

February 1, 2019

Mr. Ken Emmons
Grossmont-Cuyamaca Community College District
8800 Grossmont College Drive
El Cajon, CA 92020

LLG Reference: 3-13-2270

Subject: Transportation Letter Report for **Cuyamaca Community College
Master Plan Update**

Dear Ken:

Linscott, Law & Greenspan, Engineers (LLG) has completed the following letter report regarding the potential for traffic-related impacts due to the Cuyamaca College 2013 Facilities Master Plan Update that was further refined in 2016 (hereby referred to as the "Project"). Cuyamaca College is a community college operated by the Grossmont-Cuyamaca Community College District (District) in the City of El Cajon. The campus is located approximately three (3) miles east of the community of Spring Valley and 5 miles south of the City of El Cajon, in the unincorporated community of Valle De Oro in the County of San Diego. The campus encompasses a total of approximately 165 acres and currently has approximately 9,600 students enrolled (2017).

Included in this letter report are the following sections:

- Introduction
- Project Background and History
- Project Modifications
- Revised Campus Trip Generation
- Baseline Traffic Volumes Evaluation
- Long-Term Traffic Volumes Evaluation
- Roadway Capacity Analysis
- Mitigation Measures Status
- Summary and Conclusions

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INTRODUCTION

This letter report has been prepared by LLG to assist the District in its environmental documentation determination for the Project under the California Environmental Quality Act (CEQA) criteria for evaluating whether subsequent environmental review is needed (pursuant to Section 15162 of the State CEQA Guidelines). The purpose of this letter is to evaluate whether Project modifications to the 2003 Facilities Master Plan would result in new or more severe traffic impacts or if there are any changed circumstances that would trigger new significant impacts.

The information presented in this letter report evaluates the detailed traffic-related assumptions and data collected during the preparation of the 2004 Final EIR, discusses updated baseline conditions, makes note of several network improvements that have been implemented since the 2004 Final EIR was certified, and assesses whether changes to the adopted Master Plan proposed by the Project (or circumstance under which it would be implemented) would result in new significant traffic impacts that were not already identified in the certified 2004 Final EIR.

As discussed in more detail below, the 2013 Facilities Master Plan Update proposes substantially less student enrollment than anticipated in the 2003 Master Plan and the 2004 Final EIR and consists of eight (8) projects which would replace, renovate, and/or relocate existing facilities on the Cuyamaca College campus, as well as open the existing access at the Cuyamaca College Drive East/Jamacha Boulevard (SR 54) intersection. No increases in classroom space are proposed as part of the Project as noted below.

PROJECT BACKGROUND AND HISTORY

In 2004, the District adopted its 2003 Facilities Master Plan for the Cuyamaca College campus and certified the Master Plan Final EIR (2004 Final EIR; SCH No. 2003051013). As a part of the 2004 Final EIR, a traffic impact study was completed by KOA Associates (August 2003) and is incorporated by reference into this letter report.

The 2003 Facilities Master Plan and its 2004 Final EIR evaluated the District's proposal to develop approximately 125,000 assignable square feet (asf) of new building spaces, including a significant amount of new classroom capacity, that would have enabled the campus to grow from 8,000 students to an enrollment of 15,000 students (7,000 student increase) by Year 2015, as projected in the Educational Master Plan. Over the 14 years since the plan was adopted, the District has implemented a number of campus construction projects identified in the 2003 Facilities Master Plan using funds from the State as well as Proposition R, a local bond measure passed by East County voters in 2002. During that same period, campus enrollment has fluctuated between approximately 8,000 students (in 2003) to approximately 9,330 students (in 2010), with the current enrollment at around 9,600 students (in 2017). To be consistent with the baseline addressed in this letter report, 2017 campus enrollment and the current campus enrollment projection are used when

comparing the Project's traffic impacts with those contained in the 2004 Final EIR and related traffic impact study.

Of the projects completed on campus since the 2003 Facilities Master Plan was adopted in 2004, two were determined to have the potential to contribute to cumulatively significant traffic impacts off campus (on the basis that they proposed an increase in classroom space) during a negotiated Settlement Agreement reached between the District and the County on December 20, 2007. In accordance with the terms of that Settlement Agreement, the District contributed \$874,000 toward the County of San Diego Traffic Impact Fee (TIF) Program for network improvements in the immediate vicinity of the campus for the projected 1,341 net average daily trips (ADT) generated by two campus buildings that had proposed an increase in classroom space: Communications Arts Building and Business and Computer Information Systems (CIS) Building. In the Settlement Agreement, the District also agreed to evaluate whether future Master Plan projects would produce similar cumulative traffic that would warrant paying additional TIF fees. The Settlement Agreement is incorporated by reference herein.

PROJECT MODIFICATIONS

Over the 14 years since the 2003 Facilities Master Plan was adopted, which anticipated an ultimate enrollment of 15,000 students at the Cuyamaca Campus as of 2020, it became apparent to the District that an updated Facilities Master Plan was needed to address the continued need for improvements to the campus to modernize and replace aging facilities. The District subsequently developed a new Educational Master Plan and related 2013 Facilities Master Plan Update (Project) to translate the District's updated priorities for student learning into recommendations for the development of facilities for the campus. The Educational Master Plan predicted an ultimate enrollment of 11,150 students at the Cuyamaca Campus, which is 3,500 less students than anticipated in the 2003 Facilities Master Plan and evaluated in the 2004 Final EIR. In anticipation of the Facilities Master Plan Update, a new bond measure was passed by East County voters (i.e., Proposition V) in November 2012 to fund the continued construction of campus improvements outlined in the Facilities Master Plan.

The proposed 2013 Facilities Master Plan Update (as revised in 2016) translates the District's modified priorities for student learning and reduced enrollment into new facility recommendations. In light of the additional bond funds, a number of the unfunded facilities/buildings identified in the 2003 Facilities Master Plan for the Cuyamaca College campus will be able to move forward and the District has an opportunity to make some modifications and updates to the proposed physical improvements identified in the 2003 Facilities Master Plan.

The District has identified in the 2013 Facilities Master Plan Update several construction projects to be developed over the next few decades to accommodate

educational needs of 11,150 students. This amounts to approximately 1,550 more students than the 9,600 students enrolled on campus in Year 2017.

The projects outlined in the Master Plan Update involve a combination of the demolition/replacement of aging facilities and renovation/modernization of existing facilities, most of which were also identified in the 2003 Facilities Master Plan and are carried forward into the updated plan.

The following projects are anticipated on campus according to the 2013 Facilities Master Plan Update:

- opening of Cuyamaca College Drive East access,
- student services/administration building relocation,
- academic classroom building replacement,
- ornamental horticultural complex,
- exercise science building renovation,
- stadium seating/lighting improvements,
- minor road improvements,
- parking lot expansions, and
- entry signage.

