3.8. Transportation

This section addresses potential transportation and circulation impacts that may result from construction and/or operation of the Belmont Village Encinitas-by-the-Sea Project. The following discussion addresses the existing conditions in the project area, identifies applicable regulations, identifies and analyzes environmental impacts, and recommends measures to reduce or avoid adverse impacts anticipated from implementation of the project, as applicable.

The analysis in this section is based on the *Traffic Letter Report* prepared by Linscott, Law & Greenspan (2019). The *Traffic Letter Report* was peer reviewed by BRG Consulting Inc. and is included as Appendix I-1.

Scoping Issues Addressed

During the scoping period for the Project, a scoping meeting was conducted, and written comments were received from agencies and the public. The following issues related to transportation impacts were raised by the California Department of Transportation (Caltrans) and the general public and are addressed in this section:

- A traffic impact study (TIS) for the project should:
  - Addresses traffic on Manchester Avenue and include northbound and southbound ramp intersections at I-5/Manchester Avenue.
  - include all regionally significant arterial system segments and intersections, including State highway facilities where the project will add over 50 to 100 peak hour trips.
  - Provide detailed project distributions percentages including intersection details.
  - Include a focused analysis for State highway facilities that are experiencing significant delay.
  - Implement vehicles miles traveled (VMT) analysis into its modeling projections.
  - Address any increase in goods movement operations and its impacts.
  - Include data that is less than 2 years old.
  - Include mitigation measures for impacts to state facilities that are coordinated with Caltrans.
- Residents will have to be bussed or take taxis to get into town.
- The project will cause more traffic in an area that is already too congested.
- High density housing will add pollution and traffic that is inconsistent with the development or lack of development in the area. Furthermore, all of the traffic congestion on Manchester Avenue will detract from the area.

CEQA does not require a VMT analysis until July 2020. Additionally, the Project would not result in any “goods movement” impacts. For these reasons, Caltrans requests for the traffic analysis to

include a VMT analysis and an analysis of goods movement operations are not applicable to the Project and are not addressed in this EIR.

3.8.1. Existing Conditions

Existing Conditions

The Project site is located on the north side of Manchester Avenue, east of the I-5/Manchester Avenue Interchange and east of Via Poco in the City of Encinitas. Manchester Avenue is classified and currently built as a 4-lane Major Augmented Roadway east of I-5, according to the City of Encinitas General Plan Circulation Element (last Amended January 2003). Curbside parking is not permitted along the roadway. The posted speed limit is 45 mph. Class II bike lanes are provided along the north and south sides of the roadway.

Manchester Avenue DAR (Caltrans, 2013)

Planned Circulation Improvements

The I-5 North Coast Corridor Project, sponsored by Caltrans, the Federal Highway Administration (FHWA) and the San Diego Association of Governments (SANDAG), includes specific improvements to maintain or improve the existing and future traffic operations on I-5 from La Jolla Village Drive in San Diego to Harbor Drive in Oceanside/Camp Pendleton. The planned improvements extend approximately 27 miles from post mile (PM) R28.4 to PM R55.4 on I-5 (Caltrans, 2013). Planned improvements in the vicinity of the Project site include:

- Construction of two (2) new undercrossing structures to accommodate direct access ramps (DARs) at Manchester Avenue. This improvement, referred to herein as the "DAR Access Ramp", would provide vehicles direct access to the HOV/Managed Lanes on I-5 without having to weave across general purpose lanes and would consist of north- and southbound off- and on-ramps to and from the I-5 median area. The I-5 northbound DAR at Manchester Avenue would be accessed via a new road that would connect to Manchester Avenue, and intersection would be signalized. This improvement is referred to herein as the "DAR Access Road."
- Construction of the San Elijo Manchester Avenue Park and Ride/Multi-Use Facility Multi-Use Facility (park and ride) near the I-5 Manchester Avenue interchange.

These improvements have been approved by FHWA, Caltrans and SANDAG and were evaluated in in the I-5 North Coast Corridor Project Final EIR/EIS (SCH# 2004101076) (Caltrans 2013). While they are not a part of the "Proposed Project", they are included in the transportation analysis because of their effect on traffic patterns within the study area.

The following locations were analyzed as part of the traffic study:

Intersections

- I-5 Southbound (SB) Ramps / Manchester Avenue
- I-5 Northbound (NB) Ramps / Manchester Avenue
- Manchester Avenue / DAR Access Road (Future)

Segments

- I-5 SB Ramps to I-5 NB Ramps
- Manchester Avenue, from I-5 to DAR Access Road (Future)
- Manchester Avenue, from DAR Access Road (Future) to Mira Costa College Road

The principal roadways in the project study area are shown on Figure 3.8-1.

