Chapter 12.0

Errata to the Environmental Assessment

Chapter 12 | Errata to the Environmental Assessment

The Environmental Assessment (EA) text changes, since the May 25, 2018 release are detailed below. These changes do not affect the EA's overall conclusions, rather, provide clarification, amplification, and/or insignificant modifications. None of the changes or information provided in the comments reflect a new significant environmental impact, a substantial increase in the severity of an environmental impact for which mitigation is not proposed, or a new feasible alternative or mitigation measure that would clearly lessen significant environmental impacts but is not adopted. In addition, the changes do not reflect a fundamentally flawed or conclusory EA. Text changes are merely intended to clarify, amplify, or correct EA information, as initiated by the Lead Agency.

EA text changes are presented in a box, with deleted text indicated by ~~strike through~~ and added text indicated by underlining, as follows:

~~Deleted DEIR text~~ Added text

EA text changes are presented below according to EA section, page, and, where appropriate, paragraph.

SECTION ES, EXECUTIVE SUMMARY

EA page ES-29, Section 4.9.4 - Issue 3 is revised as follows:

Refer to ~~Noise, and~~ Transportation and Traffic below.

EA page ES-30, Section 4.9.4 - Issue 5 Mitigation Measure is revised as follows:

~~LU-2 As part of the City's design review and entitlement process for housing sites, to the extent practicable, the City should avoid siting sensitive exterior areas associated with future residential uses within the 70 Ldn exterior traffic noise contour distances to the extent practicable and in consideration of other Zoning Standards and Design Guidelines. If sensitive receptors are to be located within the 70 Ldn exterior noise contour, outdoor activity areas shall be shielded from the noise source using site design measures such as building orientation or sound walls to maintain a 70 Ldn exterior noise level for noise sensitive exterior areas.~~

EA page ES-30, Section 4.9.4 - Issue 5 Significance After Mitigation is revised as follows:

Less Than Significant ~~With Mitigation Incorporated~~ Impact

EA page ES-31, Section 4.10.4 - Issues 2 & 3 Mitigation Measures are revised as follows:

No mitigation is required. ~~NOS-1 Operational Noise. Prior to the issuance of any permit for future development consistent with the new zone program, wherein residential development would be located adjacent to commercial uses, the City shall require a site-specific noise study. The study shall determine if on-site generated noise levels exceed the property line noise level limits in the Noise Ordinance and to present appropriate mitigation measures, where feasible., which may include, but are not limited to the following:~~

- ~~Require the placement of loading and unloading areas so that commercial buildings shield nearby residential land uses from noise generated by loading dock and delivery activities. If necessary, additional sound barriers shall be constructed on the commercial sites to protect nearby noise sensitive uses and hours of delivery can be limited if determined as needed through the study.~~
- ~~Require the placement of all commercial HVAC machinery to be placed within mechanical equipment rooms wherever possible.~~
- ~~Require the provision of localized noise barriers or rooftop parapets around HVAC, cooling towers, and mechanical equipment so that line-of-sight to the noise source from the property line of the noise sensitive receptors is blocked.~~

~~NOS-2 Construction Noise Reduction Program. Project applicants shall require construction contractors to implement a site-specific Noise Reduction Program, which includes the following measures, ongoing through demolition, grading, and/or construction, where feasible:~~

- ~~Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds), wherever feasible.~~
- ~~Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electronically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler shall be used (this muffler can lower noise levels from the exhaust by up to approximately 10 dBA). External jackets on the tools themselves shall be used where feasible (this can achieve an approximately 5.0 dBA reduction. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible.~~
- ~~Stationary construction-related noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and incorporate insulation barriers, or other measures to the extent feasible.~~

~~NOS-3 Construction Noise Control Plan. Prior to demolition, grading, or building permit approval, a Construction Noise Control Plan shall be submitted to the City's Development Services Department for review and approval. The Plan shall demonstrate that all construction activity complies with Encinitas Municipal Code Section 9.32. The Construction Noise Control Plan can include, but is not limited to, the following:~~

- ~~That construction equipment is properly muffled according to industry standards and in good working condition.~~
- ~~Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible.~~

- ~~Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources.~~
- ~~Use electric air compressors and similar power tools rather than diesel equipment, where feasible.~~
- ~~Construction related equipment, including heavy duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes.~~
- ~~Construction shall be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday. No construction is permitted on Sundays or legal holidays.~~
- ~~Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party.~~

~~Project developers shall require by contract specifications that heavily loaded trucks used during construction be routed away from residential streets to the extent feasible. Contract specifications shall be included in construction documents, which shall be reviewed by the City prior to demolition, grading, or building permit approval.~~

EA page ES-31, Section 4.10.4 - Issues 2 & 3 Significance After Mitigation is revised as follows:

Less Than Significant ~~With Mitigation Incorporated~~ Impact

SECTION 4.9, LAND USE

EA page 4.9-30 is revised as follows:

Concerning noise, as concluded in Section 4.10, *Noise*, the Project would result in less than significant impacts associated with ambient traffic noise levels. Noise level increases would be less than the 3-decibel adjacent to all study area roadway segments. Additionally, the Project would result in less than significant impacts associated with stationary noise sources, ~~with mitigation incorporated~~ following compliance with the Noise Abatement and Control Ordinance. Therefore, consistent with the significance criteria set forth in the 2016 PEIR, the Project would result in less than significant neighborhood compatibility impacts from mobile and stationary noise sources. It is further noted, because the revised Project would result in a 50.4 percent trip reduction, as compared to the MMUP strategy's trip generation, the Project's mobile noise levels would be proportionately less.

EA page 4.9-31 is revised as follows:

Refer to ~~Section 4.10, Noise, and~~ Section 4.13, *Transportation and Traffic*. Section 4.1, *Aesthetics*, does not identify mitigation measures at this program-level of analysis.

EA page 4.9-33 is revised as follows:

As concluded in Section 4.10, *Noise*, the Project would result in less than significant impacts associated with ambient traffic noise levels. Noise level increases would be less than the 3-decibel adjacent to all study area roadway segments. Therefore, the Project would result in less than significant noise-related land use compatibility impacts from mobile noise sources. ~~Notwithstanding, to further minimize potential impacts associated with mobile noise sources, future development would be subject to compliance with Mitigation Measure LU-1, which involves avoiding siting sensitive exterior areas associated with future residential uses within the 70 Ldn exterior traffic noise contour distances to the extent practicable and in consideration of other Zoning Standards and Design Guidelines.~~ It is further noted, because the revised Project would result in a 50.4 percent trip reduction, as compared to the MMUP strategy's trip generation, the Project's mobile noise levels would be proportionately less.

EA page 4.9-34 is revised as follows:

MITIGATION MEASURES: No mitigation is required.

~~The mitigation measures concerning land use noise/on-site generated noise identified in 2016 PEIR Section 4.10.6 are presented below, inclusive of the additions/changes necessary for the revised Project (indicated by "deleted text" / "underlined text.")~~

~~LU-2 As part of the City's design review and entitlement process for housing sites, to the extent practicable, the City should avoid siting sensitive exterior areas associated with future residential uses within the 70 Ldn exterior traffic noise contour distances to the extent practicable and in consideration of other Zoning Standards and Design Guidelines. If sensitive receptors are to be located within the 70 Ldn exterior noise contour, outdoor activity areas shall be shielded from the noise source using site design measures such as building orientation or sound walls to maintain a 70 Ldn exterior noise level for noise sensitive exterior areas.~~

LEVEL OF SIGNIFICANCE: Less Than Significant ~~With Mitigation Incorporated~~ Impact

SECTION 4.10, NOISE

EA page 4.10-2 is revised as follows:

The EMC Sections containing relevant noise standards are: EMC ~~Section~~§ 9.32.410, *Construction Equipment*; and EMC ~~Section~~§ 30.40.010, *Purpose*.

