

**CITY OF LAKE ELSINORE GENERAL PLAN UPDATE  
ANNOTATED RECIRCULATED DRAFT EIR**

**SCH #2005121019**

**APPENDIX C**

**3RD STREET ANNEXATION  
ENVIRONMENTAL INITIAL STUDY**

**PREPARED FOR:**

**CITY OF LAKE ELSINORE  
130 SOUTH MAIN STREET  
LAKE ELSINORE, CA 92530**

**AUGUST 2011**

**CERTIFIED BY CITY COUNCIL: DECEMBER 13, 2011  
(RESOLUTION No. 2011-070)**

**Third Street Annexation  
Environmental Analysis  
Lake Elsinore, California**

**August 2007**

Prepared For:

**City of Lake Elsinore**  
130 S. Main Street  
Lake Elsinore, CA 92530

Prepared By:



**PROJECT DESIGN CONSULTANTS**

Planning | Landscape Architecture | Environmental | Engineering | Survey

701 B Street, Suite 800  
San Diego, CA 92101  
619.235.6471  
619.234.0349 Fax

Job No. 3201.00

Prepared By: CP, DC



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## I. INTRODUCTION

For many years, Riverside County LAFCO has been encouraging the City of Lake Elsinore to annex small and large pockets of unincorporated land adjacent to the City's limits to improve services and create a more logical city boundary. For these reasons, the City of Lake Elsinore has initiated the Third Street Annexation to incorporate approximately 320 acres of County land into the City to improve its boundaries.

LAFCO is authorized by State law as the agency responsible for approving annexations to cities and special districts. Created in 1963, LAFCOs are responsible for coordinating logical and timely changes in local government boundaries and ensuring that services are provided efficiently and economically. The Cortese-Knox-Hertzberg Local Government Reorganization Act (Government Code Section 56000) is the governing statute for LAFCO.

Prior to submittal of an annexation application for consideration, LAFCO requires:

- A City resolution to initiate the annexation of the property into the City of Lake Elsinore;
- Pre-zoning of the property by the affected agency;
- An exchange of property taxes between the city and the county;
- A map and legal description of the annexation territory;
- Environmental review; and
- A plan for providing services to the annexation area.

Three separate discretionary actions are required to implement the Third Street Annexation subsequent to the approval of the General Plan Update and certification of the Environmental Impact Report (EIR). These include:

1. A resolution to commence the annexation of the property into the City of Lake Elsinore;
2. Pre-zoning of the property consistent with the land use designations included in the General Plan Update; and
3. Revisions to the City's Zoning Ordinance to implement pre-zoning consistent with the General Plan Update.

This document provides additional information on the proposed Third Street Annexation as a basis for the environmental analysis of the Third Street Annexation in the General Plan Update EIR. A Project Description section is included which addresses the land uses proposed for the area in the General Plan Update and the pre-zoning to implement those land uses. In addition, four environmental issues are addressed in this document: Public Services and Utilities, Hillside Development, Traffic Circulation, and Biological Resources.

The Public Services and Utilities section analyzes how services/utilities will be affected by the land use changes proposed as part of the General Plan Update and how service providers may change as a result of the proposed annexation. The Hillside Development discussion addresses how the topography affects the proposed land use changes for the area. The Traffic Circulation section analyzes the traffic generated by the proposed land uses within the annexation area and the proposed changes to the circulation system to improve and accommodate traffic circulation.

Finally, the Biological Resources section identifies and evaluates any biological resources found within the annexation area.

## **II. PROJECT DESCRIPTION**

### **A. Location and Setting**

The proposed Third Street Annexation is generally located in the northeast Lake Elsinore area, immediately adjacent to the existing City boundary. The territory comprises approximately 320 acres and is generally located east of I-15 and south of SR-74. It is bounded on the north by SR-74, on the west by Cambern Avenue, Dexter Place, and 2<sup>nd</sup> Street, and extends easterly towards Wasson Canyon (*See Figure 1 – Vicinity Map*). The existing land uses within the annexation territory include single-family homes, mobile homes, trailers, storage facilities and a recreation vehicle park. Large portions of the annexation area are vacant (*See Figure 2 – Aerial Photo*).

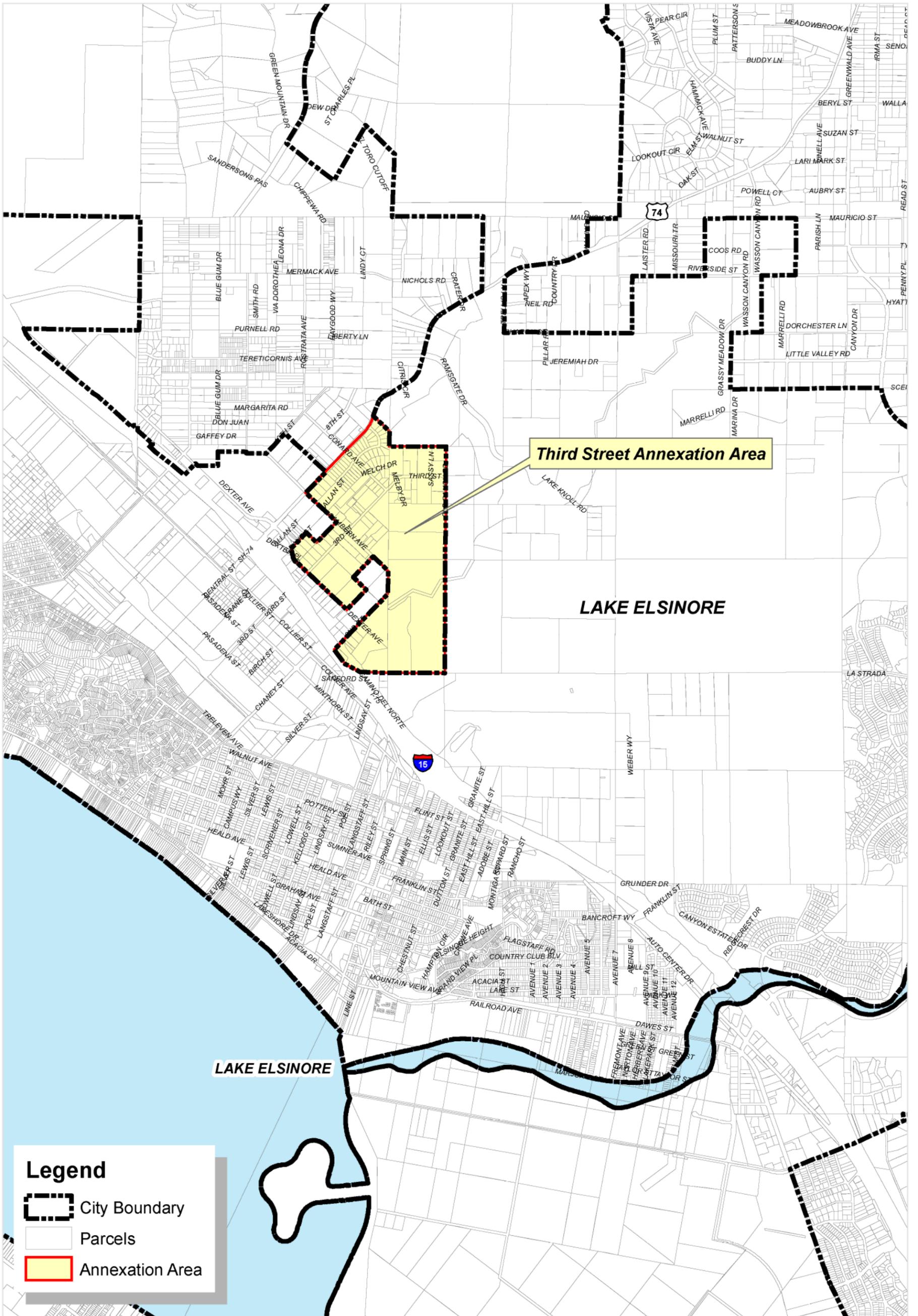
The annexation area is characterized by rolling terrain which transitions from relatively flat land near SR-74 which averages approximately 1,300 feet above sea level on the western boundary to steep hillsides on the southeastern boundary that reach an elevation of approximately 1,442 feet above sea level at the highest point. The main feature of the central portion of the site is a pair of shallow drainages that run approximately north-south. The western drainage has heavy tree coverage, while the eastern drainage is very sparsely vegetated. Both drainages culminate at the northern edge of the freeway, which acts as a dam. There is an additional drainage near the eastern boundary of the site which becomes channelized as it approaches I-15 to the south.

### **B. Annexation**

The proposed annexation area is within the City of Lake Elsinore's Sphere of Influence. The Sphere of Influence identifies the logical, long-term municipal service provider for an area. Annexation of the Third Street area has been included in the City's long-range land use plans for many years and the area may be better served by the City of Lake Elsinore. As illustrated in *Figure 3 – Annexation Area*, the annexation area is a peninsula of County land surrounded by the City of Lake Elsinore on three sides. Annexing this area will improve the City's limits and eliminate this pocket of County land within the City.

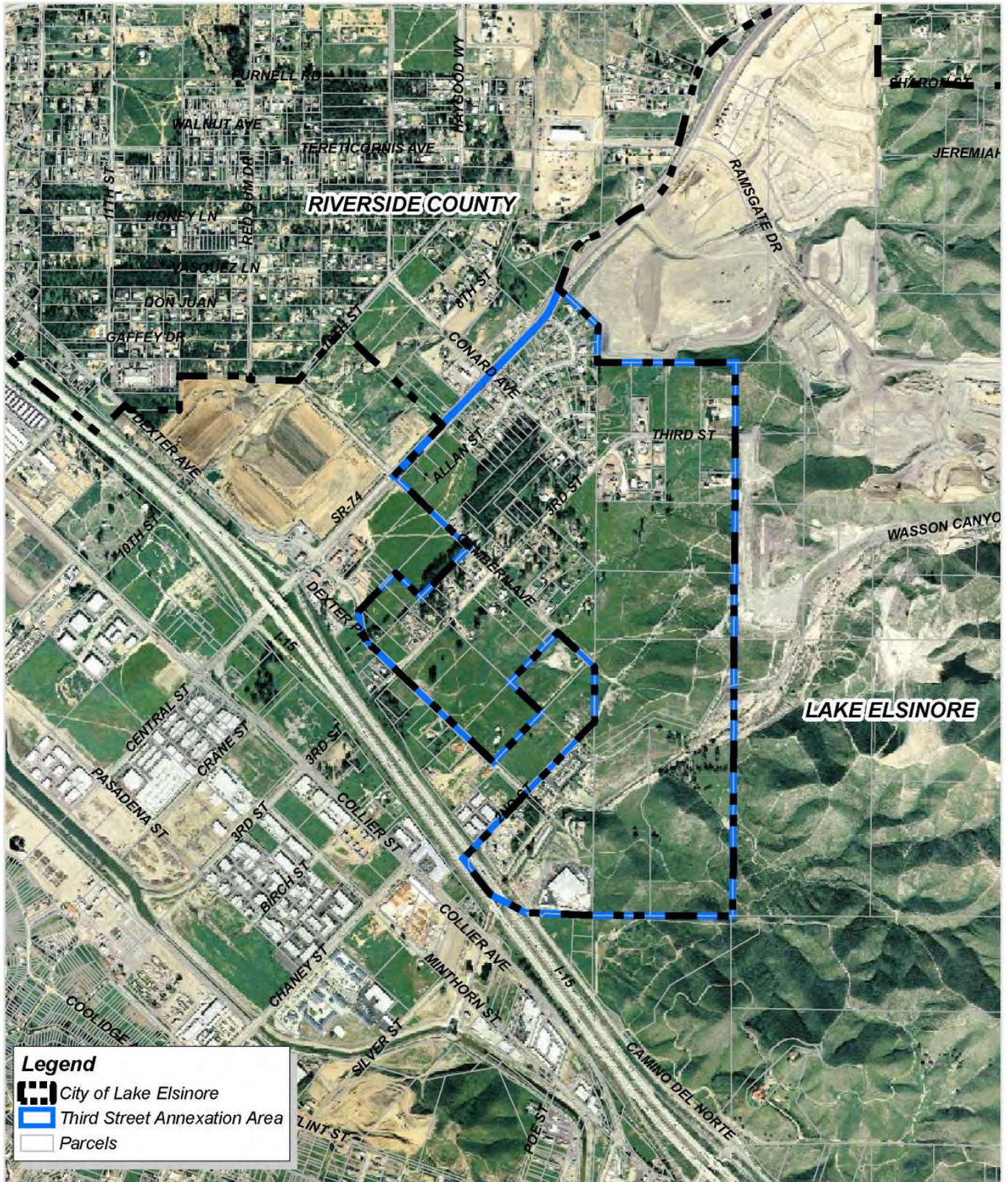
### **C. General Plan Update**

The General Plan Update proposed land use designations for the Third Street Annexation area are intended to create a "Village" with a balanced mix of land uses and improved pedestrian and vehicular circulation. The "Village" development land use plan integrates the annexation area into the rest of the city by extending beyond the annexation boundary into already incorporated land (*See Figure 4 – Village Area*). Land use changes include incorporation of a broad range of residential densities, introduction of a mixed use commercial core, road and traffic circulation improvements, and development of a business park located along I-15 intended to buffer residential areas from freeway noise and provide future employment opportunities for nearby residents.



Source: Project Design Consultants, 4/2006





**Legend**

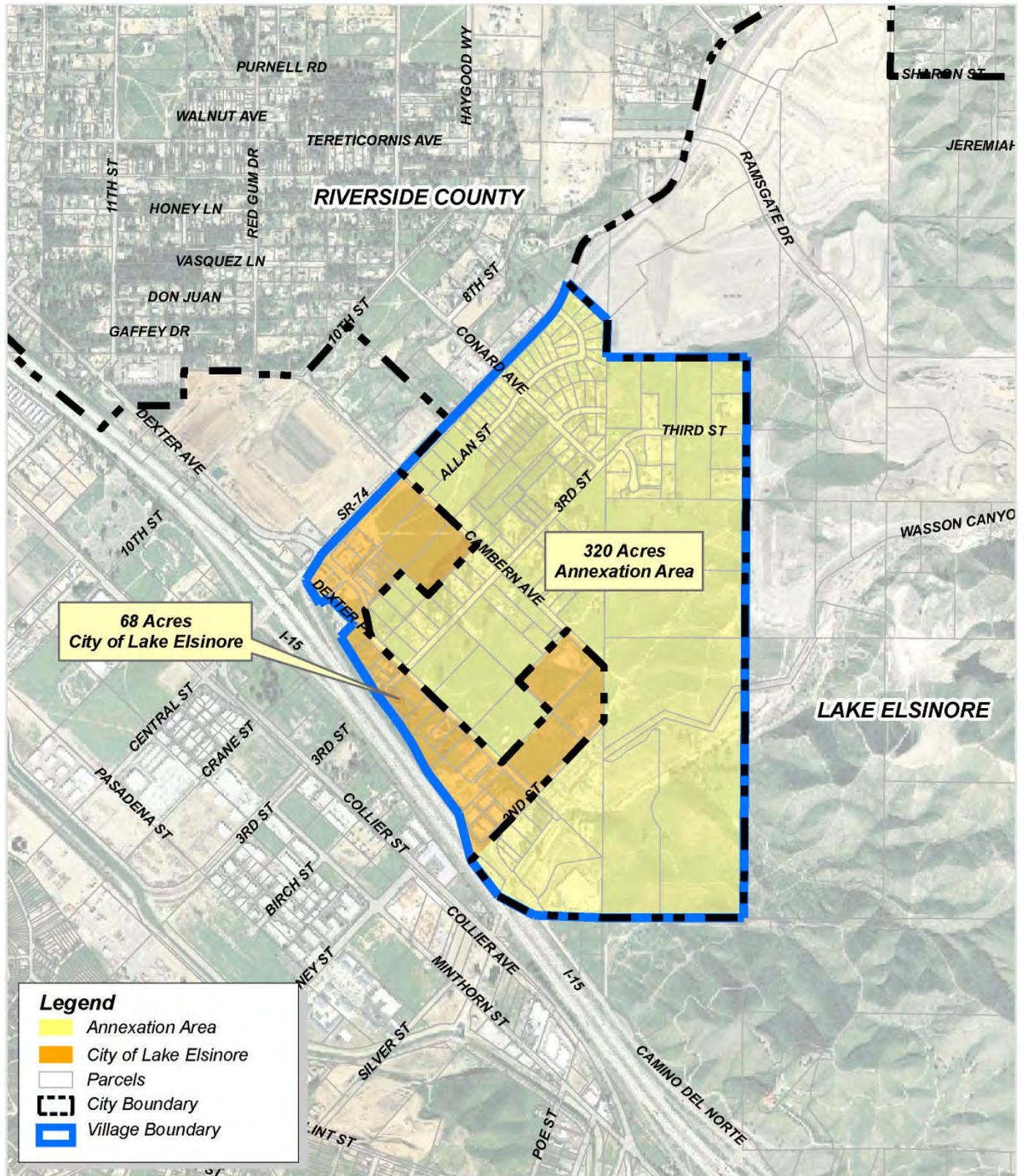
-  City of Lake Elsinore
-  Third Street Annexation Area
-  Parcels



Source: Project Design Consultants, 4/2006

Aerial Photo \_\_\_\_\_ Figure 2





Village Area

Figure 4

*Table 1* summarizes the existing and proposed land use designations for the Third Street Annexation. The existing plan calls for the majority of the area to be developed with freeway business uses (*See Figure 5 – Existing General Plan Land Uses*). The General Plan Update proposes a greater mix of land uses within the annexation area. The General Plan Update would provide an additional 108 acres of low-medium residential designated land and convert approximately 238 acres of freeway business designated land into a more integrated community complete with a variety of residential uses which will help to support the proposed commercial and business park designations (*See Figure 6 – Proposed General Plan Land Uses*).

**TABLE 1**  
**Existing and Proposed Land Uses**

LAND USE	EXISTING			PROPOSED		
	APPROX. ACRES	DENSITY	DU'S	APPROX. ACRES	DENSITY	DU'S
Hillside Residential	0	N/A	0	37.5	0.25	9
Low Medium	73.12	6	438	181.2	6	1087
Medium	0	12	0	54.5	18	981
Mixed Use	0	N/A	0	12.11	18	217
General Commercial	0	N/A	0	8.68	N/A	0
Business Park	0	N/A	0	16.59	N/A	0
Freeway Business	237.46	N/A	0	0	N/A	0
<b>Total</b>	<b>310.58</b>		<b>438</b>	<b>310.58</b>		<b>2294</b>

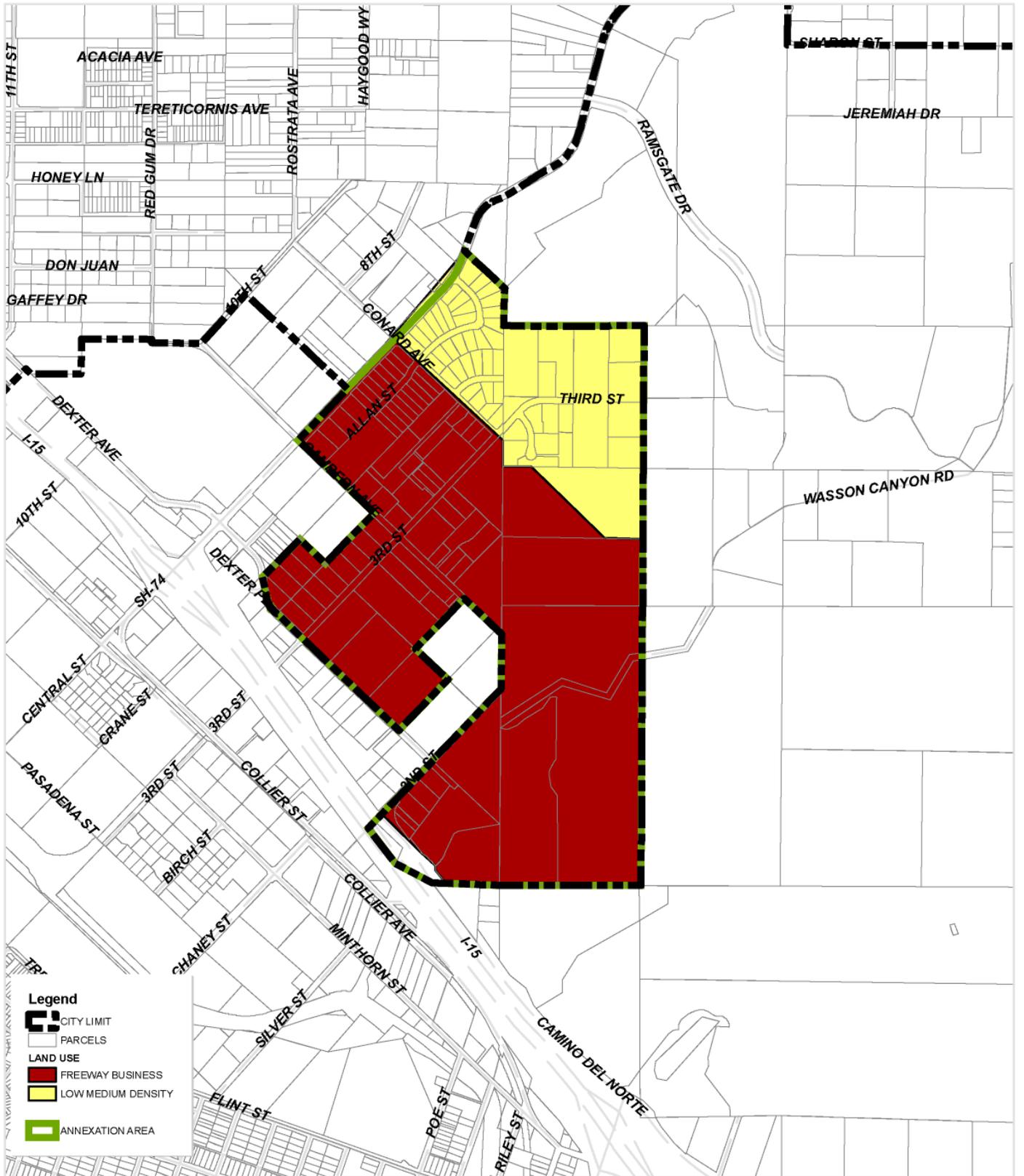
**Note:** Table excludes area associated with main roads. Densities shown are the maximum densities permitted. Densities have not yet been approved and are subject to change.

