | 267.450 | TSF |
| | | General Office | 45.000 | TSF |
| | | Medical Office | 33.400 | TSF |
| | | Shopping Center | 17.100 | TSF |
| | | Fast Food Restaurant w/ Drive Thru | 3.000 | TSF |
| 6 | Cornerstone Church Pre-School Expansion (PUP No. 778)[4] | Pre-School/Day Care | 180 | STU |
| 7 | Elm Street Subdivision (TTM 33840, APN:376-043-027) | SFDR | 14 | DU |
| 8 | Wildomar Walmart | Free-Standing Discount Superstore | 200.000 | TSF |
| | | Specialty Retail | 3.900 | TSF |
| | | Fast Food w/Drive Thru | 3.900 | TSF |
| 9 | McVicar Residential Project (TTM 32035, APN:380-040-005, 380-040-007, 380-040-008, 380-040-012) | SFDR | 49 | DU |
| 10 | Inland Valley Medical (Case No. 08-0062, APN:380-250-001, 380-250-012,3 80-250-013, 380-250-013, 380-250-015, 380-250-017) | Medical Office | 39.000 | TSF |
| 11 | Auto Zone Retail Center (Case No. 10-0101, APN: 380-120-003, 380-120-004) | Automobile Parts Sale | 29.767 | TSF |
| 12 | Hoover Ranch Project (TTM 31895, APN:380-160-020) | SFDR | 51 | DU |
| 13 | Westpark Promenade Development (TPM 36122, APN:376-410-013, 376-410-023, 376-410-025) | Apartments | 322 | DU |
| | | Shopping Center | 86.000 | TSF |
| 14 | Sienna Apartment Project (Case No. 13-0089, APN:380-290-029) | Apartments | 180 | DU |
| 15 | Baxter Village (Case No. 130040, APN:367-180-015, 367-180-047) | SFDR | 67 | DU |
| | | Apartments | 204 | DU |
| | | Commercial Retail | 75.000 | TSF |
| 16 | Clinton Keith Mixed-Use Development (APN:380-250-003) | High Turnover Sit-Down Restaurant | 6.000 | TSF |
| | | Commercial Retail | 9.000 | TSF |
| | | Medical Office | 25.000 | TSF |
| | | Apartments | 192 | DU |
| 17 | Sehremelis PAR (TTM 29426, APN:367-250-007) | SFDR | 80 | DU |
| 18 | Spring Meadow Ranch PAR (Case No. 12-0399) | SFDR | 1,192 | DU |
| | | Community Center Area | 5.0 | AC |
| | | Open Space | 42.0 | AC |
| 19 | Subway (Case No. 10-0222, APN:366-390-026, 366-390-027) | Specialty Retail | 10.500 | TSF |
| 20 | Orange Bundy (TPM 30522, APN: 367-100-024, 367-100-026) | Retail | 79.497 | TSF |
| | | Fast Food w/Drive Thru | 1.500 | TSF |
| | | Gas Station w/ Market | 6 | VFP |
| 21 | Oak Creek Canyon (Case No. 11-0261, TTM 36388) | SFDR | 275 | DU |
| | | Pharmacy | 14.469 | TSF |
| | | Gas Station w/ Market/Car Wash | 8 | VFP |
| | | Specialty Retail | 2.550 | TSF |
| 22 | Bundy Canyon Plaza (Case No. 08-0179, TPM 32257, APN:367-100-019) | Retail | 33.800 | TSF |
| | | Fast Food w/Drive Thru | 6.200 | TSF |
| | | Gas Station w/ Market | 12 | VFP |
| 23 | Lennar Homes Andalusia I (Case No. 12-0015, TTM 30839, 30939) | SFDR | 55 | DU |
| 24 | Meritage Homes (Case No. 11-0099, TTM 31499) | SFDR | 74 | DU |

**Table 4-3**
(Page 2 of 2)

**List of Cumulative Developments**

| # | Project Name | Land Use[1] | Quantity | Units[2] |
|---|---|---|---|---|
| **CITY OF WILDOMAR** | | | | |
| 25 | Lennar Homes Andalusia 2 (Case No. 12-0401, TTM 31837, APN: 380-410-001 to 380-410-019, 380-411-001 to 380-411-025) | SFDR | 44 | DU |
| 26 | Stable Lanes Retail Center (Case No. 08-0166, APN:380-120-012, 380-120-013) | Commercial/Retail | 20.894 | TSF |
| | | Daycare Facility | 9.305 | TSF |
| 27 | Wildomar Square Retail Center (Case No. 08-0072, PM 36080, APN:380-110-045) | Shopping Center | 46.600 | TSF |
| 28 | Rancon Monte Vista Residential (TTM No. 31409, APN: 367-110-007, 367-110-008) | SFDR | 126 | DU |
| 29 | Oak Springs Ranch Specific Plan No. 340 | SFDR | 103 | DU |
| | | Apartments | 312 | DU |
| **CITY OF MURRIETA** | | | | |
| 30 | Bear Creek Residential Development (DP0-011-3032) | SFDR | 11 | DU |
| | | Residential Condominium / Townhouse | 90 | DU |
| 31 | Space Creations Office and Daycare Facility (DP0-004-220) | Office | 17.400 | TSF |
| | | Daycare | 15.350 | TSF |

[1] SFDR = Single Family Detached Residential

[2] AC = Acres; DU = Dwelling Units; TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions; STU = Students

[3] Source: Rancon Medical Education Center (Plot Plan 21603), Albert A. Webb Associates, April 2012.

[4] Source: Cornerstone Pre-School Expansion TIA (Revised), Urban Crossroads, Inc., September 2012.

traffic in addition to the traffic generated by the proposed Project. The Opening Year (2017) traffic conditions include background traffic, traffic generated by other cumulative development projects within the study area and the traffic generated by the proposed Project. The "buildout" approach is used to forecast the General Plan Buildout (Post-2035) without and with Project conditions of the study area.

## 4.9 NEAR-TERM (2017) CONDITIONS

The buildup approach combines existing traffic counts with a background ambient growth factor to forecast the near-term 2017 traffic conditions. An ambient growth factor of 8.24% accounts for background (area-wide) traffic increases that occur over time up to the year 2017 from the year 2013 (compounded two percent per year growth over a four year period). Traffic volumes generated by the Project are then added to assess the 2017 With Project traffic conditions. The 2017 roadway network is similar to the Existing (2013) conditions roadway network, with the exception of future driveways proposed to be developed by the Project and known cumulative developments.

The near-term traffic analysis includes the following traffic conditions, with the various traffic components:

- Opening Year (2017) Without Project
    - Existing 2013 counts
    - Ambient growth traffic (8.24%)
    - Cumulative Development Project traffic

- Opening Year (2017) With Project
    - Existing 2013 counts
    - Ambient growth traffic (8.24%)
    - Cumulative Development Project traffic
    - Project traffic

## 4.10 GENERAL PLAN BUILDOUT (POST-2035) CONDITIONS

Traffic projections for City of Wildomar General Plan Buildout (Post-2035) Without Project conditions were derived from a version of the Riverside County Traffic Analysis Model (RivTAM) modified to represent General Plan Buildout conditions for the City of Wildomar using accepted procedures for model forecast refinement and smoothing.

The General Plan Buildout (Post-2035) without and with Project traffic conditions analyses will be utilized to determine if improvements funded through regional transportation mitigation fee programs, such as the Transportation Uniform Mitigation Fee (TUMF), Southwest RBBD fee, City Development Impact Fee (DIF) programs, or other approved funding mechanism can accommodate the long-range cumulative traffic at the target LOS identified in the City of Wildomar General Plan. If the "funded"

improvements can provide the target LOS, then the Project's payment into TUMF, Southwest RBBD, and DIF will be considered as cumulative mitigation through the conditions of approval. Other improvements needed beyond the "funded" improvements (such as localized improvements to non-TUMF, RBBD or DIF facilities) are identified as such.

Post-processing worksheets for General Plan Buildout (Post-2035) with Project traffic conditions are provided in Appendix "4.1".

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# 5.0 EXISTING PLUS PROJECT TRAFFIC ANALYSIS

This section discusses the traffic forecasts for Existing plus Project (E+P) conditions and the resulting intersection and traffic signal warrant analysis.

## 5.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for E+P conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- At project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for E+P conditions only (e.g., intersection turn lane improvements at the Project driveways).

## 5.2 EXISTING PLUS PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes Existing (2013) traffic volumes plus Project traffic. Exhibit 5-1 shows the ADT volumes which can be expected for E+P traffic conditions. E+P weekday AM and weekday PM peak hour intersection turning movement volumes are also shown on Exhibit 5-1.

## 5.3 EXISTING PLUS PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS

E+P peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2.0 *Methodologies* of this TIA. The intersection analysis results are summarized in Table 5-1, which indicates that the following study area intersections are anticipated experience unacceptable LOS (i.e., LOS "D" or "E" or worse) during one or more peak hours:

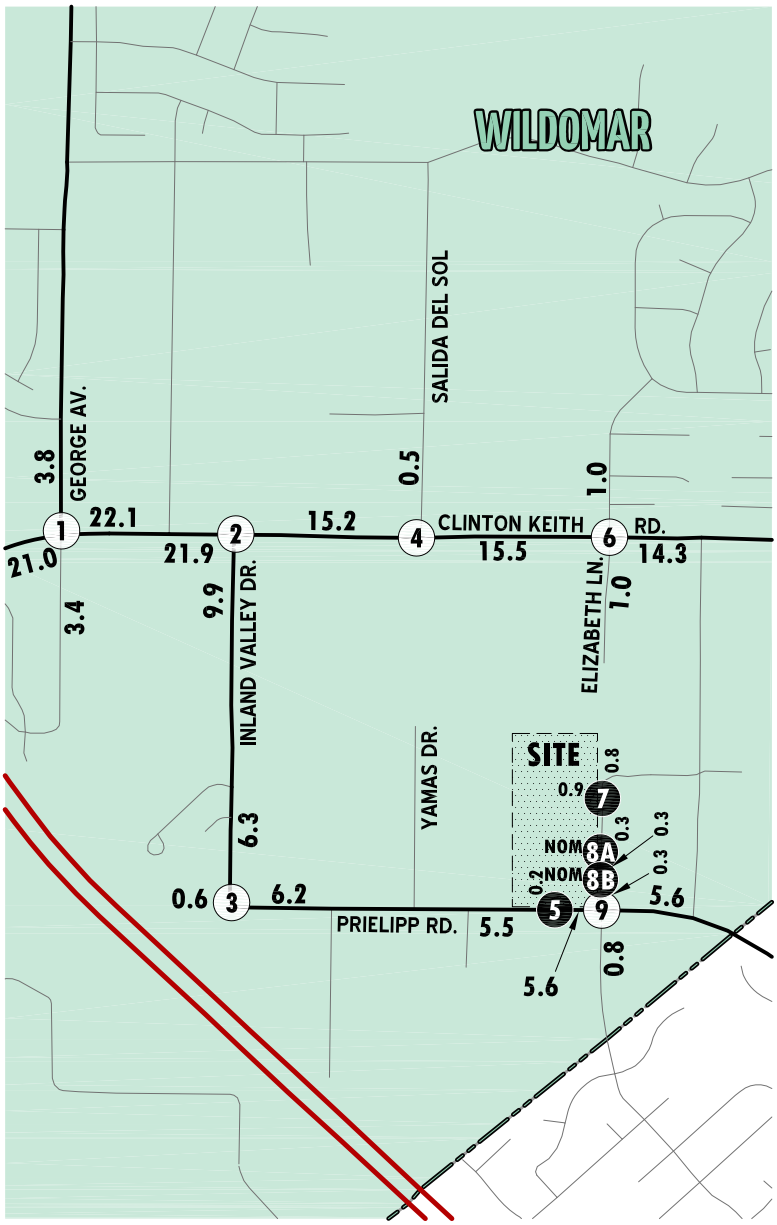
| ID | Intersection Location |
|---|---|
| 4 | Salida Del Sol/Yamas Drive / Clinton Keith Road – LOS "D" PM peak hour only |
| 6 | Elizabeth Lane / Clinton Keith Road –LOS "D" AM peak hour and LOS "E" PM peak hour |

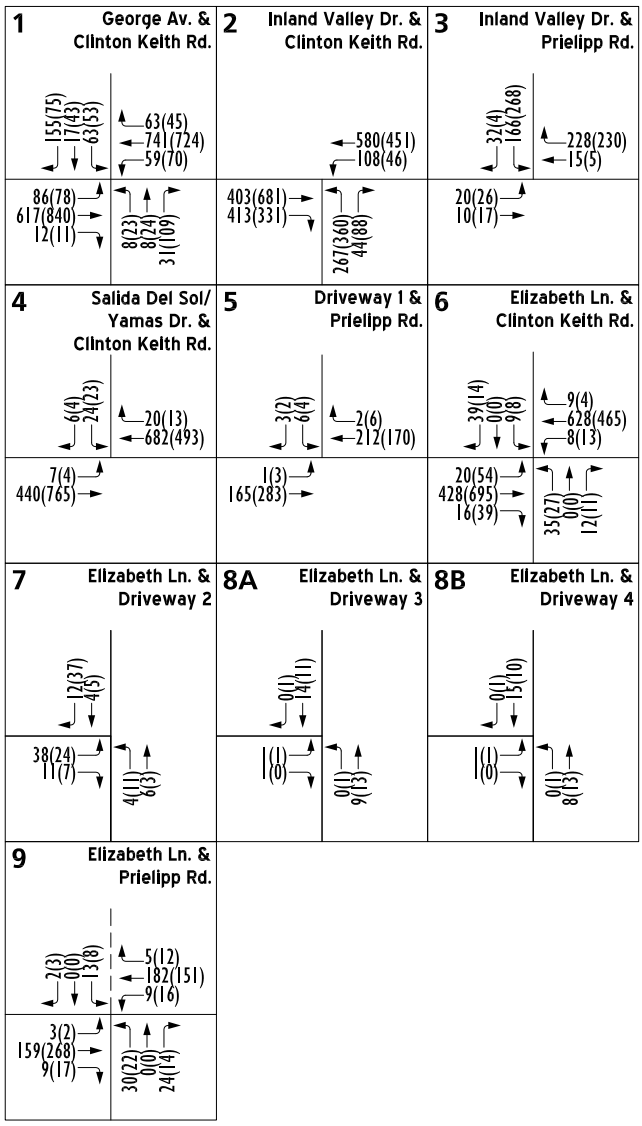
Exhibit 5-2 summarizes the weekday AM and weekday PM peak hour study area intersection LOS under E+P traffic conditions, consistent with the summary provided in Table 5-1. The intersection operations analysis worksheets are included in Appendix "5.1" of this TIA.