EA page 4.10-5 is revised as follows:

The potential impacts concerning temporary noise/on-site generated noise are discussed in 2016 PEIR Section 4.10.6 (Issue 2, page 4.10-39). A significant impact would occur if future development would exceed the property line noise limits established in the City's Noise Abatement and Control Ordinance (EMC ~~Section~~§ 9.32). Noise sources associated with future development include typical residential activities (i.e., vehicles arriving and leaving, children at play and landscape maintenance machinery). The 2016 PEIR concluded that none of these noise sources would violate EMC standards or result in a substantial permanent increase in existing noise levels

The 2016 PEIR concluded that heating, ventilation, and air conditioning (HVAC) equipment with exterior fans or condensers mounted on the ground or roofs have the potential to produce noise levels in excess of the City's limits. Commercial and retail components of mixed-use developments would also generate noise from commercial-related mechanical equipment, loading docks, deliveries, trash-hauling activities and customer and employee use of commercial facilities. The analysis concluded that future onsite generated noise sources have the potential to exceed the property line noise level limits established in the City's Noise Abatement and Control Ordinance. Therefore, impacts were considered significant. The 2016 PEIR concluded that implementation of Mitigation Measure NOS-1, which requires that residential development proposed adjacent to commercial uses be subject to a site-specific noise study prior to the issuance of any permit, would reduce impacts to a less than significant level.

EA page 4.10-6 is revised as follows:

Operating cycles for these types of construction equipment used may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Construction activities associated with future development accommodated through Project implementation would occur in incremental phases over time based on market demand, economic, and planning considerations. All construction activities associated with future development would be subject to compliance with EGP policies~~,~~ and the Noise Abatement and Control Ordinance ~~outlined in~~ (EMC ~~Section~~§ 9.32).

EA page 4.10-7 to page 4.10-9 is revised as follows:

~~No changes are necessary to make the 2016 PEIR applicable to the proposed Project.~~ Future developments' stationary noise sources (e.g., HVAC equipment with exterior fans or condensers mounted on the ground or roofs) could generate noise levels exceeding ~~City n~~Noise Abatement and Control Ordinance limits. ~~Future onsite stationary noise sources could exceed the property line noise level limits established in the City's Noise Ordinance. Following implementation of Mitigation Measure NOS-1, which requires that residential development proposed adjacent to commercial uses be subject to a site-specific noise study prior to the issuance of any permit, would reduce impacts to less than significant.~~ Additionally, where future development is proposed adjacent to a non-residential land use, future development could be exposed to noise levels exceeding Noise Abatement and Control Ordinance limits. However, all future development would be subject to compliance with EMC Chapter 30.40, which establishes performance standards to minimize the adverse impacts of certain nuisance factors and provides methods of determining compatibility between uses of land and buildings. The Noise Abatement and Control Ordinance requires that every use be operated such that generated noise does not exceed established levels at or beyond the lot line and does not exceed the limits of any adjacent zone. Following compliance with the Noise Abatement and Control Ordinance, the Project would result in a less than significant impact concerning exposure of persons to or generation of noise levels that exceed Noise Abatement and Control Ordinance limits.

MITIGATION MEAURES: No mitigation is required.

~~The mitigation measures concerning noise/on-site generated noise identified in 2016 PEIR Section 4.10.6 are presented below, inclusive of the additions/changes necessary for the revised Project (indicated by "deleted text" / "underlined text").~~

~~NOS-1 Operational Noise. Prior to the issuance of any permit for future development consistent with the new zone program, wherein residential development would be located adjacent to commercial uses, the City shall require a site-specific noise study. The study shall determine if on-site generated noise levels exceed the property line noise level limits in the Noise Ordinance and to present appropriate mitigation measures, where feasible., which may include, but are not limited to the following:~~

- ~~Require the placement of loading and unloading areas so that commercial buildings shield nearby residential land uses from noise generated by loading dock and delivery activities. If necessary, additional sound barriers shall be constructed on the commercial sites to protect nearby noise sensitive uses and hours of delivery can be limited if determined as needed through the study.~~
- ~~Require the placement of all commercial HVAC machinery to be placed within mechanical equipment rooms wherever possible.~~
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- ~~Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds), wherever feasible.~~
- ~~Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electronically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler shall be used (this muffler can lower noise levels from the exhaust by up to approximately 10 dBA). External jackets on the tools themselves shall be used where feasible (this can achieve an approximately 5.0-dBA reduction. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible.~~
- ~~Stationary construction-related noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and incorporate insulation barriers, or other measures to the extent feasible.~~

~~NOS-3 Construction Noise Control Plan. Prior to demolition, grading, or building permit approval, a Construction Noise Control Plan shall be submitted to the City's Development Services Department for review and approval. The Plan shall demonstrate that all construction activity complies with Encinitas Municipal Code Section 9.32. The Construction Noise Control Plan can include, but is not limited to, the following:~~

- ~~That construction equipment is properly muffled according to industry standards and in good working condition.~~
- ~~Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible.~~
- ~~Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources.~~
- ~~Use electric air compressors and similar power tools rather than diesel equipment, where feasible.~~
- ~~Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes.~~
- ~~Construction shall be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday. No construction is permitted on Sundays or legal holidays.~~
- ~~Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party.~~

~~Project developers shall require by contract specifications that heavily loaded trucks used during construction be routed away from residential streets to the extent feasible. Contract specifications shall be included in construction documents, which shall be reviewed by the City prior to demolition, grading, or building permit approval.~~

LEVEL OF SIGNIFICANCE: Less Than Significant ~~With Mitigation Incorporated~~ Impact

EA page 4.10-11 is revised as follows:

4.10.5 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts concerning noise have been identified following compliance with the established regulatory framework ~~and recommended mitigation measures~~.

SECTION 4.12, PUBLIC SERVICES & RECREATION

EA page 4.12-4, Table 4.12-1 is revised as follows:

TABLE 4.12-1: SCHOOL CAPACITY

School	School District	2017/18 Enrollment	Total Maximum Enrollment Capacity	Future Enrollment Capacity
Capri Elementary School	EUSD[1]	710	773	~~773~~ 63
El Camino Creek Elementary School	EUSD	601	670	~~670~~ 69
Flora Vista Elementary School	EUSD	460	536	~~536~~ 76
La Costa Heights Elementary School	EUSD	690	712	~~712~~ 22
Mission Estancia Elementary School	EUSD	529	535	~~535~~ 6
Ocean Knoll Elementary School	EUSD	650	687	~~687~~ 37
Olivenhain Pioneer Elementary School	EUSD	595	618	~~618~~ 23
Park Dale Lane Elementary School	EUSD	464	508	~~508~~ 44
Paul Ecke Central Elementary School	EUSD	646	694	~~694~~ 48
Subtotal EUSD		***5,345***	***5,733***	***388***
Cardiff Elementary School	CSD[2]	347	400	~~440~~ 53
Ada W. Harris Elementary School	CSD	359	480	~~480~~ 121
Subtotal CSD		***706***	***880***	***174***
Oak Crest Middle School	SDUHSD[3]	674	1140	466
Diegueño Middle School	SDUHSD	897	1335	438
Canyon Crest Academy	SDUHSD	2496	2716	220
La Costa Canyon High School	SDUHSD	1833	3000	1,167
San Dieguito High School Academy	SDUHSD	1813	1815	2
Sunset High School	SDUHSD	108	290	182
Subtotal SDUHSD		***7,821***	***10,296***	***2,475***
TOTAL		***13,872***	***16,909***	***3,037***

[1]EUSD = Encinitas Unified School District; CSD = Cardiff School District; and SDUHSD = San Dieguito Union High School District

Sources:

1. Shackelford, A., Encinitas Unified School District. (2018, April 26). Email Correspondence.
2. Vinson, J. and Parker, J., Cardiff School District. (2018, April 23). Email Correspondence.
3. Young, D., San Dieguito Union High School District. (2018, April 19). Email Correspondence.

