Appendix M

General Plan Level of Service Policy Analysis

for the

Thermal Ranch Specific Plan Environmental Impact Report

Prepared by

Terra Nova Planning & Research, Inc.

In Association with

Urban Crossroads, Inc., April 17, 2024

County of Riverside

APPENDIX M
GENERAL PLAN LEVEL OF SERVICE POLICY ANALYSIS

For the

THERMAL RANCH SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT
State Clearinghouse No. 2023050624

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For The

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ENVIRONMENTAL IMPACT REPORT

Table of Contents

List of Tables

List of Exhibits

RIVERSIDE COUNTY THERMAL RANCH SPECIFIC PLAN

DRAFT ENVIRONMENTAL IMPACT REPORT

APPENDIX M: GENERAL PLAN LEVEL OF SERVICE POLICY ANALYSIS

1.0 Introduction

Section 2.19 of this EIR summarizes the consistency of the proposed Project with the County plans, policies, ordinances and other regulations affecting the development and/or operation of roadways and intersections. It also evaluates the potential impacts concerning vehicle miles traveled per day the project could generate. Other areas of analysis in Section 2.19 of this EIR include the creation of hazardous roadway designs, and the need for new or improved roadways.

To supplement Section 2.19 of the EIR, this Appendix M provides a detailed assessment of the Project's potential impacts on planning area intersections and whether the Project conforms with applicable County LOS policies.

1.2 CEQA Threshold of Concern

CEQA Guidelines section 15064.3, subdivision (b) requires that the EIR analyse the potential impacts of a proposed development in terms of the vehicle miles of travel (VMT) the project may generate. The potential VMT impacts the proposed Thermal Ranch project could generate are discussed in detail in Section 2.19.6. CEQA threshold questions for transportation no longer explicitly require an analysis of roadway or intersection operational levels of service. However, CEQA continues to require analysis of the following threshold question. Would the project:

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

1.3 Relevant General Plan Policy

C 2.1 The following minimum target levels of service have been designated for the review of development proposals in the unincorporated areas of Riverside County with respect to transportation impacts on roadways designated in the Riverside County Circulation Plan (Figure C-1) which are currently County maintained, or are intended to be accepted into the County maintained roadway system:

LOS C shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non-Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

1.4 General Plan Policy Consideration

For most roadways, the County General Plan has a target operating standard of LOS D or better. However, Policy C 2.1 of the Circulation Element (see above) establishes an LOS target of LOS C for County roads and intersections located in the East Coachella Valley Area Plan (ECVAP). In recognition of the difficulty and in some cases practicability of meeting the LOS C standard, Policy C 2.1 also states:

"Notwithstanding the forgoing minimum LOS targets, the Board of Supervisors may, on occasion by virtue of their discretionary powers, approve a project that fails to meet these LOS targets in order to balance congestion management considerations in relation to benefits, environmental impacts and costs, provided an Environmental Impact Report, or equivalent, has been completed to fully evaluate the impacts of such approval. Any such approval must incorporate all feasible mitigation measures, make specific findings to support the decision, and adopt a statement of overriding considerations."[1]

Intersections and roadway segments that do not meet a minimum level of service will require improvement modifications to bring the deficiency to within the target LOS thresholds. Pursuant to General Plan Policy C 2.1, the Board of Supervisors may approve a project that results in a county-maintained road operating below target LOS on a case-by-case basis in order to balance congestion management considerations in relation to benefits, environmental impacts and costs.

Some intersections and roadway segments in the Project area are adjacent to or are within the city of Coachella, and it is important to identify the LOS standards of that jurisdiction even though the proposed Project is not subject to the City of Coachella's ordinances or policies. The Coachella General Plan identifies a minimum LOS D; however, LOS E or LOS F may be acceptable on a case-by-case basis.

2.0 General Plan Policy and Project Levels of Service Analysis

The proposed Project would construct or contribute its fair share to the construction of roadway and intersection improvements that are in accordance with the standards, classifications and policies established by the County in the General Plan Circulation Element. One area of potential conflict is with the LOS C operating standard established for the ECVAP planning area in the Circulation Element, which is discussed separately below. CEQA threshold a) asks whether a project will:

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

2.1 LOS Policies

The County General Plan identifies differing acceptable levels of service (operational LOS), with LOS D being the most common. However, as discussed above, Circulation Element Policy C 2.1 sets forth alternative LOS targets for different geographic locations, including the area encompassed in the ECVAP where the target LOS is C. Currently, of the 32 intersections analysed for the Thermal Ranch Project, six have not yet been constructed. During weekday operations five of the existing 26 intersections operate at LOS D and the balance operate at LOS C or better (see Table M-3) for EAPC Phase I (2026).

[1] Circulation Element, Riverside County General Plan Circulation Element, amended July 7, 2020.

The Riverside County Congestion Management Plan[2] (CMP) establishes LOS E as the minimum LOS standard for CMP designated roadways in the Project area. CMP locations within the Project area are the following: 62nd Avenue between Monroe Street and SR-86; Airport Boulevard west of SR-86 to west of Harrison; and 66th Avenue between Pierce St. and SR-86.

As cited above and in Section 2.19.3, the County General Plan (Policy C 2.1) allows the Board of Supervisors to make findings and approve development projects even in instances where the target LOS is exceeded if the project has overriding benefits such as new jobs in a local area, transportation improvements that otherwise would not be constructed, non-motorized transportation systems, or projects that provide some unique benefits to the County which outweigh the traffic deficiencies provided that operational improvements are provided to the extent economically feasible. Also see the *General Plan Consistency Requirements* set forth in the County Transportation Analysis Guidelines.[3]

The Project-specific LOS policy consistency analysis projected traffic conditions under multiple scenarios, consistent with the approved scoping agreement. These scenarios include: (1) existing traffic, ambient background growth, and project buildout in year 2032 ("EAP"); (2) EAP plus cumulative project traffic ("EAPC") for year 2026, when Planning Areas 1 through 4 are anticipated to open; (3) EAPC for project buildout in year 2032; and (4) Horizon Year 2045 without and with the proposed Project (see Tables M-10 and M-11, respectively).

The analysis was based on the Riverside County Transportation Analysis Model (RivTAM), the sub-regional model for Riverside County, adjusted for the County's General Plan Update and current traffic analysis zones (TAZ). The scenarios analysed include the Phase I buildout (2026), the Project buildout (2032) and Horizon Year (2045). Without Project traffic forecasts assume the socio-economic data used is consistent with the currently adopted (2015) County General Plan and updated Circulation Element (2020). The *Horizon Year (2045) With Project* scenario represents changes proposed by the Project. The Horizon Year analysis was used to determine if improvements funded through regional transportation mitigation fee programs, such as the Transportation Uniform Mitigation Fee (TUMF) program, could accommodate the long-range cumulative traffic at the target LOS identified in the County General Plan.

2.2 Existing Conditions at Project Intersections

The Project traffic analysis studied 32 intersections and several roadway segments in the Specific Plan area (see Exhibit 2.19-1). The following Table M-3 describes existing (2023) intersection operations at the studied intersections and shows that all are currently operating at an acceptable LOS during the peak hours. It should be noted that three Project intersections current operate at LOS D in the AM and/or PM peak hour periods and below the General Plan prescribed target of LOS C on the weekday. They include:

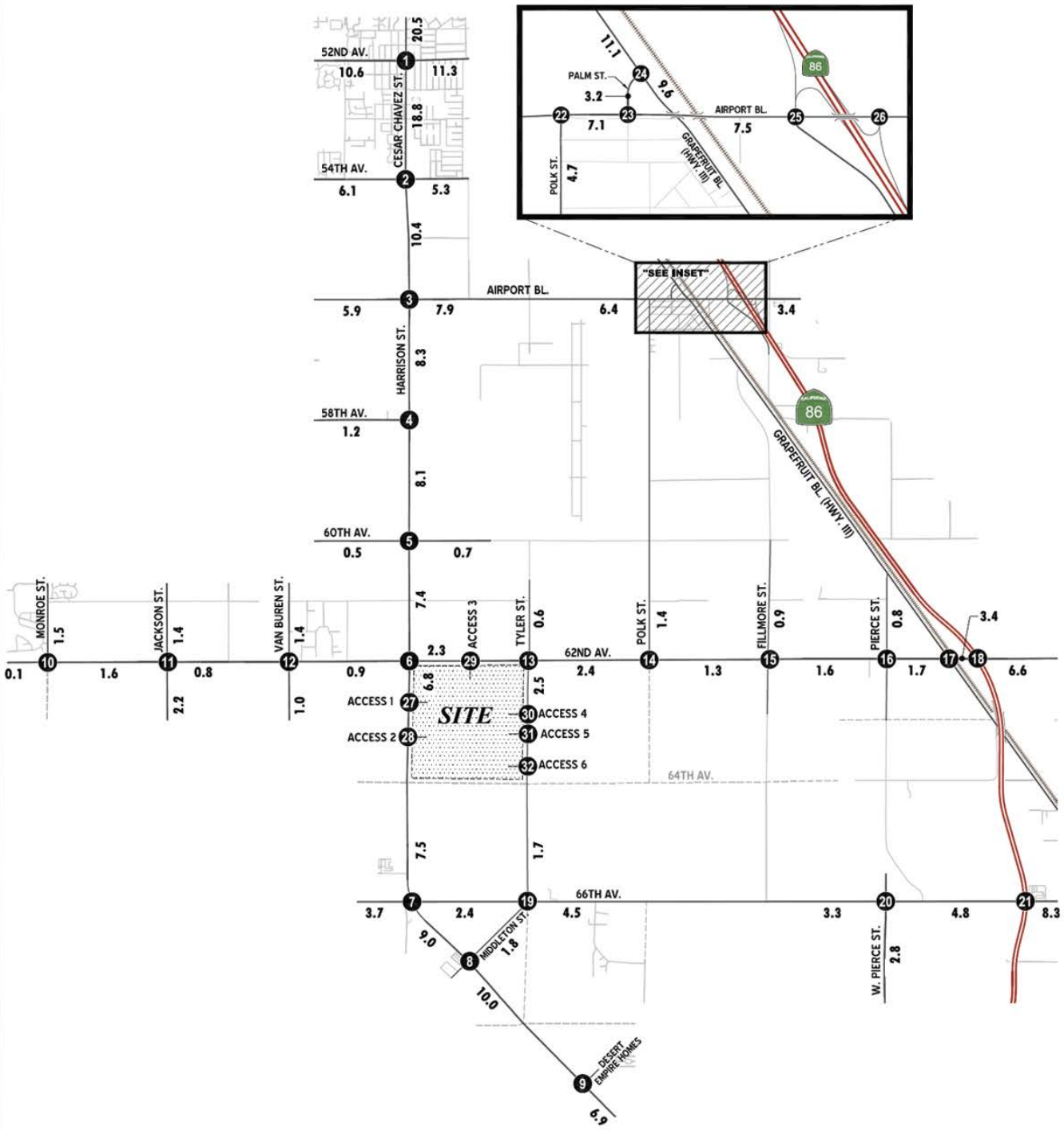
- Cesar Chavez at Avenue 52 (AM & PM Peak Hour)
- State Route 86 at Avenue 62 (AM & PM Peak Hour)
- State Route 86 at Avenue 66 (PM Peak Hour)
- Polk Street at Airport Boulevard (AM & PM Peak Hour)

