IV. ENVIRONMENTAL IMPACT ANALYSIS
O. TRANSPORTATION/TRAFFIC

INTRODUCTION

The analysis and information in this section is based primarily on the following document (refer to Appendix IV.O):

- *Traffic Impact Analysis,* Urban Crossroads, February 12, 2014.

ENVIRONMENTAL SETTING

Study Area

Study Intersections

Pursuant to the Traffic Study Scoping Agreement (refer to Appendix 1.1 of the *Traffic Impact Analysis* included in Appendix IV.O of the Draft EIR) and discussion with City of Hemet (the "City") staff, the study area includes a total of 52 existing and future intersections (refer to Table IV.O-1 and Figure IV.O-1). Of these 52 intersections, 38 intersections are existing, while the remaining 14 are future planned intersections and Project driveways that do not currently exist. Figure IV.O-2 illustrates the lane configuration of each of the study intersections.

The 52 study intersection were selected based on the City traffic study criteria, requiring the minimum study area to include any intersection of "Collector" or higher classification street, with "Collector" or higher classification streets, at which a proposed project will add 50 or more peak-hour trips. It should be pointed out that the "50 peak hour trip" criterion utilized by the City is consistent with the methodology employed by the County of Riverside, and generally represents a threshold of trips at which an intersection could be affected by the Project.

Study Roadway Segments

Pursuant to City of Hemet initiative Measure C (July 7, 1988), a level of service (LOS) C should be maintained on all City roadway segments. (LOS is discussed in more detail, below.) As such, the traffic study prepared for the Project contains an analysis of peak-hour roadway segment performance for all analysis scenarios. The roadway segment analysis is based on the peak-hour link volume; therefore, segments should operate at LOS "C" with a capacity of 1,520 vehicles per hour per lane. This peak-hour per lane capacity is calculated from a base capacity of 1,900 vehicles per hour per lane, representing LOS E conditions, and eighty percent of this base capacity should equate to a LOS C operation (1,900 x 0.80 = 1,520 vehicles per hour per lane).

Table IV.O-1
Study Intersections

ID	Intersection Location	Jurisdiction
1	Juniper Flats Road / State Route 74 (Florida Avenue)	Caltrans, County
2	State Route 79 (Winchester Road) / Florida Avenue	Caltrans, County
3	Four Seasons Boulevard / Florida Avenue	Caltrans, County
4	California Avenue / Florida Avenue	Caltrans, Hemet, County
5	Warren Road / Ramona Expressway	San Jacinto
6	Warren Road / Cottonwood Avenue	San Jacinto
7	Warren Road / 7th Street*	San Jacinto
8	Warren Road / Esplanade Avenue	Hemet, San Jacinto
9	Warren Road / Devonshire Avenue	Hemet, County
10	Warren Road/Driveway 12	Hemet
11	Warren Road / Florida Avenue	Caltrans, Hemet
12	Warren Road / Auto Boulevard	Hemet
13	Warren Road / Stetson Avenue	Hemet
14	Warren Road / Mustang Way	Hemet
15	Warren Road / Simpson Road	County
16	Warren Road / Domenigoni Parkway	County
17	Old Warren Road / Celeste Road	Hemet
18	Old Warren Road / Devonshire Avenue	Hemet
19	Driveway 1 / Celeste Road*	Hemet
20	Driveway 2 / Florida Avenue*	Caltrans, Hemet
21	Driveway 3 / Devonshire Avenue*	Hemet
22	Driveway 4 / Florida Avenue*	Caltrans, Hemet
23	Driveway 5 / Celeste Road*	Hemet
24	Driveway 6 / Devonshire Avenue*	Hemet
25	Driveway 7 / Florida Avenue*	Caltrans, Hemet
26	Myers Street / Celeste Road	Hemet
27	Myers Street / Devonshire Avenue	Hemet
28	Myers Street / Driveway 8*	Hemet
29	Myers Street / Driveway 9*	Hemet
30	Myers Street / Driveway 10*	Hemet
31	Myers Street / Driveway 11*	Hemet
32	Myers Street / Florida Avenue	Caltrans, Hemet
33	Acacia Avenue / Florida Avenue	Caltrans, Hemet
34	Cawston Avenue / Menlo Avenue	Hemet
35	Cawston Avenue / Devonshire Avenue	Hemet
36	Cawston Avenue / Florida Avenue	Caltrans, Hemet
37	Cawston Avenue / Whittier Avenue*	Hemet
38	Sanderson Avenue / Fruitvale Avenue	Hemet
39	Sanderson Avenue / Menlo Avenue	Hemet
40	Sanderson Avenue / Devonshire Avenue	Hemet

Table IV.O-1
Study Intersections

ID	Intersection Location	Jurisdiction
41	Sanderson Avenue / Florida Avenue	Caltrans, Hemet
42	Sanderson Avenue / Acacia Avenue	Hemet
43	Sanderson Avenue / Whittier Avenue*	Hemet
44	Sanderson Avenue / Wentworth Drive	Hemet
45	Sanderson Avenue / Tanya Avenue	Hemet
46	Sanderson Avenue / Stetson Avenue	Hemet
47	Kirby Street / Menlo Avenue	Hemet
48	Kirby Street / Devonshire Avenue	Hemet
49	Kirby Street / Florida Avenue	Caltrans, Hemet
50	Gilmore Street / Florida Avenue	Caltrans, Hemet
51	Lyon Avenue / Florida Avenue	Caltrans, Hemet
52	Palm Avenue / Florida Avenue	Caltrans, Hemet

* *Future Intersections*
Source: Urban Crossroads, 2014.

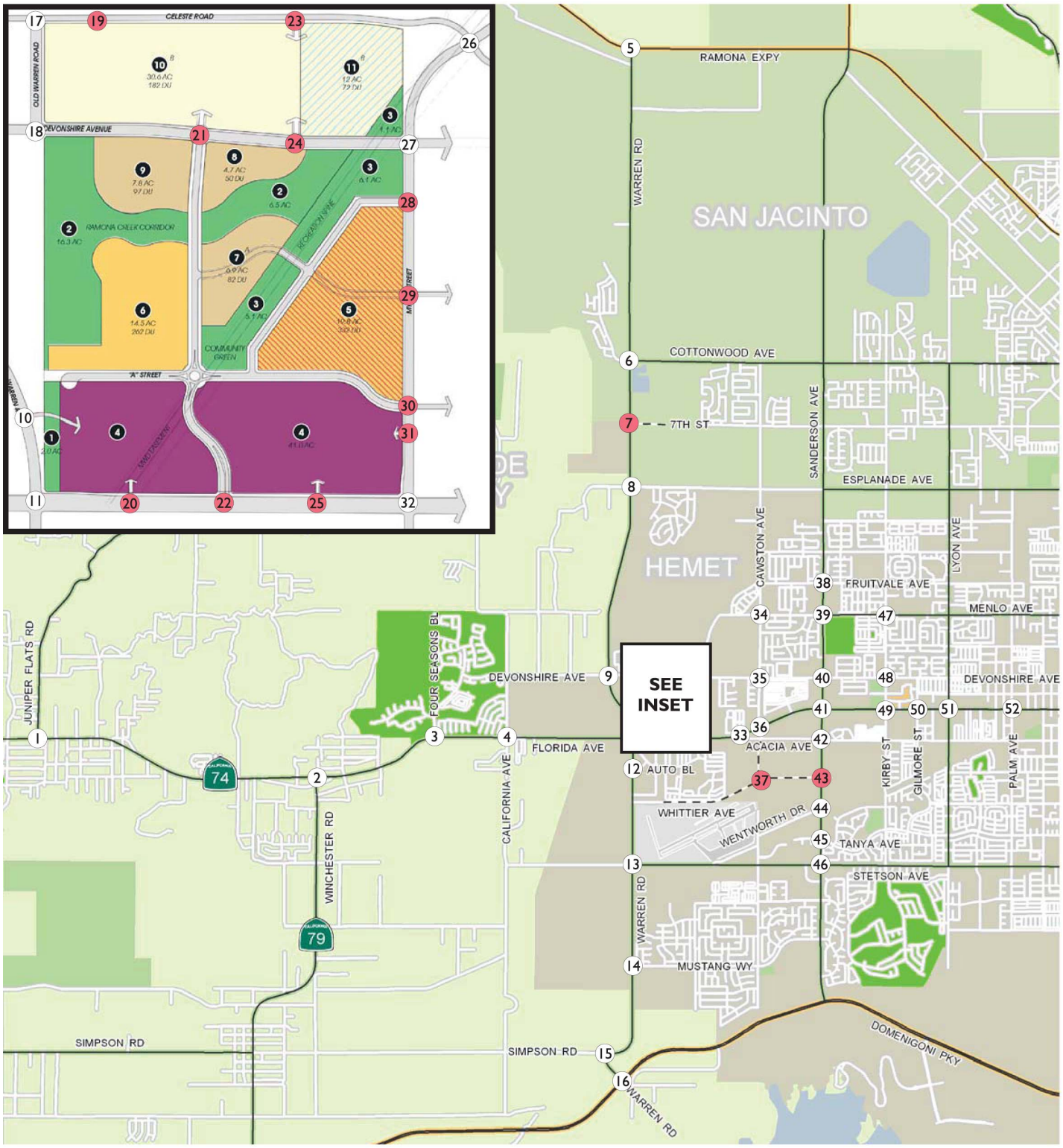
Any roadway segment in which the Project is projected to contribute 1,000 or more daily trips has been evaluated. The study roadway segment analysis locations include 74 roadway segments for both directions of flow, as shown on Table IV.O-2.

Traffic Scenarios

For the purposes of the Project's traffic study, potential impacts to traffic and circulation have been assessed for each of the following conditions:

- Existing (2012) Conditions: Information for the Existing (2012) Conditions represents the traffic conditions as they existed at the time the traffic report was originally prepared for the Project. Existing (2012) Conditions establishes the "baseline" for CEQA purposes.

- Existing (2012) Plus-Project Conditions: The analysis of the Existing (2012) Plus-Project Conditions determines significant traffic impacts that could occur on the existing roadway system with the addition of Project traffic. This analysis identifies the Project-specific impacts associated with the development of the Project based on a comparison to Existing (2012) Conditions.



Legend

(#) = EXISTING INTERSECTION ANALYSIS LOCATION

(#) = FUTURE INTERSECTION ANALYSIS LOCATION

NORTH

Not To Scale

Source: Urban Crossroads, 2013.

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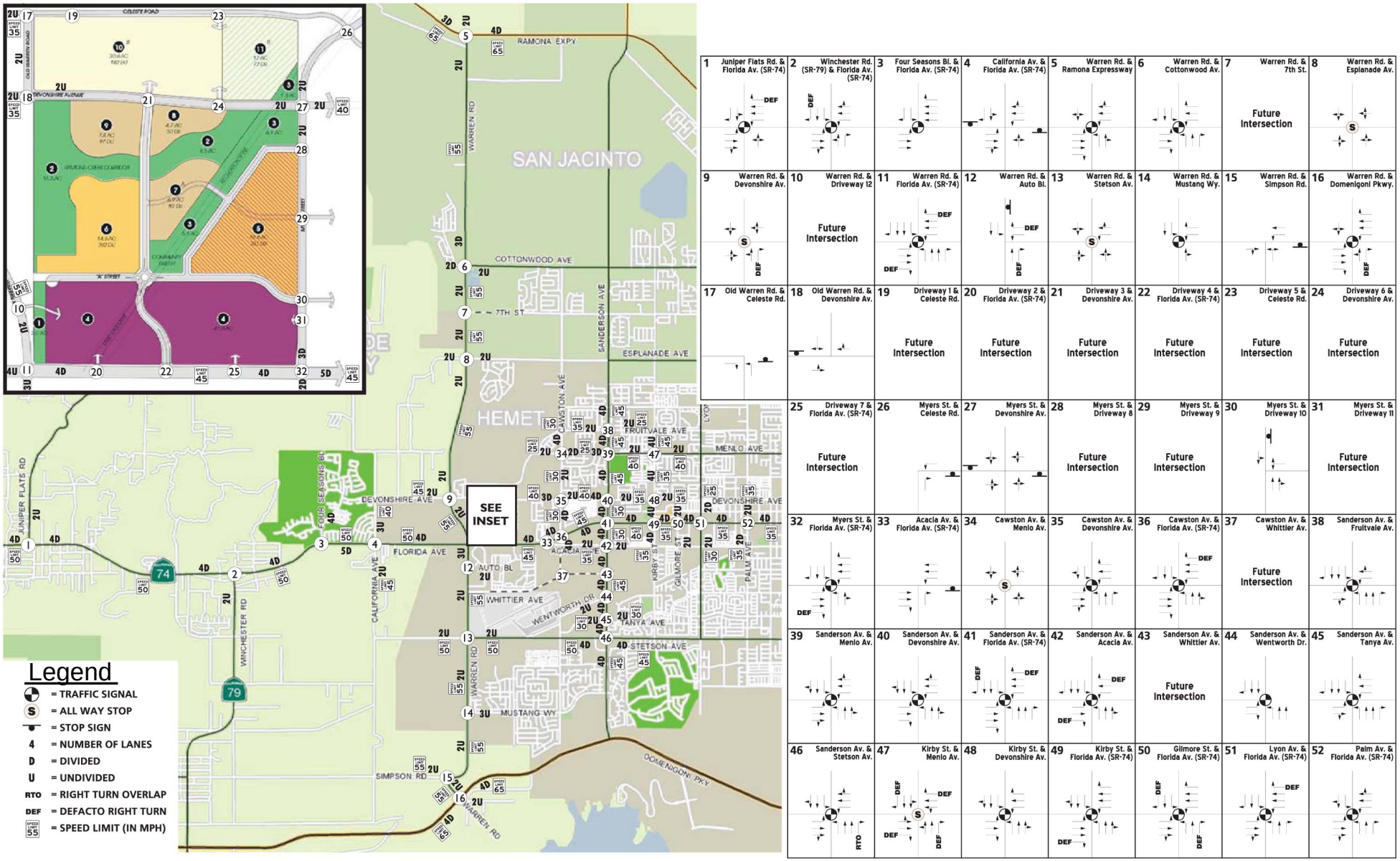
Figure IV.O-1
Study Area



Source: Urban Crossroads, 2013.

Not To Scale

CAJA Environmental Services, LLC

Figure IV.O-2
Existing Lane Configurations

Table IV.O-2
Study Roadway Segments

ID	Roadway Segments
1	Warren Road, south of Ramona Expressway
2	Warren Road, north of Cottonwood Avenue
3	Warren Road, south of Cottonwood Avenue
4	Warren Road, north of Esplanade Avenue
5	Warren Road, south of Esplanade Avenue
6	Warren Road, north of Devonshire Avenue
7	Warren Road, south of Devonshire Avenue
8	Warren Road, north of Driveway 12
9	Warren Road, between Driveway 12 and Florida Avenue
10	Warren Road, between Florida Avenue and Auto Boulevard
11	Warren Road, south of Auto Boulevard
12	Warren Road, north of Stetson Avenue
13	Warren Road, south of Stetson Avenue
14	Warren Road, north of Mustang Way
15	Warren Road, south of Mustang Way
16	Warren Road, east of Simpson Road
17	Warren Road, between Simpson Road and Domenigoni Parkway
18	Myers Street, between Devonshire Avenue and Driveway 8
19	Myers Street, between Driveway 8 and Driveway 9
20	Myers Street, between Driveway 9 and Driveway 10
21	Myers Street, between Driveway 10 and Driveway 11
22	Myers Street, between Driveway 11 and Florida Avenue
23	Myers Street, south of Florida Avenue
24	Cawston Avenue, south of Menlo Avenue
25	Cawston Avenue, north of Devonshire Avenue
26	Cawston Avenue, south of Acacia Avenue
27	Sanderson Avenue, between Fruitvale Avenue and Menlo Avenue
28	Sanderson Avenue, between Florida Avenue and Acacia Avenue
29	Sanderson Avenue, between Acacia Avenue and Whittier Avenue
30	Sanderson Avenue, between Whittier Avenue and Wentworth Drive
31	Sanderson Avenue, between Wentworth Drive and Tanya Avenue
32	Sanderson Avenue, between Tanya Avenue and Stetson Avenue
33	Ramona Expressway, west of Warren Road
34	Menlo Avenue, east of Cawston Avenue
35	Menlo Avenue, west of Sanderson Avenue
36	Devonshire Avenue, west of Warren Road
37	Devonshire Avenue, east of Warren Road
38	Devonshire Avenue, west of Old Warren Road
39	Devonshire Avenue, between Old Warren Road and Driveway 3
40	Devonshire Avenue, between Driveway 3 and Driveway 6
41	Devonshire Avenue, between Driveway 6 and Myers Street
42	Devonshire Avenue, east of Myers Street

Table IV.O-2
Study Roadway Segments

ID	Roadway Segments
43	Devonshire Avenue, west of Cawston Avenue
44	Devonshire Avenue, east of Cawston Avenue
45	Devonshire Avenue, west of Sanderson Avenue
46	Devonshire Avenue, east of Sanderson Avenue
47	Devonshire Avenue, west of Kirby Street
48	Florida Avenue , west of Juniper Flats Road
49	Florida Avenue, east of Juniper Flats Road
50	Florida Avenue, west of Winchester Road
51	Florida Avenue, east of Winchester Road
52	Florida Avenue, west of Four Seasons Boulevard
53	Florida Avenue, between Four Seasons Boulevard and California Avenue
54	Florida Avenue, east of California Avenue
55	Florida Avenue, west of Warren Road
56	Florida Avenue, between Warren Road and Driveway 2
57	Florida Avenue, between Driveway 2 and Driveway 4
58	Florida Avenue, between Driveway 4 and Driveway 7
59	Florida Avenue, between Driveway 7 and Myers Street
60	Florida Avenue, east of Myers Street
61	Florida Avenue, west of Acacia Avenue
62	Florida Avenue, between Acacia Avenue and Cawston Avenue
63	Florida Avenue, east of Cawston Avenue
64	Florida Avenue, west of Sanderson Avenue
65	Florida Avenue, east of Sanderson Avenue
66	Florida Avenue, west of Kirby Street
67	Florida Avenue, east of Kirby Street
68	Florida Avenue, west of Gilmore Street
69	Florida Avenue, east of Gilmore Street
70	Florida Avenue, west of Lyon Avenue
71	Florida Avenue, east of Lyon Avenue
72	Florida Avenue,, west of Palm Avenue
73	Acacia Avenue, between Florida Avenue and Cawston Avenue
74	Acacia Avenue, west of Sanderson Avenue

Source: Urban Crossroads, 2014.

- Near-Term (2015) Without-Project Conditions and Near-Term (2015) With-Project Conditions: The analysis of the Near-Term (2015) Conditions are utilized to determine if improvements funded through regional transportation mitigation fee programs, such as the City of Hemet (the "City") Development Impact Fee (DIF) program, Transportation Uniform Mitigation Fee (TUMF) program, or other approved funding mechanism can accommodate the near-term cumulative traffic at the target LOS identified by the City. If the planned and funded

improvements can provide the target LOS, then the Project's payment into established fee programs will be considered as cumulative mitigation. Other improvements needed beyond the "funded" improvements (such as localized improvements to non-DIF/non-TUMF facilities) are identified as such.

- General Plan Cumulative Buildout (Post-2035) Without-Project Conditions and General Plan Cumulative Buildout (Post-2035) With-Project Conditions: Consistent with the City's General Plan, the Riverside County Transportation Analysis Model (RivTAM) was used for the purposes of developing traffic projections for General Plan Cumulative Buildout (Post-2035) Without-Project traffic conditions. The City focused version of RivTAM was updated to include the City's General Plan land use (converted to socio-economic data) and roadway system. The RivTAM incorporates additional detail regarding residential and non-residential activity (input data) throughout the region (including the City), allowing for more sophisticated analysis of travel behavior. The analysis of the General Plan Cumulative Buildout (Post-2035) Conditions will be utilized to determine if improvements funded through local and regional transportation mitigation fee programs, such as the City's DIF program, TUMF program, or other approved funding mechanism can accommodate the long-range cumulative traffic at the target LOS identified by the City. If the planned and funded improvements can provide the target LOS, then the Project's payment into these established fee programs will be considered as cumulative mitigation. Other improvements needed beyond the "funded" improvements (such as localized improvements to non-DIF/non-TUMF facilities) are identified as such.

To provide a comprehensive assessment of the potential Project-related and cumulative traffic impacts, two types of analyses, "buildup" and "buildout," were performed in support of this assessment. The "buildup" method was used to approximate traffic forecasts for both the Existing (2012) With-Project Condition and the Near-Term (2015) Conditions. The Existing (2012) With-Project Condition scenario is intended to identify the significant Project impacts, while the Near-Term (2015) Conditions scenarios are intended to identify cumulative impacts on both the existing and planned near-term circulation system. The Existing (2012) With-Project Condition includes existing traffic in addition to the traffic generated by the Project. The Near-Term (2015) Conditions include background traffic, traffic generated by other cumulative development projects within the study area, and the traffic generated by the proposed Project. The "buildout" approach is used to forecast the General Plan Cumulative Buildout (Post-2035) without and with Project traffic of the study area.

Methodologies

Level of Service

Traffic operations of roadway facilities are described using the term LOS. LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow

conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

Intersection Capacity Analysis

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

The intersection LOS analysis conducted for the Project is based on the traffic volumes observed during the peak-hour conditions using traffic count data collected on May 16, 2012 (Wednesday). The following peak hours were selected for analysis:

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

Signalized Intersections

The City requires signalized intersection operations analysis based on the methodology described in Chapter 16 of the HCM. Intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections LOS is directly related to the average control delay per vehicle and is correlated to a LOS designation as described on Table IV.O-3.

The peak-hour traffic volumes have been adjusted using a peak-hour factor (PHF) to reflect peak 15-minute volumes. Common practice for LOS analysis is to use a peak 15-mintue rate of flow. However, flow rates are typically expressed in vehicles per hour. The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume (e.g. PHF = [Hourly Volume] / [4 x Peak 15-minute Flow Rate]). The use of a 15-minute PHF produces a more detailed analysis as compared to analyzing vehicles per hour. Existing PHFs have been used for the Existing (2012), Existing (2012) With-Project, and Near-Term (2015) Without- and With-Project Conditions. A PHF of 0.95 or higher has been used for all intersection for General Plan Cumulative Buildout (Post-2035) Without- and With-Project Conditions.

Table IV.O-3
Signalized Intersection LOS Description

LOS	Description	Average Control Delay (Seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths	80.01 <
Source: HCM 2000, Chapter 16		

Unsignalized Intersections

The City requires the operations of unsignalized intersections be evaluated using the methodology described in Chapter 17 of the HCM. The LOS rating is based on the weighted average control delay expressed in seconds per vehicle (refer to Table IV.O-4). At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left-turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. For all-way stop controlled intersections, LOS is computed for the intersection as a whole. All unsignalized study area intersections have utilized the Traffix software (Version 8.0 R1, 2008).

Roadway Segment Analysis

A peak-hour roadway segment performance analysis was conducted for any roadway segment in which the Project is projected to contribute 1,000 or more daily trips. The roadway segment analysis is based on the peak-hour link volume; therefore, segments should operate at LOS "C" with a capacity of 1,520 vehicles per hour per lane. This peak-hour per-lane capacity is calculated from a base capacity of 1,900 vehicles per hour per lane, representing LOS "E" conditions, and eighty percent of this base capacity should equate to a LOS "C" operation (1,900 x 0.80 = 1,520 vehicles per hour per lane). The number of lanes for existing baseline conditions has been obtained from field observations conducted by Urban Crossroads in September 2012.

Table IV.O-4
Unsignalized Intersection LOS Description

LOS	Description	Average Control Per Vehicle (Seconds)
A	Little or no delays.	0 to 10.00
B	Short traffic delays.	10.01 to 15.00
C	Average traffic delays.	15.01 to 25.00
D	Long traffic delays.	25.01 to 35.00
E	Very long traffic delays.	35.01 to 50.00
F	Extreme traffic delays with intersection capacity exceeded.	> 50.00
Source: HCM 2000, Chapter 17		

LOS Criteria

The City, California Department of Transportation (Caltrans), the County of Riverside, and the City of San Jacinto have established explicit performance criteria for roadway and intersection operations within their respective jurisdictions. The performance criteria include standards related to determining the significance of project impacts on the roadway system. Generally, LOS D is considered to be the limit of acceptable traffic operations during the peak hour in these jurisdictions. Therefore, any intersection operating at LOS E or F is considered deficient/unsatisfactory. In addition, the City's initiative Measure C establishes that LOS C should be maintained on all roadway segments within the City.

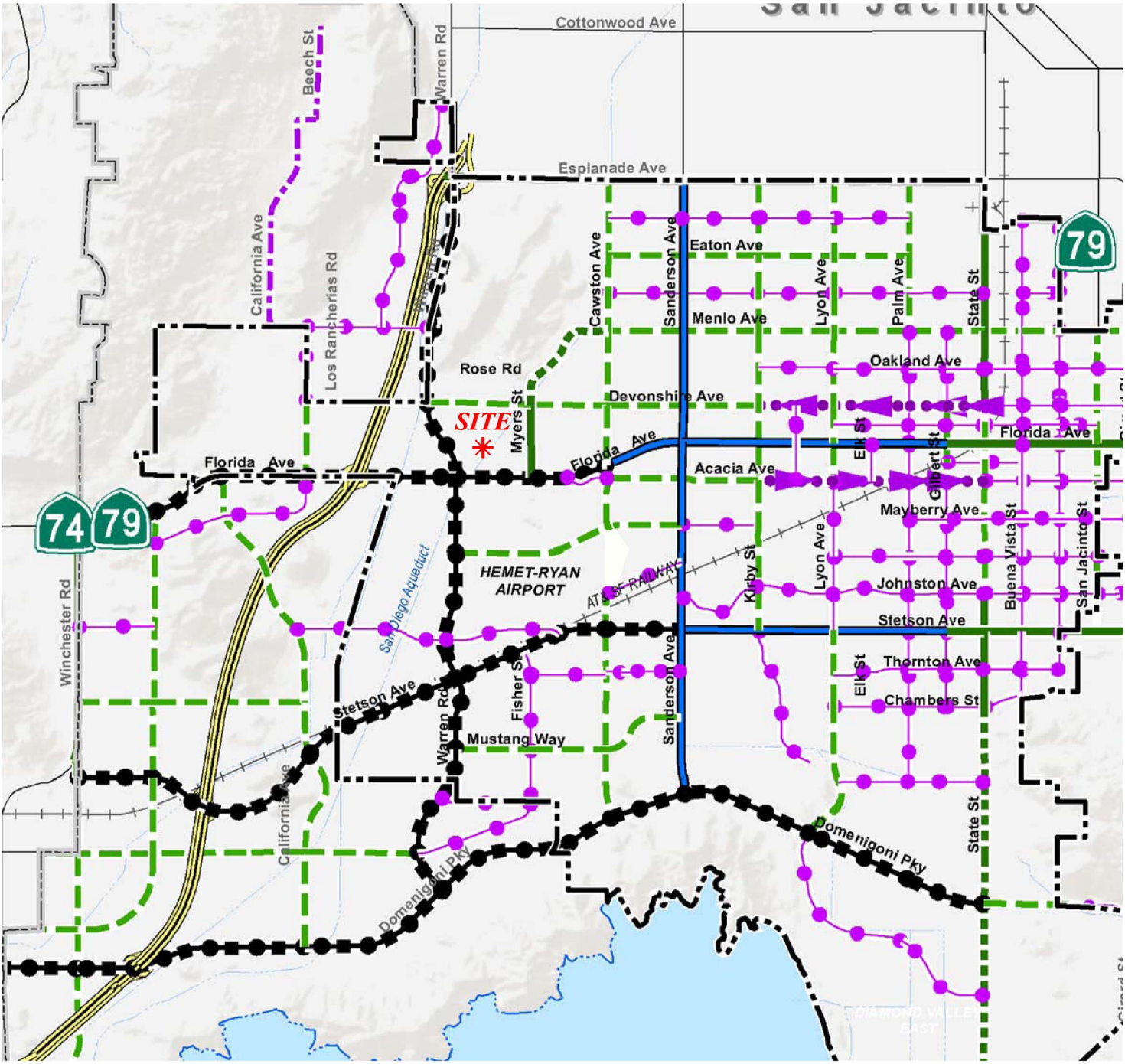
EXISTING CONDITIONS

Existing Circulation Network

Roadway Facilities

The roadway classifications and planned (ultimate) roadway cross-sections of the major roadways within the study area as identified on the City's General Plan Circulation Element are described subsequently. Figure IV.O-3 shows the City's General Plan Circulation Element, and Figure IV.O-4 illustrates the City's General Plan roadway cross sections. The Riverside County General Plan Circulation Element and General Plan cross sections are shown on Figures IV.O-5 and IV.O-6, respectively

An **Arterial** is a six-lane road with a median and is intended to have a somewhat limited amount of access. Typically, Arterials have at-grade intersections with other roads, with separations of at least one-quarter mile between intersection crossings and very limited driveway access points. Intersections are at grade, with signalization of crossings. Some intersections may only permit right-turn access. On-street parking is not permitted. Medians are raised, with landscaping and/or hardscaping (e.g., decorative paving or features). Median widths vary between 14 and 24 feet and account for variable rights-of-way and curb-



Legend

Circulation System
- Expressway 6D
- Arterial 6D
-)-6D
- Divided Secondary-A 4D
- Divided Secondary-B 4D
- Secondary 4U
- Express Collector 3U
- Collector 2U
- Rural-A 2U
- Rural-B 2U
- Ramp
- Hemet City Boundary
- Planning Area
- River/Lake
- Creek/Canal
- Street
- Railroad

Note: The ultimate design and alignment of the proposed Hwy 79 has not yet been adopted and will be determined upon approval of the project by Caltrans and the Riverside County Transportation Commission. The adopted design alternative may result in changes to the circulation network shown on this Figure, including existing and proposed roadway connections in the vicinity of the proposed Hwy 79, and may or may not include the Tres Cerritos Avenue offramp.

NORTH

Not To Scale

Source: Urban Crossroads, 2013.

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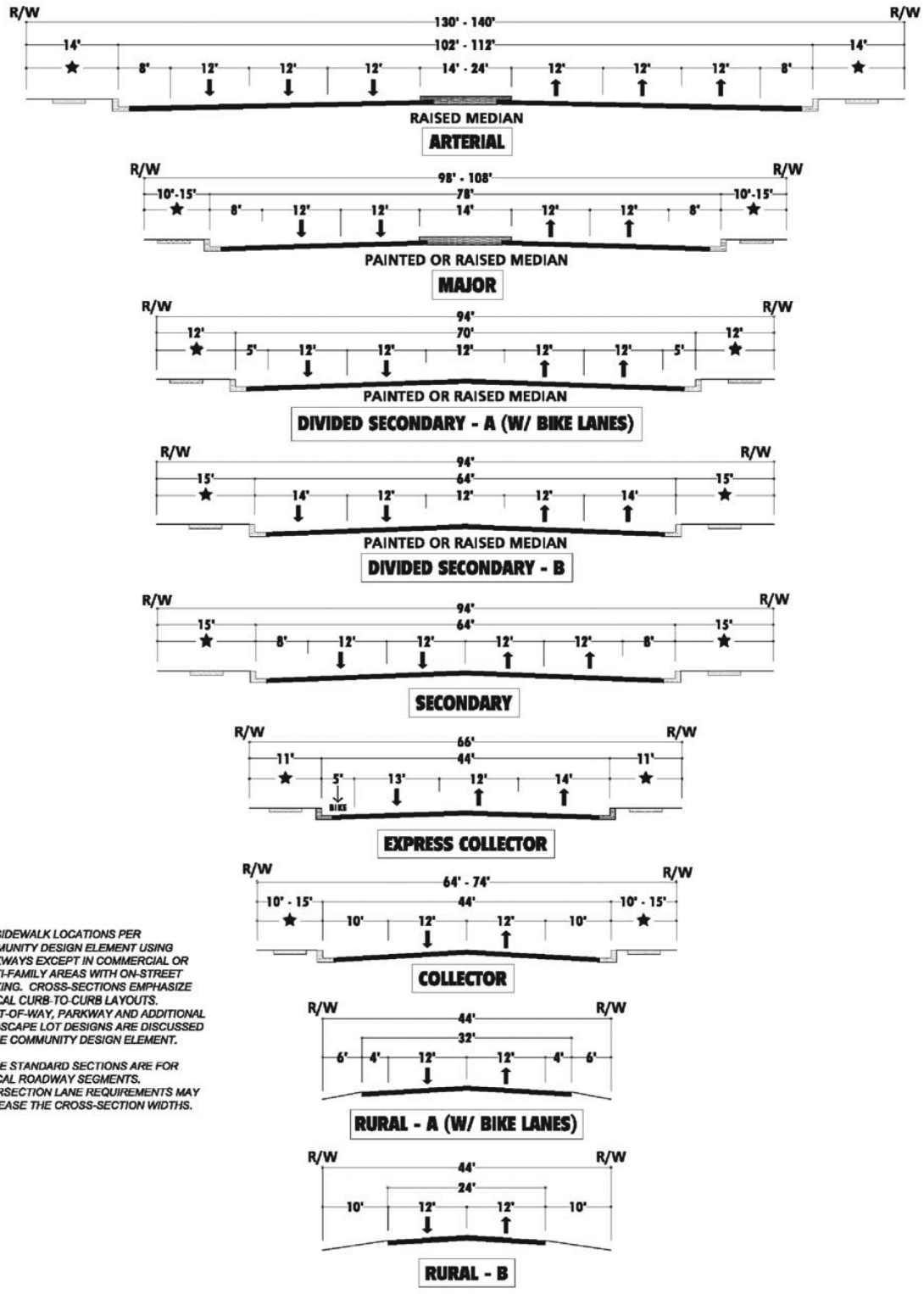
Figure IV.O-3
General Plan Circulation Element



Source: Urban Crossroads, 2013.

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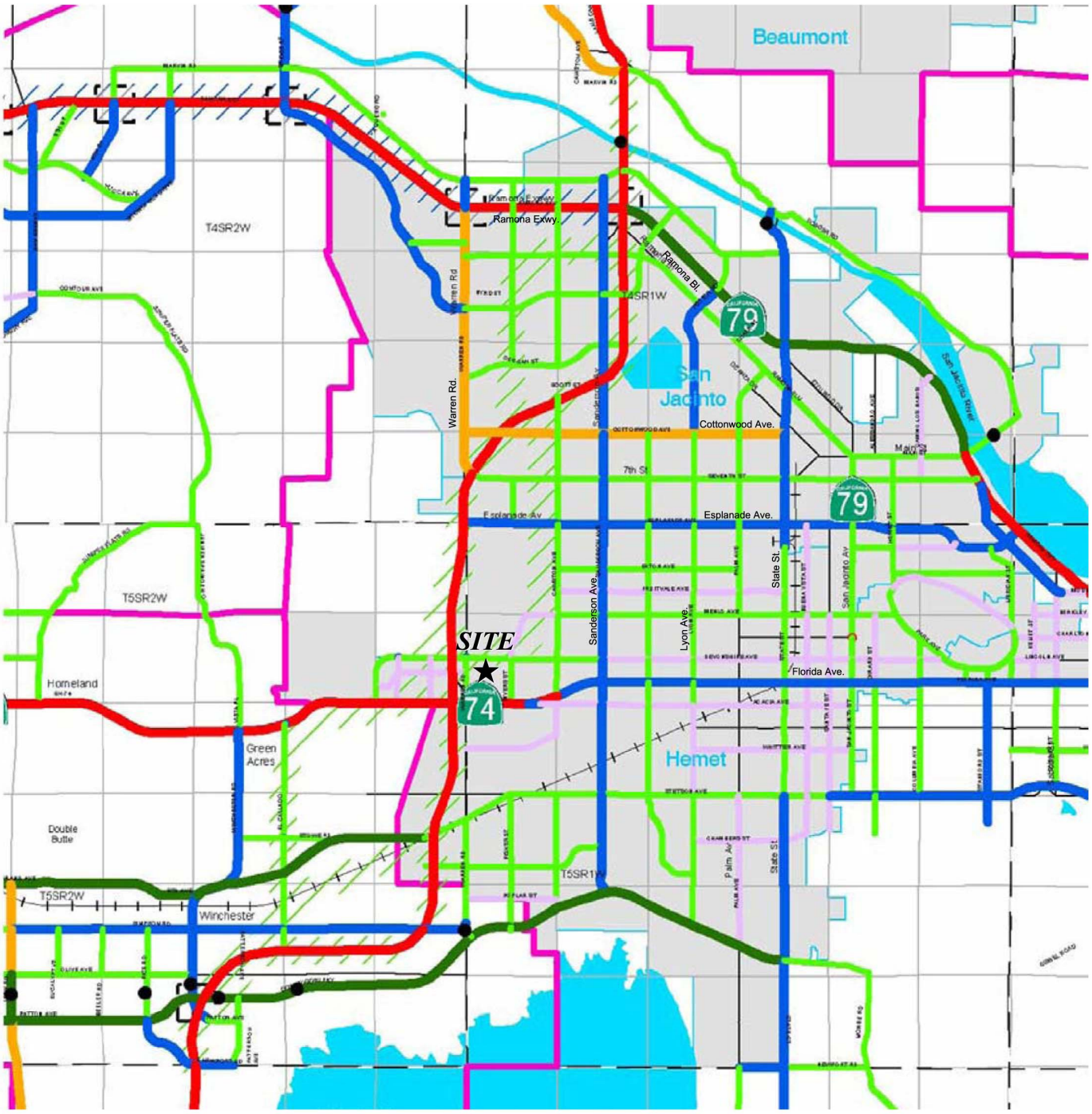
Figure IV.O-4
General Plan Roadway Cross-Sections



Legend

- Expressway (184' ROW)
- Urban Arterial (152' ROW)
- Arterial (128' ROW)
- Major (118' ROW)
- Secondary (100' ROW)
- 110' ROW)
- Freeway
- Railroad
- Bridges
- Moreno Valley to San Bernardino Corridor Alternatives
- Hemet to Corona/Lake Elsinore Corridor Alternatives
- SR-79 Re-alignment Alternatives
- Proposed Interchange
- Existing Interchange
- Area Plan Boundary
- Township
- Section
- Water
- City

NORTH

Not To Scale

Source: Riverside County Integrated Porject (RCIP) (October 7, 2003) and Urban Crossroads, 2013.

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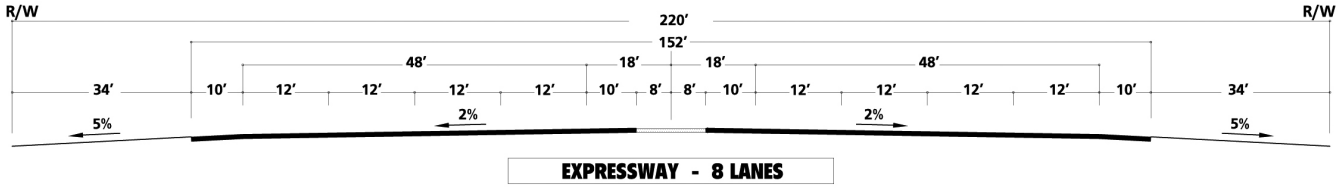
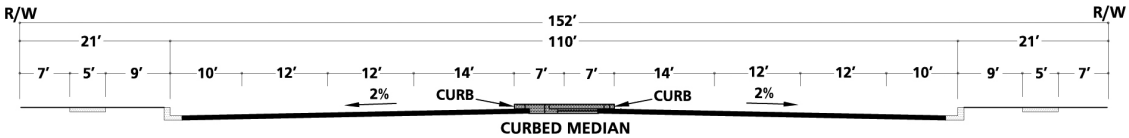
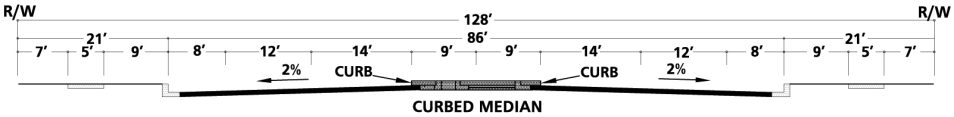
Figure IV.O-5
County General Plan Circulation Element



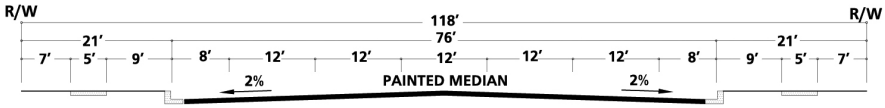
EXPRESSWAY - 8 LANES



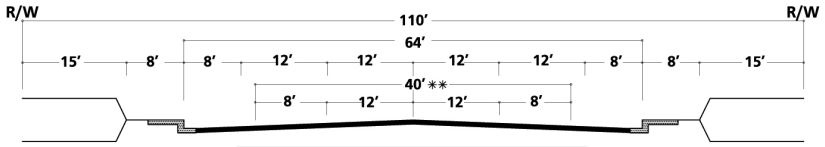
URBAN ARTERIAL HIGHWAY *



ARTERIAL HIGHWAY *

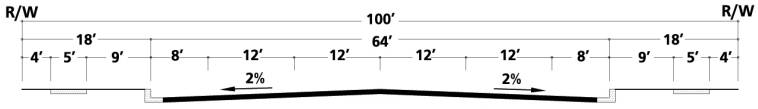


MAJOR HIGHWAY - 4 LANES

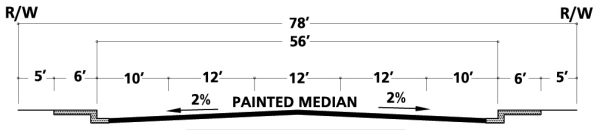


MOUNTAIN ARTERIAL - 2 TO 4 LANES

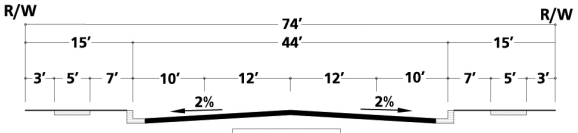
** 2 LANE SECTION



SECONDARY HIGHWAY



INDUSTRIAL COLLECTOR



COLLECTOR

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

Source: County of Riverside and Urban Crossroads, 2013.

to-curb widths. The Arterial cross-section has been modified as part of the recent General Plan Update to provide more flexibility on the median and parkway widths. Right-of-way requirements range between 130 feet to 140 feet. The following study area roadways within the City are classified as Arterials:

- Warren Road, between the City's northern boundary and Domenigoni Parkway
- Florida Avenue, between the City's western boundary and Cawston Avenue
- Stetson Avenue (Realigned), between the City's western boundary and Sanderson Avenue
- Domenigoni Parkway, between the City's western boundary and State Street

A **Major** street is a four-lane roadway with a landscaped median. Under unique circumstances related to neighborhood traffic needs, decision makers can consider painted medians. On-street parking is not permitted. Major streets are intended to have design speeds based on greater sight distance, curves that are less acute, restricted access, and greater distance between intersection crossings. At intersections, the street can be altered to allow acceleration, deceleration, and turn lanes. Parkways will vary between 10 and 15 feet wide, and right-of-way widths will vary accordingly. It is assumed that areas with extensive existing development will have the narrower rights-of-way, while newly developing areas will have the wider rights-of-way. The Major cross-section has been as part of the recent General Plan Update to provide more flexibility on the median and parkway widths. Right-of-way requirements range between 98 feet and 108 feet. The following study area roadways within the City are classified as Major roadways:

- Sanderson Avenue, between the City's northern boundary and Domenigoni Parkway
- Florida Avenue, between Cawston Avenue and Gilbert Street
- Stetson Avenue, between Sanderson Avenue and Gilbert Street

A **Divided Secondary** street is a four-lane roadway, but differs from Secondary Streets in that a Divided Secondary street has a landscaped median. Under unique circumstances related to community design issues, decision makers can consider painted medians. Divided Secondary streets are likely to have speeds that accommodate roadway constraints and community design issues. The Divided Secondary-A classification has a 94-foot right-of-way width, with a curb-to-curb width of 70-feet, which includes on-street bike lanes and a painted median. The following study area roadway within the City is classified as a Divided Secondary-A roadway:

- Myers Street, between Devonshire Avenue and Florida Avenue

A Divided Secondary-B roadway is similar to the Divided Secondary-A roadway described above. However, the Divided Secondary-B roadway does not provide for bike lanes, resulting in a smaller curb-to-curb footprint than the Divided Secondary-A roadway. The Divided Secondary-B classification has a

94-foot right-of-way width, with a curb-to-curb width of 64-feet, which includes a painted median and two lanes of travel in each direction. The following study area roadway within the City is classified as a Divided Secondary-B roadway:

- Myers Street, between Cawston Avenue and Devonshire Avenue

A **Secondary** street is a four-lane roadway with a painted centerline and no median. Parking is not accommodated but bike lanes may be accommodated. Intersection designs may allow special turning opportunities. The Secondary classification has been modified as part of the recent General Plan Update to accommodate four lanes without median treatment. The following study area roadways within the City are classified as Secondary roadways:

- California Avenue-South, between Florida Avenue and Domenigoni Parkway
- California Avenue-North, between Devonshire Avenue and Florida Avenue
- Cawston Avenue, between the City's northern boundary and Whittier Avenue
- Kirby Street, between the City's northern Boundary and Stetson Avenue
- Lyon Avenue, between the City's northern boundary and Acacia Avenue
- Menlo Avenue, between Cawston Avenue and the City's eastern boundary
- Devonshire Avenue, between Warren Road and Kirby Street
- Acacia Avenue, between Cawston Avenue and Kirby Street
- Whittier Avenue, between Warren Road and Sanderson Avenue
- Mustang Way, between Warren Road and Sanderson Avenue
- Simpson Road, between Winchester Road and Warren Road

A **Collector** is a two-lane roadway with full shoulders within a 66-foot right-of-way within already developed areas and within a 74-foot right-of-way in newly developing areas. The additional right-of-way provides for additional parkway improvements and fence or wall setbacks. Collectors provide access from local streets to the highway system. Collectors are intended to serve intensive residential land uses or to convey traffic through an area to roads of equal or similar classification or higher. In newly developing areas, residences will not be permitted to have individual driveways onto the street, and parking may not be accommodated to allow space for bicycles, neighborhood electric vehicle (NEV)

lanes, or other improvements. The following study area roadways within the City are classified as Collector roadways:

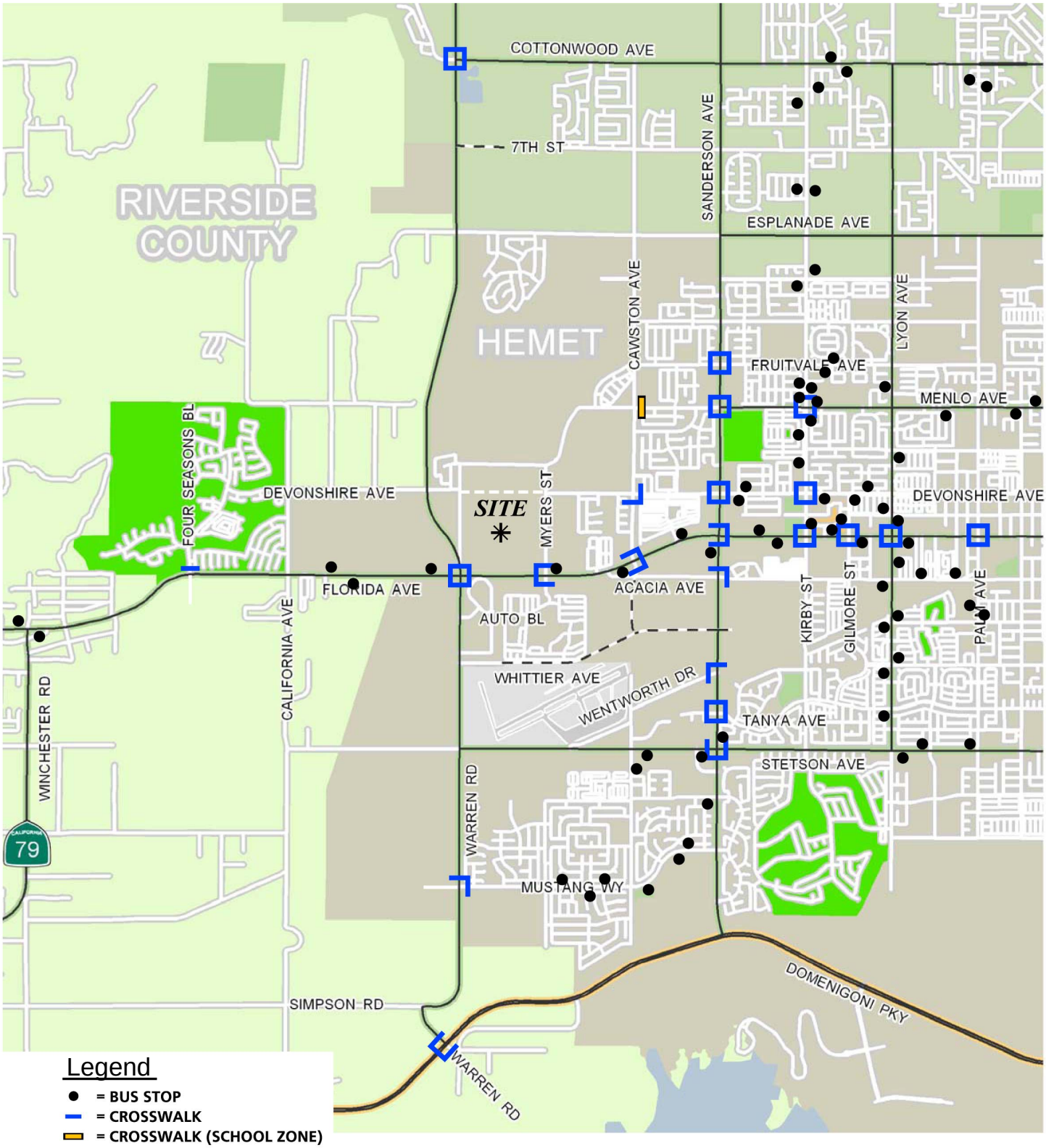
- Fruitvale Avenue, between Cawston Avenue and the City's eastern boundary
- Acacia Avenue, between Florida Avenue and Cawston avenue
- Whittier Avenue, between Sanderson Avenue and Kirby Street
- Wentworth Avenue, between Cawston Avenue and Sanderson avenue
- Tanya Avenue, between Sanderson Avenue and the City's eastern boundary
- Old Stetson Avenue, between California Avenue and New Stetson Avenue
- Simpson Road, between Warren Road to Fisher Street

Pedestrian Facilities

The existing pedestrian facilities within the study area are shown on Figure IV.O-7. As shown, most of the study intersections located in the eastern portion of the study area includes several existing bus stop locations, crosswalks at intersections, and connectivity between neighborhoods and commercial uses via existing sidewalks. However, the Project site and the western portion of the study area are currently sparsely developed. As such, there are limited crosswalks, sidewalks, curb-and-gutter improvements and other pedestrian connectivity between land uses.

The City's Circulation Plan defines a network of bicycle routes, transit, NEV and pedestrian accommodations that encourages City residents to utilize modes of transportation other than the automobile. The Circulation Plan provides a network to connect to regional bicycle and pedestrian trails from the Western Riverside County Non-Motorized Transportation Plan. The Non-Motorized Transportation Plan evaluates demand for such facilities. As shown on Figure IV.O-8, the Circulation Element also describes NEV connectivity to major employment and activity centers to facilitate access to these destinations without the use of an automobile. NEVs provide immediate cost savings to drivers and environmental benefits to the community. Although other forms of zero emission high-speed cars will be introduced into the marketplace during the next 10 years, NEVs will always be relatively less expensive and more efficient for short trips. And NEVs serve an enduring role in the spectrum of local travel. The following study roadways are proposed on-road/off-road NEV/bike paths or backbone low-speed connector roadways:

- Warren Road, between Devonshire Avenue and Mustang Way
- Mustang Way, between Warren Road and Cawston Avenue

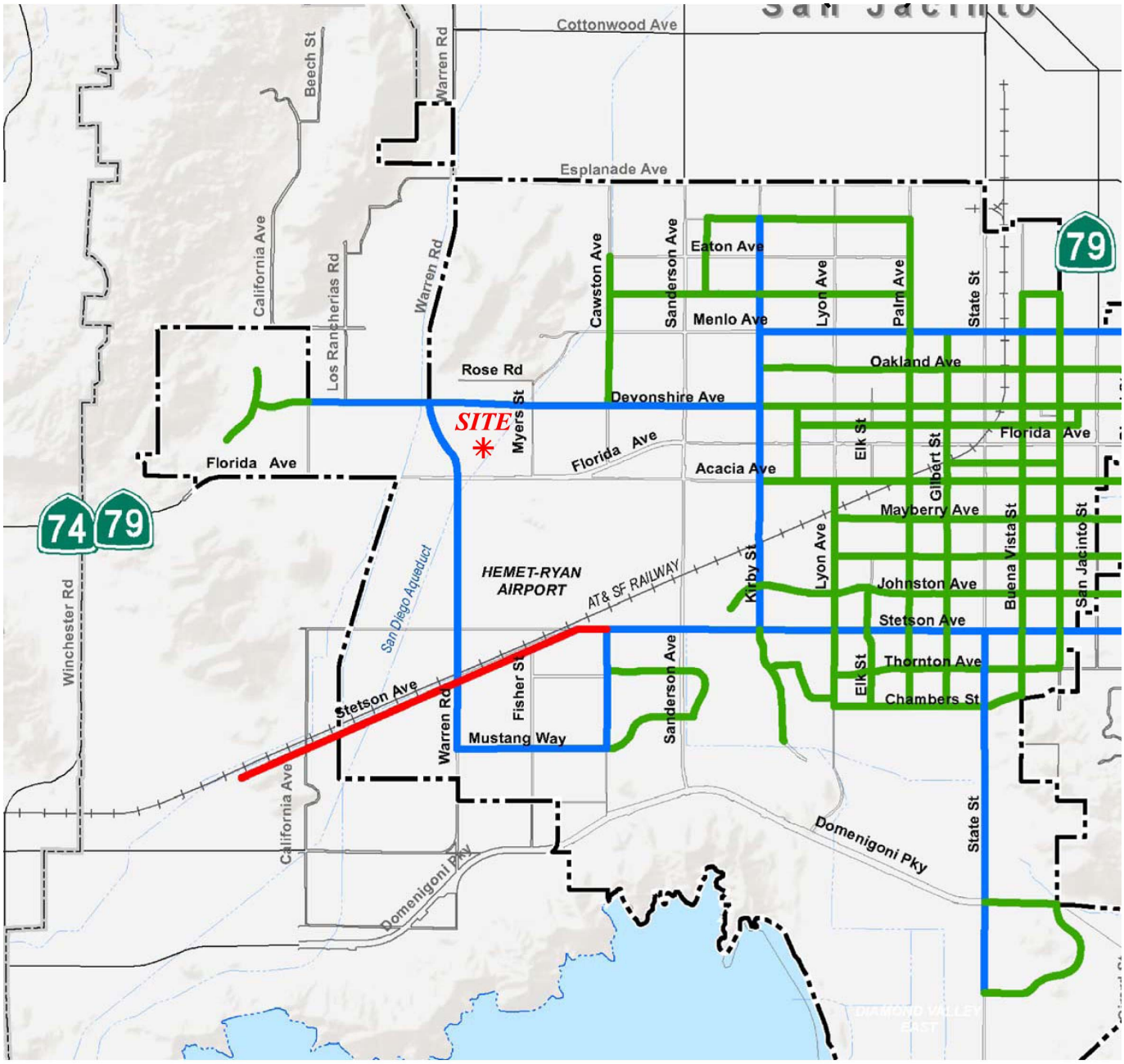


Source: Urban Crossroads, 2013.