Existing intersection and street segment operations are shown on Table 3.8-1 and Table 3.8-2, respectively. As shown on Table 3.8-1 and Table 3.8-2, all study intersections and street segments were calculated to operate at Level of Service (LOS) D or better, with the exception of the: Manchester Ave / I-5 SB Ramp intersection. This intersection operates as LOS F during the AM peak hour (7:15A) and at LOS E during the PM peak hour (4:30P).

Airports

The McClellan-Palomar Airport, located approximately 8.0 miles north of the Project site, is the nearest airport.

Transit Service

While the North County Transit District and the Metropolitan Transit Service offer bus services (Breeze) and rail services (Coaster, Sprinter, Trolley) in the City of Encinitas, no transit service is provided in the immediate vicinity of the Project site. The nearest bus stop is located at Highway 101 & Chart House (Route 101) approximately 1 mile west and the nearest rail station is the Solana Beach Station approximately 1.47 miles southwest of the Project site.

TABLE 3.8-1. EXISTING INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing	
			Delay [a]	LOS [b]
Manchester Ave / I-5 SB Ramps	AWSC	AM	147.0	***F***
		PM	38.5	***E***
Manchester Ave / I-5 NB Ramps	Signal	AM	23.1	C
		PM	23.5	C
Manchester Ave / Via Pico (DAR Access Rd)	Signal	AM	DNE	NA
		PM	DNE	NA

Notes:
a. Average delay expressed in seconds per vehicle.
b. LOS = Level of Service. See table at right for delay thresholds.
AWSC = All Way Stop Controlled
DAR = Direct Access Ramp.
DNE = Does not exist in Existing Condition.
NA = Not Applicable
NB = North Bound
SB = South Bound

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

Source: Linscott, Law & Greenspan, 2019 (Appendix I-1).

TABLE 3.8-2. EXISTING STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) [a]	Existing		
		ADT [b]	LOS [c]	V/C [d]
Manchester Avenue				
I-5 Southbound Ramps to I-5 Northbound Ramps	20,000	17,649 [f]	D	0.882
I-5 to Northbound Ramps to DAR Access Road (Future)	45,400	28,565	+C	0.629
DAR Access Road (Future) to Mira Costa College	45,400	28,565	+C	0.629

Notes:
a. Capacity based on City of Encinitas roadway capacity standards.
b. ADT = Average Daily Traffic Volumes.
c. LOS = Level of Service.
d. V/C = Volume-to-Capacity ratio.
e. +C = Better than LOS C operations.
f. ADT was estimated along this segment based on the ratio of the intersection peak hour volumes and ADT of the adjacent segment.

Source: Linscott, Law & Greenspan, 2019 (Appendix I-1).

Bicycle and Pedestrian Facilities

Class II bike lanes are provided on the north and south sides of Manchester Avenue in the vicinity of the Project site; however, pedestrian facilities (e.g. sidewalks) are not provided.

3.8.2. Regulatory Framework

State

Senate Bill 375

The legislature found that with the adoption of Senate Bill (SB) 375, signed by California Governor Schwarzenegger on September 30, 2008, the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and thereby contribute to the reduction of greenhouse gas emissions, as required by the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32).

SB 375 provides a planning process that coordinates land use planning, regional transportation plans, and funding priorities in order to help California meet GHG reduction goals established in AB 32 (discussed in detail in Section 5.6, Greenhouse Gas Emissions). SB 375 requires regional transportation plans, developed by metropolitan planning organizations (MPOs) to incorporate a "Sustainable Communities Strategy" (SCS) in its regional transportation plan (RTP). The SCS is intended to demonstrate how the coordination of land use and transportation planning efforts may achieve GHG emissions reduction targets set by AB 32. If an SCS cannot achieve the GHG emissions target, the MPO is required to adopt an "alternative planning scenario" that will demonstrate what would need to be done to achieve the GHG emissions reduction target and to define the barriers to accomplishing the reduction.

Assembly Bill 1358

AB 1358 (Complete Streets Act) commenced on January 1, 2011, and requires local governments to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, seniors, persons with disabilities, and users of public transportation. This bill imposes a state-mandated local program.

Senate Bill 743 (SB 743)

On September 27, 2013, SB 743 was signed into law. SB 743 required changes to the guidelines implementing CEQA (CEQA Guidelines) (Cal. Code Regs., Title 14, Div. 6, Ch. 3, § 15000 et seq.) regarding the analysis of transportation impacts.

Currently, environmental review of transportation impacts focuses on the delay that vehicles experience at intersections and on roadway segments. That delay is often measured using a metric known as "level of service," or LOS. Under SB 743, the focus of transportation analysis will shift from driver delay to reduction of greenhouse gas emissions, creation of multimodal networks and promotion of a mix of land uses. SB 743 required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to level of service for evaluating transportation impacts. The alternative criteria must promote the reduction of greenhouse gas

emissions, the development of multimodal transportation networks, and a diversity of land uses (OPR, 2014). According to the legislative intent contained in SB 743, these changes to current practice were necessary to more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions.