All of the above projects proposed in the 2013 Facilities Master Plan Update are replacement buildings, renovations, or relocations and will amount to a net increase of 54,000 assignable square feet on campus, which is primarily attributed to an increase in facilities support space. No net new classroom space or increased classroom capacity is proposed. The proposed new access at the Cuyamaca College Drive East/Jamacha Boulevard (SR 54) intersection currently exists today, but only serves off campus multi-family residences along this short segment of roadway. This roadway previously provided access to the campus for several years until it was closed in the late 1990's at the District's discretion. Currently, a wooden barricade with signage acknowledging restricted access is located along the roadway at the southern edge of the campus. Removal of the current restrictions would result in no changes to the existing right-turn in/right-turn out with southbound stop-sign control geometric lane configuration.

Attachment A provided at the end of this letter report includes a tabular comparison of Project changes to the adopted 2003 Facilities Master Plan proposed in the 2013 Master Plan Update.

REVISED CAMPUS TRAFFIC GENERATION

As discussed above, a 2007 Settlement Agreement determined that of the 2003 Facilities Master Plan project components, the Communications Arts Building and Business and Computer Information Systems (CIS) Building were the two structures that would increase classroom space, and thus were concluded to increase traffic generation for the campus. Since that time, enrollments have fluctuated up and down over the years (-13% to +13%) with an average annualized growth rate amounting to

approximately one percent (1%). This modest growth in enrollments has occurred even though no new campus classroom capacity has been constructed since the Communications Arts Building and Business and CIS Building in 2008.

The conclusion to be drawn from the increases and decreases in enrollment numbers over the years since the completion of classroom expansion projects is that there is no direct correlation between campus development and student enrollment.

Published documents identifying trip generation for college campuses utilize a “per student” rate that is tied to enrolled students. However, what is not certain is that an increase in campus facilities directly increases the number students. Based on District enrollment trends and building phasing, increases in enrollment and thus traffic generation have historically been most influenced by economic, population, and demographic factors and not classroom capacity. The 2013 Facilities Master Plan Update proposes no increases in classroom capacity but simply a “right sizing” of the instructional space that exists today to meet the current requirements of the Education Code and local fire code. A comparison of the Project trip generation compared to that analyzed in the 2004 Final EIR is provided below in *Table 1*.

TABLE 1
BUILDOUT CAMPUS ENROLLMENTS & TRAFFIC GENERATION

Source	Future Enrollment	Campus Trip Generation
2013 Master Plan Update (Project)	11,150 students	13,400 ADT
2003 Master Plan (2004 Final EIR)	15,000 students	18,000 ADT
County GP (Year 2030) Traffic Model	14,400 students	17,300 ADT
2013 Master Plan Update – 2003 Master Plan	(3,850) students	(4,700) ADT
2013 Master Plan Update – County GP Model	(3,250) students	(3,900) ADT

General Notes:

1. Campus trip generation calculated using SANDAG rate of 1.2 ADT per student.
2. Trip generation rounded up to the nearest 100th.

The student enrollment assumptions in the 2004 Final EIR traffic study traffic model are unknown as the SANDAG Series 9 traffic model is no longer available. However, that KOA study conservatively added the entire Facilities Master Plan traffic generation of 8,400 ADT (7,000 students) to the baseline Year 2020 volumes to achieve future Year 2020 enrollment conditions for 15,000 students. This approach of combining Existing Conditions and Project traffic for a long-term project, such as the Facilities Master Plan, yields highly conservative results because it assumes that all of the campus growth anticipated over a 17-year period would occur immediately, instead of gradually over time. Nonetheless, the KOA study assumed the 2003 Facilities Master Plan would generate 18,000 ADT.

With the Facilities Master Plan Update, which will not involve construction of any net new classroom capacity, a total of 11,150 enrolled students are forecasted which would produce up to 13,400 ADT. However, the current County GP model predicts that the campus would enroll 14,400 students. Thus, the volumes generated by the current County GP model overstate the campus population by 3,250 students, or 3,900 ADT, as shown above in *Table 1*.

As shown in the table, the 2003 Facilities Master Plan overstated the campus trip generation by 4,700 ADT and the adopted County GP traffic model overstates the campus trip generation by 3,900 ADT, as compared to the trip volumes anticipated under the 2013 Master Plan Update. Thus, the Project revisions would result in less ADT than studied in the 2004 Final EIR, as well as less ADT than anticipated in the County General Plan long-term traffic projections.

The following sections further address any new circumstances under which the Project will be undertaken and evaluates whether there would be new or more severe significant impacts related to traffic as a result of the Project revisions.

BASELINE TRAFFIC VOLUMES EVALUATION

To address changes in circumstances and baseline conditions, LLG commissioned existing traffic data collection in the campus vicinity in May 2017, following the issuance of the Project's Notice of Preparation (NOP). Daily street segment counts were conducted over a 24-hour period and peak hour intersection data was collected between the peak commuter hours of 7:00-9:00 AM and 4:00-6:00 PM at all locations included in the Final EIR. Once all data was collected, a comparison was drawn between the 2003 traffic counts contained in the KOA report (KOA 2003) and the 2017 traffic counts to identify any changes in traffic patterns over the 13 years that have passed since the 2004 Final EIR analysis was certified.

Table 2 shows a summary of the findings for the daily street segment counts between Years 2003-2017 and *Table 3* shows a similar comparison for the peak hour volumes.

TABLE 2
TRAFFIC VOLUMES COMPARISON (2003 VS 2017)

Street Segment	Average Daily Traffic Volumes			
	Year 2003	Year 2017	Difference (2017 – 2003)	
Avocado Boulevard				
1. Fuerte Drive to Fury Lane	27,251	29,110	1,859	6.8%
Jamacha Boulevard (SR 54)				
2. Campo Road (SR 94) to Calavo Drive	22,004	19,219	-2,785	-12.7%
3. Calavo Drive to Sweetwater Springs Boulevard	18,695	18,620	-75	-0.4%
4. Sweetwater Spring Boulevard to Pointe Parkway	32,527	27,554	-4,973	-15.3%
Campo Road (SR 94)				
5. Via Mercado to Jamacha Boulevard (SR 54)	43,074	53,960	10,886	25.3%
6. Jamacha Boulevard (SR 54) to Campo Road (SR 54) /Jamacha Road (SR 54)	56,965	65,217	8,252	14.5%
Jamacha Road (SR 54)				
7. Campo Road (SR 94) to Cuyamaca College Drive West	39,058	41,022	1,964	5.0%
8. Cuyamaca College Drive West to Fury Lane	43,558	42,722	-836	-1.9%
9. Fury Lane to Willow Glen Drive	37,886	35,836	-2,050	-5.4%
10. Willow Glen Drive to Brabham Street	27,705	25,975	-1,730	-6.2%
11. Brabham Street to Calle Albara	30,108	30,627	519	1.7%
12. Calle Albara to Hillsdale Road	32,067	33,702	1,635	5.1%
13. Hillsdale Road to East Chase Avenue	28,844	32,364	3,520	12.2%
14. East Chase Avenue to Hidden Mesa Road	27,425	30,841	3,416	12.5%
Fury Lane				
15. Avocado Boulevard to Wieghorst Way	13,521	16,337	2,816	20.8%
16. Wieghorst Way to Brabham Street	9,804	12,433	2,629	26.8%
17. Brabham Street to Jamacha Road (SR 54)	9,189	10,211	1,022	11.1%
Willow Glen Drive				
18. Jamacha Road (SR 54) to Steele Canyon Road	21,919	23,127	1,208	5.5%
19. Steele Canyon Road to Hilldale Road	12,275	12,776	501	4.1%
AVERAGE CHANGE WITHIN PROJECT STUDY AREA				5.8%

General Notes:

- Several buildings have been constructed on campus between 2003 and 2017. Notably traffic volumes have generally decreased in the vicinity of the campus over the 14-year period.

**TABLE 3
PEAK HOUR INTERSECTION VOLUMES COMPARISON (2003 VS 2017)**

Intersection	Peak Hour	Peak Hour Volumes			
		Year 2003	Year 2017	Difference (2017-2003)	
1. Avocado Blvd/ Fury Ln	AM	2,724	3,089	365	13.4%
	PM	3,068	3,518	450	14.7%
	Total	5,792	6,607	815	14.1%
2. Jamacha Blvd (SR 54)/ Sweetwater Springs Rd	AM	2,910	2,677	-233	-8.0%
	PM	2,906	2,647	-259	-8.9%
	Total	5,816	5,324	-492	-8.5%
3. Jamacha Blvd (SR 54)/ Calavo Dr/Double Tree Rd	AM	1,751	1,575	-176	-10.1%
	PM	1,948	1,718	-230	-11.8%
	Total	3,699	3,293	-406	-11.0%
4. Campo Rd (SR 94)/ Via Mercado	AM	3,293	3,520	227	6.9%
	PM	3,937	4,099	162	4.1%
	Total	7,230	7,619	389	5.4%
5. Campo Rd (SR 94)/ Jamacha Blvd (SR 54)	AM	4,257	4,576	319	7.5%
	PM	4,856	5,070	214	4.4%
	Total	9,113	9,646	533	5.8%
6. Campo Rd (SR 94)/ Jamacha Road (SR 54)	AM	4,496	4,337	-159	-3.5%
	PM	4,686	5,004	318	6.8%
	Total	9,182	9,341	159	1.7%
7. Jamacha Road (SR 54)/ Cuyamaca College Dr West	AM	3,334	3,063	-271	-8.1%
	PM	3,684	3,694	10	0.3%
	Total	7,018	6,757	-261	-3.7%
8. Jamacha Road (SR 54)/ Cuyamaca College Dr East	AM	N/A	N/A	N/A	N/A
	PM	N/A	N/A	N/A	N/A
	Total	N/A	N/A	N/A	N/A
9. Jamacha Road (SR 54)/ Fury Ln	AM	3,001	2,786	-215	-7.2%
	PM	3,466	3,442	-24	-0.7%
	Total	6,467	6,228	-239	-3.7%
10. Jamacha Road (SR 54)/ Willow Glen Dr	AM	3,122	2,967	-155	-5.0%
	PM	3,697	3,494	-203	-5.5%
	Total	6,819	6,461	-358	-5.3%
11. Jamacha Road (SR 54)/Brabham St	AM	3,809	2,674	-1,135	-29.8%
	PM	2,852	2,841	-11	-0.4%
	Total	6,661	5,515	-1,146	-17.2%
12. Jamacha Road (SR 54)/ Calle Albara	AM	2,959	2,763	-196	-6.6%
	PM	2,812	2,751	-61	-2.2%
	Total	5,771	5,514	-257	-4.5%

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TABLE 3
PEAK HOUR INTERSECTION VOLUMES COMPARISON (2003 VS 2017)

Intersection	Peak Hour	Peak Hour Volumes			
		Year 2003	Year 2017	Difference (2017-2003)	
<i>(Continued from Previous Page)</i>					
13. Jamacha Road (SR 54)/Hillsdale Rd	AM	3,077	2,909	-168	-5.5%
	PM	2,765	2,830	65	2.4%
	Total	5,842	5,739	-103	-1.8%
14. Jamacha Road (SR 54)/ E. Chase Ave	AM	3,592	3,758	166	4.6%
	PM	4,330	3,811	-519	-12.0%
	Total	7,922	7,569	-353	-4.5%
15. Fury Ln/ Wieghorst Wy	AM	1,295	1,426	131	10.1%
	PM	1,282	1,400	118	9.2%
	Total	2,577	2,826	249	9.7%
16. Fury Ln/ Brabham St / Rancho San Diego Pkwy	AM	1,642	1,646	4	0.2%
	PM	1,402	1,555	153	10.9%
	Total	3,044	3,201	157	5.2%
17. Fury Ln/ Via Rancho San Diego	AM	938	1,007	69	7.4%
	PM	1,014	1,052	38	3.7%
	Total	1,952	2,059	107	5.5%
18. Brabham St/ Avenida Apolinaria	AM	1,003	1,143	140	14.0%
	PM	680	709	29	4.3%
	Total	1,683	1,852	169	10.0%
19. Brabham St/ Via Rancho San Diego	AM	1,367	1,189	-178	-13.0%
	PM	850	931	81	9.5%
	Total	2,217	2,120	-97	-4.4%
20. Willow Glen Dr/ Steele Canyon Rd	AM	2,004	1,992	-12	-0.6%
	PM	1,994	1,918	-76	-3.8%
	Total	3,998	3,910	-88	-2.2%
AVERAGE CHANGE IN PROJECT STUDY AREA	AM	—	—	—	-1.1%
	PM	—	—	—	1.8%
	Total	—	—	—	0.1%

General Notes:

1. AM volumes represent the sum of all turning movements during the AM peak hour.
2. PM volumes represent the sum of all turning movement during the PM peak hour.
3. Total Volumes represent the sum of AM plus PM turning movement volumes.
4. Several buildings have been constructed on campus between 2003 and 2013. Notably traffic volumes have generally decreased in the vicinity of the campus.

As shown in the tables above, in the 14-year period between Year 2003 and 2017 with the completion of several Facilities Master Plan buildings, traffic volumes have decreased on average by 5.8% for street segments and increased by 0.1% for intersections in the immediate vicinity of the campus.

LONG-TERM TRAFFIC VOLUMES EVALUATION

In addition to updating the baseline condition, a review of the forecast traffic volumes for the Facilities Master Plan and Facilities Master Plan Update was also conducted to evaluate the potential for new or increased significant impacts, in accordance with Section 15162 of the State CEQA Guidelines.

The 2004 Final EIR utilized a forecast year of Year 2020. The 2004 Final EIR Traffic Study had reviewed the SANDAG Series 9 model available at the time. The Year 2020 volumes as documented in the Series 9 traffic model were less than the existing 2003 counts. Therefore, a growth factor was determined by calculating the growth from cumulative projects between the years 2003 and 2009. To arrive at the adjusted Year 2020 traffic volumes (without the Master Plan), the calculated growth factor of one percent (1%) per year for 17 years was applied to the Year 2003 traffic volumes. The Master Plan traffic volumes for a future enrollment of 15,000 students at that time (net increase of 7,000 students equating to 8,400 ADT) was then added to the Year 2020 volumes to arrive at Year 2020 Plus 2003 Master Plan traffic conditions. It was therefore projected that the campus would have 15,000 enrolled students effectively generating 18,000 ADT by Year 2020.

Since adoption of the 2004 Final EIR, the County has updated their General Plan and prepared a comprehensive regional traffic model using the SANDAG Series 10 Year 2030 model. LLG conducted a review of the County General Plan model and it was observed that the enrollment projections planned for the campus generate 17,300 ADT, the equivalent of approximately 14,400 students. This information was previously noted in *Table 1* of this letter report.

Table 4 shows the long-term traffic forecast volumes for the 2004 Final EIR Year 2020 Plus 2003 Master Plan traffic volumes and the current County General Plan Year 2030 traffic volumes with the assumed campus growth in place. As shown in *Table 4* an average increase in traffic volumes of 3.8% is forecasted between the Year 2020 and Year 2030 with Master Plan projects implemented.

**TABLE 4
LONG-TERM FORECAST TRAFFIC VOLUMES (2020 & 2030)**

Street Segment	Average Daily Traffic Volumes			
	Year 2020 w/ 2003 MP ^a	Year 2030 w/ 2013 MPU ^b	Difference (Year 2030 –Year 2020)	
Avocado Boulevard				
1. Horizon Hills to Fuerte Drive	34,314	28,460	(5,854)	-17.1%
2. Fuerte Drive to Fury Lane	32,872	28,290	(4,582)	-13.9%
Jamacha Boulevard (SR 54)				
3. Campo Road (SR 94) to Calavo Drive	26,758	27,330	572	2.1%
4. Calavo Drive to Sweetwater Springs Boulevard	22,626	17,130	(5,496)	-24.3%
5. Sweetwater Spring Boulevard to Pointe Parkway	38,732	27,590	(11,142)	-28.8%
Campo Road (SR 94)				
6. Via Mercado to Jamacha Boulevard (SR 54)	55,968	77,050	21,082	37.7%
7. Jamacha Boulevard (SR 54) to Campo Road (SR 54)/ Jamacha Road (SR 54)	72,566	69,690	(2,876)	-4.0%
Jamacha Road (SR 54)				
8. Campo Road (SR 94) to Cuyamaca College Drive West	49,732	60,330	10,598	21.3%
9. Cuyamaca College Drive West to Fury Lane	52,556	59,680	7,124	13.6%
10. Fury Lane to Willow Glen Drive	45,422	46,270	848	1.9%
11. Willow Glen Drive to Brabham Street	32,672	36,860	4,188	12.8%
12. Brabham Street to Calle Albara	37,078	27,140	(9,938)	-26.8%
13. Calle Albara to Hillsdale Road	39,368	26,440	(12,928)	-32.8%
14. Hillsdale Road to East Chase Avenue	35,430	25,320	(10,110)	-28.5%
15. East Chase Avenue to Hidden Mesa Road	31,182	26,790	(6,392)	-19.3%
Fury Lane				
16. Avocado Boulevard to Wieghorst Way	16,996	18,160	1,164	6.8%
17. Wieghorst Way to Brabham Street	12,814	14,970	2,156	16.8%
18. Brabham Street to Jamacha Road (SR 54)	11,926	12,660	734	6.2%
Willow Glen Drive				
19. Jamacha Road (SR 54) to Steele Canyon Road	26,658	23,230	(3,428)	-12.9%
20. Steele Canyon Road to Hilldale Road	15,032	12,990	(2,042)	-13.6%
AVERAGE CHANGE				-3.8%

Footnotes:

- Year 2020 traffic volumes sourced to the 2004 Final EIR and assumed 15,000 enrolled students.
- Year 2030 With 2013 Master Plan Update traffic volumes sources from the adopted County General Plan traffic model, which assumes 14,400 enrolled students on campus.
- The adopted County General Plan traffic model assumed SR 94 built to a six-lane Expressway with a full grade-separated interchange at SR 54. Because of this network enhancement, the adopted County GP traffic model predicted much higher volumes on SR 94.

General Notes:

- MP = 2003 Master Plan; MPU = 2013 Master Plan Update

Because some roadway segments show higher volumes in the Year 2030 than in the Year 2020 condition studied in the 2004 Final EIR, the following sections assess whether the changes to the Project or circumstance would result in new significant traffic impacts that were not already identified in the certified 2004 Final EIR.

CAPACITY ANALYSIS

The study area locations for which traffic volume data was collected represent the circulation network analyzed for significant traffic impacts in the 2004 Final EIR with the addition of the Cuyamaca College Drive East/ Jamacha Boulevard (SR 54) intersection. The study area had been selected using County of San Diego guidelines. In order to determine if the 2013 Facilities Master Plan Update would result in changes to conclusions of significance for study area roadways, a comparison of the Master Plan buildout conditions on study area street segments is discussed below.

For the purposes of studying the impacts of the remaining campus growth occurring during build-out of the revised Project (which revised Project does not involve the construction of any net new campus classroom capacity), LLG used the same trip distribution assumptions from the 2004 Final EIR and applied them to the anticipated trip generation expected with an increase of 1,550 students (the amount of enrollment between 2017 and 2030). The 1,900 daily trips (based on a 1.2 ADT/student rate) were then assigned to the street system and evaluated based on the County significance determination thresholds.

Table 5 compares the Existing (Year 2003) Plus 2003 Master Plan buildout conditions to the Existing (Year 2017) Plus 2013 Master Plan Update conditions.

As shown in *Table 5* the adopted Facilities Master Plan resulted in six (6) potentially significant traffic impacts. The 2013 Master Plan Update calculates zero (0) significant traffic impacts under existing conditions.

Table 6 compares the Year 2020 Plus 2003 Master Plan buildout conditions to the Year 2030 Plus 2013 Master Plan Update conditions.

As shown in *Table 6*, the 2004 Final EIR resulted in two (2) potentially significant impacts in the Year 2020. The Master Plan Update calculates zero (0) significant traffic impacts in the Year 2030.

It should also be noted that the intersection of Cuyamaca College Drive East at Jamacha Boulevard (SR 54) operates at a very good level of service today as a right-turn in/right-turn out only driveway serving a small amount of multi-family housing trips (14 AM/10 PM trips out; 12 AM/19 PM trips in). With the low number of peak hour trips assumed from the addition of 1,550 students (48 AM trips/35 PM trips), the amount of trips expected to use this limited access driveway instead of the main signalized full access intersections at Cuyamaca College Drive West/Jamacha Boulevard (SR 54) and Rancho San Diego Parkway/Fury Lane would be very low and would not result in a significant operational impact.

TABLE 5
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	2003 Master Plan Analysis										2013 Master Plan Update Analysis									
	Functional Classification/Capacity		Existing (Year 2003) w/o 2003 MP			Existing (Year 2003) Plus 2003 MP			Δ^e	Sig? ^g	Functional Classification/Capacity		Existing (Year 2017) w/o 2013 MPU			Existing (Year 2017) Plus 2013 MPU			Δ^f	Sig?
	Classification	Capacity	ADT ^b	LOS ^c	V/C ^d	ADT	LOS	V/C			Classification	Capacity	ADT	LOS	V/C	ADT	LOS	V/C		
Avocado Boulevard																				
1. Horizon Hills Dr to Fuerte Dr	5-Ln Major	37,000	28,893	C	0.78	29,397	C	0.79	0.01	No	4.1B Major w/ TWLTL	34,200	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2. Fuerte Dr to Fury Ln	5-Ln Major	37,000	27,521	C	0.74	28,025	C	0.76	0.01	No	4.1B Major w/ TWLTL	34,200	29,110	D	0.85	29,250	D	0.86	0.01	No
Jamacha Boulevard (SR 54)																				
3. Campo Rd (SR 94) to Calavo Dr	4-Ln Major	37,000	22,004	B	0.59	22,004	B	0.59	0.00	No	4.1 Major w/ TWLTL/U	34,200	19,219	B	0.56	19,439	B	0.57	0.01	No
4. Calavo Dr to Sweetwater Springs Blvd	4-Ln Major	37,000	18,695	B	0.51	19,703	B	0.53	0.03	No	4.1 w/ Striped Median/TWLTL	34,200	18,620	B	0.54	18,840	B	0.55	0.01	No
5. Sweetwater Springs Blvd to Pointe Pkwy	2-Lns (under construction)	19,000	32,527	F	1.71	33,283	F	1.75	0.04	Yes	4.1 Major w/ TWLTL	34,200	27,554	D	0.81	27,694	D	0.81	0.00	No
Campo Road (SR 94)																				
6. Via Mercado to Jamacha Blvd (SR 54)	5-Ln Prime	57,000	43,074	C	0.76	43,074	C	0.76	0.00	No	5-Ln Prime Arterial	47,000	53,960	F	1.15	54,540	F	1.16	0.01	No
7. Jamacha Blvd (SR 54) to Campo Rd (SR 94)/Jamacha Rd (SR 54)	5-Ln Prime	57,000	56,965	E	1.00	59,643	F	1.05	0.05	Yes	6.2 Prime Arterial	57,000	65,217	F	1.14	66,007	F	1.16	0.02	No
Jamacha Road (SR 54)																				
8. Campo Rd (SR 94) to Cuyamaca College Dr West	6-Ln Prime	57,000	39,058	C	0.69	39,058	C	0.69	0.00	No	6.2 Prime Arterial	57,000	41,022	C	0.72	41,882	C	0.73	0.01	No
9. Cuyamaca College Dr West to Fury Ln	4-Ln Major	37,000	43,558	F	1.18	47,590	F	1.29	0.11	Yes	6.2 Prime Arterial	57,000	42,722	B	0.75	43,102	B	0.76	0.01	No
10. Fury Ln to Willow Glen Dr	4-Ln Major	37,000	37,886	F	1.02	39,482	F	1.07	0.04	Yes	6.2 Prime Arterial	57,000	35,836	B	0.63	36,036	B	0.63	0.00	No
11. Willow Glen Dr to Brabham St	5-Ln Major	37,000	27,705	C	0.75	28,797	C	0.78	0.03	No	6.2 Prime Arterial	57,000	25,975	B	0.46	25,995	B	0.46	0.00	No
12. Brabham St to Calle Albara	5-Ln Major	37,000	30,108	D	0.81	30,360	D	0.82	0.01	No	4.1A Major w/ RM	37,000	30,627	D	0.83	31,027	D	0.84	0.01	No
13. Calle Albara to Hillsdale Rd	5-Ln Major	37,000	32,067	D	0.87	33,915	E	0.92	0.05	Yes	4.1 w/ RM & TWLTL	34,200	33,702	E	0.99	34,102	E	1.00	0.01	No
14. Hillsdale Rd to E. Chase Ave	4-Ln Major	37,000	28,844	C	0.78	30,692	D	0.83	0.05	No	4.1B Major w/ TWLTL	34,200	32,364	E	0.95	32,724	E	0.96	0.01	No
15. E. Chase Ave to Hidden Mesa Rd	5-Ln Major	37,000	27,425	C	0.74	29,105	C	0.79	0.05	No	4.1B Major w/ TWLTL	34,200	30,841	E	0.90	31,071	E	0.91	0.01	No

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TABLE 5
EXISTING + PROJECT STREET SEGMENT OPERATIONS

Street Segment	2003 Master Plan Analysis										2013 Master Plan Update Analysis									
	Functional Classification/Capacity		Existing (Year 2003) w/o 2003 MP			Existing (Year 2003) Plus 2003 MP			Δ^e	Sig? ^g	Functional Classification/Capacity		Existing (Year 2017) w/o 2013 MPU			Existing (Year 2017) Plus 2013 MPU			Δ^f	Sig?
	Classification	Capacity	ADT ^b	LOS ^c	V/C ^d	ADT	LOS	V/C			Classification	Capacity	ADT	LOS	V/C	ADT	LOS	V/C		
<i>(Continued from Previous Page)</i>																				
Fury Lane																				
16. Avocado Blvd to Wiegborst Wy	3-ln Collector	34,200	13,521	A	0.40	13,521	A	0.40	0.00	No	2-ln Light Collector	19,000	16,337	E	0.86	16,587	E	0.87	0.01	No
17. Wiegborst Wy to Brabham St	4-ln Major	37,000	9,804	A	0.26	10,980	A	0.30	0.03	No	4.1A Major w/ RM	37,000	12,433	A	0.34	12,723	A	0.34	0.00	No
18. Brabham St to Jamacha Rd (SR 54)	4-ln Major	37,000	9,189	A	0.25	10,533	A	0.28	0.04	No	4.1A Major w/ RM	37,000	10,211	A	0.28	10,461	A	0.28	0.00	No
Willow Glen Drive																				
19. Jamacha Rd (SR 54) to Steele Canyon Rd	4-ln Collector	34,200	21,919	B	0.64	21,919	B	0.64	0.00	No	4-ln Collector	34,200	23,127	C	0.68	23,347	C	0.68	0.00	No
20. Steele Canyon Rd to Hillsdale Rd	2-ln Light Collector	16,200	12,275	E	0.76	13,283	E	0.82	0.06	Yes	3-ln TWLTL	25,650	12,776	B	0.50	12,916	B	0.50	0.00	No

Footnotes:
a. Capacities based on County of San Diego Table 1: Average Daily Trips and Table 2A: County of San Diego – Public Road Standards. Classification provided via County of San Diego General Plan Mobility Element, Community of Valle Del Oro.
b. Average Daily Traffic Volumes.
c. Level of Service.
d. Volume to Capacity.
e. Δ denotes a Project-induced increase in the Volume to Capacity ratio by the 2003 Master Plan.
f. Δ denotes a Project-induced increase in the Volume to Capacity ratio by the 2013 Master Plan Update.
g. 2004 Final EIR applied significance criteria allows a V/C of up to 0.02. Change in V/C over 0.02 results in a significant impact.

General Notes
1. N/A = Data not available along this segment.
2. Sig = Significant impact, yes or no.
3. **Bold** typeface and **Shading** represents a significant impact.

TABLE 6
GENERAL PLAN BUILDOUT STREET SEGMENT OPERATIONS

Street Segment	2003 Master Plan Analysis										2013 Master Plan Update Analysis									
	Previously Adopted General Plan		Year 2020 w/o 2003 MP			Year 2020 Plus 2003 MP			Δ^e	Sig? ^g	Currently Adopted General Plan		Year 2030 w/o 2013 MPU			Year 2030 Plus 2013 MPU			Δ^f	Sig?
	Classification	Capacity	ADT ^b	LOS ^c	V/C ^d	ADT	LOS	V/C			Classification	Capacity	ADT	LOS	V/C	ADT	LOS	V/C		
Avocado Boulevard																				
1. Horizon Hills Dr to Fuerte Dr	5-Ln Major	37,000	33,810	E	0.91	34,314	E	0.93	0.01	No	4.1B Major w/ TWLTL	34,200	28,350	D	0.83	28,460	D	0.83	0.00	No
2. Fuerte Dr to Fury Ln	5-Ln Major	37,000	32,200	D	0.87	32,872	D	0.89	0.02	No	4.1B Major w/ TWLTL	34,200	28,150	D	0.82	28,290	D	0.83	0.01	No
Jamacha Boulevard (SR 54)																				
3. Campo Rd (SR 94) to Calavo Dr	5-Ln Major	37,000	25,750	C	0.70	26,758	C	0.72	0.03	No	4.1A Major w/ RM	37,000	27,110	C	0.73	27,330	C	0.74	0.01	No
4. Calavo Dr to Sweetwater Springs Blvd	5-Ln Major	37,000	21,870	B	0.59	22,626	B	0.61	0.02	No	4.1A Major w/ RM	37,000	16,910	B	0.46	17,130	B	0.46	0.00	No
5. Sweetwater Springs Blvd to Pointe Pkwy	5-Ln Major	37,000	38,060	F	1.03	38,732	F	1.05	0.02	No	4.1A Major w/ RM	37,000	27,450	C	0.74	27,590	C	0.75	0.01	No
Campo Road (SR 94)																				
6. Via Mercado to Jamacha Blvd (SR 54)	6-Ln Freeway ^g	108,000	53,280	B	0.49	55,968	B	0.52	0.02	No	6.1 Expressway	108,000	76,470	D	0.71	77,050	D	0.71	0.00	No
7. Jamacha Blvd (SR 54) to Campo Rd (SR 94)/Jamacha Rd (SR 54)	6-Ln Prime Arterial	57,000	68,870	F	1.21	72,566	F	1.27	0.06	Yes	6.1 Expressway	108,000	68,900	C	0.64	69,690	C	0.65	0.01	No
Jamacha Road (SR 54)																				
8. Campo Rd (SR 94) to Cuyamaca College Dr West	6-Ln Prime Arterial	57,000	45,700	D	0.80	49,732	D	0.87	0.07	No	6.2 Prime Arterial	57,000	59,470	F	1.04	60,330	F	1.06	0.02	No
9. Cuyamaca College Dr West to Fury Ln	6-Ln Prime Arterial	57,000	50,960	E	0.89	52,556	E	0.92	0.03	Yes	6.2 Prime Arterial	57,000	59,300	F	1.04	59,680	F	1.05	0.01	No
10. Fury Ln to Willow Glen Dr	6-Ln Prime Arterial	57,000	44,330	C	0.78	45,422	D	0.80	0.02	No	6.2 Prime Arterial	57,000	46,070	D	0.81	46,270	D	0.81	0.00	No
11. Willow Glen Dr to Brabham St	6-Ln Prime Arterial	57,000	32,420	B	0.57	32,672	B	0.57	0.00	No	6.2 Prime Arterial	57,000	36,840	B	0.65	36,860	B	0.65	0.00	No
12. Brabham St to Calle Albara	6-Ln Prime Arterial	57,000	35,230	B	0.62	37,078	C	0.65	0.03	No	6.2 Prime Arterial	57,000	26,740	B	0.47	27,140	B	0.48	0.01	No
13. Calle Albara to Hillsdale Rd	6-Ln Prime Arterial	57,000	37,520	C	0.66	39,368	C	0.69	0.03	No	6.2 Prime Arterial	57,000	26,040	B	0.46	26,440	B	0.46	0.00	No
14. Hillsdale Rd to E. Chase Ave	6-Ln Prime Arterial	57,000	33,750	B	0.59	35,430	B	0.62	0.03	No	4.1A Major w/ RM	37,000	24,960	C	0.44	25,320	C	0.44	0.00	No
15. E. Chase Ave to Hidden Mesa Rd	5-Ln Major	37,000	32,090	D	0.87	33,182	D	0.90	0.03	No	4.1A Major w/ RM	37,000	26,560	C	0.72	26,790	C	0.72	0.00	No

(Continued on Next Page)

TABLE 6
GENERAL PLAN BUILDOUT STREET SEGMENT OPERATIONS

Street Segment	2003 Master Plan Analysis										2013 Master Plan Update Analysis									
	Previously Adopted General Plan		Year 2020 w/o 2003 MP			Year 2020 Plus 2003 MP			Δ^e	Sig? ^g	Currently Adopted General Plan		Year 2030 w/o 2013 MPU			Year 2030 Plus 2013 MPU			Δ^f	Sig?
	Classification	Capacity	ADT ^b	LOS ^c	V/C ^d	ADT	LOS	V/C			Classification	Capacity	ADT	LOS	V/C	ADT	LOS	V/C		
<i>(Continued from Previous Page)</i>																				
Fury Lane																				
16. Avocado Blvd to Wiegborst Wy	4-ln Major	37,000	15,820	B	0.43	16,996	B	0.46	0.03	No	4.1B Major w/ TWLTL	34,200	17,910	B	0.52	18,160	B	0.53	0.01	No
17. Wiegborst Wy to Brabham St	4-ln Major	37,000	11,470	A	0.31	12,814	A	0.35	0.04	No	4.1A Major w/ RM	37,000	14,680	A	0.40	14,970	B	0.40	0.00	No
18. Brabham St to Jamacha Rd (SR 54)	4-ln Major	37,000	10,750	A	0.29	11,926	A	0.32	0.03	No	4.1A Major w/ RM	37,000	12,410	A	0.33	12,660	A	0.34	0.01	No
Willow Glen Drive																				
19. Jamacha Rd (SR 54) to Steele Canyon Rd	4-ln Major	37,000	25,650	C	0.69	26,658	C	0.72	0.03	No	4.1B Major w/ TWLTL	34,200	23,010	C	0.67	23,230	C	0.68	0.01	No
20. Steele Canyon Rd to Hillsdale Rd	4-ln Major	37,000	14,360	A	0.39	15,032	B	0.41	0.02	No	4.1B Major w/ TWLTL	34,200	12,850	A	0.38	12,990	A	0.38	0.00	No

Footnotes:
a. Capacities based on County of San Diego Table 1: Average Daily Trips and Table 2A: County of San Diego – Public Road Standards. Classification provided via County of San Diego General Plan Mobility Element, Community of Valle Del Oro.
b. Average Daily Traffic Volumes.
c. Level of Service.
d. Volume to Capacity.
e. Δ denotes a Project-induced increase in the Volume to Capacity ratio for the 2003 Master Plan.
f. Δ denotes a Project-induced increase in the Volume to Capacity ratio for the 2013 Master Plan Update.
g. Campo Road (SR 94) from Via Mercado to Jamacha Boulevard (SR 54) analyzed as a freeway using peak hour volumes analysis in the 2004 Final EIR. LOS B, no impact, operations calculated.
h. 2004 Final EIR applied significance criteria allows a V/C of up to 0.02. Change in V/C over 0.02 results in a significant impact.

General Notes
1. Sig = Significant impact, yes or no.
2. **Bold** typeface and **Shading** represents a significant impact.

As shown in the tables above, the addition of the 1,900 ADT that are forecasted by the Year 2030 for up to 1,550 additional students has a negligible effect on the study area street system showing nominal changes in V/C ratios between 0.00 and 0.02 as compared to the 2003 Master Plan which analyzed an additional 8,400 ADT on the street system resulting in several significant near-term and long-term traffic impacts. It can therefore be concluded that the 1,900 ADT conservatively attributed to the Project would not result in any new adverse impacts in and around the college campus beyond levels assumed in the certified 2004 Final EIR.

MITIGATION MEASURES STATUS

Since certification of the 2004 Final EIR, there have been several enhancements to the street system within the Project study area, many of which were also identified in the 2004 Final EIR Mitigation Monitoring Program as mitigation measures that would reduce those impacts to below significant levels. These mitigation measures were recommended in the 2004 Final EIR and proven to reduce traffic impacts based on a projected buildout enrollment of 15,000 students, generating 8,400 ADT over the existing enrollment at that time (KOA 2002).

Table 7 lists the significantly impacted roadways and recommended improvements outlined in the 2004 Final EIR, and identifies network improvements that have been completed since the prior analysis was certified.

**TABLE 7
 MITIGATION AND ROAD NETWORK STATUS**

MM #^a	Location	Recommended Mitigation Measure	Improvements Completed As of 2017
Street Segments			
MM 4.1-1	Jamacha Road (SR 54) Cuyamaca College Dr West to Fury Ln	Widen to 6-Lane Prime Arterial	Widened to 6-Lane Prime Arterial ^c
MM 4.1-2	Fury Ln to Willow Glen Dr	Widen to 6-Lane Prime Arterial	Widened to 6-Lane Prime Arterial
MM 4.1-3	Calle Albara to Hillsdale Rd	Widen to 6-Lane Prime Arterial	None implemented
MM 4.1-4	Willow Glen Drive Steele Canyon Rd to Hillsdale Rd	Widen to 4-Lane Major	Second WB Lane Striped Center Turn Lane
MM 4.1-5	Jamacha Boulevard (SR 54) Sweetwater Springs Blvd to Pointe Pkwy	Widen to 4-Lane Major	Widened to 4-Lane Major
N/A ^b	Campo Road (SR 94) Jamacha Blvd (SR 54) to Campo Rd (SR 94)/ Jamacha Rd (SR 54)	None proposed	Intersection Enhancements at Campo Rd (SR 94)/ Jamacha Blvd (SR 54) and Campo Rd (SR 94)/ Jamacha Rd (SR 54)
<i>(Continued on Next Page)</i>			

**TABLE 7
MITIGATION AND ROAD NETWORK STATUS**

MM #^a	Location	Recommended Mitigation Measure	Improvements Completed As of 2017
<i>(Continued from Previous Page)</i>			
Intersections			
MM 4.1-6	Fury Ln/ Brabham St/ Rancho San Diego Pkwy	EB/WB Protected Phasing	EB/WB Protected Phasing
MM 4.1-7	Jamacha Rd (SR 54)/ Brabham St	WB: 1 LT, 1 T, 1 RT EB: RT Overlap Phase	SB: 1 LT, 2 T, 1 Shared T/RT
MM 4.1-8	Jamacha Rd (SR 54)/ Chase Ave	SB: RT Overlap Phase WB: RT Overlap Phase	EB: 1 LT, 1 T, 1 Shared T/R WB: 1 LT, 1 T, 1 RT
MM 4.1-9	Campo Rd (SR 94)/ Jamacha Blvd (SR 54)	NB: 1 Shared T/LT, 2 RT NB/SB: RT Overlap Phase NB/SB: Split Phasing	NB RT Overlap Phase, 1 LT, 1 Shared LT/T, 1 RT SB: 1 LT, 1 Shared LT/T, 1 RT WB: 2 LT, 3 T, 1 RT NB/SB Split Phasing
MM 4.1-10	Jamacha Rd (SR 54)/ Willow Glen Dr	NB: 2 LT, 3 T, 1 RT SB: 2 LT, 3 T, 1 RT EB: 2 LT, 1 T, 1 RT WB: 2 LT, 1 T, 1 Shared T/RT	NB: 2 LT, 3 T, 1 RT SB: 2 LT, 3 T, 1 RT EB: 2 LT, 1 Shared T/R, 1 RT WB: 2 LT, 1 T, 1 RT
MM 4.1-11	Jamacha Blvd (SR 54)/ Sweetwater Springs Blvd	SB: 1 LT, 2 T, 1 RT	SB: 1 LT, 1 T, 1 Shared T/RT EB: 1 Shared LT/T, 2 RT WB: 1 LT, 1 T, 1 RT
MM 4.1-12	Avocado Blvd/ Fuerte Dr	EB: RT Overlap Phase	None
MM 4.1-13	Avocado Blvd/ Fury Ln	WB: RT Overlap Phase	WB RT Overlap Phase

Footnotes:

- a. MM = Mitigation measures number from the 2004 Final EIR.
- b. N/A = No feasible mitigation was available or recommended for this impacted location per the 2004 Final EIR because the location was fully built out according to the County General Plan.
- c. The General Plan EIR states that this segment of SR 54 is accepted at LOS F conditions.

General Notes:

1. LT = Left-turn lane
2. T = Thru lane
3. RT = Right-turn lane

The table above indicates that 12 of the 14 impacted locations addressed in the 2004 Final EIR have had improvements completed, either exactly as recommended in the mitigation measures or via other capacity enhancing improvements. As shown in *Table 7*, one (1) street segment (i.e., Jamacha Road between Calle Albara and Hillsdale Road) and one (1) intersection (i.e., Avocado Blvd/Fuerte Drive) have not been improved since the 2004 Final EIR was certified, despite the District's contribution to the County TIF as required by the Settlement Agreement.

Although mitigation was recommended at the roadway segment of Jamacha Road (SR 54) between Calle Albara and Hillsdale Road, the revised analysis contained in this letter report shows that the impact would not occur with the proposed 2013 Facilities Master Plan Update, as shown in *Table 6*. Therefore, mitigation measure MM 4.1-3 is no longer needed and no additional mitigation is required.

For the impacted intersection of Avocado Boulevard at Fuerte Drive, the addition of about 150 ADT to this intersection is projected to occur during the planning period of the Master Plan Update, where the adopted 2003 Facilities Master Plan added about 500 ADT. According to the 2004 Final EIR, the impact resulted in an increase in delay of 3.7 seconds with the addition of 500 trips. With an increase of only 150 trips (a reduction of 70% of the amount of trips previously expected), the increase in delay at this location would be approximately one second ($30\% \times 3.7 = 1.11$ seconds) which would not result in a significant impact (per the County criteria states LOS E operating intersections are impacted with an increase in delay of more than 2.0 seconds). Therefore, mitigation measure MM 4.1-12 is no longer needed and no additional mitigation is required.

SUMMARY AND CONCLUSIONS

Under the 2003 Facilities Master Plan, campus buildout in Year 2015 was projected to result in 14 significant traffic impacts to the adjacent circulation system with the enrollment of 15,000 students generating 8,400 ADT. Since that time, the District revised its Educational Master Plan and reduced the projected enrollment for the campus to 11,150 students generating up to 1,800 additional ADT over existing 2017 enrollment conditions. Modifications to the 2003 Facilities Master Plan have eliminated several Project components and the 2013 Facilities Master Plan consists solely of building renovations, replacements and relocations with no increase in classroom space.

A comparison of Year 2003 and 2017 daily traffic volumes in the Project study area indicates that volumes have generally increased in the area on average by approximately 6%. However, these increases are realized even with the increasing and decreasing fluctuations in enrollment in campus population that has occurred over the past 14 years and with the completion of several 2003 Facilities Master Plan projects.

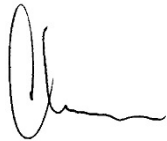
As demonstrated in this traffic letter report using current data from the District, the level of service analysis for the revised Project under current General Plan conditions would result in no new impacts and in some cases previously identified impacts would not occur during the planning period of the proposed Master Plan Update. In addition, several network improvements have been completed in the study area to increase capacity or improve traffic conditions off campus, many of which are consistent with mitigation measures recommended in the 2004 Final EIR. For the two (2) locations where mitigation has been previously recommended but has not been implemented, the analysis demonstrates that the 2013 Master Plan Update would not

result in significant traffic impacts. Therefore, mitigation would not be required at these locations.

All these factors combined lead to the conclusion that traffic conditions surrounding the campus are not directly affected by the physical expansion of the college campus that has occurred since certification of the 2004 Final EIR.

It can, therefore, be concluded that traffic impacts associated with the 1,550-student increase to 11,150 students at buildout anticipated with the 2013 Facilities Master Plan Update would be substantially less than those assessed in the 2004 Final EIR. Additionally, the cumulative impacts of campus development have already been mitigated by the \$874,000 TIF payment made to the County which have enabled the construction of network improvements identified in the 2004 Final EIR. Thus, no new significant traffic impacts would result from revisions to the adopted 2003 Facilities Master Plan and no additional mitigation measures are required.

Sincerely,
Linscott, Law & Greenspan, Engineers



Chris Mendiara
Associate Principal



Cara Hilgesen
Senior Transportation Planner

cc: File
Attachments:

A. Master Plan Project List

**Attachment A
PROPOSED REVISIONS TO 2003 MASTER PLAN**

2003 Master Plan Project Name (#)	Project Description	Proposed Revisions	Proposed Project Name
Building P Remodel (Project 1)	Remodel of automotive technology labs/garages/supply rooms into classroom space/ offices/storage areas	Project completed in 2005	
Student Center (Project 2)	Construction of centralized bookstore, food services, student affairs, administration, health center and other student support space	Project completed in 2007	
Science/Technology Mall – Phase I (Project 3)	Construction of computer labs, offices and instruction space	Project completed in 2007	
Communication Arts Building (Project 4)	Construction of classroom, lab space and digital theatre/ planetarium/lecture hall	Project completed in 2008	
Business/CIS Building (Project 5)	Demolition of faculty offices and health/wellness center and construction of classrooms/lab space and a new access road	Project completed in 2009	
Remodel Buildings B, D, E, F and G (Project 6)	Remodel of classroom/laboratory space/offices/storage areas into classrooms and demolition of small classroom/lab complex	Project partially completed in 2006; remodel/ replacement of Building F depends on state funding. Scheduled for 2027.	Instructional Building F
Library/Learning Resource Center Expansion/Remodel (Project 7)	Construction of expanded library space	Project completed in 2010	
Parking Expansion – Phases I and II (Project 8)	Construction of three parking lots and a new service road	Project completed in 2006	
Physical Education Expansion and Pool – Phase I (Project 9)	Construction of a swimming pool and expanded locker room facilities	Project renamed and swimming pool eliminated; locker room completed in 2017.	
Classroom/Administration Building (Project 10)	Construction of centralized administration space and classroom/offices and remodel of existing administration space for classrooms	Project renamed and classrooms eliminated. Project completion scheduled for 2021.	Student Services Building Replacement
Science Technology Mall – Phase II (Project 11)	Construction of expanded lecture rooms and laboratories for sciences	Project has been reduced to two laboratories to support existing science programs.	



**Attachment A
PROPOSED REVISIONS TO 2003 MASTER PLAN**

2003 Master Plan Project Name (#)	Project Description	Proposed Revisions	Proposed Project Name
Parking Expansion – Phase III (Project 12)	Construction of a new parking lot	Project unfunded and redefined as small parking lot expansion and road repairs	Circulation and Parking Improvements
Warehouse, Maintenance Building Expansion (Project 13)	Relocation and expansion of maintenance and warehouse space and vehicle storage areas	Project unfunded and eliminated	
Social and Behavioral Science Building (Project 14)	Construction of classroom and laboratory space	Project unfunded and eliminated	
Communication Arts Building – Phase II (Project 15)	Construction of expanded building to include assembly hall, lecture rooms and laboratories	Project unfunded and eliminated	
Parking Expansion – Phase IV (Project 16)	Construction of parking lot and new access driveway and demolition of soccer field	Project unfunded and eliminated	
Library/LRC Expansion/Remodel – Phase II (Project 17)	Construction of expanded library space and demolition of existing minor service road	Project unfunded and eliminated	
P.E. Expansion – Phase II (Project 18)	Construction of fitness space and grandstand seating and lighting adjacent to athletic field/track	Second phase of athletic field improvements scheduled for 2024	Phase II Track and Field Improvements
Student Center – Phase II (Project 19)	Construction of expanded student support space	Project unfunded and eliminated	
Retrofit Remaining Buildings for Code Compliance and Technology	Modification of existing buildings for code compliance and technology upgrades	Modifications completed	
Not applicable	Not a part of 2003 Facilities Master Plan	Demolish and replace existing horticulture facility to provide permanent facilities for the existing programs – Anticipated completion 2020	Ornamental Horticulture Complex (Replacement)
Not applicable	Not a part of 2003 Facilities Master Plan	Expand and upgrade existing central plant – Anticipated completion 2019	Central Plant Upgrades
Not applicable	Not a part of 2003 Facilities Master Plan	Add air conditioning to main gym and improve seating for track and field – Anticipated completion second quarter of 2025	Phase II Exercise Science Renovation
Not applicable	Not a part of 2003 Facilities Master Plan	Replacement landscaping – Anticipated completion August 2021	Central Park Upgrade

Source: Helix Environmental, Cuyamaca College Master Plan Addendum No. 1 to the Final Environmental Impact Report, January 2019