**C. Pre-zoning**

Riverside County LAFCO requires that territory be “pre-zoned” prior to annexation. This permits property owners and other interested parties to be informed of future City zoning and permitted land uses prior to finalization of any proposed annexation. As such, the City of Lake Elsinore must approve pre-zoning for the annexation area consistent with the General Plan Update land use designations before the annexation application can be submitted to LAFCO.

*Figure 7 – Pre-Zoning* illustrates the proposed pre-zoning to implement the General Plan Update land use designations for the Third Street Village Area. The zoning districts that will implement the General Plan Update land uses include:

- RH-HPD (Hillside Single-Family Residential Development – Hillside Planned Development Overlay District) for the Hillside Residential area;
- R-1 (Single Family Residential) for the Low Medium density residential land use designation;



Source: Project Design Consultants, 4/2006



Existing General Plan Land Use Designations \_\_\_\_\_ Figure 5





- R-2 (Medium Density Residential) for the Medium density residential land use designation;
- CMU (Commercial Mixed-Use) for the Commercial Mixed-Use land use designation;
- C-O (Commercial Office) for the Business Park land use designation; and
- C-2 (General Commercial) for the General Commercial land use designation.

**D. Revisions to the City’s Zoning Ordinance**

The General Plan Update proposes changes to the land use designations within the Third Street Annexation Area that require revisions to the City’s Zoning Ordinance to implement those changes. The changes to the City’s Zoning Ordinance that are required to provide zoning consistent with the land use designations in the Third Street Annexation area include creating a new mixed use zone and modifying the density ranges for the residential land use designations. The specific changes are identified in *Table 2*.

**TABLE 2  
Zoning Ordinance Revisions**

GP UPDATE LAND USE DESIGNATION	CHANGE	REQUIRED REVISIONS TO THE ZONING ORDINANCE
Commercial Mixed-Use	New land use designation	Commercial mixed-use zone must be established
Hillside Residential	Density is based on slope	Modify the Hillside Residential District to reflect the slope dependent densities
Medium Density Residential	Density changed from 12 to 18 dwelling units/acre	Modify the zone’s lot area per dwelling unit to allow up to 18 dwelling units/acre (optional revision)

**III. PUBLIC SERVICES AND UTILITIES**

The General Plan Update proposes to change the land use designations within the Third Street Annexation area, as described in Section II.B. These land use changes, which will transform the annexation area from predominantly freeway business and low medium density residential uses to a balanced and integrated mix of land uses will result in changes in the demand for public services and utilities. The following discussion identifies and compares the public service and utility requirements for land uses in the adopted General Plan and the proposed General Plan Update.

Also included in the following discussion is an analysis of how service providers and/or the level of service will change for some of the municipal services provided to the Third Street area due to the annexation itself.

*Table 3*, on the following page, indicates the existing service providers for the annexation area and how those services will change or remain the same upon annexation.

**TABLE 3**  
**Municipal Services Summary Table**

<b>MUNICIPAL SERVICE</b>	<b>CURRENT PROVIDER</b>	<b>FUTURE PROVIDER</b>	<b>CHANGE IN SERVICE PROVIDER (Y/N)</b>	<b>LOCATION OF NEAREST SERVICE PROVIDER</b>
<b>Police</b>	Riverside County Sheriff Department	Riverside County Sheriff Department (by contract)	N	333 Limited Avenue Lake Elsinore
<b>Fire</b>	Riverside County Fire Department	Riverside County Fire Department (by contract)	N	Station 10 410 Graham, Lake Elsinore  Station 85 29045 Grand Ave. Lake Elsinore, CA  Station 60 28730 Vacation Drive, Canyon Lake  Ramsgate Fire Station (under construction)
<b>Water</b>	Elsinore Valley Municipal Water District	Elsinore Valley Municipal Water District	N	31315 Chaney Lake Elsinore
<b>Sewer</b>	Elsinore Valley Municipal Water District	Elsinore Valley Municipal Water District	N	31315 Chaney Lake Elsinore
<b>Library</b>	Riverside County Library System	Riverside County Library System	N	600 Graham Lake Elsinore
<b>Parks/Recreation</b>	Riverside County	City of Lake Elsinore	Y	130 S. Main St. Lake Elsinore
<b>Trash and Recycling Collection</b>	Riverside County (by contract with Waste Management)	City of Lake Elsinore (by contract with CR&R Disposal)	Y	130 S. Main St. Lake Elsinore
<b>Schools</b>	Lake Elsinore Unified School District	Lake Elsinore Unified School District	N	545 Chaney St. Lake Elsinore
<b>Cable Television</b>	Comcast	Comcast	N	556 Birch Street Lake Elsinore
<b>Electrical</b>	Southern California Edison	Southern California Edison	N	Rosemead, CA 91771
<b>Natural Gas</b>	The Gas Company	The Gas Company	N	Monterey Park, CA 91756

The following is a detailed summary of the various service providers for the annexation area identified in *Table 3*.

**A. *Police*<sup>1</sup>**

Currently, the Riverside County Sheriff's Department provides law enforcement services for the unincorporated areas of Riverside County. Upon annexation, the City of Lake Elsinore, through a contract with the Riverside County Sheriff's Department, will provide police protection for the Third Street annexation territory. The Lake Elsinore Police Department/Sheriff's Station is located within the City at 333 Limited Avenue in Lake Elsinore (*see Figure 8 – Public Services*).

Many cities in Riverside County contract with Riverside County for police protection services. Currently, the City of Lake Elsinore's contract provides for 100 hours of daily patrol time. Current staffing equates to 1.0 officer per 1,000 population. This ratio only includes patrol time and is consistent with countywide police staffing levels.

The City also receives additional services such as detectives, forensics and administration. The number of deputies on patrol varies during the day, with higher numbers of deputies patrolling during the afternoon and evening hours, when more calls are received. In addition to patrol time, the City also contracts for the following Sheriff personnel:

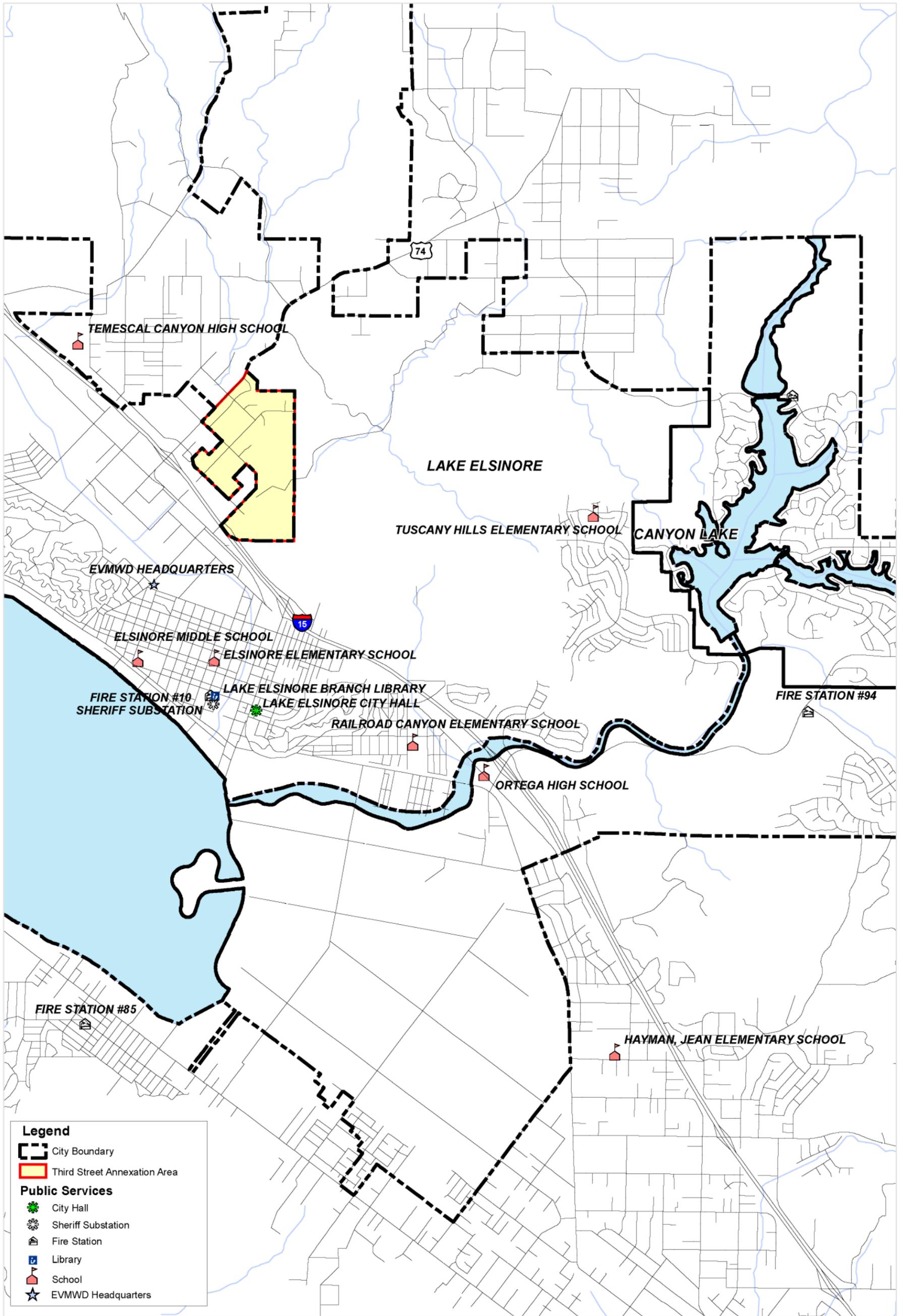
- 1 lake sergeant;
- 2 motorcycle officers;
- 6 community service officers (non-sworn);
- 1 school resource officer;
- 2 SET officers;
- 1 narcotics task force officer (through a multi-agency agreement);
- 1 crime prevention officer; and
- 1 problem-oriented police officer.

There is one City Crime Prevention Officer and one County Crime Prevention Officer that service their respective communities with Neighborhood Watch Programs, Crime Free Multi-Family Housing Programs, Crime Prevention Through Environmental Design (CPTED) and safety events, as well as other programs to fit the needs of the communities in which they serve.

At this time, no additional police facilities or staffing are required to serve the proposed Third Street annexation territory. However, using 2000 Census data which estimates an average population per household of 3.27, the proposed change in land uses will generate an approximate population of 7,500 at buildout. Buildout under the existing zoning will yield a population of approximately 1,432. These numbers indicate that approximately 6 more officers will be

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<sup>1</sup> Source: Western Riverside County Municipal Service Review – Final Draft, May 2005



Source: Project Design Consultants, 4/2006



required to serve this area at buildout under the proposed land uses in order to maintain the current staffing level of one sworn officer per 1,000 population.

The City of Lake Elsinore established a citywide Public Safety Community Facilities District (CFD) in 2003. This levy is used to finance public safety services (police and fire) within the City. New developments constructed after the annexation will be required to contribute to the CFD through the payment of a special tax. The cost for a typical single-family unit is approximately \$318.36 per year. Multi-family units pay approximately \$159.18 per year. These rates increase by 2% each year. The annual payment of the Public Safety CFD fees by new residents in addition to property taxes and other revenue that the City collects will be used to fund additional police personnel to serve new development within the Third Street Annexation area.

### ***Summary of Impacts***

If annexed, the Third Street Annexation area will continue to be served by the Riverside County Sheriff's Department through a contract with the City of Lake Elsinore. The proposed land use changes will result in the need to add approximately 6 additional officers at buildout in order to maintain a ratio of 1 officer per 1,000 population. The special tax that new developments will have to contribute to the Public Safety CFD in addition to money from the City's General Fund will be used to finance additional police services. Therefore, the proposed annexation is not expected to substantially impact acceptable service ratios or response times.

### ***B. Fire Protection<sup>2</sup>***

Upon annexation, the City of Lake Elsinore, through a contract with the Riverside County Fire Department, will provide fire protection. All of the Riverside County fire stations are part of the Integrated Fire Protection System, under contract with the State, and may have a mix of State, County, Contract City, or volunteer staffed equipment. All calls for service are dispatched by the same County Fire 9-1-1 Center. In addition to emergency and fire services, the City receives services such as administration, personnel, finance, dispatch, fire prevention, hazardous materials, training, emergency services and arson investigation from the Department.

The fire personnel and equipment that currently serve the City consist of two engines and one rescue squad staffed with three firefighters for 24 hours per day, 7 days per week. This includes the paramedic firefighters, which the City added to its fire crews in 2003. These specially trained firefighters are equipped to respond to medical emergencies and ride on all calls. Each fire engine carries approximately \$35,000 worth of state-of-the-art emergency medic equipment.

The County Fire Department's service standard is one full-time fire personnel per 1,000 population, with a response time of five minutes for urban areas and six minutes for rural areas. Approximately 75 percent of the City meets the criteria for an urban response from the fire department. The current service provision to the City meets these response criteria.

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<sup>2</sup> Source: Western Riverside County Municipal Service Review – Final Draft, May 2005

*Table 4* identifies all of the fire stations servicing the City of Lake Elsinore. Fire response to the Third Street area will be dispatched from either Station 10 (the Lake Elsinore Fire Department Headquarters) or Station 94. Station 85 is also available to serve the Third Street area.

**TABLE 4**  
**Fire Stations and Equipment Serving The City of Lake Elsinore**

STATION	EQUIPMENT	PERSONNEL
Station 10 410 Graham Avenue	3 triple combination engines 1 rescue squad	2 fire captains 1 fire captain paramedic 9 fire apparatus engineers 12 firefighter II 12 firefighter II paramedics 30 volunteers
Station 85 29405 Grand Avenue		
Station 94 21775 Railroad Canyon Road, east of the I-15	1 engine	1 fire captain 1 fire apparatus engineer 2 firefighters
Station 60 28730 Vacation Drive, Canyon Lake	1 triple combination engine 1 rescue squad	1 fire captain 6 fire apparatus engineers 2 firefighter I 15 volunteers

No additional facilities or staffing are required to serve the proposed Third Street Annexation territory at this time. However, the proposed land uses have the potential to increase the population in this area by approximately 6,068 persons at buildout. This number indicates that approximately 6 more fire personnel will be required to serve the annexation area at buildout as opposed to the additional 1 or 2 fire personnel that would be required at buildout under the existing land use designations. The special tax levied for the Public Safety CFD in addition to property taxes and other revenue collected by the City will be used to fund additional fire personnel to serve new development within the Third Street Annexation area.

***Summary of Impacts***

If annexed, the Third Street Annexation area will continue to be served by the Riverside County Fire Department through a contract with the City of Lake Elsinore. The proposed land use changes will result in the need to add approximately 6 additional fire personnel at buildout in order to maintain a ratio of 1 firefighter per 1,000 population. The special tax that new developments will have to contribute to the Public Safety CFD will be used to fund additional fire services in addition to money from the City’s General Fund. Therefore, the proposed annexation is not expected to substantially impact acceptable service ratios or response times.

***C. Water/Sewer***

The Elsinore Valley Municipal Water District (EVMWD) is the current water and wastewater provider to the annexation territory. EVMWD will continue to provide these services upon

annexation. Sewer and water rates will remain unchanged. EVMWD provides water service, water supply development and planning, wastewater treatment/disposal and recycling to a 97 square mile service area that includes the Cities of Lake Elsinore, Murrieta (California Oaks), and several unincorporated communities. Currently, the district has over 24,500 water, wastewater and agricultural service connections.

The District currently has a total of 28,861 water customers. Water supply is a blend of local groundwater, imported water (approximately 50%) from the Western Municipal Water District and surface water from Railroad Canyon reservoir (Canyon Lake). The reservoir impounds local runoff from the 750 square mile San Jacinto River watershed. Annual water production is about 22,200 acre-feet from nine wells in the Elsinore groundwater basin.

There is a separate Temescal Division domestic water system service area in Temescal Valley where potable and non-potable water is delivered to approximately 2,163 customers. Residential customers are served from domestic wells in the Coldwater Basin while agricultural customers in the Temescal Valley receive water from several wells in the Bunker Hill, Colton and Temescal Valley basins, and surface water from Corona Lake, which is fed by the Temescal Wash. Annual water production for this division ranges from approximately 6,000 to 7,000 acre-feet. *Table 5* below depicts: (1) the projected water supply, and (2) the projected water demand (in acre feet) for the Elsinore Valley Water District from 2005 to 2025. The district projects that supply will equal future demand.

**TABLE 5**  
**Elsinore Valley Municipal Water District Water Supply/Demand Forecast**

YEAR	SUPPLY FORECAST (acre-feet/yr.)	DEMAND FORECAST (acre-feet/yr.)
2005	56,000	56,000
2010	69,440	69,440
2015	87,360	87,360
2020	99,899	99,899
2025	112,038	112,038

Source: Riverside LAFCO Water & Wastewater Municipal Service Review, February 2005

Development within the Third Street Annexation area will require water storage, distribution and supply improvements to comply with the 2002 Elsinore Valley Municipal Water District Distribution System Master Plan. Any water system improvements will be the responsibility of future developers, through a condition of project approval required by the City, as the area develops.

*Table 6* identifies changes in demand for water within the annexation area by comparing existing and proposed land uses at buildout. Water demand within the annexation area is estimated to increase by approximately 10,476 gallons per day or 1.2%.

**TABLE 6**  
**Total Water Demand – Existing and Proposed Conditions**

EXISTING						
LAND USE CATEGORY	DENSITY	APPROX. ACRES	DU'S	WATER DUTY FACTOR	UNIT	TOTAL DEMAND
Hillside Residential		0	0	500	gpd/du	0
Low-Medium	6	73	438	400	gpd/du	175,200
Medium	12	0	0	300	gpd/du	0
Mixed-Use		0	0	5227	gpd/acre	0
General Commercial		0	0	3000	gpd/acre	0
Business Park		0	0	4356	gpd/acre	0
Freeway Business		238	0	3000	gpd/acre	714,000
Totals		311	438			889,200 gpd
PROPOSED						
LAND USE CATEGORY	DENSITY	APPROX. ACRES	DU'S	WATER DUTY FACTOR	UNIT	TOTAL DEMAND
Hillside Residential	0.25	37	9	500	gpd/du	4,500
Low-Medium	6	181	1086	400	gpd/du	434,400
Medium	18	55	990	300	gpd/du	297,000
Mixed-Use	18	12	216	5227	gpd/acre	62,724
General Commercial		9		3000	gpd/acre	27,000
Business Park		17		4356	gpd/acre	74,052
Freeway Business		0		3000	gpd/acre	0
Totals		311	1809			899,676 gpd

Source: Elsinore Valley Municipal Water District Water Master Plan 2002

The District has 23,316 wastewater service connections and operates three wastewater treatment plants. The current total capacity of the treatment plants is 9.7 MGD with an average dry weather flow estimated to be approximately 6 MGD. *Table 7*, on the following page, identifies the change in water demand for the sewer system by comparing the existing and proposed land uses. Sewer demand will increase by approximately 5,400 gpd or 1.3% at buildout under the proposed land uses. Any sewer system improvements will be the responsibility of individual builders as the annexation territory is developed. The City will require necessary sewer system improvements as conditions of approval on each development project.

**TABLE 7**  
**Total Water Demand for Sewer System – Existing and Proposed Conditions**

EXISTING					
LAND USE CATEGORY	DENSITY	ACRES	WASTEWATER FLOW FACTOR	UNIT	TOTAL WATER DEMAND FOR SEWER SYSTEM
Hillside Residential		0	150	gpd/acre	0
Low-Medium	6	73	1500	gpd/acre	109,500
Medium	12	0	1750	gpd/acre	0
Mixed-Use		0	1700	gpd/acre	0
General Commercial		0	1700	gpd/acre	0
Business Park		0	900	gpd/acre	0
Freeway Business		238	1300	gpd/acre	309,400
Totals		311			418,900 gpd
PROPOSED					
LAND USE CATEGORY	DENSITY	ACRES	WASTEWATER FLOW FACTOR	UNIT	TOTAL WATER DEMAND FOR SEWER SYSTEM
Hillside Residential	0.25	37	150	gpd/acre	5,550
Low-Medium	6	181	1500	gpd/acre	271,500
Medium	18	55	1750	gpd/acre	96,250
Mixed-Use	18	12	1700	gpd/acre	20,400
General Commercial		9	1700	gpd/acre	15,300
Business Park		17	900	gpd/acre	15,300
Freeway Business		0	1300	gpd/acre	0
Totals		311			424,300 gpd

Source: Elsinore Valley Municipal Water District Wastewater Master Plan 2002

***Summary of Impacts:***

If annexed, the Third Street Annexation area will continue to receive water and sewer service from the Elsinore Valley Municipal Water District. The proposed land use changes have the potential to result in an increase in demand for water of approximately 1.2% at buildout. There is also expected to be a slight increase in sewer demand of approximately 1.3% at buildout. According to EVMWD, there should be no substantial impact created by the proposed land uses as currently shown in Figure 6. EVMWD is planning for future growth and recent improvements within other development projects surrounding the annexation area should help to accommodate future projects within the annexation area as well. The projected increase in sewer demand based upon the proposed land uses will not substantially impact EVMWD's capacity and ability to serve the project's projected demand.