CEQA Guidelines Section 15064.3

On January 20, 2016, OPR released revisions to its proposed CEQA guidelines for the implementation of SB 743. Once the guidelines are prepared and certified, "automobile delay, as described solely by level of service of similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment" (Public Resources Code Section 21099(b)(2)). As of January 1, 2019, OPR has amended and adopted revisions to the CEQA Guidelines, which must be implemented by the City of Encinitas no later than July 1, 2020.

Local

City of Encinitas General Plan

The City of Encinitas General Plan (General Plan) serves as a blueprint for the long-range physical planning of the City. The General Plan contains goals and policies designed to shape the long-term development of the City, as well as protect its environmental, social cultural and economic resources. The relevant goals and policies for the project include:

Circulation Element

GOAL 1:	Encinitas should have a transportation system that is safe, convenient and efficient, and sensitive to and compatible with surrounding community character.
Policy 1.2:	Endeavor to maintain Level of Service C as a basic design guideline for the local system of roadways understanding that the guideline may not be attainable in all cases.
Policy 1.3:	Prohibit development which results in Level of Service E or F at any intersection unless no alternatives exist, and an overriding public need can be demonstrated.
Policy 1.10:	Encourage the design of roads and traffic controls to optimize safe traffic flow by minimizing turning, curb parking, uncontrolled access, and frequent stops.
Policy 1.15:	The City will actively support an integrated transportation program that encourages and provides for mass transit, bicycle transportation, pedestrians, equestrians, and carpooling.
Policy 1.17:	Standards shall be established and implemented to provide for adequate levels of street lighting, based on criteria of safety and related to

	volumes of vehicular, pedestrian and bicycle activity and potential points of conflict. Such standards shall be designed to respect different community and neighborhood needs for lighting, different community standards for design and special attention given to preservation of dark sky.
GOAL 2:	The City will make every effort to develop a varied transportation system that is capable of serving both the existing population and future residents while preserving community values and character.
Policy 2.2:	Require new residential development to have roadways constructed to City standards before the roads can be dedicated to the City.
Policy 2.10:	Establish landscaping buffer and building setback requirements along all roads which are local augmented status or larger, except where inappropriate.
GOAL 7:	Every effort will be made to have new development, both in the City and in the region, provide for all costs of the incremental expansion of the circulation system necessary to accommodate that development. Costs include, but are not limited to, costs of right-of-way and construction, including costs of moving utilities and structures, and costs for landscaping and intersection improvement.

3.8.3. Thresholds for Determination of Significance

This section lists the thresholds used to conclude whether a transportation impact would be significant.

Guidelines for Determination of Significance

A project would be considered to have a significant impact if it would:

1) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

2) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

3) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

4) Result in inadequate emergency access.

3.8.4. Analysis of Project Effects and Significance Determination

Analysis Methodology & Significance Criteria

Level of Service Approach

Level of Service (LOS) is the term used to denote the different operating conditions which occur on a given roadway segment under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis taking into account factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. LOS provides an index to the operational qualities of an intersection. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. LOS designation is reported differently for signalized and unsignalized intersections.

Analysis Approach and Methodology

The traffic analysis prepared for the study was based on the 2010 Highway Capacity Manual (HCM) operations analysis using LOS evaluation criteria. The operating conditions of the study intersections and street segments were measured using the HCM level of service designations, which range from LOS A through LOS F. Because the planned DAR at Manchester Avenue would affect traffic patterns within the study area, the traffic analysis included scenarios both with and without the planned improvements.

The following scenarios are analyzed:

- Existing Conditions
- Near-Term + Project Conditions
- Long-Term (without DAR) Conditions
- Long-Term (without DAR) + Project Conditions
- Long-Term (with DAR) Conditions
- Long-Term (with DAR) + Project Conditions

Signalized intersections were analyzed under AM and PM peak hour conditions. Average vehicle delay was determined utilizing the methodology found in Chapter 19 of the *Highway Capacity Manual (HCM 6th Edition),* with the assistance of the *Synchro* (version 10) computer software. The delay values (represented in seconds) were qualified with a corresponding intersection LOS.

Unsignalized intersections were analyzed under AM and PM peak hour conditions. Average vehicle delay and Levels of Service (LOS) was determined based upon the procedures found in Chapter 20 and Chapter 21 of the HCM 6 with the assistance of the Synchro 10 computer software. The delay values (represented in seconds) were qualified with a corresponding intersection LOS.

Street segments were analyzed based upon the comparison of daily traffic volumes (ADT) to the City of Encinitas's published *Roadway Capacity Standards,* March 1989. This table provides segment capacities for different street classifications, based on traffic volumes and roadway characteristics. Because the Project is not expected to add more than 20 peak hour trips to the I-5 on- ramps, ramp meter analysis is not warranted.