Not To Scale

CAJA Environmental Services, LLC

Figure IV.O-7
Pedestrian Facilities



Legend

NEV Network
- Backbone Low Speed Connector
- Potential NEV/Bike Lanes (Class 2)
- Potential Off Road NEV/Bike Path (Class 1)

- Hemet City Boundary
- Planning Area
- Street
- Railroad
- Creek/Canal
- River/Lake

NORTH

Not To Scale

Source: City of Hemet General Plan Update and Urban Crossroads, 2013.

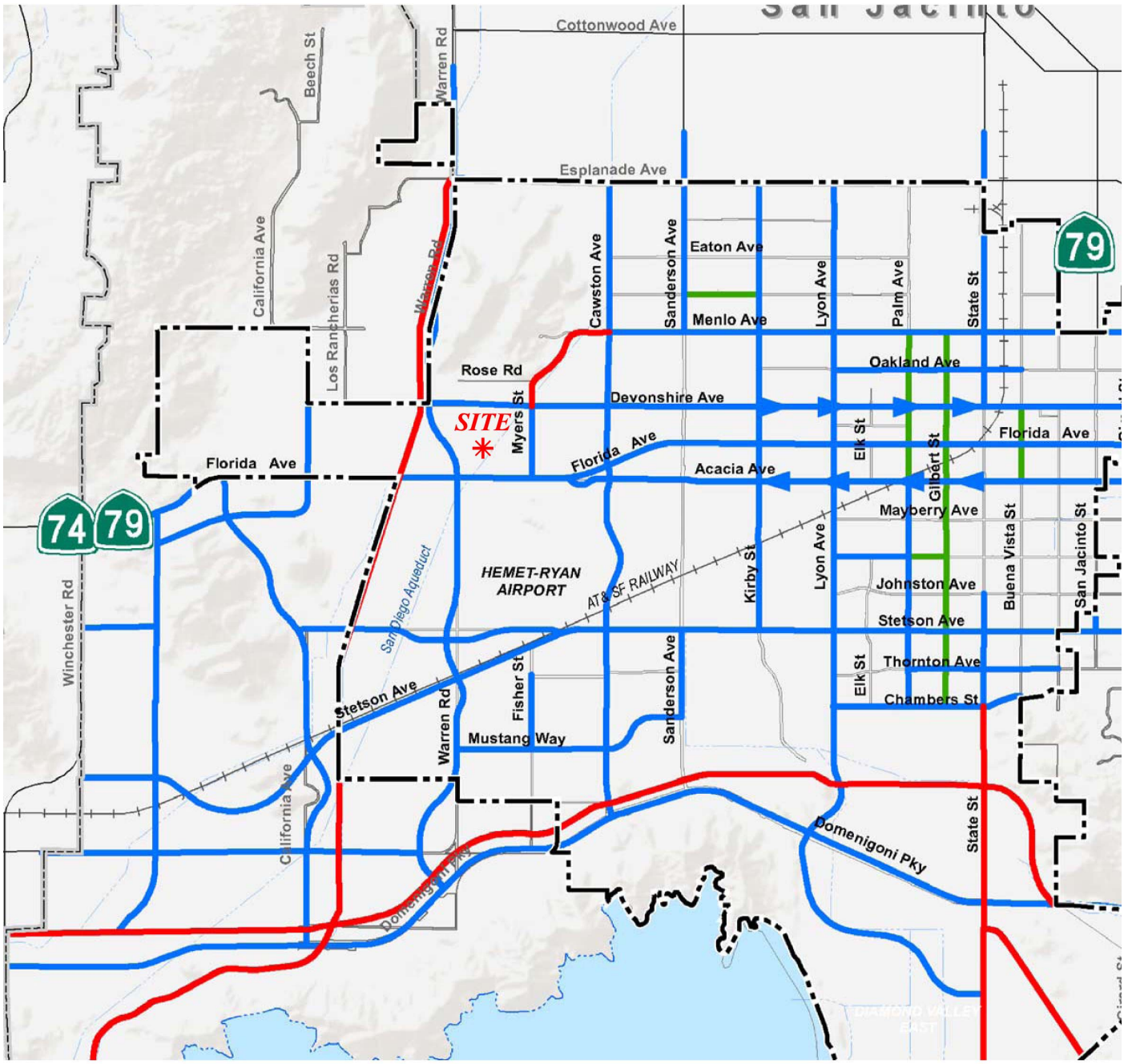
CAJA Environmental Services, LLC

Figure IV.O-8
Future Neighborhood Electric Vehicle (NEV) Network

- Devonshire Avenue, between California Avenue and the City's eastern boundary
- Cawston Avenue, between Eaton Avenue and Devonshire Avenue
- Fruitvale Avenue, between Cawston Avenue and Palm Avenue
- Menlo Avenue, between Kirby Street and the City's eastern Boundary
- Kirby Street, between Commonwealth Avenue and Mustang Way
- Gilmore Street, between Devonshire Avenue and Acacia Avenue
- Palm Avenue, between Commonwealth Avenue and Chambers Street
- Acacia Avenue, between Kirby Street to the City's eastern boundary
- Tanya Avenue/Johnston Avenue, east of Kirby Street
- Stetson Avenue, from west of California Avenue to the City's eastern boundary

Although much of the study area provides limited pedestrian facilities, there are planned future facilities immediately adjacent to the Project site. The City's future bikeway circulation plan is shown on Figure IV.O-9. As shown, the following study roadways immediately adjacent to the Project site are planned to provide either Class 1 (off-road) or Class 2 (on-road, two-way striped lanes):

- Warren Road, between the City's northern boundary and Devonshire Avenue (Class 1)
- Warren Road, between Devonshire Avenue and Domenigoni Avenue (Class 2)
- Myers Street, between Cawston Avenue and Devonshire Avenue (Class 1)
- Myers Street, between Devonshire Avenue and Florida Avenue (Class 2)
- Devonshire Avenue, between Warren Road and the City's eastern boundary
- Cawston Avenue, between the City's northern boundary and Domenigoni Parkway
- Florida Avenue, between the City's western and eastern boundaries
- Acacia Avenue, between Florida Avenue and the City's eastern boundary



Legend

Bikeways

- Class 1 (Off Road)
- Class 2 (On Road, Two Way Striped Lanes)
- Class 2 (On Road, One Way Striped Lane)
- Class 3 (On Road, Designated Shared Use)

- Hemet City Boundary
- Planning Area
- River/Lake
- Creek/Canal
- Street
- Railroad

NORTH

Not To Scale

Source: City of Hemet General Plan Update and Urban Crossroads, 2013.

CAJA Environmental Services, LLC

Figure IV.O-9
Future Bikeway Circulation Plan

Transit Service

The study area is currently served by the Riverside Transit Authority (RTA), a public transit agency serving the City, with bus service along Kirby Street, Fruitvale Avenue, Lyon Avenue, Menlo Avenue, Devonshire Avenue, Gilmore Street, Florida Avenue, Sanderson Avenue, Acacia Avenue, Domenigoni Parkway, Simpson Road, Warren Road, Mustang Way and Stetson Avenue through various routes (Routes 27, 31, 32, 33, 42, 74, 79, 212 and 217). The existing bus routes provided in the area by RTA are shown on Figure IV.O-10. Transit service is reviewed and updated by RTA periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments, which may lead to either enhanced or reduced service where appropriate. Based on the routes provided on Figure IV.O-10, Routes 27 and 212 pass by the Project site along Florida Avenue.

County of Riverside Congestion Management Plan

The Congestion Management Program (the "CMP"), established in 1990 under Proposition 111, created a process for each metropolitan county in California with an urbanized area of more than 50,000 in population, including Riverside, to prepare a Congestion Management Plan. The CMP is prepared by the Riverside County Transportation Commission (the "RCTC") in consultation with the Technical Advisory Committee, which consists of local agencies, the County, transit agencies, and subregional agencies. This process is an effort to more directly align land use, transportation, and air quality management efforts, to promote reasonable growth management programs that effectively use statewide transportation funds, while ensuring that new development pays its fair share of needed transportation improvements. CMP facilities in the Project area include the intersections and roadway segments along the Florida Avenue (SR-74) and Winchester Road (SR-79).

Although implementation of the CMP was made voluntary by the passage of Assembly Bill 2419, the CMP requirement has been retained in all five urbanized counties within the SCAG region. In addition to their value as a transportation management tool, CMPs have been retained in these counties because of the Federal Congestion Management System requirement that applies to all large, urban areas that are not in attainment of federal air quality standards. These counties recognize that the CMP provides a mechanism through which locally implemented programs can fulfill most aspects of a regional requirement that would otherwise have to be addressed by the Regional Agency (SCAG).

The County's CMP was significantly modified in 1997 to focus on federal Congestion Management System (CMS) requirements as well as incorporated elements of the State CMP requirements. The 1997 CMP also focused on development of an Enhanced Traffic Monitoring System in which real-time traffic count data can be accessed by RCTC to evaluate the condition of the CMS, as well as meet other monitoring requirements at the state and federal levels.

Source: Riverside Transit Authority (RTA) and Urban Crossroads, 2013.

CAJA Environmental Services, LLC

Figure IV.O-10
Existing RTA Transit Services

RCTC's adopted minimum LOS threshold is LOS "E." Therefore, when a CMP street or highway segment falls to "F," a deficiency plan must be required. Preparation of a deficiency plan will be the responsibility of the local agency where the deficiency is located. The intersections and roadway segments along SR-74 (Florida Avenue) between Sanderson Avenue and Cornell Street are identified as exempt facilities since they were found to be operating at LOS F in the 1991 CMP. Other agencies identified as contributors to the deficiency are also required to coordinate with the development of the plan. The plan must contain mitigation measures, including consideration of Transportation Demand Management (TDM) strategies and transit alternatives, and a schedule for mitigating the deficiency.

To ensure the CMP is appropriately monitored to reduce the occurrence of LOS deficiencies, local agencies must consider the traffic impacts on the CMP System. When a deficiency is identified as part of the CMP Update LOS evaluation process, further detailed analysis of LOS must be conducted to determine whether an actual deficiency has occurred. The LOS analysis conducted as part of the CMP Update process is only considered to be a "screening" level analysis, therefore additional, more detailed assessment of a potential deficiency is required before a deficiency is formally identified. Coordination with the affected local jurisdiction(s) is conducted to insure that appropriate data, geometrics, counts and other related information is applied to calculate LOS.

During preparation of the 2011 CMP, deficiencies were found on the CMP System based on this year's monitoring effort. These segments will continue to be monitored to determine if the deficiencies reflect temporary or permanent conditions. If it is determined that deficiencies are permanent and not related to construction or other activities along a segment or elsewhere, a deficiency plan will be required to address the deficiency. The following summarizes County's approach in meeting the state CMP and federal CSM requirements:

- **Designation of the CMP Lead Agency**: RCTC was designated as the Congestion Management Agency for Riverside County.

- **Designation of the System of Highways and Roadways**: RCTC has designated a system of Highways and Principal Arterials.

- **Transportation Modeling**: The Congestion Management Agency must provide a uniform database of traffic impacts for use in a countrywide transportation computer model. To do this, RCTC has recognized the use of SCAG's transportation model, the Coachella Valley Area Transportation System sub-regional transportation model, the Riverside County Traffic Analysis Model Final Report (May 2009), and local agency models to analyze traffic impacts associated with development proposals or land use plans.

- **Multimodal System Performance Standards**: The CMP sets minimum standards for both street and highway level of service and transit. For purposes of the CMP, LOS analysis for intersections and segments along the CMP System of Highways and Roadways, under current or existing

conditions, is required to be developed using methods based on most recent version of the Highway Capacity Manual. The minimum LOS standard for both intersections and segments along the CMP System of Highways and Roadways shall be "E" unless the intersection or segment was LOS "F" in 1991. To meet the requirement for transit standards for service frequency, routing, and coordination among multiple transit agencies operating with the CMP jurisdiction, the CMP includes the performance measures outlined in the Short Range Transit Plans prepared by transit agencies in Riverside County.

- **Enhanced Transportation System Management Program**: This element of the CMP describes the traffic data collection process to assess land use decision impacts on the CMS. Under this program, RCTC, Coachella Valley Association of Governments, and Caltrans would be the agencies responsible for traffic count data collection process. RCTC has implemented the Enhanced Traffic Monitoring Program using Smart Call Box (SCB) and Caltrans' Traffic Management Center equipment at selected sites along the State Highway system in Riverside County.

- **LOS Deficiency Plans**: Segments or intersections that do not meet the established level of service standards will be identified through the biennial traffic monitoring process. The local agency where the deficiency is located will be responsible for the preparation of the deficiency plan. RCTC will prepare deficiency plans on the State Highway System when deficiencies are identified and will coordinate the development of the deficiency plan with affected local jurisdictions.

- **Transportation Demand Management (TDM)/Air Quality**: In 1996, the State changed the CMP from a mandatory to a voluntary program, and therefore RCTC has not required agencies to update their respective TDM ordinances. RCTC believes there are other more effective approaches to achieving trip reduction targets, and has facilitated implementation of TDM projects through Measure "A" Commuter Assistance Programs, and implementation of a number of TDM strategies, such as development of Park-N-Ride lots, commuter rail stations, and public transit feeder services. Additionally, Transportation Systems Management strategies also provide for smoother traffic flow, especially along congested streets and highways in the County. These include bus bays, signal coordination system, signal preemption for transit vehicles, improved signal timing projects, ramp metering, and focused intersection improvements.

- **Capital Improvement Program (CIP)**: the CIP incorporates all CMP System projects that are federally funded.

Hemet General Plan

- **Policy C-1.1 Complete Streets.** Support the implementation of complete streets through a multi-modal transportation network that balances the needs of pedestrians, bicyclists, transit riders,

mobility-challenged persons, older people, children, and vehicles while providing sufficient mobility and abundant access options for existing and future users of the street system.

- **Policy C-1.2 Comprehensive Design.** Street improvement projects shall be designed in a comprehensive fashion to include consideration of street trees, pedestrian walkways, bicycle lanes, equestrian pathways, signing, lighting, noise, and air quality wherever any of these factors are applicable.

- **Policy C-1.3 Traffic Flow.** Maintain Level of Service (LOS) C or better for roadway segment operations, and LOS D or better for peak-hour intersection movements. Portions of Florida Avenue and Sanderson Avenue may operate at or below LOS D on a case-by-case basis.

- **Policy C-1.4 Traffic Management.** Continue to improve signal coordination and advanced traffic management systems at major intersections and along roadway corridors in order to optimize traffic flow through the City and reduce traffic queuing. Mechanisms include adding turn-out lanes at key intersections with transition back to the original number of lanes at mid-block as feasible to reduce bottlenecks.

- **Policy C-1.7 Connectivity.** Promote the efficient use of the street system by providing convenient connections between and within neighborhoods and adjacent land uses.

- **Policy C-1.9 Driveway Standards.** As part of City roadway standards, maintain and enforce minimum driveway separation standards for the various types of roadways included in the City of Hemet General Plan Roadway Circulation Master Plan. Wherever possible, consolidate driveways on arterial streets and implement access controls during redevelopment of adjacent parcels.

- **Policy C-1.10 Center Median Design.** Implement the design and construction of center landscaped medians with appropriate breaks for full turning movements along Florida Avenue, Stetson Avenue, Sanderson Avenue, Domenigoni Parkway, Warren Road, and other arterial corridors consistent with the General Plan's Circulation Map.

- **Policy C-1.11 Parkway Design.** Emphasize the landscaping of parkways, roadways, entries, and gateways consistent with the Community Design Element including replacing any tree removed from the public right-of-way with a California friendly or shade tree of similar size and shape to a suitable location.

- **Policy C-1.12 Maintain Grid System.** Maintain and encourage the existing grid system of streets to facilitate neighborhood accessibility, emergency response, and transportation capacity.

- **Policy C-1.13 Residential Subdivision Street Design.** Design streets inside residential subdivisions for lower speeds by:

    (a) promoting the use of short curvilinear street segments while maintaining the overall grid pattern;

    (b) using visually shorter streets;

    (c) limiting collector streets to streets that have driveways on rear alleys with enhanced front parkway landscaping, and traffic-slowing designs;

    (d) promoting unloaded collectors with no residential driveway access; and

    (e) ensuring a minimum of two points of access to all subdivisions.

- **Policy C-1.14 Rural Street Character.** Avoid changing the visual character of existing rural residential neighborhood streets by constructing the minimum level of street improvements needed for public safety. Consider using drainage swales instead of curbs and gutters and prohibiting on-street parking.

- **Policy C-1.15 New Development.** Approval of new development projects shall:

    (a) require that all roadways within new development be constructed to the ultimate right-of-way and the master-planned roadways next to the project site be, at a minimum, constructed to their master planned half-width plus 10 feet, or greater if necessary to maintain adequate traffic flow;

    (b) require new developments to meet roadway and intersection performance standards and/or contribute their fair share toward improvements pursuant to a traffic impact analysis;

    (c) require new developments within designated commercial corridors to acquire or grant reciprocal access and parking agreements to facilitate movement with adjacent commercial uses without affecting the adjacent roadway;

    (d) require dedication and improvement of adequate right-of-way along new roadways to minimize impacts of proposed development projects on the City's circulation element;

    (e) limit lot development to reverse frontage and/or side-one lots on all arterials.

- **Policy C-1.18 Future Roadways.** Future roadways and intersections must meet roadway classification design specifications and performance criteria.

- **Policy C-3.5 Safe Routes to School**. Work with the Hemet Unified School District (HUSD) and local private schools to ensure the provision of safe bicycle and pedestrian paths leading to and from school facilities and surrounding neighborhoods.

- **Policy C-3.6 Safe Alternatives to School**. Work with HUSD, local private schools, parent teacher associations, homeowner associations, and other interested parties to establish safe drop-off and pick-up zones, create "walking school buses" and "bike trains", encourage carpooling, and facilitate expanded use of crossing guards.

- **Policy C-3.9 Priority Sidewalk Construction**. Give priority to street, sidewalk, and curb construction in areas near schools to facilitate safe pedestrian travel to schools

- **Policy C-3.10 Eliminate Hazards to Cyclists and Pedestrians**. Identify and seek to eliminate hazards to safe and efficient bicycle or pedestrian movement citywide.

- **Policy C-4.1 Sustainable Urban Design.** Promote urban design measures that encourage alternatives to single-occupancy vehicle transportation and direct new growth along transportation corridors as a means of reducing roadway congestion, air pollution, and non-point source water pollution.

- **Policy C-4.2 Transportation Alternatives.** Support a variety of transit vehicle types and technologies and encourage alternatives to single-occupancy automobile use such as rail, public transit, paratransit, walking, cycling, and ridesharing.

- **Policy C-4.8 Paratransit Service**. Work with the Riverside County Transportation Commission, senior agencies, retirement communities, and local organizations to provide affordable and reliable paratransit and demand-responsive transit services that satisfy the transit needs of the elderly and disabled.

- **Policy C-4.9 Alternative Fuel Use**. Promote public transportation systems that use alternative fuels or promote energy conservation.

- **Policy C-4.11 Transportation Services Project Amenity**. Encourage new senior citizen and multiple-family housing projects of greater than 100 units to provide transportation services as a project amenity.

- **Policy C-5.1 Bikeway and Pedestrian Network.** Maintain an extensive trails network that supports bicycles and pedestrians and links residential neighborhoods, schools, commercial centers and employment centers by implementing the City's Bikeway Circulation Plan and including provision and dedication of bikeways and pedestrian walkways in conjunction with development permits.

- **Policy C-5.6 Pedestrian Linkages.** Connect commercial activity centers to adjacent residential areas with well-designed pedestrian linkages that include amenities such as benches, trees, landscaping, and shade structures to encourage people to walk to destinations.

- **Policy C-5.7 ADA Compliance**. Encourage safe pedestrian walkways and compliance with Americans with Disability Act (ADA) requirements within all developments.

- **Policy C-5.8 Health Benefits**. Promote the health benefits of using a bicycle or walking as a means of transportation.

Existing Operations

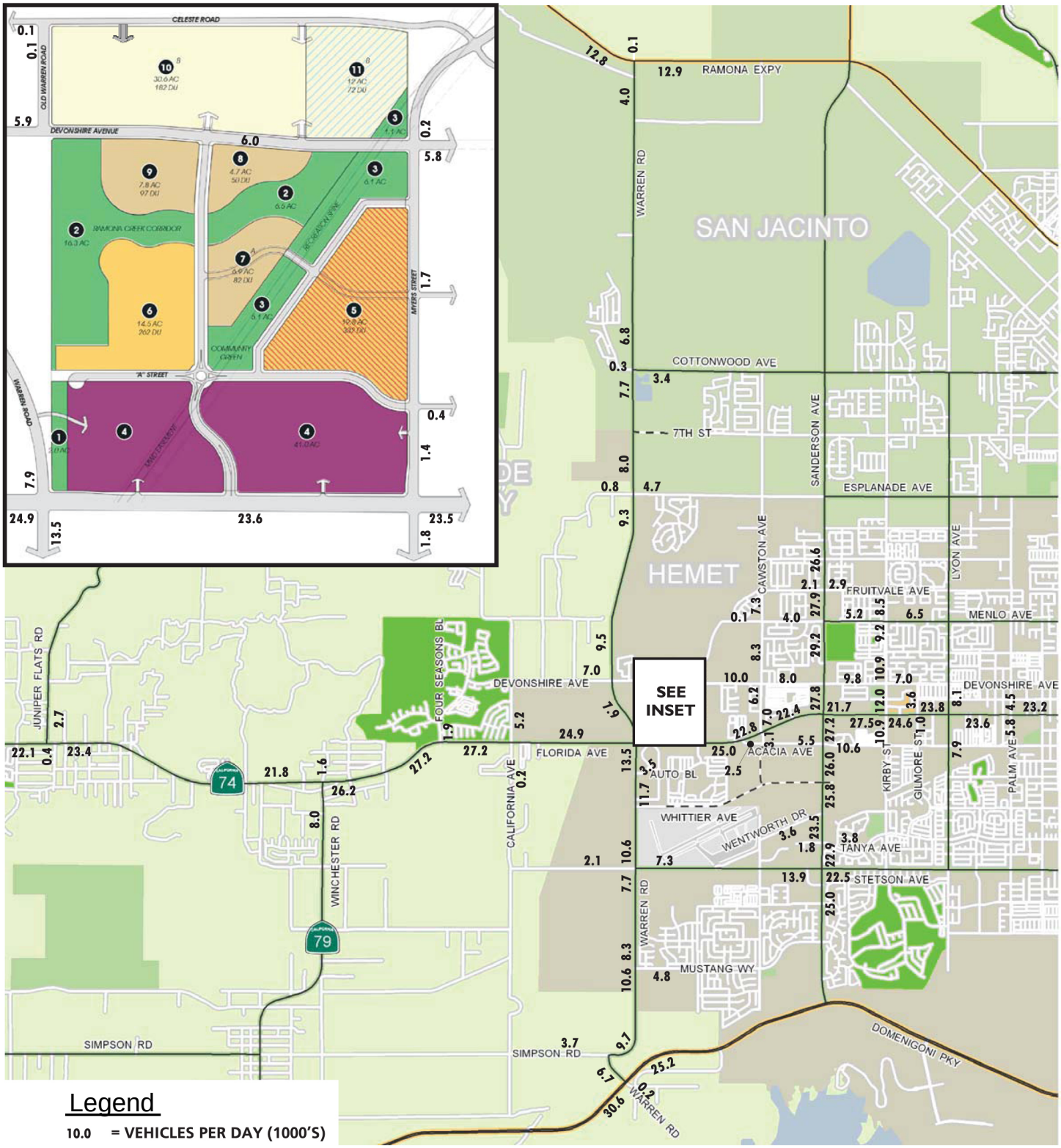
Traffic Counts

Manual AM and PM peak-hour turning movement counts were conducted on May 16, 2012 (Wednesday). Although the date of the Project's Notice of Preparation (NOP) was February – March 2013, the Spring 2012 traffic counts are considered representative of the baseline conditions that existed at the time of the NOP's release date. For example, the City experienced nominal traffic growth due to new development between the date of existing/baseline conditions and the NOP release date, there were few changes to street improvements within the study area, and ambient growth in traffic was nominal over the same period. These raw turning volumes have been flow conserved between intersections with limited access, no access, and where there are currently no uses generating traffic.

ADT volumes on arterial highways throughout the study area for the Existing (2012) Conditions are shown on Figure IV.O-11, and are based on factored intersection peak-hour counts collected by Urban Crossroads, Inc. using the following formula for each intersection leg:

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

Comparisons between the PM peak-hour and daily traffic volumes typically indicate that the peak-to-daily relationship of approximately eight to nine percent would sufficiently estimate ADT volumes for planning-level analyses. As such, the above equation utilizing a factor of 12 estimates the ADT volumes on the study area roadway segments assuming a peak-to-daily relationship of approximately 8.3 percent (i.e., 1/0.083 = 12). Weekday AM and weekday PM peak hour intersection volumes for the Existing (2012) Conditions are shown Figures IV.O-12 and IV.O-13, respectively.



Legend

10.0 = VEHICLES PER DAY (1000'S)

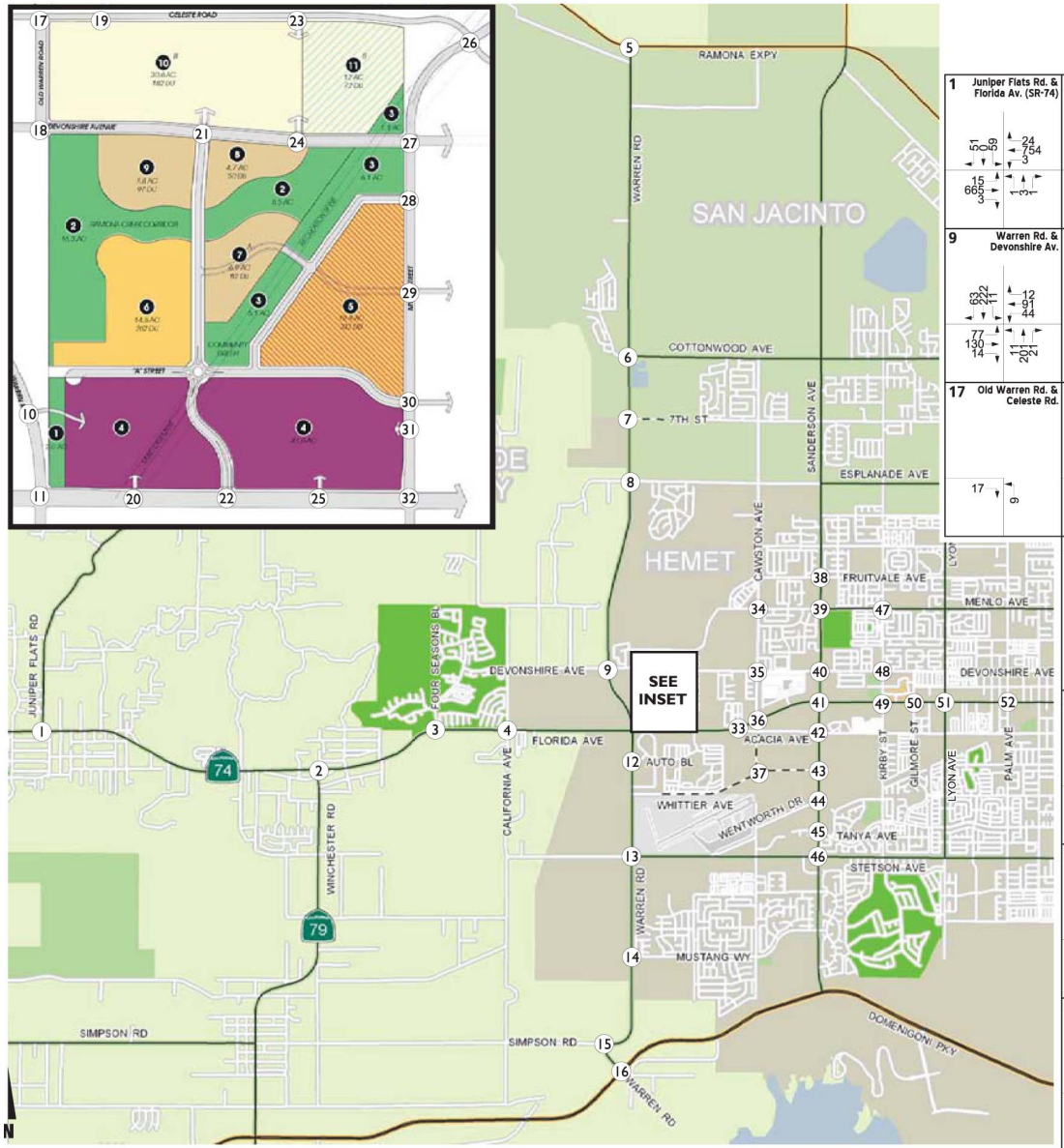
NORTH

Not To Scale

Source: Urban Crossroads, 2013.

CAJA Environmental Services, LLC

Figure IV.O-11
Existing Average Daily Traffic (ADT)



1 Juniper Flats Rd. & Florida Av. (SR-74)	2 Winchester Rd. (SR-79) & Florida Av. (SR-74)	3 Four Seasons Bl. & Florida Av. (SR-74)	4 California Av. & Florida Av. (SR-74)	5 Warren Rd. & Ramona Expressway	6 Warren Rd. & Cottonwood Av.	7 Warren Rd. & 7th St.	8 Warren Rd. & Esplanade Av.
9 Warren Rd. & Devonshire Av.	10 Warren Rd. & Driveway 12	11 Warren Rd. & Florida Av. (SR-74)	12 Warren Rd. & Auto Bl.	13 Warren Rd. & Stetson Av.	14 Warren Rd. & Mustang Wy.	15 Warren Rd. & Simpson Rd.	16 Warren Rd. & Domenigoni Pkwy.
17 Old Warren Rd. & Celeste Rd.	18 Old Warren Rd. & Devonshire Av.	19 Driveway 1 & Celeste Rd.	20 Driveway 2 & Florida Av. (SR-74)	21 Driveway 3 & Devonshire Av.	22 Driveway 4 & Florida Av. (SR-74)	23 Driveway 5 & Celeste Rd.	24 Driveway 6 & Devonshire Av.
25 Driveway 7 & Florida Av. (SR-74)	26 Myers St. & Celeste Rd.	27 Myers St. & Devonshire Av.	28 Myers St. & Driveway 8	29 Myers St. & Driveway 9	30 Myers St. & Driveway 10	31 Myers St. & Driveway 11	
32 Myers St. & Florida Av. (SR-74)	33 Acacia Av. & Florida Av. (SR-74)	34 Cawston Av. & Menlo Av.	35 Cawston Av. & Devonshire Av.	36 Cawston Av. & Florida Av. (SR-74)	37 Cawston Av. & Whittier Av.	38 Sanderson Av. & Fruitvale Av.	
39 Sanderson Av. & Menlo Av.	40 Sanderson Av. & Devonshire Av.	41 Sanderson Av. & Florida Av. (SR-74)	42 Sanderson Av. & Acacia Av.	43 Sanderson Av. & Whittier Av.	44 Sanderson Av. & Wentworth Dr.	45 Sanderson Av. & Tanya Av.	
46 Sanderson Av. & Stetson Av.	47 Kirby St. & Menlo Av.	48 Kirby St. & Devonshire Av.	49 Kirby St. & Florida Av. (SR-74)	50 Gilmore St. & Florida Av. (SR-74)	51 Lyon Av. & Florida Av. (SR-74)	52 Palm Av. & Florida Av. (SR-74)	

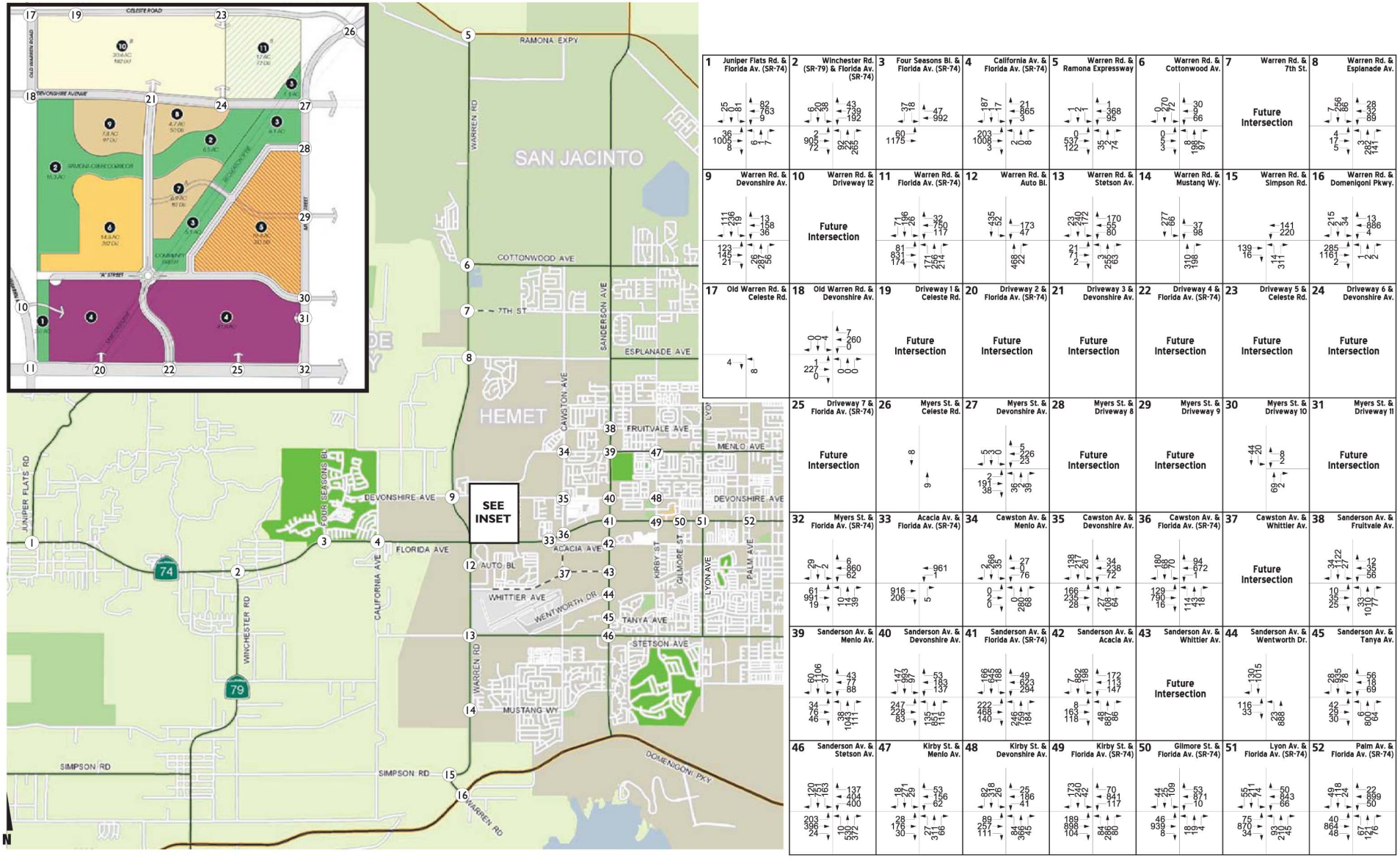
Source: Urban Crossroads, 2013.

NORTH

Not To Scale

CAJA Environmental Services, LLC

Figure IV.O-12
Existing AM Peak Hour
Intersection Volumes



1 Juniper Flats Rd. & Florida Av. (SR-74)	2 Winchester Rd. (SR-79) & Florida Av. (SR-74)	3 Four Seasons Bl. & Florida Av. (SR-74)	4 California Av. & Florida Av. (SR-74)	5 Warren Rd. & Ramona Expressway	6 Warren Rd. & Cottonwood Av.	7 Warren Rd. & 7th St.	8 Warren Rd. & Esplanade Av.
9 Warren Rd. & Devonshire Av.	10 Warren Rd. & Driveway 12	11 Warren Rd. & Florida Av. (SR-74)	12 Warren Rd. & Auto Bl.	13 Warren Rd. & Stetson Av.	14 Warren Rd. & Mustang Wy.	15 Warren Rd. & Simpson Rd.	16 Warren Rd. & Domenigoni Pkwy.
17 Old Warren Rd. & Celeste Rd.	18 Old Warren Rd. & Devonshire Av.	19 Driveway 1 & Celeste Rd.	20 Driveway 2 & Florida Av. (SR-74)	21 Driveway 3 & Devonshire Av.	22 Driveway 4 & Florida Av. (SR-74)	23 Driveway 5 & Celeste Rd.	24 Driveway 6 & Devonshire Av.
25 Driveway 7 & Florida Av. (SR-74)	26 Myers St. & Celeste Rd.	27 Myers St. & Devonshire Av.	28 Myers St. & Driveway 8	29 Myers St. & Driveway 9	30 Myers St. & Driveway 10	31 Myers St. & Driveway 11	
32 Myers St. & Florida Av. (SR-74)	33 Acacia Av. & Florida Av. (SR-74)	34 Cawston Av. & Menlo Av.	35 Cawston Av. & Devonshire Av.	36 Cawston Av. & Florida Av. (SR-74)	37 Cawston Av. & Whittier Av.	38 Sanderson Av. & Fruitvale Av.	
39 Sanderson Av. & Menlo Av.	40 Sanderson Av. & Devonshire Av.	41 Sanderson Av. & Florida Av. (SR-74)	42 Sanderson Av. & Acacia Av.	43 Sanderson Av. & Whittier Av.	44 Sanderson Av. & Wentworth Dr.	45 Sanderson Av. & Tanya Av.	
46 Sanderson Av. & Stetson Av.	47 Kirby St. & Menlo Av.	48 Kirby St. & Devonshire Av.	49 Kirby St. & Florida Av. (SR-74)	50 Gilmore St. & Florida Av. (SR-74)	51 Lyon Av. & Florida Av. (SR-74)	52 Palm Av. & Florida Av. (SR-74)	

Future Intersection

NORTH

Not To Scale

Source: Urban Crossroads, 2013.

CAJA Environmental Services, LLC

Figure IV.O-13
Existing PM Peak Hour
Intersection Volumes

Existing Intersection LOS

Existing (2012) peak-hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented previously in this section. The intersection operations analysis results are summarized on Table IV.O-5, which indicates that the existing study intersections are currently operating at acceptable LOS during the peak hours with the exception of Intersection 4: California Avenue/Florida Avenue. Installation of a traffic signal at this section is fully funded, and construction is eminent. A summary of the peak-hour intersection LOS for Existing (2012) Conditions is shown on Figure IV.O-14.

Existing Roadway Segment LOS

Consistent with the analysis methodology discussed previously in this section, the study roadway segments in which the Project is anticipated to contribute 1,000 or more daily vehicle trip-ends have been evaluated. Table IV.O-6 shows the results of the roadway segment analysis for the Existing (2012) Conditions. As shown, all study roadway segments are currently operating at acceptable LOS C or better during peak-hour traffic flows in all directions of travel.

ENVIRONMENTAL IMPACT ANALYSIS

Threshold of Significance

In accordance with Appendix G of the CEQA Guidelines, a project could have a significant environmental impact if the project would result in the following:

a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); Result in inadequate emergency access; or

Table IV.O-5
Intersection Analysis for Existing (2012) Conditions

#	Intersection	Traffic Control [3]	Intersection Approach Lanes [1]												Existing (2012)			
			Northbound			Southbound			Eastbound			Westbound			Delay [2] (Secs.)		LOS	
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
1	Juniper Flats Rd. / Florida Av. (SR-74)	TS	0	1	0	0	1	1	1	2	0	1	2	d	17.7	17.9	B	B
2	Winchester Rd. (SR-79) / Florida Av. (SR-74)	TS	0	1	1	1	1	d	1	2	0	1	2	0	18.8	19.9	B	B
3	Four Seasons Bl. / Florida Av. (SR-74)	TS	0	0	0	1	0	1	1	2	0	0	3	1	8.4	7.0	A	A
4	California Av. / Florida Av. (SR-74)	CSS	0	1	0	0	1	1	1	2	0	1	2	0	**71.0**	**>100.0**	F	F
5	Warren Rd. / Ramona Exwy.	TS	1	1	0	0	1	0	1	2	1	1	2	0	12.8	11.8	B	B
6	Warren Rd. / Cottonwood Av.	TS	1	1	1	1	1	1	1	1	1	1	1	1	28.2	28.7	C	C
7	Warren Rd. / 7th St.		Future Analysis Location															
8	Warren Rd. / Esplanade Av.	AWS	0	1	0	0	1	0	0	1	0	0	1	0	10.2	14.2	B	B
9	Warren Rd. / Devonshire Av.	AWS	0	1	d	0	1	0	0	1	0	0	1	0	12.0	20.2	B	C
10	Warren Rd. / Driveway 12		Future Analysis Location															
11	Warren Rd. / Florida Av. (SR-74)	TS	1	2	1	1	2	1	1	2	d	1	2	d	32.7	32.5	C	C
12	Warren Rd. / Auto Bl.	CSS	0	1	d	1	1	0	0	0	0	1	0	d	22.6	25.0	C	C
13	Warren Rd. / Stetson Av.	AWS	0	1	0	0	1	0	0	1	0	1	1	0	14.0	17.3	B	C
14	Warren Rd. / Mustang Wy.	TS	0	1	0	1	1	0	0	0	0	1	0	1	16.1	15.9	B	B
15	Warren Rd. / Simpson Rd.	CSS	0	1	0	0	0	0	0	1	0	1	1	0	11.6	12.7	B	B
16	Warren Rd. / Domenigoni Pkwy.	TS	0	1	d	0	1	0	1	2	1	1	2	1	33.4	35.4	C	D
17	Old Warren Rd. / Celeste Rd.	CSS	0	1	0	0	0	0	0	1	0	0	1	0	8.5	8.5	A	A
18	Old Warren Rd. / Devonshire Av.	CSS	0	0	0	0	1	0	0	1	0	0	1	0	12.8	12.5	B	B
19	Driveway 1 / Celeste Rd.		Future Analysis Location															
20	Driveway 2 / Florida Av. (SR-74)		Future Analysis Location															
21	Driveway 3 / Devonshire Av.		Future Analysis Location															
22	Driveway 4 / Florida Av. (SR-74)		Future Analysis Location															
23	Driveway 5 / Celeste Rd.		Future Analysis Location															
24	Driveway 6 / Devonshire Av.		Future Analysis Location															
25	Driveway 7 / Florida Av. (SR-74)		Future Analysis Location															

Table IV.O-5
Intersection Analysis for Existing (2012) Conditions

#	Intersection	Traffic Control [3]	Intersection Approach Lanes [1]												Existing (2012)			
			Northbound			Southbound			Eastbound			Westbound			Delay [2] (Secs.)		LOS	
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
26	Myers St. / Celeste Rd.	CSS	0	1	0	0	1	0	0	0	0	0	0	0	0.0	0.0	A	A
27	Myers St. / Devonshire Av.	CSS	0	1	0	0	1	0	0	1	0	0	1	0	14.7	12.2	B	B
28	Myers St. / Driveway 8		Future Analysis Location															
29	Myers St. / Driveway 9		Future Analysis Location															
30	Myers St. / Driveway 10	CSS	0	1	1	0	1	0	0	0	0	0	1	0	9.1	8.9	A	A
31	Myers St. / Driveway 11		Future Analysis Location															
32	Myers St. / Florida Av. (SR-74)	TS	1	1	0	1	1	1	1	2	d	1	2	1	28.8	31.2	C	C
33	Acacia Av. / Florida Av. (SR-74)	CSS	0	0	1	0	0	0	0	2	1	1	2	0	10.7	11.6	B	B
34	Cawston Av. / Menlo Av.	AWS	0	1	0	0	1	0	0	1	0	0	1	0	20.1	11.4	C	B
35	Cawston Av. / Devonshire Av.	TS	1	1	1	1	1	0	1	2	0	1	1	1	13.9	13.7	B	B
36	Cawston Av. / Florida Av. (SR-74)	TS	1	2	0	1	1	1	1	2	1	1	2	d	31.1	32.7	C	C
37	Cawston Av. / Whittier Av.		Future Analysis Location															
38	Sanderson Av. / Fruitvale Av.	TS	1	2	1	1	2	1	1	1	0	1	1	0	23.1	20.2	C	C
39	Sanderson Av. / Menlo Av.	TS	1	2	0	1	2	0	1	2	0	1	2	0	33.6	31.0	C	C
40	Sanderson Av. / Devonshire Av.	TS	1	2	0	1	2	0	1	1	1	1	2	0	41.4	43.5	D	D
41	Sanderson Av. / Florida Av. (SR-74)	TS	1	2	1	1	2	d	1	2	1	1	2	d	35.9	44.1	D	D
42	Sanderson Av. / Acacia Av.	TS	1	2	0	1	2	1	1	1	d	1	1	d	31.2	35.6	C	D
43	Sanderson Av. / Whittier Av.		Future Analysis Location															
44	Sanderson Av. / Wentworth Dr.	TS	1	2	0	0	2	1	1	0	1	0	0	0	13.3	14.3	B	B
45	Sanderson Av. / Tanya Av.	TS	1	2	1	1	2	1	1	1	0	1	1	1	28.6	27.7	C	C
46	Sanderson Av. / Stetson Av.	TS	1	2	1>	1	2	0	1	2	0	1	2	0	46.7	43.9	D	D
47	Kirby St. / Menlo Av.	AWS	0	2	d	0	2	d	0	2	d	0	2	d	14.0	12.9	B	B
48	Kirby St. / Devonshire Av.	TS	1	2	0	1	2	0	1	1	1	1	1	1	27.0	28.1	C	C
49	Kirby St. / Florida Av. (SR-74)	TS	1	2	0	1	2	0	1	2	d	1	2	1	20.1	23.7	C	C
50	Gilmore St. / Florida Av. (SR-74)	TS	1	1	d	1	1	d	1	2	0	1	2	1	18.8	20.0	B	C

Table IV.O-5
Intersection Analysis for Existing (2012) Conditions

#	Intersection	Traffic Control [3]	Intersection Approach Lanes [1]												Existing (2012)			
			Northbound			Southbound			Eastbound			Westbound			Delay [2] (Secs.)		LOS	
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
51	Lyon Av. / Florida Av. (SR-74)	TS	1	1	1	1	1	1	1	2	0	1	2	d	19.9	21.9	B	C
52	Palm Av. / Florida Av. (SR-74)	TS	1	1	1	1	1	0	1	2	0	1	2	0	19.8	21.4	B	C

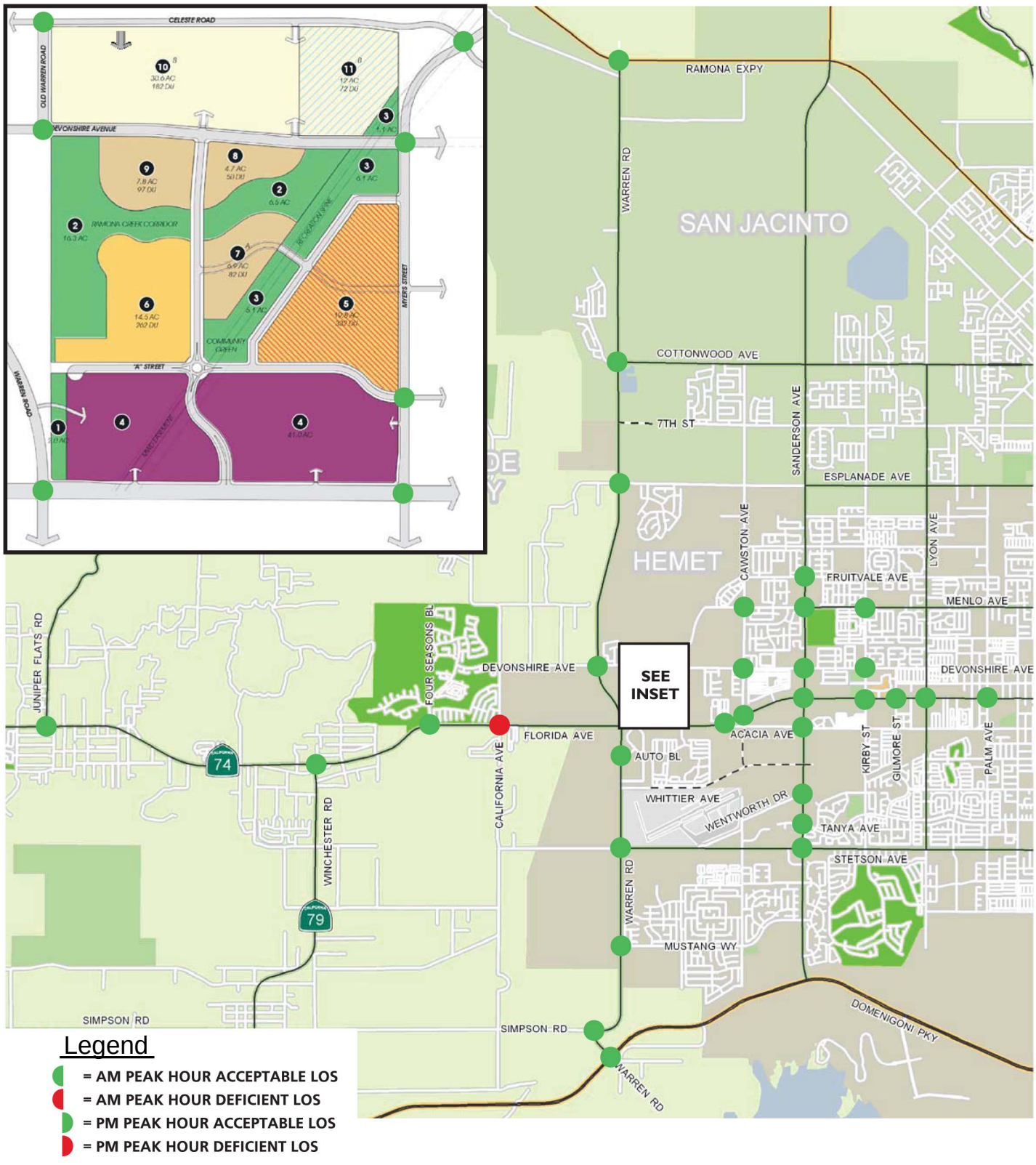
Source: Urban Crossroads, 2014.

[1] When a right turn is designated, the lane cane either be striped or unstriped. To function as a right turn lane there must be significant width for right turning vehicles to travel outside the through lanes (minimum 19-feet)

[2] Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop 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] TS=Traffic Signal, CSS=Cross-Street Stop, AWS=All Way Stop

BOLD=Unsatisfactory level of service.



Source: Urban Crossroads, 2013.