**D. Library Services**

Library facilities in the project area are provided by the Riverside County Public Library branch located at 600 West Graham Avenue in the City. All branches of the county library system are supported by volunteer nonprofit “Friends of the Library” organizations. Dues, used book sales, rental books and video and the sale of novelty items are the primary fundraising activities. Funds raised are used to support library programs and to supplement library resources.

City residents have access to all 29 libraries and 2 bookmobiles within the system. The closest libraries are located on West Graham Avenue and Riverside Drive. There is also a library located near Canyon Lake on Railroad Canyon Drive.

The City does not directly fund or have any administrative relationship with the County library system. However, the City did pass a Resolution in 1989 requiring residential developers to pay a fee for capital library facilities. All new subdivisions, apartments, condominiums, fourplexes, triplexes, duplexes, mobile homes, and single-family residences within the annexation will be required to pay the library fee at a rate of \$150 per unit. This fee would fund a city operated library facility.

**Summary of Impacts**

The fundraising activities of “Friends of the Library” in addition to the library capital improvement fee collected by the City of Lake Elsinore for new residential projects will fund additional library facilities. Therefore, the proposed annexation is not expected to substantially impact the performance objectives of the City or the Riverside County library facilities.

**E. Parks and Recreation**

Upon annexation of the Third Street Annexation area, park and recreation services for this area will transfer from the County of Riverside to the City of Lake Elsinore. Lake Elsinore residents receive a \$75.00 discount on the purchase of annual boat launch passes over non-residents; in addition, annual commercial boat launch passes purchased by City residents are discounted by \$150.00 over non-City residents. There is also a \$10 non-resident fee for unincorporated residents who join little or adult leagues and a \$4 non-resident fee for unincorporated residents who attend classes at the community center. If annexed, residents within the Third Street Annexation area will no longer have to pay these non-resident fees.

The City provides both park and recreational facilities and services to the residents of the City. The City currently owns and maintains 12 parks in the City. *Table 8* lists the City’s park and recreational facilities.

The City’s standard for parks is 5 acres per 1000 population. The number of park acres required for the annexation area at buildout under existing conditions is 7.16 assuming a total population of 1,432. The number of park acres required for the annexation area at buildout under proposed conditions is 37.5 assuming a total population of 7,500.

Any additional park and recreation facilities needed to serve the annexation area will be provided by developers through park land dedication or funded through the park capital improvement fund fees collected by the City prior to the issuance of building permits on all new development within the Third Street area.

In addition, the citywide Park, Open Space, and Storm Drain Community Facilities District (CFD) helps to fund park, open space, and storm drain maintenance. This CDF will apply to new development constructed subsequent to the annexation. The cost for a typical single-family detached home is approximately \$246.84 per year. The cost per multi-family unit is approximately \$123.42 per year and non-residential developments are required to pay approximately \$555.00 per acre per year. These rates increase by 2% each year.

**TABLE 8**  
**City of Lake Elsinore Parks and Recreational Facilities**

<b>PARK FACILITY</b>	<b>AMENITIES</b>	<b>ACREAGE</b>
Lake Elsinore City Park 243 S. Main Street	Restrooms, concession, parking, horseshoe court, shade structure, play equipment, drinking fountain, benches, picnic area, picnic shelters, barbecues	4
Lake Community Center 310 W. Graham	Community center, gymnasium, restrooms, parking, volleyball, drinking fountains and benches	0.25
Swick & Matich Park 402 Limited Street	Lighting, restrooms, concession, parking, baseball, softball, football, soccer, shade structure, drinking fountain, and benches	7
Lake Elsinore Cultural Center 183 N. Main Street	Performance stage, restrooms, and drinking fountain	0.25
Yarborough Park 419 N. Poe Street	Restrooms, parking, baseball, softball, shade structure, play equipment, drinking fountain, benches, picnic areas and barbecues	3
Summerhill Park 31613 Canyon Estates Drive	Restrooms, parking, football, soccer, play equipment, drinking fountain and picnic area	5
Lakepoint Park 420 E. Lakeshore	Restrooms, concession, parking, baseball, softball, football, soccer, volleyball, sports lighting, shade structure, play equipment, drinking fountain and benches	12.5
Lake Elsinore Senior Center 420 E. Lakeshore	Restrooms, parking, horseshoe court, shade structure, drinking fountain and benches	
Public Beach 700 Block Lakeshore	Restrooms, parking, volleyball, shade structure, picnic areas and barbecues	0.25
Machado Park 15150 Joy Street	Restrooms, parking, football, soccer, volleyball, tennis, shade structure, play equipment, drinking fountain, benches, picnic areas, picnic shelters and barbecues	5
Summerlake Park 900 W. Broadway	Restrooms, parking, football, soccer, sports lighting, shade structure, play equipment, drinking fountain, benches, picnic areas and barbecues	5
Oak Tree Park	Restrooms, parking, football, soccer, sports lighting, shade structure, play equipment, drinking fountain, benches, picnic areas and barbecues	16

**TABLE 8, CONTINUED**  
**City of Lake Elsinore Parks and Recreational Facilities**

McVicker Canyon Park and McVicker Skate Park 29355 Grand Ave.	Restrooms, concession, parking baseball, softball, sports lighting, shade structure, play equipment, drinking fountain, benches, picnic areas, barbecues, and electrical. The skateboard park is a supervised facility for skateboarding and inline skating. Annual membership fee and/or daily use fees are charged	26
Creekside Park 32000 Lost Road	Creekside Park is the City's newest par facility. Its 7 acres of amenities include: children's play equipment, lighted tennis courts, pedestrian walkways, barbecues, picnic tables, restrooms	7
Canyon Estates Linear Park 31717 Canyon Estates drive	Benches, meandering sidewalks and open greenbelts	1
Rosetta Canyon Park	New facility	27
Canyon Hills Community Park	New facility	24

***Summary of Impacts***

Residents within the Third Street Annexation area will be able to continue to use the City's park and recreational facilities upon annexation. City residents will receive a discount for lake activities. Additional park and recreation facilities will be provided by builders through park land dedication or through the Park Capital Improvement Fund Fee which are based on the standard of 5 acres of park land for every 1000 population. In addition, future development within the annexation area will be required to pay into the citywide Park, Open Space, and Storm Drain CFD. The Park Capital Improvement Fund Fee and the Park, Open Space, and Storm Drain CFD will be used to help construct and maintain additional parks for the annexation area. Therefore, the proposed annexation would not have a substantial impact on park facilities in the City of Lake Elsinore.

***F. Trash and Recycling***

The City of Lake Elsinore has a franchise agreement with CR&R Disposal, Inc. to provide solid waste services within the City. The solid waste that is collected within the annexation area can be hauled to the El Sobrante Sanitary Landfill, Badlands Landfill, and Lamb Canyon Landfill located within Western Riverside County. These facilities are Class III landfills that accept construction/demolition waste and mixed municipal refuse. *Table 9* identifies these three landfills, their distance from the City, and their projected closure dates.

**TABLE 9**  
**Landfills Used by the City of Lake Elsinore**

LANDFILL	DISTANCE FROM CITY OF LAKE ELSINORE	PROJECTED CLOSURE DATE
El Sobrante Sanitary Landfill 10910 Dawson Canyon Road Corona	12 miles	January 2031
Badlands Disposal Site 31125 Ironwood Avenue Moreno Valley	33 miles	January 2018
Lamb Canyon Sanitary Landfill 16411 State Highway 79 Beaumont	32 miles	January 2023

Solid waste disposal rates were originally negotiated and established as part of the City of Lake Elsinore's franchise agreement with CR&R Disposal, Inc. Rates are revised annually on July 1 based upon cost-of-living increases and landfill fees. Residential customers pay a flat rate for services, and commercial rates are based on the size of the refuse bin and the number of pickups per week. CR&R currently charges residents of single family homes \$19.63 per month for trash pick-up service. This includes 3 trash containers (waste, green waste and recycle) and weekly pick-up service. For multi-family developments, the trash service costs are determined by the size of the project and the needs of its residents. The area is currently served by Waste Management through a contract with Riverside County. Waste Management charges residents of single family homes \$18.33 per month for trash pick-up service. Waste Management provides two containers (waste and recycle) with weekly pick-up for trash and bi-weekly pick-up for recycle containers.

*Table 10*, on the following page, identifies the estimated daily disposal rates for both the existing and proposed land uses at buildout. The daily disposal rates were obtained from the jurisdiction profile for the City of Lake Elsinore from the California Integrated Waste Management Board and the estimated number of employees per acre is based on data for Riverside County which was obtained from the 2001 Employment Density Study prepared for the Southern California Association of Governments by the Natelson Company. According to the table, the proposed land uses have the potential to decrease the amount of solid waste produced at buildout by approximately 90,376 pounds per day or 45 tons.

Development within the annexation area is expected to occur gradually over a period of several years. It is not anticipated; therefore, that the quantity of construction and demolition waste produced as the area develops could cause an exceedance of the permitted daily capacity of the landfills serving the site or impact landfill operation.

**TABLE 10**  
**Total Daily Disposal Rates – Existing and Proposed Conditions**

EXISTING						
LAND USE CATEGORY	DENSITY	APPROX. ACRES	DU's	AVERAGE EMPLOYEES/ACRE	RESIDENTS (3.27 PERSONS PER HOUSEHOLD)	DAILY DISPOSAL BASED ON 1 LB PER RESIDENT AND 23 LBS PER EMPLOYEE
Hillside Residential		0	0	N/A	N/A	0
Low-Medium	6	73	438	N/A	1432	1432
Medium	12	0	0	N/A	N/A	0
Mixed-Use		0	0	12.26	N/A	0
General Commercial		0	0	20.68	N/A	0
Business Park		0	0	23.26	N/A	0
Freeway Business		238	0	20.68	N/A	113,202.32
Totals		311	438			114,634.32 lbs/day (57 tpd)
PROPOSED						
Hillside Residential	0.25	37	9	N/A	29	29
Low-Medium	6	181	1087	N/A	3554	3554
Medium	18	55	981	N/A	3207	3207
Mixed-Use	18	12	217	12.26	709	4092.76
General Commercial		9	0	20.68	N/A	4280.76
Business Park		17	0	23.26	N/A	9094.66
Freeway Business		0	0	20.68	N/A	0
Totals		311	2294			24,258.18 lbs/day (12 tpd)

The closest landfill to the site is the El Sobrante Landfill, which is located east of Interstate 15 and Temescal Canyon Road to the south of the City of Corona. The landfill is currently permitted to receive 10,000 tons of refuse per day (tpd), of which 4,000 tpd is reserved for refuse generated within Riverside County. As of January 1, 2006, the landfill had a remaining in-County disposal capacity of approximately 83.106 million tons.

The Lamb Canyon Landfill is located between the City of Beaumont and the City of San Jacinto, south of Interstate 10 and north of Highway 74. The landfill is currently permitted to receive

3000 tons of refuse per day and as of January 1, 2006, the landfill had a total remaining capacity of 12.338 million tons. Landfill expansion potential exists at the Lamb Canyon site.

The Badlands Landfill is located northeast of the City of Morena Valley. The landfill is currently permitted to receive 4000 tons per day and had an overall remaining disposal capacity of approximately 7,925,919 tons as of January 1, 2006. Further landfill expansion potential exists at the Badlands site.

***Summary of Impacts***

If annexed, the Third Street Annexation area will be serviced by CC&R rather than Waste Management. An additional bin will be provided for green waste and pick-up service will occur weekly. The proposed land uses have the potential to decrease the total solid waste produced within the annexation area at buildout. Therefore, the proposed annexation would not substantially impact the permitted capacity of the landfills to accommodate the annexation area's solid waste disposal needs nor would it substantially impact compliance with federal, state and local statutes and regulations related to solid waste.

***G. Schools***

The Lake Elsinore Unified School District, which covers a 140-square mile area with a population of approximately 70,000, serves the annexation territory and will continue to do so. The schools that currently serve the annexation territory include Tuscany Hills Elementary, Elsinore Middle School, and Temescal Canyon High School. *Table 11* identifies student generation rates for both the existing and proposed land uses. At buildout, the proposed land uses will yield approximately 720 more elementary students, 313 more middle school students, and 313 more high school students than at buildout under existing conditions.

**TABLE 11  
Student Generation Rates for Existing and Proposed Land Uses**

	EXISTING			PROPOSED		
	Elementary	Middle	High	Elementary	Middle	High
<b>Student Generation Rates</b>	0.3884	0.1691	0.1684	0.3884	0.1691	0.1684
<b>Total Dwelling Units at Buildout</b>	438	438	438	2294	2294	2294
<b>Total Students at Buildout</b>	170	74	73	890	387	386

According to the 2004 District-wide School Facilities Master Plan, existing school facilities are insufficient to house the projected student population expected to be generated from both existing and future residential units. However, there are plans to expand and upgrade/modernize existing facilities and build new schools to accommodate future growth. The Lake Elsinore School District has indicated that it has the capacity to accommodate any additional students that

may be generated as a result of the proposed land uses and perceives no impact to local school service.

***Summary of Impacts***

The Third Street Annexation area will continue to be served by Tuscany Hills Elementary, Elsinore Middle School, and Temescal Canyon High School. The annexation area will also be served by a new school, Earl Warren Elementary, which is being constructed in the Ramsgate Specific Plan area. The Lake Elsinore School District has indicated that it does not foresee any impact to local school service and that it has the capacity to accommodate any additional students that may be generated as a result of the proposed land uses. In addition, required school development fees will be collected prior to the issuance of building permits for all new development within the Third Street Annexation area, which will mitigate impacts to school facilities.

***H. Telecommunications***

The cable television provider, Comcast, currently serves portions of the Third Street annexation territory and will eventually extend service to the entire annexation area. In addition to cable, Comcast also provides high speed internet connections. There is no other cable provider that currently provides service within the Third Street Annexation area. Verizon provides telephone service for the local “land line” and long distance services may also be obtained from a number of other providers.

***Summary of Impacts***

Both Comcast and Verizon anticipate the ability to accommodate future growth within the Third Street Annexation area.

***I. Electrical and Natural Gas***

The City of Lake Elsinore receives electrical service from Southern California Edison (SCE). Gas service is provided by the Southern California Gas Company (The Gas Company). Currently, the area is served by the Collier 12kV o/o Elsinore Substation. This substation does not have the capacity to serve all of the anticipated growth in the area and new and expanded facilities will be needed to serve the annexation area as it develops. “Will serve” letters will be required on an individual basis by the City for development proposals. Both companies will work with developers and the City as development proposals come forward in order to determine the appropriate location for additional facilities needed to meet future demand.

***Summary of Impacts***

Both SCE and The Gas Company anticipate the ability to accommodate future growth within the Third Street Annexation area. This growth will be occurring in phases over a period of several years. As load increases, upgrades to circuit, substation and transmission lines will be performed

in time to meet customer need. Similarly, as development proposals come forward, additional gas mains and services will be installed. Therefore, the project would not have a significant impact to natural gas and electricity services.

**J. Other Municipal Services**

Additional services that generally are not addressed in environmental documents, but could potentially change upon annexation include lighting and landscaping, streets/public works, code enforcement, regional/local flood control, and animal services. These services have been addressed in the 2006 Plan of Services prepared by Project Design Consultants as well as the 2006 Fiscal Impact Report prepared by Taussig and Associates. Please refer to those documents for additional information.

**III. HILLSIDE DEVELOPMENT**

Under the adopted General Plan for the City of Lake Elsinore, the majority of the Third Street Annexation area is designated for Freeway Commercial use, except for the northeastern portion that is designated for Low Medium Density Residential development. The General Plan Update proposes to replace 238 acres of land designated for freeway commercial use with a balanced mix of land uses to create a “Village,” as described in the project description in Section II.C.

The hillsides in the southern portion of the Third Street Annexation area are part of a major ridgeline system that is highly visible from the Interstate 15 corridor. *Figure 9 - Slope Analysis* illustrates the slopes within the Third Street Annexation area exceeding an average slope of 25% that are part of an undeveloped ridgeline system extending southerly along the east side of Interstate 15. As illustrated in *Figure 9*, the Hillside Residential land use designation has been applied to these steep slopes to limit landform alteration to these highly visible hillsides.

The intent of the General Plan Update’s Hillside Residential land use designation is to minimize the alteration of steep hillsides resulting from residential development and to preserve hillsides with an average slope exceeding 40%. Minimum parcel sizes for this land use designation are dependent on the predominant slope of the area. Densities for the Hillside Residential land use designation range from one dwelling unit per acre to one dwelling unit per 10 acres, depending on the average slope.

***Summary of Impacts***

The proposed change in the land use designation for the steep hillsides in the southern portion of the Third Street Annexation area from Freeway Commercial to Hillside Residential would reduce the extent of grading resulting from development consistent with those land use designations. Large flat pads are typically required for Freeway Commercial development, and would require extensive landform alteration of the steep hillsides in the southern portion of the project area to develop consistent with this land use designation under the adopted General Plan. In contrast, future development of these steep hillsides consistent with the Hillside Residential land use designation in the General Plan Update would result in substantially less landform alteration since the amount of residential development that may occur in the future would be

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## **IV. TRAFFIC CIRCULATION**

The analysis of traffic impacts discussed below for the Third Street Annexation is a worst-case analysis based on an earlier version of the land use plan that included more dwelling units and consequently generated more traffic. Table 12 identifies the original land uses that were analyzed in the traffic analysis prepared by Urban Crossroads (a total of 2,294 dwelling units). The proposed uses included in the Preferred Land Use Plan in the Draft General Plan Update includes a total of 736-1,494 dwelling units. Although the number of residential units has decreased, a greater area has been set aside for mixed-use development. The trip generation rates for commercial use are dependent upon the quantity of retail use anticipated. Consequently, the commercial retail trip generation rates have changed. The other trip rates are unchanged from the previous analysis. Urban Crossroads prepared a supplemental analysis of the revised land use plan which shows that the revised plan will generate less traffic both on a daily basis and during the AM and PM peak hours of traffic (Refer to Appendix B). Therefore, no additional analysis is required to evaluate the revised land uses included in the Preferred Land Use Plan.

The traffic study for the General Plan Update, prepared by Urban Crossroads, includes an analysis of the Third Street Annexation. The Third Street Annexation is specifically covered in the "Special Issues" section of the General Plan Update Traffic Study. A separate letter report summarizing the findings of the traffic analysis for the General Plan preferred alternative is included as Appendix A of this report.

limited based on the predominant slope. Future development proposals would be reviewed for consistency with the slope-based densities established by the Hillside Residential land use designation to avoid significant landform alterations resulting from hillside development.

#### **IV. TRAFFIC CIRCULATION**

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The following intersections were analyzed for both the existing and proposed conditions in order to adequately evaluate the annexation area:

- Cambern Avenue (NS) at 3<sup>rd</sup> Street (EW)
- Dexter Avenue (NS) at 3<sup>rd</sup> Street (EW)
- Dexter Avenue (NS) at 2<sup>nd</sup> Street (EW)
- Main Street (NS) at Camino Del Norte (EW)

Cambren Avenue, south of SR-74 is proposed to be a 4-lane Secondary Highway to connect with 2<sup>nd</sup> Street (a 4-lane secondary) and Camino Del Norte (a 4-lane secondary). Both 3<sup>rd</sup> Street and Dexter Avenue are designated as 2-lane collectors. Other intersections along SR-74 and Main Street were also evaluated in the overall General Plan Update.

The latest version (7<sup>th</sup> Edition) of Institute of Transportation Engineers (ITE) was used to calculate the trip generation within the annexation area. Both daily and peak hour trip generation for anticipated future development under both the existing and proposed conditions are shown in Table 12.

The total number of daily trips anticipated under the land uses proposed in the General Plan Update is 24,008 with 1,576 vehicles per hour during the AM peak hour and 2,339 vehicles per hour during the PM peak hour. These figures are based on an internal capture rate of 15%, which is conservatively low for a mixed use development area. The total number of daily trips anticipated under the adopted General Plan is 40,952 (assuming 80 percent of the freeway business is general commercial and 20 percent is business park use). Therefore, traffic generation under the proposed General Plan Update land uses within the annexation area would be reduced by approximately 16,944 daily trips compared to development under the adopted General Plan. AM peak hour trip generation would be reduced by 103 vehicle trips, while the PM peak hour trip would be reduced by 1,637 vehicle trips.