As shown on Table 5-1, the addition of Project traffic results in a delay increases of less than 5.0 seconds in each deficient peak hour, resulting in a "less-than-significant" project-related impact.

EXHIBIT 5-1

# EXISTING PLUS PROJECT CONDITIONS AVERAGE DAILY TRAFFIC (ADT) AND PEAK HOUR INTERSECTION VOLUMES




## LEGEND:

**10.0** = VEHICLES PER DAY (1000'S)

26(31) = AM(PM) PEAK HOUR VOLUMES

**NOM** = NOMINAL, LESS THAN 50 VEHICLES PER DAY

N

**Table 5-1**

**Intersection Analysis for Existing plus Project Conditions**

| # | Intersection | Traffic Control[3] | Intersection Approach Lanes[1] | | | | | | | | | | | | Existing (2013) | | | | Existing plus Project | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | Delay[2] (secs.) | | Level of Service | | Delay[2] (secs.) | | Level of Service | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R | AM | PM | AM | PM | AM | PM | AM | PM |
| 1 | George Ave / Clinton Keith Rd | TS | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | d | 31.3 | 31.5 | C | C | 32.5 | 32.8 | C | C |
| 2 | Inland Valley Dr / Clinton Keith Rd | TS | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 19.9 | 22.0 | B | C | 20.0 | 22.4 | B | C |
| 3 | Inland Valley Dr / Prielipp Rd | AWS | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 9.3 | 11.8 | A | B | 9.3 | 11.9 | A | B |
| 4 | Salida Del Sol / Clinton Keith Rd | CSS | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 21.4 | **25.1** | C | **D** | 22.7 | **26.5** | C | **D** |
| 5 | Driveway 1 / Prielipp Rd | **CSS** | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 1 | 0 | 0 | 1 | 0 | -- | -- | -- | -- | 10.6 | 11.0 | B | B |
| 6 | Elizabeth Ln / Clinton Keith Rd | CSS | 0 | 1 | 0 | 0 | 1 | d | 1 | 1 | 0 | 1 | 1 | d | **28.0** | **36.4** | **D** | **E** | **32.9** | **39.8** | **D** | **E** |
| 7 | Elizabeth Ln / Driveway 2 | **CSS** | 0 | **1** | 0 | 0 | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | -- | -- | -- | -- | 8.8 | 8.8 | A | A |
| 8A | Elizabeth Ln / Driveway 3 | **CSS** | 0 | **1** | 0 | 0 | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | -- | -- | -- | -- | 8.5 | 8.6 | A | A |
| 8B | Elizabeth Ln / Driveway 4 | **CSS** | 0 | **1** | 0 | 0 | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | -- | -- | -- | -- | 8.5 | 8.6 | A | A |
| 9 | Elizabeth Ln / Prielipp Road | CSS | 0 | 1 | d | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 11.8 | 12.0 | B | B | 11.9 | 11.9 | B | B |

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; **1**= Improvement

A through lane shown opposite of a non-existent intersection leg denotes a shared left-right turn lane rather than an actual through lane.

[2] Delay and level of service calculated using the following analysis software:
Traffix (Version 8.0 R1, 2008) for signalized and unsignalized intersections. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] AWS = All-Way Stop; CSS = Cross Street Stop; TS = Traffic Signal

**BOLD** = Unsatisfactory level of service
**BOLD** = Significant Impact as defined by City of Wildomar standards.

EXHIBIT 5-2

# SUMMARY OF PEAK HOUR INTERSECTION LOS FOR EXISTING PLUS PROJECT CONDITIONS


## LEGEND:

- = AM PEAK HOUR ACCEPTABLE LOS
- = AM PEAK HOUR DEFICIENT LOS
- = PM PEAK HOUR ACCEPTABLE LOS
- = PM PEAK HOUR DEFICIENT LOS

N

## 5.4 EXISTING PLUS PROJECT CONDITIONS TRAFFIC SIGNAL WARRANTS ANALYSIS

Traffic signal warrants for E+P traffic conditions are based on E+P ADT volumes. For E+P conditions, no additional study area intersections appears to warrant a traffic signal in addition to those identified under Existing (2013) conditions (see Appendix "5.2").

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# 6.0 OPENING YEAR (2017) TRAFFIC ANALYSIS

This section discusses the methods used to develop Opening Year (2017) traffic forecasts for without and with Project conditions, and the resulting intersection operations and traffic signal warrant analysis.

## 6.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for Opening Year (2017) conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- At project driveways and those facilities assumed to be constructed by the Project or cumulative developments to provide site access are also assumed to be in place for Opening Year (2017) conditions (e.g., intersection turn lane improvements at Project and cumulative development driveways).

## 6.2 OPENING YEAR (2017) WITHOUT PROJECT CONDITIONS TRAFFIC VOLUME FORECASTS

This scenario includes Existing (2013) traffic volumes plus an ambient growth factor of 8.24% plus traffic from pending and approved but not yet constructed known development projects in the area. The weekday ADT, AM and PM peak hour volumes which can be expected for Opening Year (2017) without Project traffic conditions are shown on Exhibit 6-1.

## 6.3 OPENING YEAR (2017) WITH PROJECT CONDITIONS TRAFFIC VOLUME FORECASTS

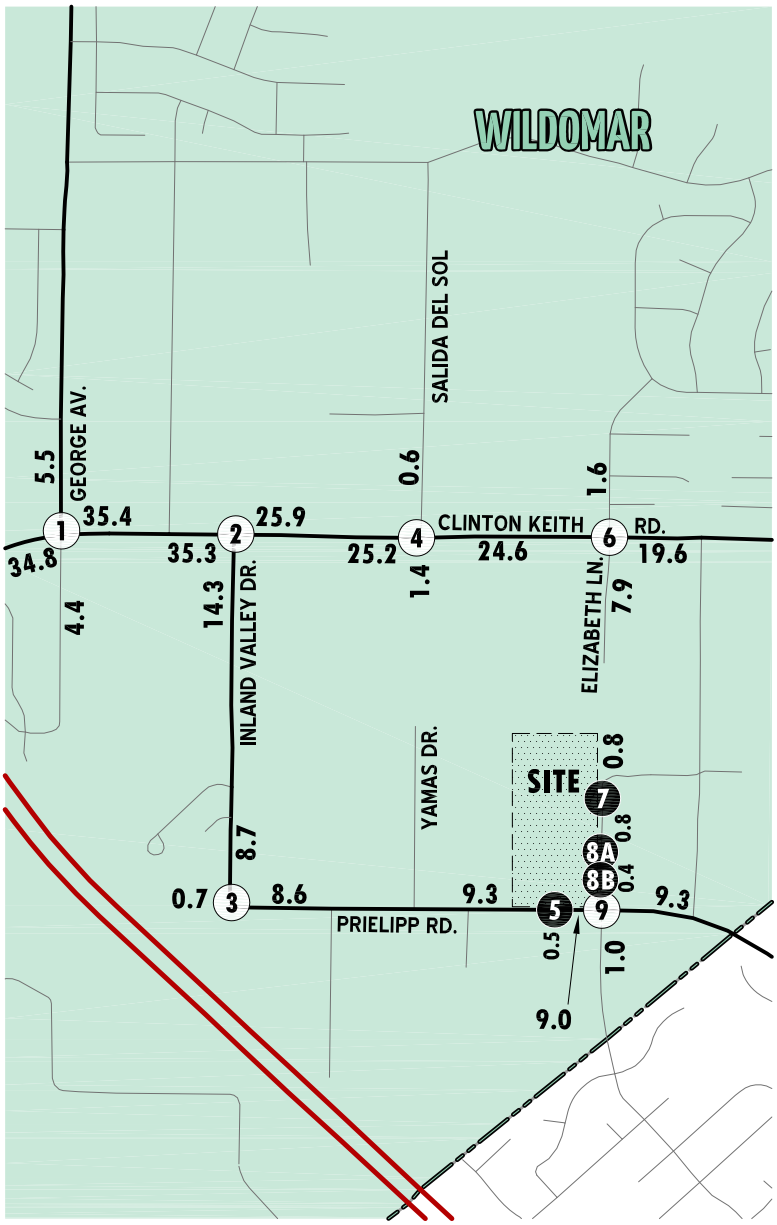
This scenario includes Existing (2013) traffic volumes, an ambient growth factor of 8.24%, traffic from pending and approved but not yet constructed known development projects in the area and the addition of Project traffic. The weekday ADT, AM and PM peak hour volumes which can be expected for Opening Year (2017) with Project traffic conditions are shown on Exhibit 6-2.

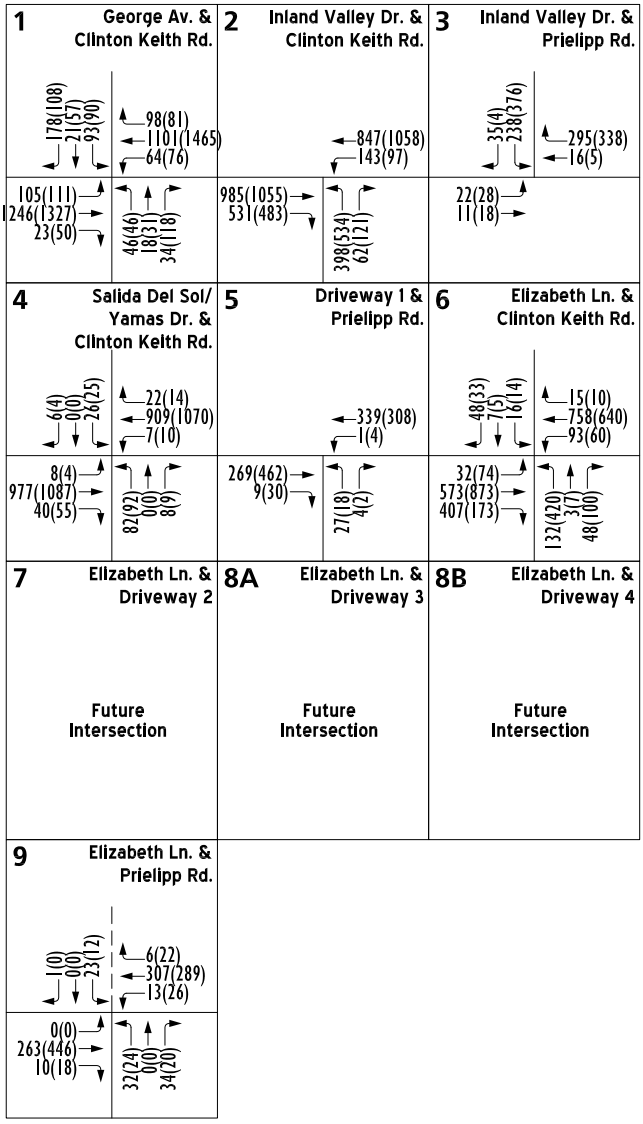
## 6.4 OPENING YEAR (2017) CONDITIONS INTERSECTION OPERATIONS ANALYSIS

Level of service calculations were conducted for the study intersections to evaluate their operations under Opening Year (2017) conditions with existing roadway and intersection geometrics consistent with Exhibit 3-1. The intersection analysis results are summarized in Table 6-1, which indicates that the following intersections are anticipated to experience unacceptable LOS (i.e., LOS "D" or "E" or worse) during one or more peak hours for Opening Year (2017) without Project traffic conditions in addition to those previously identified under Existing (2013) traffic conditions:

EXHIBIT 6-1

# OPENING YEAR (2017) WITHOUT PROJECT CONDITIONS AVERAGE DAILY TRAFFIC (ADT) AND PEAK HOUR INTERSECTION VOLUMES




## LEGEND:

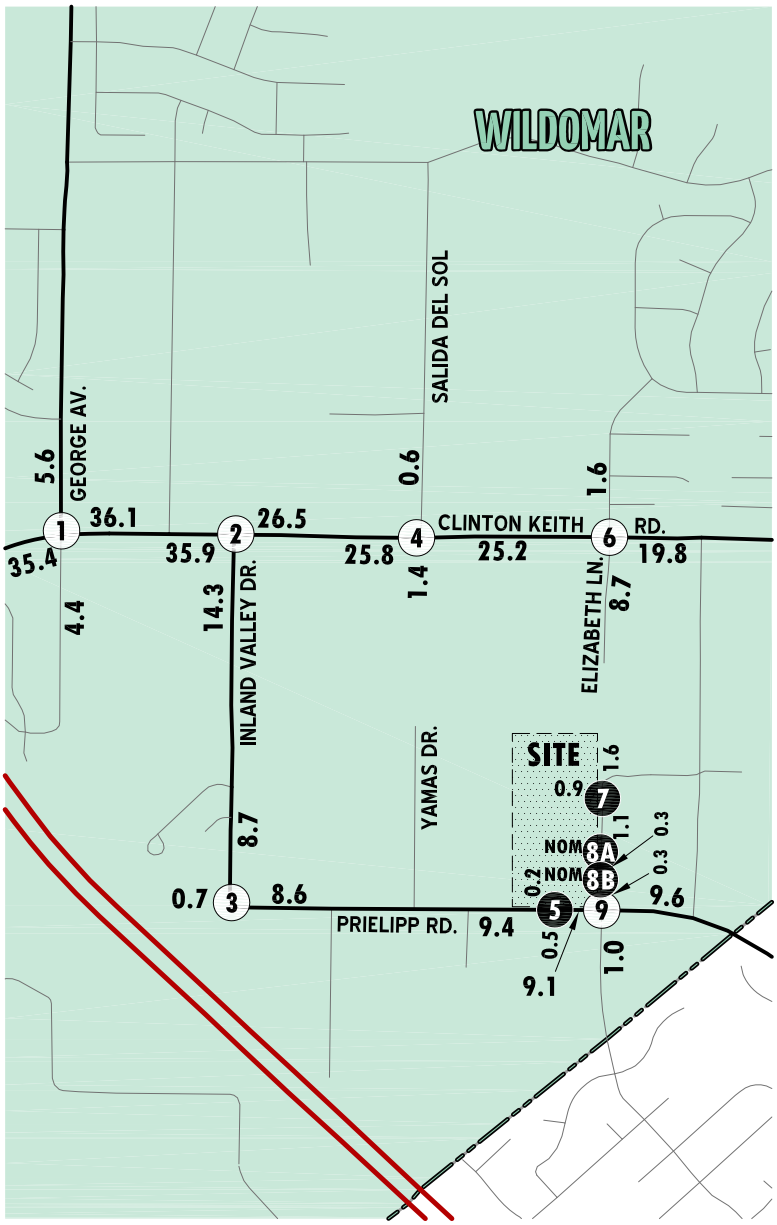
**10.0** = VEHICLES PER DAY (1000'S)

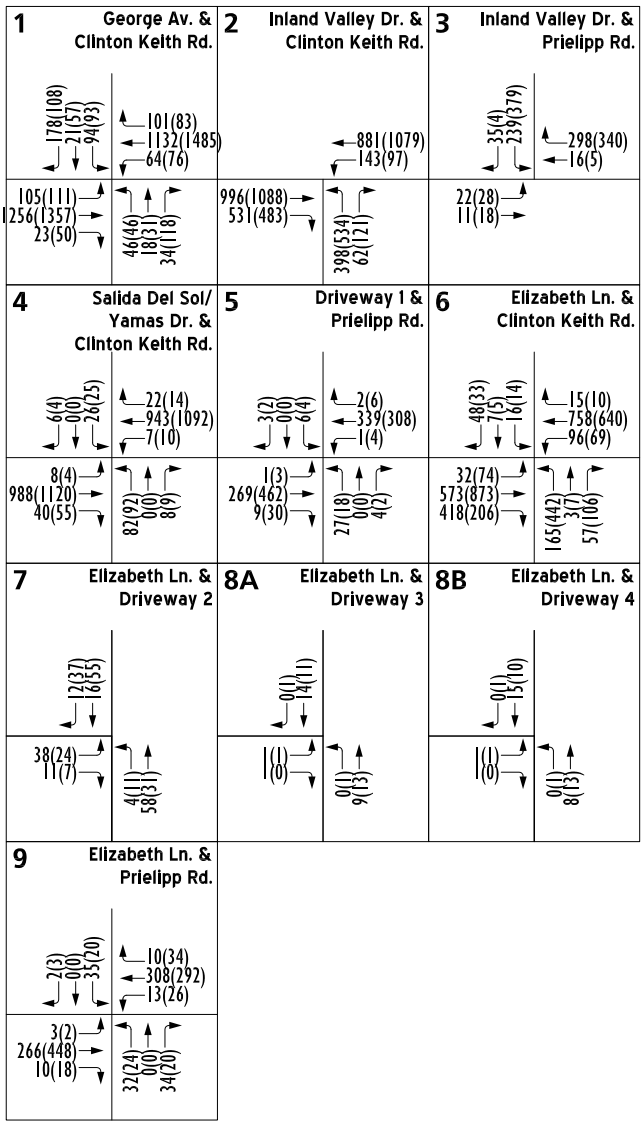
26(31) = AM(PM) PEAK HOUR VOLUMES

N

EXHIBIT 6-2

# OPENING YEAR (2017) WITH PROJECT CONDITIONS AVERAGE DAILY TRAFFIC (ADT) AND PEAK HOUR INTERSECTION VOLUMES




## LEGEND:

**10.0** = VEHICLES PER DAY (1000'S)

26(31) = AM(PM) PEAK HOUR VOLUMES

**NOM** = NOMINAL, LESS THAN 50 VEHICLES PER DAY

N

**Table 6-1**

**Intersection Analysis for Opening Year (2017) Conditions**

| # | Intersection | Traffic Control[3] | Intersection Approach Lanes[1] | | | | | | | | | | | | Without Project | | | | With Project | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | Delay[2] (secs.) | | Level of Service | | Delay[2] (secs.) | | Level of Service | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R | AM | PM | AM | PM | AM | PM | AM | PM |
| 1 | George Ave / Clinton Keith Rd | TS | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | d | **163.8** | **192.7** | **F** | **F** | **171.7** | **201.8** | **F** | **F** |
| 2 | Inland Valley Dr / Clinton Keith Rd | TS | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 43.3 | **59.9** | D | **F*** | **44.2** | **64.1** | **F*** | **F*** |
| 3 | Inland Valley Dr / Prielipp Rd | AWS | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 11.0 | 19.4 | B | C | 11.1 | 19.7 | B | C |
| 4 | Salida Del Sol / Clinton Keith Rd | CSS | 0 | **1** | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | **656.9** | **1444.6** | **F** | **F** | **738.4** | **1627.6** | **F** | **F** |
| 5 | Driveway 1 / Prielipp Rd | **CSS** | 0 | **1** | 0 | 0 | **1** | 0 | 0 | 1 | 0 | 0 | 1 | 0 | -- | -- | -- | -- | 15.0 | 18.7 | B | C |
| 6 | Elizabeth Ln / Clinton Keith Rd | CSS | 0 | 1 | 0 | 0 | 1 | d | 1 | 1 | 0 | 1 | 1 | d | **1704.3** | **5805.5** | **F** | **F** | **2262.4** | **6678.1** | **F** | **F** |
| 7 | Elizabeth Ln / Driveway 2 | **CSS** | 0 | **1** | 0 | 0 | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | -- | -- | -- | -- | 9.1 | 9.2 | A | A |
| 8A | Elizabeth Ln / Driveway 3 | **CSS** | 0 | **1** | 0 | 0 | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | -- | -- | -- | -- | 8.5 | 8.6 | A | A |
| 8B | Elizabeth Ln / Driveway 4 | **CSS** | 0 | **1** | 0 | 0 | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | -- | -- | -- | -- | 8.5 | 8.6 | A | A |
| 9 | Elizabeth Ln / Prielipp Road | CSS | 0 | 1 | d | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 16.0 | 19.7 | C | C | 16.7 | 20.2 | C | C |

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; **1**= Improvement

A through lane shown opposite of a non-existent intersection leg denotes a shared left-right turn lane rather than an actual through lane.

[2] Delay and level of service calculated using the following analysis software:
Traffix (Version 8.0 R1, 2008) for signalized and unsignalized intersections. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] AWS = All-Way Stop; CSS = Cross Street Stop; TS = Traffic Signal

[4] V/C is greater than 1.00; Level of Service "F".

**BOLD** = Unsatisfactory level of service
**BOLD** = The increase in delay from the Project is more than 5.0 seconds. Therefore the impact is significant as defined by City of Wildomar standards.

| ID | Intersection Location |
|---|---|
| 1 | George Avenue / Clinton Keith Road – LOS "F" AM and PM peak hours |
| 2 | Inland Valley Drive / Clinton Keith Road – LOS "F" PM peak hour only |
| 4 | Salida Del Sol/Yamas Drive / Clinton Keith Road – LOS "F" AM and PM peak hours |

Exhibit 6-3 summarizes the weekday AM and weekday PM peak hour study area intersection LOS under Opening Year (2017) without Project traffic conditions, consistent with the summary provided in Table 6-1.

The intersection operations analysis worksheets for Opening Year (2017) without Project conditions are included in Appendix "6.1" of this TIA.

As shown on Table 6-1, the addition of Project traffic is not anticipated to result in any additional deficient intersections in addition to those identified for Opening Year (2017) without Project traffic conditions. Exhibit 6-4 summarizes the weekday AM and weekday PM peak hour study area intersection LOS under Opening Year (2017) with Project traffic conditions, consistent with the summary provided in Table 6-1.

The intersection operations analysis worksheets for Opening Year (2017) with Project conditions are included in Appendix "6.2" of this TIA.

Measures to address near-term cumulative impacts for Opening Year (2017) traffic conditions are discussed in Section 6.6 *Near-Term Cumulative Impacts and Recommended Improvements*.

## 6.5 OPENING YEAR (2017) CONDITIONS TRAFFIC SIGNAL WARRANTS ANALYSIS

Traffic signal warrant analysis has been performed for Opening Year (2017) without Project conditions. The following intersections appear to warrant a traffic signal (see Appendix "6.3"):

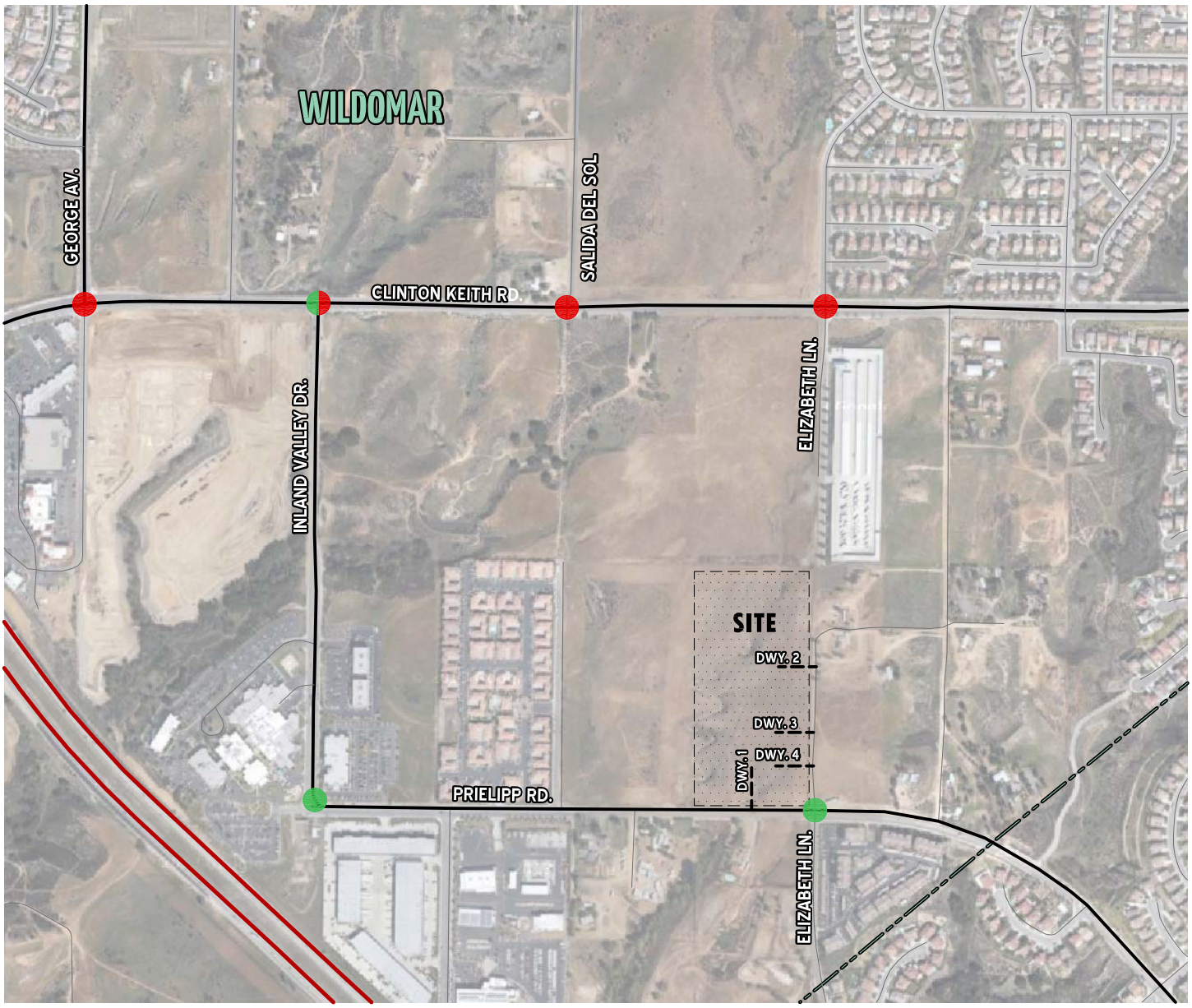
| ID | Intersection Location | Jurisdiction |
|---|---|---|
| 4 | Salida Del Sol/Yamas Drive / Clinton Keith Road | Wildomar |
| 6 | Elizabeth Lane / Clinton Keith Road | Wildomar |