CAJA Environmental Services, LLC

Figure IV.O-14
Summary of Peak Hour Intersection LOS for Existing (2012) Conditions

Table IV.O-6
Peak-Hour Roadway Segment Analysis for Existing (2012) Conditions [1]

#	Roadway Segment [2]	Existing Number of Lanes	Existing Capacity	AM Peak Hour			PM Peak Hour		
				Link Volume	Volume / Capacity	Acceptable?	Link Volume	Volume / Capacity	Acceptable?
	Warren Rd., S/O Ramona Exwy.								
1	NORTHBOUND:	1	1,520	136	0.09	Yes	111	0.07	Yes
	SOUTHBOUND:	1	1,520	141	0.09	Yes	219	0.14	Yes
	Warren Rd., N/O Cottonwood Av.								
2	NORTHBOUND:	1	1,520	325	0.21	Yes	228	0.15	Yes
	SOUTHBOUND:	2	3,040	162	0.05	Yes	342	0.11	Yes
	Warren Rd., S/O Cottonwood Av.								
3	NORTHBOUND:	1	1,520	298	0.20	Yes	303	0.20	Yes
	SOUTHBOUND:	1	1,520	223	0.15	Yes	339	0.22	Yes
	Warren Rd., N/O Esplanade Av.								
4	NORTHBOUND:	1	1,520	292	0.19	Yes	314	0.21	Yes
	SOUTHBOUND:	1	1,520	220	0.14	Yes	349	0.23	Yes
	Warren Rd., S/O Esplanade Av.								
5	NORTHBOUND:	1	1,520	318	0.21	Yes	426	0.28	Yes
	SOUTHBOUND:	1	1,520	310	0.20	Yes	350	0.23	Yes
	Warren Rd., N/O Devonshire Av.								
6	NORTHBOUND:	1	1,520	290	0.19	Yes	423	0.28	Yes
	SOUTHBOUND:	1	1,520	296	0.19	Yes	366	0.24	Yes
	Warren Rd., S/O Devonshire Av.								
7	NORTHBOUND:	1	1,520	233	0.15	Yes	369	0.24	Yes
	SOUTHBOUND:	1	1,520	280	0.18	Yes	293	0.19	Yes
8	Warren Rd., N/O Dwy. 12								
	NORTHBOUND	1	1,520	233	0.15	Yes	369	0.24	Yes
	SOUTHBOUND	1	1,520	280	0.18	Yes	293	0.19	Yes

Table IV.O-6
Peak-Hour Roadway Segment Analysis for Existing (2012) Conditions [1]

#	Roadway Segment [2]	Existing Number of Lanes	Existing Capacity	AM Peak Hour			PM Peak Hour		
				Link Volume	Volume / Capacity	Acceptable?	Link Volume	Volume / Capacity	Acceptable?
	Warren Rd., N/O Florida Av. (SR-74)								
9	NORTHBOUND:	1	1,520	233	0.15	Yes	369	0.24	Yes
	SOUTHBOUND:	1	1,520	280	0.18	Yes	293	0.19	Yes
	Warren Rd., b/w Florida Av. & Auto Bl.								
10	NORTHBOUND:	2	3,040	378	0.12	Yes	641	0.21	Yes
	SOUTHBOUND:	1	1,520	463	0.30	Yes	487	0.32	Yes
	Warren Rd., S/O Auto Bl.								
11	NORTHBOUND:	1	1,520	393	0.26	Yes	490	0.32	Yes
	SOUTHBOUND:	1	1,520	311	0.20	Yes	482	0.32	Yes
	Warren Rd., N/O Stetson Av.								
12	NORTHBOUND:	1	1,520	441	0.29	Yes	446	0.29	Yes
	SOUTHBOUND:	1	1,520	312	0.21	Yes	435	0.29	Yes
	Warren Rd, S/O Stetson Av.								
13	NORTHBOUND:	1	1,520	309	0.20	Yes	321	0.21	Yes
	SOUTHBOUND:	1	1,520	272	0.18	Yes	322	0.21	Yes
	Warren Rd., N/O Mustang Wy.								
14	NORTHBOUND:	1	1,520	347	0.23	Yes	347	0.23	Yes
	SOUTHBOUND:	1	1,520	295	0.19	Yes	343	0.23	Yes
	Warren Rd., S/O Mustang Wy.								
15	NORTHBOUND:	1	1,520	359	0.24	Yes	508	0.33	Yes
	SOUTHBOUND:	1	1,520	433	0.28	Yes	375	0.25	Yes
	Warren Rd., E/O Simpson Rd.								
16	NORTHBOUND:	1	1,520	320	0.21	Yes	450	0.30	Yes
	SOUTHBOUND:	1	1,520	342	0.23	Yes	361	0.24	Yes

Table IV.O-6
Peak-Hour Roadway Segment Analysis for Existing (2012) Conditions [1]

#	Roadway Segment [2]	Existing Number of Lanes	Existing Capacity	AM Peak Hour			PM Peak Hour		
				Link Volume	Volume / Capacity	Acceptable?	Link Volume	Volume / Capacity	Acceptable?
17	Warren Rd., b/w Simpson Rd. & Domenigoni Pkwy.								
	NORTHBOUND:	1	1,520	237	0.16	Yes	300	0.20	Yes
	SOUTHBOUND:	1	1,520	257	0.17	Yes	251	0.17	Yes
18	Myers St., b/w Devonshire Av. & Dwy. 8								
	NORTHBOUND:	1	1,520	63	0.04	Yes	77	0.05	Yes
	SOUTHBOUND:	1	1,520	78	0.05	Yes	64	0.04	Yes
19	Myers St., b/w Dwy. 8 & Dwy. 9								
	NORTHBOUND:	1	1,520	63	0.04	Yes	77	0.05	Yes
	SOUTHBOUND:	1	1,520	78	0.05	Yes	64	0.04	Yes
20	Myers St., b/w Dwy. 9 & Dwy. 10								
	NORTHBOUND:	1	1,520	63	0.04	Yes	77	0.05	Yes
	SOUTHBOUND:	1	1,520	78	0.05	Yes	64	0.04	Yes
21	Myers St., b/w Dwy. 10 & Dwy. 11								
	NORTHBOUND:	2	3,040	69	0.02	Yes	71	0.02	Yes
	SOUTHBOUND:	1	1,520	68	0.04	Yes	46	0.03	Yes
22	Myers St., b/w Dwy. 11 & Florida Av. (SR-74)								
	NORTHBOUND:	2	3,040	69	0.02	Yes	71	0.02	Yes
	SOUTHBOUND:	1	1,520	68	0.04	Yes	46	0.03	Yes
23	Myers St., S/O Florida Av. (SR-74)								
	NORTHBOUND:	1	1,520	63	0.04	Yes	63	0.04	Yes
	SOUTHBOUND:	1	1,520	41	0.03	Yes	88	0.06	Yes
24	Cawston Av., S/O Menlo Av.								

Table IV.O-6
Peak-Hour Roadway Segment Analysis for Existing (2012) Conditions [1]

#	Roadway Segment [2]	Existing Number of Lanes	Existing Capacity	AM Peak Hour			PM Peak Hour		
				Link Volume	Volume / Capacity	Acceptable?	Link Volume	Volume / Capacity	Acceptable?
	NORTHBOUND:	1	1,520	413	0.27	Yes	348	0.23	Yes
	SOUTHBOUND:	1	1,520	470	0.31	Yes	342	0.23	Yes
25	Cawston Av., N/O Devonshire Av.								
	NORTHBOUND:	1	1,520	430	0.28	Yes	308	0.20	Yes
	SOUTHBOUND:	1	1,520	384	0.25	Yes	381	0.25	Yes
26	Cawston Av., S/O Acacia Av.								
	NORTHBOUND:			Not Applicable			Not Applicable		
	SOUTHBOUND:			Not Applicable			Not Applicable		
27	Sanderson Av., b/w Fruitvale Av. & Menlo Av.								
	NORTHBOUND:	2	3,040	1,124	0.37	Yes	1,120	0.37	Yes
	SOUTHBOUND:	2	3,040	1,090	0.36	Yes	1,203	0.40	Yes
28	Sanderson Av., b/w Florida Av. (SR-74) & Acacia Av.								
	NORTHBOUND:	2	3,040	903	0.30	Yes	1,189	0.39	Yes
	SOUTHBOUND:	2	3,040	746	0.25	Yes	1,079	0.35	Yes
29	Sanderson Av., b/w Acacia Av. & Whittier Av.								
	NORTHBOUND:	2	3,040	874	0.29	Yes	1,021	0.34	Yes
	SOUTHBOUND:	2	3,040	847	0.28	Yes	1,147	0.38	Yes
30	Sanderson Av., b/w Whittier Av. & Wentworth Dr.								
	NORTHBOUND:	2	3,040	893	0.29	Yes	1,004	0.33	Yes
	SOUTHBOUND:	2	3,040	873	0.29	Yes	1,145	0.38	Yes
31	Sanderson Av., b/w Wentworth Dr. &								

Table IV.O-6
Peak-Hour Roadway Segment Analysis for Existing (2012) Conditions [1]

#	Roadway Segment [2]	Existing Number of Lanes	Existing Capacity	AM Peak Hour			PM Peak Hour		
				Link Volume	Volume / Capacity	Acceptable?	Link Volume	Volume / Capacity	Acceptable?
	Tanya Av.								
	NORTHBOUND:	2	3,040	795	0.26	Yes	911	0.30	Yes
	SOUTHBOUND:	2	3,040	860	0.28	Yes	1,048	0.34	Yes
32	Sanderson Av., b/w Tanya Av. & Stetson Av.								
	NORTHBOUND:	2	3,040	802	0.26	Yes	870	0.29	Yes
	SOUTHBOUND:	2	3,040	890	0.29	Yes	1,034	0.34	Yes
33	Ramona Exwy., W/O Warren Rd.								
	EASTBOUND:	2	3,040	450	0.15	Yes	659	0.22	Yes
	WESTBOUND:	1	1,520	490	0.32	Yes	404	0.27	Yes
34	Menlo Av., E/O Cawston Av.								
	EASTBOUND:	1	1,520	232	0.15	Yes	105	0.07	Yes
	WESTBOUND:	1	1,520	161	0.11	Yes	103	0.07	Yes
35	Menlo Av., W/O Sanderson Av.								
	EASTBOUND:	1	1,520	235	0.15	Yes	156	0.10	Yes
	WESTBOUND:	2	3,040	228	0.08	Yes	175	0.06	Yes
36	Devonshire Av., W/O Warren Rd.								
	EASTBOUND:	1	1,520	221	0.15	Yes	289	0.19	Yes
	WESTBOUND:	1	1,520	165	0.11	Yes	295	0.19	Yes
37	Devonshire Av., E/O Warren Rd.								
	EASTBOUND:	1	1,520	162	0.11	Yes	220	0.14	Yes
	WESTBOUND:	1	1,520	147	0.10	Yes	207	0.14	Yes
38	Devonshire Av., W/O Old Warren Rd.								
	EASTBOUND:	1	1,520	235	0.15	Yes	228	0.15	Yes
	WESTBOUND:	1	1,520	230	0.15	Yes	260	0.17	Yes

Table IV.O-6
Peak-Hour Roadway Segment Analysis for Existing (2012) Conditions [1]

#	Roadway Segment [2]	Existing Number of Lanes	Existing Capacity	AM Peak Hour			PM Peak Hour		
				Link Volume	Volume / Capacity	Acceptable?	Link Volume	Volume / Capacity	Acceptable?
39	Devonshire Av., b/w Old Warren Rd. & Dwy. 3								
	EASTBOUND:	1	1,520	252	0.17	Yes	231	0.15	Yes
	WESTBOUND:	1	1,520	239	0.16	Yes	267	0.18	Yes
40	Devonshire Av., b/w Dwy. 3 & Dwy. 6								
	EASTBOUND:	1	1,520	252	0.17	Yes	231	0.15	Yes
	WESTBOUND:	1	1,520	240	0.16	Yes	267	0.18	Yes
44	Devonshire Av., b/w Dwy. 6 & Myers St.								
	EASTBOUND:	1	1,520	252	0.17	Yes	231	0.15	Yes
	WESTBOUND:	1	1,520	240	0.16	Yes	267	0.18	Yes
42	Devonshire Av., E/O Myers St.								
	EASTBOUND:	1	1,520	252	0.17	Yes	230	0.15	Yes
	WESTBOUND:	1	1,520	240	0.16	Yes	254	0.17	Yes
43	Devonshire Av., W/O Cawston Av.								
	EASTBOUND:	2	3,040	607	0.20	Yes	429	0.14	Yes
	WESTBOUND:	1	1,520	291	0.19	Yes	403	0.27	Yes
44	Devonshire Av., E/O Cawston Av.								
	EASTBOUND:	1	1,520	382	0.25	Yes	325	0.21	Yes
	WESTBOUND:	1	1,520	237	0.16	Yes	344	0.23	Yes
45	Devonshire Av., W/O Sanderson Av.								
	EASTBOUND:	2	3,040	489	0.16	Yes	558	0.18	Yes
	WESTBOUND:	2	3,040	316	0.10	Yes	465	0.15	Yes
46	Devonshire Av., E/O Sanderson Av.								
	EASTBOUND:	1	1,520	364	0.24	Yes	440	0.29	Yes

Table IV.O-6
Peak-Hour Roadway Segment Analysis for Existing (2012) Conditions [1]

#	Roadway Segment [2]	Existing Number of Lanes	Existing Capacity	AM Peak Hour			PM Peak Hour		
				Link Volume	Volume / Capacity	Acceptable?	Link Volume	Volume / Capacity	Acceptable?
	WESTBOUND:	1	1,520	273	0.18	Yes	373	0.25	Yes
47	Devonshire Av., W/O Kirby St.								
	EASTBOUND:	1	1,520	319	0.21	Yes	457	0.30	Yes
	WESTBOUND:	1	1,520	274	0.18	Yes	352	0.23	Yes
48	Florida Av. (SR-74), W/O Juniper Flats Rd.								
	EASTBOUND:	2	3,040	683	0.22	Yes	1,049	0.35	Yes
	WESTBOUND:	2	3,040	806	0.27	Yes	794	0.26	Yes
49	Florida Av. (SR-74), E/O Juniper Flats Rd.								
	EASTBOUND:	2	3,040	725	0.24	Yes	1,093	0.36	Yes
	WESTBOUND:	2	3,040	781	0.26	Yes	854	0.28	Yes
50	Florida Av. (SR-74), W/O Winchester Rd. (SR-79)								
	EASTBOUND:	2	3,040	733	0.24	Yes	979	0.32	Yes
	WESTBOUND:	2	3,040	646	0.21	Yes	837	0.28	Yes
51	Florida Av. (SR-74), E/O Winchester Rd. (SR-79)								
	EASTBOUND:	2	3,040	909	0.30	Yes	1,208	0.40	Yes
	WESTBOUND:	2	3,040	799	0.26	Yes	974	0.32	Yes
52	Florida Av. (SR-74), W/O Four Seasons Bl.								
	EASTBOUND:	2	3,040	956	0.31	Yes	1,235	0.41	Yes
	WESTBOUND:	2	3,040	919	0.30	Yes	1,029	0.34	Yes
53	Florida Av. (SR-74), b/w Four Seasons								

Table IV.O-6
Peak-Hour Roadway Segment Analysis for Existing (2012) Conditions [1]

#	Roadway Segment [2]	Existing Number of Lanes	Existing Capacity	AM Peak Hour			PM Peak Hour		
				Link Volume	Volume / Capacity	Acceptable?	Link Volume	Volume / Capacity	Acceptable?
	& California Av.								
	EASTBOUND:	2	3,040	967	0.32	Yes	1,214	0.40	Yes
	WESTBOUND:	3	4,560	863	0.19	Yes	1,054	0.23	Yes
54	Florida Av. (SR-74), E/O California Av.								
	EASTBOUND:	2	3,040	821	0.27	Yes	1,033	0.34	Yes
	WESTBOUND:	2	3,040	663	0.22	Yes	889	0.29	Yes
55	Florida Av. (SR-74), W/O Warren Rd.								
	EASTBOUND:	2	3,040	842	0.28	Yes	1,086	0.36	Yes
	WESTBOUND:	2	3,040	757	0.25	Yes	992	0.33	Yes
56	Florida Av. (SR-74), b/w Warren Rd. & Dwy. 2								
	EASTBOUND:	2	3,040	786	0.26	Yes	1,071	0.35	Yes
	WESTBOUND:	2	3,040	739	0.24	Yes	899	0.30	Yes
57	Florida Av. (SR-74), b/w Dwy. 2 & Dwy. 4								
	EASTBOUND:	2	3,040	786	0.26	Yes	1,071	0.35	Yes
	WESTBOUND:	2	3,040	739	0.24	Yes	899	0.30	Yes
58	Florida Av. (SR-74), b/w Dwy. 4 & Dwy. 7								
	EASTBOUND:	2	3,040	786	0.26	Yes	1,071	0.35	Yes
	WESTBOUND:	2	3,040	739	0.24	Yes	899	0.30	Yes
59	Florida Av. (SR-74), b/w Dwy. 7 & Myers St.								
	EASTBOUND:	2	3,040	786	0.26	Yes	1,071	0.35	Yes
	WESTBOUND:	2	3,040	739	0.24	Yes	899	0.30	Yes

Table IV.O-6
Peak-Hour Roadway Segment Analysis for Existing (2012) Conditions [1]

#	Roadway Segment [2]	Existing Number of Lanes	Existing Capacity	AM Peak Hour			PM Peak Hour		
				Link Volume	Volume / Capacity	Acceptable?	Link Volume	Volume / Capacity	Acceptable?
60	Florida Av. (SR-74), E/O Myers St.								
	EASTBOUND:	2	3,040	772	0.25	Yes	1,032	0.34	Yes
	WESTBOUND:	3	4,560	730	0.16	Yes	928	0.20	Yes
61	Florida Av. (SR-74), W/O Acacia Av.								
	EASTBOUND:	2	3,040	808	0.27	Yes	1,122	0.37	Yes
	WESTBOUND:	2	3,040	762	0.25	Yes	961	0.32	Yes
62	Florida Av. (SR-74), b/w Acacia Av. & Cawston Av.								
	EASTBOUND:	2	3,040	730	0.24	Yes	935	0.31	Yes
	WESTBOUND:	2	3,040	787	0.26	Yes	966	0.32	Yes
63	Florida Av. (SR-74), E/O Cawston Av.								
	EASTBOUND:	2	3,040	688	0.23	Yes	878	0.29	Yes
	WESTBOUND:	2	3,040	575	0.19	Yes	767	0.25	Yes
64	Florida Av. (SR-74), W/O Sanderson Av.								
	EASTBOUND:	2	3,040	640	0.21	Yes	830	0.27	Yes
	WESTBOUND:	2	3,040	674	0.22	Yes	1,035	0.34	Yes
65	Florida Av. (SR-74), E/O Sanderson Av.								
	EASTBOUND:	2	3,040	712	0.23	Yes	840	0.28	Yes
	WESTBOUND:	2	3,040	604	0.20	Yes	966	0.32	Yes
66	Florida Av. (SR-74), W/O Kirby St.								
	EASTBOUND:	2	3,040	771	0.25	Yes	1,191	0.39	Yes
	WESTBOUND:	2	3,040	738	0.24	Yes	1,098	0.36	Yes
67	Florida Av. (SR-74), E/O Kirby St.								
	EASTBOUND:	2	3,040	755	0.25	Yes	1,020	0.34	Yes

Table IV.O-6
Peak-Hour Roadway Segment Analysis for Existing (2012) Conditions [1]

#	Roadway Segment [2]	Existing Number of Lanes	Existing Capacity	AM Peak Hour			PM Peak Hour		
				Link Volume	Volume / Capacity	Acceptable?	Link Volume	Volume / Capacity	Acceptable?
	WESTBOUND:	2	3,040	674	0.22	Yes	1,028	0.34	Yes
68	Florida Av. (SR-74), W/O Gilmore St.								
	EASTBOUND:	2	3,040	737	0.24	Yes	993	0.33	Yes
	WESTBOUND:	2	3,040	712	0.23	Yes	933	0.31	Yes
69	Florida Av. (SR-74), E/O Gilmore St.								
	EASTBOUND:	2	3,040	756	0.25	Yes	1,052	0.35	Yes
	WESTBOUND:	2	3,040	683	0.22	Yes	934	0.31	Yes
70	Florida Av. (SR-74), W/O Lyon Av.								
	EASTBOUND:	2	3,040	729	0.24	Yes	979	0.32	Yes
	WESTBOUND:	2	3,040	702	0.23	Yes	991	0.33	Yes
71	Florida Av. (SR-74), E/O Lyon Av.								
	EASTBOUND:	2	3,040	791	0.26	Yes	989	0.33	Yes
	WESTBOUND:	2	3,040	704	0.23	Yes	959	0.32	Yes
72	Florida Av. (SR-74), W/O Palm Av.								
	EASTBOUND:	2	3,040	623	0.20	Yes	952	0.31	Yes
	WESTBOUND:	2	3,040	682	0.22	Yes	1,015	0.33	Yes
73	Acacia Av., b/w Florida Av. (SR-74) & Cawston Av.								
	EASTBOUND:	1	1,520	116	0.08	Yes	207	0.14	Yes
	WESTBOUND:	1	1,520	10	0.01	Yes	5	0.00	Yes
74	Acacia Av., W/O Sanderson Av.								
	EASTBOUND:	1	1,520	182	0.12	Yes	289	0.19	Yes
	WESTBOUND:	1	1,520	125	0.08	Yes	168	0.11	Yes

Source: Urban Crossroads, 2014.

Table IV.O-6
Peak-Hour Roadway Segment Analysis for Existing (2012) Conditions [1]

#	Roadway Segment [2]	Existing Number of Lanes	Existing Capacity	AM Peak Hour			PM Peak Hour		
				Link Volume	Volume / Capacity	Acceptable?	Link Volume	Volume / Capacity	Acceptable?

[1] Segment analysis based on the PM peak hour link volume. Capacity is based on Level of Service "C" per City of Hemet standards (i.e.; 1,900 x 80 percent = 1,520 vehicles per hour per lane). Segment analysis based on criterion of 1,000 or more daily project trips on the segment.

[2] N/O = North Of; S/O = South Of; W/O = West Of; E/O = East Of; b/w = Between

e) Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities.

As discussed in Section IV.A (Impacts Found to be Less Than Significant), the Project would not result in significant impacts related to issues "c," "d," and "e." Thus, no further analysis of these issues is required.

Discussion of Threshold of Significance

Intersection LOS

City of Hemet

For intersections under the jurisdiction of the City, to determine whether the addition of project traffic at a study intersection would result in a significant impact, the following thresholds of significance have been utilized:

- A significant project-related impact would occur at a study intersection if the addition of project-generated trips causes the peak-hour LOS of the study intersection to change from acceptable operation (LOS A, B, C, or D) to deficient operation (LOS E or F); or

- A significant project-related impact would occur at a study intersection if the addition of project-generated trips causes the delay by the values shown on Table IV.O-7.

However, the intersections of Florida Avenue and Sanderson Avenue and Stetson Avenue and Sanderson Avenue are exempt from the LOS C/D standard.

Table IV.O-7
City of Hemet Thresholds of Significance

Pre-Project LOS	Project-Related Delay Increase	Mitigation Measure
E	2 Seconds or More	Achieve Pre-project delay or better
F	1 Second or More	Achieve Pre-project delay or better
Note: If an intersection is operating with a deficient LOS without the Project, the delay thresholds identified on this table have been used to determine significant impacts at the already deficient study area intersections.		

Cumulative traffic impacts are created as a result of a combination of a proposed project together with other future developments contributing to the overall traffic impacts requiring additional improvements to maintain acceptable LOS operations with or without the project. A project's contribution to a cumulatively considerable impact can be reduced to less than significant, if the project is required to implement or fund its fair share of improvements designed to alleviate the potential cumulative impact. If full funding of future cumulative improvements is not reasonably assured, a temporary unmitigated cumulative impact may occur until the needed improvement is fully funded and constructed.

County of Riverside

For intersections under the jurisdiction of the County, based on County guidelines, the following types of traffic impacts are considered to be significant and unmitigated:

- When existing traffic conditions exceed the General Plan target LOS (LOS D).
- When project traffic added to existing traffic deteriorates the LOS to below the target LOS (LOS D), and impacts cannot be mitigated through project conditions of approval.
- When cumulative traffic exceeds the target LOS (LOS D), and impacts cannot be mitigated through the TUMF network (or other funding mechanism), project conditions of approval, or other implementation mechanisms.
- When project traffic or cumulative traffic contributes to an unsatisfactory LOS (i.e., LOS E-F)

Therefore, recommendation of circulation improvements is required for all intersections operating at LOS (LOS E or F).

For the purposes of this analysis, if project traffic creates or contributes traffic to an intersection operating over the target LOS (LOS D), the project impact it is considered significant. Recommendation of circulation improvements is required for all intersections operating at LOS E or F.

City of San Jacinto

For intersections under the jurisdiction of the City of San Jacinto, the City of San Jacinto uses the same significance threshold as the County.

Caltrans

For intersections under the jurisdiction of Caltrans, Caltrans uses the same significance threshold as the County.

Roadway Segment LOS

A significant impact would occur on a roadway segment if the addition of project-generated trips or cumulative trips (including project trips) causes the peak-hour LOS along a study segment to change from LOS C to LOS D. However, the portions of Florida Avenue, Sanderson Avenue, and Stetson Avenue and Sanderson Avenue are exempt from this standard.

Project Design Features

The Project would have access to the following City roads:

Celeste Road – via Driveway 1 and Driveway 5

Devonshire Avenue – via Driveway 3 and Driveway 6

Florida Avenue – via Driveway 2, Driveway 4 and Driveway 7

Myers Street – via Driveway 8, Driveway 9, Driveway 10 and Driveway 11

Warren Road – via Driveway 12

Driveway 2, Driveway 7, Driveway 8, Driveway 11, and Driveway 12 would have right-in/right-out access only. All other driveways would be full access Project driveways. Driveway 3 and Driveway 4 would be signalized full access Project driveways. It should be noted that Driveway 10 would align with the existing northerly driveway of the WinCo Foods shopping center on the northwest corner of Myers Street and Florida Avenue.

The Project includes construction of improvements on roadways adjacent to the Project Site, including Celeste Road, Devonshire Road, Myers Street, and Florida Avenue. Regional access to the Project Site would continue to be provided by Florida Avenue. Roadway improvements necessary to provide site access and on-site circulation would be constructed in conjunction with site development as conditions of Project approval and are described below.

Project Roadway Improvements

Celeste Road – Celeste Road is an east-west oriented roadway located along the Project Site's northern boundary. The Project includes construction of Celeste Road from Old Warren Road to the Project Site's eastern boundary at the roadway's ultimate half-section width plus one travel lane as a collector (66-foot right-of-way) in compliance with applicable City standards.

Old Warren Road – Old Warren Road is a north-south oriented roadway located along the Project Site's western boundary. The Project includes construction of Old Warren Road from Celeste Road to Devonshire Avenue at the roadway's ultimate half-section width as a local collector (66-foot right-of-way) in compliance with applicable City standards.

Devonshire Avenue – Devonshire Avenue is an east-west oriented roadway extending through the Project Site. The Project includes construction of Devonshire Avenue from Old Warren Road to Myers Street at the roadway's ultimate full-section width as a secondary (94-foot right-of-way) in compliance with applicable City standards.

Myers Street – Myers Street is a north-south oriented roadway located along the Project Site's eastern boundary. The Project includes construction of Myers Street from Devonshire Avenue to Florida Avenue at the roadway's ultimate half-section width as a divided secondary (91-foot right-of-way) and from Devonshire Avenue to Celeste Road at its ultimate half-section width as a divided secondary (94-foot right-of-way) in compliance with applicable City standards.

Florida Avenue – Florida Avenue is an east-west oriented roadway located along the Project Site's southern boundary. The Project includes construction of Florida Avenue from Warren Road to Myers Street at the roadway's ultimate half-section width as an arterial (160-foot right-of-way) in compliance with applicable City standards.

Warren Road – Warren Road is a north-south oriented roadway located along the Project site's western boundary. The Project includes construction of Warren Road from Florida Avenue to the Project's retail driveway at its ultimate half-section width as an arterial (130 – 160-foot right-of-way) in compliance with applicable City standards.

Spine Road – Spine Road (extension of the Project's Driveway 3/Driveway 4) is a north-south oriented roadway that would be developed as an internal roadway. The Project includes construction of the Spine Road from Devonshire Avenue "A" Street at its ultimate full-section width as a collector (94-foot right-of-way) and from "A" Street to to Florida Avenue at the roadway's ultimate full-section width (90-foot right-of-way) in compliance with applicable City standards.

"A" Street – "A" Street (extension of the Project's Driveway 10) is an east-west oriented roadway that would be developed as an internal roadway on the Project Site. The Project includes construction of "A" Street from its western terminus to Myers Street at the roadway's ultimate full-section width as a collector (94-foot right-of-way) in compliance with applicable City standards.

Local Residential Roadways – Local residential roadways (extension of the Project's Driveway 8 and Driveway 9) internal to the Project Site would be constructed to the ultimate full-section width (60 – 62-foot right-of-way) in compliance with applicable City standards.

Wherever necessary, roadways adjacent to the Project, site access points, and site-adjacent intersections would be constructed to be consistent with the roadway classifications and respective cross-sections in the City's General Plan Circulation Element.

Site Access Improvements

The Project's site access driveway improvements are described below.

Warren Road / Driveway 12 – Install a stop control on the westbound approach and construct the intersection to restrict access to right-in/right-out only in construction with the following geometrics:

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

Warren Road / Florida Avenue – The Project includes construction of the intersection with the following geometrics:

- Northbound Approach: One left-turn lane, two through lanes, and one right-turn lane
- Southbound Approach: One left-turn lane, two through lanes, and one right-turn lane
- Eastbound Approach: One left-turn lane, two through lanes, and one defacto right-turn lane
- Westbound Approach: One left-turn lane with a minimum of 300 feet of storage, two through lanes, and one right-turn lane extending the full length of the segment (i.e., lane drop)

Old Warren Road / Celeste Road – The Project includes installation of a stop control on the northbound approach and construction of the intersection with the following geometrics:

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

Old Warren Road / Devonshire Avenue – The Project includes construction of the intersection with the following geometrics:

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

Driveway 1 / Celeste Road – The Project includes installation of a stop control on the northbound approach and construction of the intersection with the following geometrics:

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

Driveway 2 / Florida Avenue – The Project includes installation of a stop control on the southbound approach and construction of the intersection to restrict access right-in-/right-out-only access in conjunction with the following geometrics:

- Northbound Approach: N/A
- Southbound Approach: One right turn lane
- Eastbound Approach: Two through lanes
- Westbound Approach: Two through lanes and one shared through/right-turn lane

Driveway 3 / Devonshire Avenue – The Project includes installation of a traffic signal and construction of the intersection with the following geometrics:

- Northbound Approach: One left-turn lane with a minimum of 200 feet of storage and one shared through/right-turn lane
- Southbound Approach: One left-turn lane with a minimum of 100 feet of storage and one shared through/right-turn lane
- Eastbound Approach: One left-turn lane with a minimum of 150 feet of storage, one through lane, and one shared through/right-turn lane
- Westbound Approach: One left-turn lane with a minimum of 150 feet of storage, one through lane, and one shared through/right-turn lane

Driveway 4 / Florida Avenue – The Project includes installation of a traffic signal and construction of the intersection with the following geometrics:

- Northbound Approach: N/A
- Southbound Approach: One left-turn lane with a minimum of 200 feet of storage and one right-turn lane
- Eastbound Approach: One left-turn lane with a minimum of 350 feet of storage and two through lanes
- Westbound Approach: Three through lanes and one right-turn lane with a minimum of 200 feet of storage. Because Florida Avenue is a Caltrans facility, it is recommended that the westbound right-turn pocket include a 120-foot taper, consistent with Caltrans requirements. Caltrans also requires the outer travel lane to be 16 feet in width (12-foot travel lane plus 4-foot shoulder)

Driveway 5 / Celeste Road – The Project includes installation of a stop control on the northbound approach and construction of the intersection with the following geometrics:

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

Driveway 6 / Devonshire Avenue – The Project includes installation of a stop control on the southbound approach and construction of the intersection with the following geometrics:

- Northbound Approach: N/A
- Southbound Approach: One shared left/right-turn lane
- Eastbound Approach: One left-turn lane with a minimum of 150 feet of storage and two through lanes
- Westbound Approach: One through lane and one shared through/right-turn lane

Driveway 7 / Florida Avenue – The Project includes installation of a stop control on the southbound approach and construction of the intersection to restrict access right-in-/right-out-only access in conjunction with the following geometrics:

- Northbound Approach: N/A
- Southbound Approach: One right-turn lane
- Eastbound Approach: Two through lanes
- Westbound Approach: Two through lanes and one shared through/right-turn lane

Myers Street / Devonshire Avenue – The Project includes installation of a traffic signal and construction of the intersection with the following geometrics:

- Northbound Approach: One shared through/left-/right-turn lane
- Southbound Approach: One shared through/left-/right-turn lane
- Eastbound Approach: One left-turn lane with a minimum of 150 feet of storage, one through lane, and one right turn lane. It is recommended that the eastbound right turn lane be restriped as a shared through/right-turn lane in the future when the second receiving lane is constructed east of Myers Street.
- Westbound Approach: One shared through/left-/right-turn lane

Myers Street / Driveway 8 – The Project includes installation of a stop control on the eastbound approach and construction of the intersection to restrict access right-in-/right-out-only in conjunction with the following geometrics:

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

Myers Street / Driveway 9 – The Project includes installation of a stop control on the eastbound approach and construction of the intersection with the following geometrics:

- Northbound Approach: One northbound left-turn lane with a minimum of 150 feet of storage and one through lane. The northbound left turn lane could be accommodated within the proposed painted median.
- Southbound Approach: One though lane and one shared through/right-turn lane.
- Eastbound Approach: One left-turn lane with a minimum of 100 feet of storage and one right-turn lane
- Westbound Approach: N/A

Myers Street / Driveway 10 – The Project includes installation of a stop control on the eastbound approach, alignment of the intersection with the existing northerly driveway for the existing WinCo Foods shopping center, and construction of the intersection with the following geometrics:

- Northbound Approach: One northbound left-turn lane with a minimum of 150 feet of storage, one through lane, and one right-turn lane. The northbound left-turn lane could be accommodated within the proposed painted median.
- Southbound Approach: One left-turn lane, one through lane, and one shared through/right-turn lane
- Eastbound Approach: One left-turn lane with a minimum of 100 feet of storage and one shared through/right-turn lane
- Westbound Approach: One left-turn lane and one shared through/right-turn lane

Myers Street / Driveway 11 – The Project includes installation of a stop control on the eastbound approach and construction of the intersection to restrict access right-in-/right-out-only access in conjunction with the following geometrics:

- Northbound Approach: Two through lanes
- Southbound Approach: One though lane and one shared through/right-turn lane
- Eastbound Approach: One right-turn lane
- Westbound Approach: N/A

Myers Street / Florida Avenue – The Project includes construction of the intersection with the following geometrics:

- Northbound Approach: One left-turn lane and one shared through/right-turn lane
- Southbound Approach: One left-turn lane with a minimum of 200 feet of storage, one through lane, and one right-turn lane extending the full length of the segment (i.e., lane drop)
- Eastbound Approach: One left-turn lane with a minimum of 225 feet of storage, two through lanes, and one defacto right-turn lane.
- Westbound Approach: One left-turn lane, two through lanes, and one right-turn lane.

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

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

PROJECT IMPACTS

Trip Generation

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

Trip generation rates used to estimate Project traffic are shown on Table IV.O-8, and a summary of the Project's trip generation is shown in Table IV.O-9. The land uses identified on Table IV.O-9 are representative of the most intense traffic generation scenario in order to be conservative in the analysis and assessment of all potential options. The trip generation rates shown on Table IV.O-8 are based on data collected by the Institute of Transportation Engineers (ITE) *Trip Generation* manual, 9th Edition, 2012. The ITE *Trip Generation* manual either does not provide trip generation rates for or provides limited data for the Community Park and Passive Park land uses. As such, *the (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, April 2002, have been utilized for these trip generation rates. The City has reviewed and approved the use of all trip generation rates as part of the scoping process.

Pass-by trips are defined as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the generator. These types of trips are many times associated with retail uses within shopping centers (such as pharmacies, gas stations and fast-food restaurants etc.). Because the Project would include a shopping center component, pass-by percentages have been obtained from Table 5.6 of the ITE *Trip Generation Handbook* (2nd Edition) for the PM peak hour only.

Internal capture is a percentage reduction that can be applied to the trip generation estimates for individual land uses to account for trips internal to the site. In other words, trips may be made between individual retail uses (or between the warehousing and retail uses) on-site and can be made either by walking or using internal roadways without using external streets. It has been assumed that approximately 15 percent of the Elementary School and 5 percent of the Junior/Community College Project trips would remain within the Project boundary. The remaining internal capture reductions shown between the residential, general office, and shopping center land uses within the Project have been determined using the methodology outlined in Figure 7.4 of the ITE *Trip Generation Handbook*. Both the pass-by and internal capture reduction percentages applied have been reviewed and approved by City staff as part of the scoping process.

As shown on Table IV.O-9, the Project is anticipated to generate a net total of approximately 25,555 trip-ends per day with 1,846 AM peak-hour trips and 2,040 PM peak-hour trips.

Table IV.O-8
Project Trip Generation Rates [1]

Land Use	ITE Code	Units [2]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Single Family Residential	210	DU	0.19	0.56	0.75	0.63	0.37	1.00	9.52
Apartments	220	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
Condo/Townhomes	230	DU	0.07	0.37	0.44	0.35	0.17	0.52	5.81
Senior Housing - Detached	251	DU	0.08	0.14	0.22	0.16	0.11	0.27	3.68
Elementary School (K-6)	520	STU	0.25	0.20	0.45	0.07	0.08	0.15	1.29
Junior/Community College	540	TSF	2.21	0.78	2.99	1.47	1.07	2.54	27.49
General Office[3]	710	TSF	1.64	0.22	1.86	0.31	1.50	1.81	12.74
General Office[4]	710	TSF	1.52	0.21	1.73	0.27	1.32	1.59	11.62
General Office[5]	710	TSF	1.43	0.20	1.63	0.25	1.22	1.47	10.82
Shopping Center[6]	820	TSF	0.58	0.36	0.94	1.87	2.02	3.89	42.97
Shopping Center[7]	820	TSF	0.50	0.31	0.81	1.65	1.79	3.44	37.74
Community Park	--[8]	AC	3.25	3.25	6.50	2.25	2.25	4.50	50.00
Passive Park	--[9]	AC	0.10	0.10	0.21	0.07	0.07	0.14	1.59

Source: Urban Crossroads, 2014.

[1] Source: ITE (Institute of Transportation Engineers) Trip Generation Manual, 9th Edition, 2012.

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

[3] Trip generation rates are based on the square footage of the Project in Table 4-2 and derived from the ITE regression equation for "General Office" (ITE Land Use 710).

[4] Trip generation rates are based on the square footage of the Project in Table 4-3 and derived from the ITE regression equation for "General Office" (ITE Land Use 710).

[5] Trip generation rates are based on the square footage of the Project in Table 4-4 and derived from the ITE regression equation for "General Office" (ITE Land Use 710).

[6] Trip generation rates are based on the square footage of the Project in Tables 4-2 and 4-3 and derived from the ITE regression equation for "Shopping Center" (ITE Land Use 820).

[7] Trip generation rates are based on the square footage of the Project in Table 4-4 and derived from the ITE regression equation for "Shopping Center" (ITE Land Use 820).

[8] Source: (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002 (City Park Land Use).

[9] Source for AM and PM peak hour percentages of daily and AM/PM in and out splits: (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002. Daily trip rate is per the ITE Trip Generation Manual.

Table IV.O-9
Project Trip Generation Summary

Land Use	Quantity	Units[1]	AM Peak Hour			PM Pea Hour			Daily
			In	Out	Total	In	Out	Total	
Single Family Residential	254	DU	48	143	191	160	94	254	2,418
Apartments[2]	176	DU	18	72	90	70	39	109	1,170
Condo/Townhomes	524	DU	39	191	231	183	89	272	3,044
Internal Capture Reduction (With Commercial Retail)[4]			*-9*	*-11*	*-20*	*-90*	*-62*	*-152*	*-1,589*
Internal Capture Reduction (With General Office)[4]			*0*	*0*	*0*	*-3*	*0*	*-3*	*-14*
Residential Subtotal			**95**	**395**	**491**	**321**	**160**	**481**	**5,030**
Elementary School (K-6)	750	STU	186	152	338	53	60	113	968
Internal Capture Reduction (15%)			-28	-23	-51	-8	-9	-17	-145
Elementary School Subtotal			**158**	**129**	**287**	**45**	**51**	**96**	**822**
Junior/Community College	166.000	TSF	367	129	496	244	178	422	4,563
Internal Capture Reduction (5%)			-18	-6	-25	-12	-9	-21	-228
Junior/Community College Subtotal			**349**	**123**	**472**	**232**	**169**	**401**	**4,335**
General Office[3]	113.256	TSF	185	25	211	35	170	205	1,443
Internal Capture Reduction (With Commercial Retail)[4]			-4	-5	-9	-11	-14	-125	-267
Internal Capture Reduction (With Residential)[4]			0	0	0	0	-3	3-	-14
General Office Subtotal			**181**	**20**	**202**	**24**	**153**	**177**	**1,162**
Shopping Center	369.788	TSF	214	131	346	690	748	1,438	15,890
Internal Capture Reduction (With General Office)[4]			*--5*	*-4*	*-9*	*-14*	*-11*	*-25*	*-267*
Internal Capture Reduction (With Residential)[4]			*-11*	*-9*	*-20*	*-62*	*-90*	*-152*	*-1,589*
Pass-by Trip Reduction(PM & Daily:34%)[5]			*0*	*0*	*0*	*-209*	*-220*	*-429*	*-429*
Shopping Center Subtotal			**198**	**118**	**317**	**406**	**427**	**833**	**13,605**
Community Park	11.2	AC	36	36	73	25	25	50	560
Passive Park	25.9	AC	3	3	5	2	2	4	41
TOTAL			**1,021**	**825**	**1,846**	**1,054**	**986**	**2,040**	**25,555**

Source: Urban Crossroads, 2014.

[1] TSF = Thousand Square Feet; DU = Dwelling Units; STU = Students; AC = Acres

[2] Dwelling units estimated by: (19.8 acres - 10.0 acres) x 17.98 DU/Acre = 176 Dwelling Units. Assumed to be student housing.

[3] Square footage estimated by: 10.0 acres x 43.560 TSF/acre x 0.26 FAR = 113.256 TSF.

[4] Internal capture reductions are consistent with methodology outlined in Figure 7.4 of ITE Trip Generation Handbook, 2nd Edition (2004).

[5] Pass-by reduction consistent with Table 5.6 of ITE Trip Generation Handbook, 2nd Edition (2004).

As discussed in Section III (Project Description), the Project includes General Plan Amendment (GPA 12-005) to amend the development capacity allowed in the Florida Avenue Mixed-Use Area #1 as shown on Table 2.3 and as described in Section 2.6.4 of the City's 2030 General Plan Land Use Element, and increase the allowed maximum density to LMDR (5.1 to 8.0 du/ac) north of Devonshire Avenue to accommodate the potential transfer of units in the event the Hemet Unified School District acquires the School Overlay portion of the Project. The proposed increase in residential along with the decrease in commercial retail and office compared to what was anticipated in the General Plan results in a net decrease in the number of vehicle trips anticipated to be generated by the Project as compared to the number of vehicle trips forecasted for the Project area based on the intensity of uses allowed within the Florida Avenue Mixed-Use Area #1 of the General Plan (refer to Table IV.O-10).

Trip Distribution

Trip distribution is the process of identifying the probable destinations, directions, or traffic routes that will be utilized by project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route where the Project traffic would distribute. The Project trip distribution was developed based on anticipated travel patterns to and from the Project site for each of the land use alternatives.

The directional orientation of Project traffic to and from the Project site has been determined through a "select zone" run of the specific traffic analysis zone (TAZ), which contains the Project from the City's focused version of RivTAM. The "select zone" run for the Project reflects the socio-economic data attributable to the proposed land uses and intensities.

Modal Split

The traffic reducing potential of public transit, walking, or bicycling has not been considered in traffic study prepared for the Project. The traffic projections are "conservative" in that these alternative travel modes might be able to reduce the forecasted traffic volumes.

Trip Assignment

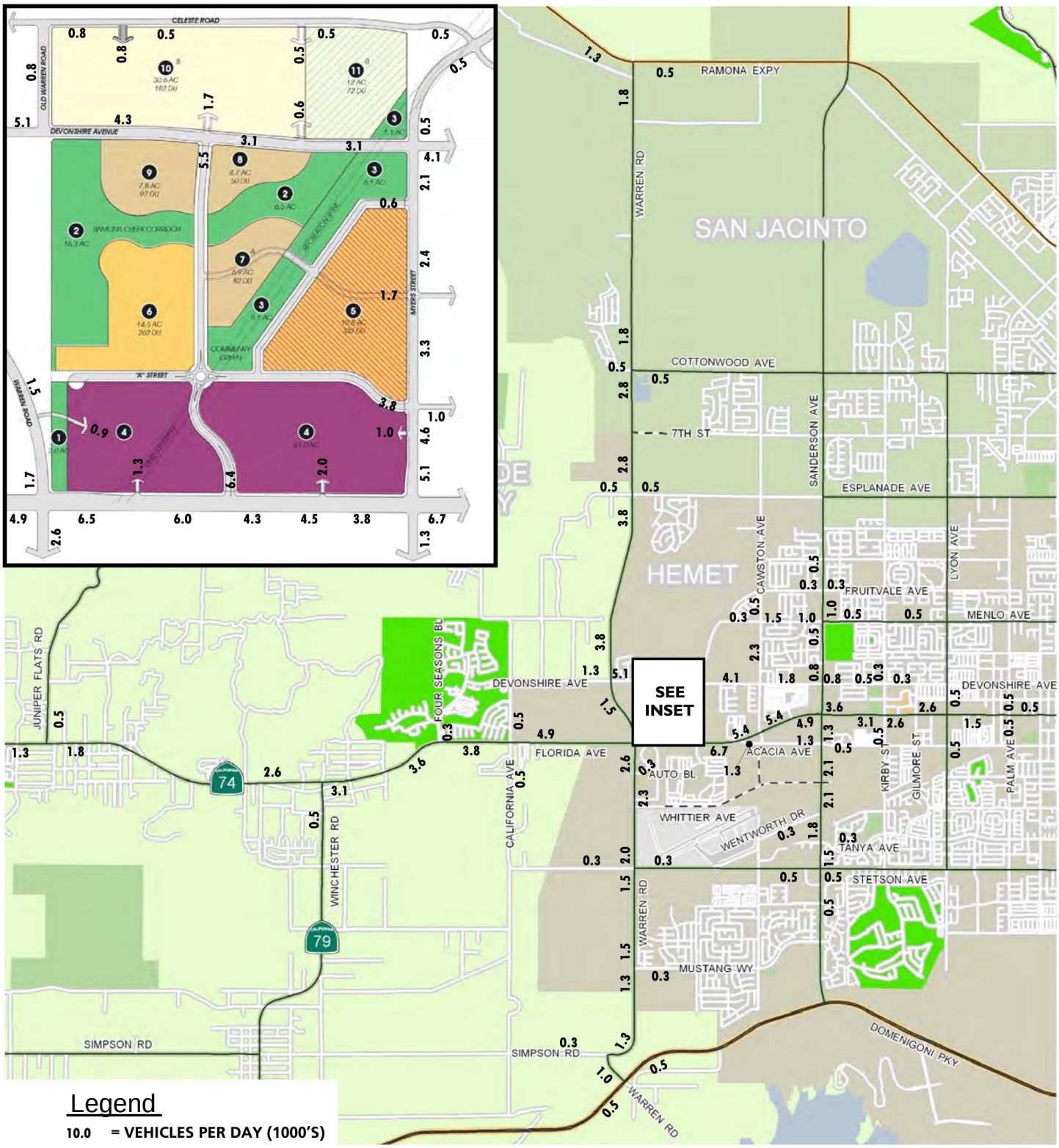
The assignment of traffic from the Project area to the adjoining roadway system is based on the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, the Project's ADT volumes and Project-Only AM and PM peak-hour volumes are shown on Figures IV.O-15, IV.O-16, and IV.O-17, respectively.

Table IV.O-10
Traffic Generation Comparison

Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Single Family Residential	254	DU	48	143	191	160	94	254	2,418
Apartments[2]	176	DU	18	72	90	70	39	109	1,170
Condo/Townhomes	524	DU	39	191	231	183	89	272	3,044
Internal Capture Reduction (With Commercial Retail)[4]			*-9*	*-11*	*-20*	*-90*	*-62*	*-152*	*-1,589*
Internal Capture Reduction (With General Office)[4]			*0*	*0*	*0*	*-3*	*0*	*-3*	*-14*
Residential Subtotal			***95***	***395***	***491***	***321***	***160***	***481***	***5,030***
Elementary School (K-6)	750	STU	186	152	338	53	60	113	968
Internal Capture Reduction (15%)			*-28*	*-23*	*-51*	*-8*	*-9*	*-17*	*-145*
Elementary School Subtotal			***158***	***129***	***287***	***45***	***51***	***96***	***822***
Junior/Community College	166.000	TSF	367	129	496	244	178	422	4,563
Internal Capture Reduction (5%)			*-18*	*-6*	*-25*	*-12*	*-9*	*-21*	*-228*
Junior/Community College Subtotal			***349***	***123***	***472***	***232***	***169***	***401***	***4,335***
General Office[3]	113.256	TSF	185	25	211	35	170	205	1,443
Internal Capture Reduction (With Commercial Retail)[4]			*-4*	*-5*	*-9*	*-11*	*-14*	*-25*	*-267*
Internal Capture Reduction (With Residential)[4]			*0*	*0*	*0*	*0*	*-3*	*-3*	*-14*
General Office Subtotal			***181***	***20***	***202***	***24***	***153***	***177***	***1,162***
Shopping Center	369.788	TSF	214	131	346	690	748	1,438	15,890
Internal Capture Reduction (With General Office)[4]			*-5*	*-4*	*-9*	*-14*	*-11*	*-25*	*-267*
Internal Capture Reduction (With Residential)[4]			*-11*	*-9*	*-20*	*-62*	*-90*	*-152*	*-1,589*
Pass-by Trip Reduction(PM & Daily:34%)[5]			*0*	*0*	*0*	*-209*	*-220*	*-429*	*-429*
Shopping Center Subtotal			***198***	***118***	***317***	***406***	***427***	***833***	***13,605***
Community Park	11.2	AC	36	36	73	25	25	50	560
Passive Park	25.9	AC	3	3	5	2	2	4	41
TOTAL			**1,021**	**825**	**1,846**	**1,054**	**986**	**2,040**	**25,555**
Currently Adopted General Plan			**1,273**	**454**	**1,727**	**1,249**	**1,940**	**3,189**	**29,775**
VARIANCE			**-252**	**371**	**119**	**-195**	**-954**	**-1,149**	**-4,219**

[1] *TSF = Thousand Square Feet; DU = Dwelling Units; STU = Students; AC = Acres*
[2] *Dwelling units estimated by: (19.8 acres - 10.0 acres) x 17.98 DU/Acre = 176 Dwelling Units. Assumed to be student housing.*
[3] *Square footage estimated by: 10.0 acres x 43.560 TSF/acre x 0.26 FAR = 113.256 TSF.*
[4] *Internal capture reductions are consistent with methodology outlined in Figure 7.4 of ITE Trip Generation Handbook, 2nd Edition (2004).*
[5] *Pass-by reduction consistent with Table 5.6 of ITE Trip Generation Handbook, 2nd Edition (2004).*

Source: Urban Crossroads, 2014.



Legend

10.0 = VEHICLES PER DAY (1000'S)

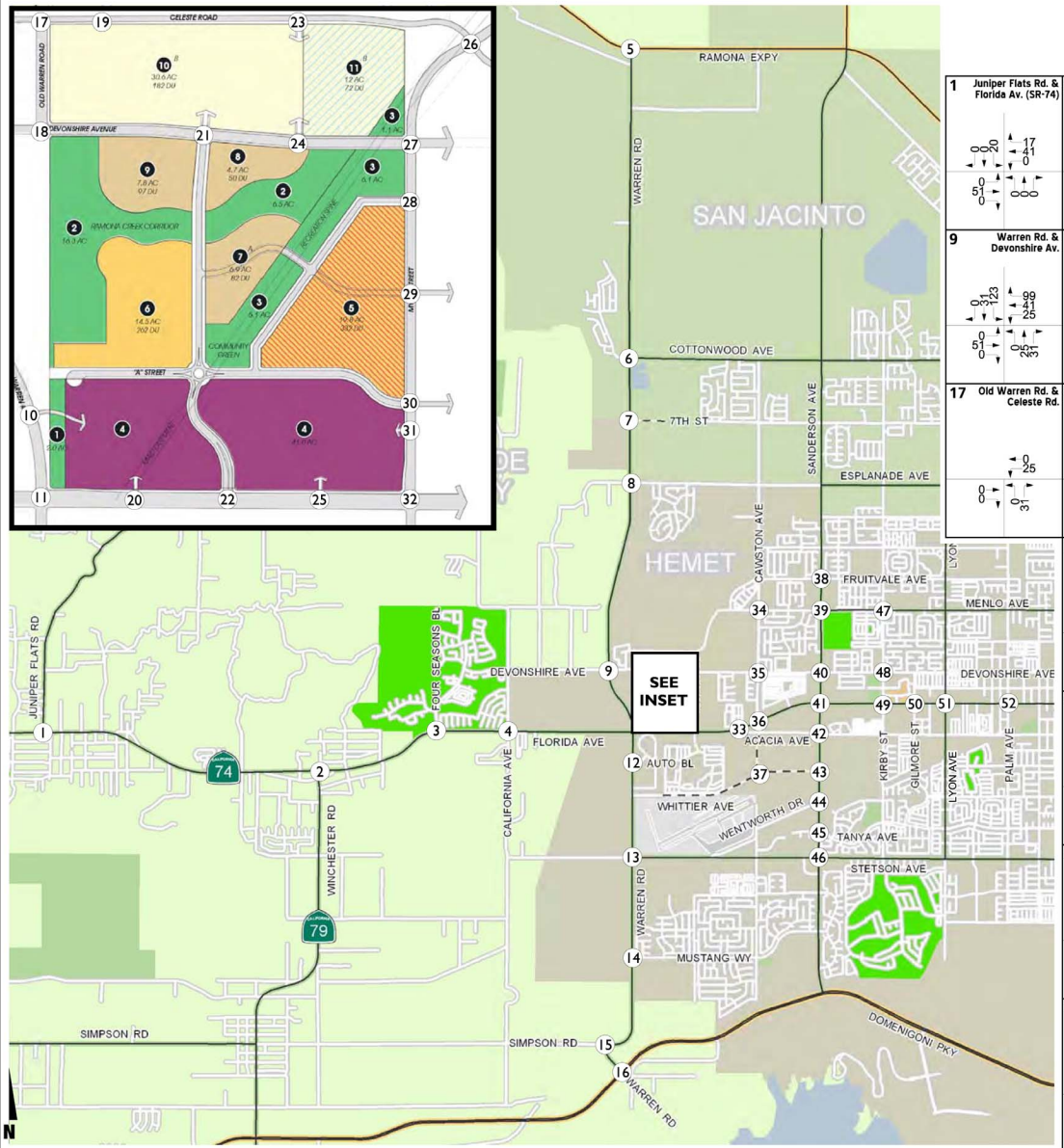
NORTH

Not To Scale

Source: Urban Crossroads, 2013.