**TABLE 12**  
**Trip Generation Summary**

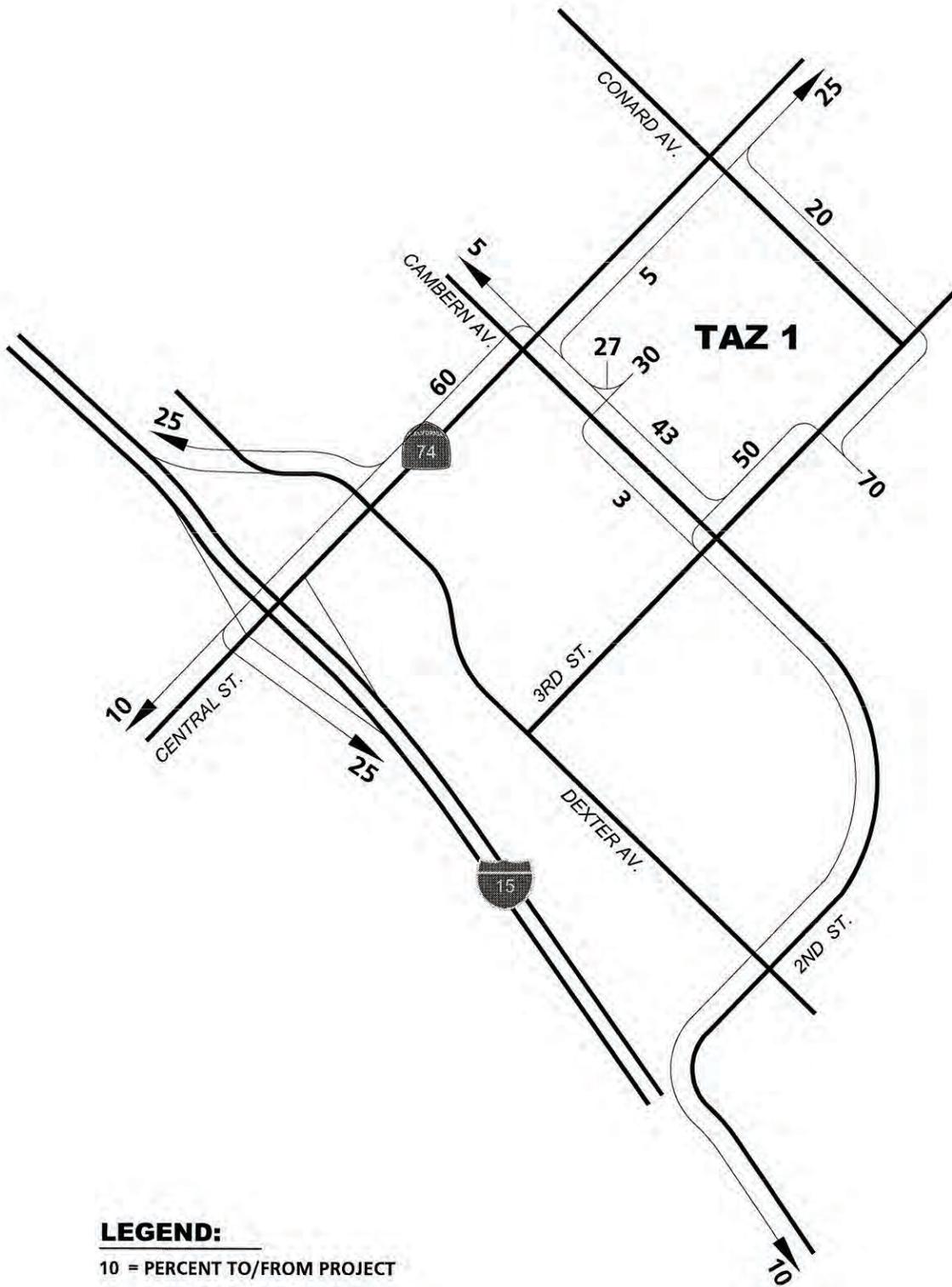
LAND USE	QUANTITY	UNITS <sup>1</sup>	PEAK HOUR		DAILY
			AM Total	PM Total	
<b>Proposed Development</b>					
SF Residential	1,096	DU	822	1,107	10,489
Residential Condo/Townhouse	1,198	DU	527	623	7,020
Commercial	192.0	TSF	232	964	10,379
Pass-By Trips (25%)			-58	-241	-2,595
<b>Subtotal</b>			174	723	7,784
Business Park	231.3	TSF	331	298	2,951
<b>Subtotal</b>			1,854	2,751	28,244
<b>Internal Capture (15%)</b>			-278	-413	-4236.6
<b>Total</b>			<b>1,576</b>	<b>2,339</b>	<b>24,008</b>
<b>Current Zoning Development</b>					
SF Residential	438	DU	329	442	4,192
Commercial	1,986.0	DU	933	4,508	47,386
Pass-By Trips (25%)			-233	-1,127	-11,846
<b>Subtotal</b>			700	3381	35,539
Business Park	662.0	TSF	947	854	8,447
<b>Subtotal</b>			1,975	4,678	48,178
<b>Internal Capture (15%)</b>			-296	-702	-7226.7
<b>Total</b>			<b>1,679</b>	<b>3,976</b>	<b>40,952</b>
<b>Difference (Proposed-Current)</b>			<b>103</b>	<b>1,637</b>	<b>16,944</b>

<sup>1</sup> DU = Dwelling Units, TSF = Thousand Square Feet  
Source: Urban Crossroads – 3<sup>rd</sup> Street Annexation Area Traffic Engineering Services letter reported dated 8/8/06

The distribution pattern for the annexation area was developed based on review of existing travel patterns and future model data and is illustrated on Figure 9 for Traffic Analysis Area (TAZ) 1 and Figure 10 for TAZ 2. Both TAZs show 25% traffic traveling northbound along the 1-15 Freeway and 25% traveling southbound along the 1-15 Freeway. About 25% to 30% is anticipated to travel along SR-74 to the east, while 10% is anticipated to travel along SR-74 towards the west. Approximately 10% would travel along Camino Del Norte towards the south. The project only volumes generated based on the ITE methodology were compared with the model data to ensure that the final General Plan volumes represent the worst case scenario.

The traffic operations analysis was evaluated in accordance with the 2000 Highway Capacity Manual (HCM) (Transportation Research Board Special Report 209). The City's criteria state that a level of service (LOS) "D" or better is generally acceptable for intersections during peak hours. Therefore, any intersection operating at LOS E or worse is considered deficient.

Table 13 summarizes the peak hour intersection operations analysis for the preferred General Plan Update conditions. As indicated in Table 13, all intersections would operate at unacceptable level of services under the existing geometry conditions. Based on the signal warrant analysis included in Appendix A, all intersections would require traffic signals under the proposed General Plan Update conditions. However, with proposed improvements (i.e. installation of traffic signals); all intersections would operate at acceptable level of services, as indicated in Table 13.

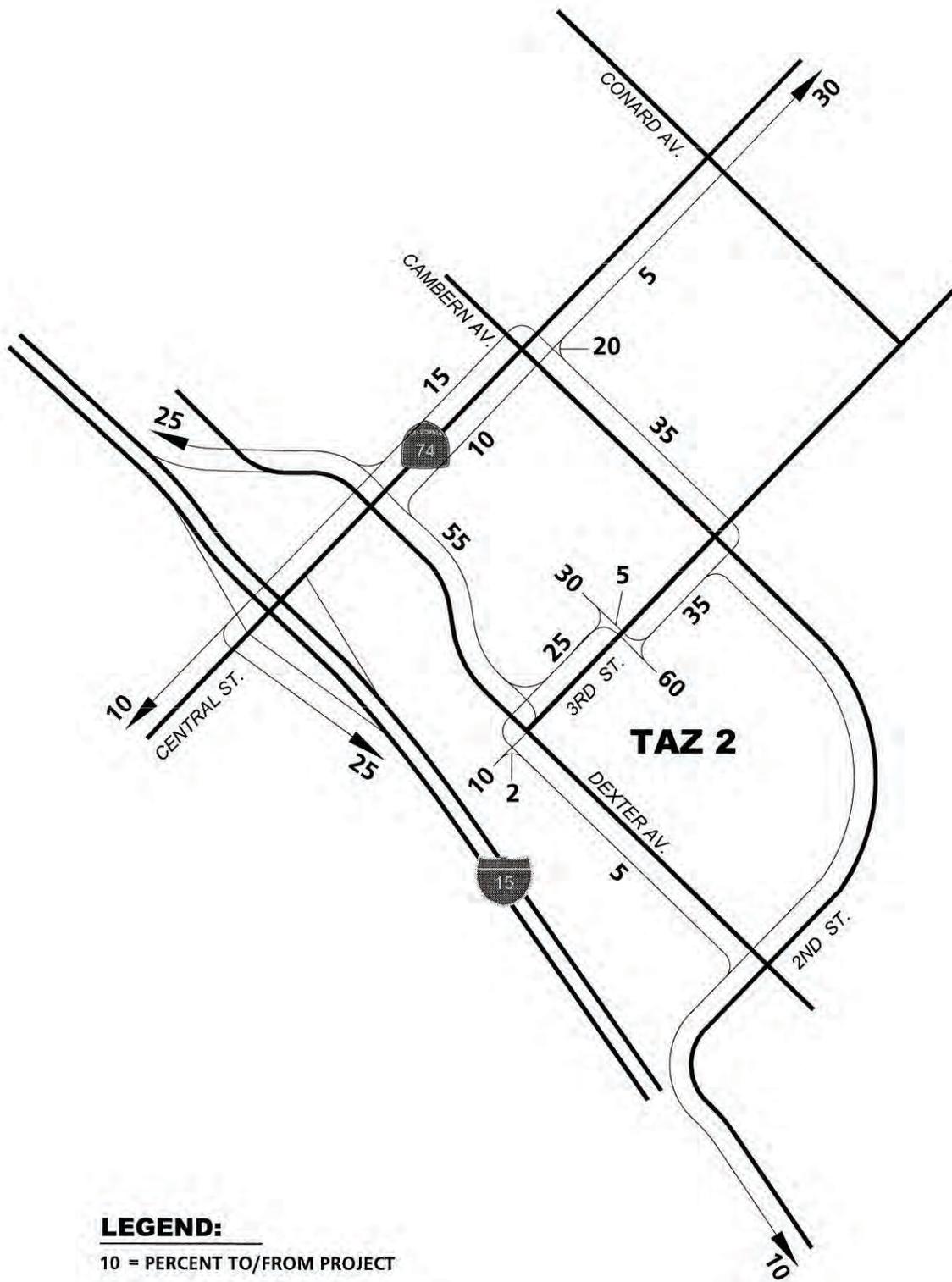


Source: Urban Crossroads, August 2006



Project Trip Distribution (TAZ 1)

Figure 9



Source: Urban Crossroads, August 2006



Project Trip Distribution (TAZ 2)

Figure 10

**TABLE 13**  
**General Plan Preferred Alternative Conditions**  
**with Intersection Analysis Summary**

INTERSECTION	TRAFFIC CONTROL <sup>3</sup>	INTERSECTION APPROACH LANES <sup>1</sup>												DELAY <sup>2</sup> (SECS.)		LEVEL OF SERVICE	
		North-Bound			South-Bound			East-Bound			West-Bound			AM	PM	AM	PM
		L	T	R	L	T	R	L	T	R	L	T	R				
Cambern Ave (NS) at 3 <sup>rd</sup> St. (EW)	CSS	0	1	0	0	1	0	0	1	0	0	1	0	21.5	-4	C	F
-With Improvements	<u>TS</u>	<u>1</u>	1	0	<u>1</u>	1	0	<u>1</u>	1	0	<u>1</u>	1	0	37.6	37.8	<b>D</b>	<b>D</b>
Dexter Ave. (NS) at 3 <sup>rd</sup> St. (EW)	CSS	0	1	0	0	1	0	0	1	0	1	0	1	26.6	-4	D	F
-With Improvements	<u>TS</u>	<u>1</u>	1	0	<u>1</u>	1	0	<u>1</u>	1	0	1	<u>0</u>	0	36.4	42.4	<b>D</b>	<b>D</b>
Dexter Ave. (NS) at 2 <sup>nd</sup> St. (EW)	CSS	0	1	0	0	1	0	.5	.5	0	0	1	0	11.7	-4	B	F
-With Improvements	<u>TS</u>	<u>1</u>	1	0	<u>1</u>	1	0	<u>1</u>	<u>1</u>	0	<u>1</u>	1	0	34.9	45.0	<b>C</b>	<b>D</b>
Main St. (NS) at Camino Del Norte (EW)	CSS	1	0	1	0	0	0	0	1	1	1	1	0	-4	-4	F	F
-With Improvements	<u>TS</u>	<u>2</u>	0	1	0	0	0	0	1	1	1	1	0	40.4	43.8	<b>D</b>	<b>D</b>

<sup>1</sup> 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.

<sup>2</sup> Delay and level of service calculated using the following software: Traffix, Version 7.6.0.38 (2003). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic, traffic signal, or all way stop control. For intersections with cross stop control, the delay and level of service for worst or individual movement (or movements sharing a single lane) are shown.

<sup>3</sup> TS = traffic signal; CSS = cross street stop.

<sup>4</sup> =Delay high, intersection unstable, level of service "F."

Source: Urban Crossroads – 3<sup>rd</sup> Street Annexation Area Traffic Engineering Services letter report dated 8/8/06

The curve radius for the alignment from 2<sup>nd</sup> Street to Camino Del Norte is currently substandard and sufficient ROW may need to be obtained by removal of existing development. The intersection of Main Street at Camino Del Norte is closely spaced with the intersection of Main Street at the I-15 Freeway northbound and southbound ramps. Special design criteria/progression analysis would be required for the intersections due to the close spacing and physical constraints.

### *Summary of Impacts*

At buildout, the proposed land uses are expected to reduce daily and peak hour trip generation compared to buildout under the adopted General Plan. In addition, all intersections are expected to operate at a LOS of "D" or better once proposed improvements are implemented. An LOS of D is considered acceptable per the City's criteria. Therefore, the proposed annexation would not create significant traffic impacts.

## V. BIOLOGICAL RESOURCES

According to a biological survey of the Third Street Annexation area conducted by Mooney, Jones, and Stokes, much of the western portion of the site is developed or disturbed/ruderal and much of the eastern portion of the site features Riversidian sage scrub and coastal sage scrub, which are considered sensitive biological resources by the California Department of Fish and Game (CDFG). Small areas of nonnative grassland (including disturbed and undisturbed) are also located throughout the site. The pre-zoning for annexation area proposes to develop the eastern portion of the site as a combination of low- to medium-density residential, medium-density residential, and hillside residential. The density of development proposed in this portion of the site would allow for the preservation of large contiguous areas of the on-site Riversidian sage scrub and coastal sage scrub. However, design of these developments has not yet been undertaken; therefore, the impacts cannot be quantified. Projects proposed in the eastern portion of the Third Street Annexation area may involve impacts and mitigation requirements for impacts to Riversidian sage scrub. Projects in the site’s western portion could also necessitate project-specific consultation to discuss impacts and potential mitigation to nonnative grassland.

Mooney, Jones & Stokes biologists reviewed the California Natural Diversity Database to identify special-status plant and wildlife species that have the potential to occur on the site (according to regional generalization) and then surveyed the Third Street Annexation site to determine which species actually could occur on-site due to the presence of adequate habitat. Species potential for presence is identified as “none,” “low,” “moderate,” or “high.” There are no special-status plant species listed as moderate or high, but there are several wildlife species listed as such. *Table 14, Special Status Species Information* shows the wildlife species that have either “moderate” or “high” potential to occur on the site due to the presence of suitable habitat. Only one of the special-status species, the California horned lark, was observed on the site during the survey.

**TABLE 14**  
**Special-Status Species Information**

SPECIES	STATUS*	LIKELIHOOD OF OCCURRENCE	COMMENTS
<b>REPTILES</b>			
San Diego Coast Horned Lizard <i>Phrynosoma coronatum blainvillei</i>	SSC, MSHCP	High	Found in a wide variety of vegetation types, including coastal sage scrub, annual grassland, chaparral, oak woodland, riparian woodland, and coniferous forest.
Belding’s Orange-Throated Whiptail <i>Aspidoscelis hyperythrus beldingi</i>	SSC, MSHCP	High	Habitat types include chaparral, nonnative grassland, (Riversidian) coastal sage scrub, juniper woodland, and oak woodland.

**TABLE 14, CONTINUED**  
**Special-Status Species Information**

California Legless Lizard <i>Anniella pulchra</i>	SSC	Moderate	Found in a variety of habitats, including coastal sage scrub, chaparral, oak woodland, and pine forests.
Coast Western Patch-nosed Snake <i>Salvadora hexalepis virgultea</i>	SSC	High	Occupies desert scrub, coastal chaparral, washes, sandy flats, and rocky areas.
Northern Red Diamond Rattlesnake <i>Crotalus ruber ruber</i>	SSC, MSHCP	High	Commonly associated with heavy brush with large rocks or boulders.
<b>BIRDS</b>			
White-Tailed Kite <i>Elanus leucurus</i>	CFP, MSHCP	High	Found in low elevations, open grasslands, savannah-like habitats, agricultural areas, wetlands, and oak woodlands.
Northern Harrier <i>Circus cyaneus</i>	SSC, MSHCP	None (breeding) Moderate (foraging)	Frequents open wetlands, wet and lightly grazed pastures, old fields, dry uplands, upland prairies, grasslands, drained marshlands, croplands, shrub-steppe, and meadows.
Sharp-Shinned Hawk <i>Accipiter striatus</i>	SSC, MSHCP	None (breeding) High (foraging)	No known breeding populations in the Western Riverside area. The species is, however, a fairly common migrant and wintering species within southern California.
Cooper's Hawk <i>Accipiter cooperii</i>	SSC, MSHCP	High	Woodland habitats.
Burrowing Owl <i>Athene cunicularia</i>	SSC, MSHCP(c)	High	Found in shortgrass prairies, grasslands, lowland scrub, agricultural lands, coastal dunes, desert floors, disturbed areas, and some open areas.
Vaux's Swift <i>Chaetura vauxi</i>	SSC	None (breeding) Moderate (foraging)	Associated only with old-growth stands of Douglas-fir.
Loggerhead Shrike <i>Lanius ludovicianus</i>	SSC, MSHCP	High	Found in open ground within areas of short vegetation, pastures with fence rows, old orchards, mowed roadsides, cemeteries, golf courses, riparian areas, open woodland, agricultural fields, desert washes, desert scrub, grassland, broken chaparral.

**TABLE 14, CONTINUED**  
**Special-Status Species Information**

California Horned Lark <i>Eremophila alpestris actia</i>	SSC, MSHCP	Confirmed Present	Found in a variety of open habitats.
Coastal Cactus Wren <i>Campylorhynchus brunneicapillus couesi</i>	SSC, MSHCP	Moderate	Resident of the coastal sage scrub plant community.
Coastal California Gnatcatcher <i>Poliophtila californica californica</i>	FT, SSC, MSHCP	Moderate	Inhabits sage scrub habitat.
Western Yellow Warbler <i>Dendroica petechia brewsteri</i>	SSC, MSHCP	None (breeding) Moderate (migrant)	Found in riparian woodlands.
Ashy (Southern California) Rufous-Crowned Sparrow <i>Aimophila ruficeps canescens</i>	SSC, MSHCP	High	Found on grass-covered hillsides, coastal sage scrub, and chaparral.
Bell's Sage Sparrow <i>Amphispiza belli belli</i>	SSC, MSHCP	Moderate	Resident breeder in dry chaparral and coastal sage scrub along the coastal lowlands, inland valleys, and in the lower foothills of local mountains.
Tricolored Blackbird <i>Agelaius tricolor</i>	SSC, MSHCP	None (breeding) Moderate (foraging)	Breeds in large colonies within emergent wetlands; nesting birds feed in vicinity of colonies w/in nonnative grasslands, crop field, etc.
<b>BATS</b>			
Pallid Bat <i>Antrozous pallidus</i>	SSC	Low (roosting) Moderate (foraging)	Rock crevices, caves, mine shafts, under bridges, in buildings and tree hollows.
<p>* Special-Status Definitions</p> <p>SSC = State species of special concern.</p> <p>CFP = California fully protected species.</p> <p>FT = Federally threatened.</p> <p>MSHCP = Species covered by Western Riverside MSHCP.</p>			

Source: Mooney, Jones, and Stokes, 2007

New development within the Third Street Annexation area would have the potential to result in significant impacts on these special-status wildlife species if the species would be removed or disturbed by construction activity within or adjacent to their habitat. Project-specific analysis of biological resources impacts must be conducted for future projects proposed within the Third Street Annexation area.

The Third Street Annexation area is not designated as an MSHCP Conservation Area, but it is located adjacent to such an area. The project site also contains Riversidian sage scrub and coastal sage scrub as well as two habitat communities that are covered by the MSHCP and has the potential to contain special-status species that are covered by the MSHCP. Project-specific

biological resources analyses for projects proposed within the Third Street Annexation area must consider whether the projects would result in significant impacts with respect to the MSHCP.

*Summary of Impacts*

The Third Street Annexation area contains vegetation communities that are considered sensitive resources by CDFG. Project-specific analysis of habitat impacts would be required to determine the significance of impacts and identify mitigation measures to minimize the impacts to less-than-significant levels.

The Third Street Annexation also has the potential to result in significant impacts on special-status wildlife species that may occur on the site. Project-specific analysis of plant and wildlife impacts would be required for Third Street Annexation projects to determine the significance of impacts and identify mitigation measures to minimize the impacts to less-than-significant levels.