EA page 4.12-9, Table 4.12-2 is revised as follows:

TABLE 4.12-2: ESTIMATED STUDENT GENERATION

Candidate Site	Proposed Residential Yield (DU)	EUSD	SDUHSD	CSD	Proposed Student Generation~~[1]~~		
					EUSD[1]	SDUHSD[2]	CSD[3]
C3-S01	60		X	X		10	10
C1-S02	208	X	X		85	36	
C1-S03	228	X	X		93	39	
C2-S05	143	X	X		58	24	
C1-S07	89	X	X		36	15	
C4-SAD01	72		X	X		12	12
C2-SAD02	272	X	X		111	47	
C1-S09	296	X	X		121	51	
C3-S10	296		X	X		51	50
C4-S11	58		X	X		10	9
C2-S12	102	X	X		41	17	
C4-S06	88	X	X		36	15	
C5-S08	181	X	X		74	31	
C4-SAD06	188	X	X		77	32	
C2-SAD09	132	X	X		54	22	
C1-SAD07	24	X	X		9	4	
C1-SAD08	60	X	X		24	10	
Total	*2,497*						*1,326*
				Total Estimated Student Generation	*819*	*426*	*81*
				Available Capacity	*388*	*2,475*	*174*
Sufficient Capacity					*No*	*Yes*	*Yes*
				Estimated Capacity Shortfall	***-431***	***2,049***	***93***

~~[1] Generation Rates: EUSD = 0.41/dwelling unit; SDUHSD = 0.174/dwelling unit; CSD = 0.17/dwelling unit~~ EUSD = Encinitas Unified School District; SDUHSD = San Dieguito Union High School District; and CSD = Cardiff School District

~~Sources~~Notes:

1. Generation Rate = 0.41/dwelling unit. Shackelford, A. Encinitas Unified School District. (2018, April 26). Email correspondence.
   ~~Vinson, J. and Parker, J. Cardiff School District. (2018, April 23). Email correspondence~~.
2. Generation Rate = 0.174/dwelling unit. Young, D. San Dieguito Union High School District. (2018, April 19). Email correspondence.
3. Generation Rate = 0.17/dwelling unit. Vinson, J. and Parker, J. Cardiff School District. (2018, April 23). Email correspondence.

SECTION 4.13, TRANSPORTATION AND TRAFFIC

EA page 4.13-19, Table 4.13-3 is revised as follows:

TABLE 4.13-3: SUMMARY OF ROADWAY ANALYSIS FUTURE YEAR 2035 WITH PROJECT

Roadway	Segment	Functional Classification	Year 2035 Future (No Project) ADT	Project ADT	Future With Project ADT	Capacity (LOS E)	~~Capacity (LOS E)~~ V/C Ratio	~~V/C~~ LOS	~~LOS~~ Change in V/C	Sig. Impact?	Jurisdiction
Carlsbad Boulevard	Poinsettia Ln to Avenida Encinas	4-Lane Major Arterial	25,300	200	25,500	40,000	0.638	C	0.005	No	Carlsbad
	Avenida Encinas to La Costa Ave	4-Lane Major Arterial	24,700	200	24,900	40,000	0.623	C	0.005	No	Carlsbad
North Coast Highway 101	La Costa Ave to 600 feet south of La Costa Ave	4-Lane Major Roadway	19,900	300	20,200	35,200	0.574	C or better	0.009	No	Encinitas
	600 feet south of La Costa Ave to Leucadia Blvd	4-Lane Major Roadway	18,100	600	18,700	26,400	0.708	C or better	0.023	No	Encinitas
	Leucadia Blvd to Cadmus St	4-Lane Major Roadway	19,900	400	20,300	35,200	0.577	C or better	0.011	No	Encinitas
	Cadmus St to Marcheta St	4-Lane Major Roadway	19,900	400	20,300	35,200	0.577	C or better	0.011	No	Encinitas
	Marcheta St to 660 feet south of Marcheta St	4-Lane Major Roadway	19,900	400	20,300	35,200	0.577	C or better	0.011	No	Encinitas
	660 feet south of Marcheta St to Encinitas Blvd	4-Lane Major Roadway	19,900	400	20,300	35,200	0.577	C or better	0.011	No	Encinitas
South Coast Highway 101	Encinitas Blvd to D St	4-Lane Major Roadway	19,400	700	20,100	35,200	0.571	C or better	0.020	No	Encinitas
	D St to E St	4-Lane Major Roadway	19,400	700	20,100	35,200	0.571	C or better	0.020	No	Encinitas

TABLE 4.13-3: SUMMARY OF ROADWAY ANALYSIS FUTURE YEAR 2035 WITH PROJECT

Roadway	Segment	Functional Classification	Year 2035 Future (No Project) ADT	Project ADT	Future With Project ADT	Capacity (LOS E)	~~Capacity (LOS E)~~ V/C Ratio	~~V/C~~ LOS	~~LOS~~ Change in V/C	Sig. Impact?	Jurisdiction
	E St to F St	4-Lane Major Roadway	19,400	700	20,100	35,200	0.571	C or better	0.020	No	Encinitas
	F St to H St	4-Lane Major Roadway	19,400	100	19,500	35,200	0.554	C or better	0.003	No	Encinitas
	H St to J St	4-Lane Major Roadway	21,100	100	21,200	35,200	0.602	C or better	0.003	No	Encinitas
	J St to Swami's Parking	3-Lane Major Roadway	21,100	100	21,200	26,400	0.803	D	0.004	No	Encinitas
	Swami's Parking to San Elijo State Beach	2-Lane Local Roadway	21,300	100	21,400	14,000	1.529	**F**	0.007	No	Encinitas
	San Elijo State Beach to Chesterfield	4-Lane Major Roadway	21,300	100	21,400	35,200	0.608	C or better	0.003	No	Encinitas
	Chesterfield to Cardiff State Beach traffic signal	4-Lane Major Roadway	23,200	100	23,300	35,200	0.662	C or better	0.003	No	Encinitas
	Cardiff State Beach to Chart House traffic signal	4-Lane Major Roadway	23,200	100	23,300	35,200	0.662	C or better	0.003	No	Encinitas
	Chart House traffic signal to Las Olas Mexican Restaurant traffic signal	4-Lane Major Roadway	23,200	100	23,300	35,200	0.662	C or better	0.003	No	Encinitas
	Las Olas Mexican Restaurant to City of Solana Beach boundary	4-Lane Major Roadway	23,200	100	23,300	35,200	0.662	C or better	0.003	No	Encinitas