[2] Riverside County Congestion Management Program, Riverside County Transportation Commission. 2011.
[3] Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled, Riverside County Transportation Department. December 2020

Table M-1: Intersection Analysis for Existing (2023) Conditions

Intersection #	Traffic Control[1]	Weekday				Weekend			
		Delay[3] (secs.)		Level of Service		Delay[3] (secs.)		Level of Service	
		AM	PM	AM	PM	Sat AM	Sun PM	Sat AM	Sun PM
1 Cesar Chavez St. / 52nd Av.	TS	41.1	42.5	D	D	36.2	42.6	D	D
2 Cesar Chavez St. / 54th Av.	TS	17.1	17.0	B	B	14.0	15.6	B	B
3 Harrison St. / Airport Bl.	TS	33.5	30.2	C	C	34.6	30.4	C	C
4 Harrison St. / 58th Av.	CSS	12.0	13.8	B	B	11.2	11.4	B	B
5 Harrison St. / 60th Av.	CSS	13.9	15.2	B	C	11.6	12.2	B	B
6 Harrison St. / 62nd Av.	AWS	9.5	10.9	A	B	8.7	9.4	A	A
7 Harrison St. / 66th Av.	TS	26.7	25.8	C	C	25.8	25.3	C	C
8 Harrison St. / Middleton St.	CSS	13.3	24.9	B	C	11.1	13.6	B	B
9 Harrison St. / Desert Empire Homes	CSS	12.2	25.6	B	D	10.7	13.7	B	B
10 Monroe St. / 62nd Av.	AWS	7.5	8.0	A	A	7.0	7.4	A	A
11 Jackson St. / 62nd Av.	AWS	7.5	7.4	A	A	7.3	7.2	A	A
12 Van Buren St. / 62nd Av.	AWS	7.4	7.4	A	A	7.2	7.1	A	A
13 Tyler St. / 62nd Av.	AWS	10.4	9.0	B	A	7.7	7.8	A	A
14 Polk St. / 62nd Av.	CSS	11.2	10.6	B	B	9.8	9.7	A	A
15 Fillmore St. / 62nd Av.	AWS	7.6	7.7	A	A	7.1	7.3	A	A
16 Pierce St. / 62nd Av.	AWS	7.4	7.5	A	A	7.2	7.2	A	A
17 Highway 111 / 62nd Av.	TS	28.3	31.4	C	C	27.3	28.0	C	C
18 SR-86 / 62nd Av.	TS	47.1	39.4	D	D	34.3	32.1	C	C
19 Tyler St. / 66th Av.	AWS	9.5	9.1	A	A	7.7	7.7	A	A
20 W. Pierce St. / 66th Av.	AWS	10.4	9.7	B	A	7.6	7.7	A	A
21 SR-86 / 66th Av.	TS	28.9	39.9	C	D	28.8	30.8	C	C
22 Polk St. / Airport Bl.	TS	35.1	35.8	D	D	27.8	27.1	C	C
23 Palm St. / Airport Bl.	TS	20.0	21.3	B	C	17.8	16.6	B	B
24 Highway 111 / Palm St.	TS	13.6	12.6	B	B	11.7	7.4	B	A
25 SR-86 SB Ramps / Airport Bl.	TS	34.8	28.1	C	C	34.1	23.0	C	C
26 SR-86 NB Ramps / Airport Bl.	TS	20.9	9.9	C	A	15.7	7.4	B	A
27 Harrison St. / Project Access 1	Future Intersection								
28 Harrison St. / Project Access 2	Future Intersection								
29 Project Access 3 / 62nd Av.	Future Intersection								
30 Tyler St. / Project Access 4	Future Intersection								
31 Tyler St. / Project Access 5	Future Intersection								
32 Tyler St. / Project Access 6	Future Intersection								

* BOLD = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).
1 TS = Traffic Signal; CSS = Cross-street Stop; AWS = All Way Stop
2 When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; 0.5 = Shared Lane; 1! = Shared Left/Through/Right lane; > = Right-Turn Overlap Phasing; >> = Free-Right Turn
3 Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control.
For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.



LEGEND:

- (#) ▪ INTERSECTION ID
- 10.0 ▪ VEHICLES PER DAY (1000'S)

N

Source: Urban Crossroads, "Thermal Ranch Specific Plan Traffic Analysis," 07.19.2023

04.17.24

TERRA NOVA®
PLANNING & RESEARCH, INC.

Thermal Ranch Specific Plan EIR
Existing (2023) Weekday
Average Daily Traffic (ADT) Volumes
Thermal, California

Exhibit

M-1

Bicycle and Pedestrian Facilities

The County General Plan promotes alternative modes of transportation including a trails and bikeway system. Figure 9 of the Eastern Coachella Valley Area Plan (ECVAP) delineates the system on project-adjacent roads and others in the area and includes the following future facilities:

Harrison Street: Design Guidelines Trail, Class I Bike Path, Class II Bike Path
Avenue 62: Class I Bike Path
Tyler Street: Class I Bike Path
Avenue 64: Combined Trail (Regional Trail/Class I Bike Path

Transit Facilities

The Project area is currently served by Sunline Transit Agency (Sunline), a public transit agency serving the Coachella Valley within Riverside County. Based on a review of the existing transit routes within the vicinity of the proposed Project, Sunline Route 8 runs along Cesar Chavez Street/Harrison Street, Avenue 54, Shady Lane, Airport Boulevard, Highway 86, and Avenue 62. Sunline Route 9 provides service along Avenue 66, Harrison Street, and Pierce Street.

CVWD Middleton Reservoir 7802-1 Site

The Project reservoir site, located 2.4± miles southwest of the Project site, currently hosts a CVWD 2.5 mg tank and is planned and partially improved for multiple tanks. It is located adjacent to unimproved dirt roads that do not serve general traffic but primarily provide access to surrounding agricultural lands. The closest paved street is Harrison Street located 1.29± miles northeast of the reservoir site.

2.3 Project Impacts on LOS (2026, 2032 and 2045)

2.3.1 Phase I (2026) and Project (2032) Buildout Operational Analyses

Phase I development includes the construction of the equestrian center and all the residential units, except for the condominiums planned for PA-5. Project buildout with the completion of PAs-5 and 6 would be completed by 2032. The EAPC (2026 and 2032) traffic conditions analyses determine the potential near-term cumulative circulation system deficiencies. The roadway network is similar to existing (2023) conditions except for new connections to be constructed by the Project or cumulative projects.

As discussed in the Project Traffic Analysis (Appendix K), an ambient growth factor from existing (2023) conditions of 6.12% (2 percent per year, compounded over 3 years) is included for Phase I (EAPC 2026) traffic conditions to account for background traffic growth. For Project buildout (EAPC 2032) traffic conditions to account for background traffic growth, an ambient growth factor from existing (2023) conditions of 19.51% (2 percent per year, compounded over 9 years) was used.

Conservatively, the traffic analysis estimated the area ambient traffic growth and then added traffic generated by other known or probable related projects. Some of these related projects may not be implemented and operational by the completion of Phase I (2026) or at Project buildout in 2032. The resulting traffic growth utilized in the traffic analysis (ambient growth factor plus traffic generated by related projects) is considered a conservative analysis of background cumulative traffic deficiencies under 2026 or 2032 conditions.

Phase I Buildout Operational Analysis (EAPC 2026)

Phase I EAPC (2026) peak hour traffic operations were evaluated for the study area intersections and indicate that the following study area intersections would operate at LOS E or worse during the AM and/or PM peak hours with the addition of Project Phase I traffic. Eight other intersections would operate at LOS D. These levels of service impacts would occur in the absence of any intersection improvements.

Table M-2: Phase I (2026) Deficient Intersections (Without Improvements)

Intersection #	Intersection Location	Deficiency Level & Time
# 6	Harrison St. / 62nd Ave	LOS F (PM)
#13	Tyler St. / 62nd Ave	LOS F (AM & PM)
#18	SR-86 / 62nd Ave	LOS E (AM & PM)

Table M-3, below, shows the Phase I EAPC operating conditions at Project intersections without improvements consistent with General Plan roadway classifications.