August 8, 2006

Ms. Sandra Massa-Lavitt  
CITY OF LAKE ELSINORE  
130 South Main Street  
Lake Elsinore, CA 92530

**Subject: 3rd Street Annexation Area Traffic Engineering Services**

Dear Ms. Massa-Lavitt:

### **INTRODUCTION**

Urban Crossroads is pleased to submit this letter report documenting the traffic impact analysis conducted for the proposed 3rd Street Annexation Project. This analysis has been completed in the context of the City of Lake Elsinore General Plan update. Exhibit A presents the project location and the project land use designations. The project is generally located south of SR-74, east of the I-15 Freeway and west of Cambern Avenue within the sphere of influence of the City of Lake Elsinore. The traffic analysis for this project has been incorporated into the traffic study that is being prepared for the City of Lake Elsinore General Plan Update. Specifically, the Third Street Annexation Project has been discussed in the "Special Issues" section of the General Plan Update Traffic Study. This letter report is intended to summarize the findings of the traffic analysis for the General Plan Preferred Alternative so that these results can be incorporated into the findings of the Environmental Analysis.

Exhibit B illustrates the proposed Lake Elsinore General Plan Roadway Plan. As illustrated, within the study area, Cambern Avenue, south of SR-74 is proposed to be a 4-lane Secondary Highway to connect with 2nd Street (4-lane Secondary) and Camino Del Norte (4-lane Secondary). Both 3rd Street and Dexter Avenue are designated as 2-lane Collector roadways.

To adequately evaluate the annexation project, the following additional intersections have been analyzed for the existing and the General Plan conditions.

Cambren Avenue (NS) at:

- 3rd Street (EW)

Dexter Avenue (NS) at:

- 3rd Street (EW)
- 2nd Street (EW)

Main Street (NS) at:

- Camino Del Norte (EW)

Other intersections along SR-74 and Main Street have also been evaluated in the context of the overall General Plan update.

### **TRIP GENERATION**

Table 1 summarizes the land use data for the project. As illustrated, a total of 311 acres of residential and commercial land uses are proposed for development. The proposed land use includes a mix of residential and non-residential uses, while the current land

use/zoning is predominately freeway business use. The existing land use includes retail, restaurant, and gas station along SR-74 and vacant lots and scattered buildings along 2<sup>nd</sup> Street and 3<sup>rd</sup> Street. The latest version (7<sup>th</sup> Edition) of Institute of Transportation Engineers (ITE) has been used to calculate the project area trip generation. The trip generation rates are shown on Table 2. Both daily and peak hour trip generation for the anticipated future development are shown in Table 3. The anticipated future development is projected to generate a total of approximately 24,008 trip-ends per day with 1,576 vehicles per hour during the AM peak hour and 2,339 vehicles per hour during the PM peak hour. These figures are based on an internal capture rate of 15%, which is conservatively low for a mixed use development area. Table 2 also includes the trip generation rates for the current zoning land uses by assuming 80 percent of the freeway business is general commercial while 20 percent is business park use. The daily and peak hour trip generation for the current zoning land uses are shown on Table 3. Compare the proposed development with the current zoning development, the proposed development represents a reduction of 16,944 daily trips. AM peak hour trip generation will be reduced by 103 vehicle trips, while the PM peak hour trip will be reduced by 1,637 vehicle trips.

### **TRIP DISTRIBUTION**

The project distribution pattern has been developed based on review of existing travel patterns and future model data and is illustrated on Exhibit C and Exhibit D for TAZ 1 and TAZ 2 respectively. As illustrated, both TAZs show 25% traffic traveling northbound along the I-15 Freeway and 25% traveling southbound along the I-15 Freeway. About 25% to 30% will travel along SR-74 towards the east, while 10% will travel along SR-74 towards the west. Approximately 10% will travel along Camino Del Norte towards the south.

## **PROJECT TRAFFIC VOLUMES**

Exhibit E illustrates the AM and PM project only volumes for the project, while Exhibit F shows the project only ADTs. The project only volumes generated based on the ITE methodology have then been compared with the model data to ensure that the final General Plan volumes represents the worst case scenario.

## **OPERATION ANALYSIS METHODOLOGY**

The traffic operations analysis has been evaluated in accordance with the 2000 Highway Capacity Manual (HCM) (Transportation Research Board Special Report 209). The HCM defines level of service (LOS) as a qualitative measure in terms of control delay. As described in the HCM, LOS "A" represents free-flow conditions with very low delay and LOS "F" is indicative of over capacity operations with a condition of excessively high delay. All HCM parameter settings are in accordance with Riverside County CMP recommended default values. The definition of an intersection deficiency has been obtained from the City of Lake Elsinore. The City's criteria state that LOS "D" or better are generally acceptable for intersections during peak hours. Therefore, any intersection operating at LOS "E" or worse will be considered deficient. Detailed discussion of the analysis methodology is included in the City of Lake Elsinore General Plan Traffic Study.

## **TRAFFIC OPERATION ANALYSIS**

### **Existing Condition Analysis**

Table 4 summarizes peak hour intersection operations analysis results in the immediate vicinity of the project for existing conditions. The analysis results indicate that all four

intersections are currently operating at acceptable levels of service during both the AM and PM peak hours. The operations analysis worksheets for existing conditions are included in Attachment "A".

### **General Plan Preferred Condition Analysis**

Table 5 summarizes the peak hour intersection operations analysis for the Preferred General Plan conditions. As indicated, all intersections will operate at unacceptable level of services under the existing geometry conditions.

Attachment "B" includes signal warrant analysis worksheets for the intersections under the General Plan Preferred conditions. All intersections warrant traffic signals under General Plan conditions. As indicated on Table 5, all intersections will operate at acceptable level of services with the proposed improvements. The operations analysis worksheets for General Plan Preferred Conditions are included in Attachment "C".

### **SUMMARY OF ON-SITE IMPROVEMENT**

The curve radius for the alignment from 2nd Street to Camino Del Norte is currently substandard and sufficient ROW may need to be obtained by removal of existing development. The intersection of Main Street at Camino Del Norte is closely spaced with the intersection of Main Street at the I-15 Freeway northbound and southbound ramps. Special design criteria/progression analysis will be required for the intersections due to the close spacing and physical constraints.

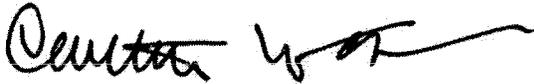
Ms. Sandra Massa-Lavitt  
CITY OF LAKE ELSINORE  
August 8, 2006  
Page 6

**CLOSING**

Urban Crossroads, Inc. is pleased to provide this supplemental analysis for your use. If you have any questions or concerns regarding this traffic impact analysis, please give us a call at (949) 660-1994.

Sincerely,

URBAN CROSSROADS, INC.



Carleton Waters, P.E.  
Principal



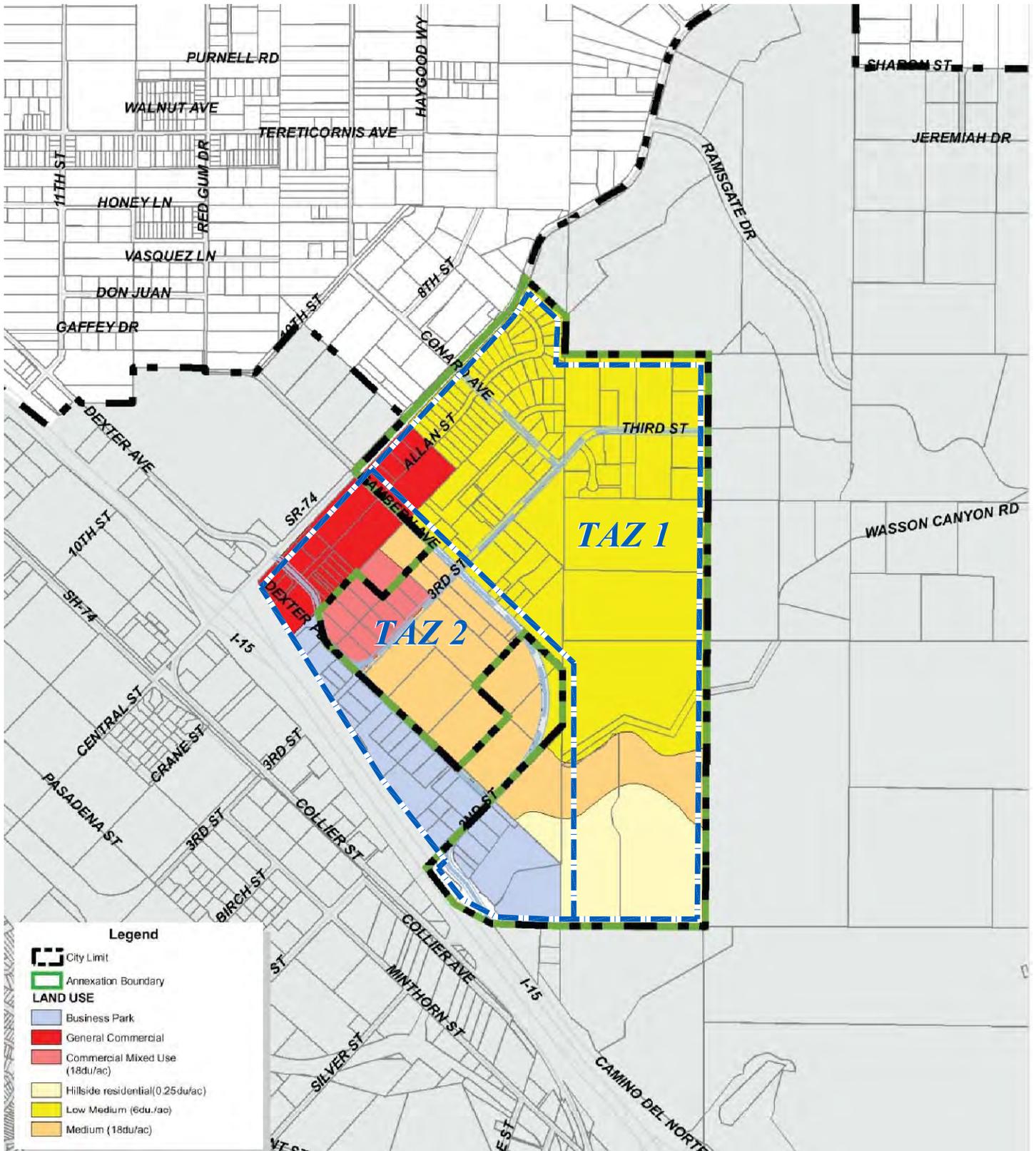
Min Zhou, P.E.  
Associate

CW:MZ:AH:cg  
JN:03995-02

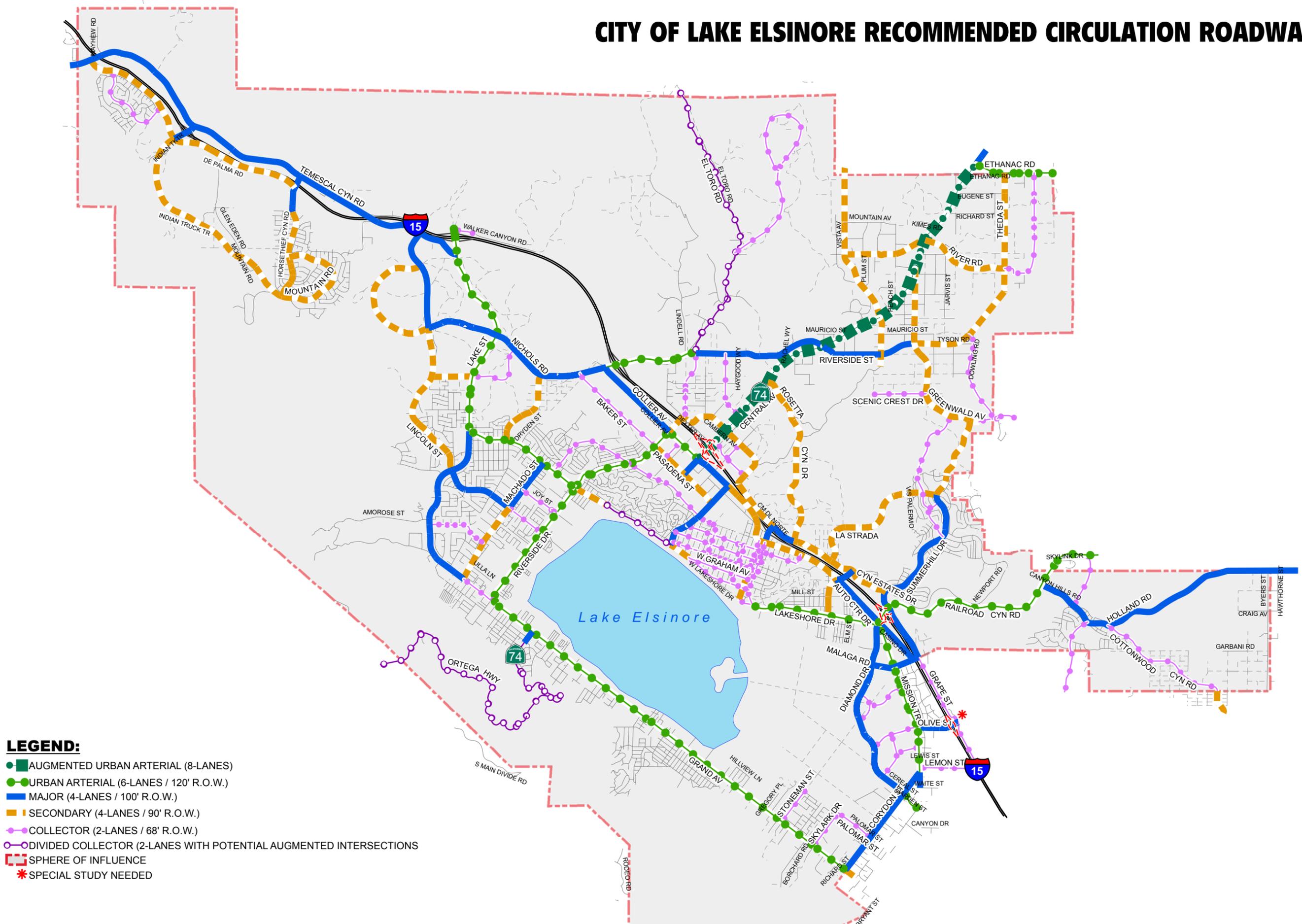
Attachments

xc: Ms. Kristin Zortman  
Ms. Debbie Collins

# PROJECT LOCATION AND LAND USE DESIGNATION



# CITY OF LAKE ELSINORE RECOMMENDED CIRCULATION ROADWAY SYSTEM

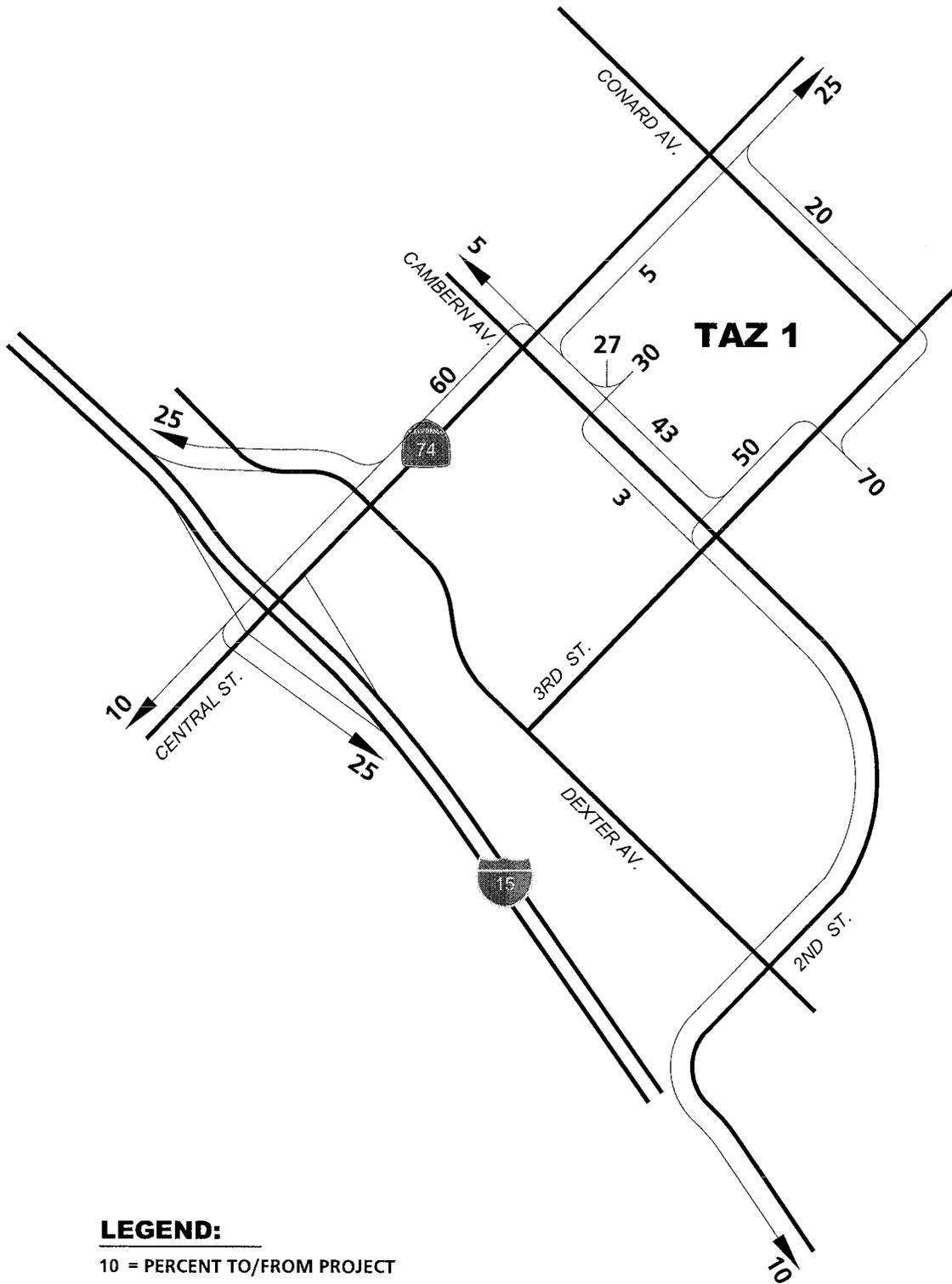


**LEGEND:**

- AUGMENTED URBAN ARTERIAL (8-LANES)
- URBAN ARTERIAL (6-LANES / 120' R.O.W.)
- MAJOR (4-LANES / 100' R.O.W.)
- SECONDARY (4-LANES / 90' R.O.W.)
- COLLECTOR (2-LANES / 68' R.O.W.)
- DIVIDED COLLECTOR (2-LANES WITH POTENTIAL AUGMENTED INTERSECTIONS)
- SPHERE OF INFLUENCE
- \* SPECIAL STUDY NEEDED