The City of Encinitas utilizes the published, regional SANTEC/ITE criteria for determining the significance of a project's traffic impacts. According to these criteria, a project is considered to have a significant impact if the new project traffic has decreased the operations of surrounding roadways by a defined threshold. The defined thresholds for roadway segments and intersections are defined in Table 3.8-3. If the Project exceeds the thresholds in Table 3.8-3, then the Project may be considered to have a significant project impact.

TABLE 3.8-3. TRAFFIC IMPACT SIGNIFICANT THRESHOLDS

Level of Service With Project [b]	Allowable Increase Due to Project Impacts [(a)]	
	Roadway Segments V/C	Intersections Delay (sec.)
D [(c),] E, & F	0.02	2.0

Notes

a. If a proposed project's traffic causes the values shown in the table to be exceeded, the impacts are determined to be significant. The project applicant shall then identify feasible improvements (within the Traffic Impact Study) that will restore/and maintain the traffic facility at an acceptable LOS. If the LOS with the proposed project becomes unacceptable (see note b), or if the project adds a significant amount of peak-hour trips to cause any traffic queues to exceed on- or off-ramp storage capacities, the project applicant shall be responsible for mitigating the project's direct significant and/or cumulatively considerable traffic impacts.

b. All LOS measurements are based upon Highway Capacity Manual procedure for peak-hour conditions. However, V/C ratios for roadway segments are estimated on an ADT/24-hour traffic volume basis (using Table 2 of the City's Traffic Impact Study Manual). The acceptable LOS for roadways, and intersections is generally "D" ("C" for undeveloped locations).

c. The City of Encinitas accepts LOS D operations, regardless of project increase in V/C, delay, etc.

Source: Linscott, Law & Greenspan, 2019a (Appendix I-1).

Impact 3.8-1: Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

The proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. A discussion of potential impacts is provided below.

Project Generated Traffic

Construction Phase

Short-term construction traffic would be generated with construction of the proposed Project. This would include traffic from construction workers and truck traffic for material removal (i.e. grading export and demolition debris) and material delivery (i.e. building materials, water, etc.), anticipated to be spread throughout the day. The contribution of construction trips to the surrounding street segments and intersections was not modeled because anticipated trip volumes would be temporary and would not generate more than 50 peak hour trips, which is the threshold for modeling.

Traffic generated by construction activities would be temporary and would not result in direct impacts on key street segments and intersections in the study area. Traffic impacts related to construction activities would be less than significant and no mitigation would be required.

Operational Phase

Trips generated during the operation proposed Project are shown in Table 3.8-4. As shown in Table 3.8-4, the proposed Project would generate a total of 712 ADT, with 37 AM peak hour trips (16 inbound and 21 outbound) and 57 PM peak hour trips (32 inbound and 25 outbound).

TABLE 3.8-4. PROJECT TRIP GENERATION

Land Use	Size (units)	Daily Trip Ends (ADTs)[a]		Peak Hour	% of ADT [(b)]	In: Out	Volume		
		Rate [(b)]	Volume			Split [(b)]	In	Out	Total
Retirement Community (Independent Living)	77	4/unit	308	AM	5%	4:6	6	10	16
				PM	7%	6:4	13	9	22
Congregate Care (Assisted Living)	68	2.5/unit	170	AM	4%	6:4	4	3	7
				PM	8%	5:5	7	7	14
Congregate Care (Memory Care)	55	2.5/unit	138	AM	4%	6:4	4	2	6
				PM	8%	5:5	6	6	12
Single-family Units	16	6/unit	96	AM	20%	2:8	2	6	8
				PM	9%	7:3	6	3	9
TOTAL			**712**	AM	--	--	16	21	37
				PM	--	--	32	25	57

Note: a. ADT = Average Daily Traffic
b. Rates taken from the SANDAG (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002.
Source: Linscott, Law & Greenspan, 2019 (Appendix I-1).

The trip generation projections are conservative, in that they do not "net-out" trips related to the current agricultural use of the Project site (i.e., goods movement trips) that would be eliminated by the Project.

Project Trip Distribution and Assignment

Project trip distribution was based on a combination of observed traffic patterns from existing intersection counts, the location of nearby commercial land uses and the potential location of employees, it was estimated that 45% of project traffic would be distributed to the south along I-5; 35% to the north along I-5; 15% to the east along Manchester Avenue; and 5% to the west along and Manchester Avenue. Using this distribution, Project traffic was assigned to the proposed driveway and nearby street system. If the Direct Access Ramp (DAR) planned for I-5 at Manchester Avenue is constructed, 5% of Project traffic was assumed to utilize the Direct Access Ramp.

Analysis of Existing and Near-Term Plus Project Conditions

Near-Term Conditions

This section evaluates the impacts of the Existing and Near-Term Plus Project analysis. Caltran's completion of the DAR Access Road; the proposed signalization of the Manchester Avenue/DAR Access Road intersection; and, completion of the I-5/Manchester Avenue Interchange improvements is assumed in the "Near-Term" condition. This analysis evaluates the Project's direct impacts by comparing Existing conditions without the Project and Near-Term conditions with the Project.

Table 3.8-5 summarizes the Existing and Near-Term + Project intersection operations. Under "Near-Term" conditions, completion of the DAR Access Road; the signalization of the Manchester Avenue/DAR Access Road intersection; and, completion of the I-5/Manchester Avenue Interchange improves operations of the Manchester Ave/I-5 SB Ramps from LOS F to LOS C during the AM peak hour and from LOS E to LOS A during the PM peak hour.

The addition of project traffic to Near-Term conditions would not cause either of the intersection to operate below LOS C during the AM or PM peak hours. Thus, the Project would a less than significant impact on intersection operations under Existing + Project conditions.

The Existing and Near-Term + Project street segment operations are shown on Table 3.8-6. As shown on Table 3.8-6, two of the street segments would operate at LOS C. Manchester Avenue operates at LOS D in both existing and with project. Therefore, the Project would have a less than significant impact on street segment operations in the Existing + Project condition.

TABLE 3.8-5. EXISTING & NEAR-TERM + PROJECT INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing		Near-Term + Project		Delay (c)
			Delay (a)	LOS (b)	Delay	LOS	
Manchester Ave / I-5 SB Ramps	Signal	AM	147.0	F	21.8	C	125.2
		PM	38.5	E	9.8	A	28.7
Manchester Ave / I-5 NB Ramps	Signal	AM	23.1	C	23.3	C	0.2
		PM	23.5	C	24.0	C	0.5
Manchester Ave / DAR Access Rd	Signal	AM	DNE	NA	17.6	B	NA
		PM	DNE	NA	12.8	B	NA

Notes:
a. Average delay expressed in seconds per vehicle.
b. LOS = Level of Service. See table at right for delay thresholds.
c. Project-induced change in delay.
DAR = Direct Access Ramp DNE = Does not exist in Existing Condition.
NA = Not Applicable NB = North Bound
SB = South Bound
Source: Linscott, Law & Greenspan, 2019 (Appendix I-1).

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

TABLE 3.8-6. EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E) (a)	Existing			Near-Term + Project			Net Diff. (b)
		ADT	LOS	V/C	ADT	LOS	V/C	
Manchester Avenue								
I-5 SB Ramps to I-5 NB Ramps	20,000	17,649	D	0.882	17,969	D	0.898	0.016
I-5 to DAR Access Road (Future)	45,400	28,565	+C (c)	0.629	29,170	+C	0.643	0.014
DAR Access Road (Future) to Mira Costa College	45,400	28,565	+C	0.629	28,672	+C	0.632	0.002

Notes:
(a) = Capacity based on City of Encinitas roadway capacity standards.
(b) = Project-induced change in V/C.
(c) = Better than LOS C operations.
Source: Linscott, Law & Greenspan, 2019 (Appendix I-1).

Analysis of Long-Term (2030) Conditions

Long-Term (2030) Conditions

The Long-Term (2030) + Project intersection and street segment operations are shown in Table 3.8-7 and Table 3.8-8, respectively. If an intersection would operate at LOS E or F under existing/baseline conditions, the Project would have a significant direct impact if it causes delays to increase by more than 2 seconds (Linscott, Law & Greenspan, 2019a, Appendix I-1). As shown in Table 3.8-7, the addition of Project traffic to key intersections would not cause any intersections to operate below LOS D during the AM or PM peak hours, with or without the DAR improvements. Therefore, the Project would not result in a significant impact to intersection operations in the Future (2030) conditions. No mitigation would be required.

If a roadway segment would operate at LOS E or F under existing/baseline conditions, the Project would have a significant direct impact if it increases the vehicle-to-capacity (V/C) ratio by more than 0.02 (Linscott, Law & Greenspan 2019). As shown on Table 3.8-8, the addition of Project traffic would not cause any key street segments to operate below LOS D during the AM or PM peak hours with or without the DAR improvements. Additionally, project traffic would not cause an increase in the vehicle-to-capacity (V/C) ratio by more than 0.02. Therefore, impacts would not be significant.

The City of Encinitas General Plan Circulation Element endeavors to maintain Level of Service C as a basic design guideline for the local system of roadways understanding that the guideline may not be attainable in all cases. Because the proposed Project would not cause any intersection or street segment to operate below an acceptable level of service, traffic impacts would be less than significant and no mitigation would be required.

Proposed Roadway and Trail Improvements

The proposed street improvements, including new pavement, curb/gutter and striping, would shift the existing travel lanes approximately 10 feet to the north to accommodate installation of a 6-foot-wide Class II bicycle lane and 5-foot-wide, soft-surface pedestrian trail along the southside of Manchester Avenue, adjacent to the San Elijo Lagoon. These improvements would generally begin at the DAR line and extend along the frontage of the Project site. A 10-foot wide pedestrian trail, a and 10-foot wide parkway, and a 6-foot wide bikelane would be installed on the north side of Manchester Avenue. The proposed Project also includes construction of a soft surface trail segment (Trail Segment 66) through the northern portion of the Project site.

The proposed roadway improvements would enhance circulation for pedestrians and cyclists in the vicinity of the Project and no conflicts with a circulation system program, plan, ordinance would result. The Project's provision of Trail Segment 66 would implement the City of Encinitas Trail Master Plan, which would be beneficial for the community.

TABLE 3.8-7. LONG-TERM INTERSECTION OPERATIONS

Intersection	Peak Hour	Long-Term (without DAR)		Long-Term + Project (without DAR)		Delay (c) (sec)	Sign?	Long-Term (with DAR)		Long-Term +Project (with DAR)		Delay (c) (sec)	Sign?
		Delay (a)	LOS (b)	Delay (a)	LOS (b)			Delay (a)	LOS (b)	Delay (a)	LOS (b)		
Manchester Ave / I-5 SB Ramps	AM	31.8	C	31.9	C	0.1	No	46.0	D	46.1	D	0.1	No
	PM	18.3	B	18.4	B	0.1	No	14.0	B	14.1	B	0.1	No
Manchester Ave / I-5 NB Ramps	AM	33.6	C	34.4	C	0.8	No	26.7	C	27.1	C	0.4	No
	PM	49.0	D	51.2	D	2.2	No*	36.5	D	37.6	D	1.01	No
Manchester Ave / DAR Access Rd	AM	19.6	B	21.4	C	1.8	No	23.1	B	24.4	C	1.3	No
	PM	19.4	B	22.7	C	3.3	No	17.1	C	17.7	B	0.6	No

Notes:
* = The City of Encinitas accepts LOS D operations, regardless of project increase in V/C, delay, etc.
(a) = Average delay expressed in seconds per vehicle.
(b) = LOS = Level of Service.
(c) = Project-induced change in delay.
Sign = Denotes Project's Significant Impact, "Yes" or "No".

Source: Linscott, Law & Greenspan, 2019 (Appendix I-1).

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

TABLE 3.8-8. LONG-TERM STREET SEGMENT OPERATIONS

Street Segment	Long-Term (without DAR)			Long-Term+ Project (without DAR)			Net Change V/C [(a)]	Sign. ?
	ADT	LOS	V/C	ADT	LOS	V/C		
Manchester Ave. I-5 SB Ramps to I-5 NB Ramps	22,740	F	1.137	23,060	F	1.153	0.016	No
I-5 NB Ramps to DAR Access Road (Future)	36,790	D	0.810	37,395	D	0.824	0.013	No
DAR Access Road (Future) to Mira Costa College	36,790	D	0.810	36,897	D	0.813	0.002	No
Street Segment	**Long-Term (with DAR)**			**Long-Term + Project (with DAR)**			**Net Change V/C [(a)]**	**Sign. ?**
	ADT	**LOS**	**V/C**	**ADT**	**LOS**	**V/C**		
Manchester Ave. I-5 SB Ramps to I-5 NB Ramps	20,260	+C [(b)]	0.446	20,563	+C [(b)]	0.453	0.0075	No
I-5 NB Ramps to DAR Access Road (Future)	32,790	+C [(b)]	0.722	33,395	+C [(b)]	0.736	0.013	No
DAR Access Road (Future) to Mira Costa College	32,790	+C [(b)]	0.722	32,897	+C [(b)]	0.725	0.002	No

Notes:

(a) = Project-induced change in V/C.
(b) = Better than LOS C operations.
ADT = Average Daily Traffic Volumes.

LOS = Level of Service.
V/C = Volume-to-Capacity ratio.
Sign = Denotes Project's Significant Impact, "Yes" or "No".

Source: Linscott, Law & Greenspan, 2019 (Appendix I-1).

Impact 3.8-2: Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

Pursuant to CEQA Guidelines Section 15064.3(c), a lead agency may elect to be governed by the provisions of this section immediately or by July 1, 2020, when the provisions apply statewide. At the time of this EIR's publication, the City of Encinitas has not elected to be governed by Guidelines Section 15064(b). Therefore, the proposed Project does not conflict with this provision, and no significant impacts would occur.

Impact 3.8-3: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

Other than to provide street improvements along Manchester Avenue (i.e. re-stripping and installation of an emergency only access) and the provision of site access points from the planned DAR Access Road, the proposed Project would not alter any roadways. The roadway improvements would be constructed to City standards. Traffic associated with the Project will be limited to employees, services and deliveries, along with residents and visitors of the Senior Living Facility and the Workforce Housing Units. Furthermore, because the proposed Project does not propose any change in the design of the existing roadways and the amount of traffic added to Manchester Avenue would be less than significant, (Impact 3.8-1), the proposed Project will not substantially increase hazards due to design features or incompatible uses.

Impact 3.8-4: Result in inadequate emergency access.

Improvements

The Project includes construction of access to the Project site via two new driveways from the planned DAR Access Road. The southernmost driveway would be 28 feet wide. The second driveway would be 24 feet in width connecting to an internal circulation road that would be 24 feet in width and would lead to a turnaround with a 32-foot paved radius near the proposed Workforce Housing Units. An emergency access only driveway (24 feet in width) would also be installed along Manchester Avenue.

Code Compliance

Section 503.2.1, Dimensions, of the 2017 Consolidated Fire Code for San Diego County requires that fire apparatus access roads have an unobstructed improved width of not less than 24 feet. In addition, according to Section 503.2.5, Dead Ends, the minimum unobstructed radius width for a cul-de-sac in a residential area is 36 feet paved, or as approved by the fire official. Therefore, because the access roadway would be 24 feet, the proposed cul-de-sac near the Single-family Housing units would have a turning radius of at least 36 feet, and because the site plans must be approved by the

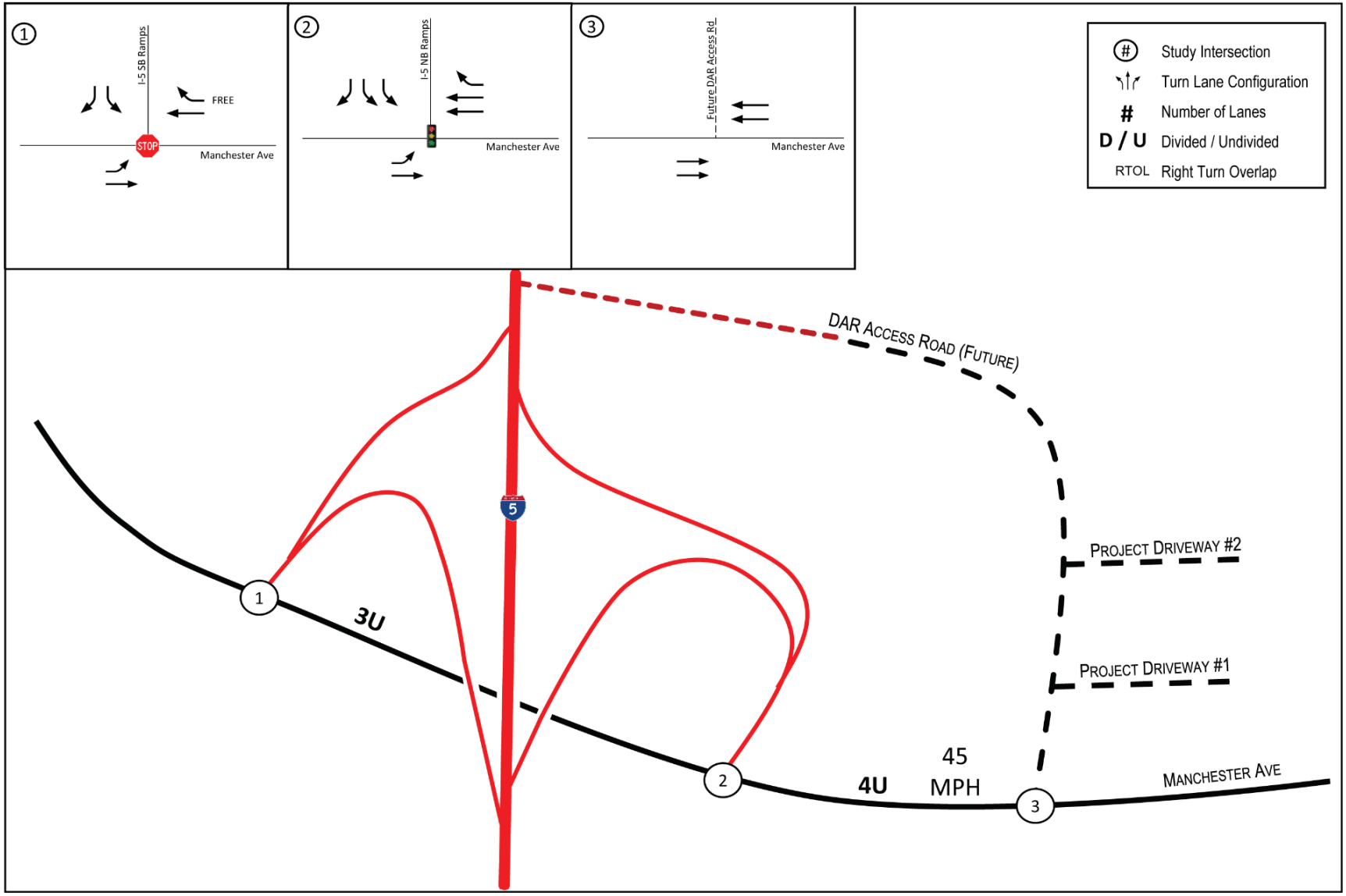
City of Encinitas Fire Department, there would be no significant impact associated with emergency access onto the site.

3.8.5. Mitigation Measure(s)

Impacts would be less than significant, and no mitigation measures would be required.

3.8.6. Cumulative Impact Analysis

The cumulative traffic impacts associated with the proposed Project include projects in the cumulative projects list included in Table 2-5 to this EIR. The existing conditions scenario assumes additional traffic from ambient regional growth and traffic from developments in the project region; therefore, as identified in the analysis, above, cumulative traffic impacts are less than significant. The impacts of the proposed Project, combined with related projects, would not significantly impact regional transportation facilities or physically increase roadway hazards. Traffic and transportation impacts would not be cumulatively considerable.



SOURCE: Linscott, Law & Greenspan, 2019

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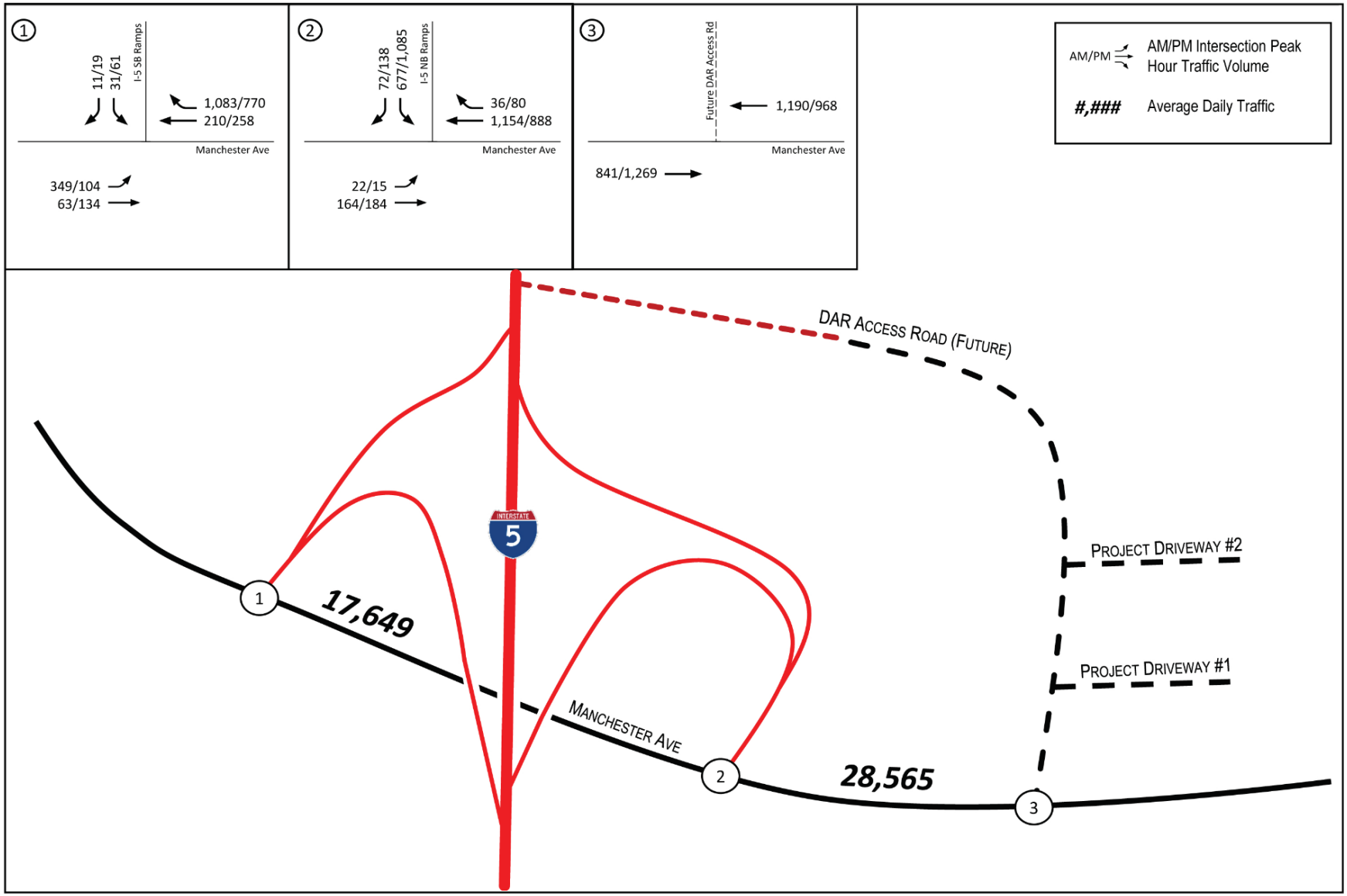
Existing Circulation System
Belmont Village Encinitas-by-the-Sea
Figure 3.8-1



SOURCE: Linscott, Law & Greenspan, 2019

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Existing Traffic Volumes
Belmont Village Encinitas-by-the-Sea
Figure 3.8-2

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