TABLE 4.13-3: SUMMARY OF ROADWAY ANALYSIS FUTURE YEAR 2035 WITH PROJECT

Roadway	Segment	Functional Classification	Year 2035 Future (No Project) ADT	Project ADT	Future With Project ADT	Capacity (LOS E)	~~Capacity (LOS E)~~ V/C Ratio	~~V/C~~ LOS	~~LOS~~ Change in V/C	Sig. Impact?	Jurisdiction
North Highway 101	City of Solana Beach boundary to West Cliff St	4-Lane Major Arterial	22,500	100	22,600	40,000	0.565	C	0.002	No	Solana Beach
	West Cliff to Lomas Santa Fe	4-Lane Major Arterial	25,000	100	25,100	40,000	0.628	C	0.002	No	Solana Beach
	Lomas Santa Fe Dr to Via De La Valle	4-Lane Major Arterial	23,600	100	23,700	40,000	0.593	C	0.003	No	Solana Beach
Vulcan Avenue	La Costa Ave to Leucadia Blvd	2-Lane Local Roadway	7,000	300	7,300	14,000	0.521	C or better	0.021	No	Encinitas
	Leucadia Blvd to Encinitas Blvd	2-Lane Local Roadway	7,500	600	8,100	14,000	0.579	C or better	0.043	No	Encinitas
	Encinitas Blvd to D St	4-Lane Collector	12,900	300	13,200	32,400	0.407	C or better	0.009	No	Encinitas
	D St to E St	4-Lane Collector	12,900	300	13,200	32,400	0.407	C or better	0.009	No	Encinitas
	E St to Santa Fe Dr	2-Lane Local Roadway – Augmented	13,100	300	13,400	20,000	0.670	C or better	0.015	No	Encinitas
San Elijo Avenue	Santa Fe Dr to Birmingham Dr	2-Lane Local Roadway	10,100	0	10,100	14,000	0.721	C or better	0.000	No	Encinitas
	Birmingham Dr to Chesterfield Dr	2-Lane Local Roadway – Augmented	12,500	0	12,500	20,000	0.625	C or better	0.000	No	Encinitas
	Chesterfield Dr to Manchester Ave	2-Lane Local Roadway – Augmented	9,500	0	9,500	20,000	0.475	C or better	0.000	No	Encinitas

TABLE 4.13-3: SUMMARY OF ROADWAY ANALYSIS FUTURE YEAR 2035 WITH PROJECT											
Roadway	**Segment**	**Functional Classification**	**Year 2035 Future (No Project) ADT**	**Project ADT**	**Future With Project ADT**	**Capacity (LOS E)**	**~~Capacity (LOS E)~~ V/C Ratio**	**~~V/C~~ LOS**	**~~LOS~~ Change in V/C**	**Sig. Impact?**	**Jurisdiction**
Saxony Road	La Costa Ave to Quail Gardens Dr	2-Lane Local Roadway	4,600	200	4,800	14,000	0.343	C or better	0.014	No	Encinitas
	Quail Hollow Dr to Normandy Rd	2-Lane Local Roadway	3,400	100	3,500	14,000	0.250	C or better	0.007	No	Encinitas
	Normandy Rd to Brittany Ave	2-Lane Local Roadway	3,900	100	4,000	14,000	0.286	C or better	0.007	No	Encinitas
	Brittany Ave to Leucadia Blvd	2-Lane Local Roadway	3,500	100	3,600	14,000	0.257	C or better	0.007	No	Encinitas
	Leucadia Blvd to Silver Berry Place	2-Lane Local Roadway	11,800	100	11,900	14,000	0.850	D	0.007	No	Encinitas
	Silver Berry Place to Encinitas Blvd	2-Lane Local Roadway - Augmented	13,800	300	14,100	20,000	0.705	C or better	0.015	No	Encinitas
Quail Hollow Drive	Swallow Tail Rd to Saxony Rd	2-Lane Local Roadway	5,000	200	5,200	14,000	0.371	C or better	0.014	No	Encinitas
Quail Gardens Drive	Swallow Tail Rd to Lauren Court	2-Lane Local Roadway – Augmented	4,900	200	5,100	20,000	0.255	C or better	0.010	No	Encinitas
	Lauren Court to Leucadia Blvd	2-Lane Local Roadway – Augmented	5,300	200	5,500	20,000	0.275	C or better	0.010	No	Encinitas
	Leucadia Blvd to Paseo De Las Flores	2-Lane Local Roadway – Augmented	9,100	800	9,900	20,000	0.495	C or better	0.040	No	Encinitas
	Paseo De Las Flores to Paseo De Las Verdes	2-Lane Local Roadway – Augmented	8,900	700	9,600	20,000	0.480	C or better	0.035	No	Encinitas

TABLE 4.13-3: SUMMARY OF ROADWAY ANALYSIS FUTURE YEAR 2035 WITH PROJECT

Roadway	Segment	Functional Classification	Year 2035 Future (No Project) ADT	Project ADT	Future With Project ADT	Capacity (LOS E)	~~Capacity (LOS E)~~ V/C Ratio	~~V/C~~ LOS	~~LOS~~ Change in V/C	Sig. Impact?	Jurisdiction
	Paseo De Las Verdes to Encinitas Blvd	2-Lane Local Roadway – Augmented	8,200	700	8,900	20,000	0.445	C or better	0.035	No	Encinitas
Westlake St	Encinitas Blvd to Requeza St	2-Lane Local Roadway – Augmented	11,800	1,800	13,600	20,000	0.680	C or better	0.090	No	Encinitas
Nardo Drive	Requeza St to Melba Rd	2-Lane Local Roadway	5,100	0	5,100	14,000	0.364	C or better	0.000	No	Encinitas
	Melba Rd Santa Fe Dr	2-Lane Local Roadway	5,100	0	5,100	14,000	0.364	C or better	0.000	No	Encinitas
MacKinnon Avenue	Santa Fe Dr to Villa Cardiff Dr	2-Lane Local Roadway	6,200	0	6,200	14,000	0.443	C or better	0.000	No	Encinitas
Villa Cardiff Drive	MacKinnon Ave to Windsor Rd	2-Lane Local Roadway	6,500	0	6,500	14,000	0.464	C or better	0.000	No	Encinitas
	Windsor Rd to Birmingham Dr	2-Lane Local Roadway	5,700	0	5,700	14,000	0.407	C or better	0.000	No	Encinitas
Garden View Road	Leucadia Blvd to Via Cantebria	4-Lane Major Roadway	11,500	0	11,500	35,200	0.327	C or better	0.000	No	Encinitas
	Via Cantebria to El Camino Real	4-Lane Major Roadway	12,900	0	12,900	35,200	0.366	C or better	0.000	No	Encinitas
Town Center Place	Leucadia Blvd to Town Center Place	4-Lane Collector (Not a CE)	20,000	100	20,100	32,400	0.620	C or better	0.003	No	Encinitas
	Town Center Place to Town Center Dr	4-Lane Collector (Not a CE)	17,800	100	17,900	32,400	0.552	C or better	0.003	No	Encinitas

TABLE 4.13-3: SUMMARY OF ROADWAY ANALYSIS FUTURE YEAR 2035 WITH PROJECT											
Roadway	**Segment**	**Functional Classification**	**Year 2035 Future (No Project) ADT**	**Project ADT**	**Future With Project ADT**	**Capacity (LOS E)**	**~~Capacity (LOS E)~~ V/C Ratio**	**~~V/C~~ LOS**	**~~LOS~~ Change in V/C**	**Sig. Impact?**	**Jurisdiction**
Via Cantebria	Town Center Dr to Garden View Rd	2-Lane Local Roadway (Not a CE)	15,800	100	15,900	14,000	1.136	**F**	0.007	No	Encinitas
	Garden View Rd to Forrest Bluff	3-Lane Collector	14,900	0	14,900	24,300	0.613	C or better	0.000	No	Encinitas
	Forrest Bluff to Via Montoro	4-Lane Collector	15,200	0	15,200	32,400	0.469	C or better	0.000	No	Encinitas
	Via Montoro to Via Molena	4-Lane Collector	17,900	0	17,900	32,400	0.552	C or better	0.000	No	Encinitas
	Via Molena to Encinitas Blvd	4-Lane Collector	17,500	0	17,500	32,400	0.540	C or better	0.000	No	Encinitas
Balour Drive	Encinitas Blvd to Melba Rd	2-Lane Local Roadway	11,200	800	12,000	14,000	0.857	D	0.057	No	Encinitas
	Melba Rd to Santa Fe Dr	2-Lane Local Roadway	10,700	700	11,400	14,000	0.814	D	0.050	No	Encinitas
Lake Drive	Santa Fe Dr to Woodlake Dr	2-Lane Local Roadway	6,600	~~14,000~~ 0	6,600	14,000	0.471	C or better	0.000	No	Encinitas
	Woodlake Dr to Birmingham Dr	2-Lane Local Roadway	6,600	~~14,000~~ 0	6,600	14,000	0.471	C or better	0.000	No	Encinitas
El Camino Real	Aviara Parkway to La Costa Ave	5-Lane Prime Arterial	54,300	100	54,400	50,000	1.088	**F**	0.002	No	Carlsbad
	La Costa Ave to Calle Barcelona	6-Lane Prime Arterial	38,400	300	38,700	60,000	0.645	C	0.005	No	Carlsbad
	Calle Barcelona to City of Carlsbad boundary	6-Lane Prime Arterial	36,500	300	36,800	60,000	0.613	C	0.005	No	Carlsbad