# PROJECT TRIP DISTRIBUTION (TAZ 1) EXHIBIT C

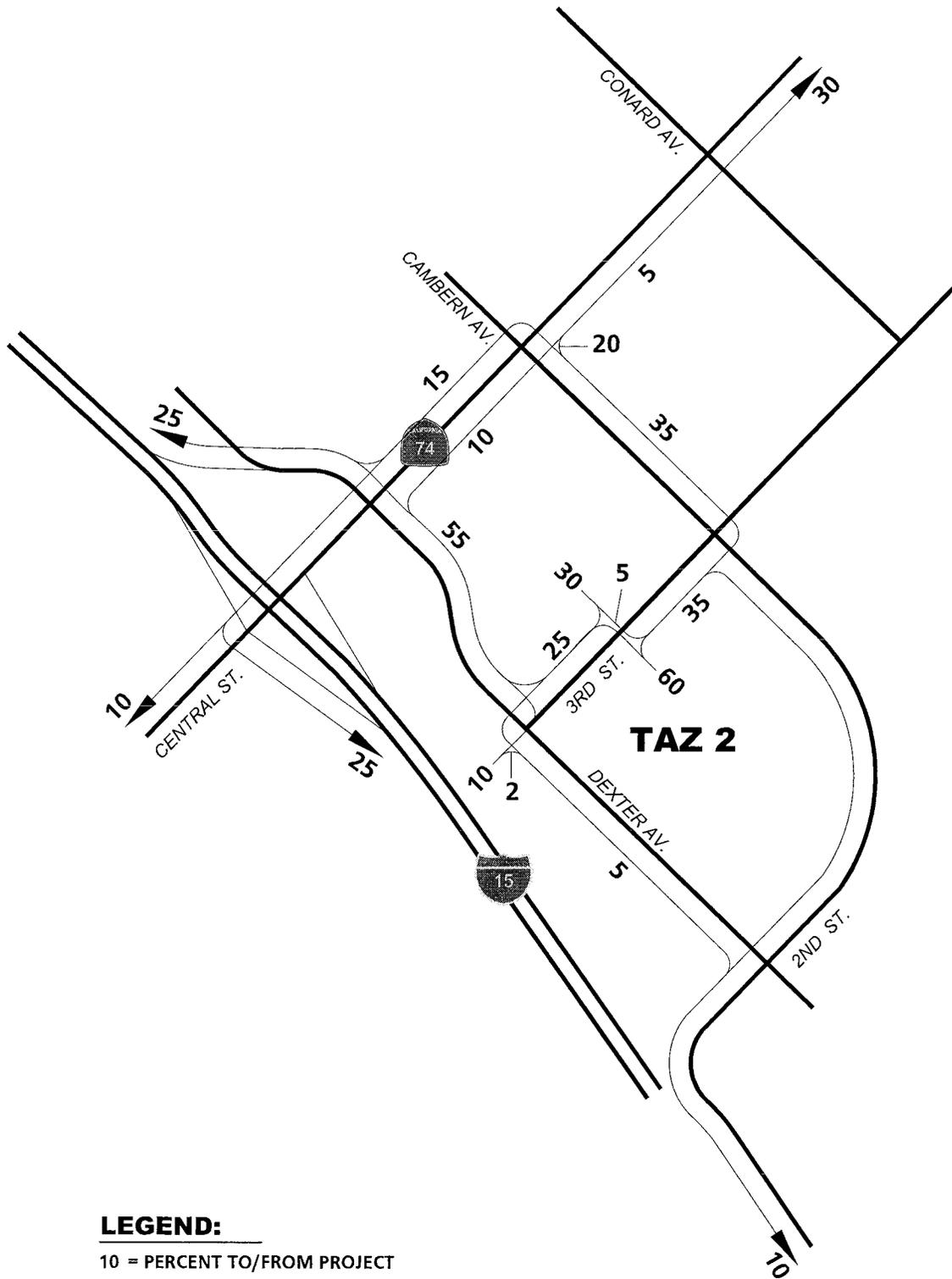


**LEGEND:**

10 = PERCENT TO/FROM PROJECT



# EXHIBIT D PROJECT TRIP DISTRIBUTION (TAZ 2)

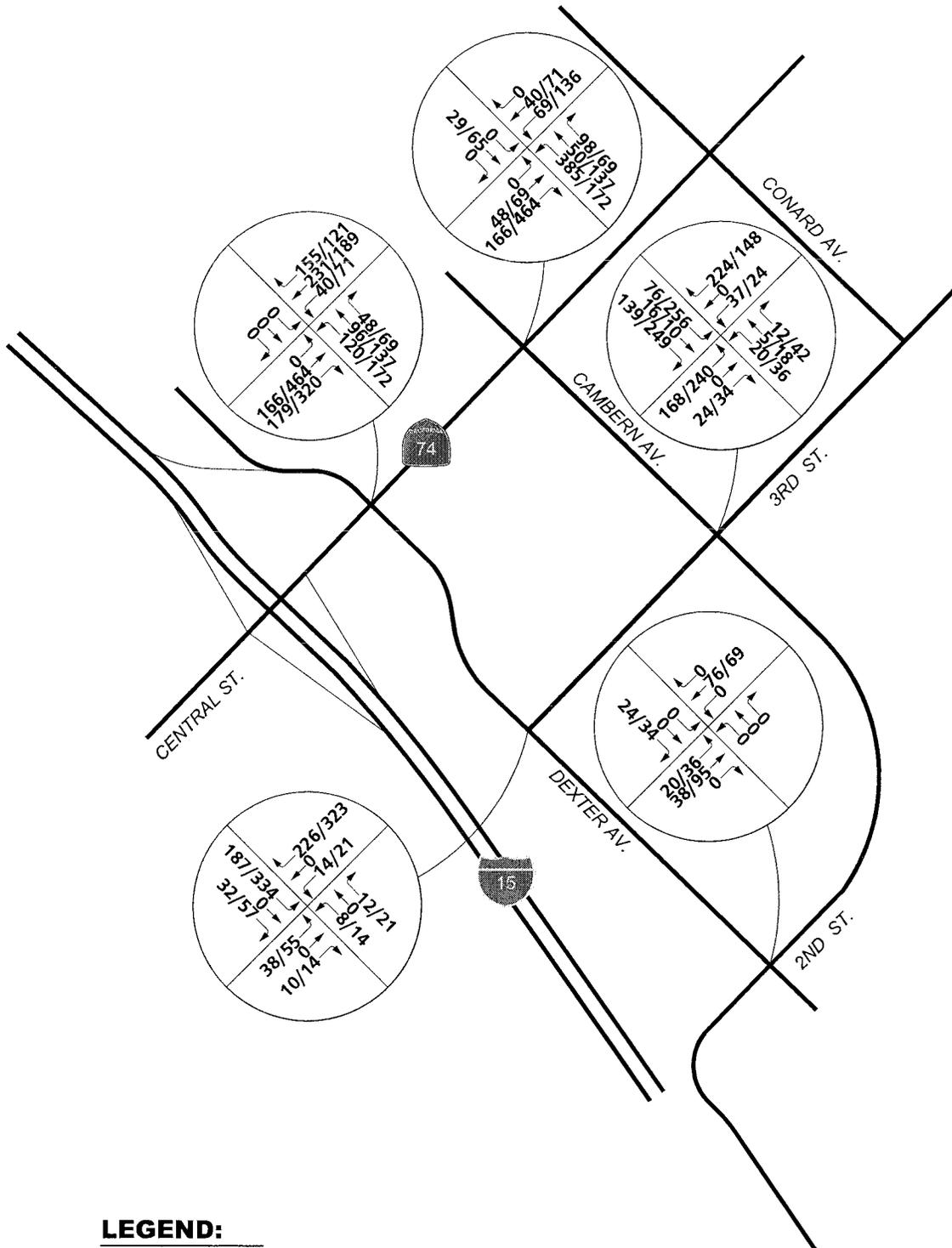


**LEGEND:**

10 = PERCENT TO/FROM PROJECT



EXHIBIT E  
**PROJECT ONLY**  
**AM/PM PEAK HOUR INTERSECTION VOLUMES**

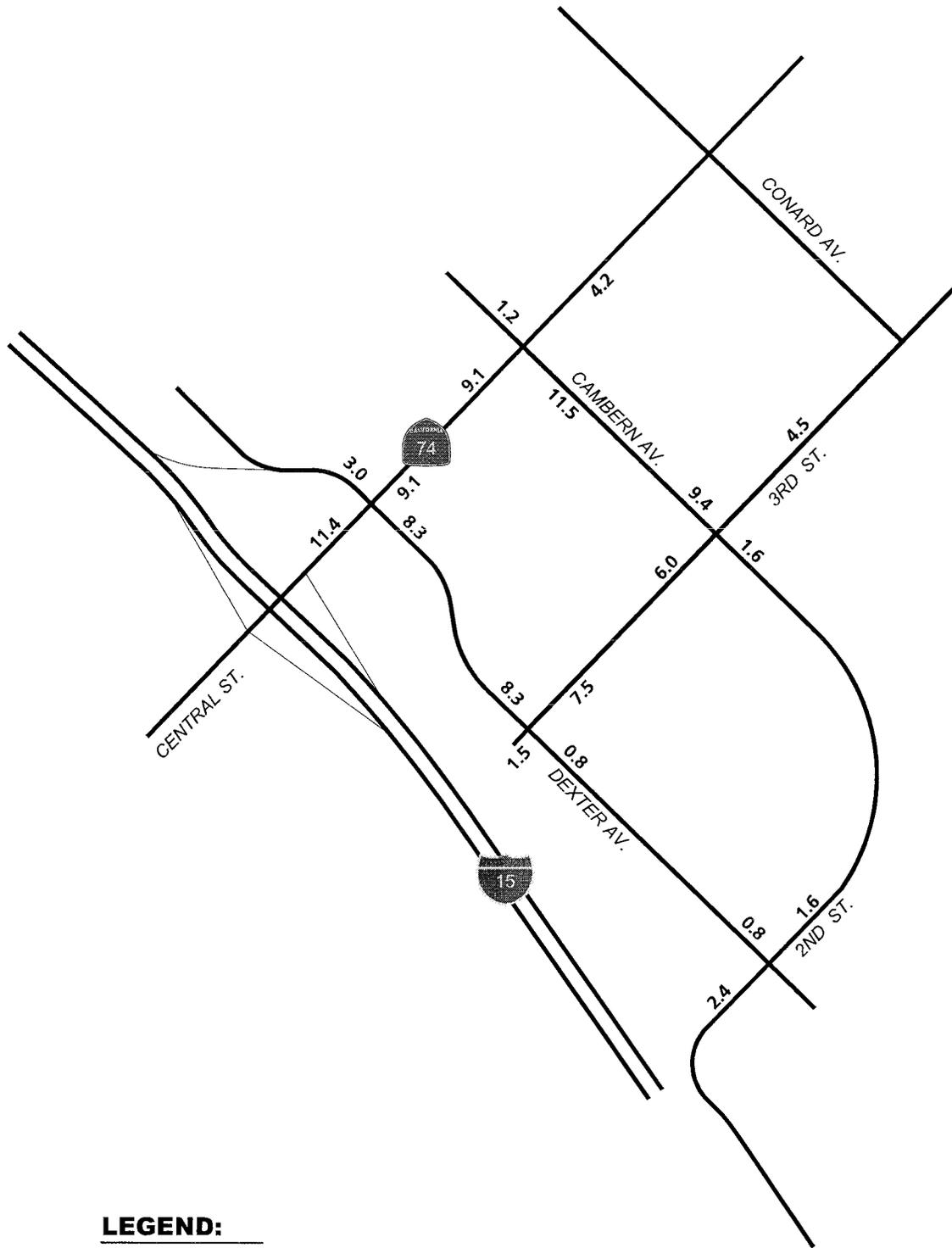


**LEGEND:**

XX/XX = AM/PM PEAK HOUR VOLUMES



# PROJECT AVERAGE DAILY TRAFFIC (ADT)



**LEGEND:**

10.0 = VEHICLES PER DAY (1000'S)



TABLE 1

CURRENT ZONING AND PROPOSED LAND USE<sup>1</sup>

LAND USE	CURRENT ZONING			PROPOSED		
	APPROX. ACRES	DENSITY	DU'S	APPROX. ACRES	DENSITY	DU'S
Hillside Residential	0	N/A	0	37.5	0.25	9
Low Medium	73.12	6	438	181.2	6	1087
Medium	0	12	0	54.5	18	981
Mixed Use	0	N/A	0	12.11	18	217
General Commercial	0	N/A	0	8.68	N/A	0
Business Park	0	N/A	0	16.59	N/A	0
Freeway Business	237.46	N/A	0	0	N/A	0
Total	310.58		438	310.58		2294

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<sup>1</sup> Note: Table excludes area associated with main roads. Densities shown are the maximum densities permitted. Densities have not yet been approved and are subject to change.

**TABLE 2**  
**TRIP GENERATION RATES<sup>1</sup>**

LAND USE	ITE CODE	QUANTITY	UNITS <sup>2</sup>	PEAK HOUR TRIP RATES						DAILY
				AM			PM			
				IN	OUT	TOTAL	IN	OUT	TOTAL	
Single Family Residential <sup>3</sup>	210	1096	DU	0.19	0.56	0.75	0.64	0.37	1.01	9.57
Residential Condo/Townhouse <sup>3</sup>	230	1198	DU	0.07	0.37	0.44	0.35	0.17	0.52	5.86
Commercial (192.03 TSF <sup>3,4</sup> )	820	192.03	TSF	0.74	0.47	1.21	2.41	2.61	5.02	54.05
Business Park <sup>3,5</sup>	770	231.3	TSF	1.20	0.23	1.43	0.3	0.99	1.29	12.76
Single Family Residential <sup>6</sup>	210	438	DU	0.19	0.56	0.75	0.64	0.37	1.01	9.57
Commercial (1986.0 TSF <sup>6,7</sup> )	820	1986.0	TSF	0.29	0.18	0.47	1.09	1.18	2.27	23.86
Business Park <sup>6,8</sup>	770	662.0	TSF	1.20	0.23	1.43	0.3	0.99	1.29	12.76

<sup>1</sup> Source: ITE (Institute of Transportation Engineers) Trip Generation Manual, 7th Edition, 2003.

<sup>2</sup> DU = Dwelling Units, TSF = Thousand Square Feet

<sup>3</sup> Based on Proposed Land Use Types as Shown in Table 1.

<sup>4</sup> 192.03 TSF is based on a 0.80 Net-to-Gross Area Factor and a 0.3 Floor-to-Area Ratio applied to the gross site acreage of 9.688 acres (Mixed Use (80% of 12.11 acres)) plus 8.68 acres (General Commercial).

<sup>5</sup> 231.3 TSF is based on a 0.80 Net-to-Gross Area Factor and a 0.4 Floor-to-Area Ratio applied to the gross site acreage of 16.59 acres.

<sup>6</sup> Based on Current Zoning Land Use Types as Shown in Table 1.

<sup>7</sup> 1986.0 TSF is based on a 0.80 Net-to-Gross Area Factor and a 0.3 Floor-to-Area Ratio applied to the gross site acreage of 237.46 acres and the assumption that 80% of Freeway Business is General Commercial land use.

<sup>8</sup> 662.0 TSF is based on a 0.80 Net-to-Gross Area Factor and a 0.4 Floor-to-Area Ratio applied to the gross site acreage of 237.46 acres and the assumption that 20% of Freeway Business is Business Park land use.

TABLE 3

TRIP GENERATION SUMMARY

LAND USE	QUANTITY	UNITS <sup>1</sup>	PEAK HOUR						DAILY
			AM			PM			
			IN	OUT	TOTAL	IN	OUT	TOTAL	
<b>PROPOSED DEVELOPMENT:</b>									
Single Family Residential	1,096	DU	208	614	822	701	406	1,107	10,489
Residential Condo/Townhouse	1,198	DU	84	443	527	419	204	623	7,020
Commercial (192.03TSF)	192.0	TSF	142	90	232	463	501	964	10,379
Pass-By Trips (25%)			-36	-23	-58	-116	-125	-241	-2,595
Sub-Total			107	68	174	347	376	723	7,784
Business Park	231.3	TSF	278	53	331	69	229	298	2,951
<b>SUB-TOTAL</b>			676	1,178	1,854	1,537	1,214	2,751	28,244
Internal Capture (15%)			-101.4	-177	-278	-231	-182	-413	-4236.6
<b>TOTAL</b>			<b>575</b>	<b>1,001</b>	<b>1,576</b>	<b>1,307</b>	<b>1,032</b>	<b>2,339</b>	<b>24,008</b>
<b>CURRENT ZONING DEVELOPMENT:</b>									
Single Family Residential	438	DU	83	245	329	280	162	442	4,192
Commercial (1986.0 TSF)	1,986.0	DU	576	357	933	2,165	2,343	4,508	47,386
Pass-By Trips (25%)			-144	-89	-233	-541	-586	-1,127	-11,846
Sub-Total			432	268	700	1,624	1,758	3,381	35,539
Business Park	662.0	TSF	794	152	947	199	655	854	8,447
<b>SUB-TOTAL</b>			1,310	666	1,975	2,102	2,575	4,678	48,178
Internal Capture (15%)			-196.4	-100	-296	-315	-386	-702	-7226.7
<b>TOTAL</b>			<b>1,113</b>	<b>566</b>	<b>1,679</b>	<b>1,787</b>	<b>2,189</b>	<b>3,976</b>	<b>40,952</b>
<b>DIFFERENCE (Proposed - Current)</b>			<b>538</b>	<b>-435</b>	<b>103</b>	<b>480</b>	<b>1,157</b>	<b>1,637</b>	<b>16,944</b>

<sup>1</sup> DU = Dwelling Units, TSF = Thousand Square Feet

**TABLE 4**

**INTERSECTION ANALYSIS FOR EXISTING CONDITIONS**

INTERSECTION	TRAFFIC CONTROL <sup>3</sup>	INTERSECTION APPROACH LANES <sup>1</sup>												DELAY <sup>2</sup> (SECS.)		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND			AM	PM	AM	PM
		L	T	R	L	T	R	L	T	R	L	T	R				
Cambern Ave. (NS) at: • 3rd St. (EW)	CSS	0	1	0	0	1	0	0	1	0	0	1	0	9.2	9.2	A	A
Dexter Ave. (NS) at: • 3rd St. (EW)	CSS	0	1	0	0	1	0	0	1	0	1	0	1	9.4	9.7	A	A
• 2nd St. (EW)	CSS	0	1	0	0	1	0	0.5	0.5	0	0	1	0	11.9	9.0	B	A
Main St. (NS) at: • Camino De Norte (EW)	CSS	1	0	1	0	0	0	0	1	1	1	1	0	9.0	9.5	A	A

<sup>1</sup> 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

<sup>2</sup> Delay and level of service calculated using the following analysis software: Traffix, Version 7.6.0.38 (2003). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for worst individual movement (or movements sharing a single lane) are shown.

<sup>3</sup> TS = Traffic Signal  
 CSS = Cross Street Stop  
 AWS = All Way Stop

<sup>4</sup> -- = Delay High, Intersection Unstable, Level of Service "F".

**TABLE 5**

**GENERAL PLAN PREFERRED ALTERNATIVE CONDITIONS INTERSECTION ANALYSIS SUMMARY**

INTERSECTION	TRAFFIC CONTROL <sup>3</sup>	INTERSECTION APPROACH LANES <sup>1</sup>												DELAY <sup>2</sup> (SECS.)		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND			AM	PM	AM	PM
		L	T	R	L	T	R	L	T	R	L	T	R				
Cambern Ave. (NS) at: • 3rd St. (EW) -With Improvements	CSS	0	1	0	0	1	0	0	1	0	0	1	0	21.5	-- <sup>4</sup>	C	F
	<b>TS</b>	<u>1</u>	1	0	<u>1</u>	1	0	<u>1</u>	1	0	<u>1</u>	1	0	37.6	37.8	D	D
Dexter Ave. (NS) at: • 3rd St. (EW) -With Improvements • 2nd St. (EW) -With Improvements	CSS	0	1	0	0	1	0	0	1	0	1	0	1	26.6	-- <sup>4</sup>	D	F
	<b>TS</b>	<u>1</u>	1	0	<u>1</u>	1	0	<u>1</u>	1	0	<u>1</u>	<u>0</u>	<u>0</u>	36.4	42.4	D	D
	CSS	0	1	0	0	1	0	0.5	0.5	0	0	1	0	11.7	-- <sup>4</sup>	B	F
	<b>TS</b>	<u>1</u>	1	0	<u>1</u>	1	0	<u>1</u>	<u>1</u>	0	<u>1</u>	1	0	34.9	45.0	C	D
Main St. (NS) at: • Camino De Norte (EW) -With Improvements	CSS	1	0	1	0	0	0	0	1	1	1	1	0	-- <sup>4</sup>	-- <sup>4</sup>	F	F
	<b>TS</b>	<u>2</u>	0	1	0	0	0	0	1	1	1	1	0	40.4	43.8	D	D

<sup>1</sup> 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

<sup>2</sup> Delay and level of service calculated using the following analysis software: Traffix, Version 7.6.0.38 (2003). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for worst individual movement (or movements sharing a single lane) are shown.

<sup>3</sup> TS = Traffic Signal  
 CSS = Cross Street Stop  
 AWS = All Way Stop

<sup>4</sup> -- = Delay High, Intersection Unstable, Level of Service "F".

<sup>5</sup> Side Street delays will worsen until signal warrants are met or turning restrictions are implemented.

ATTACHMENT A

EXISTING INTERSECTION ANALYSIS  
WORKSHEETS

Lake Elsinore JN: 02359
Existing Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #21 Cambern Ave. (NS)/3rd St (EW)
\*\*\*\*\*

Average Delay (sec/veh): 6.5 Worst Case Level Of Service: A[ 9.2]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 13 columns for volume adjustments. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module: Table with 13 columns for gap metrics. Rows include Critical Gp and FollowUpTim.

Capacity Module: Table with 13 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module: Table with 13 columns for LOS metrics. Rows include Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS.

Lake Elsinore JN: 02359
Existing Traffic Conditions
With Existing Geometry

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #22 DexterAv.(NS)/3rd St.(EW)
\*\*\*\*\*

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: A[ 9.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 12 columns representing traffic flow directions. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 12 columns. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 12 columns. Rows include Cnflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 12 columns. Rows include Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS.

Lake Elsinore JN: 02359
Existing Traffic Conditions
With Existing Geometry

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #23 DexterAv.(NS)/2nd St.(EW)
\*\*\*\*\*

Average Delay (sec/veh): 7.7 Worst Case Level Of Service: B[ 11.9]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Stop Sign, Uncontrolled), Rights (Include), Lanes (0, 1, 0, 0).

Volume Module: Table with 13 columns for volume components (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol) and 4 rows for North, South, East, West bounds.

Critical Gap Module: Table with 13 columns for gap components (Critical Gp, FollowUpTim) and 4 rows for North, South, East, West bounds.

Capacity Module: Table with 13 columns for capacity components (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and 4 rows for North, South, East, West bounds.

Level of Service Module: Table with 13 columns for LOS components (Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS) and 4 rows for North, South, East, West bounds.

Lake Elsinore JN: 02359
Existing Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #24 Main St. (NS)/Camino De Norte (EW)
\*\*\*\*\*

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: A[ 9.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 13 columns for traffic volumes and adjustment factors like Growth Adj, PHF Adj, etc.

Critical Gap Module: Table with 13 columns showing critical gap values and follow-up times.

Capacity Module: Table with 13 columns showing conflict volumes, potential capacity, and volume/capacity ratios.

Level Of Service Module: Table with 13 columns showing queue lengths, stopped delays, and LOS by movement.