Traffic signal warrant analysis has been performed for Opening Year (2017) with Project conditions. No additional intersections appear to warrant a traffic signal based on the future ADT traffic volumes in addition to those previously warranted under Opening Year (2017) without Project traffic conditions (see Appendix "6.4").

As noted previously, a signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be

EXHIBIT 6-3

# SUMMARY OF PEAK HOUR INTERSECTION LOS FOR OPENING YEAR (2017) WITHOUT PROJECT CONDITIONS




## LEGEND:

- = AM PEAK HOUR ACCEPTABLE LOS
- = AM PEAK HOUR DEFICIENT LOS
- = PM PEAK HOUR ACCEPTABLE LOS
- = PM PEAK HOUR DEFICIENT LOS

N

EXHIBIT 6-4

# SUMMARY OF PEAK HOUR INTERSECTION LOS FOR OPENING YEAR (2017) WITH PROJECT CONDITIONS


## LEGEND:

- = AM PEAK HOUR ACCEPTABLE LOS
- = AM PEAK HOUR DEFICIENT LOS
- = PM PEAK HOUR ACCEPTABLE LOS
- = PM PEAK HOUR DEFICIENT LOS

N

evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with level of service.

## 6.6 NEAR-TERM CUMULATIVE IMPACTS AND RECOMMENDED IMPROVEMENTS

Improvement strategies have been recommended at intersections that have been identified as cumulatively impacted in an effort to reduce each location's peak hour delay and improve the associated LOS grade to LOS "D" or better. The effectiveness of the recommended improvement strategies discussed below to address Opening Year (2017) cumulative traffic impacts are presented in Table 6-2.

The following improvements are recommended to reduce Opening Year (2017) cumulative impacts to "less-than-significant":

***Recommended Improvement – George Avenue / Clinton Keith Road (#1)***

- Restripe the eastbound right turn lane as a shared through-right turn lane
- Construct a westbound shared through-right turn lane

***Recommended Improvement – Inland Valley Drive / Clinton Keith Road (#2)***

- Construct an eastbound through lane
- Construct a westbound through lane

***Recommended Improvement – Salida Del Sol/Yamas Drive / Clinton Keith Road (#4)***

- Install a traffic signal
- Construct a northbound left turn lane
- Construct a northbound shared through-right turn lane
- Construct a southbound left turn lane
- Construct an eastbound shared through-right turn lane
- Construct a westbound left turn lane

***Recommended Improvement – Elizabeth Lane / Clinton Keith Road (#6)***

- Install a traffic signal
- Construct a northbound left turn lane
- Restripe the southbound approach to provide one left turn lane and one shared through-right turn lane
- Construct an eastbound shared through-right turn lane
- Construct a westbound shared through-right turn lane

**Table 6-2**

**Intersection Analysis for Opening Year (2017) with Project Conditions, with Improvements**

| # | Intersection | Traffic Control[3] | Intersection Approach Lanes[1] | | | | | | | | | | | | Delay[2] (secs.) | | Level of Service | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R | AM | PM | AM | PM |
| 1 | George Ave / Clinton Keith Rd | | | | | | | | | | | | | | | | | |
| | - without Improvements | TS | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | d | **171.7** | **201.8** | **F** | **F** |
| | - with Improvements | TS | 1 | 1 | 0 | 1 | 1 | 1 | 1 | **2** | **0** | 1 | **2** | **0** | 29.2 | 31.0 | C | C |
| 2 | Inland Valley Dr / Clinton Keith Rd | | | | | | | | | | | | | | | | | |
| | - without Improvements | TS | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | **44.2** | **64.1** | **F*** | **F*** |
| | - with Improvements | TS | 1 | 0 | 1 | 0 | 0 | 0 | 0 | **2** | 1 | 1 | **2** | 0 | 23.0 | 26.3 | C | C |
| 4 | Salida Del Sol / Clinton Keith Rd | | | | | | | | | | | | | | | | | |
| | - without Improvements | CSS | 0 | **1** | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | **738.4** | **1627.6** | **F** | **F** |
| | - with Improvements | **TS** | **1** | 1 | 0 | **1** | 1 | 0 | 1 | **2** | 0 | **1** | 1 | 0 | 23.4 | 32.9 | C | C |
| 6 | Elizabeth Ln / Clinton Keith Rd | | | | | | | | | | | | | | | | | |
| | - without Improvements | CSS | 0 | 1 | 0 | 0 | 1 | d | 1 | 1 | 0 | 1 | 1 | d | **>50.0** | **>50.0** | **F** | **F** |
| | - with Improvements | **TS** | **1** | 1 | 0 | **1** | 1 | **0** | 1 | **2** | 0 | 1 | **2** | **0** | 21.7 | 31.5 | C | C |

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; **1**= Improvement

A through lane shown opposite of a non-existent intersection leg denotes a shared left-right turn lane rather than an actual through lane.

[2] Delay and level of service calculated using the following analysis software:
Traffix (Version 8.0 R1, 2008) for signalized and unsignalized intersections. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] CSS = Cross Street Stop; TS = Traffic Signal

[4] V/C is greater than 1.00; Level of Service "F".

**BOLD** = Unsatisfactory level of service

The applicant shall participate in the funding of off-site improvements, including traffic signals that are needed to serve cumulative traffic conditions through the payment of Western Riverside County Transportation Uniform Mitigation Fees (TUMF), Southwest Roads and Bridge Benefit District (RBBD) fees, City of Wildomar Development Impact Fees (DIF) or a fair share contribution as directed by the City. These fees are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected population increases. Each of the improvements discussed above have been identified as being included as part of TUMF funding program, City DIF funding program or fair share contribution in Section 9.0 *Local and Regional Funding Mechanisms* of this TIA.

Worksheets for Opening Year (2017) with Project conditions, with improvements, HCM calculations are provided in Appendix "6.10".

# 7.0 GENERAL PLAN BUILDOUT (POST-2035) TRAFFIC ANALYSIS

This section discusses the methods used to develop General Plan Buildout (Post-2035) traffic forecasts for without and with Project conditions and the resulting intersection operations and traffic signal warrant analysis.

## 7.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for City of Wildomar General Plan Buildout (Post-2035) conditions is consistent with those shown previously on Exhibit 3-1 with the exception of the following:

- General Plan Buildout (Post-2035) traffic conditions assumes construction of roadways in the City of Wildomar General Plan Circulation Element such as the Inland Valley Drive overpass at the I-15 Freeway south of Prielipp Road and the Inland Valley Drive extension north of Clinton Keith Road.
- Funded roadway improvements listed in the Western Riverside Council of Governments' (WRCOG) 5-year Transportation Improvement Plan (TIP) such as the Clinton Keith Road widening from 2 to 4 lanes from the I-15 Freeway to Copper Craft Drive.
- Improvements at study area intersections identified in the City of Wildomar 2012 Impact Free Study.
- At project driveways and those facilities assumed to be constructed by the Project or cumulative developments to provide site access are also assumed to be in place for General Plan Buildout (Post-2035) conditions (e.g., intersection turn lane improvements at Project and cumulative development driveways).

## 7.2 GENERAL PLAN BUILDOUT (POST-2035) WITHOUT PROJECT TRAFFIC VOLUME FORECASTS

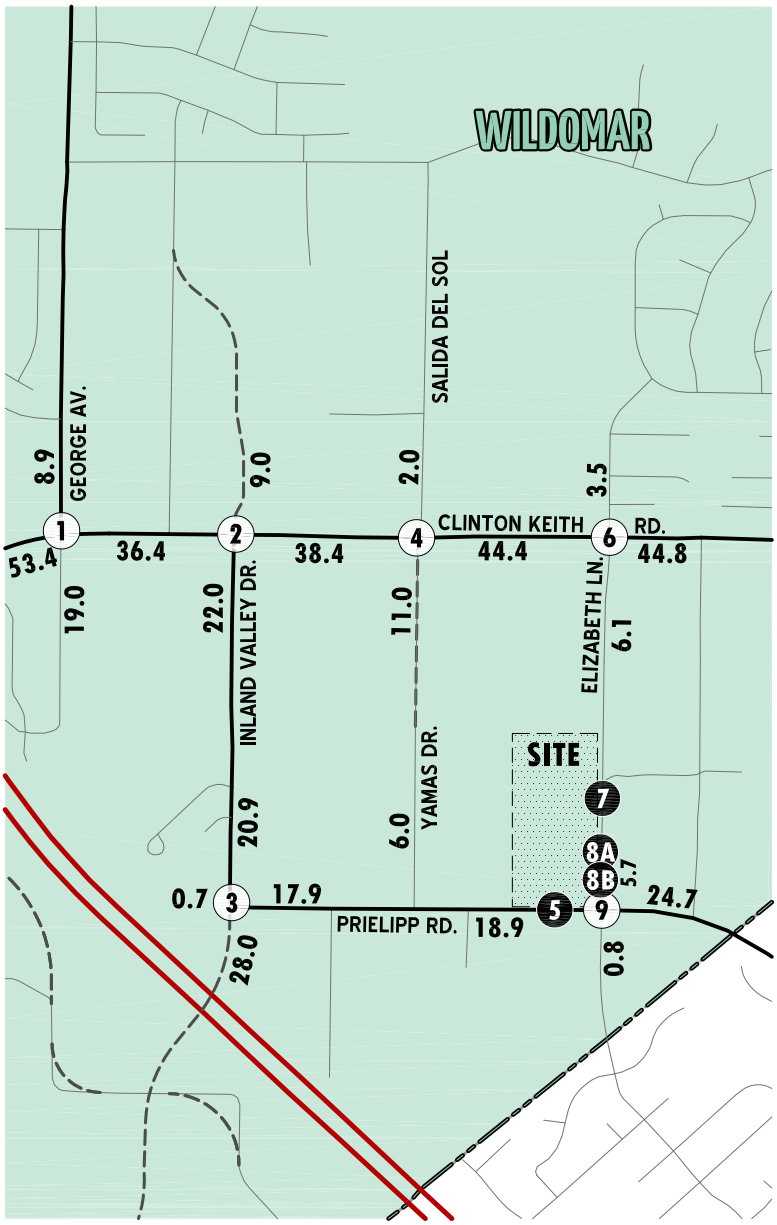
This scenario includes the refined post-processed volumes obtained from the focused version of RivTAM modified to represent the City of Wildomar's General Plan Buildout conditions, less proposed Project volumes. The weekday ADT, AM and PM peak hour volumes which can be expected for General Plan Buildout (Post-2035) without Project traffic conditions are shown on Exhibit 7-1.