Table M-3: Intersection Analysis for EAPC Phase I (2026)

			Intersection Approach Lanes[2]												Weekday				Weekend			
			Northbound			Southbound			Eastbound			Westbound			Delay[3] (secs.)		Level of Service		Delay[3] (secs.)		Level of Service	
#	Intersection	Traffic Control[1]	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM	Sat AM	Sun PM	Sat AM	Sun PM
1	Cesar Chavez St. / 52nd Av.	TS	1	2	0	1	2	0	0.5	1.5	0	0.5	1.5	0	44.3	45.9	D	D	36.9	44.5	D	D
2	Cesar Chavez St. / 54th Av.	TS	1	1	d	1	1	1	0.5	0.5	1	0	1!	0	18.6	18.8	B	B	14.1	15.9	B	B
3	Harrison St. / Airport Bl.	TS	1	1	0	1	1	1	1	1	0	1	1	1>>	32.8	30.7	C	C	31.9	29.2	C	C
4	Harrison St. / 58th Av.	CSS	1	1	0	0	1	1	0	1!	0	0	0	0	15.6	19.9	C	C	14.6	13.9	B	B
5	Harrison St. / 60th Av.	CSS	1	1	0	1	1	0	0	1!	0	0	1!	0	25.3	32.7	D	D	18.4	19.4	C	C
6	Harrison St. / 62nd Av.	AWS	1	1	0	1	1	0	0	1!	0	0	1!	0	22.9	**53.5**	C	**F**	19.1	**51.4**	C	**F**
7	Harrison St. / 66th Av.	TS	1	2	0	1	2	0	0	1!	0	0	1!	0	29.2	28.0	C	C	26.0	26.6	C	C
8	Harrison St. / Middleton St.	CSS	1	1	0	1	1	0	0	1!	0	0	1!	0	15.4	33.6	C	D	11.7	15.7	B	C
9	Harrison St. / Desert Empire Homes	CSS	0	1	1	1	1	0	0	0	0	1	0	1	13.2	33.0	B	D	11.2	15.1	B	C
10	Monroe St. / 62nd Av.	AWS	0	1!	0	0.5	0.5	1	0	1!	0	0	1!	0	7.8	8.1	A	A	7.4	7.7	A	A
11	Jackson St. / 62nd Av.	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	8.0	8.0	A	A	7.6	7.7	A	A
12	Van Buren St. / 62nd Av.	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	7.9	7.9	A	A	7.5	7.6	A	A
13	Tyler St. / 62nd Av.	AWS	0	1!	0	1	1	0	0	1!	0	0.5	0.5	1	**>80**	**52.1**	**F**	**F**	22.6	16.0	C	C
14	Polk St. / 62nd Av.	CSS	0	1!	0	1	1	1	1	1	0	0.5	1.5	0	32.8	27.1	D	D	20.0	20.2	C	C
15	Fillmore St. / 62nd Av.	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	10.4	16.9	B	C	10.9	12.9	B	B
16	Pierce St. / 62nd Av.	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	10.0	11.3	A	B	10.9	11.1	B	B
17	Highway 111 / 62nd Av.	TS	1	1	1	1	1	0	1	1	0	1	2	0	32.5	35.6	C	D	30.7	33.0	C	C
18	SR-86 / 62nd Av.	TS	1	2	1	1	2	1	0.5	0.5	1	0.5	0.5	1	**72.5**	**62.5**	**E**	**E**	35.6	50.1	D	D
19	Tyler St. / 66th Av.	AWS	0	1!	0	1	1	0	1	1	0	1	1	0	12.3	13.2	B	B	8.8	8.8	A	A
20	W. Pierce St. / 66th Av.	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	14.6	16.2	B	C	8.6	8.9	A	A
21	SR-86 / 66th Av.	TS	1	2	1	1	2	1	0.5	0.5	1	0.5	0.5	1	33.4	42.4	C	D	30.6	35.9	C	D
22	Polk St. / Airport Bl.	TS	0	1!	0	0	0	0	1	3	1	1	2	0	38.3	36.9	D	D	28.1	29.0	C	C
23	Palm St. / Airport Bl.	TS	0	0	0	1	0	1	1	2	0	0	2	0	20.8	21.4	C	C	18.7	17.7	B	B
24	Highway 111 / Palm St.	TS	1	1	0	0	1	1	1	0	1	0	0	0	14.0	13.1	B	B	11.5	7.9	B	A
25	SR-86 SB Ramps / Airport Bl.	TS	0	1!	0	0.5	0.5	1	1	1	0	1	1	0	35.0	31.0	C	C	35.9	23.4	D	C
26	SR-86 NB Ramps / Airport Bl.	TS	1	0	1>	0	0	0	0	1	0	1	1	0	21.5	10.5	C	B	16.3	7.4	B	A
27	Harrison St. / Project Access 1	**CSS**	0	1	0	**1**	1	0	0	0	0	0	0	**1**	11.3	12.4	B	B	9.7	14.5	A	B
28	Harrison St. / Project Access 2	**TS**	0	1	0	**1**	1	0	0	0	0	**1**	0	**1>**	13.2	11.5	B	B	27.8	12.4	C	B
29	Project Access 3 / 62nd Av.	**CSS**	0	**1!**	0	0	0	0	0	1	0	**1**	1	0	11.6	12.8	B	B	10.9	12.5	B	B
30	Tyler St. / Project Access 4	**CSS**	**1**	1	0	0	1	0	0	**1!**	0	0	0	0	13.9	12.9	B	B	10.9	10.8	B	B
31	Tyler St. / Project Access 5	**CSS**	**1**	1	0	0	1	0	0	**1!**	0	0	0	0	13.7	12.2	B	B	10.4	10.7	B	B
32	Tyler St. / Project Access 6	**CSS**	**1**	1	0	0	1	0	0	**1!**	0	0	0	0	11.6	10.8	B	B	9.5	9.5	A	A

* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] TS = Traffic Signal; CSS = Cross-street Stop; AWS = All Way Stop

[2] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; 0.5 = Shared Lane; 1! = Shared Left/Through/Right lane;
> = Right-Turn Overlap Phasing; >> = Free-Right Turn; **1** = Improvement

[3] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control.
For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

Table M-4: Intersection Analysis for EAPC Phase I (2026) Buildout Impacts With and Without Improvements

#	Intersection	Traffic Control[1]	Intersection Approach Lanes[2]												Weekday				Weekend			
			Northbound			Southbound			Eastbound			Westbound			Delay[3] (secs.)		Level of Service		Delay[3] (secs.)		Level of Service	
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM	Sat AM	Sun PM	Sat AM	Sun PM
6	Harrison St. / 62nd Av.																					
	Without Improvements:	AWS	1	1	0	1	1	0	0	1!	0	0	1!	0	22.9	**53.5**	C	**F**	**19.1**	**51.4**	C	**F**
	With Improvements:	**TS**	1	1	**1>**	1	1	0	**1**	1	0	**1**	1	0	37.5	30.9	D	C	39.3	33.7	D	C
13	Tyler St. / 62nd Av.																					
	Without Improvements:	AWS	0	1!	0	1	1	0	0	1!	0	0.5	0.5	1	**>80**	**52.1**	**F**	**F**	22.6	16.0	C	C
	With Improvements:	**TS**	**1**	1	0	1	1	0	**1**	1	0	**1**	1	0	16.3	15.3	B	B	17.2	16.0	B	B
18	SR-86 / 62nd Av.																					
	Without Improvements:	TS	1	2	1	1	2	1	0.5	0.5	1	0.5	0.5	1	**72.5**	**62.5**	**E**	**E**	35.6	50.1	D	D
	With Improvements:	TS	1	2	1	1	2	1	**1**	1	0	**1**	1	**1>**	37.0	37.9	D	D	29.7	39.2	C	D

* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] TS = Traffic Signal; CSS = Cross-street Stop; AWS = All Way Stop

[2] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; 0.5 = Shared Lane; 1! = Shared Left/Through/Right lane; > = Right-Turn Overlap Phasing; **1** = Improvement

[3] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

With the installation of the intersection improvements set forth in Table M-4, which are limited to the addition of turn-lanes and two traffic signals, all Project intersections would operate at LOS D or better upon completion of the Phase I Project in 2026. Excepting the General Plan LOS policy exceedance, all Project intersections would operate at acceptable LOS at completion of Phase I development and street and intersection improvements, and impacts would be less than significant. Nonetheless, the Project would be inconsistent with the County's level of service target in the ECVAP of LOS C and a statement of overriding consideration would be required under General Plan Policy C 2.1.

2.3.2 Project Buildout Operational Analysis (EAPC 2032)

Project buildout (EAPC 2032) weekday peak hour traffic operations have been evaluated for the study area intersections and results are summarized in Table M-7, indicating that the following study area intersections, without improvements (see Table M-5), are anticipated to operate at an unacceptable LOS E or F level during the weekday AM and/or PM peak hours.

Table M-5: Project Buildout (2032) Deficient Intersections (Weekday Without Improvements)

Intersection #	Intersection Location	Deficiency Level & Time
# 4	Harrison St. / 58th Ave	LOS E (PM)
# 5	Harrison St. / 60th Ave	LOS F (AM & PM)
# 6	Harrison St. / 62nd Ave	LOS F (AM & PM)
# 8	Harrison St. / Middleton St.	LOS F (PM)
# 13	Tyler St. / 62nd Ave	LOS F (AM & PM)
# 14	Polk St. / 62nd Ave	LOS F (AM & PM)
# 15	Fillmore St. / 62nd Ave	LOS E (AM) & LOS F (PM)
# 18	SR-86 / 62nd Ave	LOS F (AM & PM)
# 20	W. Pierce St. / 66th Ave	LOS F (PM)

Project buildout (EAPC 2032) weekend peak hour traffic operations were also evaluated for the study area intersections and results are summarized in Table M-6 below, indicating that the following study area intersections, without improvements, are anticipated to operate at an unacceptable LOS E or F level during the AM and/or PM peak hours in 2032.

Table M-6: Project Buildout (2032) Deficient Intersections (Weekend Without Improvements)

Intersection #	Intersection Location	Deficiency Level & Time
# 5	Harrison St. / 60th Ave	LOS E (AM & PM)
# 6	Harrison St. / 62nd Ave	LOS F (AM & PM)
# 13	Tyler St. / 62nd Ave	LOS F (AM)
# 14	Polk St. / 62nd Ave	LOS F (AM & PM)
# 15	Fillmore St. / 62nd Ave	LOS F (PM)
# 18	SR-86 / 62nd Ave	LOS E (PM)

Table M-7 below provides future operating conditions at all Project intersections with the 2032 buildout of the Project and ambient and cumulative growth. Without improvements, nine of the 32 intersections analysed would operate at LOS E or worse in the AM and/or PM peak hour periods and seven would operate at LOS D in either the AM or PM period, or both.

Table M-7: Intersection Analysis for Project Buildout (EAPC 2032)

			Intersection Approach Lanes[2]												Weekday				Weekend			
			Northbound			Southbound			Eastbound			Westbound			Delay[3] (secs.)		Level of Service		Delay[3] (secs.)		Level of Service	
#	Intersection	Traffic Control[1]	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM	Sat AM	Sun PM	Sat AM	Sun PM
1	Cesar Chavez St. / 52nd Av.	TS	1	2	0	1	2	0	0.5	1.5	0	0.5	1.5	0	48.8	52.6	D	D	40.1	49.2	D	D
2	Cesar Chavez St. / 54th Av.	TS	1	1	d	1	1	1	0.5	0.5	1	0	1!	0	30.9	28.1	C	C	14.6	16.7	B	B
3	Harrison St. / Airport Bl.	TS	1	1	0	1	1	1	1	1	0	1	1	1>>	37.7	37.1	D	D	34.1	34.1	C	C
4	Harrison St. / 58th Av.	CSS	1	1	0	0	1	1	0	1!	0	0	0	0	20.7	**36.3**	C	**E**	19.9	17.8	C	C
5	Harrison St. / 60th Av.	CSS	1	1	0	1	1	0	0	1!	0	0	1!	0	**>80**	**>80**	**F**	**F**	**37.4**	**49.4**	**E**	**E**
6	Harrison St. / 62nd Av.	AWS	1	1	0	1	1	0	0	1!	0	0	1!	0	**>80**	**>80**	**F**	**F**	**>80**	**>80**	**F**	**F**
7	Harrison St. / 66th Av.	TS	1	2	0	1	2	0	0	1!	0	0	1!	0	28.8	28.9	C	C	26.6	27.5	C	C
8	Harrison St. / Middleton St.	CSS	1	1	0	1	1	0	0	1!	0	0	1!	0	20.9	**>80**	C	**F**	13.6	21.6	B	C
9	Harrison St. / Desert Empire Homes	CSS	0	1	1	1	1	0	0	0	0	1	0	1	15.4	34.1	C	D	12.4	18.7	B	C
10	Monroe St. / 62nd Av.	AWS	0	1!	0	0.5	0.5	1	0	1!	0	0	1!	0	8.8	9.2	A	A	7.8	8.4	A	A
11	Jackson St. / 62nd Av.	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	9.0	9.6	A	A	8.4	8.9	A	A
12	Van Buren St. / 62nd Av.	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	10.5	12.9	B	B	9.0	11.1	A	B
13	Tyler St. / 62nd Av.	AWS	0	1!	0	1	1	0	0	1!	0	0.5	0.5	1	**>80**	**>80**	**F**	**F**	**60.3**	33.8	**F**	D
14	Polk St. / 62nd Av.	CSS	0	1!	0	1	1	1	1	1	0	0.5	1.5	0	**>80**	**>80**	**F**	**F**	**>80**	**>80**	**F**	**F**
15	Fillmore St. / 62nd Av.	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	**35.5**	**>80**	**E**	**F**	21.5	**68.3**	C	**F**
16	Pierce St. / 62nd Av.	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	18.3	31.2	C	D	16.3	18.3	C	C
17	Highway 111 / 62nd Av.	TS	1	1	1	1	1	0	1	1	0	1	2	0	51.3	53.1	D	D	33.7	39.9	C	D
18	SR-86 / 62nd Av.	TS	1	2	1	1	2	1	0.5	0.5	1	0.5	0.5	1	**>80**	**>80**	**F**	**F**	51.3	**66.8**	D	**E**
19	Tyler St. / 66th Av.	AWS	0	1!	0	1	1	0	1	1	0	1	1	0	14.9	18.9	B	C	9.3	9.4	A	A
20	W. Pierce St. / 66th Av.	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	34.7	**>80**	D	**F**	9.6	11.0	A	B
21	SR-86 / 66th Av.	TS	1	2	1	1	2	1	0.5	0.5	1	0.5	0.5	1	44.3	53.3	D	D	39.6	48.5	D	D
22	Polk St. / Airport Bl.	TS	0	1!	0	0	0	0	1	3	1	1	2	0	51.3	40.0	D	D	29.6	29.4	C	C
23	Palm St. / Airport Bl.	TS	0	0	0	1	0	1	1	2	0	0	2	0	21.7	22.8	C	C	19.6	18.7	B	B
24	Highway 111 / Palm St.	TS	1	1	0	0	1	1	1	0	1	0	0	0	14.7	13.8	B	B	12.0	8.3	B	A
25	SR-86 SB Ramps / Airport Bl.	TS	0	1!	0	0.5	0.5	1	1	1	0	1	1	0	41.1	40.7	D	D	36.8	29.6	D	C
26	SR-86 NB Ramps / Airport Bl.	TS	1	0	1>	0	0	0	0	1	0	1	1	0	21.6	10.5	C	B	15.5	7.6	B	A
27	Harrison St. / Project Access 1	**CSS**	0	1	0	**1**	1	0	0	0	0	0	0	**1**	13.1	17.4	B	C	12.1	21.7	B	C
28	Harrison St. / Project Access 2	**TS**	0	1	0	**1**	1	0	0	0	0	**1**	0	**1>**	22.8	16.4	C	B	37.5	15.7	D	B
29	Project Access 3 / 62nd Av.	**CSS**	0	**1!**	0	0	0	0	0	1	0	**1**	1	0	15.0	17.5	B	C	13.5	15.5	B	C
30	Tyler St. / Project Access 4	**CSS**	**1**	1	0	0	1	0	0	**1!**	0	0	0	0	14.0	12.9	B	B	10.9	10.8	B	B
31	Tyler St. / Project Access 5	**CSS**	**1**	1	0	0	1	0	0	**1!**	0	0	0	0	13.9	12.3	B	B	10.5	10.4	B	B
32	Tyler St. / Project Access 6	**CSS**	**1**	1	0	0	1	0	0	**1!**	0	0	0	0	11.8	10.9	B	B	9.5	9.5	A	A

* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] TS = Traffic Signal; CSS = Cross-street Stop; AWS = All Way Stop

[2] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; 0.5 = Shared Lane; 1! = Shared Left/Through/Right lane;
> = Right-Turn Overlap Phasing; >> = Free-Right Turn; **1** = Improvement

[3] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control.
For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

With the installation of the intersection improvements set forth in Table M-8, below, which include addition through-lanes, turn-lanes and intersection controls (signs and traffic signals), all Project intersections would operate at LOS D or better upon buildout of the Project in 2032. Excepting the General Plan LOS policy exceedance, all Project intersections would operate at acceptable LOS at Project buildout and street and intersection improvements, and impacts would be less than significant. Nonetheless, the Project would be inconsistent with the County's level of service target in the ECVAP of LOS C and a statement of overriding consideration would be required under General Plan Policy C 2.1.

Table M-7: Intersection Analysis for Project Buildout (EAPC 2032)

			Intersection Approach Lanes[2]												Weekday				Weekend			
		Traffic	Northbound			Southbound			Eastbound			Westbound			Delay[3] (secs.)		Level of Service		Delay[3] (secs.)		Level of Service	
#	Intersection	Control[1]	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM	Sat AM	Sun PM	Sat AM	Sun PM
4	Harrison St. / 58th Av.																					
	Without Improvements:	CSS	1	1	0	0	1	1	0	1!	0	0	0	0	20.7	36.3	C	**E**	19.9	17.8	C	C
	With Improvements:	**TS**	1	1	0	0	1	1	0	1!	0	0	0	0	8.9	10.9	A	B	8.4	7.0	A	A
5	Harrison St. / 60th Av.																					
	Without Improvements:	CSS	1	1	0	1	1	0	0	1!	0	0	1!	0	**>80**	**>80**	**F**	**F**	37.4	49.4	**E**	**E**
	With Improvements:	**TS**	1	1	0	1	1	0	0	1!	0	0	1!	0	9.9	11.3	A	B	8.3	8.7	A	A
6	Harrison St. / 62nd Av.																					
	Without Improvements:	AWS	1	1	0	1	1	0	0	1!	0	0	1!	0	**>80**	**>80**	**F**	**F**	**>80**	**>80**	**F**	**F**
	With Improvements:	**TS**	1	1	**1>**	1	1	0	**1**	1	0	**1**	1	0	40.0	46.5	D	D	48.3	34.9	D	C
8	Harrison St. / Middleton St.																					
	Without Improvements:	CSS	1	1	0	1	1	0	0	1!	0	0	1!	0	20.9	**>80**	C	**F**	13.6	21.6	B	C
	With Improvements:	**TS**	1	1	0	1	1	0	0	1!	0	0	1!	0	9.3	9.2	A	A	6.5	6.0	A	A
13	Tyler St. / 62nd Av.																					
	Without Improvements:	AWS	0	1!	0	1	1	0	0	1!	0	0.5	0.5	1	**>80**	**>80**	**F**	**F**	**60.3**	33.8	**F**	D
	With Improvements:	**TS**	**1**	1	0	1	1	0	**1**	1	0	**1**	1	0	20.7	16.1	C	B	18.2	15.9	B	B
14	Polk St. / 62nd Av.																					
	Without Improvements:	CSS	0	1!	0	1	1	1	1	1	0	0.5	1.5	0	**>80**	**>80**	**F**	**F**	**>80**	**>80**	**F**	**F**
	With Improvements:	**TS**	0	1!	0	1	1	1	1	1	0	0.5	1.5	0	18.4	16.3	B	B	17.2	17.8	B	B
15	Fillmore St. / 62nd Av.																					
	Without Improvements:	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	35.5	**>80**	**E**	**F**	21.5	**68.3**	C	**F**
	With Improvements:	**TS**	0	1!	0	0	1!	0	0	1!	0	0	1!	0	17.0	23.4	B	C	17.5	18.7	B	B
18	SR-86 / 62nd Av.																					
	Without Improvements:	TS	1	2	1	1	2	1	0.5	0.5	1	0.5	0.5	1	**>80**	**>80**	**F**	**F**	51.3	**66.8**	D	**E**
	With Improvements:	TS	1	2	1	1	2	1	**1**	1	0	**1**	1	**1>**	50.4	45.8	D	D	35.3	44.5	D	D
20	W. Pierce St. / 66th Av.																					
	Without Improvements:	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	34.7	**>80**	D	**F**	9.6	11.0	A	B
	With Improvements:	**TS**	0	1!	0	0	1!	0	0	1!	0	0	1!	0	16.3	17.1	B	B	18.4	17.9	B	B

* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] TS = Traffic Signal; CSS = Cross-street Stop; AWS = All Way Stop

[2] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; 0.5 = Shared Lane; 1! = Shared Left/Through/Right lane; > = Right-Turn Overlap Phasing; **1** = Improvement

[3] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control.
For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

2.3.3 Horizon Year (2045) Area Buildout With and Without Project (2045)

Given the scale of the proposed Project, its location on the edge of urbanizing land uses, and its potential to impact the local roadway network, a comparison was made of Horizon Year (2045) conditions with and without the proposed Project.

Horizon Year (2045) Area Buildout Without Project

Horizon Year (2045) Without Project weekday and weekend conditions peak hour traffic operations have been evaluated for the study area intersections and indicates the following study area intersections (see Table M-9, below) are anticipated to operate at an unacceptable LOS (LOS E or worse) under Horizon Year (2045) Without Project traffic conditions on a weekend without improvements:

Table M-8: Horizon Year (2045) Without Project
Deficient Intersections (Weekend Without Improvements)

Intersection #	Intersection Location	Deficiency Level & Time
# 1	Cesar Chavez St. / 52nd Ave	LOS F (Weekday)
# 2	Cesar Chavez St. / 54th Ave	LOS F (Weekday)
# 3	Harrison St. / Airport Blvd	LOS F (Weekday)
# 4	Harrison St. / 58th Ave	LOS F (Weekend)
# 5	Harrison St. / 60th Ave	LOS F (Weekday & Weekend Saturday AM)
# 6	Harrison St. / 62nd Ave	LOS F (Weekday & Weekend Saturday AM)
# 7	Harrison St. / 66th Ave	LOS F (Weekday PM)
# 8	Harrison St. / Middleton St.	LOS F (Weekday & Weekend Saturday AM)
# 9	Harrison St. / Desert Empire Homes	LOS F (Weekday & Weekend Saturday AM)
# 10	Monroe St. / 62nd Ave	LOS F (Weekday PM)
# 11	Jackson St. / 62nd Ave	LOS F (Weekday)
# 12	Van Buren St. / 62nd Ave	LOS F (Weekday)
# 13	Tyler St. / 62nd Ave	LOS F (Weekday)
# 14	Polk St. / 62nd Ave	LOS F (Weekday & Weekend Saturday AM)
# 15	Fillmore St. / 62nd Ave	LOS F (Weekday)
# 16	Pierce St. / 62nd Ave	LOS E (Weekday AM) & LOS F (Weekday PM)
# 17	Highway 111 / 62nd Ave	LOS E (Weekday AM) & LOS F (Weekday PM)
# 18	SR-86 / 62nd Ave	LOS F (Weekday & Weekend Saturday AM)
# 20	W. Pierce St. / 66th Ave	LOS F (Weekday)
# 21	SR-86 / 66th Ave	LOS E (Weekday AM) & LOS F (Weekend PM)
# 25	SR-86 SB Ramps / Airport Blvd	LOS E (Weekday AM) & LOS F (Weekday PM)

As shown on Table M-9, in Horizon Year 2045 and without the Project and without improvements, 21 of the 32 intersections analysed would operate at LOS E or worse during either the AM or PM peak hour periods, or both. These include seven major intersections along Harrison Street and ten major intersections along Ave 62. Other important intersections that would operate at LOS E or worse in 2045 without the Project include SR 86 Expressway intersections with Ave 56 (Airport Blvd), Ave 62 and Ave 66, as well as the intersection of Highway 111 and Ave 62. Three intersections would operate at LOS D in either the AM or PM period, or both

Table M-10, below, shows 2045 operating conditions for all 32 Project intersections in Horizon Year 2045 Without Project.

Table M-9: Project Intersection Analysis for Horizon Year (2045) Without Project

#	Intersection	Traffic Control[1]	Intersection Approach Lanes[2]												Weekday				Weekend			
			Northbound			Southbound			Eastbound			Westbound			Delay[3] (secs.)		Level of Service		Delay[3] (secs.)		Level of Service	
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM	Sat AM	Sun PM	Sat AM	Sun PM
1	Cesar Chavez St. / 52nd Av.	TS	1	2	0	1	2	0	0.5	1.5	0	0.5	1.5	0	**>80**	**>80**	**F**	**F**	43.5	43.2	D	D
2	Cesar Chavez St. / 54th Av.	TS	1	1	d	1	1	1	0.5	0.5	1	0	1!	0	**>80**	**>80**	**F**	**F**	23.3	15.6	C	B
3	Harrison St. / Airport Bl.	TS	1	1	0	1	1	1	1	1	0	1	1	1>>	**>80**	**>80**	**F**	**F**	35.0	28.8	C	C
4	Harrison St. / 58th Av.	CSS	1	1	0	0	1	1	0	1!	0	0	0	0	**76.5**	**>80**	**F**	**F**	21.7	13.0	C	B
5	Harrison St. / 60th Av.	CSS	1	1	0	1	1	0	0	1!	0	0	1!	0	**>80**	**>80**	**F**	**F**	**>80**	17.5	**F**	C
6	Harrison St. / 62nd Av.	AWS	1	1	0	1	1	0	0	1!	0	0	1!	0	**>80**	**>80**	**F**	**F**	**>80**	29.9	**F**	D
7	Harrison St. / 66th Av.	TS	1	2	0	1	2	0	0	1!	0	0	1!	0	37.3	**>80**	D	**F**	28.8	25.6	C	C
8	Harrison St. / Middleton St.	CSS	1	1	0	1	1	0	0	1!	0	0	1!	0	**>80**	**>80**	**F**	**F**	**>80**	14.4	**F**	B
9	Harrison St. / Desert Empire Homes	CSS	0	1	1	1	1	0	0	0	0	1	0	1	**>80**	**>80**	**F**	**F**	**37.3**	14.3	**E**	B
10	Monroe St. / 62nd Av.	AWS	0	1!	0	0.5	0.5	1	0	1!	0	0	1!	0	25.3	**70.7**	D	**F**	11.1	7.5	B	A
11	Jackson St. / 62nd Av.	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	**>80**	**>80**	**F**	**F**	18.3	7.6	C	A
12	Van Buren St. / 62nd Av.	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	**57.4**	**>80**	**F**	**F**	12.8	7.5	B	A
13	Tyler St. / 62nd Av.	AWS	0	1!	0	1	1	0	0	1!	0	0.5	0.5	1	**>80**	**>80**	**F**	**F**	16.5	14.6	C	B
14	Polk St. / 62nd Av.	CSS	0	1!	0	1	1	1	1	1	0	0.5	1.5	0	**>80**	**>80**	**F**	**F**	**>80**	19.0	**F**	C
15	Fillmore St. / 62nd Av.	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	**>80**	**>80**	**F**	**F**	15.0	10.1	B	B
16	Pierce St. / 62nd Av.	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	35.4	**>80**	**E**	**F**	12.3	10.0	B	A
17	Highway 111 / 62nd Av.	TS	1	1	1	1	1	0	1	1	0	1	2	0	**66.3**	**>80**	**E**	**F**	40.0	35.9	D	D
18	SR-86 / 62nd Av.	TS	1	2	1	1	2	1	0.5	0.5	1	0.5	0.5	1	**>80**	**>80**	**F**	**F**	**>80**	47.5	**F**	D
19	Tyler St. / 66th Av.	AWS	0	1!	0	1	1	0	1	1	0	1	1	0	14.9	11.7	B	B	10.3	8.8	B	A
20	W. Pierce St. / 66th Av.	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	**63.2**	**>80**	**F**	**F**	10.8	8.9	B	A
21	SR-86 / 66th Av.	TS	1	2	1	1	2	1	0.5	0.5	1	0.5	0.5	1	**76.0**	**>80**	**E**	**F**	52.9	43.2	D	D
22	Polk St. / Airport Bl.	TS	0	1!	0	0	0	0	1	3	1	1	2	0	41.5	38.0	D	D	30.2	28.8	C	C
23	Palm St. / Airport Bl.	TS	0	0	0	1	0	1	1	2	0	0	2	0	23.7	24.2	C	C	21.7	17.2	C	B
24	Highway 111 / Palm St.	TS	1	1	0	0	1	1	1	0	1	0	0	0	20.7	17.6	C	B	15.8	7.9	B	A
25	SR-86 SB Ramps / Airport Bl.	TS	0	1!	0	0.5	0.5	1	1	1	0	1	1	0	**64.3**	**>80**	**E**	**F**	32.2	22.2	C	C
26	SR-86 NB Ramps / Airport Bl.	TS	1	0	1>	0	0	0	0	1	0	1	1	0	26.2	20.0	C	B	11.9	7.1	B	A
27	Harrison St. / Project Access 1		Future Intersection																			
28	Harrison St. / Project Access 2		Future Intersection																			
29	Project Access 3 / 62nd Av.		Future Intersection																			
30	Tyler St. / Project Access 4		Future Intersection																			
31	Tyler St. / Project Access 5		Future Intersection																			
32	Tyler St. / Project Access 6		Future Intersection																			

* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] TS = Traffic Signal; CSS = Cross-street Stop; AWS = All Way Stop

[2] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; 0.5 = Shared Lane; 1! = Shared Left/Through/Right lane;
> = Right-Turn Overlap Phasing; >> = Free-Right Turn; 1 = Improvement

[3] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control.
For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

2.3.3.1 Horizon Year (2045) Area Buildout With Project

Peak hour traffic operating conditions for Horizon Year (2045) With Project have been evaluated for the study area intersections, and those anticipated to operate at unacceptable levels of service (LOS E or worse) are summarized in Table M-11 below. The analysis indicates that there are no additional new intersections anticipated to operate at an unacceptable LOS (LOS E or worse) with the addition of Project traffic. As with Horizon Year (2045) Without Project traffic conditions, the following study area intersections are anticipated to continue to operate at an unacceptable LOS under Horizon Year (2045) With Project traffic conditions and without improvements.

Table M-10:
Project Buildout (2045 Horizon Year) Deficient Intersections (W/O Improvements)

Intersection #	Intersection Location	Deficiency Level & Time
# 1	Cesar Chavez St. / 52nd Ave	LOS F (Weekday & Weekend PM)
# 2	Cesar Chavez St. / 54th Ave	LOS F (Weekday & Weekend PM)
# 3	Harrison St. / Airport Blvd	LOS F (Weekday & Weekend PM)
# 4	Harrison St. / 58th Ave	LOS F (Weekday & Weekend PM)
# 5	Harrison St. / 60th Ave	LOS F (Weekday & Weekend)
# 6	Harrison St. / 62nd Ave	LOS F (Weekday & Weekend)
# 7	Harrison St. / 66th Ave	LOS F (Weekday PM)
# 8	Harrison St. / Middleton St.	LOS F (Weekday & Weekend)
#9	Harrison St. / Desert Empire	LOS E (Weekend AM) & LOS F (Weekday & Weekend PM)
# 10	Monroe St. / 62nd Ave	LOS F (Weekday PM)
# 11	Jackson St. / 62nd Ave	LOS F (Weekday) & LOS E (Weekend PM)
# 12	Van Buren St. / 62nd Ave	LOS F (Weekday) & LOS E (Weekend PM)
# 13	Tyler St. / 62nd Ave	LOS F (Weekday & Weekend)
# 14	Polk St. / 62nd Ave	LOS F (Weekday & Weekend)
# 15	Fillmore St. / 62nd Ave	LOS F (Weekday & Weekend)
# 16	Pierce St. / 62nd Ave	LOS F (Weekday & Weekend)
# 17	Highway 111 / 62nd Ave	LOS F (Weekday & Weekend PM)
# 18	SR-86 / 62nd Ave	LOS F (Weekday & Weekend)
# 20	W. Pierce St. / 66th Ave	LOS F (Weekday)
# 21	SR-86 / 66th Ave	LOS F (Weekday & Weekend PM)
# 25	SR-86 SB Ramps / Airport Blvd	LOS E (Weekend AM) & LOS F (Weekday & Weekend PM)

As noted above, in Horizon Year 2045 Without Project and without requisite roadway and intersection improvements, 21 of the 32 Project intersections analysed will operate at unacceptable levels of service (LOS E or F) in Horizon Year 2045. These same 21 intersections would operate at unacceptable levels in Horizon Year 2045 With Project conditions. As noted above, these include seven major intersections along Harrison Street and ten major intersections along Ave 62.

Other important intersections that would operate at LOS E or worse in 2045 With Project conditions include SR 86 Expressway intersections with Ave 56 (Airport Blvd), Ave 62 and Ave 66, as well as the intersection of Highway 111 and Ave 62. The remaining 14 intersections will operate at acceptable LOS (D or better) at Project buildout in Horizon Year 2045 With Project. Four intersections would operate at LOS D in either the AM or PM period, or both. Table M-12, below, shows Horizon Year 2045 operating conditions for all 32 Project intersections in Horizon Year 2045 With Project and without improvements.

Table M-11:
Project Intersection Analysis for Horizon Year (2045) With Project (Without Improvements)

#	Intersection	Traffic Control[1]	Intersection Approach Lanes[2]												Weekday				Weekend			
			Northbound			Southbound			Eastbound			Westbound			Delay[3] (secs.)		Level of Service		Delay[3] (secs.)		Level of Service	
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM	Sat AM	Sun PM	Sat AM	Sun PM
1	Cesar Chavez St. / 52nd Av.	TS	1	2	0	1	2	0	0.5	1.5	0	0.5	1.5	0	**>80**	**>80**	**F**	**F**	44.2	**>80**	D	**F**
2	Cesar Chavez St. / 54th Av.	TS	1	1	d	1	1	1	0.5	0.5	1	0	1!	0	**>80**	**>80**	**F**	**F**	30.1	**>80**	C	**F**
3	Harrison St. / Airport Bl.	TS	1	1	0	1	1	1	1	1	0	1	1	1>>	**>80**	**>80**	**F**	**F**	44.3	**>80**	D	**F**
4	Harrison St. / 58th Av.	CSS	1	1	0	0	1	1	0	1!	0	0	0	0	**>80**	**>80**	**F**	**F**	**37.3**	**>80**	**E**	**F**
5	Harrison St. / 60th Av.	CSS	1	1	0	1	1	0	0	1!	0	0	1!	0	**>80**	**>80**	**F**	**F**	**>80**	**>80**	**F**	**F**
6	Harrison St. / 62nd Av.	AWS	1	1	0	1	1	0	0	1!	0	0	1!	0	**>80**	**>80**	**F**	**F**	**>80**	**>80**	**F**	**F**
7	Harrison St. / 66th Av.	TS	1	2	0	1	2	0	0	1!	0	0	1!	0	38.0	**>80**	D	**F**	29.7	50.3	C	D
8	Harrison St. / Middleton St.	CSS	1	1	0	1	1	0	0	1!	0	0	1!	0	**>80**	**>80**	**F**	**F**	**>80**	**>80**	**F**	**F**
9	Harrison St. / Desert Empire Homes	CSS	0	1	1	1	1	0	0	0	0	1	0	1	**>80**	**>80**	**F**	**F**	**40.5**	**>80**	**E**	**F**
10	Monroe St. / 62nd Av.	AWS	0	1!	0	0.5	0.5	1	0	1!	0	0	1!	0	29.8	**>80**	D	**F**	12.2	22.9	B	C
11	Jackson St. / 62nd Av.	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	**>80**	**>80**	**F**	**F**	28.6	**>80**	D	**F**
12	Van Buren St. / 62nd Av.	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	**>80**	**>80**	**F**	**F**	17.2	**>80**	C	**F**
13	Tyler St. / 62nd Av.	AWS	0	1!	0	1	1	0	0	1!	0	0.5	0.5	1	**>80**	**>80**	**F**	**F**	**>80**	**>80**	**F**	**F**
14	Polk St. / 62nd Av.	CSS	0	1!	0	1	1	1	1	1	0	0.5	1.5	0	**>80**	**>80**	**F**	**F**	**>80**	**>80**	**F**	**F**
15	Fillmore St. / 62nd Av.	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	**>80**	**>80**	**F**	**F**	**>80**	**>80**	**F**	**F**
16	Pierce St. / 62nd Av.	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	**>80**	**>80**	**F**	**F**	**61.0**	**>80**	**F**	**F**
17	Highway 111 / 62nd Av.	TS	1	1	1	1	1	0	1	1	0	1	2	0	**>80**	**>80**	**F**	**F**	43.2	**>80**	D	**F**
18	SR-86 / 62nd Av.	TS	1	2	1	1	2	1	0.5	0.5	1	0.5	0.5	1	**>80**	**>80**	**F**	**F**	**>80**	**>80**	**F**	**F**
19	Tyler St. / 66th Av.	AWS	0	1!	0	1	1	0	1	1	0	1	1	0	16.8	13.2	C	B	11.4	10.9	B	B
20	W. Pierce St. / 66th Av.	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	**>80**	**>80**	**F**	**F**	12.6	16.3	B	C
21	SR-86 / 66th Av.	TS	1	2	1	1	2	1	0.5	0.5	1	0.5	0.5	1	**>80**	**>80**	**F**	**F**	53.5	**>80**	D	**F**
22	Polk St. / Airport Bl.	TS	0	1!	0	0	0	0	1	3	1	1	2	0	43.8	38.8	D	D	30.7	31.1	C	C
23	Palm St. / Airport Bl.	TS	0	0	0	1	0	1	1	2	0	0	2	0	24.5	24.4	C	C	23.1	22.4	C	C
24	Highway 111 / Palm St.	TS	1	1	0	0	1	1	1	0	1	0	0	0	20.8	17.6	C	B	16.2	14.4	B	B
25	SR-86 SB Ramps / Airport Bl.	TS	0	1!	0	0.5	0.5	1	1	1	0	1	1	0	**>80**	**>80**	**F**	**F**	**66.1**	**>80**	**E**	**F**
26	SR-86 NB Ramps / Airport Bl.	TS	1	0	1>	0	0	0	0	1	0	1	1	0	27.5	22.2	C	C	11.6	13.7	B	B
27	Harrison St. / Project Access 1	**CSS**	0	**2**	0	**1**	**2**	0	0	0	0	0	0	**1**	14.2	22.9	B	C	12.1	21.8	B	C
28	Harrison St. / Project Access 2	**TS**	0	**2**	0	**1**	**2**	0	0	0	0	**1**	0	**1>**	21.7	23.8	C	C	29.2	24.2	C	C
29	Project Access 3 / 62nd Av.	**CSS**	0	**1!**	0	0	0	0	0	**2**	0	**1**	1	0	21.3	34.4	C	D	16.1	25.0	C	C
30	Tyler St. / Project Access 4	**CSS**	**1**	**2**	0	0	1	0	0	**1!**	0	0	0	0	16.1	13.5	C	B	13.6	12.2	B	B
31	Tyler St. / Project Access 5	**CSS**	**1**	**2**	0	0	**2**	0	0	**1!**	0	0	0	0	16.1	13.0	C	B	13.2	11.8	B	B
32	Tyler St. / Project Access 6	**CSS**	**1**	**1**	0	0	**2**	0	0	**1!**	0	0	0	0	13.2	11.4	B	B	11.4	10.6	B	B

* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] TS = Traffic Signal; CSS = Cross-street Stop; AWS = All Way Stop

[2] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; 0.5 = Shared Lane; 1! = Shared Left/Through/Right lane;
> = Right-Turn Overlap Phasing; >> = Free-Right Turn; **1** = Improvement

[3] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control.
For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

Table M-13 evaluates the Horizon Year 2045 With Project Condition with roadway and intersection improvements that are consistent with the County General Plan Roadway Classifications. With improvements cited in Table M-13 and further elaborated in Section 2.19.7 of the Draft EIR, all Project intersections would operate at LOS D or better, with 14 intersections operating at LOS D, inconsistent with the County Policy C 2.1 LOS C target.

Table M-12:
Intersection Analysis for Horizon (2045) Conditions With Project With and Without Improvements

#	Intersection	Traffic Control[1]	Intersection Approach Lanes[2]												Weekday				Weekend			
			Northbound			Southbound			Eastbound			Westbound			Delay[3] (secs.)		Level of Service		Delay[3] (secs.)		Level of Service	
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM	Sat AM	Sun PM	Sat AM	Sun PM
1	Cesar Chavez St. / 52nd Av.																					
	Without Improvements:	TS	1	2	0	1	2	0	0.5	1.5	0	0.5	1.5	0	**>80**	**>80**	**F**	**F**	44.2	**>80**	D	**F**
	With Improvements:	TS	**2**	**3**	0	**2**	**3**	0	0.5	1.5	0	0.5	1.5	**1**	50.0	54.5	D	D	35.0	42.7	C	D
2	Cesar Chavez St. / 54th Av.																					
	Without Improvements:	TS	1	1	d	1	1	1	0.5	0.5	1	0	1!	0	**>80**	**>80**	**F**	**F**	30.1	**>80**	C	**F**
	With Improvements:	TS	1	**2**	0	1	**2**	0	**1**	1	0	**1**	1	0	33.9	47.4	C	D	26.2	31.9	C	C
3	Harrison St. / Airport Bl.																					
	Without Improvements:	TS	1	1	0	1	1	1	1	1	0	1	1	1>>	**>80**	**>80**	**F**	**F**	44.3	**>80**	D	**F**
	With Improvements:	TS	1	**2**	**1**	1	**2**	0	1	1	0	1	1	1	47.9	52.7	D	D	33.0	35.0	C	C
4	Harrison St. / 58th Av.																					
	Without Improvements:	CSS	1	1	0	0	1	1	0	1!	0	0	0	0	**>80**	**>80**	**F**	**F**	37.3	**>80**	**E**	**F**
	With Improvements:	**TS**	1	**2**	0	0	**2**	0	**1**	0	1	0	0	0	7.8	8.0	A	A	7.2	6.7	A	A
5	Harrison St. / 60th Av.																					
	Without Improvements:	CSS	1	1	0	1	1	0	0	1!	0	0	1!	0	**>80**	**>80**	**F**	**F**	**>80**	**>80**	**F**	**F**
	With Improvements:	**TS**	1	**2**	0	1	**2**	0	**1**	**2**	**1**	**1**	**2**	0	20.1	33.6	C	C	15.7	18.3	B	B
6	Harrison St. / 62nd Av.																					
	Without Improvements:	AWS	1	1	0	1	1	0	0	1!	0	0	1!	0	**>80**	**>80**	**F**	**F**	**>80**	**>80**	**F**	**F**
	With Improvements:	**TS**	1	**2**	**1>**	1	**2**	0	**1**	**2**	0	**1**	**2**	0	42.7	52.1	D	D	45.0	41.9	D	D
7	Harrison St. / 66th Av.																					
	Without Improvements:	TS	1	2	0	1	2	0	0	1!	0	0	1!	0	38.0	**>80**	D	**F**	29.7	50.3	C	D
	With Improvements:	TS	**2**	2	0	1	2	0	0.5	0.5	**1**	0	1!	0	33.3	42.0	C	D	28.7	35.0	C	C
8	Harrison St. / Middleton St.																					
	Without Improvements:	CSS	1	1	0	1	1	0	0	1!	0	0	1!	0	**>80**	**>80**	**F**	**F**	**>80**	**>80**	**F**	**F**
	With Improvements:	**TS**	1	**2**	0	1	**2**	0	0	1!	0	0	1!	0	9.4	9.7	A	A	8.1	7.6	A	A
9	Harrison St. / Desert Empire Homes																					
	Without Improvements:	CSS	0	1	1	1	1	0	0	0	0	1	0	1	**>80**	**>80**	**F**	**F**	**40.5**	**>80**	**E**	**F**
	With Improvements:	**TS**	0	**2**	0	1	**2**	0	0	0	0	1	0	1	14.5	19.4	B	B	9.7	16.6	A	B
10	Monroe St. / 62nd Av.																					
	Without Improvements:	AWS	0	1!	0	0.5	0.5	1	0	1!	0	0	1!	0	29.8	**>80**	D	**F**	12.2	22.9	B	C
	With Improvements:	**TS**	0	1!	0	0.5	0.5	1	0	1!	0	0	1!	0	13.2	26.9	B	C	11.9	12.4	B	B

#	Intersection	Traffic Control[1]	Intersection Approach Lanes[2]												Weekday				Weekend			
			Northbound			Southbound			Eastbound			Westbound			Delay[3] (secs.)		Level of Service		Delay[3] (secs.)		Level of Service	
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM	Sat AM	Sun PM	Sat AM	Sun PM
11	Jackson St. / 62nd Av.																					
	Without Improvements:	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	**>80**	**>80**	**F**	**F**	28.6	**>80**	D	**F**
	With Improvements:	**TS**	**1**	**2**	0	1	**2**	0	0.5	0.5	**1**	0	1!	0	34.3	44.1	C	D	21.0	30.9	C	C
12	Van Buren St. / 62nd Av.																					
	Without Improvements:	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	**>80**	**>80**	**F**	**F**	17.2	**>80**	C	**F**
	With Improvements:	**TS**	0	1!	0	0	1!	0	0	1!	0	0	1!	0	14.2	27.5	B	C	12.5	16.3	B	B
13	Tyler St. / 62nd Av.																					
	Without Improvements:	AWS	0	1!	0	1	1	0	0	1!	0	0.5	0.5	1	**>80**	**>80**	**F**	**F**	**>80**	**>80**	**F**	**F**
	With Improvements:	**TS**	**1**	1	0	1	1	0	**1**	**2**	0	**1**	**2**	0	13.2	21.6	B	C	11.7	12.1	B	B
14	Polk St. / 62nd Av.																					
	Without Improvements:	CSS	0	1!	0	1	1	1	1	1	0	0.5	1.5	0	**>80**	**>80**	**F**	**F**	**>80**	**>80**	**F**	**F**
	With Improvements:	**TS**	**1**	**2**	0	1	**2**	0	1	**2**	0	**1**	2	**1>**	40.4	48.3	D	D	37.8	46.6	D	D
15	Fillmore St. / 62nd Av.																					
	Without Improvements:	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	**>80**	**>80**	**F**	**F**	**>80**	**>80**	**F**	**F**
	With Improvements:	**TS**	**1**	1	0	**1**	1	0	**1**	**2**	0	**1**	**2**	0	16.6	14.0	B	B	18.1	15.5	B	B
16	Pierce St. / 62nd Av.																					
	Without Improvements:	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	**>80**	**>80**	**F**	**F**	**61.0**	**>80**	**F**	**F**
	With Improvements:	**TS**	**1**	1	0	**1**	1	0	**1**	**2**	0	**1**	**2**	0	19.2	16.4	B	B	20.0	18.0	B	B
17	Highway 111 / 62nd Av.																					
	Without Improvements:	TS	1	1	1	1	1	0	1	1	0	1	2	0	**>80**	**>80**	**F**	**F**	43.2	**>80**	D	**F**
	With Improvements:	TS	1	1	1	1	1	0	1	**2**	**1**	1	2	0	42.5	53.5	D	D	38.3	44.9	D	D
18	SR-86 / 62nd Av.																					
	Without Improvements:	TS	1	2	1	1	2	1	0.5	0.5	1	0.5	0.5	1	**>80**	**>80**	**F**	**F**	**>80**	**>80**	**F**	**F**
	With Proposed Interchange:																					
	SR-86 SB Ramps / 62nd Av.	TS	0	0	0	**1**	0	**1**	0	**2**	0	**1**	**2**	0	34.6	34.9	C	C	34.1	28.9	C	C
	SR-86 NB Ramps / 62nd Av.	TS	**1**	0	**1**	0	0	0	**1**	**2**	0	0	**2**	0	25.6	30.1	C	C	23.6	27.0	C	C
20	W. Pierce St. / 66th Av.																					
	Without Improvements:	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	**>80**	**>80**	**F**	**F**	12.6	16.3	B	C
	With Improvements:	**TS**	0	1!	0	0	1!	0	0	1!	0	0	1!	0	31.0	27.0	C	C	18.2	18.4	B	B
21	SR-86 / 66th Av.																					
	Without Improvements:	TS	1	2	1	1	2	1	0.5	0.5	1	0.5	0.5	1	**>80**	**>80**	**F**	**F**	53.5	**>80**	D	**F**
	With Proposed Interchange:																					
	SR-86 SB Ramps / 66th Av.	**TS**	0	0	0	**1**	0	**1**	0	**1**	0	**1**	**1**	0	19.2	28.4	B	C	18.9	17.7	B	B
	SR-86 NB Ramps / 66th Av.	**TS**	**1**	0	**1**	0	0	0	**1**	**1**	0	0	**1**	0	18.3	30.2	B	C	12.8	18.4	B	B

#	Intersection	Traffic Control[1]	Intersection Approach Lanes[2]												Weekday				Weekend			
			Northbound			Southbound			Eastbound			Westbound			Delay[3] (secs.)		Level of Service		Delay[3] (secs.)		Level of Service	
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM	Sat AM	Sun PM	Sat AM	Sun PM
25	SR-86 SB Ramps / Airport Bl.																					
	Without Improvements:	TS	0	1!	0	0.5	0.5	1	1	1	0	1	1	0	**>80**	**>80**	**F**	**F**	**66.1**	**>80**	**E**	**F**
	With Improvements:	TS	0	1!	0	0.5	0.5	**1>**	1	1	0	1	1	0	46.2	45.7	D	D	42.1	34.5	D	C

***** **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] TS = Traffic Signal; CSS = Cross-street Stop; AWS = All Way Stop

[2] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; 0.5 = Shared Lane; 1! = Shared Left/Through/Right lane; > = Right-Turn Overlap Phasing; >> = Free-Right Turn; 1 = Improvement

[3] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

3.0 General Plan LOS Policy Violation

Without substantial additional rights of way and roadway and intersection improvements, and beyond those improvements set forth in Table M-13, above, the Project would conflict with General Plan Circulation Element Policy C 2.1, which requires that in the ECVAP intersections on General Plan roads operate at LOS C or better. Therefore, without additional rights of way and roadway and intersection improvements to attempt to further improve intersection operating conditions to LOS C, the Project would be inconsistent with County General Plan policy and a statement of overriding consideration would be required under General Plan Policy C 2.1 to ensure General Plan consistency.

3.1 Traffic Signal Warrants

A traffic signal warrant analysis was conducted for EAP traffic conditions based on the peak hour volumes or planning level ADT volume-based traffic signal warrants. The following unsignalized intersections are anticipated to meet traffic signal warrants under 2026 EAP traffic conditions (see Appendix K, Appendix 5.3):

Table M-13: 2026 EAP Deficient Intersections (W/O Improvements)

Intersection #	Intersection Location
# 4	Harrison St. / 58th Ave
# 6	Harrison St. / 62nd Ave
# 8	Harrison St. / Middleton St.
# 13	Tyler St. / 62nd Ave
# 28	Harrison St. / Project Access 2

The traffic signal warrant analysis for EAPC (2032) traffic conditions are based on the peak hour volumes or planning level ADT volume-based traffic signal warrants. The following additional unsignalized study area intersections (beyond those that meet traffic signal warrants for EAPC (2026) conditions) are anticipated to meet a traffic signal warrant under EAPC (2032) weekday conditions (see Appendix K, Traffic Analysis Appendix 6.6):

Table M-14: 2032 EAP Deficient Intersections (W/O Improvements)

Intersection #	Intersection Location
# 5	Harrison St. / 60th Ave
# 14	Polk St. / 62nd Ave
# 15	Filmore St. / 62nd Ave
# 18	SR 86 / 62nd Ave
# 20	W. Pierce St. / 66th Ave

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

3.2 Multi-Modal Facilities

The Thermal Ranch Specific Plan is built around an extensive network of multi-modal paths, trails and sidewalks that interconnect the various Project planning areas and connect to the County's regional trails network along the streets bounding the Project site. For the most part, motor vehicles will be restricted from entering the horse park (PA-1) where most transportation will occur by means of walking, bicycles, horseback riding and golf carts. The residential uses (PAs-2, 3, 4 and 5) will have access gates that allow non-motorized direct access to connect to all on-site services and facilities.

Project-adjacent trail facilities include multi-modal trails for use by bicycle and pedestrian travelers planned along the Project frontage of Harrison Street, Tyler Street, 62nd Avenue, and future 64th Avenue. These facilities are part of the County regional trails systems set forth in the ECVAP and will establish the backbone for this extensive network of regional trails. Impacts of the Project will be beneficial and no significant adverse impacts on bicycle or pedestrian facilities will occur. In summary, the proposed Project is consistent with County policies related to the provision of multi-modal transportation facilities and impacts in this regard will be less than significant.

CVWD Middleton Reservoir 7802-1 Site

The Project reservoir site, located 2.4± miles southwest of the Project site, has been improved for multiple tanks and currently hosts a CVWD 2.5 mg tank. The existing and future reservoirs generate essentially no traffic, and the new Project reservoir will have no impacts in the local transportation network. There will be no impacts.

3.3 Practicability of Achieving LOS C

The cost of roadway infrastructure in terms of required land and construction and maintenance dollars has continued to rise over the past decades. An overarching goal of transportation planners is achieving a balance between transportation system efficiency and the costs associated with providing acceptable levels of operational service. As stated in the Riverside County transportation analysis guidelines,

> "*LOS analysis will largely be the determinant to assess capacity and operational deficiencies of County roadways. In order to maintain consistency with the General Plan, projects are to identify deficiencies and provide recommendations to meet level of service targets*."[4]

The County guidelines specifically state that the purpose of LOS analysis is to determine General Plan consistency and also describe circumstances that might serve as the basis for making a statement of overriding consideration.

> "*The General Plan allows the Board of Supervisors to approve development projects even in instances where the target LOS is exceeded, if the project has overriding benefits. Examples include projects that provide jobs in a local area, projects that provide needed transportation improvements that otherwise would not be constructed, projects that provide habitat conservation, projects that implement non-motorized transportation systems, or projects that provide some unique benefits to the County which outweigh the traffic deficiencies. These projects are required to provide operational improvements to the extent that it is economically feasible as determined by the Board of Supervisors, based on a value engineering analysis*."[5]

3.4 Findings of Overriding Consideration

LOS C standard may be appropriate for rural roads in rural areas; however, as planned traffic volumes increase so too does the need for rights of way and progressively more elaborate and costly transportation improvements. The following findings address areas of overriding consideration that should be considered in addressing the non-conformance of the proposed Project with the County General Plan LOS target for the ECVAP planning area.

3.4.1 Urbanizing Land Use and Transportation Pattern in the Planning Area

- General Plan level land use planning and the current state of project approvals and ongoing development show that the rural character of the planning area is transitioning to urbanization.

[4] Transportation Analysis Guidelines for Level of Service (and) Vehicle Miles Traveled, prepared by the Riverside County Department of Transportations. 2020.

[5] Ibid.

- Project area is currently served by major highways, including Highway 111 and the Highway 86 Expressway, which are inter-regional facilities located in proximity of the Project site.
- County General Plan classifies both Harrison Street and Avenue 62 as six-lane expressways, in contradiction to the assumed rural character of local traffic reflected by the LOS C operations standard.
- Project planning area includes the Jacqueline Cochran Regional Airport, a major transportation and employment hub serving the eastern Coachella Valley.
- Major new land uses in the planning area, including Kohl Ranch and The Thermal Club, have extended the urbanizing land use pattern to the edge of the Project site.

3.4.2 Economic Effects, Jobs Creation and Housing

- Project will generate approximately 1,294 net new full and part-time jobs in such areas as commercial retail, commercial services, hospitality, professional services and equestrian care and services. The site's current agricultural activities generate about 31 part and full-time jobs.
- The eastern Coachella Valley suffers from a jobs deficit and an imbalanced jobs to housing ratio of 1.02 : 1, well below the balanced 1.5 : 1 ratio of jobs to housing and the 1.55 jobs per residence county-wide.
- The Project will provide up to 500 units of workforce housing in a clean and well managed environment with on-site laundry and recreational amenities.
- Project will construct or help fund extensive on-site and off-site roadway improvements, including street and intersection improvements essential to accommodating future growth.
- Project will extend major electric utility, water and sewer infrastructure and service.
- Project will result in a substantial net positive fiscal impact on the County and the planning area, enhancing local economic diversity.
- Congestion associated with LOS D versus LOS C appears to impose only modest economic costs which can be more than offset by improved accessibility, which is why economic activity tends to increase with development density and congestion.[6]

3.4.3 Project Transportation Improvements

- Project will result in substantial roadway and intersection improvements that implement the General Plan Circulation Element and facilitate efficient travel within, through and beyond the Project planning area.
- Several Project area intersections are located within other jurisdictions or involve facilities with less restrictive operating standards that are owned and operated by Caltrans, including Highways 111 and 86.
- Project EIR sets forth numerous on-site and off-site mitigation measures that include street and intersection improvements that will enhance roadway capacity, efficiency and safety.
- An LOS C standard would require wider streets and more complex intersections, and would facilitate the type of transportation system and land use pattern the CEQA VTM targets are attempting to reduce.
- LOS C, versus LOS D, results in a maximum time savings (reduced delay) of 0 to 10 seconds for unsignalized intersections and 0 to 20 seconds for signalized intersections. "Generated traffic" results from increased roadway and intersection capacity but reduces congestion reduction benefits.[7]

[6] Rethinking the Economics of Traffic Congestion, Eric Dumbaugh, Atlantic Cities (www.theatlanticcities.com); at www.theatlanticcities.com/commute/2012/06/defense-congestion/2118. 2012.

[7] Transportation Cost and Benefit Analysis II – Congestion Costs, prepared by the Victoria Transport Policy Institute (www.vtpi.org). December 15, 2022.

- "Generated traffic" increases external costs, including costs of additional rights of way, increased materials and equipment costs, increased accidents per miles traveled, and increased pollution and sprawl.[8]
- Future roadway operation levels of service are based on the aggregated traffic volumes associated with existing conditions, "ambient" growth (typically 2% per year), "cumulative" projects (may include ambient growth volumes), and project traffic.

3.4.5 Project Non-motorized Transportation Systems

- Project will construct extensive on-site and perimeter multi-modal trails and paths that will accommodate pedestrians and bicyclists, golf carts and equestrian riders, and provide meaningful alternatives to the motor vehicle.

[8] Ibid.