Lake Elsinore JN: 02359
Existing Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #21 Cambern Ave. (NS)/3rd St (EW)
\*\*\*\*\*

Average Delay (sec/veh): 6.6 Worst Case Level Of Service: A[ 9.2]

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Control (Uncontrolled, Stop Sign), Rights (Include), Lanes (0, 0, 1, 0, 0).

Volume Module: Table with 13 columns for volume adjustments (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol) and 4 rows for North, South, East, and West bounds.

Critical Gap Module: Table with 13 columns for gap metrics (Critical Gp, FollowUpTim) and 4 rows for North, South, East, and West bounds.

Capacity Module: Table with 13 columns for capacity metrics (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and 4 rows for North, South, East, and West bounds.

Level of Service Module: Table with 13 columns for LOS metrics (Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS) and 4 rows for North, South, East, and West bounds.

Lake Elsinore JN: 02359
Existing Traffic Conditions
With Existing Geometry

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #22 DexterAv.(NS)/3rd St.(EW)
\*\*\*\*\*

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: A[ 9.7]

Table with columns: Approach, Movement, Control, Rights, Lanes. Rows: North Bound, South Bound, East Bound, West Bound.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol. Rows: North Bound, South Bound, East Bound, West Bound.

Critical Gap Module: Table with columns: Critical Gp, FollowUpTim. Rows: North Bound, South Bound, East Bound, West Bound.

Capacity Module: Table with columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Rows: North Bound, South Bound, East Bound, West Bound.

Level Of Service Module: Table with columns: Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS. Rows: North Bound, South Bound, East Bound, West Bound.

Lake Elsinore JN: 02359
Existing Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #23 DexterAv.(NS)/2nd St.(EW)
\*\*\*\*\*

Average Delay (sec/veh): 7.9 Worst Case Level Of Service: A[ 9.0]

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Lanes.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol.

Table with columns: Critical Gap Module, Critical Gp, FollowUpTim.

Table with columns: Capacity Module, Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Table with columns: Level Of Service Module, Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS.

Lake Elsinore JN: 02359
Existing Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #24 Main St. (NS)/Camino De Norte (EW)
\*\*\*\*\*

Average Delay (sec/veh): 5.6 Worst Case Level Of Service: A[ 9.5]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 13 columns for volume metrics (Base Vol, Growth Adj, etc.) and 4 columns for North, South, East, West bounds.

Critical Gap Module: Table with 13 columns for gap metrics (Critical Gp, FollowUpTim, etc.) and 4 columns for North, South, East, West bounds.

Capacity Module: Table with 13 columns for capacity metrics (Cnflct Vol, Potent Cap., etc.) and 4 columns for North, South, East, West bounds.

Level Of Service Module: Table with 13 columns for LOS metrics (Queue, Stopped Del, etc.) and 4 columns for North, South, East, West bounds.

ATTACHMENT B

INTERSECTION SIGNAL WARRANT  
ANALYSIS WORKSHEETS

TRAFFIC SIGNAL WARRANTS

(Based on Estimated Average Daily Traffic-See Note 2)

Major St: Cambren Minor St: 3rd St. Year = GP Prefer  
 Volume = 8,003 Lanes= 1 Volume = 3,018 Lanes= 1 (one-way)

URBAN	RURAL	XX	Minimum Requirements EADT				
1. Minimum Vehicular			Vehicles per day on major street (both approaches)		Vehicles per day on higher volume minor-street approach (one direction only)		
Satisfied XX			Not Satisfied				
Number of lanes for moving traffic on each approach.							
Major Street	Minor Street		Urban	Rural	Urban	Rural	
1	8,003	1	3,018	8,000	5,600 *	2,400	1,680 *
2 +		1		9,600	6,720	2,400	1,680
2 +		2 +		9,600	6,720	3,200	2,240
1		2 +		8,000	5,600	3,200	2,240
2. Interruption of Continuous traffic			Vehicles per day on major street (both approaches)		Vehicles per day on higher volume minor-street approach (one direction only)		
Satisfied			Not Satisfied XX				
Number of lanes for moving traffic on each approach.							
Major Street	Minor Street		Urban	Rural	Urban	Rural	
1	8,003	1	3,018	12,000	8,400	1,200	850 *
2 +		1		14,400	10,080	1,200	850
2 +		2 +		14,000	10,080	1,600	1,120
1		2 +		12,000	8,400	1,600	1,120
3. Combination			2 Warrants		2 Warrants		
Satisfied XX			Not Satisfied				
No one warrant satisfied but following warrants fulfilled 80% or more..							
100%		95%					
1		2					

NOTES: 1. To be used only for NEW INTERSECTIONS or other locations where actual traffic volumes cannot be counted.

TRAFFIC SIGNAL WARRANTS

(Based on Estimated Average Daily Traffic-See Note 2)

Major St: 2nd St. Minor St: Dexter Year = GP Prefer  
 Volume = 7,000 Lanes= 1 Volume = 3,500 Lanes= 1 (one-way)

URBAN		RURAL XX		Minimum Requirements EADT			
1. Minimum Vehicular		Satisfied XX		Not Satisfied		Vehicles per day on major street (both approaches)	Vehicles per day on higher volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach.				Urban	Rural	Urban	Rural
Major Street	Minor Street	Urban	Rural	Urban	Rural	Urban	Rural
1	7,000	1	3,500	8,000	5,600 *	2,400	1,680 *
2 +		1		9,600	6,720	2,400	1,680
2 +		2 +		9,600	6,720	3,200	2,240
1		2 +		8,000	5,600	3,200	2,240
2. Interruption of Continuous traffic		Satisfied		Not Satisfied XX		Vehicles per day on major street (both approaches)	Vehicles per day on higher volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach.				Urban	Rural	Urban	Rural
Major Street	Minor Street	Urban	Rural	Urban	Rural	Urban	Rural
1	7,000	1	3,500	12,000	8,400	1,200	850 *
2 +		1		14,400	10,080	1,200	850
2 +		2 +		14,000	10,080	1,600	1,120
1		2 +		12,000	8,400	1,600	1,120
3. Combination		Satisfied XX		Not Satisfied		2 Warrants	2 Warrants
No one warrant satisfied but following warrants fulfilled 80% or more..		100%		83%			
1		2					

NOTES: 1. To be used only for NEW INTERSECTIONS or other locations where actual traffic volumes cannot be counted.

TRAFFIC SIGNAL WARRANTS

(Based on Estimated Average Daily Traffic-See Note 2)

Major St: Dexter Minor St: 3rd St. Year = GP Prefer  
 Volume = 11,250 Lanes= 1 Volume = 3,773 Lanes= 1 (one-way)

URBAN	RURAL	XX	Minimum Requirements EADT				
1. Minimum Vehicular			Vehicles per day on major street (both approaches)		Vehicles per day on higher volume minor-street approach (one direction only)		
Satisfied XX			Not Satisfied				
Number of lanes for moving traffic on each approach.							
Major Street	Minor Street		Urban	Rural	Urban	Rural	
1	11,250	1	3,773	8,000	5,600 *	2,400	1,680 *
2 +		1		9,600	6,720	2,400	1,680
2 +		2 +		9,600	6,720	3,200	2,240
1		2 +		8,000	5,600	3,200	2,240
2. Interruption of Continuous traffic			Vehicles per day on major street (both approaches)		Vehicles per day on higher volume minor-street approach (one direction only)		
Satisfied XX			Not Satisfied				
Number of lanes for moving traffic on each approach.							
Major Street	Minor Street		Urban	Rural	Urban	Rural	
1	11,250	1	3,773	12,000	8,400 *	1,200	850 *
2 +		1		14,400	10,080	1,200	850
2 +		2 +		14,000	10,080	1,600	1,120
1		2 +		12,000	8,400	1,600	1,120
3. Combination			2 Warrants		2 Warrants		
Satisfied XX			Not Satisfied				
No one warrant satisfied but following warrants fulfilled 80% or more..							
100%		100%					
1		2					

NOTES: 1. To be used only for NEW INTERSECTIONS or other locations where actual traffic volumes cannot be counted.

TRAFFIC SIGNAL WARRANTS

(Based on Estimated Average Daily Traffic-See Note 2)

Major St: Camino De Norte Minor St: Main St. Year = GP Preferri  
 Volume = 14,000 Lanes= 1 Volume = 10,500 Lanes= 1 (one-way)

URBAN	RURAL	XX	Minimum Requirements EADT				
1. Minimum Vehicular			Vehicles per day on major street (both approaches)		Vehicles per day on higher volume minor-street approach (one direction only)		
Satisfied XX			Not Satisfied				
Number of lanes for moving traffic on each approach.							
Major Street	Minor Street		Urban	Rural	Urban	Rural	
1	14,000	1	10,500	8,000	5,600 *	2,400	1,680 *
2 +		1		9,600	6,720	2,400	1,680
2 +		2 +		9,600	6,720	3,200	2,240
1		2 +		8,000	5,600	3,200	2,240
2. Interruption of Continuous traffic			Vehicles per day on major street (both approaches)		Vehicles per day on higher volume minor-street approach (one direction only)		
Satisfied XX			Not Satisfied				
Number of lanes for moving traffic on each approach.							
Major Street	Minor Street		Urban	Rural	Urban	Rural	
1	14,000	1	10,500	12,000	8,400 *	1,200	850 *
2 +		1		14,400	10,080	1,200	850
2 +		2 +		14,000	10,080	1,600	1,120
1		2 +		12,000	8,400	1,600	1,120
3. Combination			2 Warrants		2 Warrants		
Satisfied XX			Not Satisfied				
No one warrant satisfied but following warrants fulfilled 80% or more..							
100%			100%				
1			2				

NOTES: 1. To be used only for NEW INTERSECTIONS or other locations where actual traffic volumes cannot be counted.

ATTACHMENT C

PREFERRED GENERAL PLAN  
INTERSECTION ANALYSIS WORKSHEETS

Lake Elsinore General Plan Traffic Study (JN: 02359)
General Plan Preferred Alternative Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #21 Cambern Ave. (NS)/3rd St (EW)
\*\*\*\*\*

Average Delay (sec/veh): 10.2 Worst Case Level Of Service: C [ 21.5]
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:
Base Vol: 20 17 12 76 30 161 172 12 25 37 15 224
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20 17 12 76 30 161 172 12 25 37 15 224
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 17 12 76 30 161 172 12 25 37 15 224
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 20 17 12 76 30 161 172 12 25 37 15 224

Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx 4.1 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.2 xxxx xxxxx 2.2 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Cnflct Vol: 191 xxxx xxxxx 29 xxxx xxxxx 445 332 111 344 406 23
Potent Cap.: 1395 xxxx xxxxx 1597 xxxx xxxxx 527 591 948 614 537 1060
Move Cap.: 1395 xxxx xxxxx 1597 xxxx xxxxx 386 554 948 560 503 1060
Volume/Cap: 0.01 xxxx xxxxx 0.05 xxxx xxxxx 0.45 0.02 0.03 0.07 0.03 0.21

Level Of Service Module:
2Way95thQ: 0.0 xxxx xxxxx 0.1 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del: 7.6 xxxx xxxxx 7.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: A \* \* A \* \* LT - LTR - RT LT - LTR - RT LT - LTR - RT
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 424 xxxxx xxxx 898 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 2.7 xxxxx xxxxx 1.3 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 21.5 xxxxx xxxxx 10.8 xxxxx
Shared LOS: \* \* \* \* \* \* \* \* C \* \* B \*
ApproachDel: xxxxxx xxxxxx 21.5 10.8
ApproachLOS: \* \* C B

Note: Queue reported is the number of cars per lane.
\*\*\*\*\*

Lake Elsinore General Plan Traffic Study (JN: 02359)  
 General Plan Preferred Alternative Conditions WITH IMPROVEMENTS  
 AM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #21 Cambern Ave. (NS)/3rd St (EW)  
 \*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.424  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 37.6  
 Optimal Cycle: 45 Level Of Service: D  
 \*\*\*\*\*

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L - T - R					L - T - R					L - T - R					L - T - R				
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	20	17	12	76	30	161	172	12	25	37	15	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	17	12	76	30	161	172	12	25	37	15	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	17	12	76	30	161	172	12	25	37	15	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	17	12	76	30	161	172	12	25	37	15	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	17	12	76	30	161	172	12	25	37	15	224

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.87	0.87	0.95	0.90	0.90	0.95	0.86	0.86
Lanes:	1.00	0.59	0.41	1.00	0.16	0.84	1.00	0.32	0.68	1.00	0.06	0.94
Final Sat.:	1805	1045	737	1805	261	1400	1805	554	1154	1805	102	1530

Capacity Analysis Module:

Vol/Sat:	0.01	0.02	0.02	0.04	0.12	0.12	0.10	0.02	0.02	0.02	0.15	0.15
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.16	0.16	0.16	0.26	0.26	0.22	0.27	0.27	0.27	0.33	0.33
Volume/Cap:	0.19	0.10	0.10	0.26	0.44	0.44	0.44	0.08	0.08	0.07	0.44	0.44
Delay/Veh:	54.7	43.2	43.2	44.7	37.8	37.8	41.6	32.4	32.4	32.4	32.0	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	43.2	43.2	44.7	37.8	37.8	41.6	32.4	32.4	32.4	32.0	32.0
LOS by Move:	D	D	D	D	D	D	D	C	C	C	C	C
HCM2kAvgQ:	1	1	1	3	6	6	6	1	1	1	7	7

\*\*\*\*\*  
 Note: Queue reported is the number of cars per lane.  
 \*\*\*\*\*

Lake Elsinore General Plan Traffic Study (JN: 02359)
General Plan Preferred Alternative Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #22 DexterAv. (NS)/3rd St. (EW)

Average Delay (sec/veh): 6.3 Worst Case Level Of Service: D [ 26.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (0, 1).

Volume Module:

Table with 12 columns representing traffic volumes and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 12 columns for critical gap and follow-up time. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 12 columns for capacity and volume/capacity. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Lake Elsinore General Plan Traffic Study (JN: 02359)  
 General Plan Preferred Alternative Conditions WITH IMPROVEMENTS  
 AM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #22 DexterAv. (NS)/3rd St. (EW)  
 \*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.416  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 36.4  
 Optimal Cycle: 44 Level Of Service: D  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	8	167	12	187	179	32	38	1	10	14	1	226
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	167	12	187	179	32	38	1	10	14	1	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	167	12	187	179	32	38	1	10	14	1	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	167	12	187	179	32	38	1	10	14	1	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	167	12	187	179	32	38	1	10	14	1	226

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	0.98	0.98	0.95	0.86	0.86	0.95	0.85	0.85
Lanes:	1.00	0.93	0.07	1.00	0.85	0.15	1.00	0.09	0.91	1.00	0.01	0.99
Final Sat.:	1805	1755	126	1805	1575	282	1805	149	1492	1805	7	1610

Capacity Analysis Module:

Vol/Sat:	0.00	0.10	0.10	0.10	0.11	0.11	0.02	0.01	0.01	0.01	0.14	0.14
Crit Moves:	****			****			****			****		
Green/Cycle:	0.16	0.23	0.23	0.25	0.31	0.31	0.06	0.20	0.20	0.20	0.33	0.33
Volume/Cap:	0.03	0.42	0.42	0.42	0.36	0.36	0.36	0.03	0.03	0.04	0.42	0.42
Delay/Veh:	42.5	40.3	40.3	38.6	32.3	32.3	56.5	39.0	39.0	39.1	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	40.3	40.3	38.6	32.3	32.3	56.5	39.0	39.0	39.1	31.4	31.4
LOS by Move:	D	D	D	D	C	C	E	D	D	D	C	C
HCM2kAvgQ:	0	6	6	6	6	6	2	0	0	0	7	7

\*\*\*\*\*  
 Note: Queue reported is the number of cars per lane.  
 \*\*\*\*\*

Lake Elsinore General Plan Traffic Study (JN: 02359)
General Plan Preferred Alternative Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #23 DexterAv.(NS)/2nd St.(EW)

Average Delay (sec/veh): 6.3 Worst Case Level Of Service: B[ 11.7]

Table with columns for Approach: North Bound, South Bound, East Bound, West Bound and Movement: L - T - R. Rows include Control, Rights, and Lanes.

Volume Module:

Table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol. Rows include various volume and adjustment factors.

Critical Gap Module:

Table with columns for Critical Gp and FollowUpTim. Rows include critical gap and follow-up time values.

Capacity Module:

Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. Rows include conflict volume, potential capacity, move capacity, and volume-to-capacity ratio.

Level Of Service Module:

Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS. Rows include level of service and delay metrics.

Note: Queue reported is the number of cars per lane.

Lake Elsinore General Plan Traffic Study (JN: 02359)  
 General Plan Preferred Alternative Conditions WITH IMPROVEMENTS  
 AM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #23 DexterAv.(NS)/2nd St.(EW)  
 \*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.225  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 34.9  
 Optimal Cycle: 44 Level Of Service: C  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	1	1	1	51	2	90	148	45	1	1	77	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	51	2	90	148	45	1	1	77	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1	1	51	2	90	148	45	1	1	77	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	51	2	90	148	45	1	1	77	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1	1	1	51	2	90	148	45	1	1	77	25

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.85	0.85	0.95	1.00	1.00	0.95	0.96	0.96
Lanes:	1.00	0.50	0.50	1.00	0.02	0.98	1.00	0.98	0.02	1.00	0.75	0.25
Final Sat.:	1805	879	879	1805	35	1585	1805	1853	41	1805	1381	448

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.03	0.06	0.06	0.08	0.02	0.02	0.00	0.06	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.15	0.15	0.15	0.24	0.24	0.34	0.29	0.29	0.29	0.23	0.23
Volume/Cap:	0.01	0.01	0.01	0.19	0.24	0.24	0.24	0.08	0.08	0.00	0.24	0.24
Delay/Veh:	53.3	43.7	43.7	45.3	37.5	37.5	28.6	31.4	31.4	30.6	37.8	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	43.7	43.7	45.3	37.5	37.5	28.6	31.4	31.4	30.6	37.8	37.8
LOS by Move:	D	D	D	D	D	D	C	C	C	C	D	D
HCM2kAvgQ:	0	0	0	2	3	3	4	1	1	0	3	3

\*\*\*\*\*  
 Note: Queue reported is the number of cars per lane.  
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Lake Elsinore General Plan Traffic Study (JN: 02359)  
 General Plan Preferred Alternative Conditions  
 AM Peak Hour

Level of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #24 Main St. (NS)/Camino De Norte (EW)  
 \*\*\*\*\*

Average Delay (sec/veh): 60.8 Worst Case Level Of Service: F[147.9]  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	0	1	1	0	1

Volume Module:

Base Vol:	210	0	352	0	0	0	0	31	247	579	43	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	0	352	0	0	0	0	31	247	579	43	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	0	352	0	0	0	0	31	247	579	43	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	210	0	352	0	0	0	0	31	247	579	43	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1232	xxxx	31	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	278	xxxx	xxxxx
Potent Cap.:	197	xxxx	1049	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1296	xxxx	xxxxx
Move Cap.:	128	xxxx	1049	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1296	xxxx	xxxxx
Volume/Cap:	1.64	xxxx	0.34	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.45	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	15.3	xxxx	1.5	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.4	xxxx	xxxxx			
Control Del:	378.7	xxxx	10.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.0	xxxx	xxxxx			
LOS by Move:	F	*	B	*	*	*	*	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	147.9			xxxxxx			xxxxxxx			xxxxxxx					
ApproachLOS:	F			*			*			*			*		

\*\*\*\*\*  
 Note: Queue reported is the number of cars per lane.  
 \*\*\*\*\*

Lake Elsinore General Plan Traffic Study (JN: 02359)  
 General Plan Preferred Alternative Conditions WITH IMPROVEMENTS  
 AM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #24 Main St. (NS)/Camino De Norte (EW)  
 \*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.769  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 40.4  
 Optimal Cycle: 74 Level Of Service: D  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	0	7	0	0	0	0	7	7	7	7	0
Lanes:	2	0	0	0	0	0	0	1	0	1	0	0

Volume Module:

Base Vol:	210	0	352	0	0	0	0	31	247	579	43	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	0	352	0	0	0	0	31	247	579	43	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	0	352	0	0	0	0	31	247	579	43	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	0	352	0	0	0	0	31	247	579	43	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	210	0	352	0	0	0	0	31	247	579	43	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	0.95	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	1900	1615	1805	1900	0

Capacity Analysis Module:

Vol/Sat:	0.06	0.00	0.22	0.00	0.00	0.00	0.00	0.02	0.15	0.32	0.02	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.28	0.00	0.28	0.00	0.00	0.00	0.00	0.20	0.20	0.42	0.62	0.00
Volume/Cap:	0.21	0.00	0.77	0.00	0.00	0.00	0.00	0.08	0.77	0.77	0.04	0.00
Delay/Veh:	32.9	0.0	47.1	0.0	0.0	0.0	0.0	39.2	56.2	34.8	9.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.9	0.0	47.1	0.0	0.0	0.0	0.0	39.2	56.2	34.8	9.0	0.0
LOS by Move:	C	A	D	A	A	A	A	D	E	C	A	A
HCM2kAvgQ:	3	0	13	0	0	0	0	1	10	19	1	0

\*\*\*\*\*  
 Note: Queue reported is the number of cars per lane.  
 \*\*\*\*\*

Lake Elsinore General Plan Traffic Study (JN: 02359)
General Plan Preferred Alternative Conditions
PM Peak Hour

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #21 Cambern Ave. (NS)/3rd St (EW)
\*\*\*\*\*

Average Delay (sec/veh): 141.0 Worst Case Level Of Service: F[712.8]

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, and Lanes.