## 7.3 GENERAL PLAN BUILDOUT (POST-2035) WITH PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes the refined post-processed volumes obtained from the focused version of RivTAM modified to represent the City of Wildomar's General Plan Buildout conditions. The weekday ADT, AM

EXHIBIT 7-1

# GENERAL PLAN BUILDOUT (POST-2035) WITHOUT PROJECT AVERAGE DAILY TRAFFIC (ADT) AND PEAK HOUR INTERSECTION VOLUMES




**1 George Av. & Clinton Keith Rd.**

| | | |
|---|---|---|
| 470(210) | | 66(22) |
| 57(90) | | 1199(1754) |
| 47(99) | | 112(131) |
| 481(287) | 94(336) | |
| 1302(1466) | 62(78) | |
| 111(229) | 93(105) | |

**2 Inland Valley Dr. & Clinton Keith Rd.**

| | | |
|---|---|---|
| 64(102) | | 62(103) |
| 190(241) | | 1116(1295) |
| 45(108) | | 378(345) |
| 73(94) | 256(462) | |
| 934(1233) | 125(324) | |
| 442(314) | 180(487) | |

**3 Inland Valley Dr. & Prielipp Rd.**

| | | |
|---|---|---|
| 32(4) | | 225(228) |
| 420(686) | | 15(5) |
| 199(265) | | 380(574) |
| 20(26) | 0(0) | |
| 10(17) | 400(760) | |
| 0(0) | 380(700) | |

**4 Salida Del Sol/ Yamas Dr. & Clinton Keith Rd.**

| | | |
|---|---|---|
| 22(60) | | 59(80) |
| 51(58) | | 1177(1428) |
| 74(69) | | 370(126) |
| 28(98) | 117(156) | |
| 991(1560) | 52(62) | |
| 159(81) | 192(154) | |

**5 Driveway 1 & Prielipp Rd.**

| | | |
|---|---|---|
| | | 966(659) |
| | | 1(4) |
| 374(1309) | 27(18) | |
| 9(30) | 4(2) | |

**6 Elizabeth Ln. & Clinton Keith Rd.**

| | | |
|---|---|---|
| 62(27) | | 23(20) |
| 43(40) | | 1249(1566) |
| 25(62) | | 125(60) |
| 52(89) | 70(129) | |
| 1216(1590) | 30(52) | |
| 190(104) | 59(122) | |

**7 Elizabeth Ln. & Driveway 2**

Future Intersection

**8A Elizabeth Ln. & Driveway 3**

Future Intersection

**8B Elizabeth Ln. & Driveway 4**

Future Intersection

**9 Elizabeth Ln. & Prielipp Rd.**

| | | |
|---|---|---|
| 174(69) | | 119(124) |
| 2(13) | | 754(555) |
| 113(111) | | 17(32) |
| 64(162) | 36(29) | |
| 292(1119) | 11(3) | |
| 12(24) | 42(23) | |

## LEGEND:

**10.0** = VEHICLES PER DAY (1000'S)

26(31) = AM(PM) PEAK HOUR VOLUMES

N

and PM peak hour volumes which can be expected for General Plan Buildout (Post-2035) with Project traffic conditions are shown on Exhibit 7-2.

## 7.4 General Plan Buildout (Post-2035) Conditions Intersection Operations Analysis

LOS calculations were conducted for the study intersections to evaluate their operations under General Plan Buildout (Post-2035) without and with Project conditions with Existing (2013) roadway and intersection geometrics consistent with Exhibit 3-1 with the exceptions described previously in Section 7.1 *Roadway Improvements*. The intersection analysis results for General Plan Buildout (Post-2035) without Project conditions are summarized in Table 7-1 and illustrated on Exhibit 7-3 which indicates that all study area intersection locations will experience acceptable LOS (i.e., LOS "C" or "D" or better) during both of the peak hours with the exception of the following intersections:

| ID | Intersection Location |
|---|---|
| 3 | Inland Valley Drive / Prielipp Road – LOS "F" AM and PM peak hours |
| 4 | Salida Del Sol/Yamas Drive / Clinton Keith Road – LOS "F" AM and PM peak hours |
| 6 | Elizabeth Lane / Clinton Keith Road – LOS "F" AM and PM peak hours |
| 9 | Elizabeth Lane / Prileipp Road – LOS "F" AM and PM peak hours |

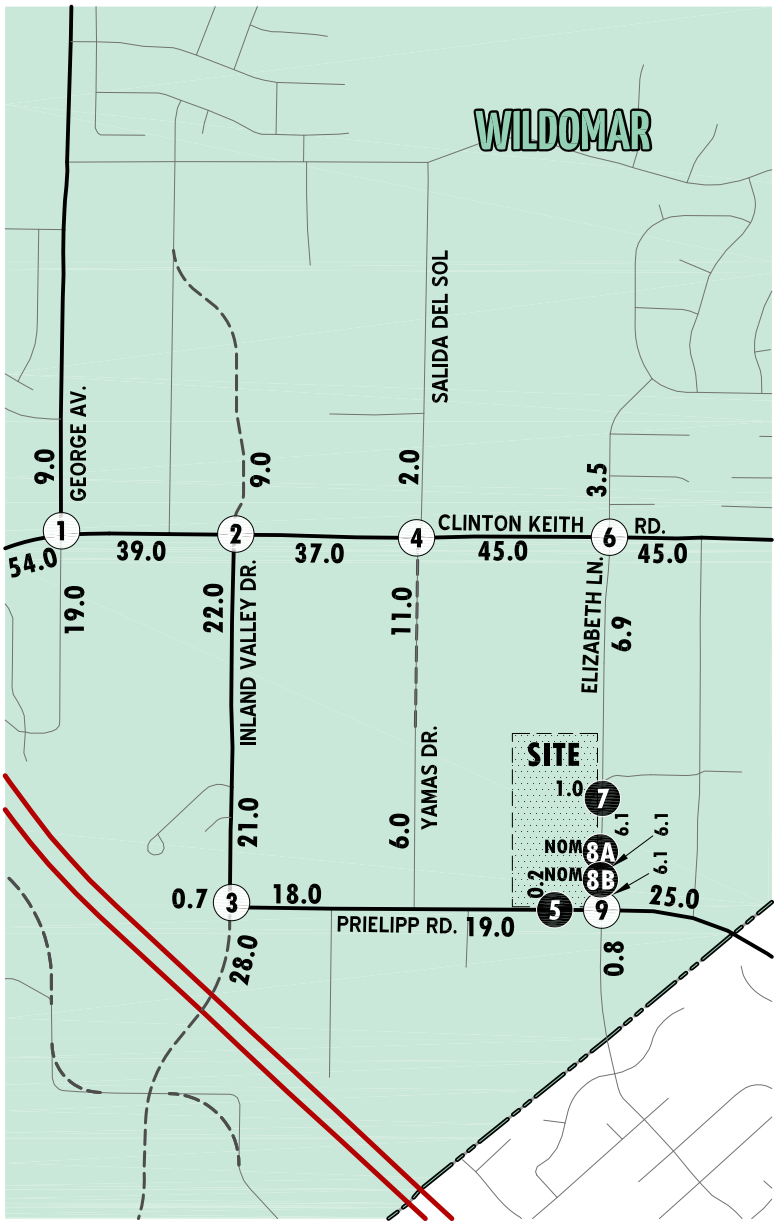
The increase in delay from the Project is less than 5.0 seconds at the intersection of Inland Valley Drive / Prielipp Road. Therefore the impact is not considered significant as defined by City of Wildomar standards.

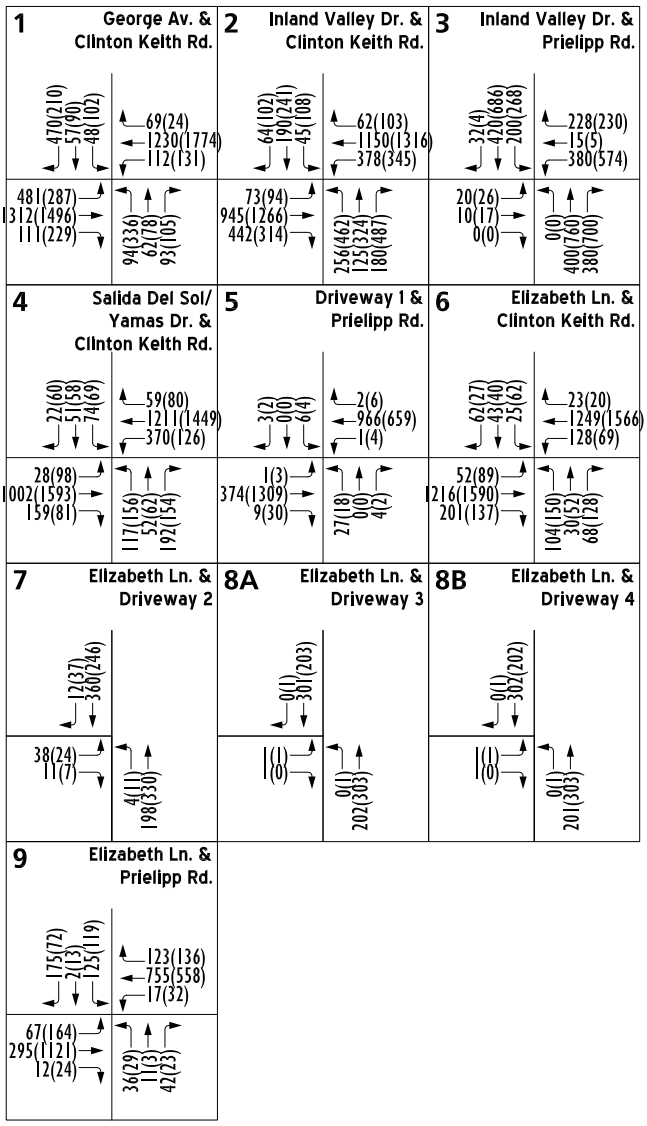
As shown on Table 7-1 and illustrated on Exhibit 7-4, the intersection of Driveway 1 and Prielipp Road is anticipated to operate at unacceptable LOS (i.e., LOS "E" or worse) in addition to those previously identified under General Plan Buildout (Post-2035) without Project traffic conditions. It should be noted that this calculated deficiency results from the anticipated delay of outbound traffic associated with the adjacent cumulative development. This anticipated delay was calculated from the Traffix software package which does not take into account adjacent intersection operations and their effects on "grouping" or "platooning" of cross street traffic flow along Prielipp Road. This results in a more conservative analysis as the calculations assume a worst-case scenario where cross street traffic is distributed evenly throughout the analysis hour which would provide the least amount of "gaps" in traffic flow along Prielipp Road for vehicles to enter or exit driveways.

As it is anticipated that either or both adjacent intersections of Yamas Drive at Prielipp Road or Elizabeth Lane at Prielipp Road would be signalized in General Plan Buildout (Post-2035) conditions, it is anticipated that the east-west travel flow along Prielipp Road will not be uniform and will instead be "grouped" or "platooned" by these traffic signals, resulting in gaps for vehicles to enter or exit driveways. In addition, a review of the adjacent cumulative development's site plan reveals that vehicles will have access to the intersection of Elizabeth Lane and Prielipp Road in order to make

EXHIBIT 7-2

# GENERAL PLAN BUILDOUT (POST-2035) WITH PROJECT AVERAGE DAILY TRAFFIC (ADT) AND PEAK HOUR INTERSECTION VOLUMES




## LEGEND:

**10.0** = VEHICLES PER DAY (1000'S)

26(31) = AM(PM) PEAK HOUR VOLUMES

**NOM** = NOMINAL, LESS THAN 50 VEHICLES PER DAY

N

**Table 7-1**

**Intersection Analysis for General Plan Buildout (Post-2035) Conditions**

| # | Intersection | Traffic Control[3] | Intersection Approach Lanes[1] | | | | | | | | | | | | Without Project | | | | With Project | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | Delay[2] (secs.) | | Level of Service | | Delay[2] (secs.) | | Level of Service | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R | AM | PM | AM | PM | AM | PM | AM | PM |
| 1 | George Ave / Clinton Keith Rd | TS | 1 | 1 | 0 | 1 | **2** | 1 | **2** | **3** | 1 | 1 | **3** | **1** | 48.7 | 47.4 | D | D | 49.2 | 47.9 | D | D |
| 2 | Inland Valley Dr / Clinton Keith Rd | TS | 1 | **2** | 1 | 1 | **2** | 1 | **2** | **3** | 1 | **2** | **3** | **1** | 41.7 | 51.8 | D | D | 41.7 | 52.5 | D | D |
| 3 | Inland Valley Dr / Prielipp Rd | AWS | **1** | **1** | 0 | 1 | **2** | 0 | 1 | 1 | 0 | **1** | 1 | 0 | **159.4** | **616.5** | **F** | **F** | **159.5** | **616.5** | **F** | **F** |
| 4 | Salida Del Sol / Clinton Keith Rd | CSS | 0 | **1** | 0 | 0 | 1 | 0 | 1 | **2** | 0 | 0 | **2** | 0 | **--**[5] | **--**[5] | **F** | **F** | **--**[5] | **--**[5] | **F** | **F** |
| 5 | Driveway 1 / Prielipp Rd | **CSS** | 0 | **1** | 0 | 0 | **1** | 0 | 0 | **2** | 0 | 0 | **2** | 0 | -- | -- | -- | -- | **27.3** | **110.4** | **D** | **F**[4] |
| 6 | Elizabeth Ln / Clinton Keith Rd | CSS | 0 | 1 | 0 | 0 | 1 | d | 1 | **2** | 0 | 1 | **2** | d | **--**[5] | **--**[5] | **F** | **F** | **--**[5] | **--**[5] | **F** | **F** |
| 7 | Elizabeth Ln / Driveway 2 | **CSS** | 0 | **1** | 0 | 0 | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | -- | -- | -- | -- | 13.3 | 13.3 | B | B |
| 8A | Elizabeth Ln / Driveway 3 | **CSS** | 0 | **1** | 0 | 0 | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | -- | -- | -- | -- | 10.8 | 11.1 | B | B |
| 8B | Elizabeth Ln / Driveway 4 | **CSS** | 0 | **1** | 0 | 0 | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | -- | -- | -- | -- | 11.8 | 12.2 | B | B |
| 9 | Elizabeth Ln / Prielipp Road | CSS | 0 | 1 | d | 0 | 1 | 0 | 1 | **2** | 0 | 1 | **2** | 0 | **282.9** | **1139.1** | **F** | **F** | **350.4** | **1281.3** | **F** | **F** |

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; **1**= Improvement

A through lane shown opposite of a non-existent intersection leg denotes a shared left-right turn lane rather than an actual through lane.

[2] Delay and level of service calculated using the following analysis software:
Traffix (Version 8.0 R1, 2008) for signalized and unsignalized intersections. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] AWS = All-Way Stop; CSS = Cross Street Stop; TS = Traffic Signal

[4] This calculated deficiency results from the Traffix software package which does not take into account adjacent intersection operations and their effects on "grouping" or "platooning" of cross street traffic along Prielipp Road. As HCM methodology for intersection operations analysis at a cross-street stop intersection is to report the delay of the most impacted movement, in this case the northbound left turning vehicles from the cumulative development adjacent to the Project, the reported delay for this intersection is not representative of the average delay experienced by vehicles moving eastward and westward along Prielipp Road or entering and exiting the Project driveway on the north side of the street. The combination of Traffix software operations and HCM intersections operations reporting methodology results in a more conservative analysis as the calculations assume a worst-case scenario where cross street traffic is distributed evenly throughout the analysis hour which would provide the least amount of "gaps" in traffic flow along Prielipp Road.

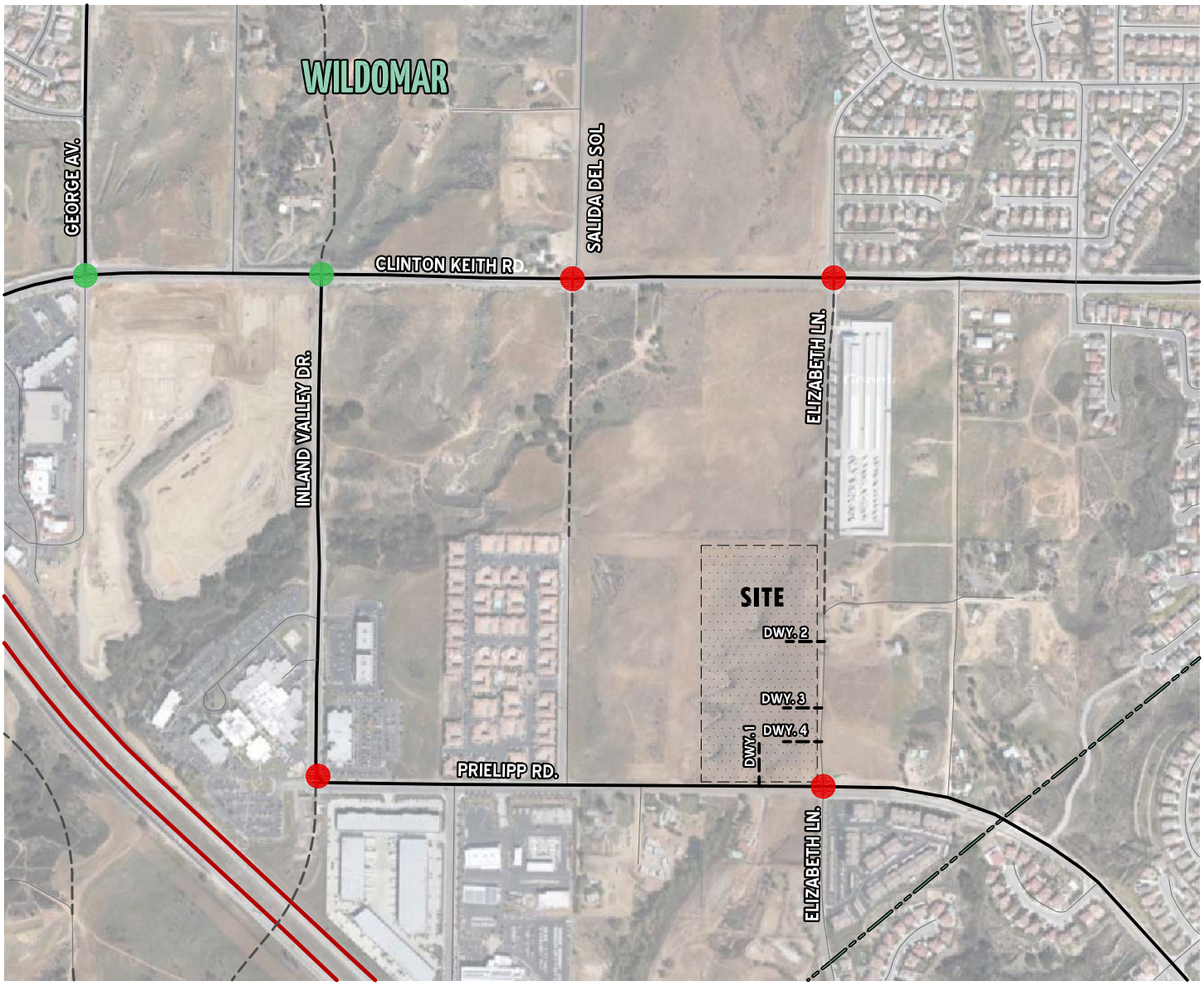
As it is anticipated that either or both adjacent intersections of Yamas Drive at Prielipp Road or Elizabeth Lane at Prielipp Road would be signalized in General Plan Buildout (Post-2035) conditions, it is anticipated that the east-west traffic flow along Prielipp Road will not be uniform and will instead be "grouped" or "platooned" by these traffic signals, resulting in gaps for vehicles to enter and exit driveways. In addition, a review of the adjacent cumulative development's site plan reveals that vehicles will have access to the intersection of Elizabeth Lane and Prielipp Road in order to make northbound left turns. In anticipation of future signalization and its effects on traffic flow and the addition of a more accessible entry/exit point for the cumulative development at Elizabeth Lane and Prielipp Road, the intersection of Driveway 1 and Prielipp Road is not anticipated to operate at deficient LOS (LOS "D" or worse) during either peak hour.

[5] Delay is theoretically infinite.

**BOLD** = Unsatisfactory level of service
**BOLD** = The increase in delay from the Project is more than 5.0 seconds. Therefore the impact is significant as defined by City of Wildomar standards.

EXHIBIT 7-3

# SUMMARY OF PEAK HOUR INTERSECTION LOS FOR GENERAL PLAN BUILDOUT (POST-2035) WITHOUT PROJECT CONDITIONS



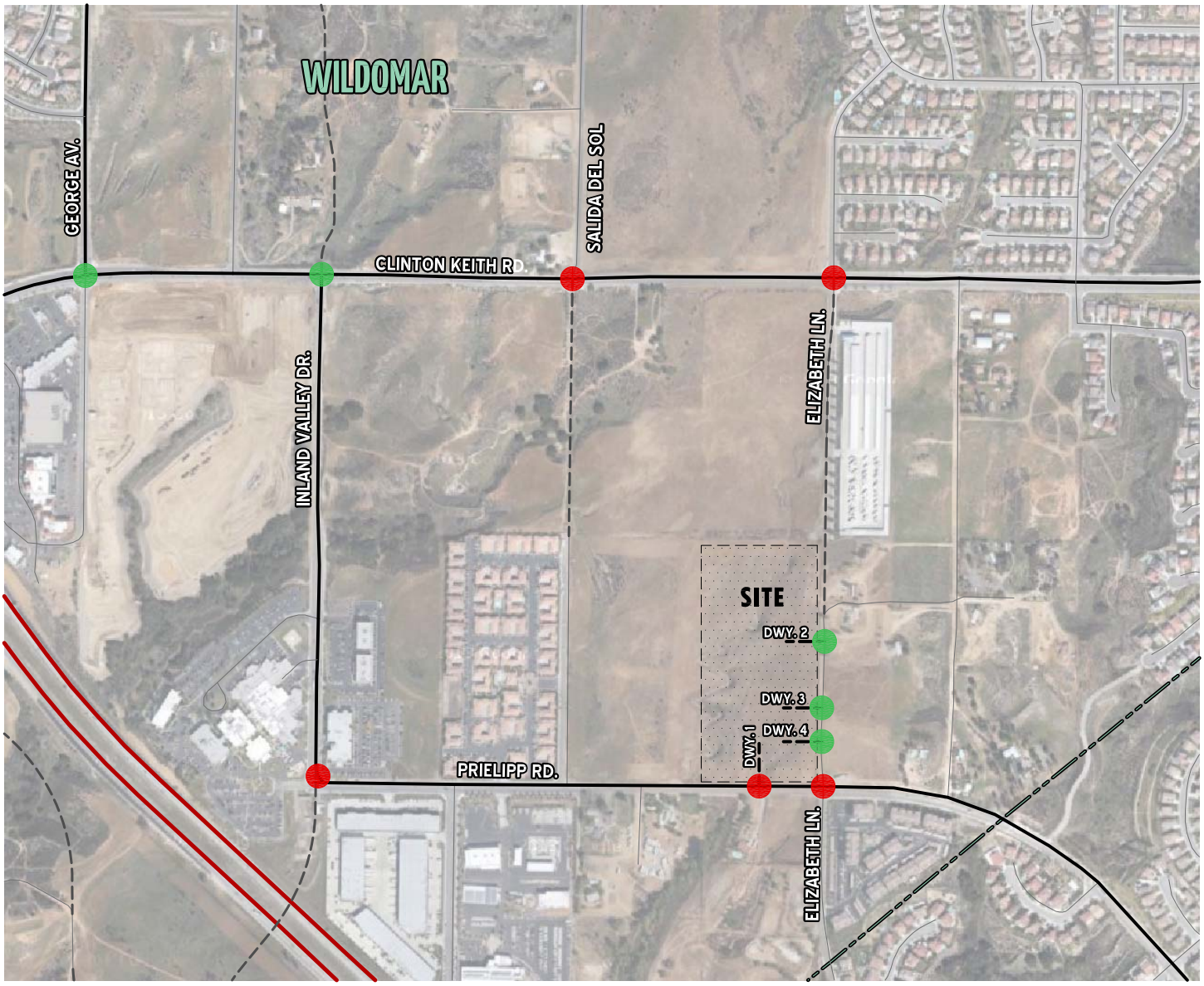

## LEGEND:

- = AM PEAK HOUR ACCEPTABLE LOS
- = AM PEAK HOUR DEFICIENT LOS
- = PM PEAK HOUR ACCEPTABLE LOS
- = PM PEAK HOUR DEFICIENT LOS

N

EXHIBIT 7-4

# SUMMARY OF PEAK HOUR INTERSECTION LOS FOR GENERAL PLAN BUILDOUT (POST-2035) WITH PROJECT CONDITIONS




## LEGEND:

- = AM PEAK HOUR ACCEPTABLE LOS
- = AM PEAK HOUR DEFICIENT LOS
- = PM PEAK HOUR ACCEPTABLE LOS
- = PM PEAK HOUR DEFICIENT LOS

N

northbound left turns in addition to the access at Driveway 1. In anticipation of future signalization and its effects on traffic flow, not including the addition of a more accessible alternate entry/exit point for the cumulative development at the intersection of Elizabeth Lane and Prielipp Road, the intersection of Driveway 1 at Prielipp Road is not anticipated to operate at deficient LOS (LOS "E" or worse) during either peak hour.

The intersection operations analysis worksheets for General Plan Buildout (Post-2035) without Project conditions are included in Appendix "7.1" of this TIA. The intersection operations analysis worksheets for General Plan Buildout (Post-2035) with Project conditions are included in Appendix "7.2" of this TIA. Measures to address cumulative impacts for General Plan Buildout (Post-2035) traffic conditions are discussed in Section 7.6 *General Plan Buildout (Post-2035) Cumulative Impacts and Recommended Improvements*.

## 7.5 General Plan Buildout (Post-2035) Conditions Traffic Signal Warrants Analysis

Traffic signal warrant analysis for General Plan Buildout (Post-2035) without Project conditions resulted in the following intersection warranting a traffic signal in addition to those identified under Opening Year (2017) without Project conditions (see Appendix "7.3"):

| ID | Intersection Location | Jurisdiction |
|---|---|---|
| 3 | Inland Valley Drive / Prielipp Road | Wildomar |
| 9 | Elizabeth Lane / Prielipp Road | Wildomar |

For General Plan Buildout (Post-2035) with Project conditions, no traffic signals that appear to be warranted in addition to those warranted under General Plan Buildout (Post-2035) without Project conditions (see Appendix "7.4").

## 7.6 General Plan Buildout (Post-2035) Cumulative Impacts And Recommended Improvements

Improvements have been recommended at intersections that have been identified as cumulatively impacted to reduce each location's peak hour delay and improve the associated LOS grade to LOS "D" or better. These improvements are consistent with or less than the geometrics assumed in the City of Wildomar General Plan Circulation Element. The effectiveness of the recommended improvements to address General Plan Buildout (Post-2035) with Project conditions cumulative traffic impacts are presented in Table 7-2.

The applicant shall participate in the funding of off-site improvements, including traffic signals that are needed to serve cumulative traffic conditions through the payment of Western Riverside County

**Table 7-2**

**Intersection Analysis for General Plan Buildout (Post-2035) with Project Conditions, with Improvements**

| # | Intersection | Traffic Control[3] | Intersection Approach Lanes[1] Northbound L | T | R | Southbound L | T | R | Eastbound L | T | R | Westbound L | T | R | Delay[2] (secs.) AM | PM | Level of Service AM | PM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4 | Salida Del Sol / Clinton Keith Rd | | | | | | | | | | | | | | | | | |
| | - without Improvements | CSS | 0 | 1 | 0 | 0 | 1 | 0 | 1 | **2** | 0 | 0 | **2** | 0 | **--** [5] | **--** [5] | **F** | **F** |
| | - with Improvements | **TS** | **1** | 1 | 0 | **1** | 1 | 0 | 1 | 2 | 0 | **1** | 2 | 0 | 31.5 | 26.8 | C | C |
| 6 | Elizabeth Ln / Clinton Keith Rd | | | | | | | | | | | | | | | | | |
| | - without Improvements | CSS | 0 | 1 | 0 | 0 | 1 | d | 1 | **2** | 0 | 1 | **2** | 0 | **--** [5] | **--** [5] | **F** | **F** |
| | - with Improvements | **TS** | **1** | 1 | 0 | **1** | 1 | **0** | 1 | 2 | 0 | 1 | 2 | 0 | 23.5 | 25.3 | C | C |
| 9 | Elizabeth Ln / Prielipp Road | | | | | | | | | | | | | | | | | |
| | - without Improvements | CSS | 0 | 1 | d | 0 | 1 | 0 | 1 | **2** | 0 | 1 | **2** | 0 | **350.4** | **1281.3** | **F** | **F** |
| | - with Improvements | **TS** | **1** | 1 | **0** | **1** | 1 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 20.9 | 22.3 | C | C |

1 When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; > = Overlap Phasing; **1**= Improvement

A through lane shown opposite of a non-existent intersection leg denotes a shared left-right turn lane rather than an actual through lane.

2 Delay and level of service calculated using the following analysis software:
Traffix (Version 8.0 R1, 2008) for signalized and unsignalized intersections. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

3 AWS = All-Way Stop; CSS = Cross Street Stop; TS = Traffic Signal

4 Improvements necessary to achieve acceptable LOS at this intersection is not possible under current County of Riverside Roadway Design Requirements as the intersection is less than 330' feet from a proposed signalized intersection at Elizabeth Lane and Prielipp Road.

5 Delay is theoretically infinite.

**BOLD** = Unsatisfactory level of service

Transportation Uniform Mitigation Fees (TUMF), Southwest Roadway and Bridge Benefit District (Southwest RBBD) fees, City of Wildomar Development Impact Fees (DIF) or a fair share contribution as directed by the City. These fees are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected population increases. Each of the improvements discussed above have been identified as being included as part of TUMF funding program, City DIF funding program or fair share contribution in Section 9.0 *Local and Regional Funding Mechanisms* of this TIA.

Worksheets for General Plan Buildout (Post-2035) with Project conditions, with improvements, HCM calculations are provided in Appendix "7.5".

# 8.0 LOCAL CIRCULATION AND SITE ACCESS

This section summarizes Project site access and on-site circulation recommendations.

The Project is proposed to have access on Prielipp Road via Driveway 1 and Elizabeth Lane via Driveway 2, Driveway 3 and Driveway 4. All four (4) Project driveways are proposed to be full-access. As part of the development, the Project will construct improvements on the site adjacent roadways of Bunny Trail, Prielipp Road, and Elizabeth Lane.

## 8.1 ON-SITE ROADWAY IMPROVEMENTS

Roadway improvements necessary to provide site access and on-site circulation are assumed to be constructed in conjunction with site development and are described below. These improvements should be constructed as adjacent portions of the Project are developed. Exhibit 8-1 illustrates the site-adjacent roadway improvement recommendations.

***Bunny Trail*** – Bunny Trail is a future east-west oriented roadway located along the Project's northern boundary. Construct Bunny Trail at its ultimate half-section width as a Collector (74-foot right-of-way) between the Project's western boundary and Elizabeth Lane. Improvements along the Project's frontage (south side of Bunny Trail) would be those required by final conditions of approval for the proposed Project and applicable City of Wildomar standards.

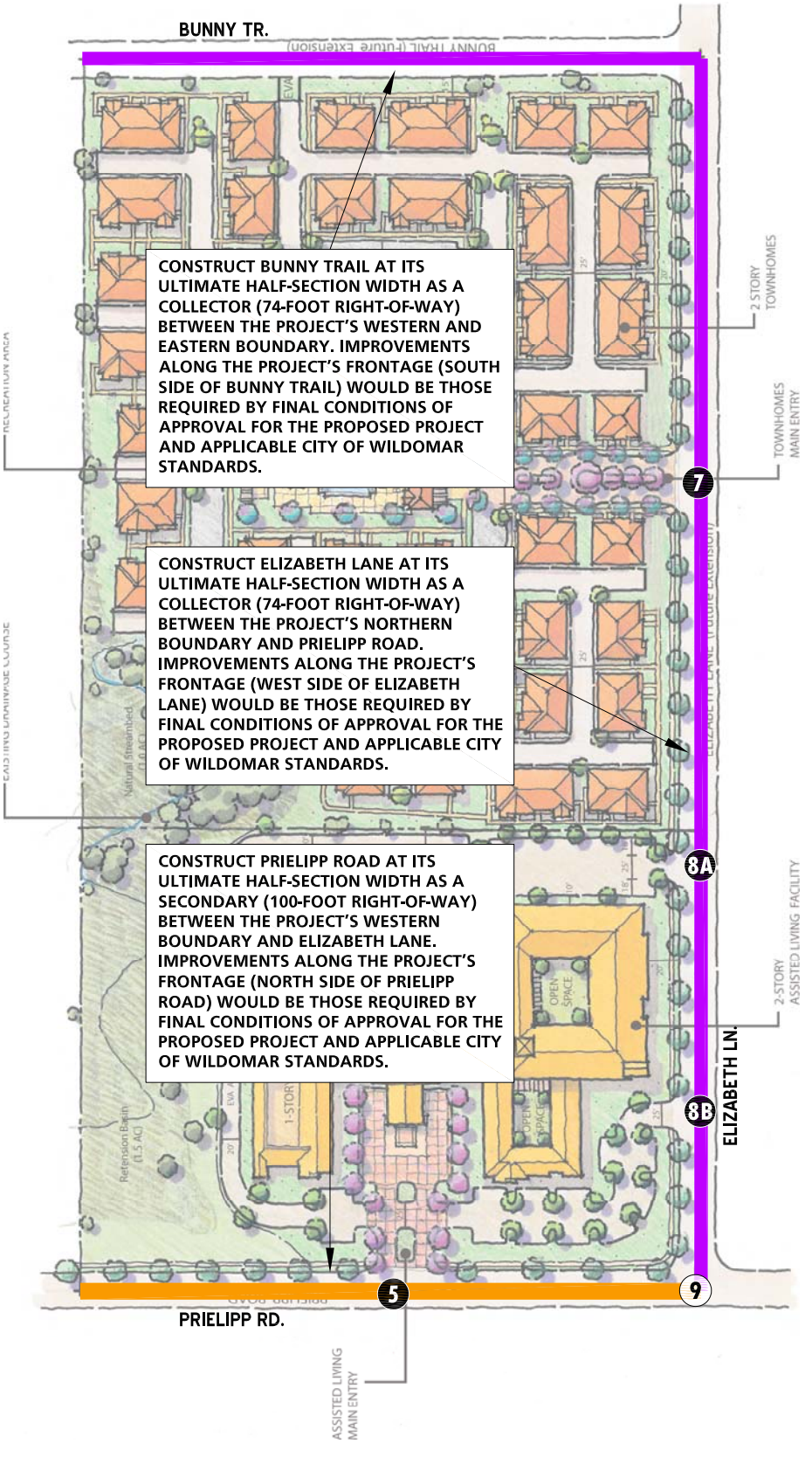
***Prielipp Road*** – Prielipp Road is an east-west oriented roadway located along the Project's southern boundary. Construct Prielipp Road at its ultimate half-section width as a Secondary Highway (100-foot right-of-way) between the Project's western boundary and Elizabeth Lane. Improvements along the Project's frontage (north side of Prielipp Road) would be those required by final conditions of approval for the proposed Project and applicable City of Wildomar standards.

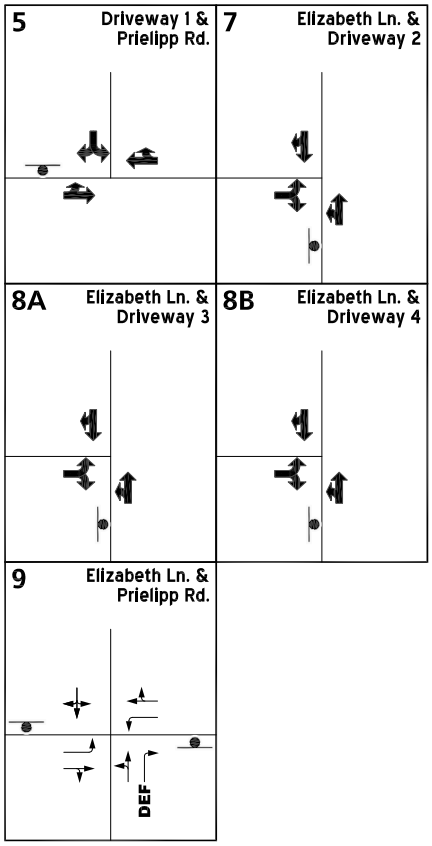
***Elizabeth Lane*** – Elizabeth Lane is a future north-south oriented roadway located along the Project's eastern boundary. Construct Elizabeth Lane at its ultimate half-section width as a Collector (74-foot right-of-way) from the Project's northern boundary to Prielipp Road. Improvements along the Project's frontage (west side of Elizabeth Lane) would be those required by final conditions of approval for the proposed Project and applicable City of Wildomar standards.

Wherever necessary, roadways adjacent to the Project, site access points and site-adjacent intersections will be constructed to be consistent with or within the recommended roadway classifications and respective cross-sections in the City of Wildomar General Plan Circulation Element.

EXHIBIT 8-1

# SITE ADJACENT ROADWAY AND ON-SITE CIRCULATION RECOMMENDATIONS




ON-SITE TRAFFIC SIGNING AND STRIPING SHOULD BE IMPLEMENTED IN CONJUNCTION WITH DETAILED CONSTRUCTION PLANS FOR THE PROJECT SITE.

SIGHT DISTANCE AT EACH PROJECT ACCESS POINT SHOULD BE REVIEWED WITH RESPECT TO STANDARD CALTRANS AND CITY OF WILDOMAR SIGHT DISTANCE STANDARDS AT THE TIME OF PREPARATION OF FINAL GRADING, LANDSCAPE AND STREET IMPROVEMENT PLANS.

## LEGEND:

- = STOP SIGN
- = EXISTING LANE
- = LANE IMPROVEMENT
- DEF = DEFACTO RIGHT TURN LANE
- = SECONDARY (100-FOOT R.O.W.)
- = COLLECTOR (74-FOOT R.O.W.)

## 8.2 SITE ACCESS IMPROVEMENTS

The recommended site access driveway improvements for the Project are described below. Exhibit 8-1 illustrates the on-site and site adjacent recommended roadway lane improvements. Construction of on-site and site adjacent improvements shall occur in conjunction with adjacent Project development activity or as needed for Project access purposes.

***Driveway 1 / Prielipp Road (#5)*** – Install a stop control on the southbound approach and construct the intersection with the following geometrics:

Northbound Approach: N/A
Southbound Approach: One shared left-right turn lane
Eastbound Approach: One shared left-through lane
Westbound Approach: One shared through-right turn lane

***Elizabeth Lane / Driveway 2 (#7)*** – Install a stop control on the eastbound approach and construct the intersection with the following geometrics:

Northbound Approach: One shared left-through lane
Southbound Approach: One shared through-right turn lane
Eastbound Approach: One shared left-right turn lane
Westbound Approach: N/A

***Elizabeth Lane / Driveway 3 (#8A)*** – Install a stop control on the eastbound approach and construct the intersection with the following geometrics:

Northbound Approach: One shared left-through lane
Southbound Approach: One shared through-right turn lane
Eastbound Approach: One shared left-right turn lane
Westbound Approach: N/A

***Elizabeth Lane / Driveway 4 (#8B)*** – Install a stop control on the eastbound approach and construct the intersection with the following geometrics:

Northbound Approach: One shared left-through lane
Southbound Approach: One shared through-right turn lane
Eastbound Approach: One shared left-right turn lane
Westbound Approach: N/A

***Elizabeth Lane / Prielipp Road (#9)*** – Install stop controls on the northbound and southbound approaches and construct the intersection with the following geometrics:

Northbound Approach: One shared left-through-right turn lane
Southbound Approach: One shared left-through-right turn lane
Eastbound Approach: One left turn lane and one shared through-right turn lane
Westbound Approach: One left turn lane and one shared through-right turn lane

On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the Project site.

Sight distance at each project access point should be reviewed with respect to standard Caltrans and City of Wildomar sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

# 9.0 LOCAL AND REGIONAL FUNDING MECHANISMS

Transportation improvements throughout Riverside County are funded through a combination of direct project mitigation, fair share contributions or development impact fee programs, such as the County's Transportation Uniform Mitigation Fee (TUMF) program, Southwest Road and Bridge Benefit District (RBBD) fee program and the City of Wildomar Development Impact Fee (DIF) program. Identification and timing of needed improvements is generally determined through local jurisdictions based upon a variety of factors.

Table 9-1 lists the incremental improvements that are required by General Plan Buildout (Post-2035) traffic conditions to mitigate the long-range cumulative traffic impacts. The regional and local transportation impact fee programs have each been reviewed and compared to the recommended improvements for each impacted facility. Recommended improvements already identified and included in one of the pre-existing fee programs (i.e., TUMF, Southwest RBBD, City of Wildomar DIF, etc.) are clearly denoted. If an impacted facility was found to require improvements beyond those already identified within one of the pre-existing regional or local fee programs, the project may be required to contribute the associated intersection or roadway fair-share percentage toward the costs of the recommended improvements. The fair-share calculations, also presented in Table 9-1, indicate that the project contributes 0.2% to 2.8% of new vehicle trips to these intersections.

The improvements listed in Table 9-1 are comprised of lane additions, installation of signals and signal modifications. As noted, the identified improvements are covered either by the TUMF Program, Southwest RBBD fee program, the City of Wildomar DIF Program or as a fair-share contribution if not covered by a fee program. Lane additions are shown as the number of lanes required and the direction of travel, for example, "1.EBT" indicates one additional eastbound through lane. Depending on the width of the existing pavement and right-of-way, these improvements may involve only striping modifications or they may involve construction of additional pavement width. Additional discussion of the relevant pre-existing transportation impact fee programs is provided below.

## 9.1 TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) PROGRAM

The TUMF program is administered by Western Riverside Council of Governments (WRCOG) based upon a regional Nexus Study completed in early 2003 and updated in 2009 to address major changes in right of way acquisition and improvement cost factors. TUMF identifies a network of backbone and local roadways that are needed to accommodate growth through 2035. This regional program was put into place to ensure that development pays its fair share and that funding is in place for construction of facilities needed to maintain the requisite level of service and critical to mobility in the region.

TUMF fees are imposed on new residential, industrial, and commercial development through application of the TUMF fee ordinance and fees are collected at the building or occupancy permit stage.

**Table 9-1**

**Summary of Transportation Impact Fee Program Improvements for General Plan Buildout (Post-2035) Conditions**

| # | Intersection Location | Jurisdiction | Recommended Improvements - Opening Year (2017) | Recommended Improvements - General Plan Buildout (Post-2035) | Project Improvements | Program Improvements[1] | Non-Program Improvements | Fair Share[2] |
|---|---|---|---|---|---|---|---|---|
| 1 | George Ave / Clinton Keith Rd | Wildomar | 1. EBT, 1. WBT | 1. SBT, 1.EBL, 2.EBT, 2.WBT,1.WBR | None | TUMF (1.EBT, 1.WBT), DIF (1. SBT, 1.EBL, 2.EBT, 2.WBT,1.WBR) | None | N/A |
| 2 | Inland Valley Dr / Clinton Keith Rd | Wildomar | 1. EBT, 1. WBT | 2.NBT, 1.SBL, 2.SBT, 1.SBR, 2.EBL, 2.EBT, 1. WBL, 2.WBT, 1.WBR | None | TUMF (2.EBT, 2.WBT), DIF (2.NBT, 1.SBL, 2.SBT, 1.SBR, 2.EBL, 1.WBL, 1.WBR) | None | N/A |
| 4 | Salida Del Sol/Yamas Dr / Clinton Keith Rd | Wildomar | Install Traffic Signal, 1.NBL, 1.NBTR, 1.SBL, 1. EBT, 1.WBL | Install Traffic Signal, 1.NBL, 1.SBL, 1.EBT, 1.WBL, 1.WBT | None | TUMF (1.EBT, 1.WBT) | Install Traffic Signal, 1.NBL, 1.NBTR, 1.SBL, 1.WBL | 2.0% |
| 6 | Elizabeth Ln / Clinton Keith Rd | Wildomar | Install Traffic Signal, 1.NBL, 1.SBL, 1. EBT, 1.WBT | Install Traffic Signal, 1.NBL, 1.SBL, 1. EBT, 1.WBT | None | TUMF (1.EBT, 1.WBT) | Install Traffic Signal, 1.NBL, 1.SBL | 2.8% |
| 9 | Elizabeth Ln / Prielipp Rd | Wildomar | 1.SBLTR | Install Traffic Signal, 1.NBL, 1.SBL, 1.SBTR, 1.EBT, 1.WBT | 1.SBLTR | DIF (1.EBT, 1.WBT) | Install Traffic Signal, 1.NBL, 1.SBL, 1.SBTR | 1.9% |

[1] Improvements included in 2013 Southwest TUMF Zone Transportation Improvement Program (January 28, 2013), Southwest RBBD, or City of Wildomar 2012 Impact Fee Study Report (May 31, 2012).

[2] Program improvements constructed by project may be eligible for fee credit. In lieu fee payment is at discretion of City. Fair share selected based on peak hour with the higher share of project-related traffic. Lane additions are shown as the number of lanes required and the direction of travel, for example, "1.EBTR" indicates one additional eastbound shared through-right turn lane.

The fee is $6,231 per multi-family dwelling unit (applicable to the proposed project). In addition, an annual inflation adjustment is considered each year in January. In this way, TUMF fees are adjusted upwards on a regular basis to ensure that the development impact fees collected keep pace with construction and labor costs, etc.

As shown in Table 9-1, a number of the facilities forecast to be cumulatively impacted by the proposed project are programmed for improvements through the TUMF program. The project applicant will be subject to the TUMF fee program and will pay the requisite TUMF fees at the rates then in effect pursuant to the TUMF Ordinance.

WRCOG has a successful track record funding and overseeing the construction of improvements funded through the TUMF program. In total, the TUMF program is anticipated to generate nearly $5 billion in transportation projects for Western Riverside County. The project's payment of TUMF fees appear to be sufficient to mitigate its fair share of cumulative impacted TUMF-funded facilities.

## 9.2 SOUTHWEST ROAD AND BRIDGE BENEFIT DISTRICT (RBBD)

Similar to other regions within Riverside County, the City of Wildomar is anticipated to experience substantial growth. Extensive improvements are necessitated by new development within the region. In particular, Riverside County recognized the impact of this growth on the vicinity of the study area when it formed the Southwest RBBD fee program. The proposed Project study area lies within Zone A of the Southwest RBBD. Zone A is comprised of the City of Wildomar, with the exception of the City north of Bundy Canyon Road and east of Green Meadow Way. A list of completed and planned future transportation infrastructure improvements covered by the Southwest RBBD includes:

Southwest Road and Bridge Benefits District (Zone A):

- Interchange improvements at I-15 Freeway at Clinton Keith Road
- Interchange improvements at I-215 Freeway at Murrieta Hot Springs Road
- Widening of Benton Road to two lanes between Highway 79 and Washington Street
- Widening of Bundy Canyon Road to six lanes between Mission Trail to Sunset Avenue
- Widening of Clinton Keith Road to six lanes from Menifee Road to Highway 79 with bridge improvements at Warm Springs Creek
- Widening of Clinton Keith Road to two lanes from the Southwest RBBD Zone "C" boundary to Murrieta City limits
- Widening of Keller Road to four lanes from Highway 79 to Washington Street
- Widening of Winchester Road to six lanes between Auld Road to Keller Road, with raised median improvements
- Bridge improvements on Washington Street at French Valley Stream

- Landscaped median improvements to Benton Road between Highway 79 and Washington Street

## 9.3 CITY OF WILDOMAR DEVELOPMENT IMPACT FEE (DIF) PROGRAM

The City of Wildomar has created its own local Development Impact Fee (DIF) program to impose and collect fees from new residential, commercial and industrial development for the purpose of funding roadways and intersections necessary to accommodate City growth as identified in the City's General Plan Circulation Element. The City's DIF program includes facilities that are not part of, or which may exceed improvements identified and covered by the TUMF program. As a result, the pairing of the regional and local fee programs provides a more comprehensive funding and implementation plan to ensure an adequate and interconnected transportation system. Under the City's DIF program, the City may grant to developers a credit against specific components of fees when those developers construct certain facilities and landscaped medians identified in the list of improvements funded by the DIF program.

The timing to use the DIF fees is established through periodic capital improvement programs which are overseen by the City's Public Works Department. Periodic traffic counts, review of traffic accidents, and a review of traffic trends throughout the City are also periodically performed by City staff and consultants. The City uses this data to determine the timing of implementing the improvements listed in its facilities list.

As shown in Table 9-1, a number of the facilities forecasted to be impacted by the Project are planned for improvements through the City's DIF Program. The Project will be subject to the City's DIF fee program, and will pay the requisite City DIF fees at the rates then in effect pursuant to the City's ordinance. The payment of the requisite DIF fees will mitigate its impacts to DIF-funded facilities. The DIF network improvement needs were last updated in the *City of Wildomar 2012 Impact Fee Study Report* (Colgan Consulting Corporation, May 31, 2012). Improvements are identified in the study by location rather than with specific geometrics. Table 3.1 of that study identifies DIF improvement locations and eligible program costs but does not provide discrete improvements. As a result, Table 9-1 identifies DIF intersections with an expectation that City, as program administrator, can distinguish if the program fees are sufficient to cover the fair share impacts for proportionality. Given the relatively low fair share assignment of the Project to many of these locations, payment of fees appears reasonable to adequately mitigate the Project's cumulative impacts.

## 9.4 FAIR SHARE CONTRIBUTION

Project mitigation may include a combination of fee payments to established programs, construction of specific improvements, payment of a fair share contribution toward future improvements or a combination of these approaches. Table 9-1 presents improvements not included in an impact fee

programs in the column labeled “Non-Program Improvements”. Improvements constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate.

When off-site improvements are identified with a minor share of responsibility assigned to proposed development, the approving jurisdiction may elect to collect a fair share contribution or require the development to construct improvements. Detailed fair share calculations for each peak hour have been provided on Table 9-2.

Improvements included in a defined program and constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate. A rough order of magnitude cost should be prepared to determine the appropriate contribution value based upon the project’s fair share of traffic as part of the project approval process. The cost basis should be determined by the City based upon physical and community constraints, current bidding experiences and engineering preferences.

**Table 9-2**

**Project Fair Share Calculations**

| # | Intersection | | Existing | Project | Post-2035 WP | Total New Traffic | Project % of New Traffic[1] |
|---|---|---|---|---|---|---|---|
| 4 | Salida Del Sol / Clinton Keith Rd | | | | | | |
| | | AM: | 1,134 | 45 | 3,337 | 2,203 | **2.0%** |
| | | PM: | 1,248 | 54 | 3,986 | 2,738 | 2.0% |
| 6 | Elizabeth Ln / Clinton Keith Rd | | | | | | |
| | | AM: | 1,147 | 57 | 3,201 | 2,054 | **2.8%** |
| | | PM: | 1,261 | 69 | 3,930 | 2,669 | 2.6% |
| 9 | Elizabeth Ln / Prielipp Road | | | | | | |
| | | AM: | 412 | 24 | 1,660 | 1,248 | **1.9%** |
| | | PM: | 483 | 30 | 2,294 | 1,811 | 1.7% |

[1] Project percentage of new traffic between Existing (2013) and General Plan Buildout (Post-2035) traffic conditions.