CAJA Environmental Services, LLC

Figure IV.O-15
Project ADT



1 Juniper Flats Rd. & Florida Av. (SR-74)	2 Winchester Rd. (SR-79) & Florida Av. (SR-74)	3 Four Seasons Bl. & Florida Av. (SR-74)	4 California Av. & Florida Av. (SR-74)	5 Warren Rd. & Ramona Expressway	6 Warren Rd. & Cottonwood Av.	7 Warren Rd. & 7th St.	8 Warren Rd. & Esplanade Av.
9 Warren Rd. & Devonshire Av.	10 Warren Rd. & Driveway 12	11 Warren Rd. & Florida Av. (SR-74)	12 Warren Rd. & Auto Bl.	13 Warren Rd. & Stetson Av.	14 Warren Rd. & Mustang Wy.	15 Warren Rd. & Simpson Rd.	16 Warren Rd. & Domenigoni Pkwy.
17 Old Warren Rd. & Celeste Rd.	18 Old Warren Rd. & Devonshire Av.	19 Driveway 1 & Celeste Rd.	20 Driveway 2 & Florida Av. (SR-74)	21 Driveway 3 & Devonshire Av.	22 Driveway 4 & Florida Av. (SR-74)	23 Driveway 5 & Celeste Rd.	24 Driveway 6 & Devonshire Av.
25 Driveway 7 & Florida Av. (SR-74)	26 Myers St. & Celeste Rd.	27 Myers St. & Devonshire Av.	28 Myers St. & Driveway 8	29 Myers St. & Driveway 9	30 Myers St. & Driveway 10	31 Myers St. & Driveway 11	
32 Myers St. & Florida Av. (SR-74)	33 Acacia Av. & Florida Av. (SR-74)	34 Cawston Av. & Menlo Av.	35 Cawston Av. & Devonshire Av.	36 Cawston Av. & Florida Av. (SR-74)	37 Cawston Av. & Whittier Av.	38 Sanderson Av. & Fruitvale Av.	
39 Sanderson Av. & Menlo Av.	40 Sanderson Av. & Devonshire Av.	41 Sanderson Av. & Florida Av. (SR-74)	42 Sanderson Av. & Acacia Av.	43 Sanderson Av. & Whittier Av.	44 Sanderson Av. & Wentworth Dr.	45 Sanderson Av. & Tanya Av.	
46 Sanderson Av. & Stetson Av.	47 Kirby St. & Menlo Av.	48 Kirby St. & Devonshire Av.	49 Kirby St. & Florida Av. (SR-74)	50 Gilmore St. & Florida Av. (SR-74)	51 Lyon Av. & Florida Av. (SR-74)	52 Palm Av. & Florida Av. (SR-74)	

Future Intersection

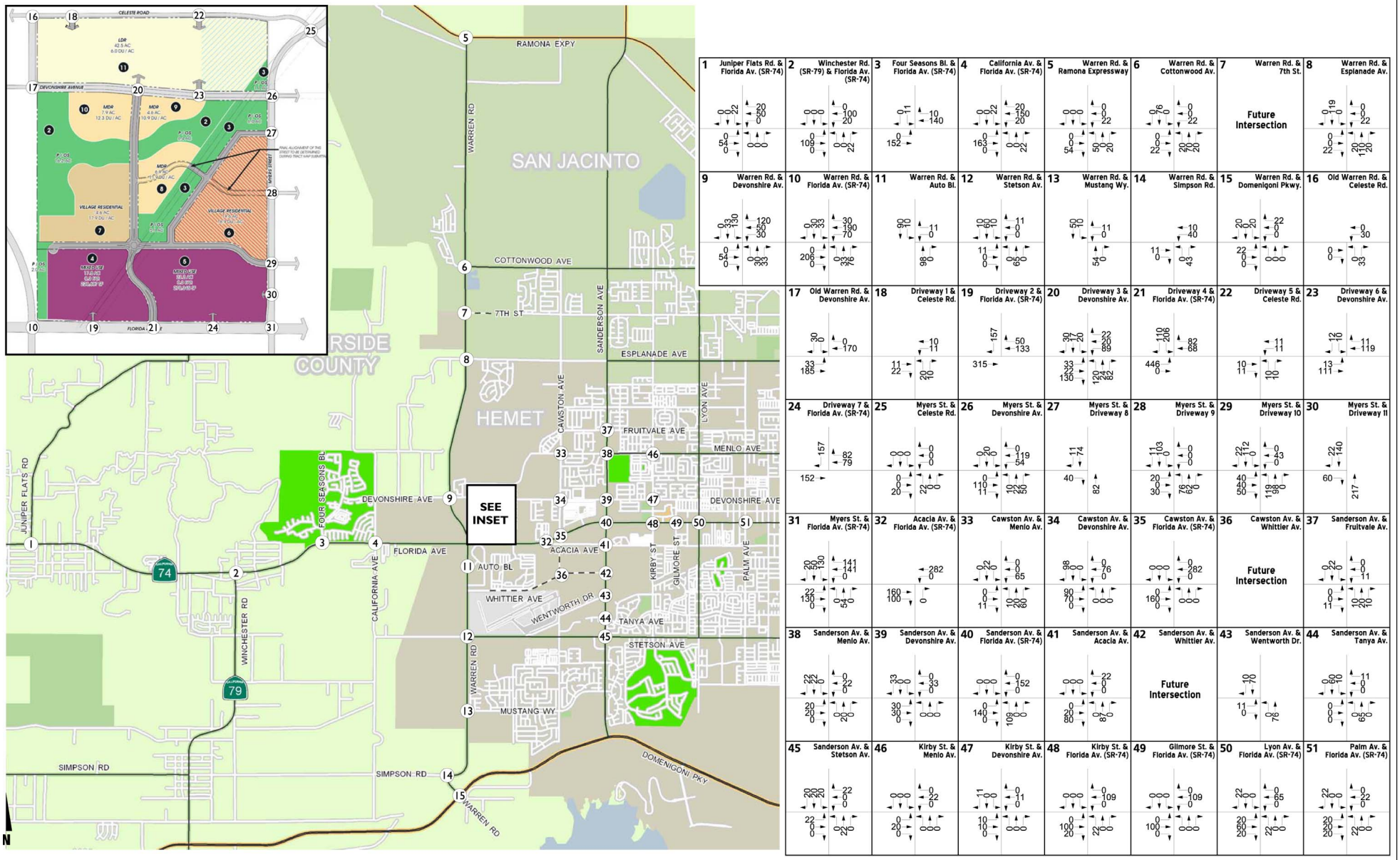
Source: Urban Crossroads, 2013.

NORTH

Not To Scale

CAJA Environmental Services, LLC

Figure IV.O-16
Project AM Peak Hour Intersection Volumes



Source: Urban Crossroads, 2013.

Not To Scale

CAJA Environmental Services, LLC

Figure IV.O-17
Project Only PM Peak Hour Intersection Volumes

Intersection LOS

The Existing (2012) With-Project peak-hour traffic operations have been evaluated for the study intersections based on the analysis methodologies presented previously in this section for intersection LOS. Figure IV.O-18 shows the ADT volumes associated with the Existing (2012) With-Project Conditions. AM and PM peak-hour intersection turning movement volumes associated with the Existing (2012) With-Project Conditions are shown on Figures IV.O-19 and IV.O-20, respectively. The intersection analysis results are summarized in Table IV.O-11, which indicates that the Project would result in significant impacts at the study intersections listed below. Consistent with Table IV.O-11, a summary of the peak-hour intersection LOS for Existing (2012) With-Project Conditions are shown on Figure IV.O-21.

Intersection 4: California Avenue/Florida Avenue (LOS F, AM and PM Peak Hours)[1]
Intersection 9: Warren Road/Devonshire Avenue (LOS F, PM Peak Hour)
Intersection 12: Warren Road/Auto Boulevard (LOS E, PM Peak Hour)

Roadway Segment LOS

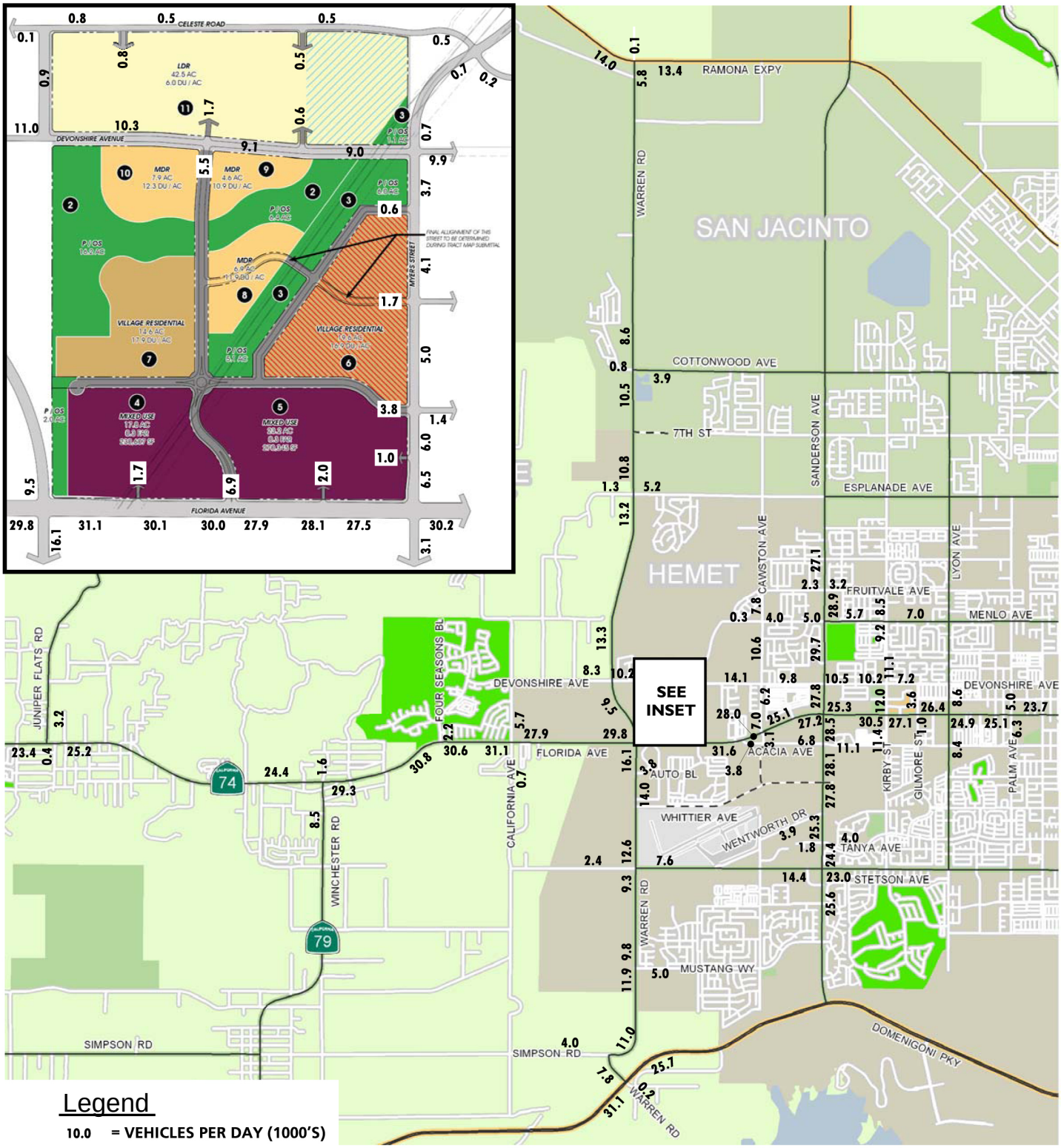
Consistent with the analysis methodology discussed previously in this section for roadway segment LOS, the study roadway segments to which the Project is anticipated to contribute 1,000 or more daily vehicle trip-ends have been evaluated. Table IV.O-12 outlines the results of the roadway segment analysis for Existing (2012) With-Project Conditions. As shown, all study roadway segments would continue to operate at an acceptable LOS (i.e., LOS C or better) during peak-hour traffic flows in all directions of travel, and no significant Project impacts would occur.

CUMULATIVE IMPACTS

Background Traffic

Future year traffic forecasts have been based on three years of background (ambient) growth at 2.0 percent per year for 2015 traffic conditions. The total ambient growth is 6.12 percent for 2015 traffic conditions (compounded growth of two percent per year over three years or $1.02^{3 \text{ years}}$). The ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth has been added to daily and peak-hour traffic volumes on surrounding roadways, in addition to traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies (refer to the discussion of Cumulative Development Traffic, below).

[1] *As stated previously, a traffic signal at this intersection is fully funded, and construction is eminent.*



Legend

10.0 = VEHICLES PER DAY (1000'S)

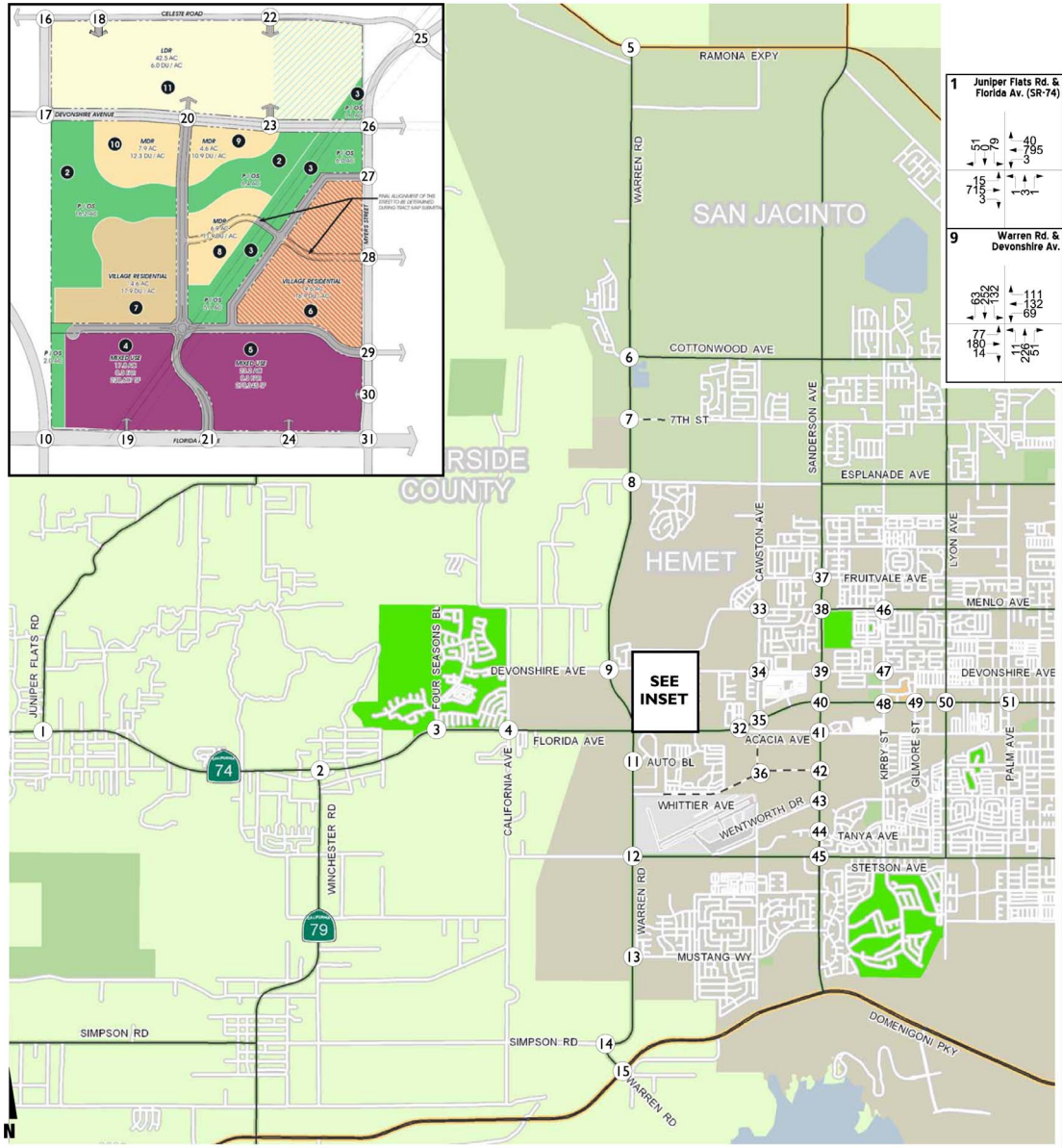
NORTH

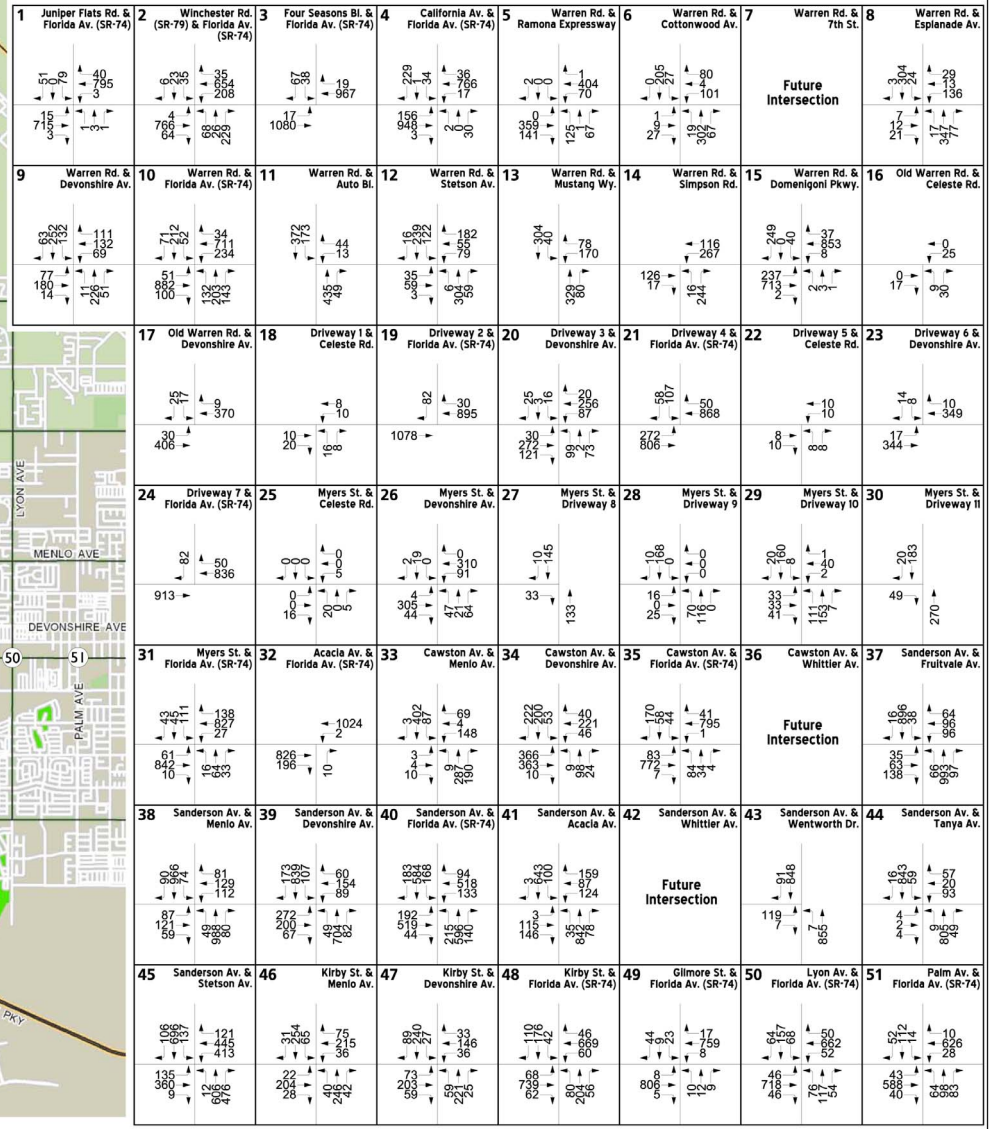
Not To Scale

Source: Urban Crossroads, 2013.

CAJA Environmental Services, LLC

Figure IV.O-18
Existing (2012) With-Project ADT





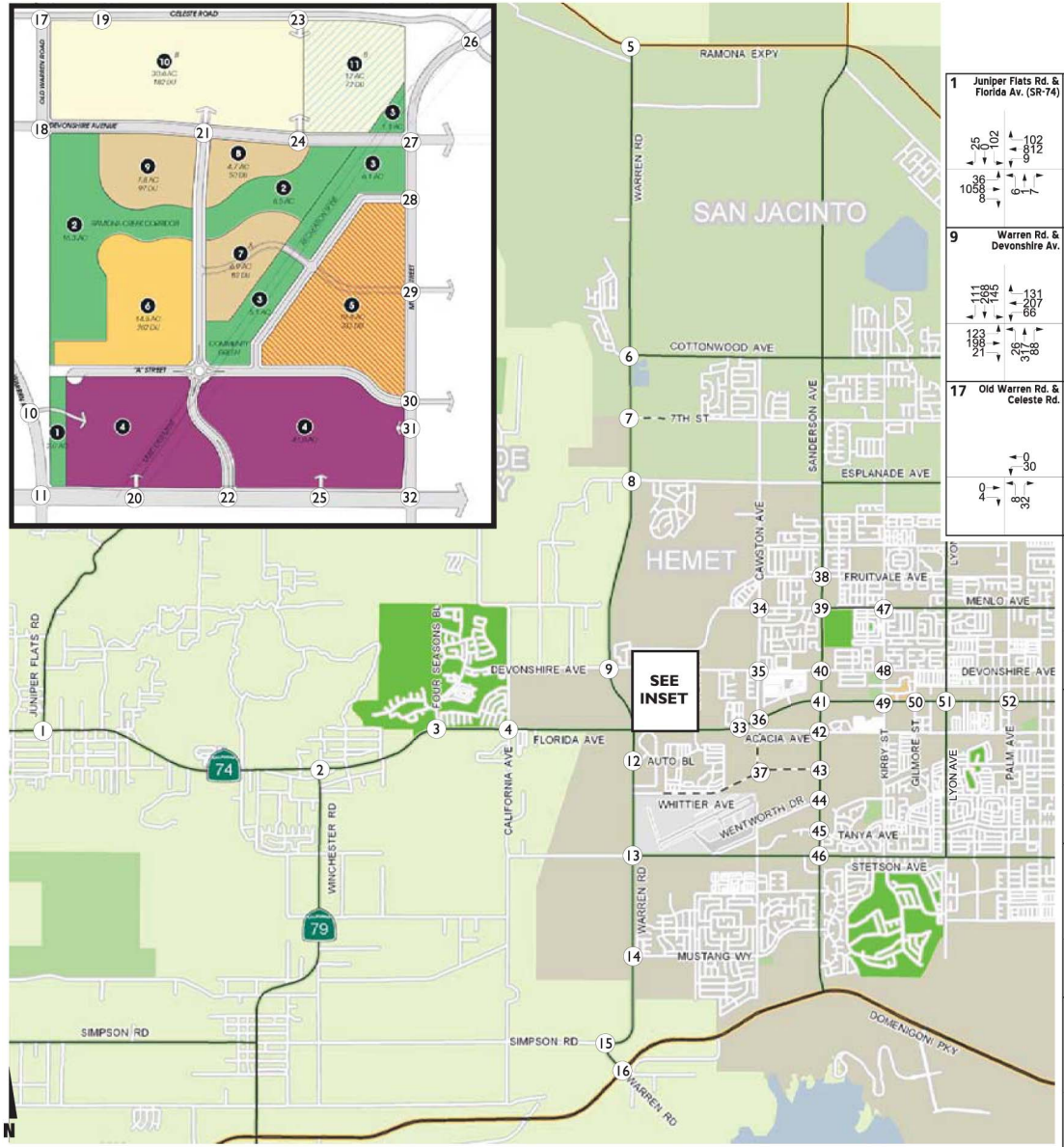
Source: Urban Crossroads, 2013.

NORTH

Not To Scale

CAJA Environmental Services, LLC

Figure IV.O-19
Existing (2012) With-Project AM
Peak-Hour Intersection Volumes



1 Juniper Flats Rd. & Florida Av. (SR-74)	2 Winchester Rd. (SR-79) & Florida Av. (SR-74)	3 Four Seasons Bl. & Florida Av. (SR-74)	4 California Av. & Florida Av. (SR-74)	5 Warren Rd. & Ramona Expressway	6 Warren Rd. & Cottonwood Av.	7 Warren Rd. & 7th St.	8 Warren Rd. & Esplanade Av.
25 0 102 / 102 812 9 / 36 1058 8 / 6 1 7	6 30 38 / 43 638 212 / 2 1010 72 / 92 266 286	37 29 / 57 1130 / 60 1323	187 1 38 / 41 1013 23 / 203 1166 3 / 2 6 29	1 2 1 / 1 368 116 / 0 537 175 / 84 4 94	0 344 72 / 30 87 / 0 24 / 28 267 117	Future Intersection	7 72 86 / 28 32 110 / 4 17 26 / 23 161 161
9 Warren Rd. & Devonshire Av.	10 Warren Rd. & Driveway 12	11 Warren Rd. & Florida Av. (SR-74)	12 Warren Rd. & Auto Bl.	13 Warren Rd. & Stetson Av.	14 Warren Rd. & Mustang Wy.	15 Warren Rd. & Simpson Rd.	16 Warren Rd. & Domenigoni Pkwy.
111 268 145 / 131 207 66 / 123 198 21 / 26 317 88	354 / 46 / 364 63	71 226 58 / 32 537 186 / 81 1031 174 / 171 330 246	524 62 / 184 47 / 563 22	33 39 78 / 180 250 80 / 32 71 2 / 3 383 83	326 76 / 48 98 / 363 198	151 259 / 150 16 / 14 353	235 54 / 34 886 4 / 306 1161 2 / 1 2
17 Old Warren Rd. & Celeste Rd.	18 Old Warren Rd. & Devonshire Av.	19 Driveway 1 & Celeste Rd.	20 Driveway 2 & Florida Av. (SR-74)	21 Driveway 3 & Devonshire Av.	22 Driveway 4 & Florida Av. (SR-74)	23 Driveway 5 & Celeste Rd.	24 Driveway 6 & Devonshire Av.
0 30 / 0 4 / 8 32	30 / 7 428 / 33 406	10 11 / 11 21 / 20 10	108 / 48 1031 / 1334	30 46 20 / 21 287 86 / 32 252 126 / 118 81	108 199 / 79 968 / 362 901	11 11 / 10 11 / 10 10	12 16 / 11 382 / 13 340
25 Driveway 7 & Florida Av. (SR-74)	26 Myers St. & Celeste Rd.	27 Myers St. & Devonshire Av.	28 Myers St. & Driveway 8	29 Myers St. & Driveway 9	30 Myers St. & Driveway 10	31 Myers St. & Driveway 11	
154 / 79 977 / 1220	0 0 0 / 0 0 0 / 0 20 / 21 9	5 23 0 / 5 342 76 / 2 298 49 / 46 33 28	11 136 / 39 / 157	11 165 0 / 0 0 0 / 20 30 / 74 138 0	21 154 20 / 22 42 / 39 9 / 116 164 2	21 184 / 59 / 282	
32 Myers St. & Florida Av. (SR-74)	33 Acacia Av. & Florida Av. (SR-74)	34 Cawston Av. & Menlo Av.	35 Cawston Av. & Devonshire Av.	36 Cawston Av. & Florida Av. (SR-74)	37 Cawston Av. & Whittier Av.	38 Sanderson Av. & Fruitvale Av.	
49 130 / 143 997 62 / 82 1119 19 / 10 99 99	1235 1 / 1074 305 / 5	2 287 35 / 27 0 139 / 0 2 11 / 10 300 127	233 237 26 / 34 312 72 / 255 304 28 / 27 184 64	180 68 70 / 94 946 1 / 129 948 16 / 114 13 18	Future Intersection	34 43 21 / 12 45 67 / 10 355 36 / 43 1037 97	
39 Sanderson Av. & Menlo Av.	40 Sanderson Av. & Devonshire Av.	41 Sanderson Av. & Florida Av. (SR-74)	42 Sanderson Av. & Acacia Av.	43 Sanderson Av. & Whittier Av.	44 Sanderson Av. & Wentworth Dr.	45 Sanderson Av. & Tanya Av.	
81 127 37 / 43 98 88 / 54 96 46 / 38 1003 111	179 93 97 / 53 215 137 / 277 258 83 / 135 855 115	166 645 188 / 49 771 294 / 222 606 140 / 352 759 184	7 182 198 / 193 1130 147 / 8 183 197 / 48 97 86	Future Intersection	140 1084 / 23 962 / 127 33	28 84 88 / 67 18 69 / 42 25 30 / 6 863 64	
46 Sanderson Av. & Stetson Av.	47 Kirby St. & Menlo Av.	48 Kirby St. & Devonshire Av.	49 Kirby St. & Florida Av. (SR-74)	50 Gilmore St. & Florida Av. (SR-74)	51 Lyon Av. & Florida Av. (SR-74)	52 Palm Av. & Florida Av. (SR-74)	
140 113 183 / 158 404 400 / 224 396 24 / 10 557 372	18 221 29 / 53 177 62 / 28 196 30 / 27 311 66	93 318 26 / 25 197 41 / 99 267 111 / 84 366 45	173 120 42 / 70 946 117 / 189 957 24 / 105 280 80	44 25 109 / 53 976 / 46 1038 8 / 10 19 4	76 211 74 / 50 906 66 / 95 925 94 / 114 210 45	70 218 24 / 22 920 50 / 60 854 68 / 88 176 76	

Source: Urban Crossroads, 2013.

NORTH

Not To Scale

CAJA Environmental Services, LLC

Figure IV.O-20
Existing (2012) With-Project PM
Peak-Hour Intersection Volumes

Table IV.O-11
Intersection Analysis for Existing (2012) With-Project Conditions

#	Intersection	Traffic Control [2]	Existing (2012)				E+P (Proposed Project)			
			Delay [1] (secs.)		Level of Service		Delay [1] (secs.)		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Juniper Flats Rd. / Florida Av. (SR-74)	TS	17.7	17.9	B	B	17.7	18.1	B	B
2	Winchester Rd. (SR-79) / Florida Av. (SR-74)	TS	18.8	19.9	B	B	19.5	21.3	B	C
3	Four Seasons Bl. / Florida Av. (SR-74)	TS	8.4	7.0	A	A	8.6	7.0	A	A
4	California Av. / Florida Av. (SR-74)	CSS	**71.0**	**>100.0**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**
5	Warren Rd. / Ramona Exwy.	TS	12.8	11.8	B	B	15.6	13.9	B	B
6	Warren Rd. / Cottonwood Av.	TS	28.2	28.7	C	C	29.3	30.3	C	C
7	Warren Rd. / 7th St.		Future Intersection				Future Intersection			
8	Warren Rd. / Esplanade Av.	AWS	10.2	14.2	B	B	13.8	34.4	B	D
9	Warren Rd. / Devonshire Av.	AWS	12.0	20.2	B	C	27.9	>**100.0**	D	**F**
10	Warren Rd. / Driveway 12	CSS	Future Intersection				10.1	11.2	B	B
11	Warren Rd. / Florida Av. (SR-74)	TS	32.7	32.5	C	C	36.5	38.1	D	D
12	Warren Rd. / Auto Bl.	CSS	22.6	25.0	C	C	29.2	**35.6**	D	**E**
13	Warren Rd. / Stetson Av.	AWS	14.0	17.3	B	C	18.7	28.5	C	D
14	Warren Rd. / Mustang Wy.	TS	16.1	15.9	B	B	16.8	16.4	B	B
15	Warren Rd. / Simpson Rd.	CSS	11.6	12.7	B	B	12.4	14.0	B	B
16	Warren Rd. / Domenigoni Pkwy.	TS	33.4	35.4	C	D	34.1	36.7	C	D
17	Old Warren Rd. / Celeste Rd.	CSS	8.5	8.5	A	A	8.6	8.6	A	A
18	Old Warren Rd. / Devonshire Av.	CSS	12.8	12.5	B	B	15.8	12.9	C	B
19	Driveway 1 / Celeste Rd.	CSS	Future Intersection				8.7	8.8	A	A
20	Driveway 2 / Florida Av. (SR-74)	CSS	Future Intersection				10.9	12.1	B	B
21	Driveway 3 / Devonshire Av.	TS/CSS	Future Intersection				18.6	18.3	B	B
22	Driveway 4 / Florida Av. (SR-74)	TS	Future Intersection				21.4	25.0	C	C
23	Driveway 5 / Celeste Rd.	CSS	Future Intersection				8.6	8.6	A	A
24	Driveway 6 / Devonshire Av.	CSS	Future Intersection				11.1	11.7	B	B
25	Driveway 7 / Florida Av. (SR-74)	CSS	Future Intersection				11.1	12.9	B	B
26	Myers St. / Celeste Rd.	CSS	0.0	0.0	A	A	8.9	9.0	A	A
27	Myers St. / Devonshire Av.	CSS	14.7	12.2	B	B	33.6	20.7	D	C
28	Myers St. / Driveway 8	CSS	Future Intersection				8.8	8.8	A	A
29	Myers St. / Driveway 9	CSS	Future Intersection				11.6	12.3	B	B
30	Myers St. / Driveway 10	CSS	9.1	8.9	A	A	17.9	21.5	C	C
31	Myers St. / Driveway 11	CSS	Future Intersection				9.2	9.3	A	A
32	Myers St. / Florida Av. (SR-74)	TS	28.8	31.2	C	C	30.9	33.2	C	C
33	Acacia Av. / Florida Av. (SR-74)	CSS	10.7	11.6	B	B	11.3	12.4	B	B
34	Cawston Av. / Menlo Av.	AWS	20.1	11.4	C	B	34.1	14.8	D	B
35	Cawston Av. / Devonshire Av.	TS	13.9	13.7	B	B	17.4	15.6	B	B
36	Cawston Av. / Florida Av. (SR-74)	TS	31.1	32.7	C	C	32.2	35.2	C	D

Table IV.O-11
Intersection Analysis for Existing (2012) With-Project Conditions

#	Intersection	Traffic Control [2]	Existing (2012)				E+P (Proposed Project)			
			Delay [1] (secs.)		Level of Service		Delay [1] (secs.)		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
37	Cawston Av. / Whittier Av.		Future Intersection				Future Intersection			
38	Sanderson Av. / Fruitvale Av.	TS	23.1	20.2	C	C	23.4	20.5	C	C
39	Sanderson Av. / Menlo Av.	TS	33.6	31.0	C	C	34.2	31.6	C	C
40	Sanderson Av. / Devonshire Av.	TS	41.4	43.5	D	D	44.0	46.2	D	D
41	Sanderson Av. / Florida Av. (SR-74)	TS	35.9	44.1	D	D	37.1	49.2	D	D
42	Sanderson Av. / Acacia Av.	TS	31.2	35.6	C	D	32.1	37.1	C	D
43	Sanderson Av. / Whittier Av.		Future Intersection				Future Intersection			
44	Sanderson Av. / Wentworth Dr.	TS	13.3	14.3	B	B	13.5	14.7	B	B
45	Sanderson Av. / Tanya Av.	TS	28.6	27.7	C	C	28.8	28.2	C	C
46	Sanderson Av. / Stetson Av.	TS	46.7	43.9	D	D	49.2	45.7	D	D
47	Kirby St. / Menlo Av.	AWS	14.0	12.9	B	B	14.5	13.3	B	B
48	Kirby St. / Devonshire Av.	TS	27.0	28.1	C	C	27.0	28.7	C	C
49	Kirby St. / Florida Av. (SR-74)	TS	20.1	23.7	C	C	21.0	24.1	C	C
50	Gilmore St. / Florida Av. (SR-74)	TS	18.8	20.0	B	C	18.9	20.1	B	C
51	Lyon Av. / Florida Av. (SR-74)	TS	19.9	21.9	B	C	20.6	22.7	C	C
52	Palm Av. / Florida Av. (SR-74)	TS	19.8	21.4	B	C	20.1	21.9	C	C

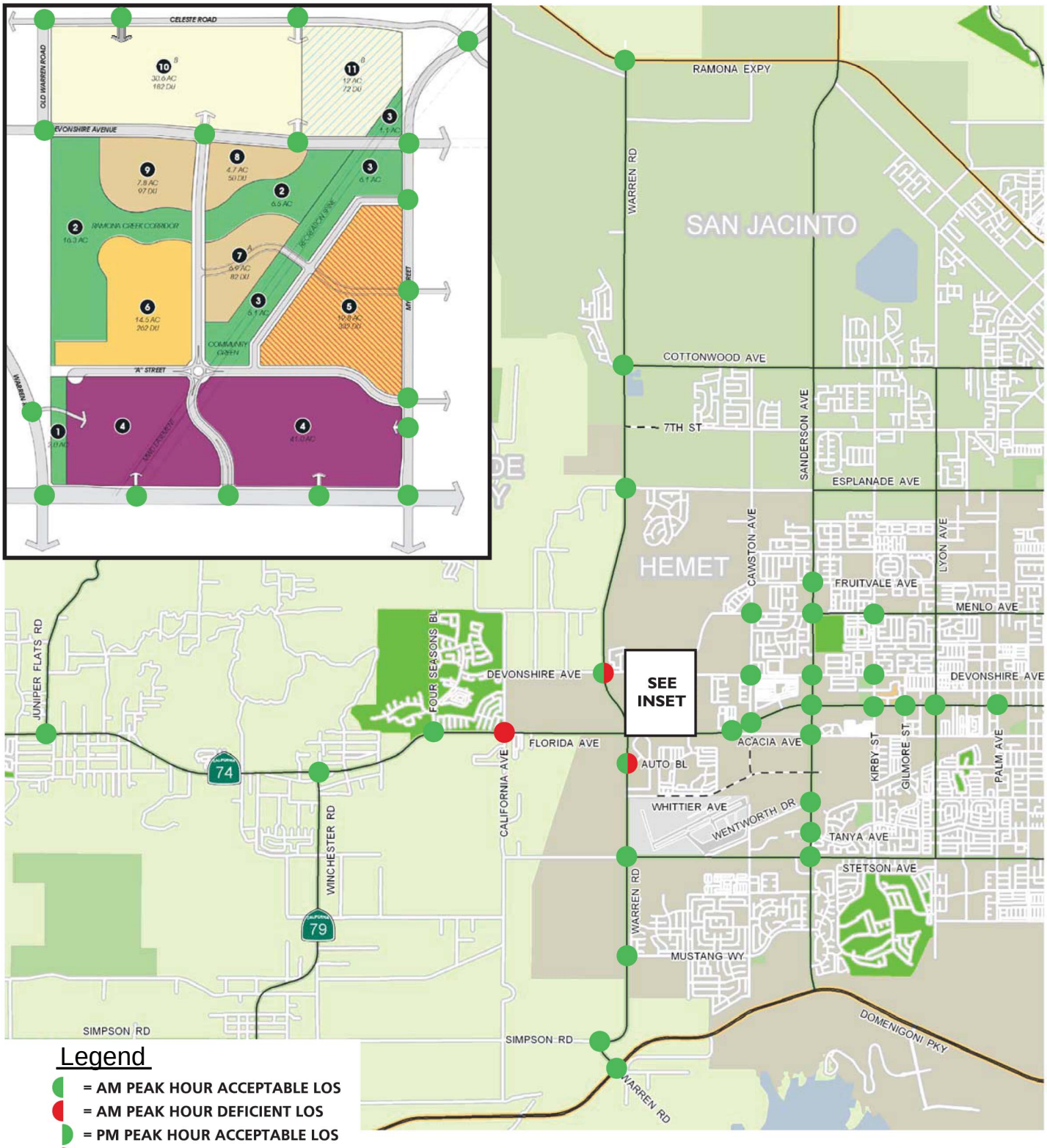
Source: Urban Crossroads, 2014.

[1] Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop 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] Volume-to-capacity ratio is greater than 1.00; Intersection unstable; Level of Service "F".

***BOLD** = Unsatisfactory Level of Service*

***BOLD** = Change in delay is greater than 2.0 seconds (for LOS "E") or 1.0 second (for LOS "F"), which exceeds the City of Hemet significance thresholds. Therefore, the impact is "significant". For study area intersections located within other jurisdictions, a significant impact has been identified if the LOS is unacceptable (i.e., LOS "E" or LOS "F").*



Source: Urban Crossroads, 2013.

Not To Scale

CAJA Environmental Services, LLC

Figure IV.O-21
Summary of Peak-Hour Intersection LOS
for Existing (2012) With-Project Conditions

Table IV.O-12
Peak-Hour Roadway Segment Analysis for Existing (2012) Plus-Project Conditions [1]

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	Existing Plus Proposed Project					
				AM Peak Hour			PM Peak Hour		
				Link Vol.	V/C	Acct ?	Link Vol.	V/C	Acct?
1	Warren Rd., S/O Ramona Exwy.								
	Northbound:	1	1,520	194	0.13	Yes	180	0.12	Yes
	Southbound:	1	1,520	212	0.14	Yes	293	0.19	Yes
2	Warren Rd., N/O Cottonwood Av.								
	Northbound:	1	1,520	383	0.25	Yes	297	0.20	Yes
	Southbound:	2	3,040	233	0.08	Yes	416	0.14	Yes
3	Warren Rd., S/O Cottonwood Av.								
	Northbound:	1	1,520	390	0.26	Yes	412	0.27	Yes
	Southbound:	1	1,520	334	0.22	Yes	455	0.30	Yes
4	Warren Rd., N/O Esplanade Av.								
	Northbound:	1	1,520	383	0.25	Yes	422	0.28	Yes
	Southbound:	1	1,520	332	0.22	Yes	465	0.31	Yes
5	Warren Rd., S/O Esplanade Av.								
	Northbound:	1	1,520	443	0.29	Yes	574	0.38	Yes
	Southbound:	1	1,520	462	0.30	Yes	508	0.33	Yes
6	Warren Rd., N/O Devonshire Av.								
	Northbound:	1	1,520	414	0.27	Yes	571	0.38	Yes
	Southbound:	1	1,520	450	0.30	Yes	524	0.34	Yes
7	Warren Rd., S/O Devonshire Av.								
	Northbound:	1	1,520	289	0.19	Yes	431	0.28	Yes
	Southbound:	1	1,520	336	0.22	Yes	355	0.23	Yes
8	Warren Rd., N/O Dwy.12								
	Northbound:	1	1,520	289	0.19	Yes	410	0.27	Yes
	Southbound:	1	1,520	335	0.22	Yes	354	0.23	Yes
9	Warren Rd., N/O Florida Av. (SR-74)								
	Northbound:	1	1,520	305	0.20	Yes	427	0.28	Yes
	Southbound:	1	1,520	335	0.22	Yes	354	0.23	Yes
10	Warren Rd., b/w Florida Av. & Auto Bl.								
	Northbound:	2	3,040	480	0.16	Yes	747	0.25	Yes
	Southbound:	1	1,520	546	0.36	Yes	586	0.39	Yes
11	Warren Rd., S/O Auto Bl.								
	Northbound:	1	1,520	485	0.32	Yes	585	0.38	Yes
	Southbound:	1	1,520	385	0.25	Yes	571	0.38	Yes
12	Warren Rd., N/O Stetson Av.								
	Northbound:	1	1,520	522	0.34	Yes	530	0.35	Yes
	Southbound:	1	1,520	378	0.25	Yes	514	0.34	Yes
13	Warren Rd, S/O Stetson Av.								
	Northbound:	1	1,520	370	0.24	Yes	384	0.25	Yes
	Southbound:	1	1,520	322	0.21	Yes	381	0.25	Yes
14	Warren Rd., N/O Mustang Wy.								
	Northbound:	1	1,520	408	0.27	Yes	411	0.27	Yes

Table IV.O-12
Peak-Hour Roadway Segment Analysis for Existing (2012) Plus-Project Conditions [1]

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	Existing Plus Proposed Project					
				AM Peak Hour			PM Peak Hour		
				Link Vol.	V/C	Acct ?	Link Vol.	V/C	Acct?
	Southbound:	1	1,520	344	0.23	Yes	402	0.26	Yes
15	Warren Rd., S/O Mustang Wy.								
	Northbound:	1	1,520	410	0.27	Yes	561	0.37	Yes
	Southbound:	1	1,520	474	0.31	Yes	424	0.28	Yes
16	Warren Rd., E/O Simpson Rd.								
	Northbound:	1	1,520	371	0.24	Yes	503	0.33	Yes
	Southbound:	1	1,520	383	0.25	Yes	410	0.27	Yes
17	Warren Rd., b/w Simpson Rd. & Domenigoni Pkwy.								
	Northbound:	1	1,520	277	0.18	Yes	367	0.24	Yes
	Southbound:	1	1,520	291	0.19	Yes	275	0.18	Yes
18	Myers St., b/w Devonshire Av. & Dwy. 8								
	Northbound:	1	1,520	132	0.09	Yes	157	0.10	Yes
	Southbound:	2	3,040	156	0.05	Yes	148	0.05	Yes
19	Myers St., b/w Dwy. 8 & Dwy. 9								
	Northbound:	1	1,520	133	0.09	Yes	157	0.10	Yes
	Southbound:	2	3,040	179	0.06	Yes	175	0.06	Yes
20	Myers St., b/w Dwy. 9 & Dwy. 10								
	Northbound:	1	1,520	187	0.12	Yes	212	0.14	Yes
	Southbound:	2	3,040	193	0.06	Yes	195	0.06	Yes
21	Myers St., b/w Dwy. 10 & Dwy. 11								
	Northbound:	2	3,040	273	0.09	Yes	282	0.09	Yes
	Southbound:	2	3,040	204	0.07	Yes	205	0.07	Yes
22	Myers St., b/w Dwy. 11 & Florida Av. (SR-74)								
	Northbound:	2	3,040	273	0.09	Yes	282	0.09	Yes
	Southbound:	2	3,040	234	0.08	Yes	243	0.08	Yes
23	Myers St., S/O Florida Av. (SR-74)								
	Northbound:	1	1,520	114	0.08	Yes	116	0.08	Yes
	Southbound:	1	1,520	82	0.05	Yes	137	0.09	Yes
24	Cawston Av., S/O Menlo Av.								
	Northbound:	1	1,520	488	0.32	Yes	437	0.29	Yes
	Southbound:	1	1,520	561	0.37	Yes	437	0.29	Yes
25	Cawston Av., N/O Devonshire Av.								
	Northbound:	1	1,520	504	0.33	Yes	397	0.26	Yes
	Southbound:	1	1,520	476	0.31	Yes	476	0.31	Yes
26	Cawston Av., S/O Acacia Av.								
	Northbound:			Not Applicable					
	Southbound:			Not Applicable					
27	Sanderson Av., b/w Fruitvale Av. & Menlo Av.								
	Northbound:	2	3,040	1,157	0.38	Yes	1,160	0.38	Yes
	Southbound:	2	3,040	1,130	0.37	Yes	1,246	0.41	Yes
28	Sanderson Av., b/w Florida Av. (SR-74) & Acacia Av.								

Table IV.O-12
Peak-Hour Roadway Segment Analysis for Existing (2012) Plus-Project Conditions [1]

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	Existing Plus Proposed Project					
				AM Peak Hour			PM Peak Hour		
				Link Vol.	V/C	Acct ?	Link Vol.	V/C	Acct?
	Northbound:	2	3,040	1,005	0.33	Yes	1,295	0.43	Yes
	Southbound:	2	3,040	746	0.25	Yes	1,079	0.35	Yes
29	Sanderson Av., b/w Acacia Av. & Whittier Av.								
	Northbound:	2	3,040	956	0.31	Yes	1,105	0.36	Yes
	Southbound:	2	3,040	913	0.30	Yes	1,226	0.40	Yes
30	Sanderson Av., b/w Whittier Av. & Wentworth Dr.								
	Northbound:	2	3,040	975	0.32	Yes	1,089	0.36	Yes
	Southbound:	2	3,040	939	0.31	Yes	1,224	0.40	Yes
31	Sanderson Av., b/w Wentworth Dr. & Tanya Av.								
	Northbound:	2	3,040	866	0.28	Yes	985	0.32	Yes
	Southbound:	2	3,040	918	0.30	Yes	1,117	0.37	Yes
32	Sanderson Av., b/w Tanya Av. & Stetson Av.								
	Northbound:	2	3,040	863	0.28	Yes	933	0.31	Yes
	Southbound:	2	3,040	940	0.31	Yes	1,093	0.36	Yes
33	Ramona Exwy., W/O Warren Rd.								
	Eastbound:	2	3,040	501	0.16	Yes	712	0.23	Yes
	Westbound:	1	1,520	531	0.35	Yes	453	0.30	Yes
34	Menlo Av., E/O Cawston Av.								
	Eastbound:	1	1,520	282	0.19	Yes	164	0.11	Yes
	Westbound:	1	1,520	222	0.15	Yes	166	0.11	Yes
35	Menlo Av., W/O Sanderson Av.								
	Eastbound:	1	1,520	268	0.18	Yes	196	0.13	Yes
	Westbound:	2	3,040	269	0.09	Yes	217	0.07	Yes
36	Devonshire Av., W/O Warren Rd.								
	Eastbound:	1	1,520	272	0.18	Yes	342	0.23	Yes
	Westbound:	1	1,520	206	0.14	Yes	344	0.23	Yes
37	Devonshire Av., E/O Warren Rd.								
	Eastbound:	1	1,520	367	0.24	Yes	431	0.28	Yes
	Westbound:	1	1,520	312	0.21	Yes	404	0.27	Yes
38	Devonshire Av., W/O Old Warren Rd.								
	Eastbound:	1	1,520	440	0.29	Yes	439	0.29	Yes
	Westbound:	1	1,520	395	0.26	Yes	458	0.30	Yes
39	Devonshire Av., b/w Old Warren Rd. & Dwy. 3								
	Eastbound:	2	3,040	426	0.14	Yes	410	0.13	Yes
	Westbound:	2	3,040	379	0.12	Yes	435	0.14	Yes
40	Devonshire Av., b/w Dwy. 3 & Dwy. 6								
	Eastbound:	2	3,040	365	0.12	Yes	353	0.12	Yes
	Westbound:	2	3,040	362	0.12	Yes	394	0.13	Yes
41	Devonshire Av., b/w Dwy. 6 & Myers St.								
	Eastbound:	2	3,040	353	0.12	Yes	350	0.12	Yes
	Westbound:	2	3,040	360	0.12	Yes	393	0.13	Yes

Table IV.O-12
Peak-Hour Roadway Segment Analysis for Existing (2012) Plus-Project Conditions [1]

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	Existing Plus Proposed Project					
				AM Peak Hour			PM Peak Hour		
				Link Vol.	V/C	Acct ?	Link Vol.	V/C	Acct?
42	Devonshire Av., E/O Myers St.								
	Eastbound:	1	1,520	369	0.24	Yes	387	0.25	Yes
	Westbound:	1	1,520	403	0.27	Yes	423	0.28	Yes
43	Devonshire Av., W/O Cawston Av.								
	Eastbound:	2	3,040	739	0.24	Yes	587	0.19	Yes
	Westbound:	1	1,520	454	0.30	Yes	572	0.38	Yes
44	Devonshire Av., E/O Cawston Av.								
	Eastbound:	1	1,520	440	0.29	Yes	394	0.26	Yes
	Westbound:	1	1,520	308	0.20	Yes	418	0.28	Yes
45	Devonshire Av., W/O Sanderson Av.								
	Eastbound:	2	3,040	539	0.18	Yes	618	0.20	Yes
	Westbound:	2	3,040	378	0.12	Yes	529	0.17	Yes
46	Devonshire Av., E/O Sanderson Av.								
	Eastbound:	1	1,520	389	0.26	Yes	470	0.31	Yes
	Westbound:	1	1,520	304	0.20	Yes	405	0.27	Yes
47	Devonshire Av., W/O Kirby St.								
	Eastbound:	1	1,520	335	0.22	Yes	477	0.31	Yes
	Westbound:	1	1,520	294	0.19	Yes	374	0.25	Yes
48	Florida Av. (SR-74), W/O Juniper Flats Rd.								
	Eastbound:	2	3,040	734	0.24	Yes	1,102	0.36	Yes
	Westbound:	2	3,040	847	0.28	Yes	843	0.28	Yes
49	Florida Av. (SR-74), E/O Juniper Flats Rd.								
	Eastbound:	2	3,040	796	0.26	Yes	1,167	0.38	Yes
	Westbound:	2	3,040	839	0.28	Yes	923	0.30	Yes
50	Florida Av. (SR-74), W/O Winchester Rd. (SR-79)								
	Eastbound:	2	3,040	835	0.27	Yes	1,084	0.36	Yes
	Westbound:	2	3,040	729	0.24	Yes	936	0.31	Yes
51	Florida Av. (SR-74), E/O Winchester Rd. (SR-79)								
	Eastbound:	2	3,040	1,031	0.34	Yes	1,334	0.44	Yes
	Westbound:	2	3,040	899	0.30	Yes	1,093	0.36	Yes
52	Florida Av. (SR-74), W/O Four Seasons Bl.								
	Eastbound:	2	3,040	1,099	0.36	Yes	1,383	0.45	Yes
	Westbound:	2	3,040	1,035	0.34	Yes	1,167	0.38	Yes
53	Florida Av. (SR-74), b/w Four Seasons & California Av.								
	Eastbound:	2	3,040	1,120	0.37	Yes	1,372	0.45	Yes
	Westbound:	3	4,560	987	0.22	Yes	1,202	0.26	Yes
54	Florida Av. (SR-74), E/O California Av.								
	Eastbound:	2	3,040	1,014	0.33	Yes	1,233	0.41	Yes
	Westbound:	2	3,040	821	0.27	Yes	1,077	0.35	Yes
55	Florida Av. (SR-74), W/O Warren Rd.								
	Eastbound:	2	3,040	1,036	0.34	Yes	1,286	0.42	Yes

Table IV.O-12
Peak-Hour Roadway Segment Analysis for Existing (2012) Plus-Project Conditions [1]

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	Existing Plus Proposed Project					
				AM Peak Hour			PM Peak Hour		
				Link Vol.	V/C	Acct ?	Link Vol.	V/C	Acct?
	Westbound:	2	3,040	914	0.30	Yes	1,179	0.39	Yes
56	Florida Av. (SR-74), b/w Warren Rd. & Dwy. 2								
	Eastbound:	2	3,040	1,042	0.34	Yes	1,335	0.44	Yes
	Westbound:	3	4,560	954	0.21	Yes	1,155	0.25	Yes
57	Florida Av. (SR-74), b/w Dwy. 2 & Dwy. 4								
	Eastbound:	2	3,040	1,041	0.34	Yes	1,334	0.44	Yes
	Westbound:	3	4,560	927	0.20	Yes	1,079	0.24	Yes
58	Florida Av. (SR-74), b/w Dwy. 4 & Dwy. 7								
	Eastbound:	2	3,040	913	0.30	Yes	1,220	0.40	Yes
	Westbound:	3	4,560	920	0.20	Yes	1,131	0.25	Yes
59	Florida Av. (SR-74), b/w Dwy. 7 & Myers St.								
	Eastbound:	2	3,040	914	0.30	Yes	1,220	0.40	Yes
	Westbound:	3	4,560	888	0.19	Yes	1,056	0.23	Yes
60	Florida Av. (SR-74), E/O Myers St.								
	Eastbound:	2	3,040	986	0.32	Yes	1,288	0.42	Yes
	Westbound:	3	4,560	996	0.22	Yes	1,202	0.26	Yes
61	Florida Av. (SR-74), W/O Acacia Av.								
	Eastbound:	2	3,040	1,023	0.34	Yes	1,379	0.45	Yes
	Westbound:	2	3,040	1,028	0.34	Yes	1,235	0.41	Yes
62	Florida Av. (SR-74), b/w Acacia Av. & Cawston Av.								
	Eastbound:	2	3,040	862	0.28	Yes	1,079	0.35	Yes
	Westbound:	2	3,040	1,053	0.35	Yes	1,236	0.41	Yes
63	Florida Av. (SR-74), E/O Cawston Av.								
	Eastbound:	2	3,040	820	0.27	Yes	1,036	0.34	Yes
	Westbound:	2	3,040	841	0.28	Yes	1,041	0.34	Yes
64	Florida Av. (SR-74), W/O Sanderson Av.								
	Eastbound:	2	3,040	756	0.25	Yes	968	0.32	Yes
	Westbound:	2	3,040	919	0.30	Yes	1,289	0.42	Yes
65	Florida Av. (SR-74), E/O Sanderson Av.								
	Eastbound:	2	3,040	828	0.27	Yes	978	0.32	Yes
	Westbound:	2	3,040	747	0.25	Yes	1,114	0.37	Yes
66	Florida Av. (SR-74), W/O Kirby St.								
	Eastbound:	2	3,040	871	0.29	Yes	1,310	0.43	Yes
	Westbound:	2	3,040	860	0.28	Yes	1,224	0.40	Yes
67	Florida Av. (SR-74), E/O Kirby St.								
	Eastbound:	2	3,040	838	0.28	Yes	1,119	0.37	Yes
	Westbound:	2	3,040	776	0.26	Yes	1,133	0.37	Yes
68	Florida Av. (SR-74), W/O Gilmore St.								
	Eastbound:	2	3,040	820	0.27	Yes	1,092	0.36	Yes
	Westbound:	2	3,040	814	0.27	Yes	1,038	0.34	Yes
69	Florida Av. (SR-74), E/O Gilmore St.								

Table IV.O-12
Peak-Hour Roadway Segment Analysis for Existing (2012) Plus-Project Conditions [1]

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	Existing Plus Proposed Project					
				AM Peak Hour			PM Peak Hour		
				Link Vol.	V/C	Acct ?	Link Vol.	V/C	Acct?
	Eastbound:	2	3,040	839	0.28	Yes	1,151	0.38	Yes
	Westbound:	2	3,040	785	0.26	Yes	1,039	0.34	Yes
70	Florida Av. (SR-74), W/O Lyon Av.								
	Eastbound:	2	3,040	813	0.27	Yes	1,078	0.35	Yes
	Westbound:	2	3,040	803	0.26	Yes	1,096	0.36	Yes
71	Florida Av. (SR-74), E/O Lyon Av.								
	Eastbound:	2	3,040	841	0.28	Yes	1,048	0.34	Yes
	Westbound:	2	3,040	765	0.25	Yes	1,022	0.34	Yes
72	Florida Av. (SR-74), W/O Palm Av.								
	Eastbound:	2	3,040	674	0.22	Yes	1,012	0.33	Yes
	Westbound:	2	3,040	742	0.24	Yes	1,078	0.35	Yes
73	Acacia Av., b/w Florida Av. (SR-74) & Cawston Av.								
	Eastbound:	1	1,520	199	0.13	Yes	306	0.20	Yes
	Westbound:	1	1,520	10	0.01	Yes	5	0.00	Yes
74	Acacia Av., W/O Sanderson Av.								
	Eastbound:	1	1,520	265	0.17	Yes	388	0.26	Yes
	Westbound:	1	1,520	125	0.08	Yes	168	0.11	Yes

Source: Urban Crossroads, 2014.

[1] Segment analysis based on the PM peak hour link volume. Capacity is based on Level of Service "C" per City of Hemet standards (i.e. 1,900 x 80 percent = 1,520 vehicles per hour per lane). Segment analysis based on criterion of 1,000 or more daily project trips on the segment.

[2] N/o = North Of; S/O = South Of; W/O = West Of; E/O = East Of; b/w = Between

According to information published by the Riverside County Center for Demographic Research (RCCDR) and used as the basis for completing the Western Riverside Council of Governments (WRCOG) TUMF Nexus Study – 2009 Program Update, the population of Western Riverside County is projected to increase by 61.7 percent in the period between 2007 and 2035, a compounded rate of approximately 1.73 percent annually. During the same period, employment in Western Riverside County is expected to increase by 111.4 percent or 2.71 percent annually. Therefore, the annual growth rate of 2.0 percent in conjunction with cumulative project traffic is conservative and tends to overstate as opposed to understate traffic impacts.

Cumulative Development Traffic

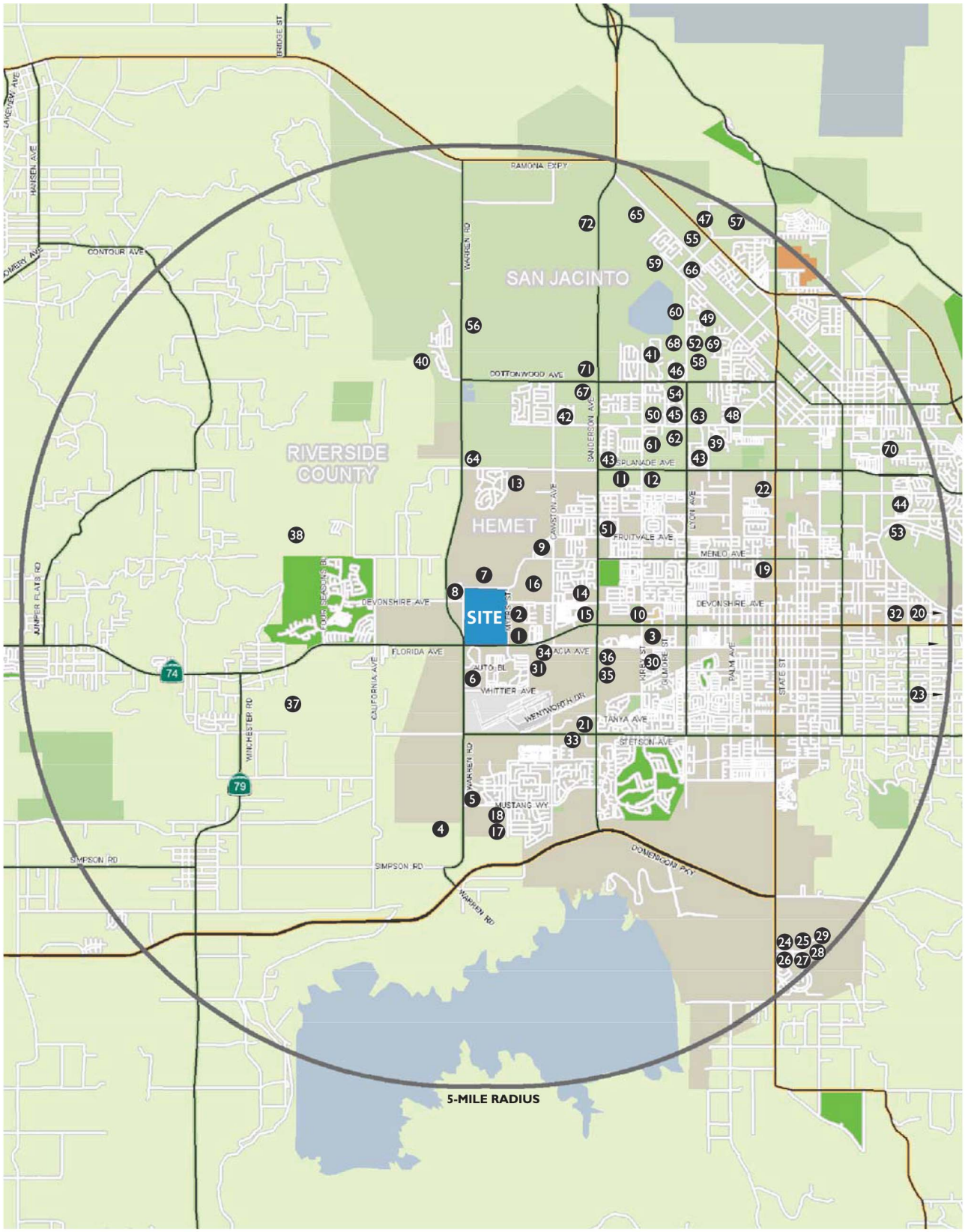
CEQA guidelines require that other reasonably foreseeable development projects, which are either approved or being processed concurrently in the study area, also be included as part of a cumulative analysis scenario. A cumulative projects list was developed for the purposes of this analysis through consultation with planning and engineering staff from the City. Figure IV.O-22 illustrates the cumulative development location map. A summary of cumulative development projects and their proposed land uses are shown on Table IV.O-13. Where applicable, the traffic generated by individual cumulative projects was manually added to the Near-Term (2015) Conditions to ensure that traffic generated by the listed cumulative development projects on Table IV.O-13 are reflected as part of the background traffic.

Intersection LOS: Near-Term (2015) Conditions

Because the timing and available funding for future transportation infrastructure improvements in the study area are uncertain, and in an effort to overstate potential traffic impacts (as opposed to understating impacts), the traffic impact analysis for Near-Term (2015) traffic conditions has been conducted against the Existing (2012) roadway network in place at the time the Traffic Study was prepared for the Project. As discussed previously, the "buildup" approach combines existing traffic counts with a background ambient growth factor to forecast the near-term 2015 traffic conditions. Ambient growth factor of 6.12 percent accounts for background (area-wide) traffic increases that occur over time up to the year 2015 from the year 2012 (compounded two percent per year growth over a three year period). Traffic volumes generated by the Project are then added to assess the Near-Term (2015) With-Project Conditions. The 2015 roadway network would be similar to the existing conditions roadway network with the exception of future roadways and intersections proposed to be developed as part of the Project.

Near-Term (2015) Without-Project Conditions

The weekday ADT volumes associated with the Near-Term (2015) Without-Project Conditions are shown on Figure IV.O-23. Figures IV.O-24 and IV.O-25 and Table IV.O-14 show the AM and PM peak-hour intersection turning movement volumes for Near-Term (2015) Without-Project Conditions, respectively.



Legend

70 = CUMULATIVE PROJECT

NORTH

Not To Scale

Source: Urban Crossroads, 2013.

CAJA Environmental Services, LLC

Figure IV.O-22
Related Projects Map

Table IV.O-13
Cumulative Development Project List

No.	Name	Land Use	Quantity	Units[1]
City of Hemet				
1	Florida Promenade (SP 06-04)	Commercial	200.00 (100.00 Built)	TSF
	Marriot Towneplace Suites (SDR 09-03)	Hotel	105	Rooms
2	Florida Promenade Residential	Senior Residential (attached)	440	DU
		Single Family Residential	145	DU
3	Hemet Medicity Complex (CUP 09-03)	Medical Office	233.3	TSF
		Hospital	49	Beds
4	Rancho Diamante (TTM 32392, 32393, 32394)	SFDR	994	DU
5	Pulte Del Web (TTM 31807 and 31808)	Senior Residential	599 (205 Built)	DU
6	Hemet Auto Mall Retail Expansion (CUP 07-21)	Commercial	108	TSF
7	Tres Cerritos West (VTTM 31513)	Single Family Residential	178	DU
8	Montero (VTTM 31146)	Single Family Residential	86 (70 Built)	DU
		Neighborhood Park	0.76	AC
9	Peppertree Ranch (SP 01-3 and VTTM 29843)	Senior Residential (detached)	465 (7 Built)	DU
		Parks/Open Space	40.20	AC
10	The Boardwalk (CUP 06-4)	Commercial	94.00 (20.00 Built)	TSF
11	TTM 29581 (Covenant)	Single Family Residential	71	DU
12	TTM 31064 (Kolby)	Single Family Residential	150	DU
13	Stoney Mountain Ranch (TTM 29129)	Single Family Residential	405 (300 Built)	DU
14	TTM 33707 (Devonshire Partners) CUP 03-16A	Single Family Residential	98 (25 Built)	DU
15	CUP 05-02 (Terra West)	Senior Residential (attached)	240	DU
16	Tres Cerritos East (SPA 06-1)	Single Family Residential	775	DU
17	Page Ranch Elementary School	Elementary School	750	STU
18	Freedom Middle School	Middle School	1500	STU
19	North Hemet Revitalization Plan (SP 11-01)	Senior Housing	96	DU
		Assisted Living	137	BEDS
		Office	16.34	TSF
		Commercial	38.12	TSF
		Apartments	252	DU
		Condos/Townhomes	81	DU
		Commercial	80.8	TSF
20	St. Deminia Center (CUP 07-16)	Commercial	33.48	TSF
21	Stetson Crossing (SP 07-4)	Commercial	189.00	TSF
22	Nelson (SDR 06-28)	Industrial	16.20	TSF
23	VTTM 31165 Young Homes	Single Family Residential	213	DU

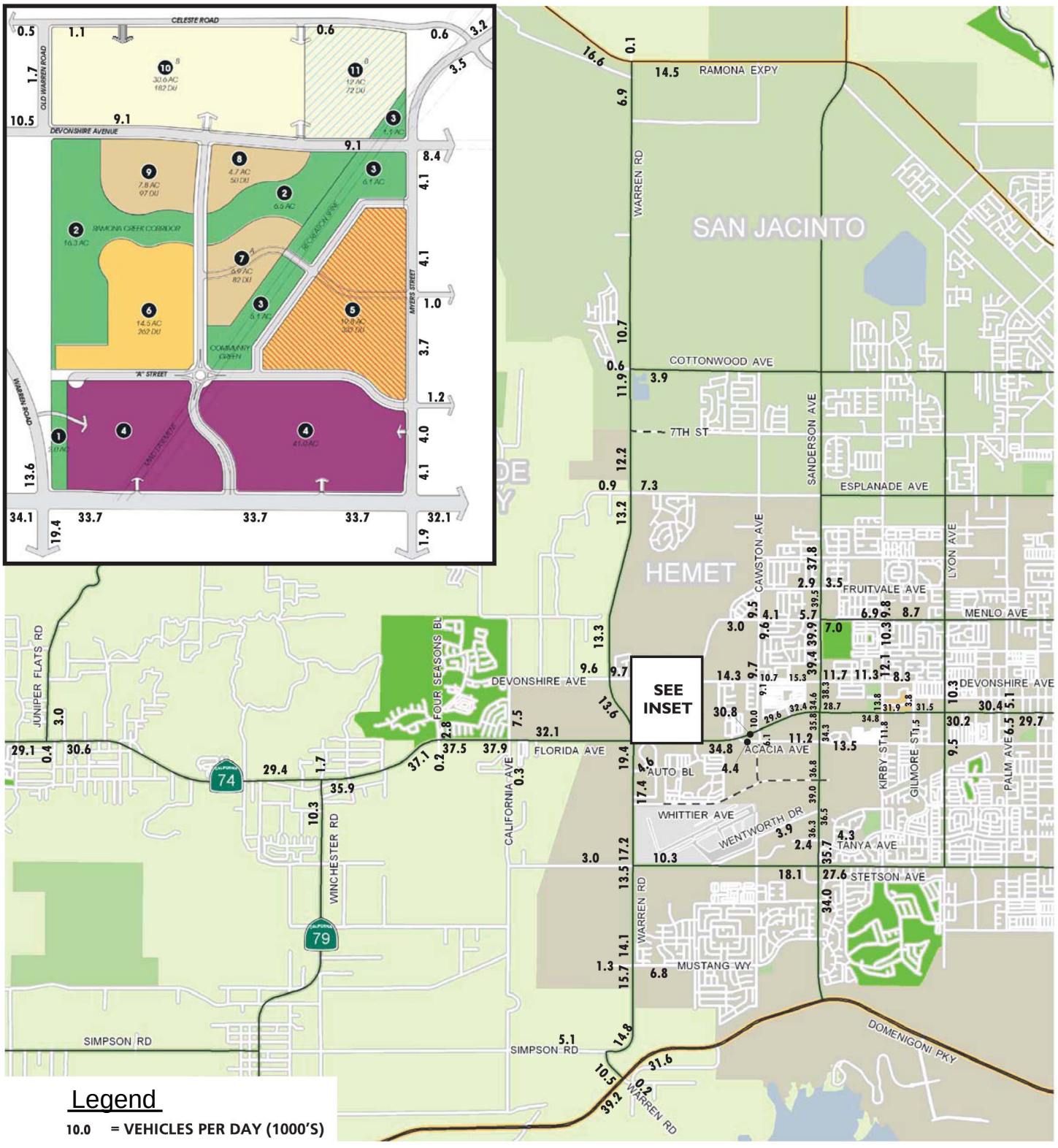
Table IV.O-13
Cumulative Development Project List

No.	Name	Land Use	Quantity	Units[1]
24	McSweeny TTM 33824 (Map 05-10)	Single Family Residential	238	DU
25	McSweeny TTM 33825 (Map 05-11)	Single Family Residential	259	DU
26	McSweeny TTM 34660	Single Family Residential	396	DU
27	McSweeny TTM 34661	Single Family Residential	427	DU
28	McSweeny TTM 34662	Single Family Residential	11	DU
29	McSweeny TTM 32717	Single Family Residential	310	DU
30	Acacia Gardens Expansion (CUP 06-5)	Multi-Family Residential	50	DU
31	Cawston Plaza (CUP 07-26)	Commercial	21.00	TSF
32	Scripps West (CUP 08-14)	Commercial	5.30	TSF
33	Hemet Medical (CUP 07-24)(TPM 35701)	Medical Office	126.00 (50.00 Built)	TSF
34	Hemet 63 (ZC 05-04)	Commercial	260.00	TSF
35	JAKS LLC (ZC 04-13)	Commercial	170.00	TSF
36	Sanderson Square (SP 05-03)	Commercial	243.00	TSF
		Office/Industrial	186.70	TSF
County of Riverside				
37	Emerald Acres Specific Plan SP00381	Single Family Residential	432	DU
38	TR36337	Single Family Residential	347	DU
County of San Jacinto				
39	TR22665	Single Family Residential	147	DU
40	TR30033 (SP 1-01)	Single Family Residential	138	DU
	TR30034 (SP 1-01)	Single Family Residential	50	DU
	TR30035 (SP 1-01)	Single Family Residential	74	DU
	TR30036 (SP 1-01)	Single Family Residential	104	DU
	TR30084 (SP 1-01)	Single Family Residential	111	DU
	TR30090 (SP 1-01)	Single Family Residential	5	DU
41	TR30481	Single Family Residential	126	DU
42	TR30597	Single Family Residential	116	DU
43	TR30603	Single Family Residential	203	DU
44	TR30659	Single Family Residential	64	DU
45	TR30878	Single Family Residential	170	DU
46	TR30944	Single Family Residential	103	DU
47	TR31037	Single Family Residential	263	DU
48	TR31097	Single Family Residential	214	DU
49	TR31154	Single Family Residential	88	DU
50	TR31294	Single Family Residential	37	DU
51	TR32352	Single Family Residential	153	DU
52	VTR31384	Single Family Residential	91	DU
53	TR32518	Single Family Residential	34	DU

Table IV.O-13
Cumulative Development Project List

No.	Name	Land Use	Quantity	Units[1]
54	TR33546	Single Family Residential	5	DU
55	TR31886	Single Family Residential	321	DU
56	TR30814	Single Family Residential	155	DU
57	TR30598 (SP 1-03)	Single Family Residential	580	DU
58	TR31293	Single Family Residential	100	DU
59	TR31282	Single Family Residential	274	DU
60	TR31900	Single Family Residential	112	DU
61	TR31929	Single Family Residential	78	DU
62	TR32247	Single Family Residential	150	DU
63	TR32809	Condominiums	272	DU
64	TR32955 (SP1-02)	Single Family Residential	613	DU
65	TR32843	Single Family Residential	143	DU
66	TR32555	Single Family Residential	12	DU
67	TR33420A1	Single Family Residential	161	DU
68	TR33072	Single Family Residential	140	DU
69	TR32574	Single Family Residential	131	DU
70	TR33644	Condominiums	62	DU
71	PM35626	Shopping Center	195.74	TSF
		Apartments	150	DU
72	TR36188 (SP1-04)	Single Family Residential	1323	DU
73	PM33196 San Jacinto Retail Center	General Retail	24	TSF
		Drive-In Bank	4.7	TSF
		Fast-Food w/ Drive Thru	3.45	TSF

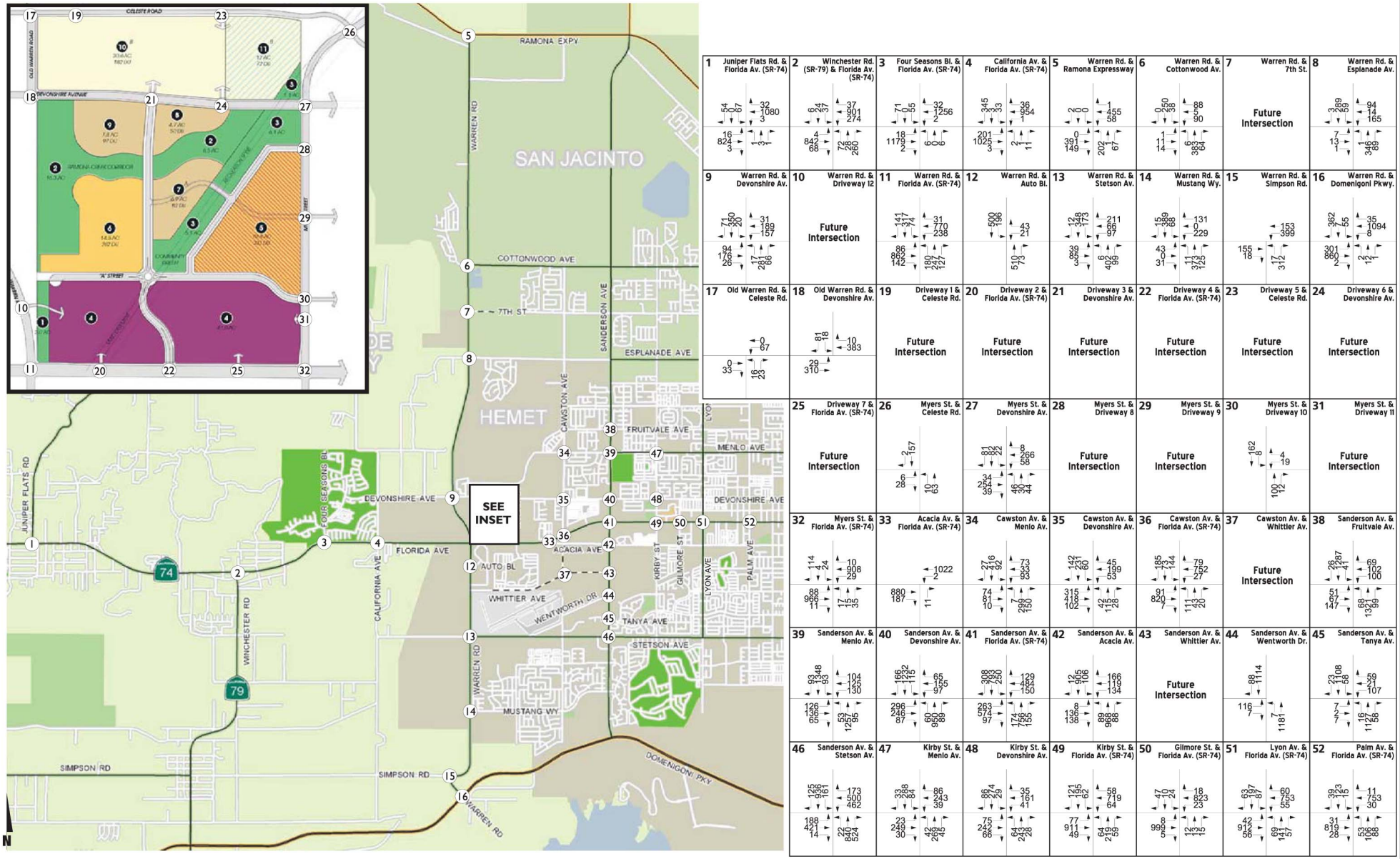
Source: Urban Crossroads, 2014.
1 DU = Dwelling Units; STU = Students; TSF = Thousand Square Feet; BEDS = Occupied Beds



Source: Urban Crossroads, 2013.

CAJA Environmental Services, LLC

Figure IV.O-23
Near-Term (2015) Without-Project ADT



Source: Urban Crossroads, 2013.

Not To Scale

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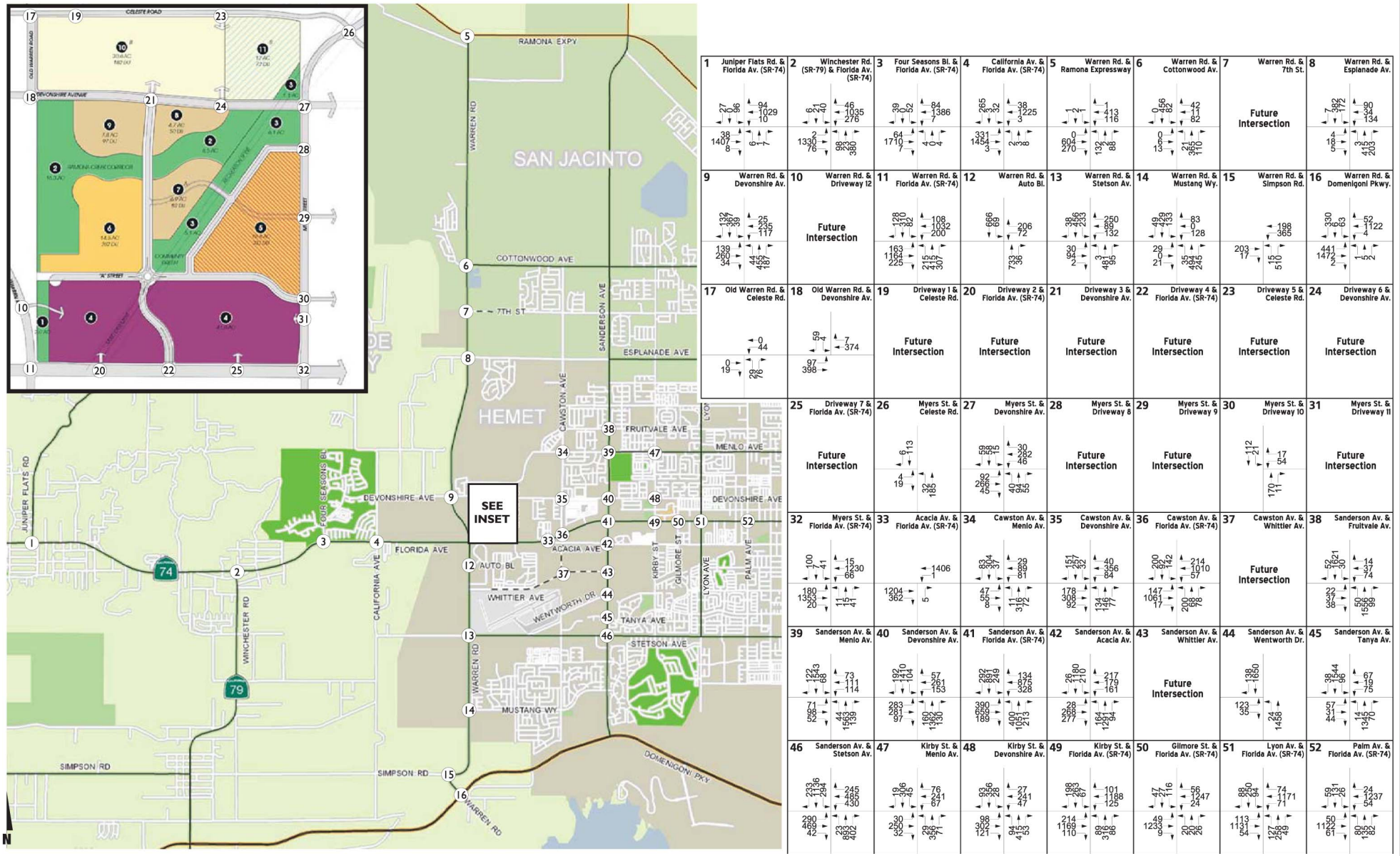
Figure IV.O-24
Near-Term (2015) Without-Project
AM Peak Hour Intersection Volumes



Source: Urban Crossroads, 2013.

NORTH

Not To Scale

CAJA Environmental Services, LLC

Figure IV.O-25
Near-Term (2015) Without-Project
PM Peak Hour Intersection Volumes

Near-Term (2015) With-Project Conditions

The weekday ADT volumes associated with the Near-Term (2015) With-Project Conditions are shown on Figure IV.O-26. Figures IV.O-27 and IV.O-28 and Table IV.O-14 show the AM and PM peak-hour intersection turning movement volumes for Near-Term (2015) With-Project Conditions, respectively. As shown, the Project would contribute to significant near-term cumulative impacts at 18 study intersections.

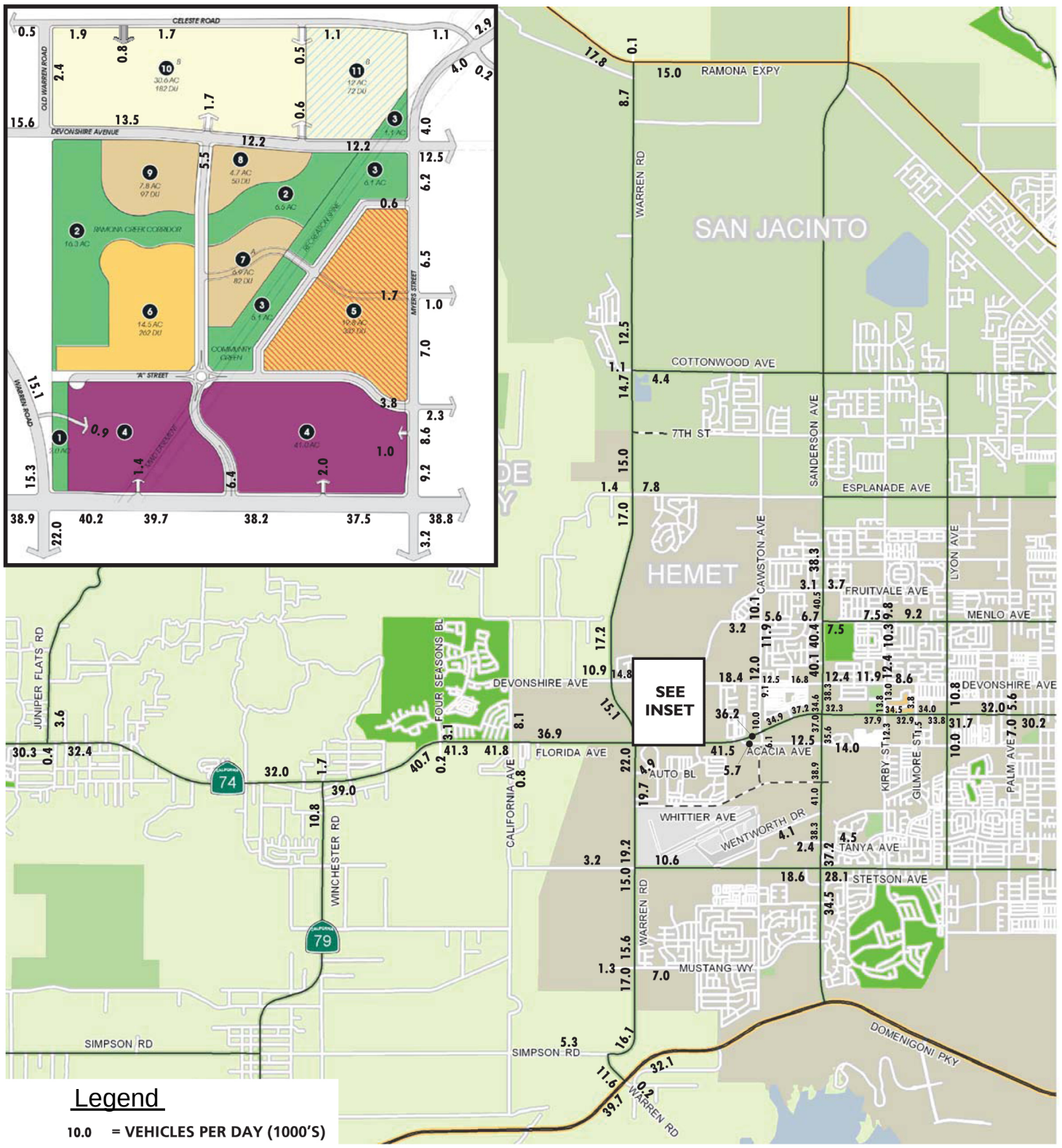
Roadway Segment LOS (2015)

Tables IV.O-15 and IV.O-16 outline the results of the roadway segment analysis for Near-Term (2015) Without- and With-Project traffic conditions, respectively. As shown, all study roadway segments would continue to operate at an acceptable LOS (i.e., LOS C or better) during peak-hour traffic flows in all directions of travel. These findings are consistent with the results of the Existing (2012) Conditions analysis, and the addition of Project traffic would not cause any roadway segments to exceed the existing capacities.

General Plan Cumulative Buildout (Post-2035) Volume Development

As discussed previously, traffic projections for General Plan Cumulative Buildout (Post-2035) Conditions were derived from the City focused version of RivTAM 2035 using accepted procedures for model forecast refinement and smoothing. The traffic forecasts reflect the area-wide growth anticipated between Existing (2012) Conditions and General Plan Cumulative Buildout (Post-2035) Conditions. In most instances the traffic model zone structure is not designed to provide accurate turning movements along arterial roadways unless refinement and reasonableness checking is performed. Therefore, the General Plan Cumulative Buildout (Post-2035) peak-hour forecasts were refined using the model-derived long-range forecasts, base (validation) year model forecasts, along with existing peak-hour traffic count data collected at each analysis location in May 2012. The RivTAM 2035 model has a base (validation) year of 2008 and a horizon (future forecast) year of 2035. The difference in model volumes (2035-2008) defines the growth in traffic over the 27-year period.

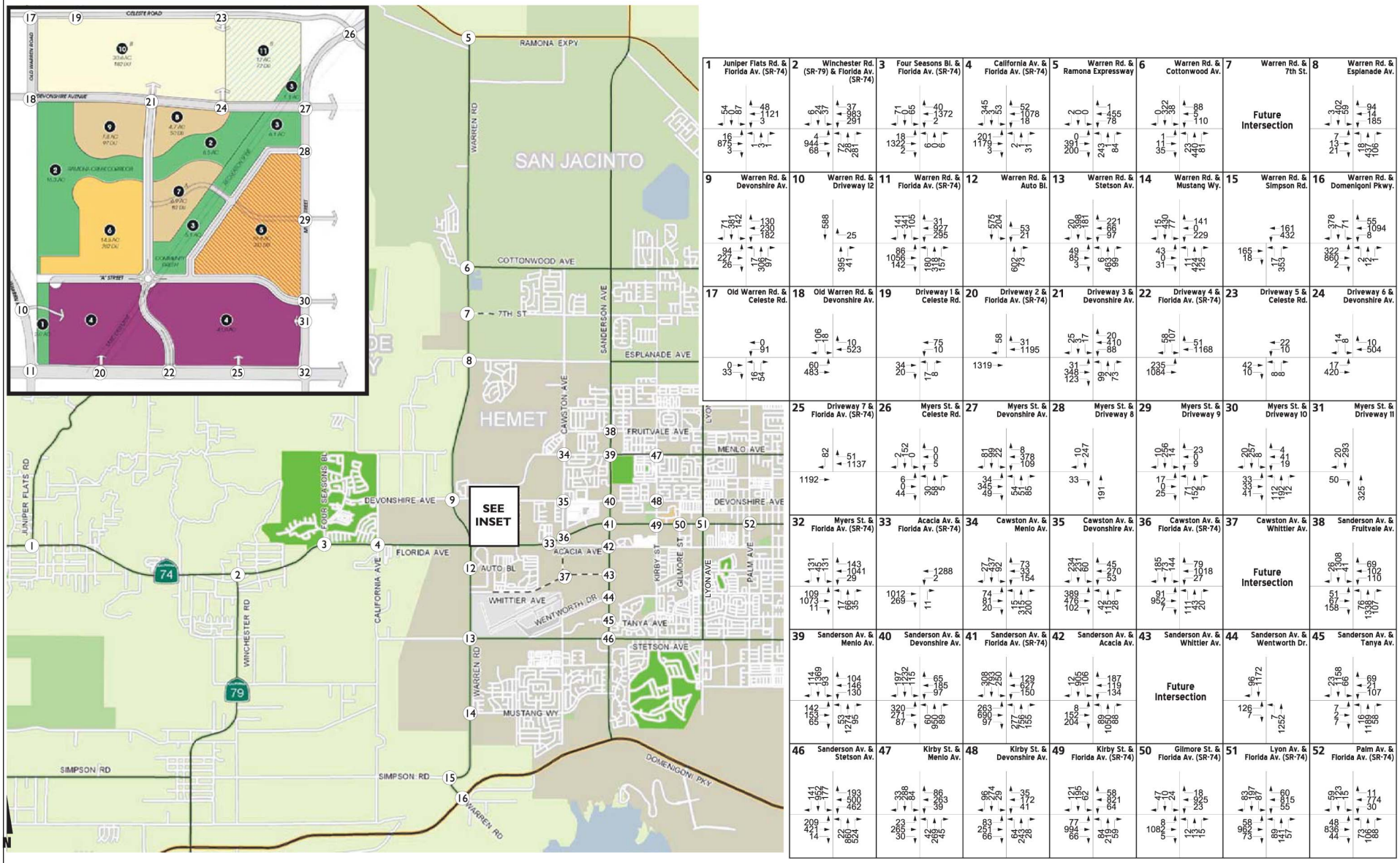
The refined future peak-hour approach and departure volumes obtained from the model output data are then entered into a spreadsheet program consistent with the National Cooperative Highway Research Program (NCHRP Report 255), along with initial estimates of turning movement proportions. A linear programming algorithm is used to calculate individual turning movements, which match the known directional roadway segment forecast volumes computed in the previous step. This program computes a likely set of intersection turning movements from intersection approach counts and the initial turning proportions from each approach leg.



Source: Urban Crossroads, 2013.

CAJA Environmental Services, LLC

Figure IV.O-26
Near-Term (2015) With-Project ADT



Source: Urban Crossroads, 2013.

NORTH

Not To Scale

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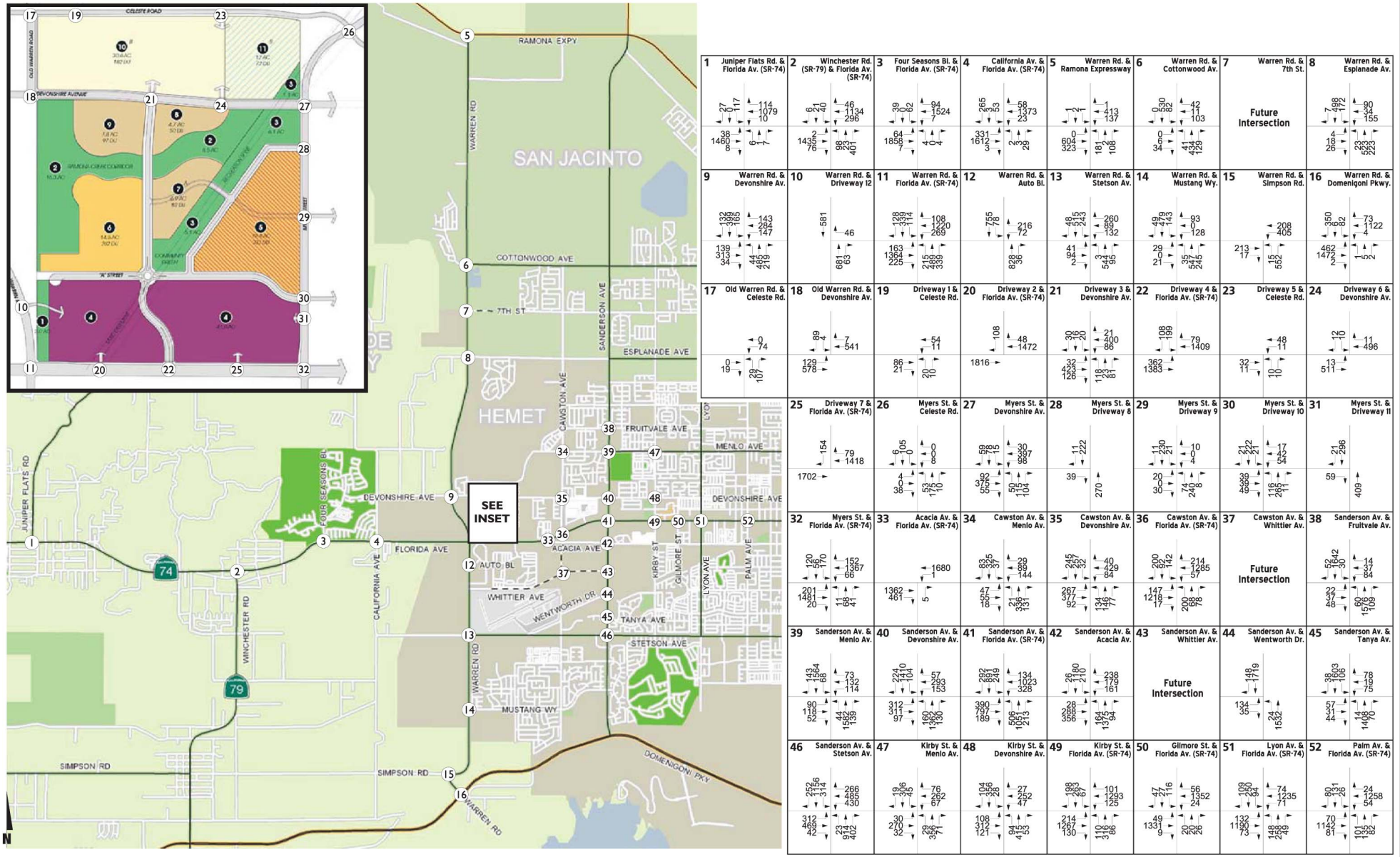
Figure IV.O-27
Near-Term (2015) With-Project
AM Peak Hour Intersection Volumes



1 Juniper Flats Rd. & Florida Av. (SR-74)	2 Winchester Rd. (SR-79) & Florida Av. (SR-74)	3 Four Seasons Bl. & Florida Av. (SR-74)	4 California Av. & Florida Av. (SR-74)	5 Warren Rd. & Ramona Expressway	6 Warren Rd. & Cottonwood Av.	7 Warren Rd. & 7th St.	8 Warren Rd. & Esplanade Av.
27 0 117 / 114 1079 10 / 38 1460 8 / 6 1 7	21 40 / 46 1134 296 / 2 1435 76 / 98 401	39 0 62 / 94 1524 7 / 64 1856 7 / 4 0 4	265 33 / 58 1373 23 / 331 1612 3 / 2 3 29	1 1 / 1 413 137 / 0 604 323 / 181 108	0 530 82 / 42 11 103 / 0 34 / 41 434 129	Future Intersection	7 498 172 / 90 34 155 / 4 18 26 / 23 523 223
9 Warren Rd. & Devonshire Av.	10 Warren Rd. & Driveway 12	11 Warren Rd. & Florida Av. (SR-74)	12 Warren Rd. & Auto Bl.	13 Warren Rd. & Stetson Av.	14 Warren Rd. & Mustang Wy.	15 Warren Rd. & Simpson Rd.	16 Warren Rd. & Domenigoni Pkwy.
132 395 165 / 143 264 147 / 139 313 34 / 44 466 219	581 / 46 / 681 63	128 339 114 / 108 1220 269 / 163 1364 225 / 215 489 339	755 78 / 216 72 / 828 36	48 45 243 / 260 89 132 / 41 94 2 / 3 4 545 95	49 479 143 / 93 0 128 / 29 0 21 / 35 547 245	208 405 / 213 17 / 15 552	350 82 82 / 73 1122 4 / 462 1472 2 / 1 1 2
17 Old Warren Rd. & Celeste Rd.	18 Old Warren Rd. & Devonshire Av.	19 Driveway 1 & Celeste Rd.	20 Driveway 2 & Florida Av. (SR-74)	21 Driveway 3 & Devonshire Av.	22 Driveway 4 & Florida Av. (SR-74)	23 Driveway 5 & Celeste Rd.	24 Driveway 6 & Devonshire Av.
0 74 / 0 19 / 29 107	89 4 / 7 541 / 129 578	54 11 / 86 21 / 20 10	108 / 48 1472 / 1816	30 20 20 / 21 400 86 / 32 425 126 / 118 81	108 199 / 79 1409 / 362 1383	48 11 / 32 11 / 10 10	12 10 / 11 496 / 13 511
25 Driveway 7 & Florida Av. (SR-74)	26 Myers St. & Celeste Rd.	27 Myers St. & Devonshire Av.	28 Myers St. & Driveway 8	29 Myers St. & Driveway 9	30 Myers St. & Driveway 10	31 Myers St. & Driveway 11	
154 / 79 1418 / 1702	6 105 0 / 0 0 8 / 4 0 38 / 53 175 10	59 78 15 / 30 397 98 / 92 375 / 50 15 104	11 222 / 39 / 270	11 230 21 / 10 0 4 / 20 0 30 / 74 240 8	21 222 21 / 17 42 54 / 39 484 / 116 265 11	21 296 / 59 / 409	
32 Myers St. & Florida Av. (SR-74)	33 Acacia Av. & Florida Av. (SR-74)	34 Cawston Av. & Menlo Av.	35 Cawston Av. & Devonshire Av.	36 Cawston Av. & Florida Av. (SR-74)	37 Cawston Av. & Whittier Av.	38 Sanderson Av. & Fruitvale Av.	
120 156 170 / 152 1367 66 / 201 1481 20 / 11 67 41	1680 1 / 1362 461 / 5	83 325 37 / 29 89 144 / 47 55 18 / 21 336 151	245 247 32 / 40 429 84 / 267 377 92 / 134 147 77	200 92 142 / 214 1285 57 / 147 1218 17 / 200 68 78	Future Intersection	52 1642 30 / 14 37 84 / 22 37 48 / 60 1570 109	
39 Sanderson Av. & Menlo Av.	40 Sanderson Av. & Devonshire Av.	41 Sanderson Av. & Florida Av. (SR-74)	42 Sanderson Av. & Acacia Av.	43 Sanderson Av. & Whittier Av.	44 Sanderson Av. & Wentworth Dr.	45 Sanderson Av. & Tanya Av.	
163 154 68 / 73 132 114 / 90 118 52 / 44 159 139	224 1410 104 / 57 293 153 / 312 317 97 / 160 1362 130	292 891 249 / 134 1023 328 / 390 797 189 / 506 1051 213	28 280 210 / 238 179 161 / 28 288 356 / 194 137 94	Future Intersection	148 1719 / 134 35 / 24 1532	38 803 106 / 78 162 75 / 57 44 / 14 1408 70	
46 Sanderson Av. & Stetson Av.	47 Kirby St. & Menlo Av.	48 Kirby St. & Devonshire Av.	49 Kirby St. & Florida Av. (SR-74)	50 Gilmore St. & Florida Av. (SR-74)	51 Lyon Av. & Florida Av. (SR-74)	52 Palm Av. & Florida Av. (SR-74)	
252 256 314 / 266 485 430 / 312 469 42 / 23 92 402	19 306 45 / 76 262 67 / 30 270 32 / 29 256 71	104 366 28 / 27 252 47 / 108 312 121 / 94 415 53	193 67 / 101 1293 125 / 214 1267 130 / 110 316 86	47 27 116 / 56 1352 24 / 49 1331 9 / 20 20 26	109 250 94 / 74 1235 71 / 132 1190 73 / 148 288 49	80 31 28 / 24 1258 54 / 70 1142 81 / 101 150 82	

Source: Urban Crossroads, 2013.

Not To Scale

CAJA Environmental Services, LLC

Figure IV.O-28
Near-Term (2015) With-Project
PM Peak Hour Intersection Volumes

Table IV.O-14
Intersection Analysis for Near-Term (2015) Without-Project Conditions

#	Intersection	Traffic Control [2]	2015 Without Project				2015 With Project			
			Delay [1] (secs.)		Level of Service		Delay [1] (secs.)		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Juniper Flats Rd. / Florida Av. (SR-74)	TS	17.7	19.1	B	B	17.9	19.6	B	B
2	Winchester Rd. (SR-79) / Florida Av. (SR-74)	TS	21.0	34.3	C	C	24.2	41.4	C	D
3	Four Seasons Bl. / Florida Av. (SR-74)	TS	20.3	24.0	C	C	21.0	27.0	C	C
4	California Av. / Florida Av. (SR-74)	CSS	**>100.0**	**>100.0**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**
5	Warren Rd. / Ramona Exwy.	TS	17.7	15.0	B	B	18.5	16.4	B	B
6	Warren Rd. / Cottonwood Av.	TS	29.7	31.3	C	C	31.6	34.5	C	C
7	Warren Rd. / 7th St.		Future Intersection				Future Intersection			
8	Warren Rd. / Esplanade Av.	AWS	15.5	**74.7**	C	**F**	32.6	**>100.0**	D	**F**
9	Warren Rd. / Devonshire Av.	AWS	**47.3**	**>100.0**	**F**[2]	**F**	**>100.0**	**>100.0**	**F**	**F**
10	Warren Rd. / Driveway 12	**CSS**	Future Intersection				11.2	15.2	B	C
11	Warren Rd. / Florida Av. (SR-74)	TS	38.9	44.8	D	D	46.5	**60.3**	D	E
12	Warren Rd. / Auto Bl.	CSS	**47.5**	**>100.0**	**E**	**F**	**68.8**	**>100.0**	**F**	**F**
13	Warren Rd. / Stetson Av.	AWS	**76.1**	**>100.0**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**
14	Warren Rd. / Mustang Wy.	TS	24.2	24.6	C	C	25.4	25.9	C	C
15	Warren Rd. / Simpson Rd.	CSS	16.6	27.4	C	D	19.6	**38.3**	C	E
16	Warren Rd. / Domenigoni Pkwy.	TS	41.2	**60.9**	D	E	43.4	**64.5**	D	E
17	Old Warren Rd. / Celeste Rd.	CSS	8.9	9.0	A	A	8.9	9.2	A	A
18	Old Warren Rd. / Devonshire Av.	CSS	14.5	12.6	B	B	22.1	17.0	C	C
19	Driveway 1 / Celeste Rd.	**CSS**	Future Intersection				9.2	9.4	A	A
20	Driveway 2 / Florida Av. (SR-74)	**CSS**	Future Intersection				12.0	14.6	B	B
21	Driveway 3 / Devonshire Av.	**TS**	Future Intersection				19.2	19.2	B	B
22	Driveway 4 / Florida Av. (SR-74)	**TS**	Future Intersection				21.8	26.9	C	C
23	Driveway 5 / Celeste Rd.	**CSS**	Future Intersection				8.8	8.9	A	A
24	Driveway 6 / Devonshire Av.	**CSS**	Future Intersection				12.7	13.6	B	B
25	Driveway 7 / Florida Av. (SR-74)	**CSS**	Future Intersection				12.3	15.9	B	C
26	Myers St. / Celeste Rd.	CSS	9.5	9.4	A	A	11.2	12.6	B	B
27	Myers St. / Devonshire Av.	CSS	**54.5**	**52.3**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**
28	Myers St. / Driveway 8	**CSS**	Future Intersection				9.1	9.1	A	A
29	Myers St. / Driveway 9	CSS	Future Intersection				14.7	16.0	B	C
30	Myers St. / Driveway 10	CSS	9.8	10.9	A	B	22.9	32.5	C	D
31	Myers St. / Driveway 11	**CSS**	Future Intersection				9.6	9.7	A	A
32	Myers St. / Florida Av. (SR-74)	TS	31.5	43.0	C	D	34.0	**56.3**	C	**E**
33	Acacia Av. / Florida Av. (SR-74)	CSS	11.6	12.3	15.7	B	C	15.7	B	C
34	Cawston Av. / Menlo Av.	AWS	**70.0**	21.5	**F**	**C**	**>100.0**	**47.1**	**F**	**F**[4]
35	Cawston Av. / Devonshire Av.	TS	14.6	14.7	B	B	20.9	23.1	C	C

Table IV.O-14
Intersection Analysis for Near-Term (2015) Without-Project Conditions

#	Intersection	Traffic Control [2]	2015 Without Project				2015 With Project			
			Delay [1] (secs.)		Level of Service		Delay [1] (secs.)		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
36	Cawston Av. / Florida Av. (SR-74)	TS	35.7	39.9	D	D	36.8	46.5	D	D
37	Cawston Av. / Whittier Av.		Future Intersection				Future Intersection			
38	Sanderson Av. / Fruitvale Av.	TS	25.8	24.7	C	C	26.7	25.2	C	C
39	Sanderson Av. / Menlo Av.	TS	47.4	**62.6**	D	E	53.1	**68.0**	D	**E**
40	Sanderson Av. / Devonshire Av.	TS	**75.7**	**83.2**	**E**	**F**	**85.5**	**93.9**	**F**	**F**
41	Sanderson Av. / Florida Av. (SR-74)	TS	45.5	**85.2**	D	F	50.7	**109.1**	D	**F**
42	Sanderson Av. / Acacia Av.	TS	33.5	47.8	C	D	34.8	**57.5**	C	**F[4]**
43	Sanderson Av. / Whittier Av.		Future Intersection				Future Intersection			
44	Sanderson Av. / Wentworth Dr.	TS	14.6	18.7	B	B	15.1	19.8	B	B
45	Sanderson Av. / Tanya Av.	TS	**31.9**	**41.6**	**F[2]**	**F[2]**	**33.1**	**47.2**	**F[2]**	**F[2]**
46	Sanderson Av. / Stetson Av.	TS	**81.8**	**89.1**	**F**	**F**	**87.5**	**96.8**	**F**	**F**
47	Kirby St. / Menlo Av.	AWS	17.2	16.4	C	C	17.9	17.0	C	C
48	Kirby St. / Devonshire Av.	TS	26.3	28.1	C	C	27.3	29.4	C	C
49	Kirby St. / Florida Av. (SR-74)	TS	22.2	27.4	C	C	23.1	28.5	C	C
50	Gilmore St. / Florida Av. (SR-74)	TS	19.2	21.3	B	C	19.4	21.9	B	C
51	Lyon Av. / Florida Av. (SR-74)	TS	22.0	24.5	C	C	22.8	25.6	C	C
52	Palm Av. / Florida Av. (SR-74)	TS	21.0	22.6	C	C	21.4	23.6	C	C

Source: Urban Crossroads, 2014.

[1] Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop 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] Volume-to-capacity ratio is greater than 1.00; Intersection unstable; Level of Service "F."

***BOLD** = Unsatisfactory Level of Service*

***BOLD** = Potential cumulatively considerable near-term impact.*

Table IV.O-15
Peak-Hour Roadway Segment Analysis for Near-Term (2015) Without-Project Conditions

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	2015 Without Project					
				AM Peak Hour			PM Peak Hour		
				Link Vol.	V/C	Acct ?	Link Vol.	V/C	Acct?
1	Warren Rd., S/O Ramona Exwy.								
	Northbound:	1	1,520	270	0.18	Yes	222	0.15	Yes
	Southbound:	1	1,520	207	0.14	Yes	388	0.26	Yes
2	Warren Rd., N/O Cottonwood Av.								
	Northbound:	1	1,520	472	0.31	Yes	407	0.27	Yes
	Southbound:	2	3,040	288	0.09	Yes	538	0.18	Yes
3	Warren Rd., S/O Cottonwood Av.								
	Northbound:	1	1,520	453	0.30	Yes	497	0.33	Yes
	Southbound:	1	1,520	355	0.23	Yes	551	0.36	Yes
4	Warren Rd., N/O Esplanade Av.								
	Northbound:	1	1,520	447	0.29	Yes	509	0.33	Yes
	Southbound:	1	1,520	351	0.23	Yes	561	0.37	Yes
5	Warren Rd., S/O Esplanade Av.								
	Northbound:	1	1,520	435	0.29	Yes	621	0.41	Yes
	Southbound:	1	1,520	455	0.30	Yes	521	0.34	Yes
6	Warren Rd., N/O Devonshire Av.								
	Northbound:	1	1,520	406	0.27	Yes	618	0.41	Yes
	Southbound:	1	1,520	440	0.29	Yes	538	0.35	Yes
7	Warren Rd., S/O Devonshire Av.								
	Northbound:	1	1,520	364	0.24	Yes	686	0.45	Yes
	Southbound:	1	1,520	532	0.35	Yes	519	0.34	Yes
8	Warren Rd., N/O Dwy.12								
	Northbound:	1	1,520	364	0.24	Yes	686	0.45	Yes
	Southbound:	1	1,520	532	0.35	Yes	519	0.34	Yes
9	Warren Rd., N/O Florida Av. (SR-74)								
	Northbound:	1	1,520	363	0.24	Yes	686	0.45	Yes
	Southbound:	1	1,520	533	0.35	Yes	520	0.34	Yes
10	Warren Rd., b/w Florida Av. & Auto Bl.								
	Northbound:	2	3,040	554	0.18	Yes	937	0.31	Yes
	Southbound:	1	1,520	697	0.46	Yes	735	0.48	Yes
11	Warren Rd., S/O Auto Bl.								
	Northbound:	1	1,520	583	0.38	Yes	769	0.51	Yes
	Southbound:	1	1,520	521	0.34	Yes	737	0.48	Yes
12	Warren Rd., N/O Stetson Av.								
	Northbound:	1	1,520	651	0.43	Yes	761	0.50	Yes
	Southbound:	1	1,520	533	0.35	Yes	727	0.48	Yes
13	Warren Rd, S/O Stetson Av.								
	Northbound:	1	1,520	507	0.33	Yes	579	0.38	Yes
	Southbound:	1	1,520	448	0.29	Yes	590	0.39	Yes
14	Warren Rd., N/O Mustang Wy.								
	Northbound:	1	1,520	547	0.36	Yes	606	0.40	Yes

Table IV.O-15
Peak-Hour Roadway Segment Analysis for Near-Term (2015) Without-Project Conditions

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	2015 Without Project					
				AM Peak Hour			PM Peak Hour		
				Link Vol.	V/C	Acct ?	Link Vol.	V/C	Acct?
	Southbound:	1	1,520	472	0.31	Yes	611	0.40	Yes
15	Warren Rd., S/O Mustang Wy.								
	Northbound:	1	1,520	509	0.33	Yes	774	0.51	Yes
	Southbound:	1	1,520	649	0.43	Yes	578	0.38	Yes
16	Warren Rd., E/O Simpson Rd.								
	Northbound:	1	1,520	468	0.31	Yes	713	0.47	Yes
	Southbound:	1	1,520	552	0.36	Yes	563	0.37	Yes
17	Warren Rd., b/w Simpson Rd. & Domenigoni Pkwy.								
	Northbound:	1	1,520	349	0.23	Yes	525	0.35	Yes
	Southbound:	1	1,520	425	0.28	Yes	382	0.25	Yes
18	Myers St., b/w Devonshire Av. & Dwy. 8								
	Northbound:	1	1,520	121	0.08	Yes	190	0.13	Yes
	Southbound:	2	3,040	179	0.12	Yes	150	0.10	Yes
19	Myers St., b/w Dwy. 8 & Dwy. 9								
	Northbound:	1	1,520	122	0.08	Yes	190	0.13	Yes
	Southbound:	2	3,040	180	0.12	Yes	150	0.10	Yes
20	Myers St., b/w Dwy. 9 & Dwy. 10								
	Northbound:	1	1,520	104	0.07	Yes	188	0.12	Yes
	Southbound:	2	3,040	175	0.12	Yes	133	0.09	Yes
21	Myers St., b/w Dwy. 10 & Dwy. 11								
	Northbound:	2	3,040	112	0.04	Yes	181	0.06	Yes
	Southbound:	2	3,040	181	0.12	Yes	166	0.11	Yes
22	Myers St., b/w Dwy. 11 & Florida Av. (SR-74)								
	Northbound:	2	3,040	121	0.04	Yes	198	0.07	Yes
	Southbound:	2	3,040	181	0.12	Yes	158	0.10	Yes
23	Myers St., S/O Florida Av. (SR-74)								
	Northbound:	1	1,520	67	0.04	Yes	67	0.04	Yes
	Southbound:	1	1,520	44	0.03	Yes	93	0.06	Yes
24	Cawston Av., S/O Menlo Av.								
	Northbound:	1	1,520	456	0.30	Yes	399	0.26	Yes
	Southbound:	1	1,520	519	0.34	Yes	393	0.26	Yes
25	Cawston Av., N/O Devonshire Av.								
	Northbound:	1	1,520	475	0.31	Yes	364	0.24	Yes
	Southbound:	1	1,520	434	0.29	Yes	440	0.29	Yes
26	Cawston Av., S/O Acacia Av.								
	Northbound:			Not Applicable					
	Southbound:			Not Applicable					
27	Sanderson Av., b/w Fruitvale Av. & Menlo Av.								
	Northbound:	2	3,040	1,488	0.49	Yes	1,707	0.56	Yes
	Southbound:	2	3,040	1,534	0.50	Yes	1,733	0.57	Yes
28	Sanderson Av., b/w Florida Av. (SR-74) & Acacia Av.								

Table IV.O-15
Peak-Hour Roadway Segment Analysis for Near-Term (2015) Without-Project Conditions

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	2015 Without Project					
				AM Peak Hour			PM Peak Hour		
				Link Vol.	V/C	Acct ?	Link Vol.	V/C	Acct?
	Northbound:	2	3,040	1,141	0.38	Yes	1,665	0.55	Yes
	Southbound:	2	3,040	1,024	0.34	Yes	1,408	0.46	Yes
29	Sanderson Av., b/w Acacia Av. & Whittier Av.								
	Northbound:	2	3,040	1,144	0.38	Yes	1,549	0.51	Yes
	Southbound:	2	3,040	1,177	0.39	Yes	1,618	0.53	Yes
30	Sanderson Av., b/w Whittier Av. & Wentworth Dr.								
	Northbound:	2	3,040	1,297	0.43	Yes	1,581	0.52	Yes
	Southbound:	2	3,040	1,202	0.40	Yes	1,788	0.59	Yes
31	Sanderson Av., b/w Wentworth Dr. & Tanya Av.								
	Northbound:	2	3,040	1,193	0.39	Yes	1,483	0.49	Yes
	Southbound:	2	3,040	1,189	0.39	Yes	1,685	0.55	Yes
32	Sanderson Av., b/w Tanya Av. & Stetson Av.								
	Northbound:	2	3,040	1,200	0.39	Yes	1,429	0.47	Yes
	Southbound:	2	3,040	1,221	0.40	Yes	1,663	0.55	Yes
33	Ramona Exwy., W/O Warren Rd.								
	Eastbound:	2	3,040	540	0.18	Yes	874	0.29	Yes
	Westbound:	1	1,520	659	0.43	Yes	546	0.36	Yes
34	Menlo Av., E/O Cawston Av.								
	Eastbound:	1	1,520	323	0.21	Yes	164	0.11	Yes
	Westbound:	1	1,520	199	0.13	Yes	199	0.13	Yes
35	Menlo Av., W/O Sanderson Av.								
	Eastbound:	1	1,520	327	0.22	Yes	221	0.15	Yes
	Westbound:	2	3,040	271	0.09	Yes	277	0.09	Yes
36	Devonshire Av., W/O Warren Rd.								
	Eastbound:	1	1,520	296	0.19	Yes	433	0.28	Yes
	Westbound:	1	1,520	276	0.18	Yes	410	0.27	Yes
37	Devonshire Av., E/O Warren Rd.								
	Eastbound:	1	1,520	262	0.17	Yes	486	0.32	Yes
	Westbound:	1	1,520	376	0.25	Yes	377	0.25	Yes
38	Devonshire Av., W/O Old Warren Rd.								
	Eastbound:	1	1,520	339	0.22	Yes	495	0.33	Yes
	Westbound:	1	1,520	464	0.31	Yes	433	0.28	Yes
39	Devonshire Av., b/w Old Warren Rd. & Dwy. 3								
	Eastbound:	2	3,040	328	0.22	Yes	402	0.26	Yes
	Westbound:	2	3,040	393	0.26	Yes	381	0.25	Yes
40	Devonshire Av., b/w Dwy. 3 & Dwy. 6								
	Eastbound:	2	3,040	328	0.22	Yes	402	0.26	Yes
	Westbound:	2	3,040	394	0.26	Yes	381	0.25	Yes
41	Devonshire Av., b/w Dwy. 6 & Myers St.								
	Eastbound:	2	3,040	328	0.22	Yes	402	0.26	Yes
	Westbound:	2	3,040	394	0.26	Yes	381	0.25	Yes

Table IV.O-15
Peak-Hour Roadway Segment Analysis for Near-Term (2015) Without-Project Conditions

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	2015 Without Project					
				AM Peak Hour			PM Peak Hour		
				Link Vol.	V/C	Acct ?	Link Vol.	V/C	Acct?
42	Devonshire Av., E/O Myers St.								
	Eastbound:	1	1,520	321	0.21	Yes	336	0.22	Yes
	Westbound:	1	1,520	332	0.22	Yes	359	0.24	Yes
43	Devonshire Av., W/O Cawston Av.								
	Eastbound:	2	3,040	834	0.27	Yes	578	0.19	Yes
	Westbound:	1	1,520	383	0.25	Yes	641	0.42	Yes
44	Devonshire Av., E/O Cawston Av.								
	Eastbound:	1	1,520	506	0.33	Yes	417	0.27	Yes
	Westbound:	1	1,520	298	0.20	Yes	480	0.32	Yes
45	Devonshire Av., W/O Sanderson Av.								
	Eastbound:	2	3,040	629	0.21	Yes	661	0.22	Yes
	Westbound:	2	3,040	380	0.13	Yes	613	0.20	Yes
46	Devonshire Av., E/O Sanderson Av.								
	Eastbound:	1	1,520	449	0.30	Yes	515	0.34	Yes
	Westbound:	1	1,520	317	0.21	Yes	472	0.31	Yes
47	Devonshire Av., W/O Kirby St.								
	Eastbound:	1	1,520	383	0.25	Yes	521	0.34	Yes
	Westbound:	1	1,520	311	0.20	Yes	429	0.28	Yes
48	Florida Av. (SR-74), W/O Juniper Flats Rd.								
	Eastbound:	2	3,040	843	0.28	Yes	1,453	0.48	Yes
	Westbound:	2	3,040	1,135	0.37	Yes	1,062	0.35	Yes
49	Florida Av. (SR-74), E/O Juniper Flats Rd.								
	Eastbound:	2	3,040	891	0.29	Yes	1,510	0.50	Yes
	Westbound:	2	3,040	1,116	0.37	Yes	1,132	0.37	Yes
50	Florida Av. (SR-74), W/O Winchester Rd. (SR-79)								
	Eastbound:	2	3,040	914	0.30	Yes	1,409	0.46	Yes
	Westbound:	2	3,040	980	0.32	Yes	1,139	0.37	Yes
51	Florida Av. (SR-74), E/O Winchester Rd. (SR-79)								
	Eastbound:	2	3,040	1,139	0.37	Yes	1,751	0.58	Yes
	Westbound:	2	3,040	1,212	0.40	Yes	1,357	0.45	Yes
52	Florida Av. (SR-74), W/O Four Seasons Bl.								
	Eastbound:	2	3,040	1,200	0.39	Yes	1,781	0.59	Yes
	Westbound:	2	3,040	1,333	0.44	Yes	1,429	0.47	Yes
53	Florida Av. (SR-74), b/w Four Seasons & California Av.								
	Eastbound:	2	3,040	1,240	0.41	Yes	1,788	0.59	Yes
	Westbound:	3	4,560	1,290	0.28	Yes	1,493	0.33	Yes
54	Florida Av. (SR-74), E/O California Av.								
	Eastbound:	2	3,040	1,068	0.35	Yes	1,494	0.49	Yes
	Westbound:	2	3,040	992	0.33	Yes	1,266	0.42	Yes
55	Florida Av. (SR-74), W/O Warren Rd.								
	Eastbound:	2	3,040	1,091	0.36	Yes	1,551	0.51	Yes

Table IV.O-15
Peak-Hour Roadway Segment Analysis for Near-Term (2015) Without-Project Conditions

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	2015 Without Project					
				AM Peak Hour			PM Peak Hour		
				Link Vol.	V/C	Acct ?	Link Vol.	V/C	Acct?
	Westbound:	2	3,040	1,091	0.36	Yes	1,376	0.45	Yes
56	Florida Av. (SR-74), b/w Warren Rd. & Dwy. 2								
	Eastbound:	2	3,040	1,064	0.35	Yes	1,553	0.51	Yes
	Westbound:	3	4,560	1,038	0.34	Yes	1,340	0.44	Yes
57	Florida Av. (SR-74), b/w Dwy. 2 & Dwy. 4								
	Eastbound:	2	3,040	1,064	0.35	Yes	1,553	0.51	Yes
	Westbound:	3	4,560	1,038	0.34	Yes	1,340	0.44	Yes
58	Florida Av. (SR-74), b/w Dwy. 4 & Dwy. 7								
	Eastbound:	2	3,040	1,064	0.35	Yes	1,553	0.51	Yes
	Westbound:	3	4,560	1,038	0.34	Yes	1,340	0.44	Yes
59	Florida Av. (SR-74), b/w Dwy. 7 & Myers St.								
	Eastbound:	2	3,040	1,064	0.35	Yes	1,553	0.51	Yes
	Westbound:	3	4,560	1,038	0.34	Yes	1,340	0.44	Yes
60	Florida Av. (SR-74), E/O Myers St.								
	Eastbound:	2	3,040	1,025	0.34	Yes	1,435	0.47	Yes
	Westbound:	3	4,560	947	0.21	Yes	1,311	0.29	Yes
61	Florida Av. (SR-74), W/O Acacia Av.								
	Eastbound:	2	3,040	1,067	0.35	Yes	1,566	0.52	Yes
	Westbound:	2	3,040	1,022	0.34	Yes	1,406	0.46	Yes
62	Florida Av. (SR-74), b/w Acacia Av. & Cawston Av.								
	Eastbound:	2	3,040	919	0.30	Yes	1,225	0.40	Yes
	Westbound:	2	3,040	1,048	0.34	Yes	1,410	0.46	Yes
63	Florida Av. (SR-74), E/O Cawston Av.								
	Eastbound:	2	3,040	984	0.32	Yes	1,282	0.42	Yes
	Westbound:	2	3,040	857	0.28	Yes	1,281	0.42	Yes
64	Florida Av. (SR-74), W/O Sanderson Av.								
	Eastbound:	2	3,040	933	0.31	Yes	1,237	0.41	Yes
	Westbound:	2	3,040	966	0.32	Yes	1,567	0.52	Yes
65	Florida Av. (SR-74), E/O Sanderson Av.								
	Eastbound:	2	3,040	979	0.32	Yes	1,120	0.37	Yes
	Westbound:	2	3,040	763	0.25	Yes	1,337	0.44	Yes
66	Florida Av. (SR-74), W/O Kirby St.								
	Eastbound:	2	3,040	1,037	0.34	Yes	1,493	0.49	Yes
	Westbound:	2	3,040	903	0.30	Yes	1,475	0.49	Yes
67	Florida Av. (SR-74), E/O Kirby St.								
	Eastbound:	2	3,040	1,032	0.34	Yes	1,321	0.43	Yes
	Westbound:	2	3,040	840	0.28	Yes	1,415	0.47	Yes
68	Florida Av. (SR-74), W/O Gilmore St.								
	Eastbound:	2	3,040	1,013	0.33	Yes	1,292	0.43	Yes
	Westbound:	2	3,040	882	0.29	Yes	1,314	0.43	Yes
69	Florida Av. (SR-74), E/O Gilmore St.								

Table IV.O-15
Peak-Hour Roadway Segment Analysis for Near-Term (2015) Without-Project Conditions

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	2015 Without Project					
				AM Peak Hour			PM Peak Hour		
				Link Vol.	V/C	Acct ?	Link Vol.	V/C	Acct?
	Eastbound:	2	3,040	1,038	0.34	Yes	1,375	0.45	Yes
	Westbound:	2	3,040	865	0.28	Yes	1,327	0.44	Yes
70	Florida Av. (SR-74), W/O Lyon Av.								
	Eastbound:	2	3,040	1,010	0.33	Yes	1,298	0.43	Yes
	Westbound:	2	3,040	885	0.29	Yes	1,386	0.46	Yes
71	Florida Av. (SR-74), E/O Lyon Av.								
	Eastbound:	2	3,040	1,056	0.35	Yes	1,274	0.42	Yes
	Westbound:	2	3,040	868	0.29	Yes	1,316	0.43	Yes
72	Florida Av. (SR-74), W/O Palm Av.								
	Eastbound:	2	3,040	878	0.29	Yes	1,233	0.41	Yes
	Westbound:	2	3,040	845	0.28	Yes	1,376	0.45	Yes
73	Acacia Av., b/w Florida Av. (SR-74) & Cawston Av.								
	Eastbound:	1	1,520	189	0.12	Yes	363	0.24	Yes
	Westbound:	1	1,520	11	0.01	Yes	5	0.00	Yes
74	Acacia Av., W/O Sanderson Av.								
	Eastbound:	1	1,520	282	0.19	Yes	574	0.38	Yes
	Westbound:	1	1,520	221	0.15	Yes	369	0.24	Yes

Source: Urban Crossroads, 2014.

[1] *Segment analysis based on the PM peak hour link volume. Capacity is based on Level of Service "C" per City of Hemet standards (i.e. 1,900 x 80 percent = 1,520 vehicles per hour per lane). Segment analysis based on criterion of 1,000 or more daily project trips on the segment.*

[2] *N/o = North Of; S/O = South Of; W/O = West Of; E/O = East Of; b/w = Between*

Table IV.O-16
Peak-Hour Roadway Segment Analysis for Near-Term (2015) With-Project Conditions

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	2015 With Project					
				AM Peak Hour			PM Peak Hour		
				Link Vol.	V/C	Acct ?	Link Vol.	V/C	Acct?
1	Warren Rd., S/O Ramona Exwy.								
	Northbound:	1	1,520	328	0.22	Yes	291	0.19	Yes
	Southbound:	1	1,520	278	0.18	Yes	462	0.30	Yes
2	Warren Rd., N/O Cottonwood Av.								
	Northbound:	1	1,520	529	0.35	Yes	476	0.31	Yes
	Southbound:	2	3,040	360	0.12	Yes	612	0.20	Yes
3	Warren Rd., S/O Cottonwood Av.								
	Northbound:	1	1,520	544	0.36	Yes	605	0.40	Yes
	Southbound:	1	1,520	468	0.31	Yes	667	0.44	Yes
4	Warren Rd., N/O Esplanade Av.								
	Northbound:	1	1,520	538	0.35	Yes	617	0.41	Yes
	Southbound:	1	1,520	464	0.31	Yes	677	0.45	Yes
5	Warren Rd., S/O Esplanade Av.								
	Northbound:	1	1,520	560	0.37	Yes	769	0.51	Yes
	Southbound:	1	1,520	608	0.40	Yes	679	0.45	Yes
6	Warren Rd., N/O Devonshire Av.								
	Northbound:	1	1,520	530	0.35	Yes	766	0.50	Yes
	Southbound:	1	1,520	593	0.39	Yes	696	0.46	Yes
7	Warren Rd., S/O Devonshire Av.								
	Northbound:	1	1,520	420	0.28	Yes	748	0.49	Yes
	Southbound:	1	1,520	588	0.39	Yes	581	0.38	Yes
8	Warren Rd., N/O Dwy.12								
	Northbound:	1	1,520	420	0.28	Yes	727	0.48	Yes
	Southbound:	1	1,520	588	0.39	Yes	581	0.38	Yes
9	Warren Rd., N/O Florida Av. (SR-74)								
	Northbound:	1	1,520	436	0.29	Yes	760	0.50	Yes
	Southbound:	1	1,520	588	0.39	Yes	581	0.38	Yes
10	Warren Rd., b/w Florida Av. & Auto Bl.								
	Northbound:	2	3,040	655	0.22	Yes	1,043	0.34	Yes
	Southbound:	1	1,520	778	0.51	Yes	833	0.55	Yes
11	Warren Rd., S/O Auto Bl.								
	Northbound:	1	1,520	675	0.44	Yes	864	0.57	Yes
	Southbound:	1	1,520	596	0.39	Yes	826	0.54	Yes
12	Warren Rd., N/O Stetson Av.								
	Northbound:	1	1,520	732	0.48	Yes	845	0.56	Yes
	Southbound:	1	1,520	599	0.39	Yes	806	0.53	Yes
13	Warren Rd, S/O Stetson Av.								
	Northbound:	1	1,520	568	0.37	Yes	642	0.42	Yes
	Southbound:	1	1,520	498	0.33	Yes	649	0.43	Yes
14	Warren Rd., N/O Mustang Wy.								
	Northbound:	1	1,520	608	0.40	Yes	669	0.44	Yes

Table IV.O-16
Peak-Hour Roadway Segment Analysis for Near-Term (2015) With-Project Conditions

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	2015 With Project					
				AM Peak Hour			PM Peak Hour		
				Link Vol.	V/C	Acct ?	Link Vol.	V/C	Acct?
	Southbound:	1	1,520	522	0.34	Yes	671	0.44	Yes
15	Warren Rd., S/O Mustang Wy.								
	Northbound:	1	1,520	560	0.37	Yes	827	0.54	Yes
	Southbound:	1	1,520	690	0.45	Yes	628	0.41	Yes
16	Warren Rd., E/O Simpson Rd.								
	Northbound:	1	1,520	519	0.34	Yes	765	0.50	Yes
	Southbound:	1	1,520	593	0.39	Yes	613	0.40	Yes
17	Warren Rd., b/w Simpson Rd. & Domenigoni Pkwy.								
	Northbound:	1	1,520	390	0.26	Yes	567	0.37	Yes
	Southbound:	1	1,520	457	0.30	Yes	422	0.28	Yes
18	Myers St., b/w Devonshire Av. & Dwy. 8								
	Northbound:	1	1,520	191	0.13	Yes	270	0.18	Yes
	Southbound:	2	3,040	257	0.08	Yes	232	0.08	Yes
19	Myers St., b/w Dwy. 8 & Dwy. 9								
	Northbound:	1	1,520	191	0.13	Yes	270	0.18	Yes
	Southbound:	2	3,040	280	0.09	Yes	261	0.09	Yes
20	Myers St., b/w Dwy. 9 & Dwy. 10								
	Northbound:	1	1,520	228	0.15	Yes	322	0.21	Yes
	Southbound:	2	3,040	290	0.10	Yes	264	0.09	Yes
21	Myers St., b/w Dwy. 10 & Dwy. 11								
	Northbound:	2	3,040	316	0.10	Yes	392	0.13	Yes
	Southbound:	2	3,040	317	0.10	Yes	325	0.11	Yes
22	Myers St., b/w Dwy. 11 & Florida Av. (SR-74)								
	Northbound:	2	3,040	325	0.11	Yes	409	0.13	Yes
	Southbound:	2	3,040	343	0.11	Yes	355	0.12	Yes
23	Myers St., S/O Florida Av. (SR-74)								
	Northbound:	1	1,520	118	0.08	Yes	120	0.08	Yes
	Southbound:	1	1,520	85	0.06	Yes	142	0.09	Yes
24	Cawston Av., S/O Menlo Av.								
	Northbound:	1	1,520	529	0.35	Yes	487	0.32	Yes
	Southbound:	1	1,520	612	0.40	Yes	488	0.32	Yes
25	Cawston Av., N/O Devonshire Av.								
	Northbound:	1	1,520	549	0.36	Yes	453	0.30	Yes
	Southbound:	1	1,520	526	0.35	Yes	534	0.35	Yes
26	Cawston Av., S/O Acacia Av.								
	Northbound:			Not Applicable					
	Southbound:			Not Applicable					
27	Sanderson Av., b/w Fruitvale Av. & Menlo Av.								
	Northbound:	2	3,040	1,521	0.50	Yes	1,745	0.57	Yes
	Southbound:	2	3,040	1,576	0.52	Yes	1,775	0.58	Yes
28	Sanderson Av., b/w Florida Av. (SR-74) & Acacia Av.								

Table IV.O-16
Peak-Hour Roadway Segment Analysis for Near-Term (2015) With-Project Conditions

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	2015 With Project					
				AM Peak Hour			PM Peak Hour		
				Link Vol.	V/C	Acct ?	Link Vol.	V/C	Acct?
	Northbound:	2	3,040	1,244	0.41	Yes	1,771	0.58	Yes
	Southbound:	2	3,040	1,024	0.34	Yes	1,408	0.46	Yes
29	Sanderson Av., b/w Acacia Av. & Whittier Av.								
	Northbound:	2	3,040	1,226	0.40	Yes	1,633	0.54	Yes
	Southbound:	2	3,040	1,243	0.41	Yes	1,697	0.56	Yes
30	Sanderson Av., b/w Whittier Av. & Wentworth Dr.								
	Northbound:	2	3,040	1,378	0.45	Yes	1,666	0.55	Yes
	Southbound:	2	3,040	1,268	0.42	Yes	1,867	0.61	Yes
31	Sanderson Av., b/w Wentworth Dr. & Tanya Av.								
	Northbound:	2	3,040	1,265	0.42	Yes	1,557	0.51	Yes
	Southbound:	2	3,040	1,247	0.41	Yes	1,754	0.58	Yes
32	Sanderson Av., b/w Tanya Av. & Stetson Av.								
	Northbound:	2	3,040	1,262	0.42	Yes	1,492	0.49	Yes
	Southbound:	2	3,040	1,270	0.42	Yes	1,722	0.57	Yes
33	Ramona Exwy., W/O Warren Rd.								
	Eastbound:	2	3,040	591	0.19	Yes	927	0.30	Yes
	Westbound:	1	1,520	700	0.46	Yes	595	0.39	Yes
34	Menlo Av., E/O Cawston Av.								
	Eastbound:	1	1,520	373	0.25	Yes	223	0.15	Yes
	Westbound:	1	1,520	261	0.17	Yes	261	0.17	Yes
35	Menlo Av., W/O Sanderson Av.								
	Eastbound:	1	1,520	360	0.24	Yes	260	0.17	Yes
	Westbound:	2	3,040	313	0.10	Yes	319	0.10	Yes
36	Devonshire Av., W/O Warren Rd.								
	Eastbound:	1	1,520	347	0.23	Yes	486	0.32	Yes
	Westbound:	1	1,520	317	0.21	Yes	459	0.30	Yes
37	Devonshire Av., E/O Warren Rd.								
	Eastbound:	1	1,520	466	0.31	Yes	697	0.46	Yes
	Westbound:	1	1,520	541	0.36	Yes	574	0.38	Yes
38	Devonshire Av., W/O Old Warren Rd.								
	Eastbound:	1	1,520	543	0.36	Yes	707	0.47	Yes
	Westbound:	1	1,520	629	0.41	Yes	630	0.41	Yes
39	Devonshire Av., b/w Old Warren Rd. & Dwy. 3								
	Eastbound:	2	3,040	501	0.16	Yes	582	0.19	Yes
	Westbound:	2	3,040	533	0.18	Yes	548	0.18	Yes
40	Devonshire Av., b/w Dwy. 3 & Dwy. 6								
	Eastbound:	2	3,040	438	0.14	Yes	524	0.17	Yes
	Westbound:	2	3,040	518	0.17	Yes	508	0.17	Yes
41	Devonshire Av., b/w Dwy. 6 & Myers St.								
	Eastbound:	2	3,040	437	0.14	Yes	521	0.17	Yes
	Westbound:	2	3,040	518	0.17	Yes	507	0.17	Yes

Table IV.O-16
Peak-Hour Roadway Segment Analysis for Near-Term (2015) With-Project Conditions

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	2015 With Project					
				AM Peak Hour			PM Peak Hour		
				Link Vol.	V/C	Acct ?	Link Vol.	V/C	Acct?
42	Devonshire Av., E/O Myers St.								
	Eastbound:	1	1,520	453	0.30	Yes	494	0.33	Yes
	Westbound:	1	1,520	495	0.33	Yes	526	0.35	Yes
43	Devonshire Av., W/O Cawston Av.								
	Eastbound:	2	3,040	966	0.32	Yes	736	0.24	Yes
	Westbound:	1	1,520	546	0.36	Yes	808	0.53	Yes
44	Devonshire Av., E/O Cawston Av.								
	Eastbound:	1	1,520	564	0.37	Yes	486	0.32	Yes
	Westbound:	1	1,520	369	0.24	Yes	553	0.36	Yes
45	Devonshire Av., W/O Sanderson Av.								
	Eastbound:	2	3,040	678	0.22	Yes	720	0.24	Yes
	Westbound:	2	3,040	441	0.15	Yes	677	0.22	Yes
46	Devonshire Av., E/O Sanderson Av.								
	Eastbound:	1	1,520	474	0.31	Yes	545	0.36	Yes
	Westbound:	1	1,520	347	0.23	Yes	504	0.33	Yes
47	Devonshire Av., W/O Kirby St.								
	Eastbound:	1	1,520	400	0.26	Yes	541	0.36	Yes
	Westbound:	1	1,520	332	0.22	Yes	451	0.30	Yes
48	Florida Av. (SR-74), W/O Juniper Flats Rd.								
	Eastbound:	2	3,040	894	0.29	Yes	1,506	0.50	Yes
	Westbound:	2	3,040	1,176	0.39	Yes	1,112	0.37	Yes
49	Florida Av. (SR-74), E/O Juniper Flats Rd.								
	Eastbound:	2	3,040	962	0.32	Yes	1,584	0.52	Yes
	Westbound:	2	3,040	1,173	0.39	Yes	1,202	0.40	Yes
50	Florida Av. (SR-74), W/O Winchester Rd. (SR-79)								
	Eastbound:	2	3,040	1,016	0.33	Yes	1,514	0.50	Yes
	Westbound:	2	3,040	1,062	0.35	Yes	1,238	0.41	Yes
51	Florida Av. (SR-74), E/O Winchester Rd. (SR-79)								
	Eastbound:	2	3,040	1,262	0.42	Yes	1,877	0.62	Yes
	Westbound:	2	3,040	1,311	0.43	Yes	1,476	0.49	Yes
52	Florida Av. (SR-74), W/O Four Seasons Bl.								
	Eastbound:	2	3,040	1,343	0.44	Yes	1,929	0.63	Yes
	Westbound:	2	3,040	1,449	0.48	Yes	1,567	0.52	Yes
53	Florida Av. (SR-74), b/w Four Seasons & California Av.								
	Eastbound:	2	3,040	1,393	0.46	Yes	1,946	0.64	Yes
	Westbound:	3	4,560	1,414	0.31	Yes	1,641	0.36	Yes
54	Florida Av. (SR-74), E/O California Av.								
	Eastbound:	2	3,040	1,262	0.42	Yes	1,694	0.56	Yes
	Westbound:	2	3,040	1,149	0.38	Yes	1,454	0.48	Yes
55	Florida Av. (SR-74), W/O Warren Rd.								
	Eastbound:	2	3,040	1,285	0.42	Yes	1,751	0.58	Yes

Table IV.O-16
Peak-Hour Roadway Segment Analysis for Near-Term (2015) With-Project Conditions

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	2015 With Project					
				AM Peak Hour			PM Peak Hour		
				Link Vol.	V/C	Acct ?	Link Vol.	V/C	Acct?
	Westbound:	2	3,040	1,248	0.41	Yes	1,564	0.51	Yes
56	Florida Av. (SR-74), b/w Warren Rd. & Dwy. 2								
	Eastbound:	2	3,040	1,319	0.43	Yes	1,817	0.60	Yes
	Westbound:	3	4,560	1,252	0.27	Yes	1,597	0.35	Yes
57	Florida Av. (SR-74), b/w Dwy. 2 & Dwy. 4								
	Eastbound:	2	3,040	1,319	0.43	Yes	1,824	0.60	Yes
	Westbound:	3	4,560	1,226	0.27	Yes	1,523	0.33	Yes
58	Florida Av. (SR-74), b/w Dwy. 4 & Dwy. 7								
	Eastbound:	2	3,040	1,192	0.39	Yes	1,702	0.56	Yes
	Westbound:	3	4,560	1,219	0.27	Yes	1,572	0.34	Yes
59	Florida Av. (SR-74), b/w Dwy. 7 & Myers St.								
	Eastbound:	2	3,040	1,192	0.39	Yes	1,702	0.56	Yes
	Westbound:	3	4,560	1,188	0.26	Yes	1,497	0.33	Yes
60	Florida Av. (SR-74), E/O Myers St.								
	Eastbound:	2	3,040	1,239	0.41	Yes	1,692	0.56	Yes
	Westbound:	3	4,560	1,213	0.27	Yes	1,585	0.35	Yes
61	Florida Av. (SR-74), W/O Acacia Av.								
	Eastbound:	2	3,040	1,281	0.42	Yes	1,823	0.60	Yes
	Westbound:	2	3,040	1,288	0.42	Yes	1,680	0.55	Yes
62	Florida Av. (SR-74), b/w Acacia Av. & Cawston Av.								
	Eastbound:	2	3,040	1,051	0.35	Yes	1,382	0.45	Yes
	Westbound:	2	3,040	1,314	0.43	Yes	1,685	0.55	Yes
63	Florida Av. (SR-74), E/O Cawston Av.								
	Eastbound:	2	3,040	1,116	0.37	Yes	1,439	0.47	Yes
	Westbound:	2	3,040	1,123	0.37	Yes	1,556	0.51	Yes
64	Florida Av. (SR-74), W/O Sanderson Av.								
	Eastbound:	2	3,040	1,049	0.35	Yes	1,375	0.45	Yes
	Westbound:	2	3,040	1,212	0.40	Yes	1,821	0.60	Yes
65	Florida Av. (SR-74), E/O Sanderson Av.								
	Eastbound:	2	3,040	1,095	0.36	Yes	1,258	0.41	Yes
	Westbound:	2	3,040	906	0.30	Yes	1,485	0.49	Yes
66	Florida Av. (SR-74), W/O Kirby St.								
	Eastbound:	2	3,040	1,137	0.37	Yes	1,611	0.53	Yes
	Westbound:	2	3,040	1,025	0.34	Yes	1,601	0.53	Yes
67	Florida Av. (SR-74), E/O Kirby St.								
	Eastbound:	2	3,040	1,115	0.37	Yes	1,419	0.47	Yes
	Westbound:	2	3,040	942	0.31	Yes	1,520	0.50	Yes
68	Florida Av. (SR-74), W/O Gilmore St.								
	Eastbound:	2	3,040	1,096	0.36	Yes	1,390	0.46	Yes
	Westbound:	2	3,040	984	0.32	Yes	1,419	0.47	Yes
69	Florida Av. (SR-74), E/O Gilmore St.								

Table IV.O-16
Peak-Hour Roadway Segment Analysis for Near-Term (2015) With-Project Conditions

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	2015 With Project					
				AM Peak Hour			PM Peak Hour		
				Link Vol.	V/C	Acct ?	Link Vol.	V/C	Acct?
	Eastbound:	2	3,040	1,121	0.37	Yes	1,473	0.48	Yes
	Westbound:	2	3,040	967	0.32	Yes	1,432	0.47	Yes
70	Florida Av. (SR-74), W/O Lyon Av.								
	Eastbound:	2	3,040	1,093	0.36	Yes	1,395	0.46	Yes
	Westbound:	2	3,040	987	0.32	Yes	1,492	0.49	Yes
71	Florida Av. (SR-74), E/O Lyon Av.								
	Eastbound:	2	3,040	1,106	0.36	Yes	1,333	0.44	Yes
	Westbound:	2	3,040	930	0.31	Yes	1,380	0.45	Yes
72	Florida Av. (SR-74), W/O Palm Av.								
	Eastbound:	2	3,040	928	0.31	Yes	1,293	0.43	Yes
	Westbound:	2	3,040	906	0.30	Yes	1,439	0.47	Yes
73	Acacia Av., b/w Florida Av. (SR-74) & Cawston Av.								
	Eastbound:	1	1,520	271	0.18	Yes	462	0.30	Yes
	Westbound:	1	1,520	11	0.01	Yes	5	0.00	Yes
74	Acacia Av., W/O Sanderson Av.								
	Eastbound:	1	1,520	364	0.24	Yes	673	0.44	Yes
	Westbound:	1	1,520	221	0.15	Yes	369	0.24	Yes

Source: Urban Crossroads, 2014.

[1] *Segment analysis based on the PM peak hour link volume. Capacity is based on Level of Service "C" per City of Hemet standards (i.e. 1,900 x 80 percent = 1,520 vehicles per hour per lane). Segment analysis based on criterion of 1,000 or more daily project trips on the segment.*

[2] *N/O = North Of; S/O = South Of; W/O = West Of; E/O = East Of; b/w = Between*

Typically, the 27-year model growth is prorated and is subsequently added to the existing (base validation) traffic volumes to represent General Plan Cumulative Buildout (Post-2035) Conditions. However, review of the resulting model growth indicates negative growth for several study area intersections. As such, additional growth has been applied on a movement-by-movement basis, where applicable, to estimate reasonable General Plan Cumulative Buildout (Post-2035) forecasts. General Plan Cumulative Buildout (Post-2035) turning volumes were compared to Near-Term (2015) volumes in order to ensure a minimum growth as a part of the refinement process. The minimum growth includes any additional growth between Near-Term (2015) and General Plan Cumulative Buildout (Post-2035) Conditions that is not accounted for by the traffic generated by cumulative development projects and ambient growth rates assumed between Existing (2012) and Near-Term (2015) Conditions. Future estimated peak-hour traffic data was used for new intersections and intersections with an anticipated change in travel patterns to further refine the General Plan Cumulative Buildout (Post-2035) peak-hour forecasts.

The future General Plan Cumulative Buildout (Post-2035) Without-Project peak-hour turning movements were then reviewed by Urban Crossroads for reasonableness, and in some cases, were adjusted to achieve flow conservation, reasonable growth, and reasonable diversion between parallel routes. Flow conservation checks ensure that traffic flow between two closely spaced intersections, such as two freeway ramp locations, is verified in order to make certain that vehicles leaving one intersection are entering the adjacent intersection and that there are no unexplained loss of vehicles. The result of this traffic forecasting procedure is a series of traffic volumes that are suitable for traffic operations analysis. It should be noted that where applicable, General Plan Cumulative Buildout (Post-2035) Without-Project forecasts were consistent with the traffic forecasts utilized for the General Plan Update. The assumed General Plan Cumulative Buildout (Post-2035) lane geometrics and intersection controls are shown on Figure IV.O-29.

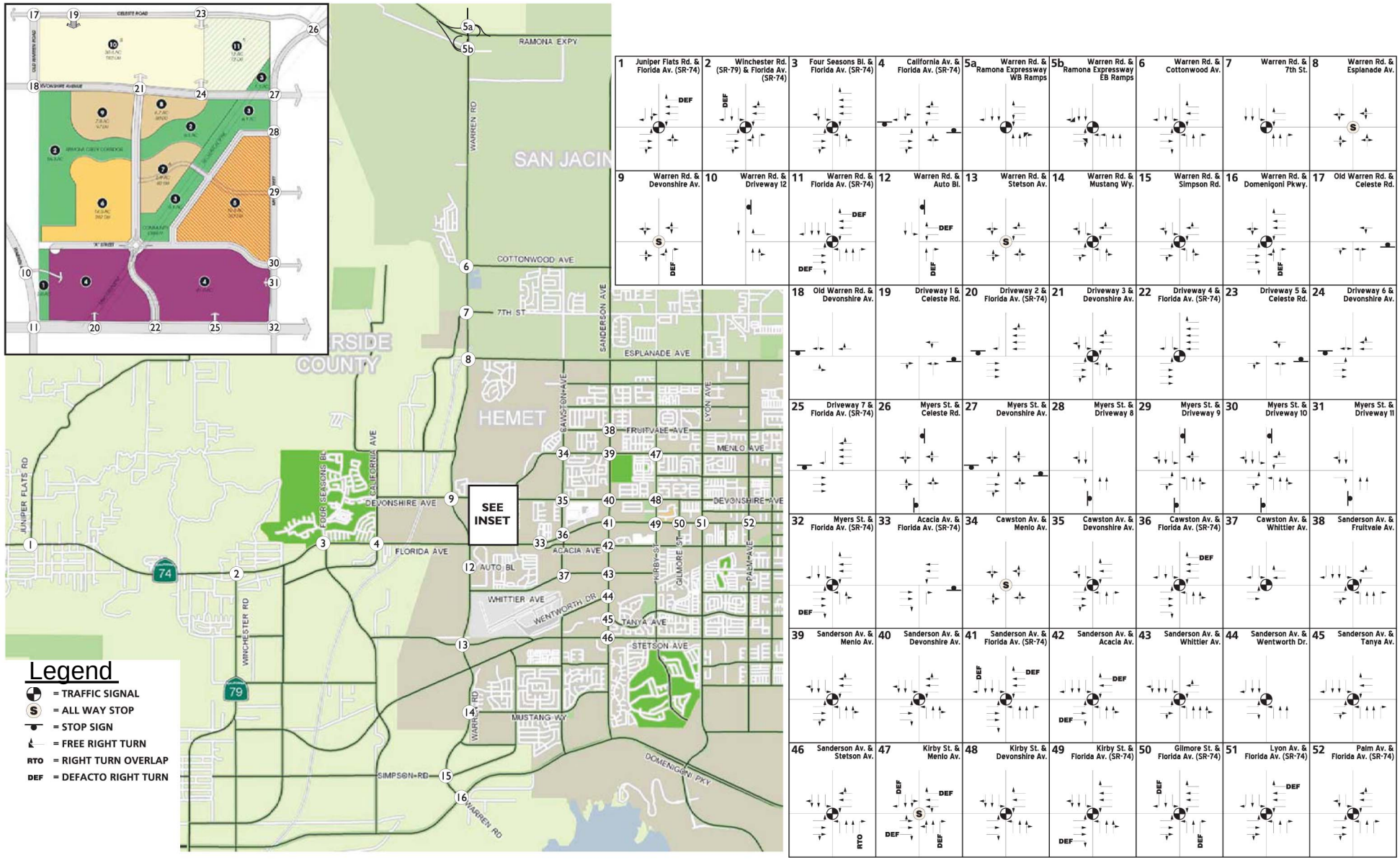
General Plan Cumulative Buildout (Post-2035) Without-Project Conditions

Because the timing and available funding for future transportation infrastructure improvements in the study area are uncertain, and in an effort to overstate potential traffic impacts (as opposed to understating impacts), the assessment of potential traffic impacts for General Plan Cumulative Buildout (Post-2035) traffic conditions has been conducted against the Existing (2012) roadway network in place at the time the Traffic Study was prepared for the Project. However, it should be noted that necessary traffic improvements (discussed under "Mitigation Measures," below) identified for this long-range cumulative analysis scenario were found to be consistent with the planned infrastructure needs previously evaluated and adopted by the City's General Plan.

The ADT volumes associated with the General Plan Cumulative Buildout (Post-2035) Without-Project Conditions are shown on Figure IV.O-30. Figures IV.O-31 and IV.O-32 and Table IV.O-17 show the AM and PM peak-hour intersection turning movement volumes for General Plan Cumulative Buildout (Post-2035) Without-Project Conditions, respectively. A summary of intersection LOS under the General Plan Cumulative Buildout (Post-2035) Without-Project Conditions is shown on Figure IV.O-33.

General Plan Cumulative Buildout (Post-2035) With-Project Conditions

The ADT volumes associated with the General Plan Cumulative Buildout (Post-2035) With-Project Conditions are shown on Figure IV.O-34. Table IV.O-17 and Figures IV.O-35 and IV.O-36 show the AM and PM peak hour intersection turning movement volumes for General Plan Cumulative Buildout (Post-2035) With-Project Conditions, respectively. A summary of intersection LOS under the General Plan Cumulative Buildout (Post-2035) With-Project Conditions is shown on Figure IV.O-37. As shown, the Project would contribute to significant long-term cumulative impacts at 27 intersections:

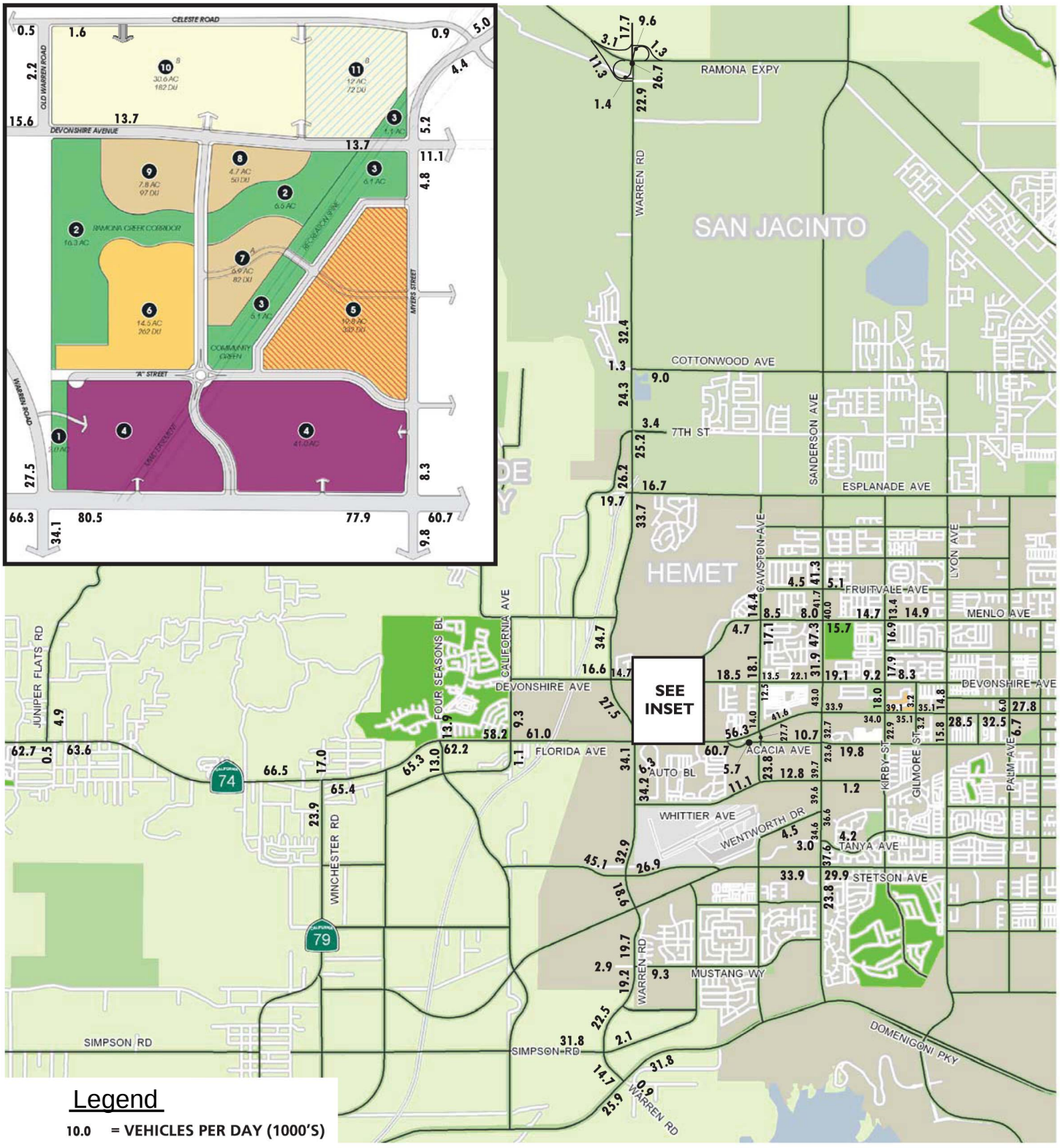


Source: Urban Crossroads, 2013.

Not To Scale

CAJA Environmental Services, LLC

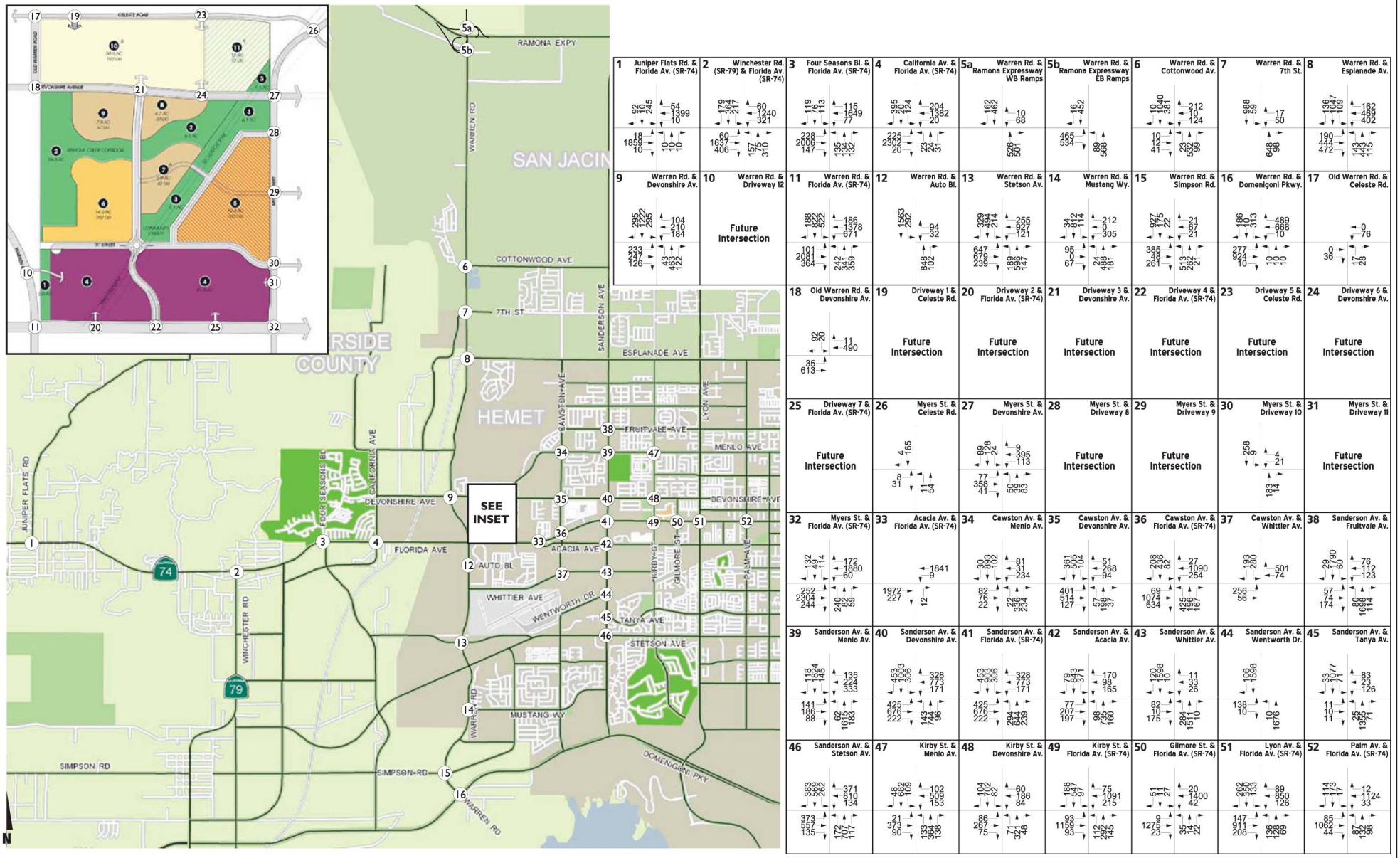
Figure IV.O-29
General Plan Cumulative Buildout (Post-2035) Lane Configureations



Source: Urban Crossroads, 2013.

CAJA Environmental Services, LLC

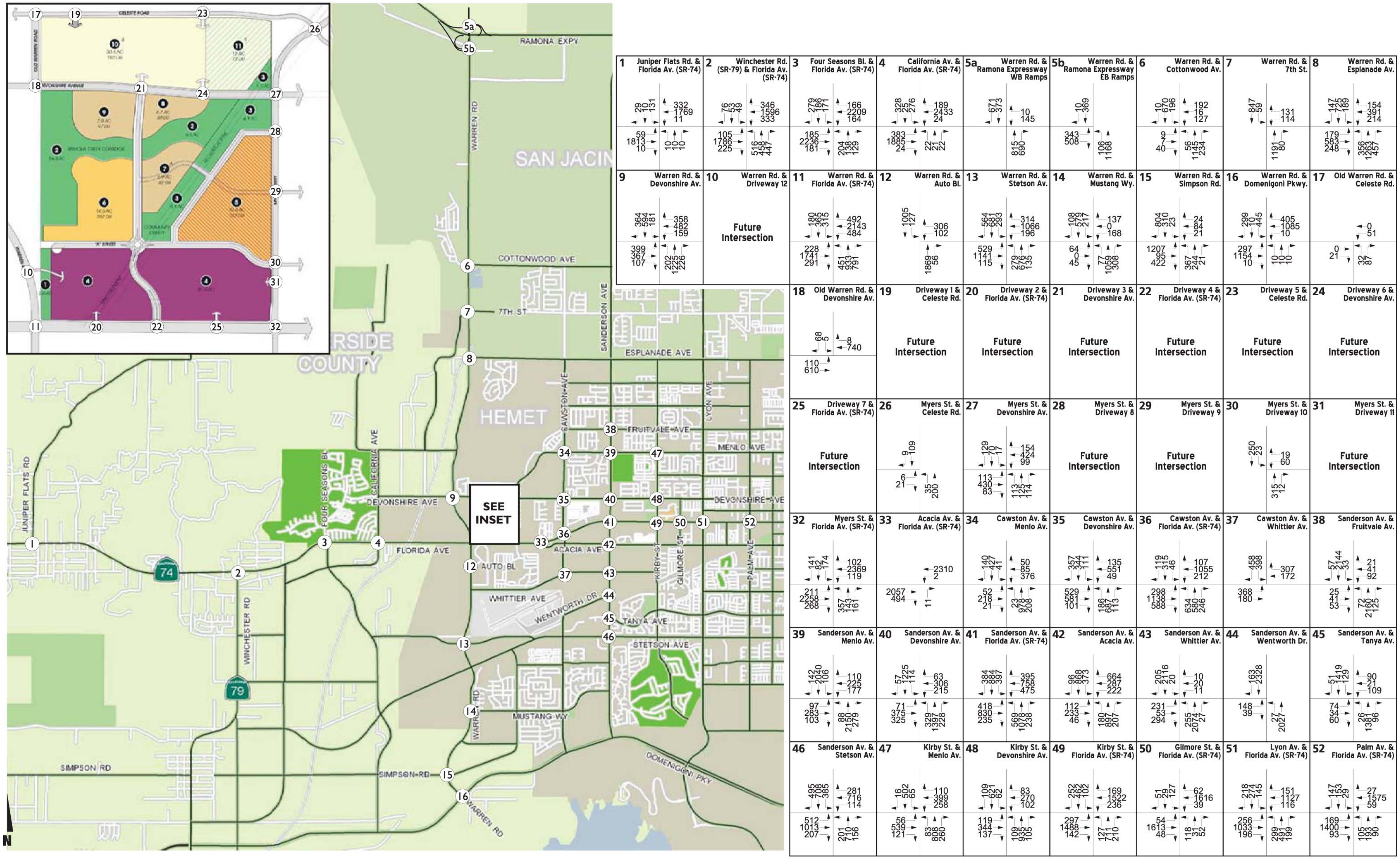
Figure IV.O-30
General Plan Cumulative Buildout (Post-2035)
Without-Project ADT



Source: Urban Crossroads, 2013.

CAJA Environmental Services, LLC

Figure IV.O-31
General Plan Cumulative Buildout (Post-2035) Without-Project
AM Peak-Hour Intersection Volumes



Source: Urban Crossroads, 2013.

Not To Scale

CAJA Environmental Services, LLC

Figure IV.O-32
General Plan Cumulative Buildout (Post-2035) Without-Project
PM Peak-Hour Intersection Volumes

Table IV.O-17
General Plan Cumulative Buildout (Post-2035) Intersection LOS

#	Intersection	Traffic Control[2]	Post 2035 Without Project Delay[1] (secs.) AM	Post 2035 Without Project Delay[1] (secs.) PM	Post 2035 Without Project Level of Service AM	Post 2035 Without Project Level of Service PM	Post 2035 With Project Delay[1] (secs.) AM	Post 2035 With Project Delay[1] (secs.) PM	Post 2035 With Project Level of Service AM	Post 2035 With Project Level of Service PM
1	Juniper Flats Rd. / Florida Av. (SR-74)	TS	29.0	24.5	C	C	28.3	24.4	C	C
2	Winchester Rd. (SR-79) / Florida Av. (SR-74)	TS	**114.4**	**>200.0**	**F**	**F**	**114.1**	**>200.0**	**F**	**F**
3	Four Seasons Bl. / Florida Av. (SR-74)	TS	52.8	**91.2**	D	**F**	49.8	**91.5**	D	**F**
4	California Av. / Florida Av. (SR-74)	CSS	**>100.0**	**>100.0**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**
5a	Warren Rd. / Ramona Exwy. WB Ramps	**TS**	5.3	6.6	A	A	5.3	6.6	A	A
5b	Warren Rd. / Ramona Exwy. EB Ramps	**TS**	17.9	14.5	B	B	17.8	14.4	B	B
6	Warren Rd. / Cottonwood Av.	TS	**108.7**	**134.8**	**F**	**F**	**102.6**	**122.8**	**F**	**F**
7	Warren Rd. / 7th St.	**TS**	10.0	13.4	B	B	9.9	13.3	A	B
8	Warren Rd. / Esplanade Av.	AWS	**>100.0**	**>100.0**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**
9	Warren Rd. / Devonshire Av.	AWS	**>100.0**	**>100.0**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**
10	Warren Rd. / Driveway 12	**CSS**	Future Intersection				10.1	17.5	B	C
11	Warren Rd. / Florida Av. (SR-74)	TS	**>200.0**	**>200.0**	**F**	**F**	**>200.0**	**197.7**	**F**	**F**
12	Warren Rd. / Auto Bl.	CSS	**>100.0**	**>100.0**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**
13	Warren Rd. / Stetson Av.	AWS	**>100.0**	**>100.0**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**
14	Warren Rd. / Mustang Wy.	TS	35.4	**94.4**	D	**F**	35.6	**93.7**	D	**F**
15	Warren Rd. / Simpson Rd.	**TS**	**>200.0**	**>200.0**	**F**	**F**	**>200.0**	**>200.0**	**F**	**F**
16	Warren Rd. / Domenigoni Pkwy.	TS	44.3	**90.9**	D	**F**	44.0	**85.9**	D	**F**
17	Old Warren Rd. / Celeste Rd.	CSS	8.9	9.0	A	A	9.0	9.1	A	A
18	Old Warren Rd. / Devonshire Av.	CSS	17.1	19.3	C	C	17.0	18.5	C	C
19	Driveway 1 / Celeste Rd.	**CSS**	Future Intersection				9.1	9.3	A	A
20	Driveway 2 / Florida Av. (SR-74)	**CSS**	Future Intersection				18.1	22.1	C	C
21	Driveway 3 / Devonshire Av.	**TS**	Future Intersection				19.2	17.2	B	B
22	Driveway 4 / Florida Av. (SR-74)	**TS**	Future Intersection				25.8	36.1	C	D
23	Driveway 5 / Celeste Rd.	**CSS**	Future Intersection				8.8	8.8	A	A
24	Driveway 6 / Devonshire Av.	**CSS**	Future Intersection				12.5	15.5	B	C
25	Driveway 7 / Florida Av. (SR-74)	**CSS**	Future Intersection				18.6	23.9	C	C
26	Myers St. / Celeste Rd.	CSS	9.5	9.5	A	A	9.7	10.5	B	B
27	Myers St. / Devonshire Av.	CSS	**>100.0**	**>100.0**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**
28	Myers St. / Driveway 8	**CSS**	Future Intersection				9.2	9.2	A	A
29	Myers St. / Driveway 9	CSS	Future Intersection				14.3	15.3	B	C
30	Myers St. / Driveway 10	CSS	10.7	12.9	B	B	18.4	25.1	C	D
31	Myers St. / Driveway 11	**CSS**	Future Intersection				9.5	9.4	A	A

Table IV.O-17
General Plan Cumulative Buildout (Post-2035) Intersection LOS

#	Intersection	Traffic Control[2]	Post 2035 Without Project Delay[1] (secs.) AM	Post 2035 Without Project Delay[1] (secs.) PM	Post 2035 Without Project Level of Service AM	Post 2035 Without Project Level of Service PM	Post 2035 With Project Delay[1] (secs.) AM	Post 2035 With Project Delay[1] (secs.) PM	Post 2035 With Project Level of Service AM	Post 2035 With Project Level of Service PM
32	Myers St. / Florida Av. (SR-74)	TS	**>200.0**	**194.2**	**F**	**F**	**>200.0**	**180.2**	**F**	**F**
33	Acacia Av. / Florida Av. (SR-74)	CSS	21.4	25.6	C	D	22.0	22.5	C	C
34	Cawston Av. / Menlo Av.	AWS	**>100.0**	**>100.0**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**
35	Cawston Av. / Devonshire Av.	TS	**45.6**	**150.3**	**F[2]**	**F**	**40.4**	**134.1**	**F[2]**	**F**
36	Cawston Av. / Florida Av. (SR-74)	TS	**84.3**	**111.7**	**F**	**F**	**81.4**	**107.7**	**F**	**F**
37	Cawston Av. / Whittier Av.	**TS**	14.9	30.3	B	C	15.5	33.3	B	C
38	Sanderson Av. / Fruitvale Av.	TS	31.1	**70.2**	C	**E**	30.8	**69.7**	C	**E**
39	Sanderson Av. / Menlo Av.	TS	**160.6**	**199.7**	**F**	**F**	**159.5**	**>200.0**	**F**	**F**
40	Sanderson Av. / Devonshire Av.	TS	**147.1**	**79.9**	**F**	**F[2]**	**145.4**	**78.9**	**F**	**F[2]**
41	Sanderson Av. / Florida Av. (SR-74)	TS	**77.5**	**144.0**	**F[2]**	**F**	**73.3**	**142.5**	**F[2]**	**F**
42	Sanderson Av. / Acacia Av.	TS	43.8	**106.5**	D	**F**	43.5	**107.2**	D	**F**
43	Sanderson Av. / Whittier Av.	**TS**	29.5	37.7	C	D	29.3	36.7	C	D
44	Sanderson Av. / Wentworth Dr.	TS	18.7	**62.4**	B	**E**	18.7	**58.5**	B	**E**
45	Sanderson Av. / Tanya Av.	TS	**32.8**	**37.7**	**F[2]**	**F[2]**	**32.6**	**36.7**	**F[2]**	**F[2]**
46	Sanderson Av. / Stetson Av.	TS	**95.2**	**129.8**	**F**	**F**	**94.0**	**127.6**	**F**	**F**
47	Kirby St. / Menlo Av.	AWS	**>100.0**	**>100.0**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**
48	Kirby St. / Devonshire Av.	TS	28.2	32.6	C	C	28.3	32.3	C	C
49	Kirby St. / Florida Av. (SR-74)	TS	31.3	**65.7**	C	**F[2]**	30.9	**63.0**	C	**F[2]**
50	Gilmore St. / Florida Av. (SR-74)	TS	21.1	25.9	C	C	21.0	25.3	C	C
51	Lyon Av. / Florida Av. (SR-74)	TS	25.1	42.1	C	D	25.1	40.2	C	D
52	Palm Av. / Florida Av. (SR-74)	TS	23.2	30.3	C	C	23.1	29.6	C	C

[1] *Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop 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] *Volume-to-capacity ratio is greater than 1.00; Intersection unstable; Level of Service "F".*

BOLD = *Unsatisfactory level of service.*

BOLD = *Potential cumulatively considerable long-range impact.*

Legend

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

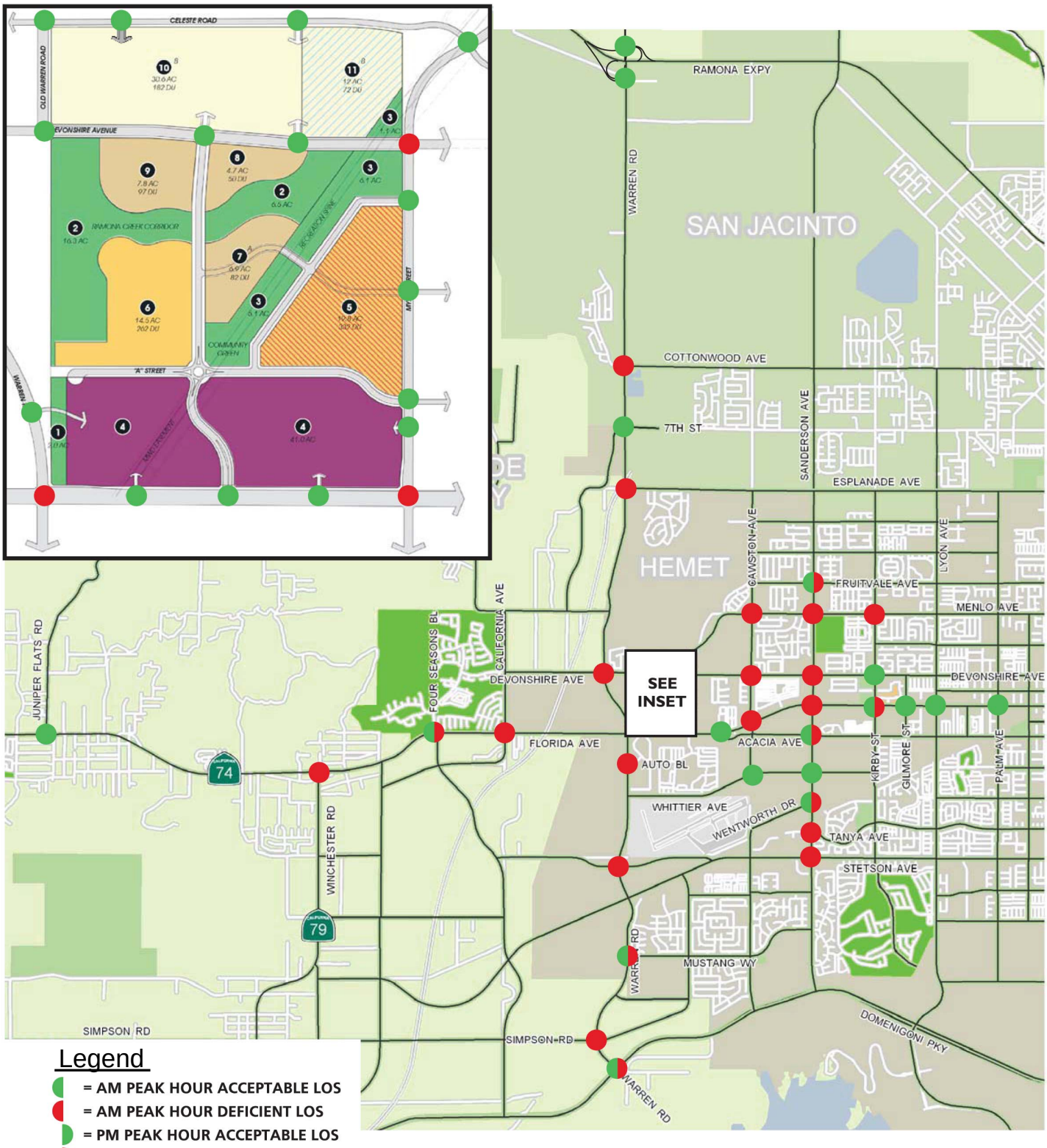
NORTH

Not To Scale

Source: Urban Crossroads, 2013.

CAJA Environmental Services, LLC

Figure IV.O-33
General Plan Cumulative Buildout (Post-2035)
Summary Peak-Hour Impacts Without Project

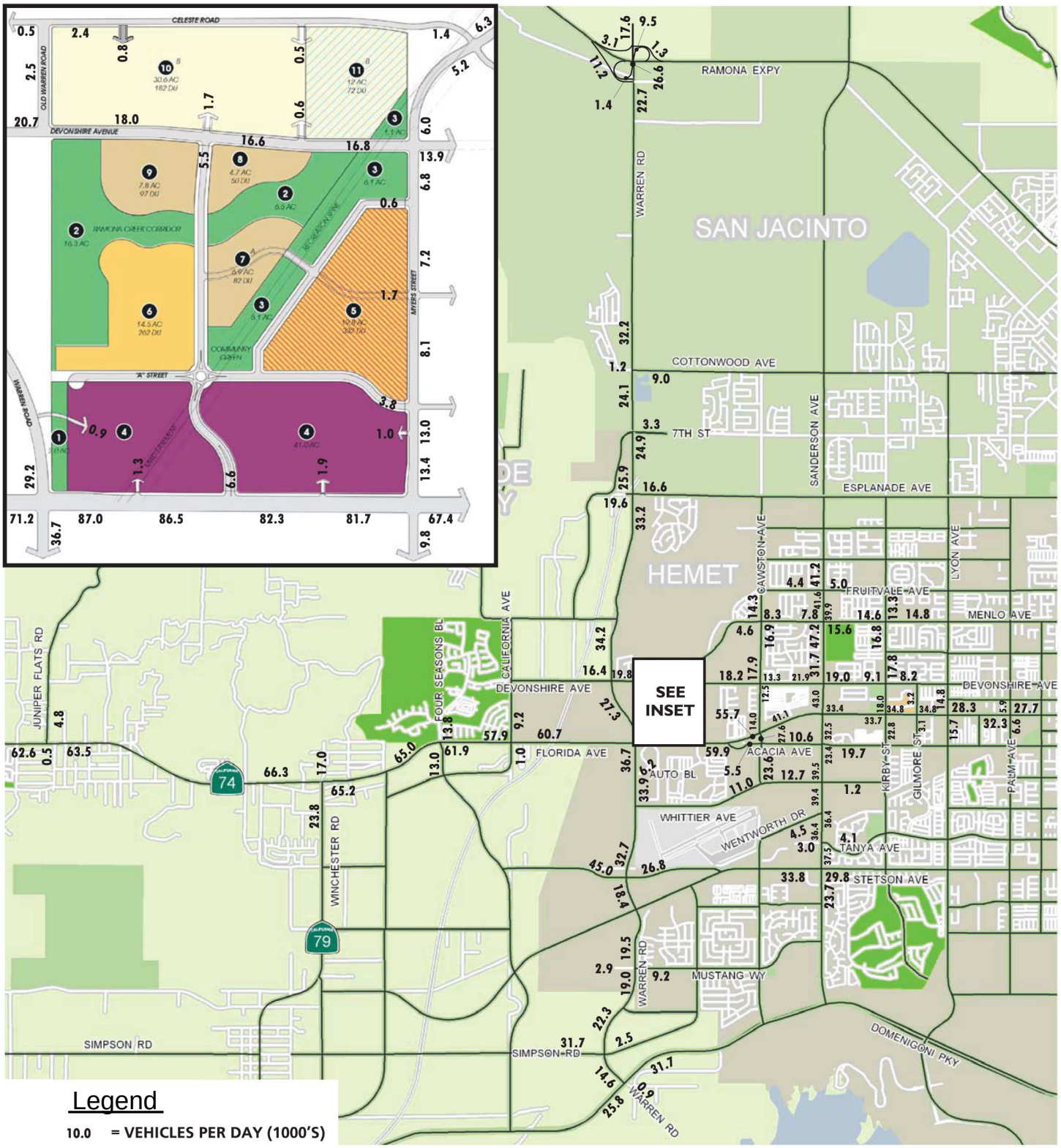


Source: Urban Crossroads, 2013.

Not To Scale

CAJA Environmental Services, LLC

Figure IV.O-34
Summary of Peak-Hour Intersection for General Plan Cumulative Buildout (Post-2035) With-Project Conditions



Legend

10.0 = VEHICLES PER DAY (1000'S)

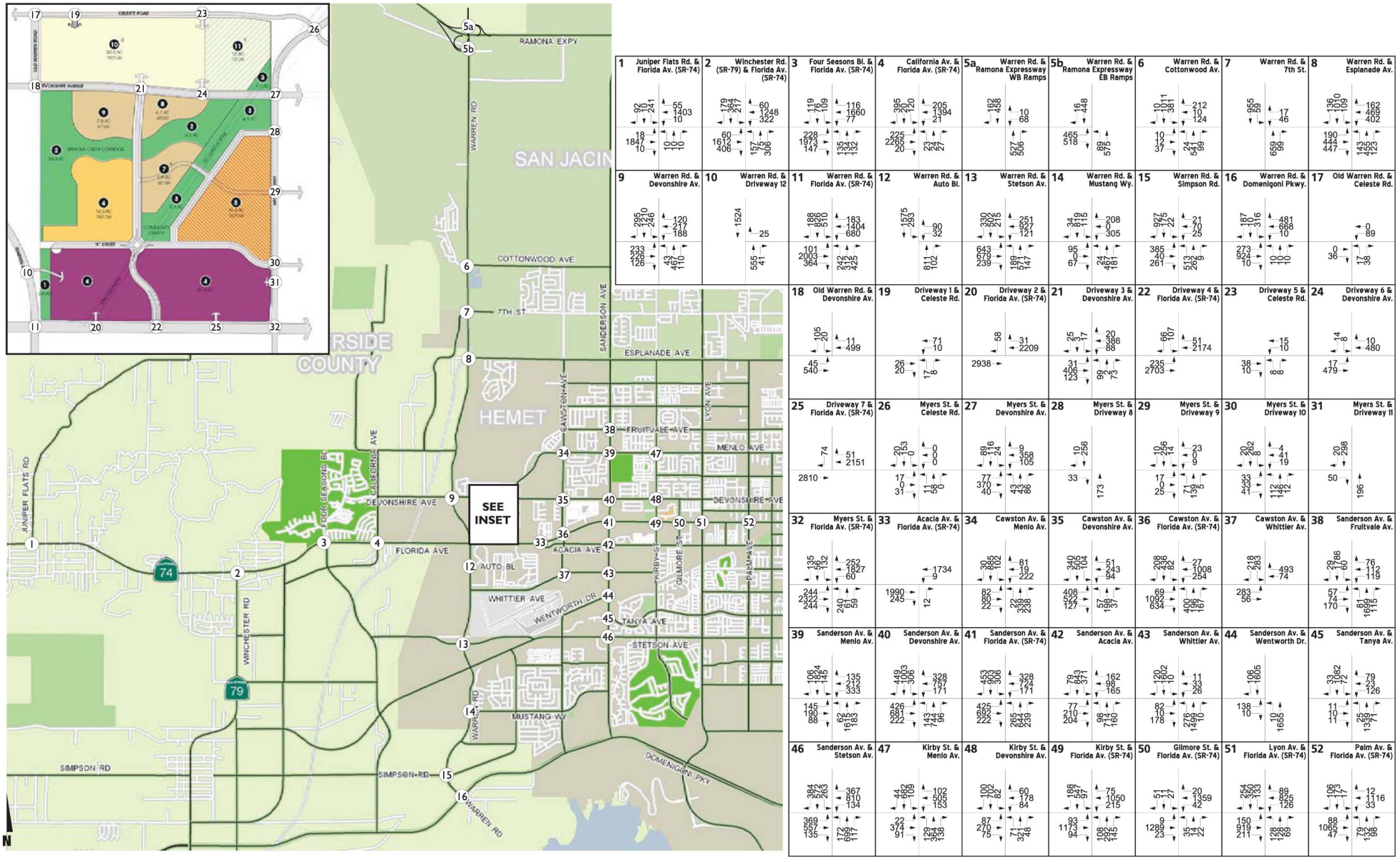
NORTH

Not To Scale

Source: Urban Crossroads, 2013.

CAJA Environmental Services, LLC

Figure IV.O-35
General Plan Cumulative Buildout (Post-2035)
With-Project ADT

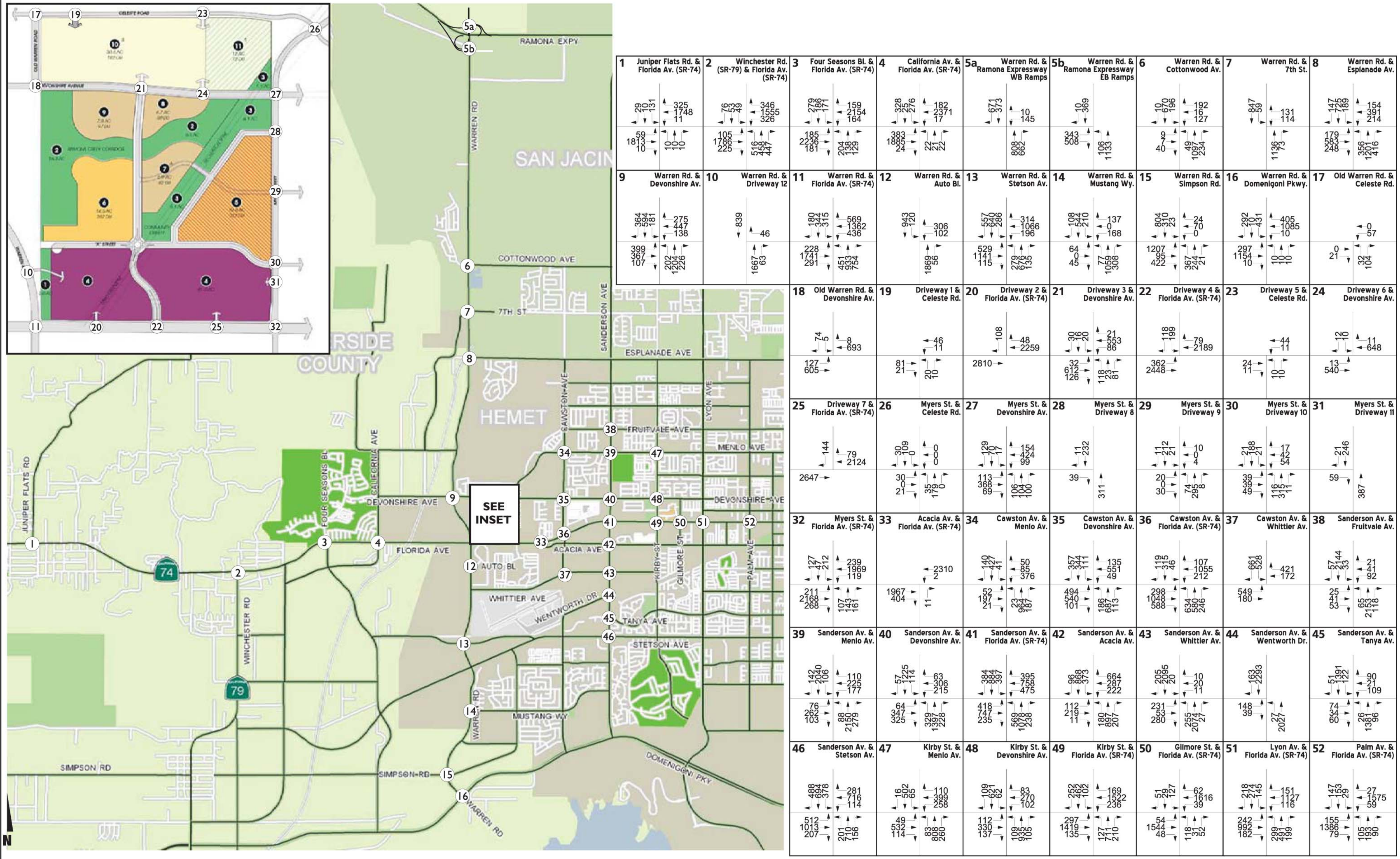


Source: Urban Crossroads, 2013.

Not To Scale

CAJA Environmental Services, LLC

Figure IV.O-36
General Plan Cumulative Buildout (Post-2035) With-Project
AM Peak-Hour Intersection Volumes



Source: Urban Crossroads, 2013.

Not To Scale

CAJA Environmental Services, LLC

Figure IV.O-37
General Plan Cumulative Buildout (Post-2035) With-Project
PM Peak-Hour Intersection Volumes

Roadway Segment LOS (2035)

Tables IV.O-18 and IV.O-19 outline the results of the roadway segment analysis for General Plan Cumulative Buildout (Post-2035) Without- and With-Project Conditions. As shown, all study roadway segments are anticipated to continue to operate at an acceptable LOS (i.e., LOS C or better) during peak-hour traffic flows in all directions of travel, with existing lanes, with the exception of the following segments:

- Warren Road, north of Esplanade Avenue (Northbound, PM Peak Hour)
- Warren Road, south of Esplanade Avenue (Southbound, AM Peak Hour; Northbound, PM Peak Hour)
- Warren Road, north of Devonshire (Southbound, AM Peak Hour; Northbound, PM Peak Hour)
- Warren Road, south of Devonshire Avenue (Southbound, AM Peak Hour; Northbound, PM Peak Hour)
- Warren Road, north of Florida Avenue (Southbound, AM Peak Hour; Northbound PM Peak Hour)
- Warren Road, between Driveway 12 and Florida Avenue (Southbound, AM Peak Hour; Northbound, PM peak hour)
- Warren Road, between Florida Avenue and Auto Boulevard (Southbound, AM peak hour)
- Warren Road, south of Auto Boulevard (Southbound, AM Peak Hour; Northbound PM Peak Hour)
- Warren Road, north of Stetson Avenue (Southbound, PM Peak Hour)

Table IV.O-18
Peak-Hour Roadway Segment Analysis for General Plan Cumulative Buildout (Post-2035) Without-Project Conditions[1]

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	Post-2035 Without Project					
				AM Peak Hour			PM Peak Hour		
				Link Volume	Volume/ Capacity	Acceptable?	Link Volume	Volume/ Capacity	Acceptable?
1	Warren Rd., S/O Ramona Exwy.								
	Northbound:	1	1,520	657	0.43	Yes	1,274	0.84	Yes
	Southbound:	1	1,520	986	0.65	Yes	877	0.58	Yes
2	Warren Rd., N/O Cottonwood Av.								
	Northbound:	1	1,520	754	0.50	Yes	1,346	0.89	Yes
	Southbound:	2	3,040	1,431	0.47	Yes	876	0.29	Yes
3	Warren Rd., S/O Cottonwood Av.								
	Northbound:	1	1,520	654	0.43	Yes	1,435	0.94	Yes
	Southbound:	1	1,520	1,205	0.79	Yes	837	0.55	Yes
4	Warren Rd., N/O Esplanade Av.								
	Northbound:	1	1,520	795	0.52	Yes	**1,596**	**1.05**	**No**
	Southbound:	1	1,520	1,292	0.85	Yes	1,061	0.70	Yes
5	Warren Rd., S/O Esplanade Av.								
	Northbound:	1	1,520	701	0.46	Yes	**2,076**	**1.37**	**No**
	Southbound:	1	1,520	**1,921**	**1.26**	**No**	1,187	0.78	Yes
6	Warren Rd., N/O Devonshire Av.								
	Northbound:	1	1,520	800	0.53	Yes	**1,982**	**1.30**	**No**
	Southbound:	1	1,520	**1,812**	**1.19**	**No**	1,139	0.75	Yes
7	Warren Rd., S/O Devonshire Av.								
	Northbound:	1	1,520	628	0.41	Yes	**1,653**	**1.09**	**No**
	Southbound:	1	1,520	**1,532**	**1.01**	**No**	860	0.57	Yes
8	Warren Rd., N/O Dwy. 12								
	Northbound:	1	1,520	628	0.41	Yes	**1,653**	**1.09**	**No**
	Southbound:	1	1,520	**1,532**	**1.01**	**No**	860	0.57	Yes
9	Warren Rd., b/w Dwy. 12 & Florida Av.								

Table IV.O-18
Peak-Hour Roadway Segment Analysis for General Plan Cumulative Buildout (Post-2035) Without-Project Conditions[1]

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	Post-2035 Without Project					
				AM Peak Hour			PM Peak Hour		
				Link Volume	Volume/ Capacity	Acceptable?	Link Volume	Volume/ Capacity	Acceptable?
	(SR-74)								
	Northbound:	1	1,520	628	0.41	Yes	**1,653**	**1.09**	**No**
	Southbound:	1	1,520	**1,532**	**1.01**	**No**	860	0.57	Yes
10	Warren Rd., b/w Florida Av. & Auto Bl.								
	Northbound:	2	3,040	942	0.31	Yes	2,175	0.72	Yes
	Southbound:	1	1,520	**1,857**	**1.22**	**No**	1,140	0.75	Yes
11	Warren Rd., S/O Auto Bl.								
	Northbound:	1	1,520	950	0.63	Yes	**1,925**	**1.27**	**No**
	Southbound:	1	1,520	**1,595**	**1.05**	**No**	1,107	0.73	Yes
12	Warren Rd., N/O Stetson Av.								
	Northbound:	1	1,520	1,498	0.99	Yes	1,519	1.00	Yes
	Southbound:	1	1,520	1,037	0.68	Yes	**1,538**	**1.01**	**No**
13	Warren Rd, S/O Stetson Av.								
	Northbound:	1	1,520	932	0.61	Yes	1,090	0.72	Yes
	Southbound:	1	1,520	854	0.56	Yes	992	0.65	Yes
14	Warren Rd., N/O Mustang Wy.								
	Northbound:	1	1,520	795	0.52	Yes	1,260	0.83	Yes
	Southbound:	1	1,520	960	0.63	Yes	904	0.59	Yes
15	Warren Rd., S/O Mustang Wy.								
	Northbound:	1	1,520	693	0.46	Yes	1,444	0.95	Yes
	Southbound:	1	1,520	1,184	0.78	Yes	792	0.52	Yes
16	Warren Rd., N/O Simpson Rd.								
	Northbound:	1	1,520	668	0.44	Yes	1,475	0.97	Yes
	Southbound:	1	1,520	1,124	0.74	Yes	1,137	0.75	Yes
17	Warren Rd., b/w Simpson Rd. &								

Table IV.O-18
Peak-Hour Roadway Segment Analysis for General Plan Cumulative Buildout (Post-2035) Without-Project Conditions[1]

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	Post-2035 Without Project					
				AM Peak Hour			PM Peak Hour		
				Link Volume	Volume/ Capacity	Acceptable?	Link Volume	Volume/ Capacity	Acceptable?
	Domenigoni Pkwy.								
	Northbound:	1	1,520	796	0.52	Yes	712	0.47	Yes
	Southbound:	1	1,520	457	0.30	Yes	754	0.50	Yes
18	Myers St., b/w Devonshire Av. & Dwy. 8								
	Northbound:	1	1,520	172	0.11	Yes	352	0.23	Yes
	Southbound:	**2**	3,040	282	0.19	Yes	252	0.17	Yes
19	Myers St., b/w Dwy. 8 & Dwy. 9								
	Northbound:	1	1,520	173	0.11	Yes	352	0.23	Yes
	Southbound:	**2**	3,040	274	0.18	Yes	246	0.16	Yes
20	Myers St., b/w Dwy. 9 & Dwy. 10								
	Northbound:	1	1,520	148	0.10	Yes	332	0.22	Yes
	Southbound:	**2**	3,040	274	0.18	Yes	257	0.17	Yes
21	Myers St., b/w Dwy. 10 & Dwy. 11								
	Northbound:	2	3,040	197	0.06	Yes	327	0.11	Yes
	Southbound:	**2**	3,040	279	0.18	Yes	310	0.20	Yes
22	Myers St., b/w Dwy. 11 & Florida Av. (SR-74)								
	Northbound:	2	3,040	278	0.09	Yes	387	0.13	Yes
	Southbound:	**2**	3,040	279	0.18	Yes	343	0.23	Yes
23	Myers St., S/O Florida Av. (SR-74)								
	Northbound:	1	1,520	381	0.25	Yes	661	0.43	Yes
	Southbound:	1	1,520	353	0.23	Yes	469	0.31	Yes
24	Cawston Av., S/O Menlo Av.								
	Northbound:	1	1,520	592	0.39	Yes	1,209	0.80	Yes
	Southbound:	1	1,520	1,149	0.76	Yes	824	0.54	Yes

Table IV.O-18
Peak-Hour Roadway Segment Analysis for General Plan Cumulative Buildout (Post-2035) Without-Project Conditions[1]

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	Post-2035 Without Project					
				AM Peak Hour			PM Peak Hour		
				Link Volume	Volume/ Capacity	Acceptable?	Link Volume	Volume/ Capacity	Acceptable?
25	Cawston Av., N/O Devonshire Av.								
	Northbound:	1	1,520	650	0.43	Yes	1,351	0.89	Yes
	Southbound:	1	1,520	970	0.64	Yes	812	0.53	Yes
26	Cawston Av., S/O Acacia Av.								
	Northbound:	**2**	3,040	545	0.18	Yes	675	0.22	Yes
	Southbound:	**2**	3,040	336	0.11	Yes	856	0.28	Yes
27	Sanderson Av., b/w Fruitvale Av. & Menlo Av.								
	Northbound:	2	3,040	1,892	0.62	Yes	2,357	0.78	Yes
	Southbound:	2	3,040	2,087	0.69	Yes	2,289	0.75	Yes
28	Sanderson Av., b/w Florida Av. (SR-74) & Acacia Av.								
	Northbound:	2	3,040	1,177	0.39	Yes	1,885	0.62	Yes
	Southbound:	2	3,040	1,296	0.43	Yes	1,594	0.52	Yes
29	Sanderson Av., b/w Acacia Av. & Whittier Av.								
	Northbound:	2	3,040	1,604	0.53	Yes	2,315	0.76	Yes
	Southbound:	2	3,040	1,728	0.57	Yes	2,341	0.77	Yes
30	Sanderson Av., b/w Whittier Av. & Wentworth Dr.								
	Northbound:	2	3,040	1,805	0.59	Yes	2,356	0.78	Yes
	Southbound:	2	3,040	1,799	0.59	Yes	2,421	0.80	Yes
31	Sanderson Av., b/w Wentworth Dr. & Tanya Av.								
	Northbound:	2	3,040	1,686	0.55	Yes	2,054	0.68	Yes
	Southbound:	2	3,040	1,608	0.53	Yes	2,367	0.78	Yes

Table IV.O-18
Peak-Hour Roadway Segment Analysis for General Plan Cumulative Buildout (Post-2035) Without-Project Conditions[1]

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	Post-2035 Without Project					
				AM Peak Hour			PM Peak Hour		
				Link Volume	Volume/ Capacity	Acceptable?	Link Volume	Volume/ Capacity	Acceptable?
32	Sanderson Av., b/w Tanya Av. & Stetson Av.								
	Northbound:	2	3,040	1,451	0.48	Yes	1,503	0.49	Yes
	Southbound:	2	3,040	1,214	0.40	Yes	1,588	0.52	Yes
33	Ramona Exwy., W/O Warren Rd.								
	Eastbound:			Not Applicable			Not Applicable		
	Westbound:			Not Applicable			Not Applicable		
34	Menlo Av., E/O Cawston Av.								
	Eastbound:	1	1,520	412	0.27	Yes	467	0.31	Yes
	Westbound:	1	1,520	346	0.23	Yes	511	0.34	Yes
35	Menlo Av., W/O Sanderson Av.								
	Eastbound:	1	1,520	415	0.27	Yes	483	0.32	Yes
	Westbound:	2	3,040	404	0.13	Yes	455	0.15	Yes
36	Devonshire Av., W/O Warren Rd.								
	Eastbound:	1	1,520	606	0.40	Yes	873	0.57	Yes
	Westbound:	1	1,520	548	0.36	Yes	1,048	0.69	Yes
37	Devonshire Av., E/O Warren Rd.								
	Eastbound:	1	1,520	664	0.44	Yes	774	0.51	Yes
	Westbound:	1	1,520	498	0.33	Yes	999	0.66	Yes
38	Devonshire Av., W/O Old Warren Rd.								
	Eastbound:	1	1,520	648	0.43	Yes	720	0.47	Yes
	Westbound:	1	1,520	582	0.38	Yes	808	0.53	Yes
39	Devonshire Av., b/w Old Warren Rd. & Dwy. 3								
	Eastbound:	**2**	3,040	633	0.42	Yes	615	0.40	Yes

Table IV.O-18
Peak-Hour Roadway Segment Analysis for General Plan Cumulative Buildout (Post-2035) Without-Project Conditions[1]

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	Post-2035 Without Project					
				AM Peak Hour			PM Peak Hour		
				Link Volume	Volume/ Capacity	Acceptable?	Link Volume	Volume/ Capacity	Acceptable?
	Westbound:	**2**	3,040	501	0.33	Yes	748	0.49	Yes
40	Devonshire Av., b/w Dwy. 3 & Dwy. 6								
	Eastbound:	**2**	3,040	522	0.34	Yes	532	0.35	Yes
	Westbound:	**2**	3,040	455	0.30	Yes	614	0.40	Yes
41	Devonshire Av., b/w Dwy. 6 & Myers St.								
	Eastbound:	**2**	3,040	522	0.34	Yes	532	0.35	Yes
	Westbound:	**2**	3,040	455	0.30	Yes	614	0.40	Yes
42	Devonshire Av., E/O Myers St.								
	Eastbound:	1	1,520	465	0.31	Yes	561	0.37	Yes
	Westbound:	1	1,520	517	0.34	Yes	677	0.45	Yes
43	Devonshire Av., W/O Cawston Av.								
	Eastbound:	2	3,040	1,042	0.34	Yes	1,211	0.40	Yes
	Westbound:	1	1,520	686	0.45	Yes	1,094	0.72	Yes
44	Devonshire Av., E/O Cawston Av.								
	Eastbound:	1	1,520	655	0.43	Yes	805	0.53	Yes
	Westbound:	1	1,520	413	0.27	Yes	735	0.48	Yes
45	Devonshire Av., W/O Sanderson Av.								
	Eastbound:	2	3,040	1,323	0.44	Yes	771	0.25	Yes
	Westbound:	2	3,040	1,369	0.45	Yes	692	0.23	Yes
46	Devonshire Av., E/O Sanderson Av.								
	Eastbound:	1	1,520	1,078	0.71	Yes	717	0.47	Yes
	Westbound:	1	1,520	1,272	0.84	Yes	584	0.38	Yes
47	Devonshire Av., W/O Kirby St.								
	Eastbound:	1	1,520	428	0.28	Yes	600	0.39	Yes
	Westbound:	1	1,520	361	0.24	Yes	488	0.32	Yes

Table IV.O-18
Peak-Hour Roadway Segment Analysis for General Plan Cumulative Buildout (Post-2035) Without-Project Conditions[1]

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	Post-2035 Without Project					
				AM Peak Hour			PM Peak Hour		
				Link Volume	Volume/ Capacity	Acceptable?	Link Volume	Volume/ Capacity	Acceptable?
48	Florida Av. (SR-74), W/O Juniper Flats Rd.								
	Eastbound:	2	3,040	1,887	0.62	Yes	1,882	0.62	Yes
	Westbound:	2	3,040	1,501	0.49	Yes	1,808	0.59	Yes
49	Florida Av. (SR-74), E/O Juniper Flats Rd.								
	Eastbound:	2	3,040	2,114	0.70	Yes	1,954	0.64	Yes
	Westbound:	2	3,040	1,463	0.48	Yes	2,112	0.69	Yes
50	Florida Av. (SR-74), W/O Winchester Rd. (SR-79)								
	Eastbound:	2	3,040	2,103	0.69	Yes	2,116	0.70	Yes
	Westbound:	2	3,040	1,576	0.52	Yes	2,188	0.72	Yes
51	Florida Av. (SR-74), E/O Winchester Rd. (SR-79)								
	Eastbound:	2	3,040	2,164	0.71	Yes	2,282	0.75	Yes
	Westbound:	2	3,040	1,621	0.53	Yes	2,275	0.75	Yes
52	Florida Av. (SR-74), W/O Four Seasons Bl.								
	Eastbound:	2	3,040	2,381	0.78	Yes	2,602	0.86	Yes
	Westbound:	2	3,040	1,903	0.63	Yes	2,692	0.89	Yes
53	Florida Av. (SR-74), b/w Four Seasons & California Av.								
	Eastbound:	2	3,040	2,251	0.74	Yes	2,536	0.83	Yes
	Westbound:	3	4,560	1,841	0.40	Yes	2,539	0.56	Yes
54	Florida Av. (SR-74), E/O California Av.								
	Eastbound:	2	3,040	2,457	0.81	Yes	2,183	0.72	Yes
	Westbound:	2	3,040	1,606	0.53	Yes	2,646	0.87	Yes

Table IV.O-18
Peak-Hour Roadway Segment Analysis for General Plan Cumulative Buildout (Post-2035) Without-Project Conditions[1]

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	Post-2035 Without Project					
				AM Peak Hour			PM Peak Hour		
				Link Volume	Volume/ Capacity	Acceptable?	Link Volume	Volume/ Capacity	Acceptable?
55	Florida Av. (SR-74), W/O Warren Rd.								
	Eastbound:	2	3,040	2,546	0.84	Yes	2,260	0.74	Yes
	Westbound:	2	3,040	1,808	0.59	Yes	2,774	0.91	Yes
56	Florida Av. (SR-74), b/w Warren Rd. & Dwy. 2								
	Eastbound:	2	3,040	2,962	0.97	Yes	2,847	0.94	Yes
	Westbound:	**3**	4,560	2,235	0.74	Yes	**3,119**	**1.03**	**No**
57	Florida Av. (SR-74), b/w Dwy. 2 & Dwy. 4								
	Eastbound:	2	3,040	2,962	0.97	Yes	2,847	0.94	Yes
	Westbound:	**3**	4,560	2,206	0.73	Yes	**3,119**	**1.03**	**No**
58	Florida Av. (SR-74), b/w Dwy. 4 & Dwy. 7								
	Eastbound:	2	3,040	2,962	0.97	Yes	2,847	0.94	Yes
	Westbound:	**3**	4,560	2,205	0.73	Yes	**3,119**	**1.03**	**No**
59	Florida Av. (SR-74), b/w Dwy. 7 & Myers St.								
	Eastbound:	2	3,040	2,962	0.97	Yes	2,847	0.94	Yes
	Westbound:	**3**	4,560	2,205	0.73	Yes	**3,119**	**1.03**	**No**
60	Florida Av. (SR-74), E/O Myers St.								
	Eastbound:	2	3,040	2,477	0.81	Yes	2,593	0.85	Yes
	Westbound:	3	4,560	2,112	0.46	Yes	2,590	0.57	Yes
61	Florida Av. (SR-74), W/O Acacia Av.								
	Eastbound:	2	3,040	2,199	0.72	Yes	2,551	0.84	Yes
	Westbound:	2	3,040	1,841	0.61	Yes	2,310	0.76	Yes
62	Florida Av. (SR-74), b/w Acacia Av. &								

Table IV.O-18
Peak-Hour Roadway Segment Analysis for General Plan Cumulative Buildout (Post-2035) Without-Project Conditions[1]

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	Post-2035 Without Project					
				AM Peak Hour			PM Peak Hour		
				Link Volume	Volume/ Capacity	Acceptable?	Link Volume	Volume/ Capacity	Acceptable?
	Cawston Av.								
	Eastbound:	2	3,040	1,984	0.65	Yes	2,068	0.68	Yes
	Westbound:	2	3,040	1,850	0.61	Yes	2,312	0.76	Yes
63	Florida Av. (SR-74), E/O Cawston Av.								
	Eastbound:	2	3,040	1,323	0.44	Yes	1,430	0.47	Yes
	Westbound:	2	3,040	1,371	0.45	Yes	1,374	0.45	Yes
64	Florida Av. (SR-74), W/O Sanderson Av.								
	Eastbound:	2	3,040	1,323	0.44	Yes	1,483	0.49	Yes
	Westbound:	2	3,040	1,520	0.50	Yes	1,711	0.56	Yes
65	Florida Av. (SR-74), E/O Sanderson Av.								
	Eastbound:	2	3,040	1,221	0.40	Yes	1,465	0.48	Yes
	Westbound:	2	3,040	1,272	0.42	Yes	1,628	0.54	Yes
66	Florida Av. (SR-74), W/O Kirby St.								
	Eastbound:	2	3,040	1,345	0.44	Yes	1,927	0.63	Yes
	Westbound:	2	3,040	1,391	0.46	Yes	1,901	0.63	Yes
67	Florida Av. (SR-74), E/O Kirby St.								
	Eastbound:	2	3,040	1,401	0.46	Yes	1,800	0.59	Yes
	Westbound:	2	3,040	1,381	0.45	Yes	1,927	0.63	Yes
68	Florida Av. (SR-74), W/O Gilmore St.								
	Eastbound:	2	3,040	1,307	0.43	Yes	1,715	0.56	Yes
	Westbound:	2	3,040	1,486	0.49	Yes	1,785	0.59	Yes
69	Florida Av. (SR-74), E/O Gilmore St.								
	Eastbound:	2	3,040	1,324	0.44	Yes	1,792	0.59	Yes
	Westbound:	2	3,040	1,462	0.48	Yes	1,717	0.56	Yes
70	Florida Av. (SR-74), W/O Lyon Av.								

Table IV.O-18
Peak-Hour Roadway Segment Analysis for General Plan Cumulative Buildout (Post-2035) Without-Project Conditions[1]

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	Post-2035 Without Project					
				AM Peak Hour			PM Peak Hour		
				Link Volume	Volume/ Capacity	Acceptable?	Link Volume	Volume/ Capacity	Acceptable?
	Eastbound:	2	3,040	1,266	0.42	Yes	1,485	0.49	Yes
	Westbound:	2	3,040	1,248	0.41	Yes	1,644	0.54	Yes
71	Florida Av. (SR-74), E/O Lyon Av.								
	Eastbound:	2	3,040	1,113	0.37	Yes	1,377	0.45	Yes
	Westbound:	2	3,040	1,065	0.35	Yes	1,394	0.46	Yes
72	Florida Av. (SR-74), W/O Palm Av.								
	Eastbound:	2	3,040	1,191	0.39	Yes	1,662	0.55	Yes
	Westbound:	2	3,040	1,325	0.44	Yes	1,827	0.60	Yes
73	Acacia Av., b/w Florida Av. (SR-74) & Cawston Av.								
	Eastbound:	1	1,520	236	0.16	Yes	496	0.33	Yes
	Westbound:	1	1,520	12	0.01	Yes	11	0.01	Yes
74	Acacia Av., W/O Sanderson Av.								
	Eastbound:	1	1,520	481	0.32	Yes	391	0.26	Yes
	Westbound:	1	1,520	275	0.18	Yes	563	0.37	Yes

[1] *Segment analysis based on the PM peak hour link volume. Capacity is based on Level of Service "C" per City of Hemet standards (i.e., 1,900 x 80 percent = 1,520 vehicles per hour per lane). Segment analysis based on criterion of 1,000 or more daily project trips on the segment.*

[2] *N/O = North Of; S/O = South Of; W/O = West Of; E/O = East Of; b/w = Between*

Source: Urban Crossroads, 2014.

Table IV.O-19
Peak-Hour Roadway Segment Analysis for General Plan Cumulative Buildout (Post-2035) With-Project Conditions[1]

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	Post-2035 With Project					
				AM Peak Hour			PM Peak Hour		
				Link Volume	Volume/ Capacity	Acceptable?	Link Volume	Volume/ Capacity	Acceptable?
1	Warren Rd., S/O Ramona Exwy.								
	Northbound:	1	1,520	664	0.44	Yes	1,239	0.82	Yes
	Southbound:	1	1,520	966	0.64	Yes	877	0.58	Yes
2	Warren Rd., N/O Cottonwood Av.								
	Northbound:	1	1,520	763	0.50	Yes	1,298	0.85	Yes
	Southbound:	2	3,040	1,402	0.46	Yes	876	0.29	Yes
3	Warren Rd., S/O Cottonwood Av.								
	Northbound:	1	1,520	664	0.44	Yes	1,380	0.91	Yes
	Southbound:	1	1,520	1,172	0.77	Yes	837	0.55	Yes
4	Warren Rd., N/O Esplanade Av.								
	Northbound:	1	1,520	807	0.53	Yes	**1,534**	**1.01**	**No**
	Southbound:	1	1,520	1,255	0.83	Yes	1,061	0.70	Yes
5	Warren Rd., S/O Esplanade Av.								
	Northbound:	1	1,520	721	0.47	Yes	**1,973**	**1.30**	**No**
	Southbound:	1	1,520	**1,859**	**1.22**	**No**	1,187	0.78	Yes
6	Warren Rd., N/O Devonshire Av.								
	Northbound:	1	1,520	820	0.54	Yes	**1,878**	**1.24**	**No**
	Southbound:	1	1,520	**1,751**	**1.15**	**No**	1,139	0.75	Yes
7	Warren Rd., S/O Devonshire Av.								
	Northbound:	1	1,520	620	0.41	Yes	**1,632**	**1.07**	**No**
	Southbound:	1	1,520	**1,524**	**1.00**	**No**	839	0.55	Yes
8	Warren Rd., N/O Dwy. 12								
	Northbound:	1	1,520	580	0.38	Yes	**1,713**	**1.13**	**No**
	Southbound:	1	1,520	**1,524**	**1.00**	**No**	839	0.55	Yes
9	Warren Rd., b/w Dwy. 12 & Florida Av.								

Table IV.O-19
Peak-Hour Roadway Segment Analysis for General Plan Cumulative Buildout (Post-2035) With-Project Conditions[1]

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	Post-2035 With Project					
				AM Peak Hour			PM Peak Hour		
				Link Volume	Volume/ Capacity	Acceptable?	Link Volume	Volume/ Capacity	Acceptable?
	(SR-74)								
	Northbound:	1	1,520	596	0.39	Yes	**1,730**	**1.14**	**No**
	Southbound:	1	1,520	**1,524**	**1.00**	**No**	839	0.55	Yes
10	Warren Rd., b/w Florida Av. & Auto Bl.								
	Northbound:	2	3,040	979	0.32	Yes	2,138	0.70	Yes
	Southbound:	1	1,520	**1,870**	**1.23**	**No**	1,071	0.70	Yes
11	Warren Rd., S/O Auto Bl.								
	Northbound:	1	1,520	913	0.60	Yes	**1,925**	**1.27**	**No**
	Southbound:	1	1,520	**1,607**	**1.06**	**No**	1,045	0.69	Yes
12	Warren Rd., N/O Stetson Av.								
	Northbound:	1	1,520	1,465	0.96	Yes	1,519	1.00	Yes
	Southbound:	1	1,520	1,047	0.69	Yes	1,483	0.98	Yes
13	Warren Rd, S/O Stetson Av.								
	Northbound:	1	1,520	907	0.60	Yes	1,090	0.72	Yes
	Southbound:	1	1,520	862	0.57	Yes	951	0.63	Yes
14	Warren Rd., N/O Mustang Wy.								
	Northbound:	1	1,520	770	0.51	Yes	1,260	0.83	Yes
	Southbound:	1	1,520	968	0.64	Yes	862	0.57	Yes
15	Warren Rd., S/O Mustang Wy.								
	Northbound:	1	1,520	672	0.44	Yes	1,444	0.95	Yes
	Southbound:	1	1,520	1,191	0.78	Yes	757	0.50	Yes
16	Warren Rd., N/O Simpson Rd.								
	Northbound:	1	1,520	668	0.44	Yes	1,475	0.97	Yes
	Southbound:	1	1,520	1,124	0.74	Yes	1,137	0.75	Yes
17	Warren Rd., b/w Simpson Rd. &								

Table IV.O-19
Peak-Hour Roadway Segment Analysis for General Plan Cumulative Buildout (Post-2035) With-Project Conditions[1]

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	Post-2035 With Project					
				AM Peak Hour			PM Peak Hour		
				Link Volume	Volume/ Capacity	Acceptable?	Link Volume	Volume/ Capacity	Acceptable?
	Domenigoni Pkwy.								
	Northbound:	1	1,520	764	0.50	Yes	712	0.47	Yes
	Southbound:	1	1,520	513	0.34	Yes	733	0.48	Yes
18	Myers St., b/w Devonshire Av. & Dwy. 8								
	Northbound:	1	1,520	173	0.11	Yes	371	0.24	Yes
	Southbound:	**2**	3,040	266	0.09	Yes	216	0.07	Yes
19	Myers St., b/w Dwy. 8 & Dwy. 9								
	Northbound:	1	1,520	173	0.11	Yes	311	0.20	Yes
	Southbound:	**2**	3,040	289	0.10	Yes	271	0.09	Yes
20	Myers St., b/w Dwy. 9 & Dwy. 10								
	Northbound:	1	1,520	215	0.14	Yes	377	0.25	Yes
	Southbound:	**2**	3,040	290	0.10	Yes	246	0.08	Yes
21	Myers St., b/w Dwy. 10 & Dwy. 11								
	Northbound:	2	3,040	270	0.09	Yes	442	0.15	Yes
	Southbound:	**2**	3,040	322	0.11	Yes	291	0.10	Yes
22	Myers St., b/w Dwy. 11 & Florida Av. (SR-74)								
	Northbound:	2	3,040	557	0.18	Yes	593	0.20	Yes
	Southbound:	**2**	3,040	323	0.11	Yes	386	0.13	Yes
23	Myers St., S/O Florida Av. (SR-74)								
	Northbound:	1	1,520	360	0.24	Yes	434	0.29	Yes
	Southbound:	1	1,520	360	0.24	Yes	411	0.27	Yes
24	Cawston Av., S/O Menlo Av.								
	Northbound:	1	1,520	599	0.39	Yes	1,174	0.77	Yes
	Southbound:	1	1,520	1,129	0.74	Yes	824	0.54	Yes

Table IV.O-19
Peak-Hour Roadway Segment Analysis for General Plan Cumulative Buildout (Post-2035) With-Project Conditions[1]

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	Post-2035 With Project					
				AM Peak Hour			PM Peak Hour		
				Link Volume	Volume/ Capacity	Acceptable?	Link Volume	Volume/ Capacity	Acceptable?
25	Cawston Av., N/O Devonshire Av.								
	Northbound:	1	1,520	657	0.43	Yes	1,316	0.87	Yes
	Southbound:	1	1,520	949	0.62	Yes	812	0.53	Yes
26	Cawston Av., S/O Acacia Av.								
	Northbound:	**2**	3,040	776	0.26	Yes	970	0.32	Yes
	Southbound:	**2**	3,040	501	0.16	Yes	1,189	0.39	Yes
27	Sanderson Av., b/w Fruitvale Av. & Menlo Av.								
	Northbound:	2	3,040	1,895	0.62	Yes	2,336	0.77	Yes
	Southbound:	2	3,040	2,075	0.68	Yes	2,289	0.75	Yes
28	Sanderson Av., b/w Florida Av. (SR-74) & Acacia Av.								
	Northbound:	2	3,040	953	0.31	Yes	1,885	0.62	Yes
	Southbound:	2	3,040	1,293	0.43	Yes	1,594	0.52	Yes
29	Sanderson Av., b/w Acacia Av. & Whittier Av.								
	Northbound:	2	3,040	1,592	0.52	Yes	2,315	0.76	Yes
	Southbound:	2	3,040	1,732	0.57	Yes	2,320	0.76	Yes
30	Sanderson Av., b/w Whittier Av. & Wentworth Dr.								
	Northbound:	2	3,040	1,806	0.59	Yes	2,356	0.78	Yes
	Southbound:	2	3,040	1,785	0.59	Yes	2,386	0.78	Yes
31	Sanderson Av., b/w Wentworth Dr. & Tanya Av.								
	Northbound:	2	3,040	1,615	0.53	Yes	2,332	0.77	Yes
	Southbound:	2	3,040	1,665	0.55	Yes	2,054	0.68	Yes
32	Sanderson Av., b/w Tanya Av. & Stetson								

Table IV.O-19
Peak-Hour Roadway Segment Analysis for General Plan Cumulative Buildout (Post-2035) With-Project Conditions[1]

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	Post-2035 With Project					
				AM Peak Hour			PM Peak Hour		
				Link Volume	Volume/ Capacity	Acceptable?	Link Volume	Volume/ Capacity	Acceptable?
	Av.								
	Northbound:	2	3,040	1,435	0.47	Yes	1,560	0.51	Yes
	Southbound:	2	3,040	1,219	0.40	Yes	1,503	0.49	Yes
33	Ramona Exwy., W/O Warren Rd.								
	Eastbound:				Not Applicable			Not Applicable	
	Westbound:				Not Applicable			Not Applicable	
34	Menlo Av., E/O Cawston Av.								
	Eastbound:	1	1,520	420	0.28	Yes	425	0.28	Yes
	Westbound:	1	1,520	322	0.21	Yes	511	0.34	Yes
35	Menlo Av., W/O Sanderson Av.								
	Eastbound:	1	1,520	423	0.28	Yes	455	0.30	Yes
	Westbound:	2	3,040	380	0.13	Yes	441	0.15	Yes
36	Devonshire Av., W/O Warren Rd.								
	Eastbound:	1	1,520	585	0.38	Yes	873	0.57	Yes
	Westbound:	1	1,520	555	0.37	Yes	1,013	0.67	Yes
37	Devonshire Av., E/O Warren Rd.								
	Eastbound:	1	1,520	582	0.38	Yes	774	0.51	Yes
	Westbound:	1	1,520	525	0.35	Yes	860	0.57	Yes
38	Devonshire Av., W/O Old Warren Rd.								
	Eastbound:	1	1,520	585	0.38	Yes	732	0.48	Yes
	Westbound:	1	1,520	604	0.40	Yes	767	0.50	Yes
39	Devonshire Av., b/w Old Warren Rd. & Dwy. 3								
	Eastbound:	**2**	3,040	510	0.17	Yes	610	0.20	Yes
	Westbound:	**2**	3,040	560	0.18	Yes	701	0.23	Yes

Table IV.O-19
Peak-Hour Roadway Segment Analysis for General Plan Cumulative Buildout (Post-2035) With-Project Conditions[1]

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	Post-2035 With Project					
				AM Peak Hour			PM Peak Hour		
				Link Volume	Volume/ Capacity	Acceptable?	Link Volume	Volume/ Capacity	Acceptable?
40	Devonshire Av., b/w Dwy. 3 & Dwy. 6								
	Eastbound:	**2**	3,040	494	0.16	Yes	713	0.23	Yes
	Westbound:	**2**	3,040	496	0.16	Yes	660	0.22	Yes
41	Devonshire Av., b/w Dwy. 6 & Myers St.								
	Eastbound:	**2**	3,040	496	0.16	Yes	550	0.18	Yes
	Westbound:	**2**	3,040	494	0.16	Yes	659	0.22	Yes
42	Devonshire Av., E/O Myers St.								
	Eastbound:	1	1,520	480	0.32	Yes	485	0.32	Yes
	Westbound:	1	1,520	472	0.31	Yes	677	0.45	Yes
43	Devonshire Av., W/O Cawston Av.								
	Eastbound:	2	3,040	1,057	0.35	Yes	1,135	0.37	Yes
	Westbound:	1	1,520	640	0.42	Yes	1,094	0.72	Yes
44	Devonshire Av., E/O Cawston Av.								
	Eastbound:	1	1,520	663	0.44	Yes	764	0.50	Yes
	Westbound:	1	1,520	388	0.26	Yes	735	0.48	Yes
45	Devonshire Av., W/O Sanderson Av.								
	Eastbound:	2	3,040	1,329	0.44	Yes	736	0.24	Yes
	Westbound:	2	3,040	1,349	0.44	Yes	692	0.23	Yes
46	Devonshire Av., E/O Sanderson Av.								
	Eastbound:	1	1,520	1,083	0.71	Yes	689	0.45	Yes
	Westbound:	1	1,520	1,256	0.83	Yes	584	0.38	Yes
47	Devonshire Av., W/O Kirby St.								
	Eastbound:	1	1,520	432	0.28	Yes	579	0.38	Yes
	Westbound:	1	1,520	349	0.23	Yes	488	0.32	Yes
48	Florida Av. (SR-74), W/O Juniper Flats								

Table IV.O-19
Peak-Hour Roadway Segment Analysis for General Plan Cumulative Buildout (Post-2035) With-Project Conditions[1]

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	Post-2035 With Project					
				AM Peak Hour			PM Peak Hour		
				Link Volume	Volume/ Capacity	Acceptable?	Link Volume	Volume/ Capacity	Acceptable?
	Rd.								
	Eastbound:	2	3,040	1,875	0.62	Yes	1,882	0.62	Yes
	Westbound:	2	3,040	1,505	0.50	Yes	1,787	0.59	Yes
49	Florida Av. (SR-74), E/O Juniper Flats Rd.								
	Eastbound:	2	3,040	2,098	0.69	Yes	1,954	0.64	Yes
	Westbound:	2	3,040	1,468	0.48	Yes	2,084	0.69	Yes
50	Florida Av. (SR-74), W/O Winchester Rd. (SR-79)								
	Eastbound:	2	3,040	2,078	0.68	Yes	2,116	0.70	Yes
	Westbound:	2	3,040	1,584	0.52	Yes	2,147	0.71	Yes
51	Florida Av. (SR-74), E/O Winchester Rd. (SR-79)								
	Eastbound:	2	3,040	2,135	0.70	Yes	2,282	0.75	Yes
	Westbound:	2	3,040	1,630	0.54	Yes	2,227	0.73	Yes
52	Florida Av. (SR-74), W/O Four Seasons Bl.								
	Eastbound:	2	3,040	2,348	0.77	Yes	2,602	0.86	Yes
	Westbound:	2	3,040	1,914	0.63	Yes	2,637	0.87	Yes
53	Florida Av. (SR-74), b/w Four Seasons & California Av.								
	Eastbound:	2	3,040	2,510	0.83	Yes	2,536	0.83	Yes
	Westbound:	3	4,560	1,812	0.40	Yes	2,477	0.54	Yes
54	Florida Av. (SR-74), E/O California Av.								
	Eastbound:	2	3,040	2,412	0.79	Yes	2,183	0.72	Yes
	Westbound:	2	3,040	1,620	0.53	Yes	2,570	0.85	Yes
55	Florida Av. (SR-74), W/O Warren Rd.								

Table IV.O-19
Peak-Hour Roadway Segment Analysis for General Plan Cumulative Buildout (Post-2035) With-Project Conditions[1]

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	Post-2035 With Project					
				AM Peak Hour			PM Peak Hour		
				Link Volume	Volume/ Capacity	Acceptable?	Link Volume	Volume/ Capacity	Acceptable?
	Eastbound:	2	3,040	2,468	0.81	Yes	2,260	0.74	Yes
	Westbound:	2	3,040	1,834	0.60	Yes	1,993	0.66	Yes
56	Florida Av. (SR-74), b/w Warren Rd. & Dwy. 2								
	Eastbound:	2	3,040	2,938	0.97	Yes	2,810	0.92	Yes
	Westbound:	**3**	4,560	2,267	0.50	Yes	2,367	0.52	Yes
57	Florida Av. (SR-74), b/w Dwy. 2 & Dwy. 4								
	Eastbound:	2	3,040	2,938	0.97	Yes	2,810	0.92	Yes
	Westbound:	**3**	4,560	2,240	0.49	Yes	2,307	0.51	Yes
58	Florida Av. (SR-74), b/w Dwy. 4 & Dwy. 7								
	Eastbound:	2	3,040	2,810	0.92	Yes	2,647	0.87	Yes
	Westbound:	**3**	4,560	2,225	0.49	Yes	2,268	0.50	Yes
59	Florida Av. (SR-74), b/w Dwy. 7 & Myers St.								
	Eastbound:	2	3,040	2,810	0.92	Yes	2,647	0.87	Yes
	Westbound:	**3**	4,560	2,202	0.48	Yes	2,203	0.48	Yes
60	Florida Av. (SR-74), E/O Myers St.								
	Eastbound:	2	3,040	2,513	0.83	Yes	2,541	0.84	Yes
	Westbound:	3	4,560	2,139	0.47	Yes	2,327	0.51	Yes
61	Florida Av. (SR-74), W/O Acacia Av.								
	Eastbound:	2	3,040	2,235	0.74	Yes	2,371	0.78	Yes
	Westbound:	2	3,040	1,734	0.57	Yes	2,310	0.76	Yes
62	Florida Av. (SR-74), b/w Acacia Av. & Cawston Av.								
	Eastbound:	2	3,040	2,002	0.66	Yes	1,978	0.65	Yes

Table IV.O-19
Peak-Hour Roadway Segment Analysis for General Plan Cumulative Buildout (Post-2035) With-Project Conditions[1]

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	Post-2035 With Project					
				AM Peak Hour			PM Peak Hour		
				Link Volume	Volume/ Capacity	Acceptable?	Link Volume	Volume/ Capacity	Acceptable?
	Westbound:	2	3,040	1,743	0.57	Yes	2,312	0.76	Yes
63	Florida Av. (SR-74), E/O Cawston Av.								
	Eastbound:	2	3,040	1,341	0.44	Yes	1,340	0.44	Yes
	Westbound:	2	3,040	1,289	0.42	Yes	1,374	0.45	Yes
64	Florida Av. (SR-74), W/O Sanderson Av.								
	Eastbound:	2	3,040	1,339	0.44	Yes	1,400	0.46	Yes
	Westbound:	2	3,040	1,442	0.47	Yes	1,711	0.56	Yes
65	Florida Av. (SR-74), E/O Sanderson Av.								
	Eastbound:	2	3,040	1,237	0.41	Yes	1,382	0.45	Yes
	Westbound:	2	3,040	1,223	0.40	Yes	1,628	0.54	Yes
66	Florida Av. (SR-74), W/O Kirby St.								
	Eastbound:	2	3,040	1,360	0.45	Yes	1,851	0.61	Yes
	Westbound:	2	3,040	1,346	0.44	Yes	1,901	0.63	Yes
67	Florida Av. (SR-74), E/O Kirby St.								
	Eastbound:	2	3,040	1,415	0.47	Yes	1,731	0.57	Yes
	Westbound:	2	3,040	1,340	0.44	Yes	1,927	0.63	Yes
68	Florida Av. (SR-74), W/O Gilmore St.								
	Eastbound:	2	3,040	1,321	0.43	Yes	1,646	0.54	Yes
	Westbound:	2	3,040	1,445	0.48	Yes	1,785	0.59	Yes
69	Florida Av. (SR-74), E/O Gilmore St.								
	Eastbound:	2	3,040	1,338	0.44	Yes	1,723	0.57	Yes
	Westbound:	2	3,040	1,421	0.47	Yes	1,717	0.56	Yes
70	Florida Av. (SR-74), W/O Lyon Av.								
	Eastbound:	2	3,040	1,280	0.42	Yes	1,416	0.47	Yes
	Westbound:	2	3,040	1,207	0.40	Yes	1,644	0.54	Yes

Table IV.O-19
Peak-Hour Roadway Segment Analysis for General Plan Cumulative Buildout (Post-2035) With-Project Conditions[1]

#	Roadway Segment[2]	Existing Number of Lanes	Existing Capacity	Post-2035 With Project					
				AM Peak Hour			PM Peak Hour		
				Link Volume	Volume/ Capacity	Acceptable?	Link Volume	Volume/ Capacity	Acceptable?
71	Florida Av. (SR-74), E/O Lyon Av.								
	Eastbound:	2	3,040	1,121	0.37	Yes	1,336	0.44	Yes
	Westbound:	2	3,040	1,040	0.34	Yes	1,394	0.46	Yes
72	Florida Av. (SR-74), W/O Palm Av.								
	Eastbound:	2	3,040	1,200	0.39	Yes	1,620	0.53	Yes
	Westbound:	2	3,040	1,301	0.43	Yes	1,827	0.60	Yes
73	Acacia Av., b/w Florida Av. (SR-74) & Cawston Av.								
	Eastbound:	1	1,520	254	0.17	Yes	406	0.27	Yes
	Westbound:	1	1,520	12	0.01	Yes	11	0.01	Yes
74	Acacia Av., W/O Sanderson Av.								
	Eastbound:	1	1,520	491	0.32	Yes	342	0.23	Yes
	Westbound:	1	1,520	275	0.18	Yes	563	0.37	Yes

[1] *Segment analysis based on the PM peak hour link volume. Capacity is based on Level of Service "C" per City of Hemet standards (i.e., 1,900 x 80 percent = 1,520 vehicles per hour per lane). Segment analysis based on criterion of 1,000 or more daily project trips on the segment.*

[2] *N/O = North Of; S/O = South Of; W/O = West Of; E/O = East Of; b/w = Between*

Source: Urban Crossroads, 2014.

MITIGATION MEASURES

Intersection LOS

Because the Project would result in significant impacts related to the identified intersection LOS, the following mitigation measure is required:

O-1: Improvements for Project-Specific Impacts. The two intersection improvements listed below shall be fully constructed or guaranteed for construction by the master developer or a developer for an individual development project within the Specific Plan Area, in accordance with the thresholds listed below.[2] During the review process for each individual development project within the Specific Plan, the developer shall have a qualified traffic engineer calculate the portion of the total Specific Plan peak-hour traffic trips associated with such development for the project impacted intersections noted below. Such analysis shall be based on the Ramona Creek Traffic Analysis (TIA) prepared by Urban Crossroads dated February 12, 2014 and included as Appendix IV.O of the Draft EIR and shall use the same methodology as the TIA (e.g. trip generation rates and distribution). All individual development projects within the Specific Plan Area shall contribute their fair-share towards the identified improvements prior to the issuance of the first building permit for the individual development project. The funds for these improvements shall be held in an account administered by the City and used to construct the facilities identified. The City shall enter into a fee credit and reimbursement agreement with the developer responsible for constructing the actual improvements.

Intersection 9: Warren Road/Devonshire Avenue

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

This improvement shall be constructed by the master developer, or developer for an individual development project within the Specific Plan Area, on or before the issuance of the building permit for the 718 equivalent dwelling unit (EDU) within the Specific Plan Area.[3]

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[2] *Intersection 4: California Avenue and Florida Avenue has not been included, because the improvement identified to improve the LOS at this facility (installation of a traffic signal) is fully funded, and construction is eminent.*

[3] *Refer to the EDU table in Chapter 10 of the Ramona Creek TIA included as Appendix IV.O of the Draft EIR.*

Intersection 12: Warren Road/Auto Boulevard

- Install a traffic signal

This improvement shall be constructed by the master developer, or a developer for an individual development project within the Specific Plan Area, on or before the issuance of the building permit for the 1,193 EDU within the Specific Plan Area.[4]

O-2: Improvements for Project Cumulative Contribution to Near-Term (2015) and General Plan Cumulative Buildout (2035) Impacts. The master developer or a developer of an individual project within the Specific Plan Area shall participate in the funding of improvements to mitigate cumulative traffic conditions through the payment of City Development Impact Fees (DIF) and Transportation Uniform Mitigation Fees (TUMF) in the amount and at the time specified for each funding program. Refer to Table IV.O-20 for the list of improvements that are included in DIF and TUMF.

O-3: Improvements for Non-DIF or TUMF projects. To the extent that an identified traffic improvement is not included, or is only partially included, in either DIF and/or TUMF (refer to Table IV.O-20 for the list of improvements that are not included within DIF and TUMF), the master developer of a developer of an individual development project within the Specific Plan Area shall make a fair-share payment to the City in proportion to the individual project's applicable portion of the entire Specific Plan's percentage fair-share contribution for each identified, cumulatively impacted intersection toward the intersection improvements listed on Table IV.O-20, prior to issuance of a building permit for such individual development. During the review process for each individual development project within the Specific Plan Area, the developer shall have a qualified traffic engineer calculate the portion of the total peak-hour Specific Plan traffic trips associated with the individual project's contribution to cumulatively impacted intersections that are not included in DIF or TUMF. Such an assessment shall be conducted consistent with the Ramona Creek TIA prepared by Urban Crossroads dated February 12, 2014 and included as Appendix IV.O of the Draft EIR) and shall use the same methodology as the Ramona Creek TIA (e.g., trip generation rates, distribution, etc.) as contained therein. The fair-share payments shall be held in an account administered by the City and shall be used by the City or third party to construct the identified traffic improvements, in order to achieve acceptable LOS for the intersections impacted by the project and other cumulative development.

[4] *Refer to the EDU table in Chapter 10 of the Ramona Creek TIA included as Appendix IV.O of the Draft EIR.*

Table IV.O-20
Summary of Improvements

#	Intersection Location	Jurisdiction	General Plan Buildout (Post-2035) Recommended Improvements	Improvements in TUMF or DIF[2]?	Fair Share %[1]
2	Winchester Rd. (SR-79) / Florida Av. (SR-74)	Caltrans, County of Riverside	Construct 1st and 2nd NB left turn lanes	No	4.0%
			Construct 3rd EB through lane	Yes (TUMF)	
			Construct EB right turn lane	No	
			Construct 2nd WB left turn lane	No	
			Construct 3rd WB through lane	Yes (TUMF)	
			Construct WB right turn lane	No	
			Modify traffic signal to implement overlap phasing on the NB right turn lane	No	
3	Four Seasons Bl. / Florida Av. (SR-74)	Caltrans, County of Riverside	Construct NB left turn lane	No	4.7%
			Construct NB shared through-right turn lane	No	
			Construct SB through lane	No	
			Construct 3rd EB through lane	Yes (TUMF)	
			Construct WB left turn lane	No	
4	California Av. / Florida Av. (SR-74)	Caltrans, Hemet, County of Riverside	Install a traffic signal[3]	Yes (DIF)	6.8%
			Construct 2nd EB left turn lane	No	
			Construct 3rd EB through lane	Yes (TUMF)	
			Construct 3rd WB through lane	Yes (TUMF)	
6	Warren Rd. / Cottonwood Av.	San Jacinto	Restripe to provide a 2nd NB through lane	Yes (TUMF)	8.4%
			Construct 3rd NB through lane	No	
			Restripe to provide a 2nd SB through lane	Yes (TUMF)	
			Construct 3rd SB through lane	No	
8	Warren Rd. / Esplanade Av.	Hemet, San Jacinto	Install a traffic signal	No	7.7%
			Construct NB left turn lane	No	
			Construct 2nd NB through lane	Yes (TUMF)	
			Construct 3rd NB through lane	No	

Table IV.O-20
Summary of Improvements

#	Intersection Location	Jurisdiction	General Plan Buildout (Post-2035) Recommended Improvements	Improvements in TUMF or DIF[2]?	Fair Share %[1]
			Construct NB right turn lane	No	
			Construct SB left turn lane	No	
			Construct SB 2nd through lane	Yes (TUMF)	
			Construct SB 3rd through lane	No	
			Construct EB left turn lane	No	
			Construct 2nd EB through lane	Yes (TUMF)	
			Construct EB right turn lane	No	
			Construct WB left turn lane	No	
			Construct 2nd WB through lane	Yes (TUMF)	
			Modify traffic signal to implement overlap phasing on the NB right turn lane	No	
9	Warren Rd. / Devonshire Av.	Hemet, County of Riverside	Install a traffic signal[3]	Yes (DIF)	13.7%
			Construct NB left turn lane[3]	No	
			Construct 2nd NB through lane	Yes (TUMF)	
			Construct 3rd NB through lane	No	
			Construct NB right turn lane	No	
			Construct SB left turn lane[3]	No	
			Construct 2nd SB through lane	Yes (TUMF)	
			Construct 3rd SB through lane	No	
			Construct 1st EB left turn lane	No	
			Construct 2nd EB through lane	Yes (DIF)	
			Construct WB left turn lane[3]	No	
			Construct 2nd WB through lane	Yes (DIF)	
			Construct WB right turn lane	No	
11	Warren Rd. / Florida Av. (SR-74)	Caltrans, Hemet	Construct NB left turn lane	No	11.4%

Table IV.O-20
Summary of Improvements

#	Intersection Location	Jurisdiction	General Plan Buildout (Post-2035) Recommended Improvements	Improvements in TUMF or DIF[2]?	Fair Share %[1]
			Construct 3rd NB through lane	No	
			Construct NB free right turn lane	No	
			Construct 2nd SB left turn lane	No	
			Construct 3rd SB through lane	No	
			Construct 2nd EB left turn lane	No	
			Construct 3rd EB through lane	Yes (TUMF)	
			Construct EB right turn lane	No	
			Construct WB left turn lane	No	
			Construct 3rd WB through lane	No	
			Construct WB right turn lane	No	
			Modify traffic signal to implement overlap phasing on the WB right turn lane	No	
12	Warren Rd. / Auto Bl.	Hemet	Install a traffic signal[3]	No	9.0%
			Construct 2nd NB through lane	Yes (TUMF)	
			Construct NB right turn lane	No	
			Construct 2nd SB through lane	Yes (TUMF)	
13	Warren Rd. / Stetson Av.	Hemet	Install a traffic signal	Yes (DIF)	3.4%
			Construct 1st and 2nd NB left turn lanes	No	
			Construct 2nd NB through lane	Yes (TUMF)	
			Construct 1st and 2nd SB left turn lane	No	
			Construct 2nd SB through lane	Yes (TUMF)	
			Construct SB right turn lane	No	
			Construct 1st and 2nd EB left turn lanes	No	
			Construct 2nd EB through lane	No	
			Construct 2nd WB left turn lane	No	

Table IV.O-20
Summary of Improvements

#	Intersection Location	Jurisdiction	General Plan Buildout (Post-2035) Recommended Improvements	Improvements in TUMF or DIF[2]?	Fair Share %[1]
			Construct 2nd WB through lane	Yes (TUMF)	
			Modify traffic signal to implement overlap phasing on the SB right turn lane	No	
14	Warren Rd. / Mustang Wy.	Hemet	Construct NB left turn lane	No	6.9%
			Construct 2nd NB through lane	Yes (TUMF)	
			Construct NB right turn lane	No	
			Construct 2nd SB through lane	Yes (TUMF)	
			Construct EB left turn lane	No	
			Construct EB shared through-right turn lane	No	
			Restripe WB right turn lane as shared through-right turn lane	No	
15	Warren Rd. / Simpson Rd.	County of Riverside	Install a traffic signal	No	3.7%
			Construct 1st and 2nd NB left turn lanes	No	
			Construct 2nd NB through lane	Yes (TUMF)	
			Construct SB left turn lane	No	
			Construct 2nd SB through lane	Yes (TUMF)	
			Construct SB free right turn lane	No	
			Construct 1st and 2nd EB left turn lanes	No	
			Construct EB right turn lane	No	
			Modify traffic signal to implement overlap phasing on the EB right turn lane	No	
16	Warren Rd. / Domenigoni Pkwy.	County of Riverside	Construct SB left turn lane	Yes (TUMF)	5.4%
			Construct SB right turn lane	Yes (TUMF)	
			Construct 3rd EB through lane	Yes (TUMF)	
			Construct 3rd WB through lane	Yes (TUMF)	
			Modify traffic signal to implement overlap phasing on WB right turn lane	No	

Table IV.O-20
Summary of Improvements

#	Intersection Location	Jurisdiction	General Plan Buildout (Post-2035) Recommended Improvements	Improvements in TUMF or DIF[2]?	Fair Share %[1]
27	Myers St. / Devonshire Av.	Hemet	Install a traffic signal	Yes (DIF)	26.7%
			Construct NB left turn lane	No	
			Construct 2nd NB through lane	Yes (DIF)	
			Construct SB left turn lane	No	
			Construct 2nd SB through lane	Yes (DIF)	
			Construct EB left turn lane	No	
			Construct 2nd EB through lane	Yes (DIF)	
			Construct WB left turn lane	No	
			Construct 2nd WB through lane	Yes (DIF)	
32	Myers St. / Florida Av. (SR-74)	Caltrans, Hemet	Construct NB right turn lane	No	15.7%
			Construct 3rd EB through lane	No	
			Construct EB right turn lane	No	
			Construct 3rd WB through lane	No	
34	Cawston Av. / Menlo Av.	Hemet	Install a traffic signal[3]	No	8.9%
			Construct NB left turn lane	No	
			Construct 2nd NB through lane	Yes (DIF)	
			Construct NB right turn lane	No	
			Construct SB left turn lane	No	
			Construct 2nd SB through lane	No	
			Construct EB left turn lane	No	
			Construct WB left turn lane	No	
35	Cawston Av. / Devonshire Av.	Hemet	Restripe NB approach to provide 1 left turn lane, 1 through lane, and 1 shared through-right turn lane	Yes (DIF)	9.4%
			Construct 2nd SB through lane	Yes (DIF)	
			Construct SB right turn lane	No	

Table IV.O-20
Summary of Improvements

#	Intersection Location	Jurisdiction	General Plan Buildout (Post-2035) Recommended Improvements	Improvements in TUMF or DIF[2]?	Fair Share %[1]
			Construct EB right turn lane	No	
			Restripe WB approach to provide 1 left turn lane, 1 through lane, and 1 shared through-right turn lane	Yes (DIF)	
			Modify traffic signal to implement overlap phasing on SB right turn lane	Yes (DIF)	
36	Cawston Av. / Florida Av. (SR-74)	Caltrans, Hemet	Construct 2nd NB left turn lane	No	12.8%
			Construct 2nd SB through lane	Yes (DIF)	
			Construct 3rd EB through lane	No	
			Construct 3rd WB through lane	No	
			Construct WB right turn lane	No	
			Modify traffic signal to implement overlap phasing on EB right turn lane	No	
37	Cawston Av. / Whittier Av.	Hemet	Install a traffic signal	No	6.5%
			Construct SB left turn lane	No	
			Construct SB right turn lane	No	
			Construct EB left turn lane	No	
			Construct EB through lane	Yes (DIF)	
			Construct WB through lane	Yes (DIF)	
			Construct WB right turn lane	No	
			Modify traffic signal to implement overlap phasing on EB and WB right turn lanes	No	
38	Sanderson Av. / Fruitvale Av.	Hemet	Construct 3rd NB through lane	No	2.9%
			Construct 3rd SB through lane	No	
39	Sanderson Av. / Menlo Av.	Hemet	Construct 3rd NB through lane	No	4.1%
			Construct NB right turn lane	No	
			Construct 3rd SB through lane	No	
			Construct SB right turn lane	No	

Table IV.O-20
Summary of Improvements

#	Intersection Location	Jurisdiction	General Plan Buildout (Post-2035) Recommended Improvements	Improvements in TUMF or DIF[2]?	Fair Share %[1]
			Construct 2nd WB left turn lane	No	
40	Sanderson Av. / Devonshire Av.	Hemet	Construct SB right turn lane	No	7.1%
			Restripe EB right turn lane as 2nd shared through-right turn lane	Yes (DIF)	
41	Sanderson Av. / Florida Av. (SR-74)	Caltrans, Hemet	Construct 2nd NB left turn lane	No	11.9%
			Construct 2nd SB left turn lane	No	
			Restripe EB approach to provide 2 left turn lanes, 1 through lane, and 1 shared through-right turn lane	No	
			Construct 2nd WB left turn lane	No	
42	Sanderson Av. / Acacia Av.	Hemet	Construct 2nd NB left turn lane	No	10.5%
			Restripe SB approach to provide 2 left turn lanes, 1 through lane, and 1 shared through-right turn lane	No	
			Construct 2nd EB through lane	No	
			Construct WB right turn lane	No	
			Modify traffic signal to implement overlap phasing on WB right turn lane	No	
43	Sanderson Av. / Whittier Av.	Hemet	Install a traffic signal	No	3.3%
			Construct NB left turn lane	No	
			Construct 3rd NB through lane	No	
			Construct SB left turn lane	No	
			Construct 3rd SB through lane	No	
			Construct EB left turn lane	No	
			Construct EB shared through-right turn lane	Yes (DIF)	
			Construct WB left turn lane	No	
			Construct WB shared through-right turn lane	Yes (DIF)	
44	Sanderson Av. / Wentworth Dr.	Hemet	Construct 3rd NB through lane	No	5.1%
			Construct 3rd SB through lane	No	

Table IV.O-20
Summary of Improvements

#	Intersection Location	Jurisdiction	General Plan Buildout (Post-2035) Recommended Improvements	Improvements in TUMF or DIF[2]?	Fair Share %[1]
45	Sanderson Av. / Tanya Av.	Hemet	Construct 3rd NB through lane	No	8.2%
			Construct 3rd SB through lane	No	
46	Sanderson Av. / Stetson Av.	Hemet	Construct 2nd SB left turn lane	No	4.2%
			Construct 2nd EB left turn lane	No	
			Construct 3rd EB through lane	No	
			Construct 2nd WB left turn lane	No	
			Construct 3rd WB through lane	No	
47	Kirby St. / Menlo Av.	Hemet	Install a traffic signal	Yes (DIF)	3.2%
			Restripe NB approach to provide 1 left turn lane, 1 through lane, and 1 shared through-right turn lane	No	
			Restripe SB approach to provide 1 left turn lane, 1 through lane, and 1 shared through-right turn lane	No	
			Restripe EB approach to provide 1 left turn lane, 1 through lane, and 1 shared through-right turn lane	Yes (DIF)	
			Restripe WB approach to provide 1 left turn lane, 1 through lane, and 1 shared through-right turn lane	Yes (DIF)	
49	Kirby St. / Florida Av. (SR-74)	Caltrans, Hemet	Construct 3rd EB through lane	No	8.7%
			Construct 3rd WB through lane	No	

[1] *Program improvements constructed by the Project may be eligible for fee credit, at the discretion of the City. Refer to Table 9-2 in the Traffic Study in Appendix IV.O for Fair Share Calculations.*

[2] *Improvements included in the revised draft of the Development Impact Fee Study prepared for the City by TischlerBise (January 6, 2006).*

[3] *The Project would be constructing these improvements as mitigation or as project design features.*

Source: Urban Crossroads, 2014.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Intersection LOS

Existing (2012) With-Project Conditions

As shown on Table IV.O-21, with implementation of Mitigation Measure O-1 and the roadway improvements listed for Project-specific impacts, Project impacts related to intersection LOS would be less than significant.

Near-Term (2015) With-Project Conditions

As shown on Table IV.O-22, with implementation of Mitigation Measure O-1 and the roadway improvements listed for Project-specific impacts, Project impacts related to intersection LOS would be less than significant. However, as shown on Table IV.O-20, full funding and timing of implementation (in relation to buildout of the Project) of some of the improvements required to reduce impacts to less than significant are not guaranteed. Therefore, impacts at these intersections would remain significant and unavoidable.

General Plan Cumulative Buildout (Post-2035) With-Project Conditions

As shown on Table IV.O-23, with implementation of Mitigation Measure O-1 and the roadway improvements listed for Project-specific impacts, Project impacts related to intersection LOS would be less than significant. However, as shown on Table IV.O-20, full funding and timing of implementation (in relation to buildout of the Project) of some of the improvements required to reduce impacts to less than significant are not guaranteed. Therefore, impacts at these intersections would remain significant and unavoidable.

Roadway Segments

Buildout of the roadway improvements identified in the City's General Plan would mitigate the significant impacts to roadway segments identified under the Cumulative (2035) With-Project conditions. However, full funding and timing of implementation (in relation to buildout of the Project) of some of the improvements required to reduce impacts to less than significant are not guaranteed. Therefore, impacts on these roadway segments would remain significant and unavoidable.

- Warren Road, north of Esplanade Avenue (Northbound, PM Peak Hour)
- Warren Road, south of Esplanade Avenue (Southbound, AM Peak Hour; Northbound, PM Peak Hour)
- Warren Road, north of Devonshire (Southbound, AM Peak Hour; Northbound, PM Peak Hour)

Table IV.O-21
Intersection Analysis for Existing (2012) With-Project Conditions, With Mitigation

#	Intersection	Traffic Control [3]	Intersection Approach Lanes [1]												Delay[2] (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
4	California Av. / Florida Av. (SR-74)																	
	- Existing Conditions	CSS	0	1	0	0	1	1	1	2	0	1	2	0	**71.0**	**>100.0**	**F**	**F**
	- With Mitigation	**TS**	0	1	0	0	1	1	1	2	0	1	2	0	23.9	25.2	C	C
9	Warren Rd. / Esplanade Av.																	
	- Existing Conditions	AWS	0	1	d	0	1	0	0	1	0	0	1	0	12.0	20.2	B	C
	- With Mitigation	**TS**	**1**	1	**0**	**1**	1	0	**1**	1	0	**1**	1	0	21.9	24.1	C	C
12	Warren Road/Auto Boulevard																	
	- Existing Conditions	CSS	0	1	d	0	1	0	0	0	0	0	1	d	22.6	25.0	C	C
	- With Mitigation	**TS**	0	1	d	1	1	0	0	0	0	1	0	d	21.8	24.3	C	C

Source: Urban Crossroads, 2014.

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

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

[2] *Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop 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] *CSS=Cross-street Stop; AWS= All-Way Stop; TS= Traffic Signal*

Table IV.O-22
Intersection Analysis for Near-Term (2015) With-Project Conditions, With Mitigation

#	Intersection	Traffic Control [3]	Intersection Approach Lanes [1]												Delay[2] (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
4	California Av. / Florida Av. (SR-74)																	
	- Without Improvements	CSS	0	1	0	0	1	1	1	2	0	1	2	0	**>100.0**	**>100.0**	**F**	**F**
	- With Improvements	**TS**	0	1	0	0	1	1	1	2	0	1	2	0	30.6	38.1	C	D
8	Warren Rd. / Esplanade Av.																	
	- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	32.6	**>100.0**	D	**F**
	- With Improvements	**TS**	**1**	1	0	**1**	1	0	0	1	0	0	1	0	25.3	39.1	C	D
9	Warren Rd. / Devonshire Av.																	
	- Without Improvements	AWS	0	1	d	0	1	0	0	1	0	0	1	0	**>100.0**	**>100.0**	**F**	**F**
	- With Improvements	**TS**	**1**	1	**0**	**1**	1	0	**1**	1	0	**1**	1	0	24.4	39.6	C	D
11	Warren Rd. / Florida Av. (SR-74)																	
	- Without Improvements	TS	1	2	1	1	2	1	1	2	d	1	2	d	46.5	**60.3**	D	**E**
	- With Improvements	TS	1	2	1	1	2	1	1	2	d	**2**	2	**1**	39.7	48.0	D	D
12	Warren Rd. / Auto Bl.																	
	- Without Improvements	CSS	0	1	d	1	1	0	0	0	0	1	0	d	**68.8**	**>100.0**	F	F
	- With Improvements	TS	0	1	d	1	1	0	0	0	0	1	0	d	25.1	24.9	C	C
13	Warren Rd. / Stetson Av.																	
	- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	1	1	0	**>100.0**	**>100.0**	F	F
	- With Improvements	**TS**	**1**	1	0	**1**	1	0	**1**	1	0	1	1	0	30.6	35.4	C	D
15	Warren Rd. / Simpson Rd.																	
	- Without Improvements	CSS	0	1	0	0	0	0	0	1	0	1	1	0	19.6	**38.3**	C	E
	- With Improvements	**TS**	0	1	0	0	0	0	0	1	0	1	1	0	31.1	42.1	C	D
16	Warren Rd. / Domenigoni Pkwy.																	
	- Without Improvements	TS	0	1	d	0	1	0	1	2	1	1	2	1	43.4	**64.5**	D	**E**

Table IV.O-22
Intersection Analysis for Near-Term (2015) With-Project Conditions, With Mitigation

#	Intersection	Traffic Control [3]	Intersection Approach Lanes [1]												Delay[2] (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
	- With Improvements	TS	0	1	d	0	1	0	1	**3**	1	1	**3**	1	37.1	41.6	D	D
27	Myers St. / Devonshire Av.																	
	- Without Improvements	CSS	0	1	0	0	1	0	0	1	0	0	1	0	**>100.0**	**>100.0**	**F**	**F**
	- With Improvements	**TS**	0	1	0	0	1	0	**1**	1	**1**	0	1	0	15.2	13.4	B	B
32	Myers St. / Florida Av. (SR-74)																	
	- Without Improvements	TS	1	1	0	1	1	1	1	2	d	1	2	1	34.0	**56.3**	C	**E**
	- With Improvements[5]	TS	1	1	0	1	1	1	1	2	d	1	**3**	**0**	32.8	46.7	C	D
34	Cawston Av. / Menlo Av.																	
	- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	**>100.0**	**47.1**	**F**	**F**[4]
	- With Improvements	**TS**	**1**	1	0	**1**	1	0	0	1	0	0	1	0	28.6	24.8	C	C
39	Sanderson Av. / Menlo Av.																	
	- Without Improvements	TS	1	2	0	1	2	0	1	2	0	1	2	0	53.1	**68.0**	D	**E**
	- With Improvements	TS	1	**3**	0	1	**3**	0	1	2	0	1	2	0	37.5	34.2	D	C
40	Sanderson Av. / Devonshire Av.																	
	- Without Improvements	TS	1	2	0	1	2	0	1	1	1	1	2	0	**85.5**	**93.9**	**F**	**F**
	- With General Plan Buildout[6]	TS	1	**3**	0	1	**3**	0	1	1	1	1	2	0	**74.7**	**91.8**	**E**	**E**
	- With Additional Improvements[7]	TS	1	**3**	0	1	**3**	0	1	1	1	1	2	0	52.5	54.7	D	d
41	Sanderson Av. / Florida Av. (SR-74)																	
	- Without Improvements	TS	1	2	1	1	2	d	1	2	1	1	2	d	50.7	**109.1**	D	**F**
	- With General Plan Buildout[6]	TS	**2**	2	1	**2**	2	**1**	**2**	2	1	**2**	2	**1**	43.9	84.2	D	**F**
	- With Additional Improvements[7]	TS	**2**	2	1	**2**	2	**1**	**2**	2	1	**2**	2	**1**	34.3	50.1	C	D
42	Sanderson Av. / Acacia Av.																	
	- Without Improvements	TS	1	2	0	1	2	1	1	1	d	1	1	d	34.8	**57.5**	C	**F**[4]
	- With Improvements	TS	**2**	2	0	**2**	2	**0**	1	1	d	1	1	d	34.2	49.8	C	C
45	Sanderson Av. / Tanya Av.																	

Table IV.O-22
Intersection Analysis for Near-Term (2015) With-Project Conditions, With Mitigation

#	Intersection	Traffic Control [3]	Intersection Approach Lanes [1]												Delay[2] (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
	- Without Improvements	TS	1	2	1	1	2	1	1	1	0	1	1	1	**33.1**	**47.2**	**F[4]**	**F[4]**
	- With Improvements	TS	1	**3**	1	1	**3**	1	1	1	0	1	1	1	30.9	30.0	C	C
46	Sanderson Av. / Stetson Av.																	
	- Without Improvements	TS	1	2	1>	1	2	0	1	2	0	1	2	0	**87.5**	**69.8**	**F**	**F**
	- With Improvements	TS	1	2	1>	1	2	**1**	**2**	2	0	**2**	2	0	44.6	48.8	D	D

Source: Urban Crossroads, 2014.

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

[2] *Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop 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] *CSS=Cross-street Stop; AWS= All-Way Stop; TS= Traffic Signal*

[4] *Volume-to-capacity ratio is greater than 1.00; Intersection unstable; Level of Service "F."*

[5] *Recommendation includes restriping the westbound approach only. No other physical improvements are necessary.*

[6] *It should be noted that these recommended improvements are consistent with the City's General Plan buildout geometry but will not meet the City's LOS criteria. Additional through lanes consistent with those identified in the City's General Plan Circulation Element Update Transportation Study (Urban Crossroads, 2011) and depicted on this table have been analyzed and will bee the City's LOS criteria if constructed.*

[7] *Additional Improvements required to meet the City's LOS Criteria are shown separately at this location, because they exceed General Plan roadway classifications. These additional improvements are consistent with those found in the City's General Plan Circulation Element Update Transportation Study (Urban Crossroads, 2011).*

Table IV.O-23
Intersection Analysis for General Plan Cumulative Buildout (Post 2035) With-Project Conditions, With Mitigation

#	Intersection	Traffic Control [3]	Intersection Approach Lanes [1]												Delay[2] (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
2	Winchester Rd. (SR-79) / Florida Av. (SR-74)																	
	- Without Improvements	TS	0	1	1	1	1	d	1	2	0	1	2	0	**114.1**	**>200.0**	**F**	**F**
	- With Improvements	TS	**2**	1	**1>**	1	1	d	1	**3**	**1**	**2**	**3**	**1**	48.2	41.2	D	D
3	Four Seasons Bl. / Florida Av. (SR-74)																	
	- Without Improvements	TS	0	0	0	1	0	1	1	2	0	0	3	1	49.8	**91.5**	D	**F**
	- With Improvements5	TS	**1**	**1**	0	1	**1**	1	1	**3**	0	**1**	3	1	30.3	36.9	C	D
4	California Av. / Florida Av. (SR-74)																	
	- Without Improvements	CSS	0	1	0	0	1	1	1	2	0	1	2	0	**>100.0**	**>100.0**	**F**	**F**
	- With Improvements	**TS**	0	1	0	0	1	1	**2**	**3**	0	1	**3**	0	31.3	49.5	C	D
6	Warren Rd. / Cottonwood Av.																	
	- Without Improvements	TS	1	1	1	1	1	1	1	1	1	1	1	1	**102.6**	**122.8**	**F**	**F**
	- With Improvements	TS	1	**3**	1	1	**3**	1	1	1	1	1	1	1	38.0	34.1	D	C
8	Warren Rd. / Esplanade Av.																	
	- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	**>100.0**	**>100.0**	**F**	**F**
	- With Improvements	**TS**	**1**	**3**	**1>**	**1**	**3**	0	**1**	**2**	**1**	**1**	**2**	**1**	53.7	48.0	D	D
9	Warren Rd. / Devonshire Av.																	
	- Without Improvements	AWS	0	1	d	0	1	0	0	1	0	0	1	0	**>100.0**	**>100.0**	**F**	**F**
	- With Improvements	**TS**	**1**	**3**	**1**	**1**	**3**	0	**1**	**2**	0	**1**	**2**	**1**	41.6	52.5	D	D
11	Warren Rd. / Florida Av. (SR-74)																	
	- Without Improvements	TS	1	2	1	1	2	1	1	2	d	1	2	d	**>200.0**	**197.7**	**F**	**F**
	- With Improvements	TS	**2**	**3**	**1>>**	**2**	**3**	1	**2**	**3**	**1**	**2**	**3**	**1>**	53.7	36.7	D	D
12	Warren Rd. / Auto Bl.																	
	- Without Improvements	CSS	0	1	d	1	1	0	0	0	0	1	0	d	**>100.0**	**>100.0**	**F**	**F**
	- With Improvements	**TS**	0	**2**	**1**	1	**2**	0	0	0	0	1	0	d	24.5	36.2	C	C
13	Warren Rd. / Stetson Av.																	

Table IV.O-23
Intersection Analysis for General Plan Cumulative Buildout (Post 2035) With-Project Conditions, With Mitigation

#	Intersection	Traffic Control [3]	Intersection Approach Lanes [1]												Delay[2] (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
	- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	1	1	0	**>100.0**	**>100.0**	**F**	**F**
	- With Improvements	**TS**	**2**	**2**	0	**2**	**2**	**1>**	**2**	**2**	0	**2**	**2**	**1**	42.4	49.6	D	D
14	Warren Rd. / Mustang Wy.																	
	- Without Improvements	TS	0	1	0	1	1	0	0	0	0	1	0	1	35.6	**93.7**	D	**F**
	- With Improvements	TS	**1**	**2**	**1**	1	**2**	0	**1**	**1**	0	1	**1**	**0**	24.9	30.1	C	C
15	Warren Rd. / Simpson Rd.																	
	- Without Improvements	**TS**	**1**	1	0	**1**	**1**	0	**1**	1	0	1	1	0	**>200.0**	**>200.0**	**F**	**F**
	- With Improvements	**TS**	**2**	**2**	0	**1**	**2**	**1>>**	**2**	1	**1>**	1	1	0	33.8	35.3	C	D
16	Warren Rd. / Domenigoni Pkwy.																	
	- Without Improvements	TS	0	1	d	0	1	0	1	2	1	1	2	1	**44.0**	**85.9**	D	**F**
	- With Improvements	TS	0	1	d	**1**	1	**1**	1	**3**	1	1	**3**	**1>**	34.7	41.2	C	D
27	Myers St. / Devonshire Av.																	
	- Without Improvements	CSS	0	1	0	0	1	0	0	1	0	0	1	0	**>100.0**	**>100.0**	**F**	**F**
	- With Improvements	**TS**	**1**	**2**	0	**1**	**2**	0	**1**	**2**	0	**1**	**2**	0	26.5	28.0	C	C
32	Myers St. / Florida Av. (SR-74)																	
	- Without Improvements	TS	1	1	0	1	1	1	1	2	d	1	2	1	**>200.0**	**180.2**	**F**	**F**
	- With Improvements5	TS	1	1	**1**	1	1	1	1	**3**	**1**	1	**3**	1	38.8	34.3	D	C
34	Cawston Av. / Menlo Av.																	
	- Without Improvements	AWS	0	1	0	0	1	0	0	1	0	0	1	0	**>100.0**	**>100.0**	**F**	**F**
	- With Improvements	**TS**	**1**	**2**	**1**	**1**	**2**	0	**1**	1	0	1	1	0	35.5	44.5	D	D
35	Cawston Av. / Devonshire Av.																	
	- Without Improvements	TS	1	1	1	1	1	0	1	2	0	1	1	1	**40.4**	**134.1**	**F**[4]	**F**
	- With Improvements7	TS	1	**2**	0	1	**2**	**1>**	1	2	**1**	1	**2**	0	33.8	53.0	C	D
36	Cawston Av. / Florida Av. (SR-74)																	
	- Without Improvements	TS	1	2	0	1	1	1	1	2	1	1	2	d	**81.4**	**107.7**	**F**	**F**

Table IV.O-23
Intersection Analysis for General Plan Cumulative Buildout (Post 2035) With-Project Conditions, With Mitigation

#	Intersection	Traffic Control [3]	Intersection Approach Lanes [1]												Delay[2] (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
	- With Improvements	TS	**2**	2	0	1	**2**	1	1	**3**	**1>**	1	**3**	**1**	38.5	41.1	D	D
38	Sanderson Av. / Fruitvale Av.																	
	- Without Improvements	TS	1	2	1	1	2	1	1	1	0	1	1	0	30.8	**69.7**	C	**E**
	- With Improvements	TS	1	**3**	1	1	**3**	1	1	1	0	1	1	0	23.8	23.5	C	C
39	Sanderson Av. / Menlo Av.																	
	- Without Improvements	TS	1	2	0	1	2	0	1	2	0	1	2	0	**159.5**	**>200.0**	**F**	**F**
	- With Improvements	TS	1	**3**	**1**	1	**3**	**1**	1	2	0	**2**	2	0	40.9	41.5	D	D
40	Sanderson Av. / Devonshire Av.																	
	- Without Improvements	TS	1	2	0	1	2	0	1	1	1	1	2	0	**145.4**	**78.9**	**F**	**F**[4]
	- With General Plan Buildout[8]	TS	1	**3**	0	1	2	**1**	1	**2**	0	1	2	0	104.7	87.3	**F**	**F**
	- With Improvements[9]	TS	1	**3**	0	1	**3**	**1>**	1	**2**	1	1	2	**1**	52.1	47.7	D	D
41	Sanderson Av. / Florida Av. (SR-74)																	
	- Without Improvements	TS	1	2	1	1	2	d	1	2	1	1	2	d	**73.3**	**142.5**	**F**[4]	**F**
	- With General Plan Buildout[8]	TS	**2**	2	0	**2**	2	0	**2**	2	0	**2**	2	0	**81.4**	**115.0**	D	D
	- With Improvements[9]	TS	**2**	**3**	0	**2**	**3**	0	**2**	**3**	0	**2**	**3**	0	44.0	54.8	D	D
42	Sanderson Av. / Acacia Av.																	
	- Without Improvements	TS	1	2	0	1	2	1	1	1	d	1	1	d	43.5	**107.2**	D	**F**
	- With Improvements	TS	**2**	2	0	**2**	2	1	1	**2**	0	1	1	**1>**	37.0	52.7	D	D
44	Sanderson Av. / Wentworth Dr.																	
	- Without Improvements	TS	1	2	0	0	2	1	1	0	1	0	0	0	18.7	**58.5**	B	**E**
	- With Improvements	TS	1	**3**	0	0	**3**	1	1	0	1	0	0	0	15.1	19.0	B	B
45	Sanderson Av. / Tanya Av.																	
	- Without Improvements	TS	1	2	1	1	2	1	1	1	0	1	1	1	**32.6**	**36.7**	**F**[4]	**F**[4]
	- With Improvements	TS	1	**3**	1	1	**3**	1	1	1	0	1	1	1	29.7	30.6	C	C
46	Sanderson Av. / Stetson Av.																	

Table IV.O-23
Intersection Analysis for General Plan Cumulative Buildout (Post 2035) With-Project Conditions, With Mitigation

#	Intersection	Traffic Control [3]	Intersection Approach Lanes [1]												Delay[2] (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
	- Without Improvements	TS	1	2	1>	1	2	0	1	2	0	1	2	0	**94.0**	**127.6**	**F**	**F**
	- With Improvements	TS	1	2	1>	**2**	2	0	**2**	**3**	0	**2**	**3**	0	42.6	54.2	D	D
47	Kirby St. / Menlo Av.																	
	- Without Improvements	AWS	0	2	d	0	2	d	0	2	d	0	2	d	**>100.0**	**>100.0**	**F**	**F**
	- With Improvements	**TS**	**1**	2	**0**	**1**	2	**0**	**1**	2	**0**	**1**	2	**0**	29.9	40.6	C	D
49	Kirby St. / Florida Av. (SR-74)																	
	- Without Improvements	TS	1	2	0	1	2	0	1	2	d	1	2	1	30.9	**63.0**	C	**F**[4]
	- With Improvements	TS	1	2	0	1	2	0	1	**3**	**0**	1	**3**	1	27.7	36.3	C	D

Source: Urban Crossroads, 2014.

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

[2] *Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop 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] *CSS=Cross-street Stop; AWS= All-Way Stop; TS= Traffic Signal*

[4] *Volume-to-capacity ratio is greater than 1.00; Intersection unstable; Level of Service "F."*

[5] *Recommendation includes modification to the traffic signal for split left-turn phasing on the northbound and southbound approaches (currently permissive).*

[6] *Recommendation includes modification to the traffic signal for protected left-turn phasing on the northbound and southbound approaches (currently permissive).*

[7] *Recommendation includes modification to the traffic signal for protected left-turn phasing on the northbound, southbound, eastbound and westbound approaches (currently permissive).*

[8] *It should be noted that these recommended improvements are consistent with the City's General Plan buildout geometry but will not meet the City's LOS criteria. Additional through lanes consistent with those identified in the City's General Plan Circulation Element Update Transportation Study (Urban Crossroads, 2011) and depicted on this table have been analyzed and will bee the City's LOS criteria if constructed.*

[9] *Additional Improvements required to meet the City's LOS Criteria are shown separately at this location, because they exceed General Plan roadway classifications. These additional improvements are consistent with those found in the City's General Plan Circulation Element Update Transportation Study (Urban Crossroads, 2011).*