TABLE 4.13-3: SUMMARY OF ROADWAY ANALYSIS FUTURE YEAR 2035 WITH PROJECT											
Roadway	**Segment**	**Functional Classification**	**Year 2035 Future (No Project) ADT**	**Project ADT**	**Future With Project ADT**	**Capacity (LOS E)**	**~~Capacity (LOS E)~~ V/C Ratio**	**~~V/C~~ LOS**	**~~LOS~~ Change in V/C**	**Sig. Impact?**	**Jurisdiction**
	City of Carlsbad boundary to Leucadia Blvd	6-Lane Prime Arterial - Augmented	46,700	300	47,000	66,000	0.712	C or better	0.005	No	Encinitas
	Leucadia Blvd to Town Center Dr	6-Lane Prime Arterial - Augmented	58,600	700	59,300	66,000	0.898	D	0.011	No	Encinitas
	Town Center Dr to Garden View Rd	6-Lane Prime Arterial - Augmented	54,200	700	54,900	66,000	0.832	D	0.011	No	Encinitas
	Garden View Rd to 331-339 El Camino Real	6-Lane Prime Arterial - Augmented	42,900	800	43,700	66,000	0.662	C or better	0.012	No	Encinitas
	331-339 El Camino Real to Via Montoro	6-Lane Prime Arterial - Augmented	48,900	800	49,700	66,000	0.753	C or better	0.012	No	Encinitas
	Via Montoro to Mountain Vista	6-Lane Prime Arterial - Augmented	44,300	800	45,100	66,000	0.683	C or better	0.012	No	Encinitas
	Mountain Vista to Via Molena	6-Lane Prime Arterial - Augmented	47,000	900	47,900	66,000	0.726	C or better	0.014	No	Encinitas
	Via Molena to Encinitas Blvd	6-Lane Prime Arterial - Augmented	56,900	900	57,800	66,000	0.876	D	0.014	No	Encinitas
	Encinitas Blvd to 213 S El Camino Real	6-Lane Prime Arterial	39,400	1,200	40,600	57,000	0.712	C or better	0.021	No	Encinitas
	213 S El Camino to Crest Dr	6-Lane Prime Arterial	33,800	1,200	35,000	57,000	0.614	C or better	0.021	No	Encinitas

TABLE 4.13-3: SUMMARY OF ROADWAY ANALYSIS FUTURE YEAR 2035 WITH PROJECT

Roadway	Segment	Functional Classification	Year 2035 Future (No Project) ADT	Project ADT	Future With Project ADT	Capacity (LOS E)	~~Capacity (LOS E)~~ V/C Ratio	~~V/C~~ LOS	~~LOS~~ Change in V/C	Sig. Impact?	Jurisdiction
	Crest Dr to Willowspring Dr	6-Lane Prime Arterial	36,200	1,200	37,400	57,000	0.656	C or better	0.021	No	Encinitas
	Willowspring Dr to Santa Fe Dr	4-Lane Major Roadway – Augmented	37,500	1,200	38,700	45,400	0.852	D	0.026	No	Encinitas
	Santa Fe Dr to Sage Canyon Dr	4-Lane Major Roadway – Augmented	28,400	1,800	30,200	45,400	0.665	C or better	0.040	No	Encinitas
	Sage Canyon Dr to Manchester Ave	4-Lane Major Roadway	27,700	1,300	29,000	35,200	0.824	D	0.037	No	Encinitas
Village Park Way	Mountain Vista Dr to Parkdale Dr	4-Lane Major Roadway	10,900	200	11,100	35,200	0.315	C or better	0.006	No	Encinitas
	Parkdale Dr to Encinitas Blvd	4-Lane Major Roadway	14,200	100	14,300	35,200	0.406	C or better	0.003	No	Encinitas
Rancho Santa Fe Road	Olivenhain Rd to Calle Acervo	4-Lane Major Arterial	17,400	400	17,800	40,000	0.445	C or better	0.010	No	Encinitas
	Calle Acervo/ Avenida La Posta to Olive Crest Dr	2-Lane Local Roadway – Augmented	15,900	100	16,000	20,000	0.800	C or better	0.005	No	Encinitas
	Olive Crest Dr to 13th St	2-Lane Local Roadway – Augmented	15,800	100	15,900	20,000	0.795	C or better	0.005	No	Encinitas
	13th St to 11th St	2-Lane Local Roadway – Augmented	15,700	100	15,800	20,000	0.790	C or better	0.005	No	Encinitas
	11th St to El Camino Del Norte	2-Lane Local Roadway – Augmented	15,800	100	15,900	20,000	0.795	C or better	0.005	No	Encinitas

TABLE 4.13-3: SUMMARY OF ROADWAY ANALYSIS FUTURE YEAR 2035 WITH PROJECT

Roadway	Segment	Functional Classification	Year 2035 Future (No Project) ADT	Project ADT	Future With Project ADT	Capacity (LOS E)	~~Capacity (LOS E)~~ V/C Ratio	~~V/C~~ LOS	~~LOS~~ Change in V/C	Sig. Impact?	Jurisdiction
	El Camino Del Norte to 9th St	2-Lane Local Roadway – Augmented	13,300	100	13,400	20,000	0.670	C or better	0.005	No	Encinitas
	9th St to 8th St	2-Lane Local Roadway	13,500	100	13,600	14,000	0.971	**E**	0.007	No	Encinitas
	8th St to 7th St	2-Lane Local Roadway	13,900	100	14,000	14,000	1.000	**E**	0.007	No	Encinitas
	7th St to Encinitas Blvd	2-Lane Local Roadway – Augmented	15,200	100	15,300	20,000	0.765	C or better	0.005	No	Encinitas
Manchester Avenue	Encinitas Blvd to El Camino Real	2-Lane Local Roadway – Augmented	12,300	~~20,000~~ 200	~~32,300~~ 12,500	~~45,400~~ 20,000	~~0.711~~ 0.625	C or better	~~0.096~~ 0.010	No	Encinitas
	Manchester Ave to Mira Costa College	4-Lane Major Roadway – Augmented	35,400	1,400	36,800	45,400	0.811	D	0.031	No	Encinitas
	Mira Costa College to I-5 NB On-Ramp	4-Lane Major Roadway – Augmented	35,700	300	36,000	45,400	0.793	C or better	0.007	No	Encinitas
	I-5 NB Ramps to I-5 SB Ramps	2-Lane Local Roadway –– Augmented	40,200	100	40,300	20,000	2.015	**F**	0.005	No	Encinitas
	I-5 SB Ramps to Ocean Cove Dr	2-Lane Local Roadway – Augmented	11,900	100	12,000	20,000	0.600	C or better	0.005	No	Encinitas
	Ocean Cove Dr to Seaside Cardiff-by-the-Sea residential area driveway	2-Lane Local Roadway	11,900	100	12,000	14,000	0.857	D	0.007	No	Encinitas

TABLE 4.13-3: SUMMARY OF ROADWAY ANALYSIS FUTURE YEAR 2035 WITH PROJECT

Roadway	Segment	Functional Classification	Year 2035 Future (No Project) ADT	Project ADT	Future With Project ADT	Capacity (LOS E)	~~Capacity (LOS E)~~ V/C Ratio	~~V/C~~ LOS	~~LOS~~ Change in V/C	Sig. Impact?	Jurisdiction
	Seaside Cardiff-by-the-Sea residential area driveway to San Elijo Water Reclamation Facility Driveway	2-Lane Local Roadway – Augmented	11,900	100	12,000	20,000	0.600	C or better	0.005	No	Encinitas
	San Elijo Water Reclamation Facility Driveway to Manchester Ave	2-Lane Local Roadway	11,800	100	11,900	14,000	0.850	D	0.007	No	Encinitas
La Costa Avenue	North Coast Highway 101 to Vulcan Ave	2-Lane Local Roadway	16,400	~~14,000~~ 300	16,700	14,000	1.193	**F**	0.021	**Yes**	Encinitas
	Vulcan Ave to Sheridan Rd	2-Lane Local Roadway	16,300	~~14,000~~ 400	16,700	14,000	1.193	**F**	0.029	**Yes**	Encinitas
	Sheridan Rd to I-5 SB Ramps	2-Lane Local Roadway - Augmented	22,000	~~20,000~~ 400	22,400	20,000	1.120	**F**	0.020	No	Encinitas
	I-5 SB Ramps to I-5 NB Ramps	4-Lane Major Arterial	29,300	~~40,000~~ 600	29,900	40,000	0.748	C	0.015	No	Carlsbad
	I-5 NB Ramps to Piraeus St	5-Lane Major Arterial	39,500	~~41,667~~ 600	40,100	41,667	0.962	**E**	0.014	No	Carlsbad
	Piraeus St to Saxony Rd	4-Lane Major Arterial	39,600	~~40,000~~ 300	39,900	40,000	0.998	**E**	0.008	No	Carlsbad
	Saxony Rd to El Camino Real	4-Lane Major Arterial	42,000	~~40,000~~ 300	42,300	40,000	1.058	**F**	0.008	No	Carlsbad
	El Camino Real to La Costa Towne Center traffic signal	4-Lane Major Arterial	20,700	~~40,000~~ 100	20,800	40,000	0.520	B	0.003	No	Carlsbad

TABLE 4.13-3: SUMMARY OF ROADWAY ANALYSIS FUTURE YEAR 2035 WITH PROJECT											
Roadway	**Segment**	**Functional Classification**	**Year 2035 Future (No Project) ADT**	**Project ADT**	**Future With Project ADT**	**Capacity (LOS E)**	**~~Capacity (LOS E)~~ V/C Ratio**	**~~V/C~~ LOS**	**~~LOS~~ Change in V/C**	**Sig. Impact?**	**Jurisdiction**
	La Costa Towne Center traffic signal to Fairway Ln	4-Lane Major Arterial	20,900	~~40,000~~ 100	21,000	40,000	0.525	C	0.003	No	Carlsbad
	Fairway Ln to Calle Madero	3-Lane Collector	20,700	~~22,500~~ 100	20,800	22,500	0.924	**E**	0.004	No	Carlsbad
Leucadia Blvd	North Coast Highway 101 to Vulcan Ave	4-Lane Collector	14,300	~~32,400~~ 400	14,700	32,400	0.454	C or better	0.012	No	Encinitas
	Vulcan Ave to Hermes Ave	2-Lane Local Roadway –– Augmented	16,300	~~20,000~~ 200	16,500	20,000	0.825	D	0.010	No	Encinitas
	Hermes Ave to Hygeia Ave	2-Lane Local Roadway – Augmented	15,700	~~20,000~~ 200	15,900	20,000	0.795	C or better	0.010	No	Encinitas
	Hygeia Ave to Hymettus Ave	2-Lane Local Roadway –– Augmented	17,400	~~20,000~~ 200	17,600	20,000	0.880	D	0.010	No	Encinitas
	Hymettus Ave to Orpheus Ave	2-Lane Local Roadway – Augmented	19,200	~~20,000~~ 200	19,400	20,000	0.970	**E**	0.010	No	Encinitas
	Orpheus Ave to I-5 SB Ramps	4-Lane Major Roadway	17,700	~~35,200~~ 200	17,900	35,200	0.509	C or better	0.006	No	Encinitas
	I-5 SB Ramps to I-5 NB Ramps	4-Lane Major Roadway	28,600	~~35,200~~ 400	29,000	35,200	0.824	D	0.011	No	Encinitas
	Piraeus St to Urania Ave	4-Lane Major Roadway – Augmented	44,100	~~45,400~~ 600	44,700	45,400	0.985	**E**	0.013	No	Encinitas

TABLE 4.13-3: SUMMARY OF ROADWAY ANALYSIS FUTURE YEAR 2035 WITH PROJECT

Roadway	Segment	Functional Classification	Year 2035 Future (No Project) ADT	Project ADT	Future With Project ADT	Capacity (LOS E)	~~Capacity (LOS E)~~ V/C Ratio	~~V/C~~ LOS	~~LOS~~ Change in V/C	Sig. Impact?	Jurisdiction
	Urania Ave to Saxony Rd	4-Lane Major Roadway – Augmented	44,100	~~45,400~~ 800	44,900	45,400	0.989	**E**	0.018	No	Encinitas
	Saxony Rd to Sidonia St	4-Lane Major Roadway – Augmented	42,400	~~45,400~~ 800	43,200	45,400	0.952	**E**	0.018	No	Encinitas
	Sidonia St to Quail Gardens Dr	4-Lane Major Roadway – Augmented	42,400	~~45,400~~ 800	43,200	45,400	0.952	**E**	0.018	No	Encinitas
	Quail Gardens Dr to Garden View Rd	4-Lane Major Roadway – Augmented	47,100	~~45,400~~ 500	47,600	45,400	1.048	**F**	0.011	No	Encinitas
	Garden View Rd to Town Center Place	4-Lane Major Roadway – Augmented	34,700	~~45,400~~ 400	35,100	45,400	0.773	C or better	0.009	No	Encinitas
	Town Center Place to El Camino Real	6-Lane Prime Arterial	39,000	~~57,000~~ 500	39,500	57,000	0.693	C or better	0.009	No	Encinitas
Mountain Vista Drive	El Camino Real to Wandering Rd	2-Lane Local Roadway –– Augmented	15,000	~~20,000~~ 200	15,200	20,000	0.760	C or better	0.010	No	Encinitas
	Wandering Rd to Village Park Way	2-Lane Local Roadway – Augmented	9,300	~~20,000~~ 300	9,600	20,000	0.480	C or better	0.015	No	Encinitas
Lone Jack Drive	Rancho Santa Fe Rd to northern terminus	2-Lane Local Roadway	8,400	~~14,000~~ 0	8,400	14,000	0.600	C or better	0.000	No	Encinitas

TABLE 4.13-3: SUMMARY OF ROADWAY ANALYSIS FUTURE YEAR 2035 WITH PROJECT											
Roadway	**Segment**	**Functional Classification**	**Year 2035 Future (No Project) ADT**	**Project ADT**	**Future With Project ADT**	**Capacity (LOS E)**	**~~Capacity (LOS E)~~ V/C Ratio**	**~~V/C~~ LOS**	**~~LOS~~ Change in V/C**	**Sig. Impact?**	**Jurisdiction**
El Camino Del Norte	Rancho Santa Fe Rd to San Dieguito CPA boundary	2-Lane Local Roadway	7,900	~~14,000~~ 0	7,900	14,000	0.564	C or better	0.000	No	Encinitas
	San Dieguito CPA boundary to Via De Fortuna	2-Lane Light Collector with Reduced Shoulder	7,800	~~9,700~~ 0	7,800	9,700	0.804	D	0.000	No	San Diego
Encinitas Boulevard	North Coast Highway 101 to Vulcan Ave	4-Lane Collector	22,300	~~32,400~~ 700	23,000	32,400	0.710	C or better	0.022	No	Encinitas
	Vulcan Ave to I-5 SB Ramps	4-Lane Major Roadway - Augmented	34,100	~~45,400~~ 1,100	35,200	45,400	0.775	C or better	0.024	No	Encinitas
	I-5 SB Ramps to I-5 NB Ramps	4-Lane Major Roadway	38,500	~~35,200~~ 1,400	39,900	35,200	1.134	**F**	0.040	**Yes**	Encinitas
	I-5 NB Ramps to Saxony Rd	4-Lane Major Roadway	41,400	~~35,200~~ 1,800	43,200	35,200	1.227	**F**	0.051	**Yes**	Encinitas
	Saxony Rd to Calle Magdalena	6-Lane Prime Arterial - Augmented	35,400	~~57,000~~ 1,900	37,300	66,000	0.565	C or better	0.029	No	Encinitas
	Calle Magdalena to Encinitas Town Country traffic signal	6-Lane Prime Arterial	40,000	~~57,000~~ 1,900	41,900	57,000	0.735	C or better	0.033	No	Encinitas
	Encinitas Town Country traffic signal to Quail Gardens Dr	4-Lane Major Roadway - Augmented	36,000	~~45,400~~ 1,900	37,900	45,400	0.835	D	0.042	No	Encinitas

TABLE 4.13-3: SUMMARY OF ROADWAY ANALYSIS FUTURE YEAR 2035 WITH PROJECT

Roadway	Segment	Functional Classification	Year 2035 Future (No Project) ADT	Project ADT	Future With Project ADT	Capacity (LOS E)	~~Capacity (LOS E)~~ V/C Ratio	~~V/C~~ LOS	~~LOS~~ Change in V/C	Sig. Impact?	Jurisdiction
	Quail Gardens Dr to Delphinium St	4-Lane Major Roadway	37,700	~~35,200~~ 1,600	39,300	35,200	1.116	**F**	0.045	**Yes**	Encinitas
	Delphinium St to Balour Dr	4-Lane Major Roadway	38,300	~~35,200~~ 1,600	39,900	35,200	1.134	**F**	0.045	**Yes**	Encinitas
	Balour Dr to Via Cantebria	4-Lane Major Roadway	47,500	~~35,200~~ 800	48,300	35,200	1.372	**F**	0.023	**Yes**	Encinitas
	Via Cantebria to El Camino Real	4-Lane Major Roadway	29,400	~~35,200~~ 900	30,300	35,200	0.861	D	0.026	No	Encinitas
	El Camino Real to Village Square Dr	4-Lane Major Roadway	31,000	~~35,200~~ 400	31,400	35,200	0.892	D	0.011	No	Encinitas
	Village Square Dr to Turner Ave	4-Lane Major Roadway	29,300	~~35,200~~ 400	29,700	35,200	0.844	D	0.011	No	Encinitas
	Turner Ave to Cerro St	4-Lane Major Roadway	29,300	~~35,200~~ 400	29,700	35,200	0.844	D	0.011	No	Encinitas
	Cerro St to Village Park Way	4-Lane Major Roadway	29,700	~~35,200~~ 400	30,100	35,200	0.855	D	0.011	No	Encinitas
	Village Park Way to Willowspring Dr	4-Lane Major Roadway	27,900	~~35,200~~ 600	28,500	35,200	0.810	D	0.017	No	Encinitas
	Willowspring Dr to Rancho Santa Fe Rd	4-Lane Major Roadway	22,700	~~35,200~~ 600	23,300	35,200	0.662	C or better	0.017	No	Encinitas
South Rancho Santa Fe Road	Manchester Ave to City of Encinitas Limits	2-Lane Local Roadway - Augmented	18,580	~~20,000~~ 300	18,880	20,000	0.944	**E**	0.015	No	Encinitas
	City of Encinitas Limits to El Mirlo	2-Lane Light Collector with Reduced Shoulder	18,580	~~9,700~~ 300	18,880	9,700	1.946	**F**	0.031	**Yes**	San Diego

TABLE 4.13-3: SUMMARY OF ROADWAY ANALYSIS FUTURE YEAR 2035 WITH PROJECT

Roadway	Segment	Functional Classification	Year 2035 Future (No Project) ADT	Project ADT	Future With Project ADT	Capacity (LOS E)	~~Capacity (LOS E)~~ V/C Ratio	~~V/C~~ LOS	~~LOS~~ Change in V/C	Sig. Impact?	Jurisdiction
F Street	Vulcan Ave to Cornish Dr	2-Lane Local Roadway	6,200	~~14,000~~ 0	6,200	14,000	0.443	C or better	0.000	No	Encinitas
Requeza Street	Cornish Dr to San Dieguito Dr	2-Lane Local Roadway	6,300	~~14,000~~ 0	6,300	14,000	0.450	C or better	0.000	No	Encinitas
	San Dieguito Dr to Stratford Dr	2-Lane Local Roadway	6,300	~~14,000~~ 0	6,300	14,000	0.450	C or better	0.000	No	Encinitas
	Stratford Dr to Regal Rd	2-Lane Local Roadway	6,800	~~14,000~~ 0	6,800	14,000	0.486	C or better	0.000	No	Encinitas
	Regal Rd to West Lake Dr	2-Lane Local Roadway	6,400	~~14,000~~ 0	6,400	14,000	0.457	C or better	0.000	No	Encinitas
	West Lake Dr to Nardo Dr	2-Lane Local Roadway	4,800	~~14,000~~ 0	4,800	14,000	0.343	C or better	0.000	No	Encinitas
Santa Fe Drive	Vulcan Ave to Cornish Dr	2-Lane Local Roadway	9,000	~~14,000~~ 300	9,300	14,000	0.664	C or better	0.021	No	Encinitas
	Cornish Dr to Summit Ave	2-Lane Local Roadway	9,000	~~14,000~~ 300	9,300	14,000	0.664	C or better	0.021	No	Encinitas
	Summit Ave to Devonshire	2-Lane Local Roadway	10,100	~~14,000~~ 300	10,400	14,000	0.743	C or better	0.021	No	Encinitas
	Devonshire Dr to Scripps Memorial Encinitas traffic signal	2-Lane Local Roadway - Augmented	15,200	~~20,000~~ 300	15,500	20,000	0.775	C or better	0.015	No	Encinitas
	Scripps Memorial Hospital Encinitas traffic signal to I-5 SB Ramps	4-Lane Collector	15,200	~~32,400~~ 800	16,000	32,400	0.494	C or better	0.025	No	Encinitas
	I-5 SB Ramps to I-5 NB Ramps	3-Lane Major Roadway	22,400	~~26,400~~ 900	23,300	26,400	0.883	D	0.034	No	Encinitas

TABLE 4.13-3: SUMMARY OF ROADWAY ANALYSIS FUTURE YEAR 2035 WITH PROJECT

Roadway	Segment	Functional Classification	Year 2035 Future (No Project) ADT	Project ADT	Future With Project ADT	Capacity (LOS E)	~~Capacity (LOS E)~~ V/C Ratio	~~V/C~~ LOS	~~LOS~~ Change in V/C	Sig. Impact?	Jurisdiction
	I-5 NB Ramps to Regal Rd	2-Lane Local Roadway –– Augmented	16,100	~~20,000~~ 1,000	17,100	20,000	0.855	D	0.050	No	Encinitas
	Regal Rd to Gardena Rd	2-Lane Local Roadway – Augmented	16,100	~~20,000~~ 900	17,000	20,000	0.850	D	0.045	No	Encinitas
	Gardena Rd to Nardo Rd	2-Lane Local Roadway –– Augmented	16,100	~~20,000~~ 900	17,000	20,000	0.850	D	0.045	No	Encinitas
	Nardo Rd to Windsor Rd/ Bonita Dr	2-Lane Local Roadway – Augmented	17,700	~~20,000~~ 900	18,600	20,000	0.930	**E**	0.045	**Yes**	Encinitas
	Windsor Rd/Bonita Dr to Balour Dr	2-Lane Local Roadway –– Augmented	17,700	~~20,000~~ 1,000	18,700	20,000	0.935	**E**	0.050	**Yes**	Encinitas
	Balour Dr to Lake Dr	2-Lane Local Roadway – Augmented	18,600	~~20,000~~ 1,100	19,700	20,000	0.985	**E**	0.055	**Yes**	Encinitas
	Lake Dr to Crest Dr	2-Lane Local Roadway –– Augmented	17,700	~~20,000~~ 1,100	18,800	20,000	0.940	**E**	0.055	**Yes**	Encinitas
	Crest Dr to El Camino Real	2-Lane Local Roadway – Augmented	17,700	~~20,000~~ 1,100	18,800	20,000	0.940	**E**	0.055	**Yes**	Encinitas
Birmingham Drive	San Elijo Ave to MacKinnon Ave	2-Lane Local Roadway –– Augmented	15,500	~~20,000~~ 0	15,500	20,000	0.775	C or better	0.000	No	Encinitas

TABLE 4.13-3: SUMMARY OF ROADWAY ANALYSIS FUTURE YEAR 2035 WITH PROJECT											
Roadway	**Segment**	**Functional Classification**	**Year 2035 Future (No Project) ADT**	**Project ADT**	**Future With Project ADT**	**Capacity (LOS E)**	**~~Capacity (LOS E)~~ V/C Ratio**	**~~V/C~~ LOS**	**~~LOS~~ Change in V/C**	**Sig. Impact?**	**Jurisdiction**
	MacKinnon Ave to Carol View Dr	2-Lane Local Roadway –– Augmented	15,500	~~20,000~~ 0	15,500	20,000	0.775	C or better	0.000	No	Encinitas
	Carol View Dr to I-5 SB Ramps	2-Lane Local Roadway – Augmented	15,500	~~20,000~~ 0	15,500	20,000	0.775	C or better	0.000	No	Encinitas
	I-5 SB Ramps to I-5 NB Ramps	2-Lane Local Roadway	17,400	~~14,000~~ 0	17,400	14,000	1.243	**F**	0.000	No	Encinitas
	I-5 NB Ramps to Villa Cardiff Dr	2-Lane Local Roadway	8,800	~~14,000~~ 0	8,800	14,000	0.629	C or better	0.000	No	Encinitas
	Villa Cardiff to Playa Riviera	2-Lane Local Roadway	8,800	~~14,000~~ 0	8,800	14,000	0.629	C or better	0.000	No	Encinitas
	Playa Riviera to Freda Ln	2-Lane Local Roadway	8,800	~~14,000~~ 0	8,800	14,000	0.629	C or better	0.000	No	Encinitas
	Freda Ln to Lake Dr	2-Lane Local Roadway	8,800	~~14,000~~ 0	8,800	14,000	0.629	C or better	0.000	No	Encinitas
Source: Kimley-Horn and Associates, *Traffic Impact Study for the City of Encinitas 2013 - 2021 Housing Element Update*, 2018.											

CHAPTER 9, ALTERNATIVES TO THE PROPOSED PROJECT

EA page 9-2 is revised as follows:

~~Housing Element Update (HEU)~~

In substantial conformance with State CEQA Guidelines § 15124, the following primary objectives support the Project's purpose, assist the Lead Agency in developing a reasonable range of alternatives to be evaluated in this EA, and ultimately aid the decision-makers in preparing findings and overriding considerations, if necessary. The Project's purpose is to address the City's housing needs and objectives and meet State law requirements. The Project objectives are to:

1. **Housing Choice.** Accommodate a variety of housing types to meet the needs of all Encinitas residents, creating opportunities for attainably-priced housing for all income groups.
2. **Adequate Supply.** Provide adequate sites with corresponding density to meet the City's Regional Housing Needs Assessment (RHNA) allocation, inclusive of prior planning cycle carryover housing units. Include a buffer sufficient to accommodate the RHNA during the entire planning period given the requirements of the "no net loss" statute.
3. **Effective Implementation.** ~~Deliver~~ Adopt State-mandated and locally desired programs to implement the City's Housing Element.
4. **Maintain Community Character.** Integrate future development using a blend of two- and three-story buildings or building elements into the City's community character through project design.
5. **Distribute Multi-Family Housing.** Distribute attached and multi-family housing to the City's five communities.

~~Housing Strategies~~

1. ~~**Maintain Community Character.** Integrate future development using a blend of two- and three-story buildings or building elements into the City's seven community character contexts through appropriately located sites and project design, and embrace the unique cultural identities expressed in each of the five communities.~~
2. ~~**Achieve a Variety of Neighborhood Types.** Provide a mix of building types and varied site designs that incorporate existing community character contexts to achieve a variety of neighborhood types.~~
3. ~~**Consider Infrastructure Conditions.** Ensure adequate infrastructure to support new housing by locating future development in areas that have existing or potential capacity for infrastructure and public services to accommodate it.~~
4. ~~**Address Mobility Needs.** Maintain or enhance community access and mobility networks.~~

5. ~~**Strive for a Sustainable Encinitas.** Coordinate planning for land use, transportation, and housing to reduce environmental impacts and preserve a natural, healthy environment.~~
6. ~~**Strengthen the Local Economy.** Locate housing in the appropriate places to grow the economy organically by supporting local businesses and making the City more fiscally sustainable.~~
7. ~~**Equitably Distribute Multi-Family Housing.** Distribute attached and multi-family housing to the City's five communities.~~

EA page 9-9 is revised as follows:

As concluded in Section 4.10, *Noise*, following compliance with the established regulatory framework ~~and recommended mitigation~~, the proposed Project would result in less than significant impacts~~, with mitigation incorporated,~~ concerning permanent increases in ambient traffic noise levels, exposure of persons noise levels exceeding City standards, and temporary increases in ambient noise levels. The "No Project/Adopted General Plan" Alternative would generate significantly less noise than the proposed Project, given this Alternative would involve approximately 92 percent less residential development. Like the proposed Project, following compliance with the established regulatory framework ~~and recommended mitigation~~, this Alternative would result in less than significant impacts concerning noise. Overall, the noise-related impacts associated with this Alternative would be significantly less than the proposed Project's, given substantially less residential development would occur. Thus, the "No Project/ Adopted General Plan" Alternative would be considered environmentally superior to the proposed Project concerning noise.

EA pages 9-17 and 9-18 are revised as follows:

As concluded in Section 4.10, *Noise*, following compliance with the established regulatory framework ~~and recommended mitigation~~, the proposed Project would result in less than significant impacts~~, with mitigation incorporated,~~ concerning permanent increases in ambient traffic noise levels, exposure of persons noise levels exceeding City standards, and temporary increases in ambient noise levels. The "Alternative Candidate Sites" Alternative would generate slightly less noise than the proposed Project, given this Alternative would involve approximately 12 percent less residential development. Like the proposed Project, following compliance with the established regulatory framework ~~and recommended mitigation~~, this Alternative would result in less than significant impacts concerning noise. Overall, the noise-related impacts associated with this Alternative would be less than the proposed Project's, given less residential development would occur. Thus, the "Alternative Candidate Sites" Alternative would be considered environmentally superior to the proposed Project concerning noise.