Volume Module:

Table with 12 columns representing traffic volumes and adjustments. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 12 columns for critical gap and follow-up time. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 12 columns for capacity metrics. Rows include Cnflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

\*\*\*\*\*

Note: Queue reported is the number of cars per lane.

\*\*\*\*\*

Lake Elsinore General Plan Traffic Study (JN: 02359)
General Plan Preferred Alternative Conditions WITH IMPROVEMENTS
PM Peak Hour

Level of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #21 Cambern Ave. (NS)/3rd St (EW)

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap. (X): 0.612

Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 37.8

Optimal Cycle: 60 Level Of Service: D

\*\*\*\*\*

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected

Rights: Include Include Include Include

Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7

Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0

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Volume Module:

Base Vol: 36 136 42 256 271 236 222 13 41 24 17 148

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 36 136 42 256 271 236 222 13 41 24 17 148

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 36 136 42 256 271 236 222 13 41 24 17 148

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 36 136 42 256 271 236 222 13 41 24 17 148

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 36 136 42 256 271 236 222 13 41 24 17 148

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 0.97 0.97 0.95 0.93 0.93 0.95 0.89 0.89 0.95 0.87 0.87

Lanes: 1.00 0.76 0.24 1.00 0.53 0.47 1.00 0.24 0.76 1.00 0.10 0.90

Final Sat.: 1805 1401 433 1805 944 823 1805 405 1278 1805 169 1474

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Capacity Analysis Module:

Vol/Sat: 0.02 0.10 0.10 0.14 0.29 0.29 0.12 0.03 0.03 0.01 0.10 0.10

Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

Green/Cycle: 0.06 0.21 0.21 0.30 0.45 0.45 0.19 0.18 0.18 0.18 0.16 0.16

Volume/Cap: 0.34 0.47 0.47 0.47 0.63 0.63 0.63 0.18 0.18 0.08 0.63 0.63

Delay/Veh: 56.2 42.5 42.5 34.5 26.7 26.7 48.0 42.3 42.3 41.3 52.1 52.1

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 56.2 42.5 42.5 34.5 26.7 26.7 48.0 42.3 42.3 41.3 52.1 52.1

LOS by Move: E D D C C C D D D D D D

HCM2kAvgQ: 2 6 6 8 15 15 8 2 2 1 7 7

\*\*\*\*\*

Note: Queue reported is the number of cars per lane.

\*\*\*\*\*

Lake Elsinore General Plan Traffic Study (JN: 02359)
General Plan Preferred Alternative Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #22 DexterAv.(NS)/3rd St.(EW)

\*\*\*\*\*

Average Delay (sec/veh): 66.0 Worst Case Level Of Service: F[1517.1]

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Uncontrolled/Stop Sign), Rights (Include), and Lanes (0 0 1! 0 0).

Volume Module:

Table with 13 columns representing traffic volumes and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 13 columns for critical gap and follow-up time. Rows include Critical Gp and FollowUpTim.

Capacity Module:

Table with 13 columns for capacity and volume/capacity. Rows include Cnflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 13 columns for level of service metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

\*\*\*\*\*

Note: Queue reported is the number of cars per lane.

\*\*\*\*\*

Lake Elsinore General Plan Traffic Study (JN: 02359)
General Plan Preferred Alternative Conditions WITH IMPROVEMENTS
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #22 Dexter Av. (NS)/3rd St. (EW)

\*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap. (X): 0.777
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 42.4
Optimal Cycle: 87 Level Of Service: D

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different traffic flow metrics. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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Note: Queue reported is the number of cars per lane.

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Lake Elsinore General Plan Traffic Study (JN: 02359)
General Plan Preferred Alternative Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #23 DexterAv.(NS)/2nd St.(EW)
\*\*\*\*\*

Average Delay (sec/veh): 43.9 Worst Case Level Of Service: F[103.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes (0, 1, 0, 0).

Volume Module: Table with 13 columns for traffic volume metrics. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module: Table with 13 columns for gap and follow-up times. Rows include Critical Gp and FollowUpTim.

Capacity Module: Table with 13 columns for capacity metrics. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module: Table with 13 columns for LOS metrics. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.
\*\*\*\*\*

Lake Elsinore General Plan Traffic Study (JN: 02359)  
 General Plan Preferred Alternative Conditions WITH IMPROVEMENTS  
 PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #23 DexterAv. (NS)/2nd St. (EW)  
 \*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap. (X): 0.713  
 Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 45.0  
 Optimal Cycle: 74 Level Of Service: D  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	1	1	1	90	1	443	269	155	1	1	256	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	1	90	1	443	269	155	1	1	256	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1	1	90	1	443	269	155	1	1	256	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	1	90	1	443	269	155	1	1	256	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1	1	1	90	1	443	269	155	1	1	256	97

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.85	0.85	0.95	1.00	1.00	0.95	0.96	0.96
Lanes:	1.00	0.50	0.50	1.00	0.01	0.99	1.00	0.99	0.01	1.00	0.73	0.27
Final Sat.:	1805	879	879	1805	4	1611	1805	1886	12	1805	1321	501

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.05	0.27	0.27	0.15	0.08	0.08	0.00	0.19	0.19
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.21	0.21	0.21	0.36	0.36	0.20	0.26	0.26	0.19	0.25	0.25
Volume/Cap:	0.01	0.01	0.01	0.24	0.76	0.76	0.76	0.31	0.31	0.00	0.76	0.76
Delay/Veh:	53.3	37.6	37.6	39.8	39.9	39.9	55.3	35.9	35.9	39.8	48.9	48.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	37.6	37.6	39.8	39.9	39.9	55.3	35.9	35.9	39.8	48.9	48.9
LOS by Move:	D	D	D	D	D	D	E	D	D	D	D	D
HCM2kAvgQ:	0	0	0	3	16	16	11	5	5	0	14	14

Note: Queue reported is the number of cars per lane.

Lake Elsinore General Plan Traffic Study (JN: 02359)
General Plan Preferred Alternative Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*
Intersection #24 Main St. (NS)/Camino De Norte (EW)
\*\*\*\*\*

Average Delay (sec/veh): 437.1 Worst Case Level Of Service: F[1033.4]

Table with columns: Approach: North Bound, South Bound, East Bound, West Bound; Movement: L - T - R; Control: Stop Sign, Uncontrolled; Rights: Include; Lanes: 1 0 0 0 1, 0 0 0 0 0, 0 0 1 0 1, 1 0 1 0 0

Volume Module:
Base Vol: 630 0 432 0 0 0 0 386 574 320 179 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 630 0 432 0 0 0 0 386 574 320 179 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 630 0 432 0 0 0 0 386 574 320 179 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 630 0 432 0 0 0 0 386 574 320 179 0

Critical Gap Module:
Critical Gp: 6.4 xxxxx 6.2 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxxx
FollowUpTim: 3.5 xxxxx 3.3 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxxx

Capacity Module:
Cnflct Vol: 1205 xxxxx 386 xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 960 xxxxx xxxxxx
Potent Cap.: 205 xxxxx 666 xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 725 xxxxx xxxxxx
Move Cap.: 134 xxxxx 666 xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 725 xxxxx xxxxxx
Volume/Cap: 4.70 xxxxx 0.65 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.44 xxxxx xxxxx

Level Of Service Module:
2Way95thQ: 65.6 xxxxx 4.8 xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 2.3 xxxxx xxxxxx
Control Del: 1728 xxxxx 19.8 xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 13.8 xxxxx xxxxxx
LOS by Move: F \* C \* \* \* \* \* \* \* \* B \* \*
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shrd ConDel: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx
Shared LOS: \*
ApproachDel: 1033.4 xxxxxxxx xxxxxxxx xxxxxxxx
ApproachLOS: F \* \* \*

\*\*\*\*\*
Note: Queue reported is the number of cars per lane.
\*\*\*\*\*

Lake Elsinore General Plan Traffic Study (JN: 02359)  
 General Plan Preferred Alternative Conditions WITH IMPROVEMENTS  
 PM Peak Hour

Level of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*  
 Intersection #24 Main St. (NS)/Camino De Norte (EW)  
 \*\*\*\*\*

Cycle (sec): 120 Critical Vol./Cap.(X): 0.889  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 43.8  
 Optimal Cycle: 114 Level Of Service: D  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	0	7	0	0	0	0	7	7	7	7	0
Lanes:	2	0	0	0	0	0	0	0	1	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	630	0	432	0	0	0	0	386	574	320	179	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	630	0	432	0	0	0	0	386	574	320	179	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	630	0	432	0	0	0	0	386	574	320	179	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	630	0	432	0	0	0	0	386	574	320	179	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	630	0	432	0	0	0	0	386	574	320	179	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	0.95	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	1900	1615	1805	1900	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.18	0.00	0.27	0.00	0.00	0.00	0.00	0.20	0.36	0.18	0.09	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.40	0.40	0.20	0.60	0.00
Volume/Cap:	0.60	0.00	0.89	0.00	0.00	0.00	0.00	0.51	0.89	0.89	0.16	0.00
Delay/Veh:	36.7	0.0	58.0	0.0	0.0	0.0	0.0	27.7	47.8	69.4	10.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	0.0	58.0	0.0	0.0	0.0	0.0	27.7	47.8	69.4	10.7	0.0
LOS by Move:	D	A	E	A	A	A	A	C	D	E	B	A
HCM2kAvgQ:	11	0	18	0	0	0	0	11	23	15	3	0

Note: Queue reported is the number of cars per lane.



February 8, 2008

Ms. Sandra Massa-Lavitt  
CITY OF LAKE ELSINORE  
130 South Main Street  
Lake Elsinore, CA 92530

**Subject: 3rd Street Annexation Area Revised Land Use Trip Generation Evaluation**

Dear Ms. Massa-Lavitt:

#### **INTRODUCTION**

Urban Crossroads is pleased to submit this letter report documenting the supplemental analysis of trip generation associated with the revised land uses for the proposed 3rd Street Annexation Project. The project is generally located south of SR-74, east of the I-15 Freeway and west of Cambern Avenue within the sphere of influence of the City of Lake Elsinore. The changes in the land use, compared to the data used in our previous analysis letter report dated August 8, 2006, are summarized in Attachment "A" to this letter.

#### **TRIP GENERATION**

Table 1 summarizes the revised (maximum density) land use data for the project. A total of 312 acres of residential and commercial land uses are proposed for development. The proposed land use includes a mix of residential and non-residential uses, while the current land use/zoning is predominately freeway business use (with some residential units anticipated). Compared to the previously evaluated land use plan, lower density residential uses are being proposed. A greater area is planned for mixed-use development in the revised land plan. The existing land use includes retail use, restaurants, and a gas station along SR-74 and vacant lots and scattered buildings along 2nd Street and 3rd Street. The latest

version (7th Edition) of the Institute of Transportation Engineers (ITE) publication Trip Generation has been used to calculate the project area trip generation. The trip generation rates are shown on Table 2. The trip rates for commercial (retail) use are dependent upon the quantity of retail use anticipated. Therefore, the commercial retail trip generation rates have changed. The other trip rates are unchanged from the previous analysis. Table 2 also includes the trip generation rates for the current zoning land uses. It is assumed that 80 percent of the freeway business land use will consist of general commercial (retail) uses, while 20 percent will consist of business park use.

Table 3 summarizes the revised trip generation for the 3rd Street Annexation Area. Both daily and peak hour trip generation for the anticipated future development are shown in Table 3. The anticipated future development under the proposed land use designation is projected to generate a total of approximately 23,559 trip-ends per day with 1,255 vehicles per hour during the AM peak hour and 2,252 vehicles per hour during the PM peak hour. These figures reflect an internal capture rate of 15%, which is conservatively low for a mixed-use development area.

The daily and peak hour trip generation for the current zoning land uses are also shown on Table 3. The anticipated future development under the current zoning is projected to generate a total of approximately 41,629 trip-ends per day with 1,691 vehicles per hour during the AM peak hour and 4,027 vehicles per hour during the PM peak hour. These figures reflect also an internal capture rate of 15%. Comparing the revised proposed land use development trip generation and the current zoning land use development trip generation, the proposed development represents a reduction of 18,070 (previously 16,944) daily trips. AM peak hour trip generation will be reduced by 436 (previously 103) vehicle trips, while the PM peak hour trip will be reduced by 1,775 (previously 1,637) vehicle trips.

### **SUMMARY AND CLOSING**

Based upon our analysis of the trip generation for the revised land use plan, the revised plan will generate less traffic both on a daily basis and during the AM and PM peak hours of traffic. Therefore,

**TABLE 1**  
**CURRENT ZONING AND PROPOSED LAND USE<sup>1</sup> (REVISED)**

LAND USE	CURRENT ZONING			PROPOSED		
	APPROX. ACRES	DENSITY	DU'S	APPROX. ACRES	DENSITY	DU'S
Hillside Residential	0	N/A	0	54	1	54
Low	0	1	0	62	1	62
Low Medium	65	6	390	24	6	144
Medium	0	12	0	15	18	270
Ramsgate Specific Plan (Med - Low)	0	5	0	87		267 <sup>2</sup>
Mixed Use	0	N/A	0	39	18	702
General Commercial	0	N/A	0	13	N/A	0
Business Park	0	N/A	0	18	N/A	0
Freeway Business	247	N/A	0	0	N/A	0
Total	312		390	312		1,499

<sup>1</sup> Note: Table excludes area associated with main roads. Densities shown are the maximum densities permitted. Densities have not yet been approved and are subject to change.

<sup>2</sup> Ramsgate Specific Plan units based on approved unit count, rather than density range.

**TABLE 2**  
**TRIP GENERATION RATES<sup>1</sup> (REVISED)**

LAND USE	ITE CODE	QUANTITY	UNITS <sup>2</sup>	PEAK HOUR TRIP RATES						DAILY
				AM			PM			
				IN	OUT	TOTAL	IN	OUT	TOTAL	
Single Family Residential <sup>3</sup>	210	527	DU	0.19	0.56	0.75	0.64	0.37	1.01	9.57
Residential Condo/Townhouse <sup>3</sup>	230	972	DU	0.07	0.37	0.44	0.35	0.17	0.52	5.86
Commercial (462.084 TSF <sup>3,4</sup> )	820	462.084	TSF	0.52	0.33	0.85	1.79	1.93	3.72	39.75
Business Park <sup>3,5</sup>	770	250.906	TSF	1.20	0.23	1.43	0.3	0.99	1.29	12.76
Single Family Residential <sup>6</sup>	210	390	DU	0.19	0.56	0.75	0.64	0.37	1.01	9.57
Commercial (2,065.789 TSF <sup>6,7</sup> )	820	2,065.789	TSF	0.28	0.18	0.46	1.07	1.16	2.23	23.53
Business Park <sup>6,8</sup>	770	688.596	TSF	1.20	0.23	1.43	0.3	0.99	1.29	12.76

<sup>1</sup> Source: ITE (Institute of Transportation Engineers) Trip Generation Manual, 7th Edition, 2003.

<sup>2</sup> DU = Dwelling Units, TSF = Thousand Square Feet

<sup>3</sup> Based on Proposed Land Use Types as Shown in Table 1.

<sup>4</sup> 462.084 TSF is based on a 0.80 Net-to-Gross Area Factor and a 0.3 Floor-to-Area Ratio applied to the gross site acreage of 31.2 acres (Mixed Use (80% of 39 acres)) plus 13 acres (General Commercial).

<sup>5</sup> 250.906 TSF is based on a 0.80 Net-to-Gross Area Factor and a 0.4 Floor-to-Area Ratio applied to the gross site acreage of 18 acres.

<sup>6</sup> Based on Current Zoning Land Use Types as Shown in Table 1.

<sup>7</sup> 2,065.789 TSF is based on a 0.80 Net-to-Gross Area Factor and a 0.3 Floor-to-Area Ratio applied to the gross site acreage of 247 acres and the assumption that 80% of Freeway Business is General Commercial land use.

<sup>8</sup> 688.596 TSF is based on a 0.80 Net-to-Gross Area Factor and a 0.4 Floor-to-Area Ratio applied to the gross site acreage of 247 acres and the assumption that 20% of Freeway Business is Business Park land use.

TABLE 3

TRIP GENERATION SUMMARY (REVISED)

LAND USE	QUANTITY	UNITS <sup>1</sup>	PEAK HOUR						DAILY
			AM			PM			
			IN	OUT	TOTAL	IN	OUT	TOTAL	
<b>PROPOSED DEVELOPMENT:</b>									
Single Family Residential	527	DU	100	295	395	337	195	532	5,043
Residential Condo/Townhouse	972	DU	68	360	428	340	165	505	5,696
Commercial (462.084TSF)	462.084	TSF	240	152	393	827	892	1,719	18,368
Pass-By Trips (25%)			-60	-38	-98	-207	-223	-430	-4,592
Commercial Sub-Total			180	114	295	620	669	1,289	13,776
Business Park	250.906	TSF	301	58	359	75	248	324	3,202
<b>OVERALL SUB-TOTAL</b>			650	827	1,476	1,373	1,277	2,650	27,717
Internal Capture (15%)		15%	-97	-124	-221	-206	-192	-398	-4,158
<b>PROPOSED DEVELOPMENT TOTAL</b>			<b>553</b>	<b>703</b>	<b>1,255</b>	<b>1,167</b>	<b>1,085</b>	<b>2,252</b>	<b>23,559</b>
<b>CURRENT ZONING DEVELOPMENT:</b>									
Single Family Residential	390	DU	74	218	293	250	144	394	3,732
Commercial (2,065.789 TSF)	2,065.789	DU	578	372	950	2,210	2,396	4,607	48,608
Pass-By Trips (25%)			-145	-93	-238	-553	-599	-1,152	-12,152
Commercial Sub-Total			433	279	712	1,657	1,797	3,455	36,456
Business Park	688.596	TSF	826	158	985	207	682	888	8,786
<b>OVERALL SUB-TOTAL</b>			1,334	656	1,989	2,114	2,623	4,737	48,975
Internal Capture (15%)		15%	-200	-98	-298	-317	-393	-710	-7,346
<b>CURRENT ZONING TOTAL</b>			<b>1,134</b>	<b>558</b>	<b>1,691</b>	<b>1,797</b>	<b>2,230</b>	<b>4,027</b>	<b>41,629</b>
<b>DIFFERENCE (Proposed - Current)</b>			<b>-581</b>	<b>145</b>	<b>-436</b>	<b>-630</b>	<b>-1,145</b>	<b>-1,775</b>	<b>-18,070</b>

<b>PREVIOUSLY PUBLISHED DIFFERENCE</b>	-538	435	-103	-480	-1,157	-1,637	-16,944
<b>CHANGE</b>	-43	-290	-333	-150	12	-138	-1,126
<b>% CHANGE</b>	-8.0%	-66.6%	-323.3%	-31.2%	1.0%	-8.4%	-6.6%

<sup>1</sup> DU = Dwelling Units, TSF = Thousand Square Feet

ATTACHMENT A

Revised Land Use Information

Third Street Annexation to the City of Lake Elsinore  
Environmental Analysis

Table 1 summarizes the existing and proposed land use designations for the Third Street Annexation. The existing plan calls for the majority of the area to be developed with freeway business uses (See Figure 5 – Existing General Plan Land Uses). The General Plan Update proposes a greater mix of land uses within the annexation area. The General Plan Update would provide an approximately additional 10841 additional acres of low-medium residential designated land and convert approximately 238-247 acres of freeway business designated land into a more integrated community complete with a variety of residential uses which will help to support the proposed commercial and business park designations (See Figure 6 – Proposed General Plan Land Uses).

**TABLE 1**  
**Existing and Proposed Land Uses**

LAND USE	EXISTING			PROPOSED		
	APPROX. ACRES	DENSITY	DU'S	APPROX. ACRES	DENSITY	DU'S
Hillside Residential	0	N/A-3.6	0	37.554	0.25 0.1-1.0	9.5-54
Low Density	0	1	0	62	1	62
Low Medium	73.12 65	1-6	438.65-390	181.224	1-6	1087.24-144
Medium	0	7-12	0	54.515	7-18	981.105-270
Ramsgate Specific Plan (Med-Low)	0	3.6-5.0	0	87	3.6-5.0	267
Mixed Use	0	N/A	0	42.1139	7-18	217.273-702
General Commercial	0	N/A	0	8.6813	N/A	0
Business Park	0	N/A	0	16.5918	N/A	0
Freeway Business	237.46 247	N/A	0	0	N/A	0
<b>Total</b>	<b>310.58 312</b>		<b>438.65-390</b>	<b>310.58 312</b>		<b>2294.736-1,499</b>

Note: Table excludes area approximately five (5) acres associated with main roads. Densities shown are the maximum densities permitted. Densities have not yet been approved and are subject to change.

**C. Pre-zoning**

Riverside County LAFCO requires that territory be “pre-zoned” prior to annexation. This permits property owners and other interested parties to be informed of future City zoning and permitted land uses prior to finalization of any proposed annexation. As such, the City of Lake Elsinore must approve pre-zoning for the annexation area consistent with the General Plan Update land use designations before the annexation application can be submitted to LAFCO.

Figure 7 – Pre-Zoning illustrates the proposed pre-zoning to implement the General Plan Update land use designations for the Third Street Village Area. The zoning districts that will implement the General Plan Update land uses include: