Appendix R-H

Traffic and Circulation

R-H1 – Alternative 4: Traffic and Circulation Evaluation

Appendix R-H

Alternative 4 - Traffic and Circulation

H.1 Airport Trip Generation

Airport trip generation is highly correlated with flight activity; as flights increase, all trips will increase, including passenger arrivals and departures, employee trips, deliveries, rental car activity, shuttle buses, taxis, and other modes of travel. Increases in building size is a less reliable indicator of trip generation at an airport; instead, it provides more room for an airport to operate efficiently. For this reason, Airport trip generation is based on models to predict passenger activity levels.

The current amount of ground access (vehicle trips) to and from SDIA was determined by conducting traffic counts at all the Airport entry and exit points. These counts were conducted on Monday, June 12, 2017. June is considered a heavy month for air travel and Mondays are typically the busiest day of travel during a non-holiday week. These counts reflect all traffic to and from the Airport, including both terminals, other uses along North Harbor Drive, and the northside development along Pacific Highway. These counts and the supplemental counts taken in March 2019 represent the "Existing" traffic volumes discussed in the impact analyses addressed in Section 3.14.2.3 of the Recirculated Draft EIR.

Growth in Airport traffic was calculated using Existing, Year 2024, Year 2026, Year 2030, Year 2035, and Year 2050 passenger travel forecasts, which are based upon gated flight schedules for the ADP (see Appendix R-H2 of this EIR). These forecasts include a schedule of arriving and departing flights, passengers per flight, aircraft type, and assigned terminal. To further refine the estimates, the Advanced Land Transportation Performance Simulation (ALPS™) Model was used. ALPS™ is a microscopic simulation model that was developed to simulate all modes of travel through an airport, including pedestrian movements through ticketing, inspection, waiting areas, and baggage claim. The model predicts a pattern of when departing passengers will arrive at the airport being evaluated, based on their mode of travel and when arriving passengers will arrive at the curb front after unloading their aircraft, traveling through the terminal, and picking up their checked baggage, if applicable. These estimates were developed separately for SDIA Terminal 1 and Terminal 2 flights. Growth in arriving and departing SDIA passengers were calculated by comparing existing flight data to each of the horizon years. This comparison was conducted for a full day and each of the three peak hours.

The growth in passenger activity was then applied to existing traffic volume counts conducted at the Airport to calculate daily and peak hour vehicle trips generated by the Airport. Table H-1 summarizes the Airport trip generation for each of the horizon years evaluated, as well as the projected passenger flight level activity with each year. Detailed assumptions regarding Airport trip generation are contained in Appendix R-H4.

Table H-1: Trip Generation Summary - Alternative 4

Year	Passenger Level		Daily Trips	AM Peak Hour Trips		Airport Peak Hour Trips		PM Peak Hour Trips	
	Annual (in millions)	Design Day		In	Out	In	Out	In	Out
2024	30.1	93,400	108,873	3,018	2,775	3,399	3,156	2,821	2,913
2026	32.0	99,241	115,660	3,217	2,981	3,518	3,253	2,945	3,109
2030	35.8	110,875	128,968	3,630	3,356	3,919	3,655	3,290	3,494
2035	39.3	121,847	141,695	4,114	3,858	4,410	4,130	3,591	3,763
2050	40.6	125,990	146,177	4,243	3,984	4,550	4,263	3,706	3,881

Source: Kimley-Horn, June 2019.

H.1.7 Regional Trip Distribution

The SANDAG regional traffic model and existing counts were used to determine how Airport traffic distributes over the regional roadway network. Approximately 66% of the total Airport traffic currently uses the I-5 and I-8 freeways, the remaining 34% use local streets. Approximately 85% of Airport terminal traffic is oriented to the east, and the remaining 15% is oriented to the west of the Airport (85/15 split). Some minor refinements to the project distribution were made to reflect historic travel patterns and to ensure a consistent pattern between existing conditions and horizon year 2050.

H.2 Project Impacts

As discussed in Section 2.6.4 of the Recirculated Draft EIR, the proposed project includes a new on-Airport entry roadway as a project design feature in Phase 1a that would connect to North Harbor Drive and allow westbound Airport traffic to enter the Airport at a new intersection west of the existing intersection of North Harbor Drive and Laurel Street. The on-Airport entry roadway would generally have three lanes of travel, as well as a multi-use bicycle and pedestrian path associated with it. This would reduce by 45% the amount of westbound Airport traffic using North Harbor Drive. Other improvements include a new loop road that would provide access to the new T1 and a new T1 parking structure and a single-lane, on-Airport eastbound road that would allow Parking Lot and Rental Car Center shuttles from both terminals to access the Airport's north side without traveling on any City streets.

This Alternative 4 also includes two transit improvements. The Airport Authority will work with MTS to implement a new transit connection between the Old Town Transit Center and the Airport terminals. This connection will use buses operating on generally 15-minute intervals routed along Pacific Highway and the on-Airport transit way. This connection will be operational by at least late 2020 to accommodate construction traffic conditions. Additionally, the Airport Authority will work with MTS to improve service for Route 992, which connects downtown San Diego and the Santa Fe Depot to the Airport terminals. This enhanced service will be implemented after year 2024, once the on-Airport roadway has been constructed.

It is important to note, relative to the discussion below of traffic impacts and the formulation of feasible mitigation measures to address significant impacts, proposed mitigation measures may be feasible if allowed by federal law; federal law states that airport revenues and Federal Aviation Administration (FAA) grant funds may not be used for purposes other than the capital or operating costs of the Airport, the local Airport system or other local facilities owned or operated by the

Airport owner or operator that are directly and substantially related to the air transportation of passengers and property. Detailed information about the law and regulations prohibiting diversion of SDIA revenues and FAA grants is found at Appendix R-K to this Recirculated Draft EIR. These restrictions may impact SDCRAA's ability to fund and implement off-Airport mitigation measures. Therefore, SDCRAA has submitted requests to the FAA for it to allow funding of off-Airport mitigation measures. In addition, SDCRAA has secured commitments, with airline support, that could provide significant funds for any FAA-approved transportation, transit and access improvements on and off-Airport property made in conjunction with regional partner agencies. SDCRAA's funding contributions of up to $350 million, could be utilized along with other regional agencies' investments in potential off-Airport transportation and transit projects that improve access to the Airport, pending approval of the ADP and its environmental review. SDCRAA has obtained FAA approval to undertake and complete similar previous off-Airport projects to improve Harbor Drive, Washington Street and Sassafras Street. As stated above, SDCRAA has sought funding approval from the FAA for a range of off-Airport road and other transportation-related improvements and programs, identified in this Recirculated DEIR (that do not conflict with the City of San Diego or Caltrans' plans), but the FAA has not yet responded to the request. If FAA funding approval was not provided, then the off-Airport improvements would not be able to be implemented and would not be feasible. SDCRAA will continue to coordinate with the City of San Diego to identify and implement those transportation improvements that are supported, allowable, and feasible. Even if SDCRAA could fund feasible mitigation measures, these mitigation measures may be infeasible because they conflict with existing community plans. The City of San Diego and Caltrans direction to SDCRAA on September 7, 2018 regarding potential mitigation for traffic impacts associated with the ADP and stated that, any improvements to roadway segments within the jurisdiction of the City of San Diego that would require widening beyond the community plan buildout roadway classification or freeway improvements not included in the San Diego Regional Transportation Plan or one of Caltrans' Transportation Concept Report are to be considered infeasible. These facts regarding such infeasibility are recognized within each of the future-year impacts evaluation (i.e., for Existing with Project, 2024, 2026, 2030, 2035, and 2050).

H.2.1 Operational Impacts

H.2.1.1 Direct Impacts H-1

Summary Conclusion for Impact H-1: Implementation of Alternative 4 would result in unacceptable operations of study facilities. Of those facilities, 4 intersections, 10 roadway segments, and 13 freeway segments are expected to exceed thresholds of significance under the Existing With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some mitigation is infeasible or only partially mitigates the impact, therefore impacts would remain *significant and unavoidable* at 7 roadway segments and 13 freeway segments.

This scenario represents the traffic conditions of the existing street network and proposed on-Airport facilities. Background volumes for this scenario are existing without any other developments or background growth. The entire ADP project (assumed flight level of 40.6 million annual passengers (MAP)) is added to the existing transportation system. This scenario reflects conditions that would occur with only the development and flight growth were to occur. This condition isolates the Direct Project Traffic Impacts by only considering traffic growth caused by the project.

The Existing with Project scenario adds Year 2050 Airport traffic and proposed transportation features onto the existing transportation system and existing traffic volumes. Due to the hypothetical nature of this scenario, it is necessary to determine when direct impact mitigations are needed within the 30 plus year timeframe between now and Year 2050. To assign impacts to triggers, the analyses for the Years 2024, 2026, 2030, 2035 and 2050 scenarios were used to determine when an impact first occurred. The mitigation would need to be in place before the traffic associated with that impact causing scenario occurs, therefore, the traffic level assumed in the previous scenario was used as the trigger. As discussed in Section 3.14.15, the trigger would be the passenger flight activity level not the scenario year, since passenger growth directly affects Airport traffic generation and passenger growth could occur slower or more rapidly than current projections.

The following example describes how this trigger is applied to one of the Existing with Project direct impacts. The intersection of Laurel Street at North Harbor Drive was identified as a direct impact in the Existing with Project scenario. It first became an impact in the Year 2030 with Project scenario, thus the triggering event would be prior to exceeding passenger flight levels of the previous scenario, since we know that that the intersection was not impacted in that scenario. In this case, the 2026 Scenario evaluated traffic generated by 32.0 Million Annual Passengers (MAP). Thus, the trigger would state, *"Prior to exceeding 32.0 MAP . . ."*.

Intersection Level of Service

Existing With Project volumes were evaluated at the study area intersections. Results of the analysis are presented in Table H-2. Direct intersection impacts from the project Phase 1a are identified in column "Change from Existing." Level of Service worksheets are contained in Appendix R-H5. As shown in the table, all study area intersections operate at acceptable levels of service during the weekday AM, Airport, and PM peak hours with the exception of:

<u>Existing Condition</u>

#16 – Kettner Boulevard at W Laurel Street

#41 – Kettner Boulevard at Palm Street

<u>Existing With Project Conditions</u>

#14 – W Laurel Street at N Harbor Drive

#15 –Pacific Highway at W Laurel Street

#16 – Kettner Boulevard at W Laurel St

#41 – Kettner Boulevard at Palm Street

The intersections listed above that are shown in bold text are considered to be direct impacts. Specifically, Alternative 4's traffic adds at least two seconds of delay at LOS E or one second of delay at LOS F.

Table H-2: Existing With Project Conditions Intersection Level of Service Summary – Alternative 4

Intersection		Peak Hour	Existing		Existing With Project		
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Change from Existing (c)
1	Pacific Hwy at Taylor St / Rosecrans St	AM	27.7	C	27.8	C	0.1
		AIRPORT	28.6	C	28.6	C	0.0
		PM	35.8	D	35.8	D	0.0
2	Pacific Hwy at Old Town Transit Center	AM	9.7	A	9.7	A	0.0
		AIRPORT	10.9	B	10.9	B	0.0
		PM	11.1	B	11.2	B	0.1
3	Pacific Hwy at Enterprise St	AM	31.7	C	32.0	C	0.3
		AIRPORT	27.7	C	27.8	C	0.1
		PM	44.5	D	45.3	D	0.8
4	SB Pacific Hwy Ramps at Washington St	AM	11.7	B	12.4	B	0.7
		AIRPORT	12.4	B	12.8	B	0.4
		PM	12.5	B	14.6	B	2.1
5	NB Pacific Highway On-Ramp / Frontage Rd at Washington St	AM	20.7	C	26.1	C	5.4
		AIRPORT	18.3	B	22.0	C	3.7
		PM	18.7	B	24.0	C	5.3
6	Hancock St at Washington St	AM	22.0	C	20.6	C	-1.4
		AIRPORT	21.7	C	19.9	B	-1.8
		PM	23.1	C	22.6	C	-0.5
7	San Diego Ave at Washington St	AM	31.1	C	30.1	C	-1.0
		AIRPORT	22.2	C	22.2	C	0.0
		PM	16.2	B	16.4	B	0.2
8	India St at Vine St	AM	4.5	A	4.4	A	-0.1
		AIRPORT	4.7	A	4.6	A	-0.1
		PM	4.3	A	4.2	A	-0.1
9	Pacific Hwy at Sassafras St / Admiral Boland Way	AM	22.0	C	35.9	D	13.9
		AIRPORT	23.8	C	34.7	C	10.9
		PM	29.7	C	38.5	D	8.8
10	Kettner Blvd at Sassafras St	AM	13.5	B	18.8	B	5.3
		AIRPORT	12.7	B	15.2	B	2.5
		PM	15.0	B	17.7	B	2.7
11	India St at Sassafras St	AM	6.8	A	6.9	A	0.1
		AIRPORT	8.8	A	8.9	A	0.1
		PM	10.2	B	12.4	B	2.2
12	Pacific Hwy at Palm St	AM	8.7	A	11.5	B	2.8
		AIRPORT	8.8	A	11.1	B	2.3
		PM	10.3	B	12.6	B	2.3
14	W Laurel St at N Harbor Drive	AM	24.4	C	75.6	**E**	**51.2**
		AIRPORT	33.7	C	65.2	**E**	**31.5**
		PM	26.2	C	57.0	**E**	**30.8**

Table H-2: Existing With Project Conditions Intersection Level of Service Summary – Alternative 4

Intersection		Peak Hour	Existing		Existing With Project		
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Change from Existing (c)
15	Pacific Hwy at W Laurel St	AM	44.6	D	53.5	D	8.9
		AIRPORT	49.1	D	55.2	**E**	**6.1**
		PM	51.6	D	62.9	**E**	**11.3**
16	Kettner Blvd at W Laurel St	AM	91.8	**F**	172.3	**F**	**80.5**
		AIRPORT	112.2	**F**	167.6	**F**	**55.4**
		PM	48.9	D	89.4	**F**	**40.5**
17	India St at W Laurel St	AM	15.1	B	15.7	B	0.6
		AIRPORT	16.3	B	16.8	B	0.5
		PM	15.7	B	16.0	B	0.3
18	N Harbor Dr at W Hawthorn St	AM	8.9	A	8.4	A	-0.5
		AIRPORT	9.5	A	9.2	A	-0.3
		PM	10.0	B	9.9	A	-0.1
19	Pacific Hwy at W Hawthorn St	AM	36.9	D	40.0	D	3.1
		AIRPORT	35.7	D	37.5	D	1.8
		PM	41.9	D	48.0	D	6.1
20	Kettner Blvd at W Hawthorn St	AM	30.7	C	34.1	C	3.4
		AIRPORT	28.5	C	30.3	C	1.8
		PM	28.4	C	30.0	C	1.6
21	India St at W Hawthorn St	AM	31.5	C	35.1	D	3.6
		AIRPORT	29.1	C	30.9	C	1.8
		PM	27.2	C	29.2	C	2.0
22	Columbia St at W Hawthorn St	AM	33.5	C	37.4	D	3.9
		AIRPORT	30.8	C	32.9	C	2.1
		PM	30.5	C	32.4	C	1.9
23	State St at W Hawthorn St	AM	10.7	B	12.8	B	2.1
		AIRPORT	9.1	A	9.9	A	0.8
		PM	8.6	A	9.4	A	0.8
24	I-5 NB Off-Ramp / Brant St at W Hawthorn St	AM	15.7	C	15.7	C	0.0
		AIRPORT	16.7	C	16.7	C	0.0
		PM	20.5	C	20.5	C	0.0
25	N Harbor Dr at W Grape St	AM	10.7	B	10.5	B	-0.2
		AIRPORT	11.8	B	12.2	B	0.4
		PM	18.8	B	19.6	B	0.8
26	Pacific Hwy at W Grape St	AM	29.2	C	30.7	C	1.5
		AIRPORT	29.9	C	30.9	C	1.0
		PM	28.9	C	30.3	C	1.4
27	Kettner Blvd at W Grape St	AM	30.8	C	33.4	C	2.6
		AIRPORT	32.1	C	33.8	C	1.7
		PM	36.2	D	38.8	D	2.6

Table H-2: Existing With Project Conditions Intersection Level of Service Summary – Alternative 4

Intersection		Peak Hour	Existing		Existing With Project		
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Change from Existing (c)
28	India St at W Grape St	AM	29.6	C	33.2	C	3.6
		AIRPORT	31.7	C	33.9	C	2.2
		PM	35.5	D	39.7	D	4.2
29	Columbia St at W Grape St	AM	34.7	C	38.5	D	3.8
		AIRPORT	37.6	D	40.4	D	2.8
		PM	43.3	D	52.1	D	8.8
30	State St / I-5 SB On-Ramp at W Grape St	AM	24.4	C	27.6	C	3.2
		AIRPORT	26.0	C	27.9	C	1.9
		PM	33.1	C	37.4	D	4.3
31	McCain Rd at N Harbor Dr	AM	11.6	B	13.6	B	2.0
		AIRPORT	9.1	A	9.8	A	0.7
		PM	8.1	A	9.6	A	1.5
32	Spanish Landing at N Harbor Dr	AM	22.2	C	21.8	C	-0.4
		AIRPORT	19.8	B	19.2	B	-0.6
		PM	19.3	B	18.9	B	-0.4
33	Harbor Island Dr at N Harbor Dr	AM	40.0	D	27.2	C	-12.8
		AIRPORT	44.9	D	54.5	D	9.6
		PM	35.3	D	42.0	D	6.7
34	Harbor Island Dr at Old Rent A Car Access / Sheraton	AM	10.0	A	10.0	A	0.0
		AIRPORT	10.4	B	10.4	B	0.0
		PM	10.6	B	10.6	B	0.0
35	Harbor Island Dr at Harbor Island Dr	AM	22.1	C	22.3	C	0.2
		AIRPORT	22.0	C	22.1	C	0.1
		PM	22.6	C	22.7	C	0.1
36	Harbor Island Dr at Parking Lot Access	AM	8.5	A	8.5	A	0.0
		AIRPORT	9.0	A	9.1	A	0.1
		PM	9.1	A	9.2	A	0.1
37	Winship Ln at N Harbor Dr	AM	6.4	A	Intersection does not exist in this scenario		
		AIRPORT	7.1	A			
		PM	5.3	A			
38	North Harbor Dr at Liberator Way	AM	4.9	A	7.5	A	2.6
		AIRPORT	4.7	A	7.0	A	2.3
		PM	8.8	A	18.6	B	9.8
39	Cell Phone Lot at N Harbor Dr	AM	16.3	B	26.1	C	9.8
		AIRPORT	32.5	C	32.5	C	0.0
		PM	18.2	B	4.1	A	-14.1
40	Terminal Link Rd / Coast Guard at N Harbor Dr	AM	4.2	A	3.6	A	-0.6
		AIRPORT	3.9	A	4.0	A	0.1
		PM	3.3	A	6.5	A	3.2

Table H-2: Existing With Project Conditions Intersection Level of Service Summary – Alternative 4

Intersection		Peak Hour	Existing		Existing With Project		
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Change from Existing (c)
41	Kettner Blvd at Palm St	AM	21.7	C	34.5	D	12.8
		AIRPORT	21.2	C	29.9	D	8.7
		PM	59.9	**F**	192.8	**F**	**132.9**
42	N Harbor Dr at Laning Rd	AM	13.5	B	12.7	B	-0.8
		AIRPORT	26.3	C	26.5	C	0.2
		PM	32.4	C	35.1	D	2.7
43	N Harbor Dr at Nimitz Blvd	AM	16.4	B	17.0	B	0.6
		AIRPORT	19.9	B	20.5	C	0.6
		PM	40.7	D	41.0	D	0.3
44	Rosecrans St at Nimitz Blvd	AM	41.1	D	41.8	D	0.7
		AIRPORT	36.0	D	36.2	D	0.2
		PM	45.1	D	45.5	D	0.4

Source: Kimley-Horn, June 2019.

Notes: Bold values indicate intersections operating at LOS E or F. Bold and shaded values indicate project significant impact. City of San Diego's Significance Determination Thresholds under CEQA, Section O, p.71. A review of SANDAG and Port of San Diego studies indicates that they use the same significance determination thresholds. Under Existing With Project conditions, all significant impacts are defined as Direct impacts per these thresholds.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using Synchro 10.

(c) Change in delay due to addition of background traffic growth, addition of cumulative project traffic, and addition of project traffic. Addition of project traffic may cause a decrease in delay at some locations. This counterintuitive result occurs when the volume being added to the intersection is on movements with less delay than the current overall intersection average delay, decreasing the overall intersection average delay.

The following mitigation would address the significant impacts that would occur from the project, as defined by Table H-2, between Existing traffic conditions and Existing With Project conditions:

#14 W Laurel Street at N Harbor Drive

The intersection of West Laurel Street at North Harbor Drive operates at LOS E during the AM, Airport, and PM peak hours under Existing With Project traffic conditions. This intersection would experience an increase in delay greater than two seconds in AM, Airport, and PM peak hours with the addition of Alternative 4 traffic. Because the increase in delay would exceed the allowable threshold, this would result in a significant direct impact.

Proposed Mitigation Measure

MM-TR-I-1a: **Improve the Intersection of Laurel Street at North Harbor Drive.** Prior to passenger air travel exceeding 32.0 million annual passengers (MAP), SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Add a third Eastbound left-turn lane and remove an Eastbound through lane. Proposed Mitigation Measure MM-TR-I-1a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San

Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Implementation of Mitigation Measure MM-TR-I-1a would ensure that the intersection operates at LOS D during the AM peak hour and LOS C during the Airport and PM peak hours, thereby reducing this potentially significant impact to a less-than significant level, as shown in Table H-3.

Table H-3: Existing with Project Intersection Improvement Level of Service Summary – Alternative 4

Intersection		Peak Hour	Before Improvement		After Improvement (c)		Description
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	
9*	Pacific Hwy at Sassafras St / Admiral Boland Way	AM	35.9	D	32.4	C	• Add Class IV Cycle Track on Pacific Hwy
		AIRPORT	34.7	C	31.3	C	
		PM	38.5	D	36.0	D	
12*	Pacific Hwy at Palm St	AM	11.5	B	13.6	B	• Add Class IV Cycle Track on Pacific Hwy
		AIRPORT	11.1	B	12.9	B	
		PM	12.6	B	17.2	B	
14	Laurel Street at North Harbor Drive	AM	75.6	**E**	40.3	D	• Add a third EB left-turn lane and remove an EB through lane
		AIRPORT	65.2	**E**	28.5	C	
		PM	57.0	**E**	28.2	C	
15	Pacific Hwy at W Laurel St	AM	53.5	D	43.3	D	• Remove a WB through lane on the West leg and add a second EB left-turn lane • Convert a SB through lane into a second SB right-turn lane • Re-coordinate signals along Laurel Street • Add Class IV Cycle Track on Pacific Hwy
		AIRPORT	55.2	**E**	38.5	D	
		PM	62.9	**E**	51.4	D	
16	Kettner Blvd at W Laurel St	AM	172.3	**F**	36.2	D	• Restripe SB approach to two right-turn lanes, one through lane and one left-turn lane.
		AIRPORT	167.6	**F**	35.3	D	
		PM	89.4	**F**	32.2	C	

Table H-3: Existing with Project Intersection Improvement Level of Service Summary – Alternative 4

Intersection		Peak Hour	Before Improvement		After Improvement (c)		Description
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	
41	Kettner Blvd at Palm St	AM	34.5	D	0.6	A	• Install traffic signal • Restripe Palm Street to two lanes in each direction between Kettner Blvd and Pacific Hwy • Pre-signals at rail crossing
		AIRPORT	29.9	D	0.7	A	
		PM	**192.8**	**F**	0.6	A	

Source: Kimley-Horn, June 2019.

Notes:

Bold values indicate intersections operating at LOS E or F. **Bold** and **shaded** values indicate project significant impact.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using Synchro 10.

(c) The Table presumes the improvements are feasible, which is uncertain.

Footnote:

(*) Intersections 9 and 12 are not significant impacts. Class IV Cycle Track added as part of mitigation at Laurel Street / Pacific Highway.

#15 Pacific Highway at W Laurel Street

The intersection of Pacific Highway at West Laurel Street operates at LOS E during the Airport and PM peak hours under Existing With Project traffic conditions. This intersection would experience an increase in delay greater than two seconds in the Airport and PM peak hours. Because the increase in delay would exceed the allowable threshold, this would result in a significant direct impact.

Proposed Mitigation Measure

MM-TR-I-1b: **Improve the Intersection of Pacific Highway at West Laurel Street.** Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Remove a westbound through lane on the West leg and add a second Eastbound left-turn lane, convert a Southbound through lane into a second Southbound right-turn lane, and re-coordinate signals along Laurel Street. Upgrade from Class II bicycle lanes to Class IV Cycle Tracks on Pacific Highway and provide protected traffic signal phasing for bicycles on Pacific Highway. The bicycle improvements will extend from Laurel Street to Washington Street affecting the intersections of Pacific Highway at Sassafras St / Admiral Boland Way and Pacific Highway at Palm Street. Proposed Mitigation Measure MM-TR-I-1b presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this

Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Implementation of Mitigation Measure MM-TR-I-1b would ensure that the intersection operates at LOS D during the Airport and PM peak hours, thereby reducing this potentially significant direct impact to a less-than-significant level, as shown in Table H-3.

#16 Kettner Boulevard at W Laurel Street

The intersection of Kettner Boulevard at West Laurel Street operates at LOS F during the AM, Airport and PM peak hours under Existing With Project conditions. This intersection would experience an increase in delay with the addition of Alternative 4's traffic. Because the resulting increase in delay would exceed the allowable threshold, this would result in a significant direct impact.

Proposed Mitigation Measure

MM-TR-I-1c: **Improve the Intersection of Kettner Boulevard at West Laurel Street.** Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Re-stripe the Southbound approach to two right-turn lanes, one through lane, and one optional through / left-turn lane. Proposed Mitigation Measure MM-TR-I-1c presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Implementation of Mitigation Measure MM-TR-I-1c would ensure that the intersection operates at LOS D during the AM and Airport peak hours and at LOS C during the PM peak hours, thereby

reducing this potentially significant direct impact to a less-than-significant level, as shown in Table H-3.

#41 Kettner Boulevard at Palm Street

The intersection of Kettner Boulevard at Palm Street operates at LOS F during the PM peak under Existing traffic conditions and under Existing With Project conditions. This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting increase in delay would exceed the allowable threshold, this would result in a significant direct impact.

Proposed Mitigation Measure

MM-TR-I-1e: **Improve the Intersection of Kettner Boulevard at Palm Street.** Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Install a traffic signal, restripe Palm Street to two lanes in each direction between Kettner Boulevard and Pacific Highway, and install pre-signals at the rail crossing. Provide directional signs on Kettner Boulevard, Pacific Highway, Laurel Street and North Harbor Drive suggesting Palm Street as an option for reaching the Airport terminals. Proposed Mitigation Measure MM-TR-I-1e presently is ***not considered feasible,*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Implementation of Mitigation Measure MM-TR-I-1e would ensure that the intersection operates at LOS A, thereby reducing this potentially significant direct impact to a less-than-significant level, as shown in Table H-3.

Roadway Segment Level of Service

Existing With Project volumes were evaluated at the study area roadway segments. Results of the analysis are presented in Table H-4. Direct roadway impacts from the project Phase 1a are identified in column "Change from Existing." As shown in the table, all study area roadway segments operate at acceptable levels of service under Existing With Project weekday conditions with the exception of:

Existing Conditions

Kettner Boulevard

- Vine Street to Sassafras Street operates at **LOS E**

Sassafras Street

- Pacific Highway to Kettner Boulevard operates at **LOS F**

Hawthorn Street

- Harbor Drive to Pacific Highway operates at **LOS F**
- Pacific Highway to India Street operates at **LOS F**
- India Street to State Street operates at **LOS F**
- State Street to Albatross Street operates at **LOS F**

Grape Street

- Harbor Drive to Pacific Highway operates at **LOS E**
- Pacific Highway to India Street operates at **LOS F**
- India Street to State Street operates at **LOS F**

North Harbor Drive

- Harbor Island Drive to Winship Lane operates at **LOS F**
- Winship Lane to Liberator Way operates at **LOS F**
- Liberator Way to Cell Phone Lot operates at **LOS F**
- Cell Phone Lot to Laurel Street / Solar Turbines operates at **LOS F**
- Laurel Street / Solar Turbines to West Laurel Street operates at **LOS F**
- Laurel Street to Hawthorn Street operates at **LOS E**

Existing With Project Conditions

Kettner Boulevard

- **Vine Street to Sassafras Street operates at LOS F**

Sassafras Street

- **Pacific Highway to Kettner Boulevard operates at LOS F**

Laurel Street

- **Harbor Drive to Pacific Highway operates at LOS E**

Table H-4: Existing with Project Conditions Roadway Segment Level of Service Summary – Alternative 4

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			Existing With Project			Change From Existing	
			ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	Δ in ADT	Δ in V/C
Pacific Highway										
Kurtz St to Barnett Ave	6 Lane Major Arterial	50,000	21,780	0.436	B	22,864	0.457	B	1,084	0.021
Barnett Ave to Washington St	6 Lane Expressway	80,000	51,778	0.647	C	54,413	0.68	C	2,635	0.033
Washington St to Sassafras St	6 Lane Prime Arterial	60,000	14,219	0.237	A	15,182	0.253	A	963	0.016
Sassafras St to Palm St	6 Lane Major Arterial	50,000	18,988	0.380	A	23,380	0.468	B	4,392	0.088
Palm St to Laurel St	6 Lane Major Arterial	50,000	20,447	0.409	B	25,122	0.502	B	4,675	0.093
Laurel St to Juniper St	6 Lane Major Arterial	50,000	10,478	0.210	A	13,702	0.274	A	3,224	0.064
Kettner Blvd										
Vine St to Sassafras St	3 Lane Major Arterial (one-way)	27,500	26,492	0.963	**E**	31,631	1.15	**F**	5,139	**0.187**
Sassafras St to Palm St	3 Lane Major Arterial (one-way)	27,500	18,406	0.669	C	23,662	0.86	D	5,256	0.191
Palm St to Laurel St	3 Lane Major Arterial (one-way)	27,500	18,406	0.669	C	20,611	0.75	C	2,205	0.081
India St										
Sassafras St to Laurel St	3 Lane Major Arterial (one-way)	27,500	14,465	0.526	B	19,343	0.703	C	4,878	0.177
Laurel St to Juniper St	3 Lane Collector (one-way)	26,000	3,884	0.149	A	3,884	0.149	A	0	0.000
Washington St										
West of Pacific Hwy	4 Lane Major Arterial	40,000	4,847	0.121	A	7,483	0.187	A	2,636	0.066
Hancock St to San Diego Ave	4 Lane Major Arterial	40,000	22,972	0.574	C	23,936	0.598	C	964	0.024
East of India St	4 Lane Major Arterial	40,000	24,710	0.618	C	25,674	0.642	C	964	0.024
Sassafras St										
Pacific Hwy to Kettner Blvd	3 Lane Collector (w/o two-way left-turn lane)	12,000	15,983	1.332	**F**	27,010	2.251	**F**	11,027	**0.919**
Palm St										
Pacific Hwy to Kettner Blvd	2 Lane Collector (w/o two-way left-turn lane)	8,000	1,940	0.243	A	2,355	0.294	A	415	0.051
Laurel St										
Harbor Dr to Pacific Hwy	5 Lane Major Arterial	45,000	35,441	0.788	D	43,412	0.965	**E**	7,971	**0.177**
Pacific Hwy to India St	4 Lane Major Arterial	40,000	21,042	0.526	C	24,626	0.616	C	3,584	0.090
India St to State St / Reynard Wy	4 Lane Major Arterial	40,000	14,072	0.352	A	15,036	0.376	B	964	0.024
Hawthorn St										
Harbor Dr to Pacific Hwy	3 Lane Collector (one-way)	26,000	26,337	1.013	**F**	29,161	1.122	**F**	2,824	**0.109**
Pacific Hwy to India St	3 Lane Collector (one-way)	26,000	30,936	1.190	**F**	33,760	1.298	**F**	2,824	**0.108**

Table H-4: Existing with Project Conditions Roadway Segment Level of Service Summary – Alternative 4

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			Existing With Project			Change From Existing	
			ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	Δ in ADT	Δ in V/C
India St to State St	3 Lane Collector (one-way)	26,000	30,936	1.190	**F**	33,760	1.298	**F**	2,824	**0.108**
State St to Albatross St	2 Lane Collector (w/o two-way left-turn lane)	8,000	10,483	1.310	**F**	10,483	1.31	**F**	0	0.000
Grape St										
Harbor Dr to Pacific Hwy	3 Lane Collector (one-way)	26,000	23,826	0.916	**E**	27,065	1.041	**F**	3,239	**0.125**
Pacific Hwy to India St[1]	3 Lane Collector (one-way)	26,000	28,167	1.083	**F**	31,406	1.208	**F**	3,239	**0.125**
India St to State St	3 Lane Collector (one-way)	26,000	32,386	1.246	**F**	35,625	1.37	**F**	3,239	**0.124**
Albatross St to Front St[1]	3 Lane Collector (one-way)	26,000	2,172	0.084	A	2,172	0.084	A	0	0.000
North Harbor Dr										
Scott Rd to Nimitz Blvd[2]	4 Lane Prime Arterial	50,000	11,759	0.235	A	12,257	0.245	A	498	0.010
Nimitz Blvd to Laning Rd[2]	6 Lane Prime Arterial	60,000	19,644	0.327	A	21,139	0.352	A	1,495	0.025
Laning Rd to McCain Rd	6 Lane Prime Arterial	60,000	28,798	0.480	B	30,791	0.513	B	1,993	0.033
McCain Rd to Spanish Landing	6 Lane Prime Arterial	60,000	29,392	0.490	B	35,099	0.585	C	5,707	0.095
Spanish Landing to Harbor Island Dr	6 Lane Prime Arterial	60,000	30,278	0.505	B	37,089	0.618	C	6,811	0.113
Harbor Island Dr to Winship Ln[2]	6 Lane Prime Arterial	60,000	77,384	1.290	**F**	57,540	0.959	**E**	-19,844	-0.331
Winship Ln to Liberator Way	6 Lane Prime Arterial	60,000	89,066	1.484	**F**	63,994	1.067	**F**	-25,072	-0.417
Liberator Way to Cell Phone Lot	6 Lane Prime Arterial	60,000	94,942	1.582	**F**	70,380	1.173	**F**	-24,562	-0.409
Cell Phone Lot to Laurel St / Solar Turbines	6 Lane Prime Arterial	60,000	95,096	1.585	**F**	59,048	0.984	**E**	-36,048	-0.601
Laurel St / Solar Turbines to W Laurel St	6 Lane Prime Arterial	60,000	76,603	1.277	**F**	47,057	0.784	C	-29,546	-0.493
Laurel St to Hawthorn St	6 Lane Prime Arterial	60,000	59,521	0.992	**E**	67,177	1.12	**F**	7,656	**0.128**
Hawthorn St to Grape St[1]	6 Lane Prime Arterial	60,000	37,881	0.631	C	42,713	0.712	C	4,832	0.081
Grape St to Ash St[1]	5 Lane Prime Arterial	55,000	20,437	0.372	A	22,030	0.401	A	1,593	0.029
Harbor Island Dr										
Harbor Dr to Old Rent A Car Access	4 Lane Major Arterial	40,000	12,743	0.319	A	13,064	0.327	A	321	0.008
West of Harbor Island Dr	4 Lane Major Arterial	40,000	7,661	0.192	A	7,982	0.2	A	321	0.008
Harbor Island Dr to Parking Lot	4 Lane Collector (w/o two-way left-turn lane)	15,000	4,801	0.320	A	4,801	0.32	A	0	0.000
East of Parking Lot	4 Lane Collector (w/o two-way left-turn lane)	15,000	3,929	0.262	A	3,929	0.262	A	0	0.000

Table H-4: Existing with Project Conditions Roadway Segment Level of Service Summary – Alternative 4

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			Existing With Project			Change From Existing	
			ADT (b)	V/C Ratio (c)	LOS	ADT (b)	V/C Ratio (c)	LOS	Δ in ADT	Δ in V/C

Source: Kimley-Horn, June 2019.

Notes: Bold values indicate roadway segments operating at LOS E or F. Bold and shaded values indicate project significant impact. City of San Diego's Significance Determination Thresholds under CEQA, Section O, p.71. A review of SANDAG and Port of San Diego studies indicates that they use the same significance determination thresholds. Under Existing With Project conditions, all significant impacts are defined as Direct impacts per these thresholds.

(a) Existing roads street classification is based on the City of San Diego Street Design Manual, March 2018 Edition.

(b) Average Daily Traffic (ADT) volumes for the roadway segments were provided by National Data & Surveying Services and measured in June 2017 and in March 2019.

(c) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

[1] Volumes from January 1, 2005 to February 2, 2017. Growth factor applied based on comparison between 2017 counted volumes and 2013 Machine Count Traffic volumes.

[2] 2015 ADT Volumes obtained from City of San Diego Machine Count Traffic Volumes from January 1, 2005 to February 2, 2017.

Hawthorn Street

- **Harbor Drive to Pacific Highway operates at LOS F**
- **Pacific Highway to India Street operates at LOS F**
- **India Street to State Street operates at LOS F**
- State Street to Albatross Street operates at **LOS F**

Grape Street

- **Harbor Drive to Pacific Highway operates at LOS F**
- **Pacific Highway to India Street operates at LOS F**
- **India Street to State Street operates at LOS F**

North Harbor Drive

- Harbor Island Drive to Winship Lane operates at **LOS E**
- Winship Lane to Liberator Way operates at **LOS F**
- Liberator Way to Cell Phone Lot operates at **LOS F**
- Cell Phone Lot to Laurel Street / Solar Turbines operates at **LOS E**
- **Laurel Street to Hawthorn Street operates at LOS F**

The roadways listed above that are shown in bold text are considered to be direct impacts. Specifically, Alternative 4's traffic adds to the roadways v/c by at least 0.02 at LOS E or 0.01 at LOS F.

The following mitigations, would partially address the significant impacts that would occur from the project, as defined by Table H-4, between Existing traffic conditions and Existing With Project conditions:

Kettner Boulevard from Vine Street to Sassafras Street

The roadway segment on Kettner Boulevard from Vine Street to Sassafras Street operates at LOS E under Existing traffic conditions. This roadway segment would operate at LOS F and experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Kettner Boulevard is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Sassafras Street from Pacific Highway to Kettner Boulevard

The roadway segment on Sassafras Street from Pacific Highway to Kettner Boulevard operates at LOS F under Existing traffic conditions. This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

MM-TR-RS-1a: **Improve Sassafras Street from Pacific Highway to Kettner Boulevard.** Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Convert the roadway from a 3 Lane Collector (w/o two-way left-turn lane) to a 4 Lane Collector (w/o two-way left-turn lane). Proposed Mitigation Measure MM-TR-RS-1a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Implementation of Mitigation Measure MM-TR-RS-1a would reduce the roadway segment v/c ratio to be less than Existing conditions, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-5.

Table H-5: Existing With Project Roadway Segment Improvement Level of Service Summary – Alternative 4

Roadway Segment	With Project ADT	Before Improvement				After Improvement (c)				
		Roadway Classification (a)	LOS E Capacity	V/C Ratio (b)	LOS	Roadway Classification	Future Bicycle Facility	LOS E Capacity	V/C Ratio (b)	LOS
Kettner Boulevard										
Vine St to Sassafras St	31,631	3 Lane Major Arterial (one-way)	27,500	1.150	**F**	3 Lane Major Arterial (one-way)	Class II (one-way)	27,500	1.150	**F**
Sassafras Street										
Pacific Hwy to Kettner Blvd	27,010	3 Lane Collector (w/o two-way left-turn lane)	12,000	2.251	**F**	4 Lane Collector	Class II	30,000	0.900	**E**
Laurel Street										
Harbor Dr to Pacific Hwy	43,412	5 Lane Major Arterial	45,000	0.965	**E**	5 Lane Major Arterial	Class III	45,000	0.965	**E**
Hawthorn Street										
Harbor Dr to Pacific Hwy	29,161	3 Lane Collector (one-way)	26,000	1.122	**F**	3 Lane Collector (one-way)	Class IV (one-way)	26,000	1.122	**F**
Pacific Hwy to India St	33,760	3 Lane Collector (one-way)	26,000	1.298	**F**	3 Lane Collector (one-way)	Class IV (one-way)	26,000	1.298	**F**
India St to State St	33,760	3 Lane Collector (one-way)	26,000	1.298	**F**	3 Lane Collector (one-way)	Class IV (one-way)	26,000	1.298	**F**
Grape Street										
Harbor Dr to Pacific Hwy	27,065	3 Lane Collector (one-way)	26,000	1.041	**F**	4 Lane Collector (one-way)	Class IV (one-way)	34,700	0.780	D
Pacific Hwy to India St	31,406	3 Lane Collector (one-way)	26,000	1.208	**F**	4 Lane Collector (one-way)	Class IV (one-way)	34,700	0.905	**E**
India St to State St	35,625	3 Lane Collector (one-way)	26,000	1.370	**F**	4 Lane Collector (one-way)	Class IV (one-way)	34,700	1.027	**F**

Table H-5: Existing With Project Roadway Segment Improvement Level of Service Summary – Alternative 4

Roadway Segment	With Project ADT	Before Improvement				After Improvement (c)				
		Roadway Classification (a)	LOS E Capacity	V/C Ratio (b)	LOS	Roadway Classification	Future Bicycle Facility	LOS E Capacity	V/C Ratio (b)	LOS
North Harbor Dr										
Laurel St to Hawthorn St	67,177	6 Lane Prime Arterial	60,000	1.120	**F**	6 Lane Prime Arterial	Class I/Class III	60,000	1.120	**F**

Source: Source: Kimley-Horn, June 2019.

Notes:

Bold values indicate intersections operating at LOS E or F. **Bold** and **shaded** values indicate project significant impact.

(a) Existing roads street classification is based City of San Diego Street Design Manual 2018.

(b) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

(c) The Table presumes the improvements are feasible, which is uncertain.

Laurel Street from Harbor Drive to Pacific Highway

The roadway segment Laurel Street from Harbor Drive to Pacific Highway operates at LOS E under Existing traffic conditions. This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Laurel Street is at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from Harbor Drive to Pacific Highway

The roadway segment Hawthorn Street from Harbor Drive to Pacific Highway operates at LOS F under Existing traffic conditions. This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from Pacific Highway to India Street

The roadway segment Hawthorn Street from Pacific Highway to India Street operates at LOS F under Existing traffic conditions. This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from India Street to State Street

The roadway segment Hawthorn Street from India Street to State Street operates at LOS F under Existing traffic conditions. This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Grape Street from Harbor Drive to Pacific Highway

The roadway segment on Grape Street from Harbor Drive to Pacific Highway operates at LOS E under Existing traffic conditions. This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

MM-TR-RS-1b: **Improve Grape Street from Harbor Drive to Pacific Highway.** Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Convert the roadway from a 3 Lane Collector (one-way) to a 4 Lane Collector (one-way) with Class IV cycle tracks by removing parking on both sides of the roadway. Proposed Mitigation Measure MM-TR-RS-1b presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** and would require removal of parking on the north or south side of Grape Street, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Implementation of Mitigation Measure MM-TR-RS-1b would improve the roadway segment level of service to LOS D, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-5. The proposed mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

Grape Street from Pacific Highway to India Street

The roadway segment on Grape Street from Pacific Highway to India Street operates at LOS F under Existing traffic conditions. This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

MM-TR-RS-1c: **Improve Grape Street from Pacific Highway to India Street.** Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Convert the roadway from a 3 Lane Collector (one-way) to a 4 Lane Collector (one-way) with Class IV cycle tracks by removing parking on both sides of the roadway. Proposed Mitigation Measure MM-TR-RS-1c presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** and would

require removal of parking on the north or south side of Grape Street, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Implementation of Mitigation Measure MM-TR-RS-1c would reduce the roadway segment v/c ratio to be less than Existing conditions, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-5. The proposed mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

Grape Street from India Street to State Street

The roadway segment on Grape Street from India Street to State Street LOS F under Existing traffic conditions. This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

MM-TR-RS-1d: **Improve Grape Street from India Street to State Street.** Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Convert the roadway from a 3 Lane Collector (one-way) to a 4 Lane Collector (one-way) with Class IV cycle tracks by removing parking on both sides of the roadway. Proposed Mitigation Measure MM-TR-RS-1d presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** and would require removal of parking on the north or south side of Grape Street, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA

will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Implementation of Mitigation Measure MM-TR-RS-1d would reduce the roadway segment v/c ratio to be less than Existing conditions from India Street to State Street, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-5. The proposed mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

North Harbor Drive from Laurel Street to Hawthorn Street

The roadway segment North Harbor Drive from Laurel Street to Hawthorn Street operates at LOS E under Existing traffic conditions. This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Some of the roadway segments identified above, are currently at their Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be physically feasible*** because the measure would be inconsistent with the Community Plan. Further, due to FAA regulations, potential improvements currently could not be implemented and are presently ***not considered feasible*** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements or mitigation measures discussed in section 3.14.6 above. SDCRAA has not requested funding of any through lane improvements to the roadways because the City told SDCRAA that is would not support or implement improvements that are inconsistent with the applicable community plan, and the City has jurisdiction over the potential improvements. SDCRAA could not require the City to implement this improvement. As such, this impact is considered unmitigable.

Freeway Segment Level of Service

Existing With Project volumes were evaluated at the study area freeway segments. Results of the analysis are presented in Table H-6. Direct freeway impacts from the project Phase 1a are identified in column "Change from Existing, Existing Δ in V/C." As shown in the table, all study area freeway segments operate at acceptable levels of service under weekday conditions with the exception of:

<u>Existing Without Project Conditions</u>

I-5

- North of SR-163 Junction in the Northbound direction in the AM Peak operates at **LOS F**
- North of Sixth Avenue in the Northbound direction in the AM Peak operates at **LOS F**
- North of First Avenue in the Northbound direction in the AM Peak operates at **LOS F**

Table H-6: Existing With Project Conditions Freeway Segment Level of Service Summary – Alternative 4

Freeway Segment		Dir	Number of Lanes	Existing						Existing With Project						Change From Existing	
				Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Existing Δ in V/C	
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
I-5	North of J Street	SB	4	21	29	0.618	0.836	C	D	21.7	29.4	0.63	0.86	C	D	-	-
		NB	4	32	20	0.943	0.587	D	C	33.1	20.6	0.97	0.60	D	C	-	-
	North of Route 94 Junction	SB	5	22	30	0.637	0.861	C	D	22.6	30.6	0.66	0.89	C	D	-	-
		NB	5	33	21	0.970	0.604	D	C	--	21.4	1.000	0.623	**F***	C	**0.030**	-
	North of Pershing Drive	SB	5	22	30	0.637	0.861	C	D	22.9	30.9	0.67	0.90	C	D	-	-
		NB	5	33	21	0.970	0.604	D	C	34.0	21.2	0.99	0.62	D	C	-	-
	North of Route 163 Junction	SB	5	24	20	0.711	0.579	C	C	25.3	20.6	0.74	0.60	C	C	-	-
		NB	5	N/A	27	1.062	0.794	**F***	D	--	28.4	1.11	0.83	**F***	D	**0.045**	-
	North of Sixth Avenue	SB	5	24	20	0.711	0.579	C	C	25.3	20.6	0.74	0.60	C	C	-	-
		NB	5	N/A	27	1.062	0.794	**F***	D	--	28.4	1.11	0.83	**F***	D	**0.046**	-
	North of First Avenue	SB	4	24	20	0.706	0.575	C	C	25.6	20.8	0.75	0.61	C	C	-	-
		NB	4	N/A	27	1.055	0.788	**F***	D	--	28.3	1.10	0.83	**F***	D	**0.050**	-
	North of Hawthorn Street	SB	4	29	23	0.840	0.685	D	C	29.5	24.1	0.86	0.70	D	C	-	-
		NB	4	N/A	32	1.255	0.938	**F***	D	--	33.0	1.29	0.96	**F***	D	**0.032**	-
	North of India / Sassafras Street	SB	5	22	18	0.653	0.532	C	C	22.4	18.2	0.65	0.53	C	C	-	-
		NB	5	33	25	0.975	0.729	D	C	33.5	25.0	0.98	0.73	D	C	-	-
	North of Pacific Highway Viaduct	SB	4	22	18	0.650	0.529	C	C	22.3	18.1	0.65	0.53	C	C	-	-
		NB	4	33	25	0.970	0.725	D	C	33.4	24.9	0.97	0.73	D	C	-	-
	North of Sassafras Street	SB	4	22	18	0.633	0.516	C	B	21.7	17.7	0.63	0.52	C	B	-	-
		NB	4	32	24	0.945	0.707	D	C	32.5	24.3	0.95	0.71	D	C	-	-
	North of Washington Street	SB	4	29	23	0.836	0.681	D	C	29.9	24.3	0.87	0.71	D	C	-	-
		NB	5	34	26	0.999	0.747	D	C	--	26.6	1.04	0.78	**F***	D	**0.040**	-
	North of Old Town Avenue	SB	5	23	19	0.675	0.550	C	C	24.1	19.6	0.70	0.57	C	C	-	-
		NB	5	N/A	26	1.009	0.754	**F***	C	--	26.9	1.05	0.78	**F***	D	**0.040**	-
	North of I-8 Junction / Camino Del Rio	SB	5	19	26	0.541	0.748	C	C	19.0	26.2	0.55	0.76	C	D	-	-
		NB	5	24	21	0.702	0.626	C	C	24.6	21.9	0.72	0.64	C	C	-	-
SR-163	10th Street N of Ash, End Left Align	SB	1	22	10	0.629	0.305	C	A	21.6	10.4	0.63	0.30	C	A	-	-
		NB	2	6	11	0.170	0.331	A	B	5.8	11.4	0.17	0.33	A	B	-	-
	North of I-5 Junction	SB	2	32	N/A	0.945	1.030	D	**F***	32.8	--	0.96	1.04	D	**F***	-	**0.014**
		NB	2	N/A	32	1.094	0.922	**F***	D	--	32.1	1.11	0.94	**F***	D	**0.015**	-
	North of Quince Street	SB	2	32	N/A	0.929	1.013	D	**F***	32.3	--	0.94	1.03	D	**F***	-	**0.014**
		NB	2	N/A	31	1.075	0.906	**F***	D	--	31.5	1.09	0.92	**F***	D	**0.015**	-
	North of Richmond Street	SB	2	31	34	0.905	0.986	D	D	31.4	34.3	0.92	1.00	D	D	-	-
		NB	2	N/A	30	1.047	0.883	**F***	D	--	30.7	1.06	0.90	**F***	D	**0.016**	-
	North of Robinson Ave	SB	2	28	31	0.823	0.897	D	D	28.7	31.2	0.84	0.91	D	D	-	-
		NB	2	33	28	0.953	0.803	D	D	33.2	28.0	0.97	0.82	D	D	-	-
		SB	2	N/A	N/A	1.068	1.164	**F***	**F***	--	--	1.08	1.18	**F***	**F***	**0.014**	**0.015**

Table H-6: Existing With Project Conditions Freeway Segment Level of Service Summary – Alternative 4

Freeway Segment		Dir	Number of Lanes	Existing						Existing With Project						Change From Existing	
				Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Existing Δ in V/C	
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
	North of Washington Street	NB	2	N/A	N/A	1.236	1.042	**F***	**F***	--	--	1.25	1.05	**F***	**F***	**0.014**	**0.012**
	North of Sixth Avenue	SB	4	23	25	0.668	0.728	C	C	23.1	25.2	0.67	0.74	C	C	-	-
		NB	5	21	18	0.619	0.522	C	B	21.4	18.1	0.63	0.53	C	B	-	-
	North of I-8 Junction	SB	4	23	25	0.684	0.733	C	C	27.9	29.9	0.81	0.87	D	D	-	-
		NB	5	24	19	0.705	0.553	C	C	28.6	22.5	0.84	0.66	D	C	-	-
SR-94	East of Beginning at I-5 Junction and G St	WB	4	25	8	0.736	0.223	C	A	25.7	7.91	0.75	0.23	C	A	-	-
		EB	5	1	24	0.036	0.695	A	C	1.30	24.3	0.04	0.71	A	C	-	-
I-8	East of Midway Drive	WB	4	12	17	0.350	0.496	B	B	12.0	17.0	0.35	0.50	B	B	-	-
		EB	4	17	10	0.499	0.281	B	A	17.1	9.6	0.50	0.28	B	A	-	-
	East of I-5 Junction	WB	3	21	30	0.611	0.866	C	D	21.5	30.6	0.63	0.89	C	D	-	-
		EB	3	30	17	0.872	0.491	D	B	30.8	17.3	0.90	0.51	D	B	-	-
	East of Morena Boulevard	WB	5	18	26	0.532	0.755	C	C	18.6	26.4	0.54	0.77	C	D	-	-
		EB	4	33	18	0.949	0.535	D	C	33.2	18.7	0.97	0.55	D	C	-	-
	East of Hotel Circle/ Taylor Street	WB	5	26	22	0.759	0.645	C	C	26.5	22.5	0.77	0.66	D	C	-	-
		EB	4	22	32	0.638	0.945	C	D	22.3	33.0	0.65	0.96	C	D	-	-
	East of Hotel Circle	WB	5	28	24	0.819	0.696	D	C	28.6	24.3	0.83	0.71	D	C	-	-
		EB	4	24	N/A	0.689	1.021	C	**F***	24.0	--	0.70	1.04	C	**F***	-	**0.017**
	East of SR-163 Junction	WB	4	N/A	31	1.052	0.894	**F***	D	--	31.0	1.07	0.91	**F***	D	**0.013**	-
		EB	4	24	N/A	0.708	1.049	C	**F***	24.8	--	0.72	1.07	C	**F***	-	**0.021**

Notes: Bold values indicate freeway segments operating at LOS E or F. Bold and shaded values indicate project significant impact. City of San Diego's Significance Determination Thresholds under CEQA, Section O, p.71. A review of SANDAG and Port of San Diego studies indicates that they use the same significance determination thresholds. Under Existing With Project conditions, all significant impacts are defined as Direct impacts per these thresholds.

(a) The speed was calculated from a base free-flow speed (BFFS) of 75.4 mph (per equation 11-1 in the HCM 6th Edition) using Exhibit 11-3 in the HCM 6th Edition.

(b) The LOS for the respective freeway segments were based on the methodologies contained in Chapter 11 of the HCM 6th Edition.

* Speed and density values are reported as "N/A" when the volume to capacity ratio is greater than 1.00. Per Chapter 11 of the HCM, 6th Edition, the density is only calculated when the ratio is less than 1.00 and the speed cannot be estimated. All cases in which this ratio is greater than 1.00 are LOS F.

- North of Hawthorn Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of Old Town Avenue in the Northbound direction in the AM Peak operates at **LOS F**

SR-163

- North of I-5 Junction
  - In the Southbound direction in the PM Peak operates at **LOS F**
  - In the Northbound direction in the AM Peak operates at **LOS F**
- North of Quince Street
  - In the Southbound direction in the PM Peak operates at **LOS F**
  - In the Northbound direction in the AM Peak operates at **LOS F**
- North of Richmond Street
  - In the Northbound direction in the AM Peak operates at **LOS F**
- North of Washington Street
  - In the Southbound direction in the AM Peak operates at **LOS F**
  - In the Southbound direction in the PM Peak operates at **LOS F**
  - In the Northbound direction in the AM Peak operates at **LOS F**
  - In the Northbound direction in the PM Peak operates at **LOS F**

I-8

- East of Hotel Circle in the Eastbound direction in the PM Peak operates at **LOS F**
- East of SR-163 Junction
  - In the Westbound direction in the AM Peak operates at **LOS F**
  - In the Eastbound direction in the PM Peak operates at **LOS F**

Existing With Project Conditions

I-5

- **North of Route 94 Junction in the Northbound direction in the AM Peak operates at LOS F**
- **North of Route 163 Junction in the Northbound direction in the AM Peak operates at LOS F**
- **North of Sixth Avenue in the Northbound direction in the AM Peak operates at LOS F**
- **North of First Avenue in the Northbound direction in the AM Peak operates at LOS F**
- **North of Hawthorn Street in the Northbound direction in the AM Peak operates at LOS F**
- **North of Washington Street in the Northbound direction in the AM Peak operates at LOS F**
- **North of Old Town Avenue in the Northbound direction in the AM Peak operates at LOS F**

Route-163

- North of I-5 Junction

  - **In the Southbound direction in the PM Peak operates at LOS F**
  - **In the Northbound direction in the AM Peak operates at LOS F**
- North of Quince Street
  - **In the Southbound direction in the PM Peak operates at LOS F**
  - **In the Northbound direction in the AM Peak operates at LOS F**
- North of Richmond Street
  - **In the Northbound direction in the AM Peak operates at LOS F**
- North of Washington Street
  - **In the Southbound direction in the AM Peak operates at LOS F**
  - **In the Southbound direction in the PM Peak operates at LOS F**
  - **In the Northbound direction in the AM Peak operates at LOS F**
  - **In the Northbound direction in the PM Peak operates at LOS F**

I-8

- **East of Hotel Circle in the Eastbound direction in the PM Peak operates at LOS F**
- **East of SR-163 Junction**
  - **In the Westbound direction in the AM Peak operates at LOS F**
  - **In the Eastbound direction in the PM Peak operates at LOS F**

As described in more detail in Section 3.14.6.1 of the Recirculated Draft EIR, any proposed freeway mitigation measure is ***not considered feasible,*** because there are no planned freeway improvement projects in the San Diego Regional Transportation Plan or Caltrans Interstate 8 Transportation Concept Report for this segment or other applicable Interstate or Highway segment plans, and any such improvements would require FAA approval of funding. Caltrans has jurisdiction over the potential freeway improvements. SDCRAA could not require Caltrans to implement any such improvements. Potential and unplanned freeway improvements are therefore ***not physically feasible***. Further, due to FAA regulations, potential freeway improvements currently could not be implemented and are presently ***not considered feasible*** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements or mitigation measures as discussed in Section 3.14.6 of the Recirculated Draft EIR. SDCRAA has not requested funding of any freeway improvement projects because none are planned by agencies with jurisdiction or planning authority. Moreover, neither SANDAG nor Caltrans has developed or identified regional programs to reduce VMT related to freeway usage. As such, these impacts are considered unmitigable.

H.2.2 Operational Impacts H-2

H.2.2.1 Direct Impacts H-2

Summary Conclusion for Impact H-2: Implementation of Alternative 4 would result in unacceptable operations of study facilities in 2024. Of those facilities, 4 intersections, 12 roadway segments, and 17 freeway segments are expected to exceed thresholds of significance under the 2024 With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some proposed mitigation is

infeasible or only partially mitigates the impacts, therefore, impacts would remain *significant and unavoidable* at 1 intersection, 7 roadway segments, and 17 freeway segments.

The City of San Diego requires an analysis of Opening Day of the Project. This condition requires the addition of other development projects expected to be occupied by the Opening Day. The City's Thresholds of Significance Determination specifies that impacts identified for an Opening Day Scenario are direct impacts. This scenario represents the traffic conditions of the 2024 street network and proposed on-Airport facilities. Volumes for this scenario were based on adjusted 2020 Series 13 travel forecast model volumes and cumulative project volumes, which include ambient growth for the region and the study area. The ambient traffic growth factor includes unknown and future related projects in the study area, as well as accounts for regular growth in the traffic volumes due to the development of the projects outside the study area. The 2024 Without Project volumes were found from growing the 2020 Series 13 travel forecast model volumes by 0.5% per year. The 2024 Without Project Condition assumes no roadway network differences compared to existing conditions. The 2024 With Project Condition assumes the addition of Project Phase 1a, which includes construction of the on-Airport entry roadway with a multi-use bicycle and pedestrian path as a project design feature. This condition is considered to be an Opening Day scenario and by City definition, any impacts from the project are considered to be direct impacts.

Intersection Level of Service

2024 Without Project and 2024 With Project volumes were evaluated at the study area intersections. Results of the analysis are presented in Table H-7. Direct intersection impacts from the project Phase 1a are identified in column "2024 With Project, Change from Existing." Level of Service worksheets are contained in Appendix R-H5. As shown in the table, all study area intersections operate at acceptable levels of service during the weekday AM, Airport, and PM peak hours with the exception of:

<u>2024 Without Project Conditions</u>

#3 – Pacific Highway at Enterprise Street

#15 – Pacific Highway at W Laurel Street

#16 –Kettner Boulevard at W Laurel Street

#41 – Kettner Boulevard at Palm Street

<u>2024 With Project Conditions</u>

#3 – Pacific Highway at Enterprise Street

#15 – Pacific Highway at W Laurel Street

#16 – Kettner Boulevard at W Laurel Street

#41 – Kettner Boulevard at Palm Street

The intersections listed above that are shown in bold text are considered to be direct impacts. Specifically, Alternative 4's traffic adds at least two seconds of delay at LOS E or one second of delay at LOS F. The following discussion addresses these impacts.

Table H-7: 2024 With Project Conditions Intersection Level of Service Summary - Alternative 4

Intersection		Peak Hour	Existing		2024 Without Project		2024 With Project			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Change from Existing (c)	Change from 2024 Without Project (d)
1	Pacific Hwy at Taylor St / Rosecrans St	AM	27.7	C	28.1	C	27.9	C	0.2	-0.2
		AIRPORT	28.6	C	29.0	C	28.9	C	0.3	-0.1
		PM	35.8	D	40.2	D	40.1	D	4.3	-0.1
2	Pacific Hwy at Old Town Transit Center	AM	9.7	A	10.3	B	10.3	B	0.6	0.0
		AIRPORT	10.9	B	11.2	B	11.2	B	0.3	0.0
		PM	11.1	B	12.7	B	12.8	B	1.7	0.1
3	Pacific Hwy at Enterprise St	AM	31.7	C	37.3	D	37.5	D	5.8	0.2
		AIRPORT	27.7	C	29.7	C	29.8	C	2.1	0.1
		PM	44.5	D	63.3	**E**	64.1	**E**	**19.6**	0.8
4	SB Pacific Hwy Ramps at Washington St	AM	11.7	B	12.3	B	12.1	B	0.4	-0.2
		AIRPORT	12.4	B	13.1	B	12.4	B	0.0	-0.7
		PM	12.5	B	13.7	B	13.8	B	1.3	0.1
5	NB Pacific Highway On-Ramp / Frontage Rd at Washington St	AM	20.7	C	22.5	C	27.5	C	6.8	5.0
		AIRPORT	18.3	B	19.5	B	23.1	C	4.8	3.6
		PM	18.7	B	20.4	C	23.6	C	4.9	3.2
6	Hancock St at Washington St	AM	22.0	C	21.4	C	20.9	C	-1.1	-0.5
		AIRPORT	21.7	C	20.2	C	20.1	C	-1.6	-0.1
		PM	23.1	C	23.9	C	23.9	C	0.8	0.0
7	San Diego Ave at Washington St	AM	31.1	C	35.3	D	35.4	D	4.3	0.1
		AIRPORT	22.2	C	23.7	C	24.1	C	1.9	0.4
		PM	16.2	B	17.2	B	17.5	B	1.3	0.3
8	India St at Vine St	AM	4.5	A	4.6	A	4.6	A	0.1	0.0
		AIRPORT	4.7	A	4.8	A	4.9	A	0.2	0.1
		PM	4.3	A	4.4	A	4.4	A	0.1	0.0
9	Pacific Hwy at Sassafras St / Admiral Boland Way	AM	22.0	C	22.9	C	26.7	C	4.7	3.8
		AIRPORT	23.8	C	25.2	C	27.9	C	4.1	2.7
		PM	29.7	C	32.5	C	37.2	D	7.5	4.7
10	Kettner Blvd at Sassafras St	AM	13.5	B	17.0	B	18.2	B	4.7	1.2
		AIRPORT	12.7	B	15.4	B	15.3	B	2.6	-0.1
		PM	15.0	B	20.4	C	21.4	C	6.4	1.0
11	India St at Sassafras St	AM	6.8	A	6.4	A	5.8	A	-1.0	-0.6
		AIRPORT	8.8	A	8.6	A	7.3	A	-1.5	-1.3
		PM	10.2	B	9.6	A	9.3	A	-0.9	-0.3
12	Pacific Hwy at Palm St	AM	8.7	A	10.1	B	12.5	B	3.8	2.4
		AIRPORT	8.8	A	10.3	B	12.0	B	3.2	1.7
		PM	10.3	B	12.3	B	14.0	B	3.7	1.7
14	W Laurel St at N Harbor Drive	AM	24.4	C	28.2	C	39.8	D	15.4	11.6
		AIRPORT	33.7	C	39.9	D	36.3	D	2.6	-3.6

Table H-7: 2024 With Project Conditions Intersection Level of Service Summary - Alternative 4

Intersection		Peak Hour	Existing		2024 Without Project		2024 With Project			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Change from Existing (c)	Change from 2024 Without Project (d)
		PM	26.2	C	31.2	C	39.3	D	13.1	8.1
15	Pacific Hwy at W Laurel St	AM	44.6	D	47.4	D	47.5	D	2.9	0.1
		AIRPORT	49.1	D	55.1	**E**	55.8	**E**	**6.7**	0.7
		PM	51.6	D	60.8	**E**	61.2	**E**	**9.6**	0.4
16	Kettner Blvd at W Laurel St	AM	91.8	**F**	115.8	**F**	117.7	**F**	**25.9**	**1.9**
		AIRPORT	112.2	**F**	224.8	**F**	145.2	**F**	**33.0**	-79.6
		PM	48.9	D	82.9	**F**	94.4	**F**	**45.5**	**11.5**
17	India St at W Laurel St	AM	15.1	B	16.3	B	17.2	B	2.1	0.9
		AIRPORT	16.3	B	17.6	B	18.6	B	2.3	1.0
		PM	15.7	B	16.8	B	17.4	B	1.7	0.6
18	N Harbor Dr at W Hawthorn St	AM	8.9	A	9.3	A	6.1	A	-2.8	-3.2
		AIRPORT	9.5	A	10.2	B	8.1	A	-1.4	-2.1
		PM	10.0	B	10.8	B	8.2	A	-1.8	-2.6
19	Pacific Hwy at W Hawthorn St	AM	36.9	D	38.2	D	39.7	D	2.8	1.5
		AIRPORT	35.7	D	37.3	D	38.0	D	2.3	0.7
		PM	41.9	D	50.6	D	39.1	D	-2.8	-11.5
20	Kettner Blvd at W Hawthorn St	AM	30.7	C	32.2	C	31.7	C	1.0	-0.5
		AIRPORT	28.5	C	29.7	C	29.3	C	0.8	-0.4
		PM	28.4	C	29.5	C	30.7	C	2.3	1.2
21	India St at W Hawthorn St	AM	31.5	C	33.4	C	31.9	C	0.4	-1.5
		AIRPORT	29.1	C	30.5	C	29.8	C	0.7	-0.7
		PM	27.2	C	28.0	C	30.2	C	3.0	2.2
22	Columbia St at W Hawthorn St	AM	33.5	C	36.6	D	36.5	D	3.0	-0.1
		AIRPORT	30.8	C	33.2	C	31.2	C	0.4	-2.0
		PM	30.5	C	31.8	C	33.9	C	3.4	2.1
23	State St at W Hawthorn St	AM	10.7	B	12.4	B	12.0	B	1.3	-0.4
		AIRPORT	9.1	A	10.2	B	10.0	B	0.9	-0.2
		PM	8.6	A	9.6	A	10.9	B	2.3	1.3
24	I-5 NB Off-Ramp / Brant St at W Hawthorn St	AM	15.7	C	17.3	C	17.3	C	1.6	0.0
		AIRPORT	16.7	C	18.6	C	18.6	C	1.9	0.0
		PM	20.5	C	24.3	C	24.3	C	3.8	0.0
25	N Harbor Dr at W Grape St	AM	10.7	B	10.8	B	10.5	B	-0.2	-0.3
		AIRPORT	11.8	B	12.1	B	13.5	B	1.7	1.4
		PM	18.8	B	19.4	B	13.1	B	-5.7	-6.3
26	Pacific Hwy at W Grape St	AM	29.2	C	29.8	C	29.9	C	0.7	0.1
		AIRPORT	29.9	C	30.7	C	30.0	C	0.1	-0.7
		PM	28.9	C	29.5	C	29.6	C	0.7	0.1

Table H-7: 2024 With Project Conditions Intersection Level of Service Summary - Alternative 4

Intersection		Peak Hour	Existing		2024 Without Project		2024 With Project			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Change from Existing (c)	Change from 2024 Without Project (d)
27	Kettner Blvd at W Grape St	AM	30.8	C	32.0	C	33.4	C	2.6	1.4
		AIRPORT	32.1	C	33.8	C	32.6	C	0.5	-1.2
		PM	36.2	D	38.3	D	39.4	D	3.2	1.1
28	India St at W Grape St	AM	29.6	C	33.3	C	32.8	C	3.2	-0.5
		AIRPORT	31.7	C	36.8	D	35.1	D	3.4	-1.7
		PM	35.5	D	44.4	D	40.8	D	5.3	-3.6
29	Columbia St at W Grape St	AM	34.7	C	34.0	C	36.1	D	1.4	2.1
		AIRPORT	37.6	D	33.7	C	35.2	D	-2.4	1.5
		PM	43.3	D	47.8	D	54.6	D	11.3	6.8
30	State St / I-5 SB On-Ramp at W Grape St	AM	24.4	C	27.9	C	29.8	C	5.4	1.9
		AIRPORT	26.0	C	30.4	C	30.7	C	4.7	0.3
		PM	33.1	C	43.4	D	41.7	D	8.6	-1.7
31	McCain Rd at N Harbor Dr	AM	11.6	B	11.6	B	11.5	B	-0.1	-0.1
		AIRPORT	9.1	A	9.0	A	11.4	B	2.3	2.4
		PM	8.1	A	8.1	A	9.7	A	1.6	1.6
32	Spanish Landing at N Harbor Dr	AM	22.2	C	22.7	C	21.3	C	-0.9	-1.4
		AIRPORT	19.8	B	19.9	B	18.7	B	-1.1	-1.2
		PM	19.3	B	19.4	B	18.7	B	-0.6	-0.7
33	Harbor Island Dr at N Harbor Dr	AM	40.0	D	77.2	**E**	32.6	C	-7.4	-44.6
		AIRPORT	44.9	D	110.4	**F**	31.9	C	-13.0	-78.5
		PM	35.3	D	42.2	D	28.3	C	-7.0	-13.9
34	Harbor Island Dr at Old Rent A Car Access / Sheraton	AM	10.0	B	10.2	B	10.2	B	0.2	0.0
		AIRPORT	10.4	B	10.7	B	10.7	B	0.3	0.0
		PM	10.6	B	11.1	B	11.1	B	0.5	0.0
35	Harbor Island Dr at Harbor Island Dr	AM	22.1	C	22.8	C	14.2	B	-7.9	-8.6
		AIRPORT	22.0	C	22.6	C	14.3	B	-7.7	-8.3
		PM	22.6	C	23.3	C	14.7	B	-7.9	-8.6
36	Harbor Island Dr at Parking Lot Access	AM	8.5	A	8.5	A	8.6	A	0.1	0.1
		AIRPORT	9.0	A	9.2	A	9.2	A	0.2	0.0
		PM	9.1	A	9.4	A	9.4	A	0.3	0.0
37	Winship Ln at N Harbor Dr	AM	6.4	A	16.5	B	Intersection does not exist in this scenario			
		AIRPORT	7.1	A	21.7	C				
		PM	5.3	A	13.3	B				
38	North Harbor Dr at Liberator Way	AM	4.9	A	5.0	A	5.9	A	1.0	0.9
		AIRPORT	4.7	A	4.8	A	5.5	A	0.8	0.7
		PM	8.8	A	9.4	A	6.9	A	-1.9	-2.5
39	Cell Phone Lot at N Harbor Dr	AM	16.3	B	18.6	B	1.4	A	-14.9	-17.2
		AIRPORT	32.5	C	41.9	D	1.9	A	-30.6	-40.0

Table H-7: 2024 With Project Conditions Intersection Level of Service Summary - Alternative 4

Intersection		Peak Hour	Existing		2024 Without Project		2024 With Project			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Change from Existing (c)	Change from 2024 Without Project (d)
		PM	18.2	B	25.3	C	1.9	A	-16.3	-23.4
40	Terminal Link Rd / Coast Guard at N Harbor Dr	AM	4.2	A	4.9	A	7.7	A	3.5	2.8
		AIRPORT	3.9	A	4.4	A	9.4	A	5.5	5.0
		PM	3.3	A	3.7	A	17.5	B	14.2	13.8
41	Kettner Blvd at Palm St	AM	21.7	C	200.2	**F**	254.7	**F**	**233.0**	**54.5**
		AIRPORT	21.2	C	272.3	**F**	283.0	**F**	**261.8**	**10.7**
		PM	59.9	**F**	1266.3	**F**	1509.3	**F**	**1449.4**	**243.0**
42	N Harbor Dr at Laning Rd	AM	13.5	B	13.5	B	13.4	B	-0.1	-0.1
		AIRPORT	26.3	C	26.7	C	26.5	C	0.2	-0.2
		PM	32.4	C	34.0	C	35.4	D	3.0	1.4
43	N Harbor Dr at Nimitz Blvd	AM	16.4	B	16.5	B	19.2	B	2.8	2.7
		AIRPORT	19.9	B	20.1	C	19.7	B	-0.2	-0.4
		PM	40.7	D	40.7	D	42.8	D	2.1	2.1
44	Rosecrans St at Nimitz Blvd	AM	41.1	D	35.4	D	35.7	D	-5.4	0.3
		AIRPORT	36.0	D	33.0	C	33.8	C	-2.2	0.8
		PM	45.1	D	41.7	D	42.6	D	-2.5	0.9

Source: Kimley-Horn, June 2019.

Notes: Bold values indicate intersections operating at LOS E or F. Bold and shaded values indicate project significant impact. City of San Diego's Significance Determination Thresholds under CEQA, Section O, p.71. A review of SANDAG and Port of San Diego studies indicates that they use the same significance determination thresholds. Under 2024 With Project conditions, all significant impacts are defined as Direct impacts per these thresholds, because this is considered an Opening Day condition.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using Synchro 10.

(c) Change in delay due to addition of background traffic growth, addition of cumulative project traffic, and addition of project traffic. Addition of project traffic may cause a decrease in delay at some locations. This counterintuitive result occurs when the volume being added to the intersection is on movements with less delay than the current overall intersection average delay, decreasing the overall intersection average delay.

(d) Change in delay due to addition of project traffic. Addition of project traffic may cause a decrease in delay at some locations. This counterintuitive result occurs when the volume being added to the intersection is on movements with less delay than the current overall intersection average delay, decreasing the overall intersection average delay.

The following mitigation would address the significant impact that would occur from the project, as defined by Table H-7, between the Existing Condition and 2024 With Project conditions:

#3 Pacific Highway at Enterprise Street

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Widening to add a third southbound through lane on Pacific Highway would address this cumulative traffic impact. This improvement is consistent with the Midway Pacific Highway Community Plan (MPH CP), which assumes Pacific Highway will be rebuilt as a five-lane prime arterial north of Enterprise Street and a six-lane expressway south of Enterprise Street. Adding a third southbound lane would require removal of a pedestrian bridge crossing the north leg of Pacific Highway serving the NAVWAR (former SPAWAR) site. It would also require reconfiguration of the south leg of the intersection, which has a narrow two-lane bridge under Barnett Avenue. The MPH CP addresses this improvement in mobility policy ME-5.8: "Support an engineering feasibility study to analyze downgrading Pacific Highway to a 6-lane major arterial to improve safety, enhance multimodal connections between the community and Downtown, and create a community gateway. This improvement could potentially include removing grade-separations along Pacific Highway at Barnett Avenue, Witherby Street, and Washington Street." Furthermore, both the east and west legs of the intersection are part of the NAVWAR site. The U.S. Navy has issued a request for proposals to redevelop this site. The MPH CP also identifies a multi-use bicycle/pedestrian path and Class IV cycle tracks along Pacific Highway.

This mitigation is not feasible for the project to implement, because it relies on a future City engineering feasibility study and redevelopment of adjacent properties, including the U.S. Navy. The City of San Diego indicated in meetings that they concur with this finding.

#15 Pacific Highway at W Laurel Street

This intersection would experience an increase in delay greater than two seconds and result in a change in the LOS of the Airport and PM peak hours to LOS E with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant direct impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1b, as previously described in Section H.2.1.1 would ensure that the intersection operates at LOS D during the AM, Airport, and PM peak hours, thereby reducing this potentially significant direct impact to a less-than-significant level, as shown in Table H-8. Proposed Mitigation Measure MM-TR-I-1b presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has

requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Table H-8: 2024 With Project Conditions Intersection Improvement Level of Service Summary - Alternative 4

Intersection		Peak Hour	Before Improvement		After Improvement (c)		Description
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	
3	Pacific Hwy at Enterprise St	AM	37.5	D	37.5	D	This intersection is the primary access to the future SPAWAR redeveloped site.
		AIRPORT	29.8	C	29.8	C	
		PM	64.1	**E**	64.1	**E**	
9*	Pacific Hwy at Sassafras St / Admiral Boland Way	AM	29.1	C	27.1	C	• Add Class IV Cycle Track on Pacific Hwy
		AIRPORT	29.4	C	30.4	C	
		PM	39.6	D	34.4	C	
12*	Pacific Hwy at Palm St	AM	12.6	B	15.6	B	• Add Class IV Cycle Track on Pacific Hwy
		AIRPORT	12.1	B	14.6	B	
		PM	14.1	B	19.8	B	
15	Pacific Hwy at W Laurel St	AM	47.5	D	42.3	D	• Remove a WB through lane on the West leg and add a second EB left-turn lane • Convert a SB through lane into a second SB right-turn lane • Re-coordinate signals along Laurel Street • Add Class IV Cycle Track on Pacific Hwy
		AIRPORT	55.8	**E**	37.8	D	
		PM	61.2	**E**	50.7	D	
16	Kettner Blvd at W Laurel St	AM	117.7	**F**	32.8	C	• Re-stripe SB approach to a left through lane, a through lane, and two right-turn lanes
		AIRPORT	145.2	**F**	36.1	D	
		PM	94.4	**F**	25.2	C	
41	Kettner Blvd at Palm St	AM	254.7	**F**	1.0	A	• Install traffic signal • Restripe Palm Street to two lanes in each direction between Kettner Blvd and Pacific Hwy • Pre-signals at rail crossing
		AIRPORT	283.0	**F**	0.9	A	
		PM	1509.3	**F**	1.0	A	

Source: Kimley-Horn, June 2019.

Notes:

Bold values indicate intersections operating at LOS E or F. **Bold** and **shaded** values indicate project significant impact.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using Synchro 10.

(c) The Table presumes the improvements are feasible, which is uncertain.

Footnotes:

(*) Intersection 9 and 12 are not significant impacts. Class IV Cycle Track added as part of mitigation at Laurel Street / Pacific Highway.

#16 Kettner Boulevard at W Laurel Street

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Implementation of Mitigation Measure MM-TR-I-1c, as previously described in Section H.2.1.1, would ensure that the intersection operates at LOS C during AM and PM peak hours and LOS D during the Airport peak hour, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-8. Proposed Mitigation Measure MM-TR-I-1c presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#41 Kettner Boulevard at Palm Street

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Potential implementation of Mitigation Measure MM-TR-I-1e, as previously described in Section H.2.1.1, would ensure that the intersection operates at LOS A during the AM, Airport, and PM peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-8. Proposed Mitigation Measure MM-TR-I-1e presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is ability to install a traffic signal at this location, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Roadway Segment Level of Service

2024 Without Project and 2024 With Project volumes were evaluated at the study area roadway segments. Results of the analysis are presented in Table H-9. Direct roadway impacts from the project Phase 1a are identified in column "2024 With Project Comparison, Existing." As shown in the table, all study area roadway segments operate at acceptable levels of service under weekday conditions with the exception of:

2024 Without Project Conditions

Kettner Boulevard

- Vine Street to Sassafras Street operates at **LOS F**
- Sassafras Street to Palm Street operates at **LOS F**

Sassafras Street

- Pacific Highway to Kettner Boulevard operates at **LOS F**

Palm Street

- Pacific Highway to Kettner Boulevard operates at **LOS E**

Laurel Street

- Harbor Drive to Pacific Highway operates at **LOS F**

Hawthorn Street

- Harbor Drive to Pacific Highway operates at **LOS F**
- Pacific Highway to India Street operates at **LOS F**
- India Street to State Street operates at **LOS F**
- State Street to Albatross Street operates at **LOS F**

Grape Street

- Harbor Drive to Pacific Highway operates at **LOS F**
- Pacific Highway to India Street operates at **LOS F**
- India Street to State Street operates at **LOS F**

North Harbor Drive

- Winship Lane to Liberator Way operates at **LOS F**
- Liberator Way to Cell Phone Lot operates at **LOS F**
- Cell Phone Lot to Laurel Street / Solar Turbines operates at **LOS F**
- Laurel Street / Solar Turbines to West Laurel Street operates at **LOS F**
- Laurel Street to Hawthorn Street operates at **LOS F**

Table H-9: 2024 With Project Conditions Roadway Segment Level of Service Summary – Alternative 4

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			2024 Without Project			2024 With Project			2024 With Project Comparison			
												Existing		2024 Without Project	
			ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	Δ IN ADT	Δ IN V/C	Δ IN ADT	Δ IN V/C
Pacific Highway															
Kurtz St to Barnett Ave	6 Lane Major Arterial	50,000	21,780	0.436	B	22,940	0.459	B	23,113	0.462	B	1,333	0.026	173	0.003
Barnett Ave to Washington St	6 Lane Expressway	80,000	51,778	0.647	C	60,788	0.76	D	61,697	0.771	D	9,919	0.124	909	0.011
Washington St to Sassafras St	6 Lane Prime Arterial	60,000	14,219	0.237	A	15,497	0.258	A	14,995	0.25	A	776	0.013	-502	-0.008
Sassafras St to Palm St	6 Lane Major Arterial	50,000	18,988	0.380	A	20,487	0.41	B	21,200	0.424	B	2,212	0.044	713	0.014
Palm St to Laurel St	6 Lane Major Arterial	50,000	20,447	0.409	B	21,800	0.436	B	22,064	0.441	B	1,617	0.032	264	0.005
Laurel St to Juniper St	6 Lane Major Arterial	50,000	10,478	0.210	A	13,080	0.262	A	13,683	0.274	A	3,205	0.064	603	0.012
Kettner Blvd															
Vine St to Sassafras St	3 Lane Major Arterial (one-way)	27,500	26,492	0.963	**E**	32,232	1.172	**F**	31,382	1.141	**F**	4,890	**0.178**	-850	-0.031
Sassafras St to Palm St	3 Lane Major Arterial (one-way)	27,500	18,406	0.669	C	28,903	1.051	**F**	28,723	1.044	**F**	10,317	**0.375**	-180	-0.007
Palm St to Laurel St	3 Lane Major Arterial (one-way)	27,500	18,406	0.669	C	24,516	0.891	D	23,402	0.851	D	4,996	0.182	-1,114	-0.040
India St															
Sassafras St to Laurel St	3 Lane Major Arterial (one-way)	27,500	14,465	0.526	B	21,397	0.778	C	20,937	0.761	C	6,472	0.235	-460	-0.017
Laurel St to Juniper St	3 Lane Collector (one-way)	26,000	3,884	0.149	A	4,022	0.155	A	4,022	0.155	A	138	0.006	0	0.000
Washington St															
West of Pacific Hwy	4 Lane Major Arterial	40,000	4,847	0.121	A	4,776	0.119	A	6,027	0.151	A	1,180	0.030	1,251	0.032
Hancock St to San Diego Ave	4 Lane Major Arterial	40,000	22,972	0.574	C	25,383	0.635	C	25,224	0.631	C	2,252	0.057	-159	-0.004
East of India St	4 Lane Major Arterial	40,000	24,710	0.618	C	29,783	0.745	C	29,624	0.741	C	4,914	0.123	-159	-0.004
Sassafras St															
Pacific Hwy to Kettner Blvd	3 Lane Collector (w/o two-way left-turn lane)	12,000	15,983	1.332	**F**	16,544	1.379	**F**	21,364	1.78	**F**	5,381	**0.448**	4,820	**0.401**
Palm St															
Pacific Hwy to Kettner Blvd	2 Lane Collector (w/o two-way left-turn lane)	8,000	1,940	0.243	A	7,986	0.998	**E**	7,669	0.959	**E**	5,729	**0.716**	-317	-0.039

Table H-9: 2024 With Project Conditions Roadway Segment Level of Service Summary – Alternative 4

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			2024 Without Project			2024 With Project			2024 With Project Comparison			
												Existing		2024 Without Project	
			ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	Δ IN ADT	Δ IN V/C	Δ IN ADT	Δ IN V/C
Laurel St															
Harbor Dr to Pacific Hwy	5 Lane Major Arterial	45,000	35,441	0.788	D	51,984	1.155	**F**	47,233	1.05	**F**	11,792	**0.262**	-4,751	-0.105
Pacific Hwy to India St	4 Lane Major Arterial	40,000	21,042	0.526	C	25,584	0.64	C	23,994	0.6	C	2,952	0.074	-1,590	-0.040
India St to State St / Reynard Wy	4 Lane Major Arterial	40,000	14,072	0.352	A	14,325	0.358	A	14,166	0.354	A	94	0.002	-159	-0.004
Hawthorn St															
Harbor Dr to Pacific Hwy	3 Lane Collector (one-way)	26,000	26,337	1.013	**F**	28,582	1.099	**F**	26,428	1.016	**F**	91	0.003	-2,154	-0.083
Pacific Hwy to India St	3 Lane Collector (one-way)	26,000	30,936	1.190	**F**	33,820	1.301	**F**	31,666	1.218	**F**	730	**0.028**	-2,154	-0.083
India St to State St	3 Lane Collector (one-way)	26,000	30,936	1.190	**F**	34,357	1.321	**F**	32,203	1.239	**F**	1,267	**0.049**	-2,154	-0.082
State St to Albatross St	2 Lane Collector (w/o two-way left-turn lane)	8,000	10,483	1.310	**F**	10,856	1.357	**F**	10,856	1.357	**F**	373	**0.047**	0	0.000
Grape St															
Harbor Dr to Pacific Hwy	3 Lane Collector (one-way)	26,000	23,826	0.916	**E**	29,145	1.121	**F**	26,675	1.026	**F**	2,849	**0.110**	-2,471	-0.095
Pacific Hwy to India St[1]	3 Lane Collector (one-way)	26,000	28,167	1.083	**F**	39,422	1.516	**F**	36,951	1.421	**F**	8,784	**0.338**	-2,471	-0.095
India St to State St	3 Lane Collector (one-way)	26,000	32,386	1.246	**F**	48,781	1.876	**F**	46,310	1.781	**F**	13,924	**0.535**	-2,471	-0.095
Albatross St to Front St[1]	3 Lane Collector (one-way)	26,000	2,172	0.084	A	3,138	0.121	A	3,138	0.121	A	966	0.037	0	0.000
North Harbor Dr															
Scott Rd to Nimitz Blvd2	4 Lane Prime Arterial	50,000	11,759	0.235	A	16,635	0.333	A	16,255	0.325	A	4,496	0.090	-380	-0.008
Nimitz Blvd to Laning Rd2	6 Lane Prime Arterial	60,000	19,644	0.327	A	26,281	0.438	B	25,141	0.419	B	5,497	0.092	-1,140	-0.019
Laning Rd to McCain Rd	6 Lane Prime Arterial	60,000	28,798	0.480	B	30,701	0.512	B	29,181	0.486	B	383	0.006	-1,520	-0.026

Table H-9: 2024 With Project Conditions Roadway Segment Level of Service Summary – Alternative 4

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			2024 Without Project			2024 With Project			2024 With Project Comparison			
												Existing		2024 Without Project	
			ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	Δ IN ADT	Δ IN V/C	Δ IN ADT	Δ IN V/C
McCain Rd to Spanish Landing	6 Lane Prime Arterial	60,000	29,392	0.490	B	27,074	0.451	B	29,267	0.488	B	-125	-0.002	2,193	0.037
Spanish Landing to Harbor Island Dr	6 Lane Prime Arterial	60,000	30,278	0.505	B	26,045	0.434	B	29,360	0.489	B	-918	-0.016	3,314	0.055
Harbor Island Dr to Winship Ln[2]	6 Lane Prime Arterial	60,000	77,384	1.290	**F**	40,054	0.668	C	20,031	0.334	A	-57,353	-0.956	-20,023	-0.334
Winship Ln to Liberator Way	6 Lane Prime Arterial	60,000	89,066	1.484	**F**	102,593	1.71	**F**	64,653	1.078	**F**	-24,413	-0.406	-37,940	-0.632
Liberator Way to Cell Phone Lot	6 Lane Prime Arterial	60,000	94,942	1.582	**F**	104,257	1.738	**F**	66,729	1.112	**F**	-28,213	-0.470	-37,528	-0.626
Cell Phone Lot to Laurel St / Solar Turbines	6 Lane Prime Arterial	60,000	95,096	1.585	**F**	116,452	1.941	**F**	67,437	1.124	**F**	-27,659	-0.461	-49,014	-0.817
Laurel St / Solar Turbines to W Laurel St	6 Lane Prime Arterial	60,000	76,603	1.277	**F**	105,504	1.758	**F**	62,993	1.05	**F**	-13,610	-0.227	-42,512	-0.708
Laurel St to Hawthorn St	6 Lane Prime Arterial	60,000	59,521	0.992	**E**	68,601	1.143	**F**	63,227	1.054	**F**	3,706	**0.062**	-5,374	-0.089
Hawthorn St to Grape St[1]	6 Lane Prime Arterial	60,000	37,881	0.631	C	44,407	0.74	C	41,186	0.686	C	3,305	0.055	-3,220	-0.054
Grape St to Ash St[1]	5 Lane Prime Arterial	55,000	20,437	0.372	A	22,398	0.407	A	21,648	0.394	A	1,211	0.022	-750	-0.013
Harbor Island Dr															
Harbor Dr to Old Rent A Car Access	4 Lane Major Arterial	40,000	12,743	0.319	A	13,486	0.337	A	13,433	0.336	A	690	0.017	-53	-0.001
West of Harbor Island Dr	4 Lane Major Arterial	40,000	7,661	0.192	A	13,499	0.337	A	13,446	0.336	A	5,785	0.144	-53	-0.001
Harbor Island Dr to Parking Lot	4 Lane Collector (w/o two-way left-turn lane)	15,000	4,801	0.320	A	6,902	0.46	B	6,902	0.46	B	2,101	0.140	0	0.000

Table H-9: 2024 With Project Conditions Roadway Segment Level of Service Summary – Alternative 4

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			2024 Without Project			2024 With Project			2024 With Project Comparison			
												Existing		2024 Without Project	
			ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	Δ IN ADT	Δ IN V/C	Δ IN ADT	Δ IN V/C
East of Parking Lot	4 Lane Collector (w/o two-way left-turn lane)	15,000	3,929	0.262	A	6,902	0.46	B	6,902	0.46	B	2,973	0.198	0	0.000

Source: Kimley-Horn, June 2019.

Notes: Bold values indicate roadway segments operating at LOS E or F. Bold and shaded values indicate project significant impact. City of San Diego's Significance Determination Thresholds under CEQA, Section O, p.71. A review of SANDAG and Port of San Diego studies indicates that they use the same significance determination thresholds. Under 2024 With Project conditions, all significant impacts are defined as Direct impacts per these thresholds, because this is considered an Opening Day condition.

(a) Existing roads street classification is based on the City of San Diego Street Design Manual, March 2018 Edition.

(b) Average Daily Traffic (ADT) volumes for the roadway segments were provided by National Data & Surveying Services and measured in June 2017 and in March 2019.

(c) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

[1] Volumes from January 1, 2005 to February 2, 2017. Growth factor applied based on comparison between 2017 counted volumes and 2013 Machine Count Traffic volumes.

[2] 2015 ADT Volumes obtained from City of San Diego Machine Count Traffic Volumes from January 1, 2005 to February 2, 2017.

2024 With Project Conditions

Kettner Boulevard

- **Vine Street to Sassafras Street operates at LOS F**
- **Sassafras Street to Palm Street operates at LOS F**

Sassafras Street

- **Pacific Highway to Kettner Boulevard operates at LOS F**

Palm Street

- **Pacific Highway to Kettner Boulevard operates at LOS E**

Laurel Street

- **Harbor Drive to Pacific Highway operates at LOS F**

Hawthorn Street

- Harbor Drive to Pacific Highway operates at **LOS F**
- **Pacific Highway to India Street operates at LOS F**
- **India Street to State Street operates at LOS F**
- **State Street to Albatross Street operates at LOS F**

Grape Street

- **Harbor Drive to Pacific Highway operates at LOS F**
- **Pacific Highway to India Street operates at LOS F**
- **India Street to State Street operates at LOS F**

North Harbor Drive

- Winship Lane to Liberator Way operates at **LOS F**
- Liberator Way to Cell Phone Lot operates at **LOS F**
- Cell Phone Lot to Laurel Street / Solar Turbines operates at **LOS F**
- Laurel Street / Solar Turbines to West Laurel Street operates at **LOS F**
- **Laurel Street to Hawthorn Street operates at LOS F**

The roadways listed above that are shown in bold text are considered to be direct impacts. Specifically, Alternative 4's traffic adds to the roadways v/c by at least 0.02 at LOS E or 0.01 at LOS F.

The following mitigations, would address the significant impacts that would occur from the project, as defined by Table H-9, between Existing condition and 2024 With Project conditions:

Kettner Boulevard from Vine Street to Sassafras Street

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Kettner Boulevard is currently at its Community Plan-designated roadway classification and potential mitigation measures would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Kettner Boulevard from Sassafras Street to Palm Street

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Kettner Boulevard is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Sassafras Street from Pacific Highway to Kettner Boulevard

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of the proposed cumulative projects and annual traffic growth. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-1a, as previously described in Section H.2.1.1, presently is ***not considered feasible***, because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Palm Street from Pacific Highway to Kettner Boulevard

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

MM-TR-RS-4a: **Improve Palm Street from Pacific Highway to Kettner Boulevard.** Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement: Convert the roadway on Palm Street from Pacific Highway to Kettner Boulevard from a 2 Lane Collector (w/o two-way left-turn lane) to a 4 Lane Collector (without a two-way left-turn lane). Proposed Mitigation Measure MM-TR-RS-4a presently is ***not considered feasible*** because the Mitigation Measure is within the City

of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Implementation of Mitigation Measure MM-TR-RS-4a would reduce the roadway segment v/c ratio to a less-than-significant level, as shown in Table H-10.

Laurel Street from Harbor Drive to Pacific Highway

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Laurel Street is at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from Pacific Highway to India Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from India Street to State Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Table H-10: 2024 With Project Conditions Roadway Segment Improvement Level of Service Summary – Alternative 4

Roadway Segment	With Project ADT	Before Improvement				After Improvement (c)				
		Roadway Classification (a)	LOS E Capacity	V/C Ratio (b)	LOS	Roadway Classification	Future Bicycle Facility	LOS E Capacity	V/C Ratio (b)	LOS
Kettner Blvd										
Vine St to Sassafras St	31,382	3 Lane Major Arterial (one-way)	27,500	1.141	**F**	3 Lane Major Arterial (one-way)	Class II (one-way)	27,500	1.141	**F**
Sassafras St to Palm St	28,723	3 Lane Major Arterial (one-way)	27,500	1.044	**F**	3 Lane Major Arterial (one-way)	Class II (one-way)	27,500	1.044	**F**
Sassafras St										
Pacific Hwy to Kettner Blvd	21,364	3 Lane Collector (w/o two-way left-turn lane)	12,000	1.780	**F**	4 Lane Collector	Class II	30,000	0.712	D
Palm St										
Pacific Hwy to Kettner Blvd	7,669	2-Lane Collector (w/o two-way left-turn lane)	8,000	0.959	**E**	4-Lane Collector (w/o two-way left-turn lane)	–	15,000	0.511	C
Laurel St										
Harbor Dr to Pacific Hwy	11,792	5 Lane Major Arterial	45,000	1.050	**F**	5 Lane Major Arterial	Class III	45,000	1.050	**F**
Hawthorn St										
Pacific Hwy to India St	31,666	3 Lane Collector (one-way)	26,000	1.218	**F**	3 Lane Collector (one-way)	Class IV (one-way)	26,000	1.218	**F**
India St to State St	32,203	3 Lane Collector (one-way)	26,000	1.239	**F**	3 Lane Collector (one-way)	Class IV (one-way)	26,000	1.239	**F**
State St to Albatross St	10,856	2 Lane Collector (w/o two-way left-turn lane)	8,000	1.357	**F**	2 Lane Collector (w/o two-way left-turn lane)	-	8,000	1.357	**F**
Grape St										
Harbor Dr to Pacific Hwy	26,675	3 Lane Collector (one-way)	26,000	1.026	**F**	4 Lane Collector (one-way)	Class IV (one-way)	34,700	0.769	D
Pacific Hwy to India St	36,951	3 Lane Collector (one-way)	26,000	1.421	**F**	4 Lane Collector (one-way)	Class IV (one-way)	34,700	1.065	**F**
India St to State St	46,310	3 Lane Collector (one-way)	26,000	1.781	**F**	4 Lane Collector (one-way)	Class IV (one-way)	34,700	1.335	**F**

Table H-10: 2024 With Project Conditions Roadway Segment Improvement Level of Service Summary – Alternative 4

Roadway Segment	With Project ADT	Before Improvement				After Improvement (c)				
		Roadway Classification (a)	LOS E Capacity	V/C Ratio (b)	LOS	Roadway Classification	Future Bicycle Facility	LOS E Capacity	V/C Ratio (b)	LOS
North Harbor Dr										
Laurel St to Hawthorn St	63,227	6 Lane Prime Arterial	60,000	1.054	**F**	6 Lane Prime Arterial	Class I / Class III	60,000	1.054	**F**

Source: Source: Kimley-Horn, June 2019.

Notes:

Bold values indicate intersections operating at LOS E or F. **Bold** and **shaded** values indicate project significant impact.

(a) Existing roads street classification is based City of San Diego Street Design Manual 2018.

(b) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

(c) The Table presumes the improvements are feasible, which is uncertain.

Hawthorn Street from State Street to Albatross Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Grape Street from Harbor Drive to Pacific Highway

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-1b, as previously described in Section H.2.1.1, would improve the roadway segment v/c, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-10. MM-TR-RS-1b presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item. This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

Grape Street from Pacific Highway to India Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-1c, as previously described in Section H.2.1.1, would improve the roadway segment v/c ratio, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-10. MM-TR-RS-1c presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it

approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item. This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

Grape Street from India Street to State Street

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-1d, as previously described in Section H.2.1.1, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-10. Proposed Mitigation Measure MM-TR-RS-1d presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item. This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

North Harbor Drive from Laurel Street to Hawthorn Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Some of the roadway segments identified above, are currently at their Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be***

physically feasible because the measure would be inconsistent with the Community Plan. Further, due to FAA regulations, potential improvements currently could not be implemented and are presently ***not considered feasible*** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements or mitigation measures discussed in section 3.14.6 above. SDCRAA has not requested funding of any through lane improvements to the roadways because the City told SDCRAA that is would not support or implement improvements that are inconsistent with the applicable community plan, and the City has jurisdiction over the potential improvements. SDCRAA could not require the City to implement this improvement. As such, this impact is considered unmitigable.

Freeway Segment Level of Service

2024 Without Project and 2024 With Project volumes were evaluated at the study area freeway segments. Results of the analysis are presented in Table H-11. Direct freeway impacts from the project Phase 1a are identified in column "2024 With Project Comparison, Existing Δ in V/C." Existing." As shown in the table, all study area freeway segments operate at acceptable levels of service under weekday conditions with the exception of:

2024 Without Project Conditions

I-5

- North of J Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of Route 94 Junction in the Northbound direction in the AM Peak operates at **LOS F**
- North of Pershing Drive in the Northbound direction in the AM Peak operates at **LOS F**
- North of Route 163 Junction in the Northbound direction in the AM Peak operates at **LOS F**
- North of Sixth Avenue in the Northbound direction in the AM Peak operates at **LOS F**
- North of First Avenue in the Northbound direction in the AM Peak operates at **LOS F**
- North of Hawthorn Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of India / Sassafras Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of Pacific Highway Viaduct in the Northbound direction in the AM Peak operates at **LOS F**
- North of Washington Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of Old Town Avenue in the Northbound direction in the AM Peak operates at **LOS F**

Route-163

- North of I-5 Junction
  - In the Southbound direction in the PM Peak operates at **LOS F**
  - In the Northbound direction in the AM Peak operates at **LOS F**
- North of Quince Street
  - In the Southbound direction in the PM Peak operates at **LOS F**
  - In the Northbound direction in the AM Peak operates at **LOS F**

Table H-11: 2024 With Project Conditions Freeway Segment Level of Service Summary – Alternative 4

Freeway Segment		Dir	Number Of Lanes	Existing						2024 Without Project						2024 With Project						2024 With Project Comparison			
				Density (PC/MI/LN)		V/C (a)		LOS (b)		Density (PC/MI/LN)		V/C (a)		LOS (b)		Density (PC/MI/LN)		V/C (a)		LOS (b)		Existing Δ IN V/C		2024 Without Project Δ IN V/C	
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
I-5	North of J Street	SB	4	21	29	0.618	0.836	C	D	22.2	30.1	0.648	0.877	C	D	22.1	29.9	0.648	0.877	C	D	-	-	-	-
		NB	4	32	20	0.943	0.587	D	C	--	21.4	1.003	0.625	**F***	C	34.2	21.3	1.003	0.625	**F***	C	**0.061**	-	0.000	-
	North of Route 94 Junction	SB	5	22	30	0.637	0.861	C	D	22.6	30.6	0.659	0.892	C	D	22.4	30.3	0.659	0.892	C	D	-	-	-	-
		NB	5	33	21	0.970	0.604	D	C	--	21.5	1.005	0.626	**F***	C	34.2	21.3	1.005	0.626	**F***	C	**0.035**	-	0.000	-
	North of Pershing Drive	SB	5	22	30	0.637	0.861	C	D	22.6	30.6	0.659	0.892	C	D	22.3	30.2	0.659	0.892	C	D	-	-	-	-
		NB	5	33	21	0.970	0.604	D	C	--	21.5	1.005	0.626	**F***	C	34.3	21.3	1.005	0.626	**F***	C	**0.035**	-	0.000	-
	North of Route 163 Junction	SB	5	24	20	0.711	0.579	C	C	25.3	20.6	0.737	0.600	C	C	25.0	20.4	0.737	0.600	C	C	-	-	-	-
		NB	5	N/A	27	1.062	0.794	**F***	D	--	28.2	1.100	0.822	**F***	D	--	27.9	1.100	0.822	**F***	D	**0.038**	-	0.000	-
	North of Sixth Avenue	SB	5	24	20	0.711	0.579	C	C	25.3	20.6	0.737	0.600	C	C	25.0	20.4	0.730	0.595	C	C	-	-	-	-
		NB	5	N/A	27	1.062	0.794	**F***	D	--	28.2	1.100	0.822	**F***	D	--	27.9	1.088	0.813	**F***	D	**0.026**	-	-0.012	-
	North of First Avenue	SB	4	24	20	0.706	0.575	C	C	26.2	21.3	0.763	0.622	D	C	25.8	21.0	0.753	0.614	C	C	-	-	-	-
		NB	4	N/A	27	1.055	0.788	**F***	D	--	28.9	1.126	0.842	**F***	D	--	28.5	1.113	0.832	**F***	D	**0.059**	-	-0.013	-
	North of Hawthorn Street	SB	4	29	23	0.840	0.685	D	C	29.8	24.3	0.870	0.709	D	C	30.2	24.6	0.881	0.718	D	C	-	-	-	-
		NB	4	N/A	32	1.255	0.938	**F***	D	--	33.8	1.317	0.985	**F***	D	--	34.0	1.328	0.992	**F***	D	**0.073**	-	**0.010**	-
	North of India / Sassafras Street	SB	5	22	18	0.653	0.532	C	C	23.2	18.9	0.676	0.551	C	C	23.2	18.9	0.676	0.551	C	C	-	-	-	-
		NB	5	33	25	0.975	0.729	D	C	--	26.3	1.025	0.766	**F***	D	--	26.2	1.021	0.764	**F***	D	**0.047**	-	-0.003	-
	North of Pacific Highway Viaduct	SB	4	22	18	0.650	0.529	C	C	23.5	19.1	0.684	0.558	C	C	23.5	19.1	0.684	0.558	C	C	-	-	-	-
		NB	4	33	25	0.970	0.725	D	C	--	26.1	1.018	0.761	**F***	C	--	26.0	1.014	0.758	**F***	C	**0.044**	-	-0.004	-
	North of Sassafras Street	SB	4	22	18	0.633	0.516	C	B	22.7	18.5	0.661	0.539	C	C	22.7	18.5	0.661	0.539	C	C	-	-	-	-
		NB	4	32	24	0.945	0.707	D	C	34.0	25.4	0.992	0.741	D	C	33.9	25.3	0.988	0.738	D	C	-	-	-	-
	North of Washington Street	SB	4	29	23	0.836	0.681	D	C	30.5	24.8	0.889	0.724	D	C	30.2	24.6	0.880	0.717	D	C	-	-	-	-
		NB	5	34	26	0.999	0.747	D	C	--	26.6	1.038	0.776	**F***	D	--	26.3	1.028	0.768	**F***	D	**0.029**	-	-0.010	-
	North of Old Town Avenue	SB	5	23	19	0.675	0.550	C	C	24.6	20.0	0.717	0.584	C	C	24.3	19.8	0.710	0.578	C	C	-	-	-	-
		NB	5	N/A	26	1.009	0.754	**F***	C	--	26.9	1.050	0.785	**F***	D	--	26.7	1.040	0.778	**F***	D	**0.032**	-	-0.010	-

Table H-11: 2024 With Project Conditions Freeway Segment Level of Service Summary – Alternative 4

Freeway Segment		Dir	Number Of Lanes	Existing						2024 Without Project						2024 With Project						2024 With Project Comparison			
				Density (PC/MI/LN)		V/C (a)		LOS (b)		Density (PC/MI/LN)		V/C (a)		LOS (b)		Density (PC/MI/LN)		V/C (a)		LOS (b)		Existing Δ IN V/C		2024 Without Project Δ IN V/C	
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
	North of I-8 Junction / Camino Del Rio	SB	5	19	26	0.541	0.748	C	C	19.2	26.5	0.560	0.774	C	D	19.1	26.4	0.557	0.770	C	D	-	-	-	-
		NB	5	24	21	0.702	0.626	C	C	25.1	22.4	0.732	0.652	C	C	24.9	22.2	0.728	0.649	C	C	-	-	-	-
SR-163	10th Street N of Ash, End Left Align	SB	1	22	10	0.629	0.305	C	A	23.4	15.0	0.682	0.437	C	B	23.4	15.0	0.682	0.437	C	B	-	-	-	-
		NB	2	6	11	0.170	0.331	A	B	8.2	12.9	0.240	0.376	A	B	8.2	12.9	0.240	0.376	A	B	-	-	-	-
	North of I-5 Junction	SB	2	32	N/A	0.945	1.030	D	**F***	33.6	--	0.979	1.067	D	**F***	33.5	--	0.976	1.064	D	**F***	-	**0.033**	-	-0.003
		NB	2	N/A	32	1.094	0.922	**F***	D	--	33.1	1.146	0.966	**F***	D	--	33.0	1.142	0.963	**F***	D	**0.048**	-	-0.004	-
	North of Quince Street	SB	2	32	N/A	0.929	1.013	D	**F***	33.0	--	0.963	1.049	D	**F***	32.9	--	0.959	1.045	D	**F***	-	**0.033**	-	-0.003
		NB	2	N/A	31	1.075	0.906	**F***	D	--	32.3	1.117	0.942	**F***	D	--	32.2	1.113	0.938	**F***	D	**0.038**	-	-0.004	-
	North of Richmond Street	SB	2	31	34	0.905	0.986	D	D	32.1	--	0.937	1.021	D	**F***	32.0	--	0.934	1.018	D	**F***	-	**0.032**	-	-0.003
		NB	2	N/A	30	1.047	0.883	**F***	D	--	31.5	1.090	0.919	**F***	D	--	31.4	1.087	0.916	**F***	D	**0.040**	-	-0.004	-
	North of Robinson Ave	SB	2	28	31	0.823	0.897	D	D	29.2	31.9	0.853	0.929	D	D	29.1	31.7	0.850	0.926	D	D	-	-	-	-
		NB	2	33	28	0.953	0.803	D	D	33.9	28.6	0.989	0.833	D	D	33.8	28.5	0.985	0.830	D	D	-	-	-	-
	North of Washington Street	SB	2	N/A	N/A	1.068	1.164	**F***	**F***	--	--	1.106	1.205	**F***	**F***	--	--	1.102	1.202	**F***	**F***	**0.035**	**0.038**	-0.004	-0.003
		NB	2	N/A	N/A	1.236	1.042	**F***	**F***	--	--	1.280	1.079	**F***	**F***	--	--	1.276	1.076	**F***	**F***	**0.040**	**0.034**	-0.004	-0.003
	North of Sixth Avenue	SB	4	23	25	0.668	0.728	C	C	23.7	25.9	0.692	0.754	C	C	23.7	25.8	0.690	0.753	C	C	-	-	-	-
		NB	5	21	18	0.619	0.522	C	B	22.3	18.8	0.649	0.547	C	C	22.2	18.7	0.648	0.546	C	C	-	-	-	-
	North of I-8 Junction	SB	4	23	25	0.684	0.733	C	C	24.5	26.3	0.715	0.766	C	D	24.4	26.2	0.713	0.764	C	D	-	-	-	-
		NB	5	24	19	0.705	0.553	C	C	25.0	19.6	0.730	0.573	C	C	25.0	19.6	0.728	0.571	C	C	-	-	-	-
SR-94	East of Beginning at I-5 Junction and G St	WB	4	25	8	0.736	0.223	C	A	27.5	13.9	0.803	0.406	D	B	27.4	13.9	0.799	0.404	D	B	-	-	-	-
		EB	5	1	24	0.036	0.695	A	C	4.1	25.2	0.118	0.735	A	C	4.0	25.1	0.118	0.731	A	C	-	-	-	-

Table H-11: 2024 With Project Conditions Freeway Segment Level of Service Summary – Alternative 4

Freeway Segment		Dir	Number Of Lanes	Existing						2024 Without Project						2024 With Project						2024 With Project Comparison			
				Density (PC/MI/LN)		V/C (a)		LOS (b)		Density (PC/MI/LN)		V/C (a)		LOS (b)		Density (PC/MI/LN)		V/C (a)		LOS (b)		Existing Δ IN V/C		2024 Without Project Δ IN V/C	
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
I-8	East of Midway Drive	WB	4	12	17	0.350	0.496	B	B	12.4	17.6	0.362	0.513	B	B	12.4	17.6	0.362	0.513	B	B	-	-	-	-
		EB	4	17	10	0.499	0.281	B	A	17.7	10.0	0.517	0.291	B	A	17.7	10.0	0.517	0.291	B	A	-	-	-	-
	East of I-5 Junction	WB	3	21	30	0.611	0.866	C	D	21.8	30.9	0.635	0.901	C	D	21.6	30.7	0.631	0.895	C	D	-	-	-	-
		EB	3	30	17	0.872	0.491	D	B	30.9	17.4	0.903	0.509	D	B	30.7	17.3	0.896	0.505	D	B	-	-	-	-
	East of Morena Boulevard	WB	5	18	26	0.532	0.755	C	C	18.9	26.8	0.551	0.782	C	D	18.8	26.7	0.548	0.778	C	D	-	-	-	-
		EB	4	33	18	0.949	0.535	D	C	33.7	19.0	0.983	0.554	D	C	33.5	18.9	0.978	0.551	D	C	-	-	-	-
	East of Hotel Circle / Taylor Street	WB	5	26	22	0.759	0.645	C	C	26.9	22.9	0.786	0.668	D	C	26.8	22.8	0.782	0.665	D	C	-	-	-	-
		EB	4	22	32	0.638	0.945	C	D	22.7	33.6	0.661	0.979	C	D	22.6	33.4	0.658	0.975	C	D	-	-	-	-
	East of Hotel Circle	WB	5	28	24	0.819	0.696	D	C	29.1	24.7	0.848	0.721	D	C	29.0	24.6	0.845	0.718	D	C	-	-	-	-
		EB	4	24	N/A	0.689	1.021	C	**F***	24.5	--	0.714	1.057	C	**F***	24.4	--	0.711	1.053	C	**F***	-	**0.032**	-	-0.004
	East of SR-163 Junction	WB	4	N/A	31	1.052	0.894	**F***	D	--	31.7	1.090	0.926	**F***	D	--	31.6	1.086	0.923	**F***	D	**0.034**	-	-0.003	-
		EB	4	24	N/A	0.708	1.049	C	**F***	26.2	--	0.765	1.133	D	**F***	26.1	--	0.762	1.128	D	**F***	-	**0.079**	-	-0.005

Source: Kimley-Horn, June 2019.

Notes: Bold values indicate freeway segments operating at LOS E or F. Bold and shaded values indicate project significant impact. City of San Diego's Significance Determination Thresholds under CEQA, Section O, p.71. A review of SANDAG and Port of San Diego studies indicates that they use the same significance determination thresholds. Under 2024 With Project conditions, all significant impacts are defined as Direct impacts per these thresholds, because this is considered an Opening Day condition.

(a) Volume to capacity ratio. (b) The LOS for the respective freeway segments were based on the methodologies contained in Chapter 11 of the Highway Capacity Manual, 6th Edition.

[1] Speed and density values are reported as "--" and LOS is reported as "F*" when the volume to capacity ratio is greater than 1.00. Per Chapter 11 of the HCM 6th Edition, the density is only calculated when the ratio is less than 1.00 and the speed cannot be estimated. All cases in which this ratio is greater than 1.00 are LOS F.

- North of Richmond Street
  - In the Southbound direction in the PM Peak operates at **LOS F**
  - In the Northbound direction in the AM Peak operates at **LOS F**
- North of Washington Street
  - In the Southbound direction in the AM Peak operates at **LOS F**
  - In the Southbound direction in the PM Peak operates at **LOS F**
  - In the Northbound direction in the AM Peak operates at **LOS F**
  - In the Northbound direction in the PM Peak operates at **LOS F**

I-8

- East of Hotel Circle in the Eastbound direction in the PM Peak operates at **LOS F**
- East of SR-163 Junction
  - In the Westbound direction in the AM Peak operates at **LOS F**
  - In the Eastbound direction in the PM Peak operates at **LOS F**

2024 With Project Conditions

I-5

- **North of J Street in the Northbound direction in the AM Peak operates at LOS F**
- **North of Route 94 Junction in the Northbound direction in the AM Peak operates at LOS F**
- **North of Pershing Drive in the Northbound direction in the AM Peak operates at LOS F**
- **North of Route 163 Junction in the Northbound direction in the AM Peak operates at LOS F**
- **North of Sixth Avenue in the Northbound direction in the AM Peak operates at LOS F**
- **North of First Avenue in the Northbound direction in the AM Peak operates at LOS F**
- **North of Hawthorn Street in the Northbound direction in the AM Peak operates at LOS F**
- **North of India / Sassafras Street in the Northbound direction in the AM Peak operates at LOS F**
- **North of Pacific Highway Viaduct in the Northbound direction in the AM Peak operates at LOS F**
- **North of Washington Street in the Northbound direction in the AM Peak operates at LOS F**
- **North of Old Town Avenue in the Northbound direction in the AM Peak operates at LOS F**

Route-163

- **North of I-5 Junction**
  - **In the Southbound direction in the PM Peak operates at LOS F**
  - **In the Northbound direction in the AM Peak operates at LOS F**

- **North of Quince Street**
  - **In the Southbound direction in the PM Peak operates at LOS F**
  - **In the Northbound direction in the AM Peak operates at LOS F**
- **North of Richmond Street**
  - **In the Southbound direction in the PM Peak operates at LOS F**
  - **In the Northbound direction in the AM Peak operates at LOS F**
- **North of Washington Street**
  - **In the Southbound direction in the AM Peak operates at LOS F**
  - **In the Southbound direction in the PM Peak operates at LOS F**
  - **In the Northbound direction in the AM Peak operates at LOS F**
  - **In the Northbound direction in the PM Peak operates at LOS F**

I-8

- **East of Hotel Circle in the Eastbound direction in the PM Peak operates at LOS F**
- **East of SR-163 Junction**
  - **In the Westbound direction in the AM Peak operates at LOS F**
  - **In the Eastbound direction in the PM Peak operates at LOS F**

The freeway segments listed above that are shown in bold text are considered to be direct impacts. Specifically, Alternative 4's traffic adds to the roadways v/c by at least 0.02 at LOS E or 0.01 at LOS F. The following discussion addresses these impacts.

As previously described in more detail in Section 3.14.6.1 of the Recirculated Draft EIR, any proposed freeway mitigation measure is ***not considered feasible***, because there are no planned freeway improvement projects in the San Diego Regional Transportation Plan or Caltrans Interstate 8 Transportation Concept Report for this segment or other applicable Interstate or Highway segment plans, and any such improvements would require FAA approval of funding. Caltrans has jurisdiction over the potential freeway improvements. SDCRAA could not require Caltrans to implement any such improvements. Potential and unplanned freeway improvements are therefore ***not physically feasible***. Further, due to FAA regulations, potential freeway improvements currently could not be implemented and are presently ***not considered feasible*** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements or mitigation measures as discussed in Section 3.14.6 of the Recirculated Draft EIR. SDCRAA has not requested funding of any freeway improvement projects because none are planned by agencies with jurisdiction or planning authority, and the FAA stated that it would not fund direct improvements to freeways. Moreover, neither SANDAG nor Caltrans has developed or identified regional programs to reduce VMT related to freeway usage. As such, these impacts are considered unmitigable.

Vehicle Miles Traveled (VMT)

At the time of this writing, evaluation of transportation impacts using the VMT metric is not required by the State or any San Diego-based agencies, and LOS is the official metric for identifying traffic impacts and mitigation. Nonetheless, project-related VMT is generally discussed below for informational purposes.

Year 2024 VMT per passenger is presented in Table H-12. Because a year 2024 SANDAG model does not exist, the SANDAG model average trip length was based on the Year 2020 model. The Year 2024 VMT per passenger was calculated to be 17.2 VMT per Airport passenger, which is a decrease of 2.7. This decrease is attributed to the Airport Authority's efforts to reduce TNC trips by matching drivers who drop off with those passengers being picked up. Also, the implementation of a shuttle service from Old Town Transit Center to the Airport reduces overall VMT per Airport passenger. According to October 2018 data (see Appendix R-H), TNC companies are now achieving about a 30% match rate.

Table H-12: 2024 VMT Summary – Alternative 4

	Existing	2024
SANDAG Model Trip Length (a)	15.07	15.52
ADP Airport Trips	103,983	103,410
Calculated Airport VMT (b)	1,567,024	1,604,932
Airport Daily Passenger	78,595	98,389
Airport VMT / Passenger (c)	**19.9**	**17.2**
Δ VMT / Passenger	-	-2.7

Source: Kimley-Horn, June 2019.

Notes:

(a) Trip length based on SANDAG Series 13 model VMT divided by number of model trips.

(b) Airport VMT is equal to estimated airport trips multiplied by average trip length.

(c) Airport VMT per passenger based on calculated airport VMT divided by number of passengers.

H.2.2.2 Direct Impacts H-3

Summary Conclusion for Impact H-3: Implementation of Alternative 4 would result in unacceptable operations at study facilities in 2026. Of those facilities, 4 intersections, 13 roadway segments, and 18 freeway segments are expected to exceed thresholds of significance under the 2026 With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some proposed mitigation is infeasible, or only partially mitigates the impact, therefore, impacts would remain *significant and unavoidable* at 1 intersection, 10 roadway segments, and 18 freeway segments.

This scenario represents the traffic conditions of the 2026 street network and existing on-Airport facilities. Volumes for this scenario were based on adjusted 2025 Series 13 travel forecast model volumes and cumulative project volumes, which include ambient growth for the region and the study area. The ambient traffic growth factor includes unknown and future related projects in the study area, as well as accounts for regular growth in the traffic volumes due to the development of the projects outside the study area. The 2026 Without Project volumes were found from growing the 2025 Series 13 travel forecast model volumes by 0.5% per year. The 2026 Without Project Condition assumes no roadway network differences compared to existing conditions. The 2026 With Project Condition assumes the addition of Project Phase 1b. Since the project is adding gates with this phase, the 2026 With Project is also considered an Opening Day Scenario and, as such, impacts are considered to be direct impacts.

Intersection Level of Service

2026 Without Project and 2026 With Project volumes were evaluated at the study area intersections. Results of the analysis are presented in Table H-13. Direct intersection impacts from the project Phase 1b are identified in column "2026 With Project, Change from Existing." Level of Service worksheets are contained in Appendix R-H5. As shown in the table, all study area intersections operate at acceptable levels of service during the weekday AM, Airport, and PM peak hours with the exception of:

2026 Without Project Conditions

#3 – Pacific Highway at Enterprise Street

#15 – Pacific Highway at W Laurel Street

#16 – Kettner Boulevard at W Laurel Street

#33 –Harbor Island Drive at N Harbor Drive

#41 – Kettner Boulevard at Palm Street

2026 With Project Conditions

#3 – Pacific Highway at Enterprise Street

#15 – Pacific Highway at W Laurel Street

#16 – Kettner Boulevard at W Laurel Street

#41 – Kettner Boulevard at Palm Street

The intersections listed above that are shown in bold text are considered to be direct impacts. Specifically, Alternative 4's traffic adds at least two seconds of delay at LOS E or one second of delay at LOS F.

The following mitigations would address the significant impacts that would occur from the project, as defined by Table H-13, between Existing conditions and 2026 With Project conditions:

#3 Pacific Highway at Enterprise Street

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Table H-13: 2026 With Project Conditions Intersection Level of Service Summary – Alternative 4

Intersection		Peak Hour	Existing		2026 Without Project		2026 With Project			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Change from Existing (c)	Change from 2026 Without Project (d)
1	Pacific Hwy at Taylor St / Rosecrans St	AM	27.7	C	28.1	C	28.1	C	0.4	0.0
		AIRPORT	28.6	C	29.1	C	29.0	C	0.4	-0.1
		PM	35.8	D	41.5	D	41.4	D	5.6	-0.1
2	Pacific Hwy at Old Town Transit Center	AM	9.7	A	10.4	B	10.4	B	0.7	0.0
		AIRPORT	10.9	B	11.2	B	11.2	B	0.3	0.0
		PM	11.1	B	13.0	B	13.1	B	2.0	0.1
3	Pacific Hwy at Enterprise St	AM	31.7	C	39.0	D	39.2	D	7.5	0.2
		AIRPORT	27.7	C	30.2	C	30.2	C	2.5	0.0
		PM	44.5	D	74.1	**E**	75.3	**E**	**30.8**	1.2
4	SB Pacific Hwy Ramps at Washington St	AM	11.7	B	12.4	B	12.4	B	0.7	0.0
		AIRPORT	12.4	B	13.3	B	12.6	B	0.2	-0.7
		PM	12.5	B	13.9	B	14.2	B	1.7	0.3
5	NB Pacific Highway On-Ramp / Frontage Rd at Washington St	AM	20.7	C	22.9	C	28.5	C	7.8	5.6
		AIRPORT	18.3	B	19.8	B	23.5	C	5.2	3.7
		PM	18.7	B	20.8	C	24.8	C	6.1	4.0
6	Hancock St at Washington St	AM	22.0	C	21.2	C	20.7	C	-1.3	-0.5
		AIRPORT	21.7	C	20.1	C	20.1	C	-1.6	0.0
		PM	23.1	C	24.0	C	23.9	C	0.8	-0.1
7	San Diego Ave at Washington St	AM	31.1	C	36.6	D	36.5	D	5.4	-0.1
		AIRPORT	22.2	C	24.2	C	24.5	C	2.3	0.3
		PM	16.2	B	17.5	B	17.8	B	1.6	0.3
8	India St at Vine St	AM	4.5	A	4.6	A	4.6	A	0.1	0.0
		AIRPORT	4.7	A	4.8	A	4.9	A	0.2	0.1
		PM	4.3	A	4.4	A	4.4	A	0.1	0.0
9	Pacific Hwy at Sassafras St / Admiral Boland Way	AM	22.0	C	23.1	C	29.1	C	7.1	6.0
		AIRPORT	23.8	C	25.5	C	29.4	C	5.6	3.9
		PM	29.7	C	33.1	C	39.6	D	9.9	6.5
10	Kettner Blvd at Sassafras St	AM	13.5	B	17.3	B	19.4	B	5.9	2.1
		AIRPORT	12.7	B	15.6	B	15.8	B	3.1	0.2
		PM	15.0	B	20.8	C	22.7	C	7.7	1.9
11	India St at Sassafras St	AM	6.8	A	6.5	A	5.9	A	-0.9	-0.6

Table H-13: 2026 With Project Conditions Intersection Level of Service Summary – Alternative 4

Intersection		Peak Hour	Existing		2026 Without Project		2026 With Project			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Change from Existing (c)	Change from 2026 Without Project (d)
		AIRPORT	8.8	A	8.7	A	7.5	A	-1.3	-1.2
		PM	10.2	B	9.8	A	10.0	B	-0.2	0.2
12	Pacific Hwy at Palm St	AM	8.7	A	10.1	B	12.6	B	3.9	2.5
		AIRPORT	8.8	A	10.3	B	12.1	B	3.3	1.8
		PM	10.3	B	12.4	B	14.1	B	3.8	1.7
14	W Laurel St at N Harbor Drive	AM	24.4	C	29.0	C	37.4	D	13.0	8.4
		AIRPORT	33.7	C	41.0	D	39.6	D	5.9	-1.4
		PM	26.2	C	32.3	C	46.0	D	19.8	13.7
15	Pacific Hwy at W Laurel St	AM	44.6	D	48.0	D	34.5	C	-10.1	-13.5
		AIRPORT	49.1	D	55.6	**E**	56.6	**E**	**7.5**	1.0
		PM	51.6	D	61.5	**E**	64.0	**E**	**12.4**	**2.5**
16	Kettner Blvd at W Laurel St	AM	91.8	**F**	123.5	**F**	135.6	**F**	**43.8**	**12.1**
		AIRPORT	112.2	**F**	228.8	**F**	159.8	**F**	**47.6**	-69.0
		PM	48.9	D	84.3	**F**	91.7	**F**	**42.8**	**7.4**
17	India St at W Laurel St	AM	15.1	B	16.3	B	17.3	B	2.2	1.0
		AIRPORT	16.3	B	17.7	B	18.7	B	2.4	1.0
		PM	15.7	B	16.8	B	17.6	B	1.9	0.8
18	N Harbor Dr at W Hawthorn St	AM	8.9	A	6.1	A	6.0	A	-2.9	-0.1
		AIRPORT	9.5	A	7.9	A	8.1	A	-1.4	0.2
		PM	10.0	B	8.4	A	8.2	A	-1.8	-0.2
19	Pacific Hwy at W Hawthorn St	AM	36.9	D	38.4	D	40.6	D	3.7	2.2
		AIRPORT	35.7	D	37.6	D	37.9	D	2.2	0.3
		PM	41.9	D	51.8	D	39.2	D	-2.7	-12.6
20	Kettner Blvd at W Hawthorn St	AM	30.7	C	32.5	C	32.0	C	1.3	-0.5
		AIRPORT	28.5	C	30.0	C	29.3	C	0.8	-0.7
		PM	28.4	C	29.8	C	31.1	C	2.7	1.3
21	India St at W Hawthorn St	AM	31.5	C	33.7	C	32.8	C	1.3	-0.9
		AIRPORT	29.1	C	30.8	C	29.8	C	0.7	-1.0
		PM	27.2	C	28.2	C	30.7	C	3.5	2.5
22	Columbia St at W Hawthorn St	AM	33.5	C	37.4	D	36.2	D	2.7	-1.2
		AIRPORT	30.8	C	33.8	C	32.0	C	1.2	-1.8

Table H-13: 2026 With Project Conditions Intersection Level of Service Summary – Alternative 4

Intersection		Peak Hour	Existing		2026 Without Project		2026 With Project			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Change from Existing (c)	Change from 2026 Without Project (d)
		PM	30.5	C	32.1	C	34.4	C	3.9	2.3
23	State St at W Hawthorn St	AM	10.7	B	12.9	B	13.1	B	2.4	0.2
		AIRPORT	9.1	A	10.6	B	10.6	B	1.5	0.0
		PM	8.6	A	10.8	B	12.5	B	3.9	1.7
24	I-5 NB Off-Ramp / Brant St at W Hawthorn St	AM	15.7	C	17.5	C	17.5	C	1.8	0.0
		AIRPORT	16.7	C	18.8	C	18.8	C	2.1	0.0
		PM	20.5	C	24.8	C	24.8	C	4.3	0.0
25	N Harbor Dr at W Grape St	AM	10.7	B	10.9	B	10.9	B	0.2	0.0
		AIRPORT	11.8	B	12.2	B	13.4	B	1.6	1.2
		PM	18.8	B	13.4	B	13.2	B	-5.6	-0.2
26	Pacific Hwy at W Grape St	AM	29.2	C	29.8	C	30.2	C	1.0	0.4
		AIRPORT	29.9	C	30.8	C	30.2	C	0.3	-0.6
		PM	28.9	C	29.5	C	30.1	C	1.2	0.6
27	Kettner Blvd at W Grape St	AM	30.8	C	32.1	C	33.1	C	2.3	1.0
		AIRPORT	32.1	C	33.9	C	32.3	C	0.2	-1.6
		PM	36.2	D	38.5	D	39.5	D	3.3	1.0
28	India St at W Grape St	AM	29.6	C	33.8	C	33.1	C	3.5	-0.7
		AIRPORT	31.7	C	37.5	D	36.1	D	4.4	-1.4
		PM	35.5	D	46.1	D	41.6	D	6.1	-4.5
29	Columbia St at W Grape St	AM	34.7	C	34.3	C	36.6	D	1.9	2.3
		AIRPORT	37.6	D	34.2	C	35.5	D	-2.1	1.3
		PM	43.3	D	49.5	D	50.7	D	7.4	1.2
30	State St / I-5 SB On-Ramp at W Grape St	AM	24.4	C	28.5	C	30.6	C	6.2	2.1
		AIRPORT	26.0	C	31.3	C	30.7	C	4.7	-0.6
		PM	33.1	C	46.6	D	45.0	D	11.9	-1.6
31	McCain Rd at N Harbor Dr	AM	11.6	B	11.6	B	10.8	B	-0.8	-0.8
		AIRPORT	9.1	A	8.9	A	10.2	B	1.1	1.3
		PM	8.1	A	8.0	A	8.7	A	0.6	0.7
32	Spanish Landing at N Harbor Dr	AM	22.2	C	22.8	C	19.7	B	-2.5	-3.1
		AIRPORT	19.8	B	20.0	B	18.3	B	-1.5	-1.7
		PM	19.3	B	19.6	B	18.1	B	-1.2	-1.5

Table H-13: 2026 With Project Conditions Intersection Level of Service Summary – Alternative 4

Intersection		Peak Hour	Existing		2026 Without Project		2026 With Project			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Change from Existing (c)	Change from 2026 Without Project (d)
33	Harbor Island Dr at N Harbor Dr	AM	40.0	D	65.7	**E**	35.5	D	-4.5	-30.2
		AIRPORT	44.9	D	110.6	**F**	35.0	D	-9.9	-75.6
		PM	35.3	D	43.2	D	33.1	C	-2.2	-10.1
34	Harbor Island Dr at Old Rent A Car Access / Sheraton	AM	10.0	B	10.3	B	10.3	B	0.3	0.0
		AIRPORT	10.4	B	10.8	B	10.8	B	0.4	0.0
		PM	10.6	B	11.0	B	11.0	B	0.4	0.0
35	Harbor Island Dr at Harbor Island Dr	AM	22.1	C	22.8	C	14.3	B	-7.8	-8.5
		AIRPORT	22.0	C	22.6	C	14.3	B	-7.7	-8.3
		PM	22.6	C	23.4	C	14.7	B	-7.9	-8.7
36	Harbor Island Dr at Parking Lot Access	AM	8.5	A	8.6	A	8.6	A	0.1	0.0
		AIRPORT	9.0	A	9.2	A	9.3	A	0.3	0.1
		PM	9.1	A	9.4	A	9.5	A	0.4	0.1
37	Winship Ln at N Harbor Dr	AM	6.4	A	17.2	B	Intersection does not exist in this scenario			
		AIRPORT	7.1	A	23.2	C				
		PM	5.3	A	13.6	B				
38	North Harbor Dr at Liberator Way	AM	4.9	A	5.0	A	6.1	A	1.2	1.1
		AIRPORT	4.7	A	4.8	A	5.6	A	0.9	0.8
		PM	8.8	A	9.5	A	5.0	A	-3.8	-4.5
39	Cell Phone Lot at N Harbor Dr	AM	16.3	B	19.1	B	1.4	A	-14.9	-17.7
		AIRPORT	32.5	C	43.9	D	2.0	A	-30.5	-41.9
		PM	18.2	B	27.3	C	2.1	A	-16.1	-25.2
40	Terminal Link Rd / Coast Guard at N Harbor Dr	AM	4.2	A	5.0	A	6.1	A	1.9	1.1
		AIRPORT	3.9	A	4.5	A	7.5	A	3.6	3.0
		PM	3.3	A	3.7	A	23.0	C	19.7	19.3
41	Kettner Blvd at Palm St	AM	21.7	C	217.9	**F**	299.4	**F**	**277.7**	**81.5**
		AIRPORT	21.2	C	294.9	**F**	323.5	**F**	**302.3**	**28.6**
		PM	59.9	**F**	1333.6	**F**	1681.2	**F**	**1621.3**	**347.6**
42	N Harbor Dr at Laning Rd	AM	13.5	B	13.5	B	13.3	B	-0.2	-0.2
		AIRPORT	26.3	C	26.8	C	26.7	C	0.4	-0.1
		PM	32.4	C	35.4	D	35.6	D	3.2	0.2
43		AM	16.4	B	16.5	B	19.4	B	3.0	2.9

Table H-13: 2026 With Project Conditions Intersection Level of Service Summary – Alternative 4

Intersection		Peak Hour	Existing		2026 Without Project		2026 With Project			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Change from Existing (c)	Change from 2026 Without Project (d)
	N Harbor Dr at Nimitz Blvd	AIRPORT	19.9	B	20.2	C	19.9	B	0.0	-0.3
		PM	40.7	D	40.7	D	42.8	D	2.1	2.1
44	Rosecrans St at Nimitz Blvd	AM	41.1	D	35.6	D	35.9	D	-5.2	0.3
		AIRPORT	36.0	D	33.3	C	34.4	C	-1.6	1.1
		PM	45.1	D	42.0	D	43.1	D	-2.0	1.1

Source: Kimley-Horn, June 2019.

Notes: Bold values indicate intersections operating at LOS E or F. Bold and shaded values indicate project significant impact. City of San Diego's Significance Determination Thresholds under CEQA, Section O, p.71. A review of SANDAG and Port of San Diego studies indicates that they use the same significance determination thresholds. Under 2026 With Project conditions, all significant impacts are defined as Direct impacts per these thresholds, because this is considered an Opening Day condition.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using Synchro 10.

(c) Change in delay due to addition of background traffic growth, addition of cumulative project traffic, and addition of project traffic. Addition of project traffic may cause a decrease in delay at some locations. This counterintuitive result occurs when the volume being added to the intersection is on movements with less delay than the current overall intersection average delay, decreasing the overall intersection average delay.

(d) Change in delay due to addition of project traffic. Addition of project traffic may cause a decrease in delay at some locations. This counterintuitive result occurs when the volume being added to the intersection is on movements with less delay than the current overall intersection average delay, decreasing the overall intersection average delay.

Proposed Mitigation Measure

Widening to add a third southbound through lane on Pacific Highway would address this cumulative traffic impact. This improvement is consistent with the Midway Pacific Highway Community Plan (MPH CP), which assumes Pacific Highway will be rebuilt as a five-lane prime arterial north of Enterprise Street and a six-lane expressway south of Enterprise Street. Adding a third southbound lane would require removal of a pedestrian bridge crossing the north leg of Pacific Highway serving the NAVWAR (former SPAWAR) site. It would also require reconfiguration of the south leg of the intersection, which has a narrow two-lane bridge under Barnett Avenue. The MPH CP addresses this improvement in mobility policy ME-5.8: "Support an engineering feasibility study to analyze downgrading Pacific Highway to a 6-lane major arterial to improve safety, enhance multimodal connections between the community and Downtown, and create a community gateway. This improvement could potentially include removing grade-separations along Pacific Highway at Barnett Avenue, Witherby Street, and Washington Street." Furthermore, both the east and west legs of the intersection are part of the NAVWAR site. The U.S. Navy has issued a request for proposals to redevelop this site. The MPH CP also identifies a multi-use bicycle/pedestrian path and Class IV cycle tracks along Pacific Highway.

This mitigation is not feasible for the project to implement, because it relies on a future City engineering feasibility study and redevelopment of adjacent properties, including the U.S. Navy. The City of San Diego indicated in meetings that they concur with this finding.

#15 Pacific Highway at W Laurel Street

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1b, as previously described in Section H.2.1.1, would ensure that the intersection operates at LOS D during the PM peak hour, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-14. Proposed Mitigation Measure MM-TR-I-1b presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Table H-14: 2026 Intersection Improvement Level of Service Summary – Alternative 4

Intersection		Peak Hour	Before Improvement		After Improvement (c)		Description
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	
3	Pacific Hwy at Enterprise St	AM	39.2	D	39.2	D	This intersection is the primary access to the future SPAWAR redeveloped site.
		AIRPORT	30.2	C	30.2	C	
		PM	75.3	**E**	75.3	**E**	
9*	Pacific Hwy at Sassafras St / Admiral Boland Way	AM	29.1	C	29.8	C	• Add Class IV Cycle Track on Pacific Hwy
		AIRPORT	29.4	C	32.5	C	
		PM	39.6	D	34.5	C	
12*	Pacific Hwy at Palm St	AM	12.6	B	16.5	B	• Add Class IV Cycle Track on Pacific Hwy
		AIRPORT	12.1	B	15.0	B	
		PM	14.1	B	35.2	D	
15	Pacific Hwy at W Laurel St	AM	34.5	C	44.6	D	• Remove a WB through lane on the West leg and add a second EB left-turn lane • Convert a SB through lane into a second SB right-turn lane • Re-coordinate signals along Laurel Street • Add Class IV Cycle Track on Pacific Hwy
		AIRPORT	56.6	**E**	38.4	D	
		PM	64.0	**E**	52.2	D	
16	Kettner Blvd at W Laurel St	AM	135.6	**F**	38.4	D	• Restripe SB approach to two right-turn lanes, one through lane and one left-turn lane.
		AIRPORT	159.8	**F**	38.7	D	
		PM	91.7	**F**	26.4	C	
41	Kettner Blvd at Palm St	AM	299.4	**F**	1.0	A	• Install traffic signal • Restripe Palm Street to two lanes in each direction between Kettner Blvd and Pacific Hwy • Pre-signals at rail crossing
		AIRPORT	323.5	**F**	0.9	A	
		PM	1681.2	**F**	0.9	A	

Source: Kimley-Horn, June 2019.

Notes:

Bold values indicate intersections operating at LOS E or F. **Bold** and **shaded** values indicate project significant impact.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using Synchro 10.

(c) The Table presumes the improvements are feasible, which is uncertain.

Footnotes:

(*) Intersections 9 and 12 are not significant impacts. Class IV Cycle Track added as part of mitigation at Laurel Street / Pacific Highway.

#16 Kettner Boulevard at W Laurel Street

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1c, as previously described in Section H.2.1.1, would ensure that the intersection operates at LOS D during the AM and Airport peak hours and at LOS C during the PM peak hour, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-14. Proposed Mitigation Measure MM-TR-I-1c presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#41 Kettner Boulevard at Palm Street

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1e, as previously described in Section H.2.1.1, would ensure that the intersection operates at LOS A during the AM, Airport, and PM peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-14. This mitigation is ***physically feasible*** because there is ability to install a traffic signal at this location.

Roadway Segment Level of Service

2026 Without Project and 2026 With Project volumes were evaluated at the study area roadway segments. Results of the analysis are presented in Table H-15. Direct roadway impacts from the project Phase 1b are identified in column "2026 With Project Comparison, Existing." As shown in the table, all study area roadway segments operate at acceptable levels of service under weekday conditions with the exception of:

<u>2026 Without Project Conditions</u>

Kettner Boulevard

- Vine Street to Sassafras Street operates at **LOS F**

Table H-15: 2026 With Project Conditions Roadway Segment Level of Service Summary – Alternative 4

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			2026 Without Project			2026 With Project			2026 With Project Comparison			
												Existing		2026 No Project (d)	
			ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	Δ IN ADT	Δ IN V/C	Δ IN ADT	Δ IN V/C
Pacific Highway															
Kurtz St to Barnett Ave	6 Lane Major Arterial	50,000	21,780	0.436	B	23,170	0.463	B	23,512	0.47	B	1,732	0.034	342	0.007
Barnett Ave to Washington St	6 Lane Expressway	80,000	51,778	0.647	C	62,007	0.775	D	63,252	0.791	D	11,474	0.144	1,245	0.016
Washington St to Sassafras St	6 Lane Prime Arterial	60,000	14,219	0.237	A	15,652	0.261	A	15,404	0.257	A	1,185	0.020	-248	-0.004
Sassafras St to Palm St	6 Lane Major Arterial	50,000	18,988	0.380	A	20,693	0.414	B	22,089	0.442	B	3,101	0.062	1,396	0.028
Palm St to Laurel St	6 Lane Major Arterial	50,000	20,447	0.409	B	22,024	0.44	B	23,098	0.462	B	2,651	0.053	1,074	0.022
Laurel St to Juniper St	6 Lane Major Arterial	50,000	10,478	0.210	A	13,223	0.264	A	14,315	0.286	A	3,837	0.076	1,092	0.022
Kettner Blvd															
Vine St to Sassafras St	3 Lane Major Arterial (one-way)	27,500	26,492	0.963	**E**	33,010	1.2	**F**	33,241	1.209	**F**	6,749	**0.246**	230	0.009
Sassafras St to Palm St	3 Lane Major Arterial (one-way)	27,500	18,406	0.669	C	29,703	1.08	**F**	30,512	1.11	**F**	12,106	**0.441**	808	**0.030**
Palm St to Laurel St	3 Lane Major Arterial (one-way)	27,500	18,406	0.669	C	25,349	0.922	**E**	24,811	0.902	D	6,405	0.233	-538	-0.020
India St															
Sassafras St to Laurel St	3 Lane Major Arterial (one-way)	27,500	14,465	0.526	B	22,067	0.802	C	22,578	0.821	D	8,113	0.295	511	0.019
Laurel St to Juniper St	3 Lane Collector (one-way)	26,000	3,884	0.149	A	4,063	0.156	A	4,063	0.156	A	179	0.007	0	0.000
Washington St															
West of Pacific Hwy	4 Lane Major Arterial	40,000	4,847	0.121	A	4,896	0.122	A	6,433	0.161	A	1,586	0.040	1,536	0.039

Table H-15: 2026 With Project Conditions Roadway Segment Level of Service Summary – Alternative 4

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			2026 Without Project			2026 With Project			2026 With Project Comparison			
												Existing		2026 No Project (d)	
			ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	Δ IN ADT	Δ IN V/C	Δ IN ADT	Δ IN V/C
Hancock St to San Diego Ave	4 Lane Major Arterial	40,000	22,972	0.574	C	25,854	0.646	C	25,897	0.647	C	2,925	0.073	43	0.001
East of India St	4 Lane Major Arterial	40,000	24,710	0.618	C	30,353	0.759	D	30,396	0.76	D	5,686	0.142	43	0.001
Sassafras St															
Pacific Hwy to Kettner Blvd	3 Lane Collector (w/o two-way left-turn lane)	12,000	15,983	1.332	**F**	16,710	1.392	**F**	22,781	1.898	**F**	6,798	**0.566**	6,072	**0.506**
Palm St															
Pacific Hwy to Kettner Blvd	2 Lane Collector (w/o two-way left-turn lane)	8,000	1,940	0.243	A	8,089	1.011	**F**	7,900	0.987	**E**	5,960	**0.744**	-190	-0.024
Laurel St															
Harbor Dr to Pacific Hwy	5 Lane Major Arterial	45,000	35,441	0.788	D	53,417	1.187	**F**	50,873	1.131	**F**	15,432	**0.343**	-2,543	-0.056
Pacific Hwy to India St	4 Lane Major Arterial	40,000	21,042	0.526	C	26,296	0.657	C	25,611	0.64	C	4,569	0.114	-685	-0.017
India St to State St/ Reynard Wy	4 Lane Major Arterial	40,000	14,072	0.352	A	14,469	0.362	A	14,512	0.363	A	440	0.011	43	0.001
Hawthorn St															
Harbor Dr to Pacific Hwy	3 Lane Collector (one-way)	26,000	26,337	1.013	**F**	28,868	1.11	**F**	27,577	1.061	**F**	1,240	**0.048**	-1,291	-0.049
Pacific Hwy to India St	3 Lane Collector (one-way)	26,000	30,936	1.190	**F**	34,900	1.342	**F**	33,609	1.293	**F**	2,673	**0.103**	-1,291	-0.049
India St to State St	3 Lane Collector (one-way)	26,000	30,936	1.190	**F**	35,514	1.366	**F**	34,222	1.316	**F**	3,286	**0.126**	-1,291	-0.050
State St to Albatross St	2 Lane Collector (w/o two-way left-turn lane)	8,000	10,483	1.310	**F**	10,965	1.371	**F**	10,965	1.371	**F**	482	**0.061**	0	0.000
Grape St															
Harbor Dr to Pacific Hwy	3 Lane Collector (one-way)	26,000	23,826	0.916	**E**	30,075	1.157	**F**	28,594	1.1	**F**	4,768	**0.184**	-1,481	-0.057
Pacific Hwy to India St[1]	3 Lane Collector (one-way)	26,000	28,167	1.083	**F**	40,455	1.556	**F**	38,973	1.499	**F**	10,806	**0.416**	-1,481	-0.057

Table H-15: 2026 With Project Conditions Roadway Segment Level of Service Summary – Alternative 4

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			2026 Without Project			2026 With Project			2026 With Project Comparison			
												Existing		2026 No Project (d)	
			ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	Δ IN ADT	Δ IN V/C	Δ IN ADT	Δ IN V/C
India St to State St	3 Lane Collector (one-way)	26,000	32,386	1.246	**F**	51,547	1.983	**F**	50,065	1.926	**F**	17,679	**0.680**	-1,481	-0.057
Albatross St to Front St[1]	3 Lane Collector (one-way)	26,000	2,172	0.084	A	3,415	0.131	A	3,415	0.131	A	1,243	0.047	0	0.000
North Harbor Dr															
Scott Rd to Nimitz Blvd[2]	4 Lane Prime Arterial	50,000	11,759	0.235	A	16,802	0.336	A	16,574	0.331	A	4,815	0.096	-228	-0.005
Nimitz Blvd to Laning Rd[2]	6 Lane Prime Arterial	60,000	19,644	0.327	A	26,545	0.442	B	25,861	0.431	B	6,217	0.104	-684	-0.011
Laning Rd to McCain Rd	6 Lane Prime Arterial	60,000	28,798	0.480	B	31,483	0.525	B	30,571	0.51	B	1,773	0.030	-912	-0.015
McCain Rd to Spanish Landing	6 Lane Prime Arterial	60,000	29,392	0.490	B	27,917	0.465	B	30,719	0.512	B	1,327	0.022	2,802	0.047
Spanish Landing to Harbor Island Dr	6 Lane Prime Arterial	60,000	30,278	0.505	B	26,489	0.441	B	30,695	0.512	B	417	0.007	4,206	0.071
Harbor Island Dr to Winship Ln[2]	6 Lane Prime Arterial	60,000	77,384	1.290	**F**	44,070	0.734	C	23,882	0.398	A	-53,502	-0.892	-20,188	-0.336
Winship Ln to Liberator Way	6 Lane Prime Arterial	60,000	89,066	1.484	**F**	107,084	1.785	**F**	71,276	1.188	**F**	-17,790	-0.296	-35,807	-0.597
Liberator Way to Cell Phone Lot	6 Lane Prime Arterial	60,000	94,942	1.582	**F**	108,764	1.813	**F**	73,386	1.223	**F**	-21,556	-0.359	-35,378	-0.590
Cell Phone Lot to Laurel St / Solar Turbines	6 Lane Prime Arterial	60,000	95,096	1.585	**F**	121,081	2.018	**F**	74,217	1.237	**F**	-20,879	-0.348	-46,864	-0.781
Laurel St / Solar Turbines to W Laurel St	6 Lane Prime Arterial	60,000	76,603	1.277	**F**	110,024	1.834	**F**	69,663	1.161	**F**	-6,940	-0.116	-40,361	-0.673
Laurel St to Hawthorn St	6 Lane Prime Arterial	60,000	59,521	0.992	**E**	71,202	1.187	**F**	68,086	1.135	**F**	8,565	**0.143**	-3,116	-0.052
Hawthorn St to Grape St[1]	6 Lane Prime Arterial	60,000	37,881	0.631	C	46,765	0.779	C	44,940	0.749	C	7,059	0.118	-1,825	-0.030
Grape St to Ash St[1]	5 Lane Prime Arterial	55,000	20,437	0.372	A	23,260	0.423	B	22,916	0.417	B	2,479	0.045	-344	-0.006
Harbor Island Dr															
Harbor Dr to Old Rent A Car Access	4 Lane Major Arterial	40,000	12,743	0.319	A	17,265	0.432	B	17,280	0.432	B	4,537	0.113	14	0.000

Table H-15: 2026 With Project Conditions Roadway Segment Level of Service Summary – Alternative 4

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			2026 Without Project			2026 With Project			2026 With Project Comparison			
												Existing		2026 No Project (d)	
			ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	Δ IN ADT	Δ IN V/C	Δ IN ADT	Δ IN V/C
West of Harbor Island Dr	4 Lane Major Arterial	40,000	7,661	0.192	A	13,634	0.341	A	13,649	0.341	A	5,988	0.149	14	0.000
Harbor Island Dr to Parking Lot	4 Lane Collector (w/o two-way left-turn lane)	15,000	4,801	0.320	A	7,013	0.468	C	7,013	0.468	C	2,212	0.148	0	0.000
East of Parking Lot	4 Lane Collector (w/o two-way left-turn lane)	15,000	3,929	0.262	A	7,013	0.468	C	7,013	0.468	C	3,084	0.206	0	0.000

Source: Kimley-Horn, June 2019.

Notes: Bold values indicate roadway segments operating at LOS E or F. Bold and shaded values indicate project significant impact. City of San Diego's Significance Determination Thresholds under CEQA, Section O, p.71. A review of SANDAG and Port of San Diego studies indicates that they use the same significance determination thresholds. Under 2026 With Project conditions, all significant impacts are defined as Direct impacts per these thresholds, because this is considered an Opening Day condition.

(a) Existing roads street classification is based on the City of San Diego Street Design Manual, March 2018 Edition.

(b) Average Daily Traffic (ADT) volumes for the roadway segments were provided by National Data & Surveying Services and measured in June 2017 and in March 2019.

(c) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

(d) Change in delay due to addition of project traffic.

[1] Volumes from January 1, 2005 to February 2, 2017. Growth factor applied based on comparison between 2017 counted volumes and 2013 Machine Count Traffic volumes.

[2] 2015 ADT Volumes obtained from City of San Diego Machine Count Traffic Volumes from January 1, 2005 to February 2, 2017.

- Sassafras Street to Palm Street operates at **LOS F**
- Palm St to Laurel St operates at **LOS E**

Sassafras Street

- Pacific Highway to Kettner Boulevard operates at **LOS F**

Palm Street

- Pacific Highway to Kettner Boulevard operates at **LOS F**

Laurel Street

- Harbor Drive to Pacific Highway operates at **LOS F**

Hawthorn Street

- Harbor Drive to Pacific Highway operates at **LOS F**
- Pacific Highway to India Street operates at **LOS F**
- India Street to State Street operates at **LOS F**
- State Street to Albatross Street operates at **LOS F**

Grape Street

- Harbor Drive to Pacific Highway operates at **LOS F**
- Pacific Highway to India Street operates at **LOS F**
- India Street to State Street operates at **LOS F**

North Harbor Drive

- Winship Lane to Liberator Way operates at **LOS F**
- Liberator Way to Cell Phone Lot operates at **LOS F**
- Cell Phone Lot to Laurel Street / Solar Turbines operates at **LOS F**
- Laurel Street / Solar Turbines to West Laurel Street operates at **LOS F**
- Laurel Street to Hawthorn Street operates at **LOS F**

2026 With Project Conditions

Kettner Boulevard

- **Vine Street to Sassafras Street operates at LOS F**
- **Sassafras Street to Palm Street operates at LOS F**

Sassafras Street

- **Pacific Highway to Kettner Boulevard operates at LOS F**

Palm Street

- **Pacific Highway to Kettner Boulevard operates at LOS E**

Laurel Street

- **Harbor Drive to Pacific Highway operates at LOS F**

Hawthorn Street

- **Harbor Drive to Pacific Highway operates at LOS F**

- **Pacific Highway to India Street operates at LOS F**
- **India Street to State Street operates at LOS F**
- **State Street to Albatross Street operates at LOS F**

Grape Street

- **Harbor Drive to Pacific Highway operates at LOS F**
- **Pacific Highway to India Street operates at LOS F**
- **India Street to State Street operates at LOS F**

North Harbor Drive

- Winship Lane to Liberator Way operates at **LOS F**
- Liberator Way to Cell Phone Lot operates at **LOS F**
- Cell Phone Lot to Laurel Street / Solar Turbines operates at **LOS F**
- Laurel Street / Solar Turbines to West Laurel Street operates at **LOS F**
- **Laurel Street to Hawthorn Street operates at LOS F**

The roadways listed above that are shown in bold text are considered to be direct impacts. Specifically, Alternative 4's traffic adds to the roadways v/c by at least 0.02 at LOS E or 0.01 at LOS F. The following mitigations would address the significant impacts that would occur from the project, as defined by Table H-15, between Existing conditions and 2026 With Project conditions:

Kettner Boulevard from Vine Street to Sassafras Street

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Kettner Boulevard is currently at its Community Plan-designated roadway classification and potential mitigation measures would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Kettner Boulevard from Sassafras Street to Palm Street

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Kettner Boulevard is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Sassafras Street from Pacific Highway to Kettner Boulevard

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-1a, as previously described in section H.2.1.1, would reduce the roadway segment v/c ratio to a less-than-significant level, as shown in Table H-16. Proposed Mitigation Measure MM-TR-RS-1a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Palm Street from Pacific Highway to Kettner Boulevard

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-4a, as previously described in Section H.2.2.1, would reduce the roadway segment level of service to LOS C, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-16. Proposed Mitigation Measure MM-TR-RS-4a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Laurel Street from Harbor Drive to Pacific Highway

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Laurel Street is at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Table H-16: 2026 With Project Conditions Roadway Segment Improvement Level of Service Summary – Alternative 4

Roadway Segment	With Project ADT	Before Improvement				After Improvement (c)				
		Roadway Classification (a)	LOS E Capacity	V/C Ratio (b)	LOS	Roadway Classification	Future Bicycle Facility	LOS E Capacity	V/C Ratio (b)	LOS
Kettner Blvd										
Vine St to Sassafras St	33,241	3 Lane Major Arterial (one-way)	27,500	1.209	**F**	3 Lane Major Arterial (one-way)	Class II (one-way)	27,500	1.209	**F**
Sassafras St to Palm St	30,512	3 Lane Major Arterial (one-way)	27,500	1.110	**F**	3 Lane Major Arterial (one-way)	Class II (one-way)	27,500	1.110	**F**
Sassafras St										
Pacific Hwy to Kettner Blvd	22,781	3 Lane Collector (w/o two-way left-turn lane)	12,000	1.898	**F**	4 Lane Collector	Class II	30,000	0.759	D
Palm St										
Pacific Hwy to Kettner Blvd	7,900	2-Lane Collector (w/o two-way left-turn lane)	8,000	0.987	**F**	4 Lane Collector (w/o two-way left-turn lane)	-	15,000	0.527	C
Laurel St										
Harbor Dr to Pacific Hwy	50,873	5 Lane Major Arterial	45,000	1.131	**F**	5 Lane Major Arterial	Class III	45,000	1.131	**F**
Hawthorn St										
Harbor Dr to Pacific Hwy	27,577	3 Lane Collector (one-way)	26,000	1.061	**F**	3 Lane Collector (one-way)	Class IV (one-way)	26,000	1.061	**F**
Pacific Hwy to India St	33,609	3 Lane Collector (one-way)	26,000	1.293	**F**	3 Lane Collector (one-way)	Class IV (one-way)	26,000	1.293	**F**
India St to State St	34,222	3 Lane Collector (one-way)	26,000	1.316	**F**	3 Lane Collector (one-way)	Class IV (one-way)	26,000	1.316	**F**
State St to Albatross St	10,965	2 Lane Collector (w/o two-way left-turn lane)	8,000	1.371	**F**	2 Lane Collector (w/o two-way left-turn lane)	-	8,000	1.371	**F**

Table H-16: 2026 With Project Conditions Roadway Segment Improvement Level of Service Summary – Alternative 4

Roadway Segment	With Project ADT	Before Improvement				After Improvement (c)				
		Roadway Classification (a)	LOS E Capacity	V/C Ratio (b)	LOS	Roadway Classification	Future Bicycle Facility	LOS E Capacity	V/C Ratio (b)	LOS
Grape St										
Harbor Dr to Pacific Hwy	28,594	3 Lane Collector (one-way)	26,000	1.100	**F**	4 Lane Collector (one-way)	Class IV (one-way)	34,700	0.824	D
Pacific Hwy to India St	38,973	3 Lane Collector (one-way)	26,000	1.499	**F**	4 Lane Collector (one-way)	Class IV (one-way)	34,700	1.123	**F**
India St to State St	50,065	3 Lane Collector (one-way)	26,000	1.926	**F**	4 Lane Collector (one-way)	Class IV (one-way)	34,700	1.443	**F**
North Harbor Dr										
Laurel St to Hawthorn St	68,086	6 Lane Prime Arterial	60,000	1.135	**F**	6 Lane Prime Arterial	Class I(S/S)/Class III	60,000	1.135	**F**

Source: Kimley-Horn, June 2019.

Notes:

Bold values indicate intersections operating at LOS E or F. **Bold** and **shaded** values indicate project significant impact.

(a) Existing roads street classification is based on the City of San Diego Street Design Manual, March 2018 Edition.

(b) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

(c) The Table presumes the improvements are feasible, which is uncertain.

Hawthorn Street from Harbor Drive to Pacific Highway

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the community plan. As such, this impact is considered unmitigable.

Hawthorn Street from Pacific Highway to India Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from India Street to State Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from State Street to Albatross Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Grape Street from Harbor Drive to Pacific Highway

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-1b, as previously described in Section H.2.1.1, would improve the roadway segment v/c, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-16. Proposed Mitigation Measure MM-TR-RS-1b

presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item. This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

Grape Street from Pacific Highway to India Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-1c, as previously described in Section H.2.1.1, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-16. Proposed Mitigation Measure MM-TR-RS-1c presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item. This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

Grape Street from India Street to State Street

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-1c, as previously described in Section H.2.1.1, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-16. Proposed Mitigation Measure MM-TR-RS-1c presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item. This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

North Harbor Drive from Laurel Street to Hawthorn Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Some of the roadway segments identified above, are currently at their Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be physically feasible*** because the measure would be inconsistent with the Community Plan. Further, due to FAA regulations, potential improvements currently could not be implemented and are presently ***not considered feasible*** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements or mitigation measures discussed in section 3.14.6 above. SDCRAA has not requested funding of any through lane improvements to the roadways because the City told SDCRAA that is would not support or implement improvements that are inconsistent with the applicable community plan, and the City has jurisdiction over the potential improvements. SDCRAA could not require the City to implement this improvement. As such, this impact is considered unmitigable.

Freeway Segment Level of Service

2026 Without Project and 2026 With Project volumes were evaluated at the study area freeway segments. Results of the analysis are presented in Table H-17. Direct freeway impacts from the project Phase 1b are identified in column "2026 With Project Comparison, Existing Δ in V/C." As shown in the table, all study area freeway segments operate at acceptable levels of service under weekday conditions with the exception of:

2026 Without Project Conditions

I-5

- North of J Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of Route 94 Junction in the Northbound direction in the AM Peak operates at **LOS F**
- North of Pershing Drive in the Northbound direction in the AM Peak operates at **LOS F**
- North of Route 163 Junction in the Northbound direction in the AM Peak operates at **LOS F**
- North of Sixth Avenue in the Northbound direction in the AM Peak operates at **LOS F**
- North of First Avenue in the Northbound direction in the AM Peak operates at **LOS F**
- North of Hawthorn Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of India / Sassafras Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of Pacific Highway Viaduct in the Northbound direction in the AM Peak operates at **LOS F**
- North of Sassafras Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of Washington Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of Old Town Avenue in the Northbound direction in the AM Peak operates at **LOS F**

SR-163

- North of I-5 Junction
  - In the Southbound direction in the PM Peak operates at **LOS F**
  - In the Northbound direction in the AM Peak operates at **LOS F**
- North of Quince Street
  - In the Southbound direction in the PM Peak operates at **LOS F**
  - In the Northbound direction in the AM Peak operates at **LOS F**
- North of Richmond Street
  - In the Southbound direction in the PM Peak operates at **LOS F**
  - In the Northbound direction in the AM Peak operates at **LOS F**
- North of Washington Street
  - In the Southbound direction in the AM Peak operates at **LOS F**
  - In the Southbound direction in the PM Peak operates at **LOS F**
  - In the Northbound direction in the AM Peak operates at **LOS F**
  - In the Northbound direction in the PM Peak operates at **LOS F**

Table H-17: 2026 With Project Conditions Freeway Segment Level of Service Summary – Alternative 4

Freeway Segment		Dir	Number Of Lanes	Existing						2026 Without Project						2026 With Project						2026 With Project Comparison			
				Density (PC/MI/LN)		V/C (a)		LOS (b)		Density (PC/MI/LN)		V/C (a)		LOS (b)		Density (PC/MI/LN)		V/C (a)		LOS (b)		Existing Δ IN V/C		2026 No Project Δ IN V/C	
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
I-5	North of J Street	SB	4	21	29	0.618	0.836	C	D	22.5	30.5	0.657	0.889	C	D	22.5	30.5	0.658	0.889	C	D	-	-	-	-
		NB	4	32	20	0.943	0.587	D	C	--	21.8	1.023	0.637	**F***	C	--	21.8	1.023	0.637	**F***	C	**0.080**	-	0.000	-
	North of Route 94 Junction	SB	5	22	30	0.637	0.861	C	D	22.8	30.9	0.666	0.900	C	D	22.8	30.9	0.666	0.901	C	D	-	-	-	-
		NB	5	33	21	0.970	0.604	D	C	--	21.7	1.017	0.633	**F***	C	--	21.7	1.017	0.634	**F***	C	**0.047**	-	0.000	-
	North of Pershing Drive	SB	5	22	30	0.637	0.861	C	D	22.8	30.9	0.666	0.900	C	D	22.8	30.9	0.666	0.901	C	D	-	-	-	-
		NB	5	33	21	0.970	0.604	D	C	--	21.7	1.015	0.632	**F***	C	--	21.7	1.015	0.632	**F***	C	**0.045**	-	0.000	-
	North of Route 163 Junction	SB	5	24	20	0.711	0.579	C	C	25.5	20.8	0.744	0.606	C	C	25.5	20.8	0.744	0.606	C	C	-	-	-	-
		NB	5	N/A	27	1.062	0.794	**F***	D	--	28.5	1.111	0.830	**F***	D	--	28.5	1.111	0.831	**F***	D	**0.049**	-	0.000	-
	North of Sixth Avenue	SB	5	24	20	0.711	0.579	C	C	25.5	20.8	0.744	0.606	C	C	25.5	20.8	0.744	0.606	C	C	-	-	-	-
		NB	5	N/A	27	1.062	0.794	**F***	D	--	28.5	1.111	0.830	**F***	D	--	28.5	1.111	0.831	**F***	D	**0.049**	-	0.000	-
	North of First Avenue	SB	4	24	20	0.706	0.575	C	C	26.8	21.8	0.781	0.636	D	C	26.8	21.8	0.781	0.636	D	C	-	-	-	-
		NB	4	N/A	27	1.055	0.788	**F***	D	--	29.4	1.145	0.856	**F***	D	--	29.4	1.146	0.857	**F***	D	**0.091**	-	0.000	-
	North of Hawthorn Street	SB	4	29	23	0.840	0.685	D	C	30.2	24.6	0.880	0.717	D	C	30.6	25.0	0.893	0.728	D	C	-	-	-	-
		NB	4	N/A	32	1.255	0.938	**F***	D	--	34.2	1.335	0.998	**F***	D	--	--	1.350	1.009	**F***	**F***	**0.095**	**0.071**	**0.015**	**0.011**
	North of India / Sassafras Street	SB	5	22	18	0.653	0.532	C	C	23.4	19.1	0.683	0.556	C	C	23.4	19.1	0.683	0.556	C	C	-	-	-	-
		NB	5	33	25	0.975	0.729	D	C	--	26.6	1.039	0.777	**F***	D	--	26.6	1.037	0.775	**F***	D	**0.062**	-	-0.002	-
	North of Pacific Highway Viaduct	SB	4	22	18	0.650	0.529	C	C	23.8	19.4	0.695	0.567	C	C	23.8	19.4	0.695	0.567	C	C	-	-	-	-
		NB	4	33	25	0.970	0.725	D	C	--	26.4	1.031	0.771	**F***	D	--	26.4	1.029	0.769	**F***	D	**0.059**	-	-0.002	-
	North of Sassafras Street	SB	4	22	18	0.633	0.516	C	B	23.0	18.7	0.671	0.547	C	C	23.0	18.7	0.671	0.547	C	C	-	-	-	-
		NB	4	32	24	0.945	0.707	D	C	--	25.8	1.007	0.753	**F***	C	--	25.7	1.004	0.751	**F***	C	**0.059**	-	-0.002	-

Table H-17: 2026 With Project Conditions Freeway Segment Level of Service Summary – Alternative 4

Freeway Segment		Dir	Number Of Lanes	Existing						2026 Without Project						2026 With Project						2026 With Project Comparison			
				Density (PC/MI/LN)		V/C (a)		LOS (b)		Density (PC/MI/LN)		V/C (a)		LOS (b)		Density (PC/MI/LN)		V/C (a)		LOS (b)		Existing Δ IN V/C		2026 No Project Δ IN V/C	
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
	North of Washington Street	SB	4	29	23	0.836	0.681	D	C	30.9	25.2	0.901	0.734	D	C	30.9	25.2	0.902	0.735	D	C	-	-	-	-
		NB	5	34	26	0.999	0.747	D	C	--	26.9	1.050	0.785	**F***	D	--	26.9	1.051	0.785	**F***	D	**0.052**	-	0.000	-
	North of Old Town Avenue	SB	5	23	19	0.675	0.550	C	C	24.9	20.3	0.728	0.593	C	C	24.9	20.3	0.728	0.593	C	C	-	-	-	-
		NB	5	N/A	26	1.009	0.754	**F***	C	--	27.3	1.064	0.795	**F***	D	--	27.3	1.064	0.795	**F***	D	**0.055**	-	0.000	-
	North of I-8 Junction / Camino Del Rio	SB	5	19	26	0.541	0.748	C	C	19.4	26.8	0.566	0.782	C	D	19.4	26.8	0.566	0.782	C	D	-	-	-	-
		NB	5	24	21	0.702	0.626	C	C	25.4	22.6	0.740	0.660	C	C	25.4	22.6	0.740	0.660	C	C	-	-	-	-
SR-163	10th Street N of Ash, End Left Align	SB	1	22	10	0.629	0.305	C	A	23.9	15.3	0.696	0.446	C	B	23.9	15.3	0.696	0.446	C	B	-	-	-	-
		NB	2	6	11	0.170	0.331	A	B	8.5	13.3	0.248	0.389	A	B	8.5	13.3	0.248	0.389	A	B	-	-	-	-
	North of I-5 Junction	SB	2	32	N/A	0.945	1.030	D	**F***	33.9	--	0.989	1.078	D	**F***	33.9	--	0.989	1.078	D	**F***	-	**0.047**	-	0.000
		NB	2	N/A	32	1.094	0.922	**F***	D	--	33.6	1.161	0.979	**F***	D	--	33.6	1.161	0.979	**F***	D	**0.067**	-	0.000	-
	North of Quince Street	SB	2	32	N/A	0.929	1.013	D	**F***	33.3	--	0.972	1.059	D	**F***	33.3	--	0.972	1.060	D	**F***	-	**0.047**	-	0.000
		NB	2	N/A	31	1.075	0.906	**F***	D	--	32.6	1.129	0.952	**F***	D	--	32.6	1.129	0.952	**F***	D	**0.054**	-	0.000	-
	North of Richmond Street	SB	2	31	34	0.905	0.986	D	D	32.4	--	0.946	1.031	D	**F***	32.4	--	0.946	1.032	D	**F***	-	**0.046**	-	0.000
		NB	2	N/A	30	1.047	0.883	**F***	D	--	31.9	1.103	0.930	**F***	D	--	31.9	1.103	0.930	**F***	D	**0.056**	-	0.000	-
	North of Robinson Ave	SB	2	28	31	0.823	0.897	D	D	29.5	32.2	0.861	0.938	D	D	29.5	32.2	0.861	0.939	D	D	-	-	-	-
		NB	2	33	28	0.953	0.803	D	D	34.3	28.9	0.999	0.842	D	D	34.3	28.9	0.999	0.843	D	D	-	-	-	-
	North of Washington Street	SB	2	N/A	N/A	1.068	1.164	**F***	**F***	--	--	1.117	1.217	**F***	**F***	--	--	1.117	1.218	**F***	**F***	**0.050**	**0.054**	0.000	0.000
		NB	2	N/A	N/A	1.236	1.042	**F***	**F***	--	--	1.293	1.090	**F***	**F***	--	--	1.293	1.090	**F***	**F***	**0.057**	**0.048**	0.000	0.000
	North of Sixth Avenue	SB	4	23	25	0.668	0.728	C	C	24.0	26.1	0.699	0.762	C	D	24.0	26.1	0.699	0.762	C	D	-	-	-	-
		NB	5	21	18	0.619	0.522	C	B	22.6	19.0	0.658	0.555	C	C	22.6	19.0	0.659	0.555	C	C	-	-	-	-

Table H-17: 2026 With Project Conditions Freeway Segment Level of Service Summary – Alternative 4

Freeway Segment		Dir	Number Of Lanes	Existing						2026 Without Project						2026 With Project						2026 With Project Comparison			
				Density (PC/MI/LN)		V/C (a)		LOS (b)		Density (PC/MI/LN)		V/C (a)		LOS (b)		Density (PC/MI/LN)		V/C (a)		LOS (b)		Existing Δ IN V/C		2026 No Project Δ IN V/C	
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
	North of I-8 Junction	SB	4	23	25	0.684	0.733	C	C	24.8	26.5	0.723	0.774	C	D	24.8	26.5	0.723	0.774	C	D	-	-	-	-
		NB	5	24	19	0.705	0.533	C	C	25.3	19.8	0.737	0.578	C	C	25.3	19.8	0.738	0.578	C	C	-	-	-	-
SR-94	East of Beginning at I-5 Junction and G St	WB	4	25	8	0.736	0.223	C	A	27.9	14.1	0.813	0.411	D	B	27.9	14.1	0.813	0.411	D	B	-	-	-	-
		EB	5	1	24	0.036	0.695	A	C	4.1	25.5	0.120	0.744	A	C	4.1	25.5	0.120	0.744	A	C	-	-	-	-
I-8	East of Midway Drive	WB	4	12	17	0.350	0.496	B	B	12.5	17.8	0.366	0.519	B	B	12.5	17.8	0.366	0.519	B	B	-	-	-	-
		EB	4	17	10	0.499	0.281	B	A	17.9	10.1	0.522	0.294	B	A	17.9	10.1	0.522	0.294	B	A	-	-	-	-
	East of I-5 Junction	WB	3	21	30	0.611	0.866	C	D	22.0	31.2	0.642	0.911	C	D	22.0	31.2	0.643	0.911	C	D	-	-	-	-
		EB	3	30	17	0.872	0.491	D	B	31.3	17.6	0.912	0.514	D	B	31.3	17.6	0.912	0.514	D	B	-	-	-	-
	East of Morena Boulevard	WB	5	18	26	0.532	0.755	C	C	19.1	27.1	0.557	0.790	C	D	19.1	27.1	0.557	0.790	C	D	-	-	-	-
		EB	4	33	18	0.949	0.535	D	C	34.0	19.2	0.993	0.560	D	C	34.0	19.2	0.993	0.560	D	C	-	-	-	-
	East of Hotel Circle / Taylor Street	WB	5	26	22	0.759	0.645	C	C	27.2	23.1	0.793	0.674	D	C	27.2	23.1	0.794	0.674	D	C	-	-	-	-
		EB	4	22	32	0.638	0.945	C	D	22.9	33.9	0.668	0.989	C	D	22.9	33.9	0.668	0.989	C	D	-	-	-	-
	East of Hotel Circle	WB	5	28	24	0.819	0.696	D	C	29.4	25.0	0.857	0.728	D	C	29.4	25.0	0.857	0.728	D	C	-	-	-	-
		EB	4	24	N/A	0.689	1.021	C	**F***	24.7	--	0.721	1.068	C	**F***	24.7	--	0.721	1.068	C	**F***	-	**0.047**	-	0.000
	East of SR-163 Junction	WB	4	N/A	31	1.052	0.894	**F***	D	--	32.1	1.100	0.935	**F***	D	--	32.1	1.100	0.935	**F***	D	**0.048**	-	0.000	-
		EB	4	24	N/A	0.708	1.049	C	**F***	26.5	--	0.773	1.145	D	**F***	26.5	--	0.773	1.145	D	**F***	-	**0.096**	-	0.000

Source: Kimley-Horn, June 2019.

Notes: Bold values indicate freeway segments operating at LOS E or F. Bold and shaded values indicate project significant impact. City of San Diego's Significance Determination Thresholds under CEQA, Section O, p.71. A review of SANDAG and Port of San Diego studies indicates that they use the same significance determination thresholds. Under 2026 With Project conditions, all significant impacts are defined as Direct impacts per these thresholds, because this is considered an Opening Day condition.

(a) Volume to capacity ratio. (b) The LOS for the respective freeway segments were based on the methodologies contained in Chapter 11 of the Highway Capacity Manual, 6th Edition.

[1] Speed and density values are reported as "--" and LOS is reported as "F*" when the volume to capacity ratio is greater than 1.00. Per Chapter 11 of the HCM 6th Edition, the density is only calculated when the ratio is less than 1.00 and the speed cannot be estimated. All cases in which this ratio is greater than 1.00 are LOS F.

I-8

- East of Hotel Circle in the Eastbound direction in the PM Peak operates at **LOS F**
- East of SR-163 Junction
  - In the Westbound direction in the AM Peak operates at **LOS F**
  - In the Eastbound direction in the PM Peak operates at **LOS F**

2026 With Project Conditions

I-5

- **North of J Street in the Northbound direction in the AM Peak operates at LOS F**
- **North of Route 94 Junction in the Northbound direction in the AM Peak operates at LOS F**
- **North of Pershing Drive in the Northbound direction in the AM Peak operates at LOS F**
- **North of Route 163 Junction in the Northbound direction in the AM Peak operates at LOS F**
- **North of Sixth Avenue in the Northbound direction in the AM Peak operates at LOS F**
- **North of First Avenue in the Northbound direction in the AM Peak operates at LOS F**
- **North of Hawthorn Street**
  - **In the Northbound direction in the AM Peak operates at LOS F**
  - **In the Northbound direction in the PM Peak operates at LOS F**
- **North of India / Sassafras Street in the Northbound direction in the AM Peak operates at LOS F**
- **North of Pacific Highway Viaduct in the Northbound direction in the AM Peak operates at LOS F**
- **North of Sassafras Street in the Northbound direction in the AM Peak operates at LOS F**
- **North of Washington Street in the Northbound direction in the AM Peak operates at LOS F North of Old Town Avenue in the Northbound direction in the AM Peak operates at LOS F.**

SR-163

- **North of I-5 Junction**
  - **In the Southbound direction in the PM Peak operates at LOS F**
  - **In the Northbound direction in the AM Peak operates at LOS F**
- **North of Quince Street**
  - **In the Southbound direction in the PM Peak operates at LOS F**
  - **In the Northbound direction in the AM Peak operates at LOS F**
- **North of Richmond Street**
  - **In the Southbound direction in the PM Peak operates at LOS F**
  - **In the Northbound direction in the AM Peak operates at LOS F**

- **North of Washington Street**
  - **In the Southbound direction in the AM Peak operates at LOS F**
  - **In the Southbound direction in the PM Peak operates at LOS F**
  - **In the Northbound direction in the AM Peak operates at LOS F**
  - **In the Northbound direction in the PM Peak operates at LOS F**

I-8

- **East of Hotel Circle in the Eastbound direction in the PM Peak operates at LOS F**
- **East of SR-163 Junction**
  - **In the Westbound direction in the AM Peak operates at LOS F**
  - **In the Eastbound direction in the PM Peak operates at LOS F**

The roadways listed above that are shown in bold text are considered to be direct impacts. Specifically, Alternative 4's traffic adds to the roadways v/c by at least 0.02 at LOS E or 0.01 at LOS F.

As previously described in more detail in Section 3.14.6.1 of the Recirculated Draft EIR, any proposed freeway mitigation measure is ***not considered feasible***, because there are no planned freeway improvement projects in the San Diego Regional Transportation Plan or Caltrans Interstate 8 Transportation Concept Report for this segment or other applicable Interstate or Highway segment plans, and any such improvements would require FAA approval of funding. Caltrans has jurisdiction over the potential freeway improvements. SDCRAA could not require Caltrans to implement any such improvements. Potential and unplanned freeway improvements are therefore ***not physically feasible***. Further, due to FAA regulations, potential freeway improvements currently could not be implemented and are presently ***not considered feasible*** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements or mitigation measures as discussed in Section 3.14.6 of the recirculated Draft EIR. SDCRAA has not requested funding of any freeway improvement projects because none are planned by agencies with jurisdiction or planning authority, and the FAA stated that it would not fund direct improvements to freeways. Moreover, neither SANDAG nor Caltrans has developed or identified regional programs to reduce VMT related to freeway usage. As such, these impacts are considered unmitigable.

Vehicle Miles Traveled (VMT)

At the time of this writing, evaluation of transportation impacts using the VMT metric is not required by the State or any San Diego-based agencies, and LOS is the official metric for identifying traffic impacts and mitigation. Nonetheless, project-related VMT is generally discussed below for informational purposes.

Year 2026 VMT per passenger is presented in Table H-18. Because a year 2026 SANDAG model does not exist, the SANDAG model average trip length was based on the Year 2025 model. The Year 2026 VMT per passenger was calculated to be 17.2 VMT per Airport passenger, which is a decrease of 2.7 VMT per Airport passenger. This reduction in VMT per passenger is related to transit improvements and TNC trip reductions implemented by SDCRAA.

Table H-18: 2026 VMT Summary – Alternative 4

	Existing	2026
SANDAG Model Trip Length (a)	15.07	15.58
ADP Airport Trips	103,983	109,833
Calculated Airport VMT (b)	1,567,024	1,711,198
Airport Daily Passenger	78,595	99,243
Airport VMT / Passenger (c)	**19.9**	**17.2**
Δ VMT / Passenger	-	-2.7

Source: Kimley-Horn, June 2019.

Notes:

(a) Trip length based on SANDAG Series 13 model VMT divided by number of model trips.

(b) Airport VMT is equal to estimated airport trips multiplied by average trip length.

(c) Airport VMT per passenger based on calculated airport VMT divided by number of passengers.

H.2.2.3 Cumulative Impacts H-4

Summary Conclusion for Impact H-4: Implementation of Alternative 4 would result in unacceptable operations of study facilities in 2030. Of those facilities, 8 intersections, 18 roadway segments, and 21 freeway segments are expected to exceed thresholds of significance under the 2030 With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some proposed mitigation is infeasible, and other measures only partially mitigate impacts, therefore, impacts would remain *significant and unavoidable* at 2 intersections, 16 roadway segments and 21 freeway segments.

This scenario represents the traffic conditions of the 2030 street network and proposed on-Airport facilities. Volumes for these scenarios were based on adjusted 2030 Series 13 travel forecast model volumes and cumulative project volumes, which include ambient growth for the region and the study area. The ambient traffic growth factor includes unknown and future related projects in the study area, as well as accounts for regular growth in the traffic volumes due to the development of the projects outside the study area. The 2030 Without Project Condition assumes no roadway network differences compared to existing conditions. The 2030 With Project Condition assumes the addition of flights and passenger travel through the Year 2030. Other than as analyzed in Section H.2.1, no further Existing Plus Project scenario impact analysis was prepared for this multi-phased project beginning with 2030 as such analysis would be hypothetical, without substantial informational value, and potentially misleading. This scenario is regarded by traffic engineers as a hypothetical scenario when used in connection with a long-range development project such as the proposed ADP project, which is not anticipated to reach full buildout until approximately 2035. Accordingly, any Existing Plus Project scenario impact analysis beginning in 2030 would be hypothetical because it would assume that Alternative 4 would be fully built out immediately and the corresponding full buildout traffic volumes would be added to existing roadway volumes and infrastructure. Thus, the Existing Plus Project analysis would presume that the existing environment (existing traffic volumes, existing roadway infrastructure, and existing land uses) would not change over the long-term phased buildout of the project. As a result, future increases over time in traffic volumes attributable to ambient growth and other development projects (i.e., cumulative traffic volumes) would not be accounted for in the analysis. This would result in the Existing Plus Project scenario impact analysis underestimating phased project traffic impacts because it would not account for the roadway capacities that would be utilized by other future development that precedes the proposed project's multiple phases, but would assume that those

roadway capacities would be available only for the multiple project phases. The scenario also would not account for future planned roadway network improvements that would increase roadway capacities, and the analysis could result in overstating phased project impacts.

Because of the hypothetical nature of the Existing Plus Project scenario impact analysis beginning in 2030 for this multi-phased project, the analysis would have very limited practical informational value. Alternative 4's full impact significance determinations and corresponding mitigation measures are instead based on the analyses presented under the 2030 With Project Condition, 2035 With Project Condition and 2050 With Project Condition scenarios compared against the Existing condition.

Intersection Level of Service

2030 Without Project and 2030 With Project volumes were evaluated at the study area intersections. Results of the analysis are presented in Table H-19. Cumulative intersection impacts from the project are identified in column "2030 With Project, Change from Existing." Level of Service worksheets are contained in Appendix R-H5. As shown in the table, all study area intersections operate at acceptable levels of service during the weekday AM, Airport, and PM peak hours with the exception of:

2030 Without Project Conditions

#3 – Pacific Highway at Enterprise Street

#15 – Pacific Highway at W Laurel Street

#16 – Kettner Boulevard at W Laurel Street

#33 –Harbor Island Drive at N Harbor Drive

#41 – Kettner Boulevard at Palm Street

2030 With Project Conditions

#3 – Pacific Highway at Enterprise Street

#14 – W Laurel Street at N Harbor Drive

#15 – Pacific Highway at W Laurel Street

#16 – Kettner Boulevard at W Laurel Street

#29 – Columbia Street at W Grape Street

#30 – State Street / I-5 SB On-Ramp at W Grape Street

#33 – Harbor Island Drive at N Harbor Drive

#41 – Kettner Boulevard at Palm Street

The intersections listed above that are shown in bold text are considered to be cumulatively considerable impacts. Specifically, Alternative 4's traffic adds at least two seconds of delay at LOS E or one second of delay at LOS F.

Table H-19: 2030 With Project Conditions Intersection Level of Service Summary – Alternative 4

Intersection		Peak Hour	Existing		2030 Without Project		2030 With Project			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Change from Existing (c)	Change from 2030 Without Project (d)
1	Pacific Hwy at Taylor St / Rosecrans St	AM	27.7	C	28.1	C	28.1	C	0.4	0.0
		AIRPORT	28.6	C	29.1	C	29.0	C	0.4	-0.1
		PM	35.8	D	42.2	D	42.0	D	6.2	-0.2
2	Pacific Hwy at Old Town Transit Center	AM	9.7	A	10.4	B	10.4	B	0.7	0.0
		AIRPORT	10.9	B	11.2	B	11.2	B	0.3	0.0
		PM	11.1	B	13.0	B	13.1	B	2.0	0.1
3	Pacific Hwy at Enterprise St	AM	31.7	C	39.8	D	40.1	D	8.4	0.3
		AIRPORT	27.7	C	30.4	C	30.5	C	2.8	0.1
		PM	44.5	D	77.2	**E**	79.6	**E**	**35.1**	**2.4**
4	SB Pacific Hwy Ramps at Washington St	AM	11.7	B	12.5	B	12.7	B	1.0	0.2
		AIRPORT	12.4	B	13.4	B	13.0	B	0.6	-0.4
		PM	12.5	B	14.1	B	14.8	B	2.3	0.7
5	NB Pacific Highway On-Ramp / Frontage Rd at Washington St	AM	20.7	C	22.9	C	29.8	C	9.1	6.9
		AIRPORT	18.3	B	19.9	B	24.6	C	6.3	4.7
		PM	18.7	B	20.9	C	26.2	C	7.5	5.3
6	Hancock St at Washington St	AM	22.0	C	21.1	C	20.2	C	-1.8	-0.9
		AIRPORT	21.7	C	19.9	B	19.4	B	-2.3	-0.5
		PM	23.1	C	23.9	C	23.8	C	0.7	-0.1
7	San Diego Ave at Washington St	AM	31.1	C	36.9	D	36.3	D	5.2	-0.6
		AIRPORT	22.2	C	24.2	C	24.3	C	2.1	0.1
		PM	16.2	B	17.6	B	17.8	B	1.6	0.2
8	India St at Vine St	AM	4.5	A	4.5	A	4.5	A	0.0	0.0
		AIRPORT	4.7	A	4.8	A	4.8	A	0.1	0.0
		PM	4.3	A	4.3	A	4.3	A	0.0	0.0
9	Pacific Hwy at Sassafras St / Admiral Boland Way	AM	22.0	C	23.1	C	34.1	C	12.1	11.0
		AIRPORT	23.8	C	25.5	C	33.9	C	10.1	8.4
		PM	29.7	C	33.1	C	44.9	D	15.2	11.8
10	Kettner Blvd at Sassafras St	AM	13.5	B	18.1	B	23.7	C	10.2	5.6
		AIRPORT	12.7	B	15.9	B	17.3	B	4.6	1.4
		PM	15.0	B	22.7	C	30.2	C	15.2	7.5
11	India St at Sassafras St	AM	6.8	A	6.6	A	6.2	A	-0.6	-0.4
		AIRPORT	8.8	A	9.3	A	8.5	A	-0.3	-0.8
		PM	10.2	B	11.4	B	13.8	B	3.6	2.4
12	Pacific Hwy at Palm St	AM	8.7	A	10.1	B	12.7	B	4.0	2.6
		AIRPORT	8.8	A	10.3	B	12.2	B	3.4	1.9
		PM	10.3	B	12.4	B	15.0	B	4.7	2.6

Table H-19: 2030 With Project Conditions Intersection Level of Service Summary – Alternative 4

Intersection		Peak Hour	Existing		2030 Without Project		2030 With Project			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Change from Existing (c)	Change from 2030 Without Project (d)
14	W Laurel St at N Harbor Drive	AM	24.4	C	37.9	D	83.6	**F**	**59.2**	**45.7**
		AIRPORT	33.7	C	47.6	D	59.8	**E**	**26.1**	**12.2**
		PM	26.2	C	44.0	D	88.6	**F**	**62.4**	**44.6**
15	Pacific Hwy at W Laurel St	AM	44.6	D	49.2	D	65.4	**E**	**20.8**	**16.2**
		AIRPORT	49.1	D	56.1	**E**	56.9	**E**	**7.8**	0.8
		PM	51.6	D	69.1	**E**	93.0	**F**	**41.4**	**23.9**
16	Kettner Blvd at W Laurel St	AM	91.8	**F**	258.7	**F**	307.6	**F**	**215.8**	**48.9**
		AIRPORT	112.2	**F**	268.0	**F**	285.7	**F**	**173.5**	**17.7**
		PM	48.9	D	127.4	**F**	187.0	**F**	**138.1**	**59.6**
17	India St at W Laurel St	AM	15.1	B	16.4	B	16.9	B	1.8	0.5
		AIRPORT	16.3	B	18.0	B	18.0	B	1.7	0.0
		PM	15.7	B	16.8	B	17.4	B	1.7	0.6
18	N Harbor Dr at W Hawthorn St	AM	8.9	A	6.1	A	6.0	A	-2.9	-0.1
		AIRPORT	9.5	A	7.7	A	7.7	A	-1.8	0.0
		PM	10.0	B	8.1	A	8.1	A	-1.9	0.0
19	Pacific Hwy at W Hawthorn St	AM	36.9	D	40.3	D	42.2	D	5.3	1.9
		AIRPORT	35.7	D	38.6	D	40.3	D	4.6	1.7
		PM	41.9	D	51.3	D	41.5	D	-0.4	-9.8
20	Kettner Blvd at W Hawthorn St	AM	30.7	C	34.3	C	34.8	C	4.1	0.5
		AIRPORT	28.5	C	31.2	C	31.1	C	2.6	-0.1
		PM	28.4	C	31.1	C	33.1	C	4.7	2.0
21	India St at W Hawthorn St	AM	31.5	C	35.9	D	35.7	D	4.2	-0.2
		AIRPORT	29.1	C	32.1	C	31.6	C	2.5	-0.5
		PM	27.2	C	29.7	C	31.7	C	4.5	2.0
22	Columbia St at W Hawthorn St	AM	33.5	C	40.4	D	40.3	D	6.8	-0.1
		AIRPORT	30.8	C	35.6	D	36.0	D	5.2	0.4
		PM	30.5	C	33.8	C	37.2	D	6.7	3.4
23	State St at W Hawthorn St	AM	10.7	B	15.0	B	16.3	B	5.6	1.3
		AIRPORT	9.1	A	12.1	B	13.0	B	3.9	0.9
		PM	8.6	A	13.9	B	15.6	B	7.0	1.7
24	I-5 NB Off-Ramp / Brant St at W Hawthorn St	AM	15.7	C	17.5	C	17.5	C	1.8	0.0
		AIRPORT	16.7	C	18.8	C	18.8	C	2.1	0.0
		PM	20.5	C	24.8	C	24.8	C	4.3	0.0
25	N Harbor Dr at W Grape St	AM	10.7	B	12.5	B	12.5	B	1.8	0.0
		AIRPORT	11.8	B	13.1	B	18.9	B	7.1	5.8
		PM	18.8	B	15.2	B	22.5	C	3.7	7.3

Table H-19: 2030 With Project Conditions Intersection Level of Service Summary – Alternative 4

Intersection		Peak Hour	Existing		2030 Without Project		2030 With Project			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Change from Existing (c)	Change from 2030 Without Project (d)
26	Pacific Hwy at W Grape St	AM	29.2	C	30.2	C	31.1	C	1.9	0.9
		AIRPORT	29.9	C	31.2	C	31.1	C	1.2	-0.1
		PM	28.9	C	30.6	C	32.0	C	3.1	1.4
27	Kettner Blvd at W Grape St	AM	30.8	C	32.9	C	34.3	C	3.5	1.4
		AIRPORT	32.1	C	34.8	C	33.2	C	1.1	-1.6
		PM	36.2	D	40.4	D	41.8	D	5.6	1.4
28	India St at W Grape St	AM	29.6	C	35.3	D	34.9	C	5.3	-0.4
		AIRPORT	31.7	C	33.8	C	35.9	D	4.2	2.1
		PM	35.5	D	42.3	D	47.5	D	12.0	5.2
29	Columbia St at W Grape St	AM	34.7	C	35.0	D	37.8	D	3.1	2.8
		AIRPORT	37.6	D	34.8	C	37.0	D	-0.6	2.2
		PM	43.3	D	54.3	D	71.2	**E**	**27.9**	**16.9**
30	State St / I-5 SB On-Ramp at W Grape St	AM	24.4	C	30.1	C	33.1	C	8.7	3.0
		AIRPORT	26.0	C	32.0	C	33.4	C	7.4	1.4
		PM	33.1	C	54.7	D	67.3	**E**	**34.2**	**12.6**
31	McCain Rd at N Harbor Dr	AM	11.6	B	7.2	A	8.8	A	-2.8	1.6
		AIRPORT	9.1	A	10.2	B	9.4	A	0.3	-0.8
		PM	8.1	A	7.7	A	8.6	A	0.5	0.9
32	Spanish Landing at N Harbor Dr	AM	22.2	C	9.6	A	19.7	B	-2.5	10.1
		AIRPORT	19.8	B	10.2	B	18.5	B	-1.3	8.3
		PM	19.3	B	17.5	B	18.9	B	-0.4	1.4
33	Harbor Island Dr at N Harbor Dr	AM	40.0	D	36.2	D	38.2	D	-1.8	2.0
		AIRPORT	44.9	D	113.1	**F**	36.5	D	-8.4	-76.6
		PM	35.3	D	71.2	**E**	64.1	**E**	**28.8**	-7.1
34	Harbor Island Dr at Old Rent A Car Access / Sheraton	AM	10.0	B	22.8	C	22.8	C	12.8	0.0
		AIRPORT	10.4	B	19.8	B	19.8	B	9.4	0.0
		PM	10.6	B	53.4	D	53.7	D	43.1	0.3
35	Harbor Island Dr at Harbor Island Dr	AM	22.1	C	14.3	B	14.3	B	-7.8	0.0
		AIRPORT	22.0	C	14.3	B	14.4	B	-7.6	0.1
		PM	22.6	C	14.7	B	14.8	B	-7.8	0.1
36	Harbor Island Dr at Parking Lot Access	AM	8.5	A	8.6	A	8.6	A	0.1	0.0
		AIRPORT	9.0	A	9.2	A	9.3	A	0.3	0.1
		PM	9.1	A	9.7	A	9.8	A	0.7	0.1
37	Winship Ln at N Harbor Dr	AM	6.4	A	20.7	C	Intersection does not exist in this scenario			
		AIRPORT	7.1	A	23.8	C				
		PM	5.3	A	17.9	B				

Table H-19: 2030 With Project Conditions Intersection Level of Service Summary – Alternative 4

Intersection		Peak Hour	Existing		2030 Without Project		2030 With Project			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Change from Existing (c)	Change from 2030 Without Project (d)
38	North Harbor Dr at Liberator Way	AM	4.9	A	21.1	C	11.0	B	6.1	-10.1
		AIRPORT	4.7	A	20.2	C	9.7	A	5.0	-10.5
		PM	8.8	A	38.6	D	17.7	B	8.9	-20.9
39	Cell Phone Lot at N Harbor Dr	AM	16.3	B	43.3	D	1.6	A	-14.7	-41.7
		AIRPORT	32.5	C	51.5	D	2.3	A	-30.2	-49.2
		PM	18.2	B	54.7	D	22.0	C	3.8	-32.7
40	Terminal Link Rd / Coast Guard at N Harbor Dr	AM	4.2	A	7.1	A	6.6	A	2.4	-0.5
		AIRPORT	3.9	A	4.9	A	7.6	A	3.7	2.7
		PM	3.3	A	4.7	A	32.5	C	29.2	27.8
41	Kettner Blvd at Palm St	AM	21.7	C	222.3	**F**	386.1	**F**	**364.4**	**163.8**
		AIRPORT	21.2	C	308.1	**F**	401.3	**F**	**380.1**	**93.2**
		PM	59.9	**F**	1379.7	**F**	1887.2	**F**	**1827.3**	**507.5**
42	N Harbor Dr at Laning Rd	AM	13.5	B	25.3	C	11.9	B	-1.6	-13.4
		AIRPORT	26.3	C	27.1	C	27.1	C	0.8	0.0
		PM	32.4	C	35.3	D	35.3	D	2.9	0.0
43	N Harbor Dr at Nimitz Blvd	AM	16.4	B	17.5	B	21.3	C	4.9	3.8
		AIRPORT	19.9	B	21.2	C	21.3	C	0.1	1.4
		PM	40.7	D	40.9	D	43.7	D	3.0	2.8
44	Rosecrans St at Nimitz Blvd	AM	41.1	D	36.0	D	36.7	D	-4.4	0.7
		AIRPORT	36.0	D	33.7	C	35.0	D	-1.0	1.3
		PM	45.1	D	43.8	D	45.1	D	0.0	1.3

Source: Kimley-Horn, June 2019.

Notes: Bold values indicate intersections operating at LOS E or F. Bold and shaded values indicate project significant impact. City of San Diego's Significance Determination Thresholds under CEQA, Section O, p.71. A review of SANDAG and Port of San Diego studies indicates that they use the same significance determination thresholds. Under 2030, 2035 and 2050 With Project conditions, all significant impacts are defined as Cumulative impacts per these thresholds.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using Synchro 10.

(c) Change in delay due to addition of background traffic growth, addition of cumulative project traffic, and addition of project traffic. Addition of project traffic may cause a decrease in delay at some locations. This counterintuitive result occurs when the volume being added to the intersection is on movements with less delay than the current overall intersection average delay, decreasing the overall intersection average delay.

(d) Change in delay due to addition of project traffic. Addition of project traffic may cause a decrease in delay at some locations. This counterintuitive result occurs when the volume being added to the intersection is on movements with less delay than the current overall intersection average delay, decreasing the overall intersection average delay.

The following mitigations would address the significant impacts that would occur from the project, as defined by Table H-19, between the Existing condition and 2030 With Project conditions:

#3 Pacific Highway at Enterprise Street

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Widening to add a third southbound through lane on Pacific Highway would address this cumulative traffic impact. This improvement is consistent with the Midway Pacific Highway Community Plan (MPH CP), which assumes Pacific Highway will be rebuilt as a five-lane prime arterial north of Enterprise Street and a six-lane expressway south of Enterprise Street. Adding a third southbound lane would require removal of a pedestrian bridge crossing the north leg of Pacific Highway serving the NAVWAR (former SPAWAR) site. It would also require reconfiguration of the south leg of the intersection, which has a narrow two-lane bridge under Barnett Avenue. The MPH CP addresses this improvement in mobility policy ME-5.8: "Support an engineering feasibility study to analyze downgrading Pacific Highway to a 6-lane major arterial to improve safety, enhance multimodal connections between the community and Downtown, and create a community gateway. This improvement could potentially include removing grade-separations along Pacific Highway at Barnett Avenue, Witherby Street, and Washington Street." Furthermore, both the east and west legs of the intersection are part of the NAVWAR site. The U.S. Navy has issued a request for proposals to redevelop this site. The MPH CP also identifies a multi-use bicycle/pedestrian path and Class IV cycle tracks along Pacific Highway.

This mitigation is not feasible for the project to implement, because it relies on a future City engineering feasibility study and redevelopment of adjacent properties, including the U.S. Navy. The City of San Diego indicated in meetings that they concur with this finding.

#14 W Laurel Street at N Harbor Drive

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1a, as previously described in Section H.2.1.1, in addition to the removal of the southbound left-turn movement, would ensure that the intersection operates at LOS D during the AM and PM peak hours and at LOS C during the Airport peak hour, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-20. Proposed Mitigation Measure MM-TR-I-1a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has

requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Table H-20: 2030 With Project Conditions Intersection Improvement Level of Service Summary – Alternative 4

Intersection		Peak Hour	Before Improvement		After Improvement (c)		Description
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	
3	Pacific Hwy at Enterprise St	AM	40.1	D	40.1	D	This intersection is the primary access to the future SPAWAR redeveloped site.
		AIRPORT	30.5	C	30.5	C	
		PM	79.6	**E**	79.6	**E**	
9*	Pacific Hwy at Sassafras St / Admiral Boland Way	AM	34.1	C	35.4	D	• Add Class IV Cycle Track on Pacific Hwy
		AIRPORT	33.9	C	34.5	C	
		PM	44.9	D	44.0	D	
12*	Pacific Hwy at Palm St	AM	12.7	B	18.5	B	• Add Class IV Cycle Track on Pacific Hwy
		AIRPORT	12.2	B	16.4	B	
		PM	15.0	B	30.8	C	
14	W Laurel St at N Harbor Drive	AM	83.6	**F**	54.0	D	• Remove SB left-turn movement (Non-airport traffic will be redirected to Pacific Highway – Hawthorn Street) • Add third EB left-turn lane and remove an EB through lane
		AIRPORT	59.8	**E**	32.0	C	
		PM	88.6	**F**	38.4	D	
15	Pacific Hwy at W Laurel St	AM	65.4	**E**	39.8	D	• Remove a WB through lane on the West leg and add a second EB left-turn lane • Convert a SB through lane into a second SB right-turn lane • Re-coordinate signals along Laurel Street • Add Class IV Cycle Track on Pacific Hwy
		AIRPORT	56.9	**E**	43.0	D	
		PM	93.0	**F**	61.9	**E**	
16	Kettner Blvd at W Laurel St	AM	307.6	**F**	42.7	D	• Restripe SB approach to two right-turn lanes, one through lane and one left-turn lane.
		AIRPORT	285.7	**F**	43.1	D	
		PM	187.0	**F**	32.8	C	
29	Columbia St at W Grape St	AM	37.8	D	35.3	D	• Redistribution of traffic and the retiming of signals removes the impact
		AIRPORT	37.0	D	34.0	C	
		PM	71.2	**E**	52.3	D	
30	State St / I-5 SB On-Ramp at W Grape St	AM	33.1	C	30.1	C	• Redistribution of traffic and the retiming of signals removes the impact
		AIRPORT	33.4	C	30.2	C	
		PM	67.3	**E**	51.1	D	
33	Harbor Island Dr at N Harbor Dr	AM	38.2	D	36.2	D	• Re-coordinate signals along North Harbor Drive
		AIRPORT	36.5	D	43.1	D	
		PM	64.1	**E**	53.3	D	
41	Kettner Blvd at Palm St	AM	386.1	**F**	1.1	A	• Install traffic signal • Restripe Palm Street to two lanes in each direction between Kettner Blvd and Pacific Hwy • Pre-signals at rail crossing
		AIRPORT	401.3	**F**	1.0	A	
		PM	1887.2	**F**	1.0	A	

Source: Kimley-Horn, June 2019.
Notes:
Bold values indicate intersections operating at LOS E or F. **Bold and shaded** values indicate project significant impact.
(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.
(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using Synchro 10.
(c) The Table presumes the improvements are feasible, which is uncertain.
Footnotes:
(*) Intersections 9 and 12 are not significant impacts. Class IV Cycle Track added as part of mitigation at Laurel Street / Pacific Highway.

#15 Pacific Highway at W Laurel Street

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1b, as previously described in Section H.2.1.1, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-20. Proposed Mitigation Measure MM-TR-I-1b presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#16 Kettner Boulevard at W Laurel Street

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1c, as previously described in Section H.2.1.1, would ensure that the intersection operates at LOS C during the PM peak hours and at LOS D during the AM and Airport peak hour, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-20. Proposed Mitigation Measure MM-TR-I-1c presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#29 Columbia Street at W Grape Street

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

MM-TR-I-4a: **Improve the Intersection of Columbia Street at West Grape Street.** Prior to passenger air travel exceeding 32.0 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Redistribution of traffic and retiming of signals. Provide directional signs on eastbound North Harbor Drive suggesting Laurel Street as an option for reaching I-5 southbound. Proposed Mitigation Measure MM-TR-I-4a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Implementation of Mitigation Measure MM-TR-I-4a would ensure that the intersection operates at LOS D during the AM and PM peak hours and at LOS C during the Airport peak hour, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-20.

#30 State Street / I-5 SB On-Ramp at W Grape Street

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

MM-TR-I-4b: **Improve the Intersection of Grape Street at State Street / I-5 SB Ramps.** Prior to passenger air travel exceeding 32.0 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Redistribution of traffic and retiming of signals. Provide directional signs on eastbound North Harbor Drive suggesting Laurel Street as an option for reaching I-5 southbound. Proposed Mitigation Measure MM-TR-I-4b presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While

the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Implementation of Mitigation Measure MM-TR-I-4b would ensure that the intersection operates at LOS D during the PM peak hour, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-20.

#33 Harbor Island Drive at N Harbor Drive

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

MM-TR-I-1d: **Improve the Intersections of North Harbor Drive from Harbor Island Drive to Grape Street.** Prior to passenger air travel exceeding 32.0 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Re-coordinate signals along North Harbor Drive from Harbor Island Drive to Grape Street. Proposed Mitigation Measure MM-TR-I-1d presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Implementation of Mitigation Measure MM-TR-I-1d would ensure that the intersection operates at LOS D during the PM peak hour, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-20.

#41 Kettner Boulevard at Palm Street

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1e, as previously described in Section H.2.1.1, would ensure that the intersection operates at LOS A during the AM, Airport, and PM peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-20. Proposed Mitigation Measure MM-TR-I-1e presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is ability to install a traffic signal at this location, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Roadway Segment Level of Service

2030 Without Project and 2030 With Project volumes were evaluated at the study area roadway segments. Results of the analysis are presented in Table H-21. Cumulative roadway segment impacts from the project are identified in column "2030 With Project Comparison, Existing." As shown in the table, all study area roadway segments operate at acceptable levels of service under 2030 Without Project weekday conditions with the exception of:

<u>2030 Without Project Conditions</u>

Kettner Boulevard

- Vine Street to Sassafras Street operates at **LOS F**
- Sassafras Street to Palm Street operates at **LOS F**
- Palm Street to Laurel Street operates at **LOS F**

Sassafras Street

- Pacific Highway to Kettner Boulevard operates at **LOS F**

Palm Street

- Pacific Highway to Kettner Boulevard operates at **LOS F**

Laurel Street

- Harbor Drive to Pacific Highway operates at **LOS F**

Table H-21: 2030 With Project Conditions Roadway Segment Level of Service Summary – Alternative 4

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			2030 Without Project			2030 With Project			2030 With Project Comparison			
												Existing		2030 No Project (d)	
			ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	Δ IN ADT	Δ IN V/C	Δ IN ADT	Δ IN V/C
Pacific Highway															
Kurtz St to Barnett Ave	6 Lane Major Arterial	50,000	21,780	0.436	B	23,636	0.473	B	24,297	0.486	B	2,517	0.050	661	0.013
Barnett Ave to Washington St	6 Lane Expressway	80,000	51,778	0.647	C	63,253	0.791	D	65,090	0.814	D	13,312	0.167	1,837	0.023
Washington St to Sassafras St	6 Lane Prime Arterial	60,000	14,219	0.237	A	15,967	0.266	A	16,245	0.271	A	2,026	0.034	278	0.005
Sassafras St to Palm St	6 Lane Major Arterial	50,000	18,988	0.380	A	21,109	0.422	B	23,791	0.476	B	4,803	0.096	2,682	0.054
Palm St to Laurel St	6 Lane Major Arterial	50,000	20,447	0.409	B	22,489	0.45	B	25,113	0.502	B	4,666	0.093	2,623	0.052
Laurel St to Juniper St	6 Lane Major Arterial	50,000	10,478	0.210	A	13,537	0.271	A	15,544	0.311	A	5,066	0.101	2,007	0.040
Kettner Blvd															
Vine St to Sassafras St	3 Lane Major Arterial (one-way)	27,500	26,492	0.963	**E**	35,487	1.29	**F**	37,836	1.376	**F**	11,344	**0.413**	2,348	**0.086**
Sassafras St to Palm St	3 Lane Major Arterial (one-way)	27,500	18,406	0.669	C	32,333	1.176	**F**	35,059	1.275	**F**	16,653	**0.606**	2,726	**0.099**
Palm St to Laurel St	3 Lane Major Arterial (one-way)	27,500	18,406	0.669	C	27,986	1.018	**F**	28,639	1.041	**F**	10,233	**0.372**	654	**0.023**
India St															
Sassafras St to Laurel St	3 Lane Major Arterial (one-way)	27,500	14,465	0.526	B	24,324	0.885	D	26,717	0.972	**E**	12,252	**0.446**	2,393	**0.087**
Laurel St to Juniper St	3 Lane Collector (one-way)	26,000	3,884	0.149	A	4,144	0.159	A	4,144	0.159	A	260	0.010	0	0.000
Washington St															
West of Pacific Hwy	4 Lane Major Arterial	40,000	4,847	0.121	A	5,137	0.128	A	7,136	0.178	A	2,289	0.057	1,999	0.050
Hancock St to San Diego Ave	4 Lane Major Arterial	40,000	22,972	0.574	C	26,754	0.669	C	27,194	0.68	C	4,222	0.106	440	0.011
East of India St	4 Lane Major Arterial	40,000	24,710	0.618	C	31,471	0.787	D	31,911	0.798	D	7,201	0.180	440	0.011

Table H-21: 2030 With Project Conditions Roadway Segment Level of Service Summary – Alternative 4

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			2030 Without Project			2030 With Project			2030 With Project Comparison			
												Existing		2030 No Project (d)	
			ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	Δ IN ADT	Δ IN V/C	Δ IN ADT	Δ IN V/C
Sassafras St															
Pacific Hwy to Kettner Blvd	3 Lane Collector (w/o two-way left-turn lane)	12,000	15,983	1.332	**F**	17,046	1.42	**F**	25,212	2.101	**F**	9,229	**0.769**	8,167	**0.681**
Palm St															
Pacific Hwy to Kettner Blvd	2 Lane Collector (w/o two-way left-turn lane)	8,000	1,940	0.243	A	8,252	1.032	**F**	8,325	1.041	**F**	6,385	**0.798**	73	0.009
Laurel St															
Harbor Dr to Pacific Hwy	5 Lane Major Arterial	45,000	35,441	0.788	D	58,116	1.291	**F**	60,139	1.336	**F**	24,698	**0.548**	2,023	**0.045**
Pacific Hwy to India St	4 Lane Major Arterial	40,000	21,042	0.526	C	28,638	0.716	C	29,805	0.745	C	8,763	0.219	1,167	0.029
India St to State St/ Reynard Wy	4 Lane Major Arterial	40,000	14,072	0.352	A	14,759	0.369	A	15,200	0.38	B	1,128	0.028	440	0.011
Hawthorn St															
Harbor Dr to Pacific Hwy	3 Lane Collector (one-way)	26,000	26,337	1.013	**F**	29,448	1.133	**F**	29,945	1.152	**F**	3,608	**0.139**	496	**0.019**
Pacific Hwy to India St	3 Lane Collector (one-way)	26,000	30,936	1.190	**F**	38,242	1.471	**F**	38,739	1.49	**F**	7,803	**0.300**	496	**0.019**
India St to State St	3 Lane Collector (one-way)	26,000	30,936	1.190	**F**	38,830	1.493	**F**	39,326	1.513	**F**	8,390	**0.323**	496	**0.020**
State St to Albatross St	2 Lane Collector (w/o two-way left-turn lane)	8,000	10,483	1.310	**F**	11,185	1.398	**F**	11,185	1.398	**F**	702	**0.088**	0	0.000
Grape St															
Harbor Dr to Pacific Hwy	3 Lane Collector (one-way)	26,000	23,826	0.916	**E**	33,218	1.278	**F**	33,787	1.3	**F**	9,961	**0.384**	569	**0.022**

Table H-21: 2030 With Project Conditions Roadway Segment Level of Service Summary – Alternative 4

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			2030 Without Project			2030 With Project			2030 With Project Comparison			
												Existing		2030 No Project (d)	
			ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	Δ IN ADT	Δ IN V/C	Δ IN ADT	Δ IN V/C
Pacific Hwy to India St[1]	3 Lane Collector (one-way)	26,000	28,167	1.083	**F**	43,806	1.685	**F**	44,375	1.707	**F**	16,208	**0.624**	569	**0.022**
India St to State St	3 Lane Collector (one-way)	26,000	32,386	1.246	**F**	55,980	2.153	**F**	56,549	2.175	**F**	24,163	**0.929**	569	**0.022**
Albatross St to Front St[1]	3 Lane Collector (one-way)	26,000	2,172	0.084	A	4,413	0.17	A	4,413	0.17	A	2,241	0.086	0	0.000
North Harbor Dr															
Scott Rd to Nimitz Blvd[2]	4 Lane Prime Arterial	50,000	11,759	0.235	A	17,140	0.343	A	17,227	0.345	A	5,468	0.110	88	0.002
Nimitz Blvd to Laning Rd[2]	6 Lane Prime Arterial	60,000	19,644	0.327	A	27,078	0.451	B	27,341	0.456	B	7,697	0.129	263	0.005
Laning Rd to McCain Rd	6 Lane Prime Arterial	60,000	28,798	0.480	B	33,989	0.566	B	34,340	0.572	B	5,542	0.092	350	0.006
McCain Rd to Spanish Landing	6 Lane Prime Arterial	60,000	29,392	0.490	B	30,425	0.507	B	34,489	0.575	B	5,097	0.085	4,064	0.068
Spanish Landing to Harbor Island Dr	6 Lane Prime Arterial	60,000	30,278	0.505	B	27,746	0.462	B	33,061	0.551	B	2,783	0.046	5,315	0.089
Harbor Island Dr to Winship Ln[2]	6 Lane Prime Arterial	60,000	77,384	1.290	**F**	58,867	0.981	**E**	38,824	0.647	C	-38,560	-0.643	-20,044	-0.334
Winship Ln to Liberator Way	6 Lane Prime Arterial	60,000	89,066	1.484	**F**	123,013	2.05	**F**	91,866	1.531	**F**	2,800	**0.047**	-31,148	-0.519
Liberator Way to Cell Phone Lot	6 Lane Prime Arterial	60,000	94,942	1.582	**F**	124,728	2.079	**F**	94,045	1.567	**F**	-897	-0.015	-30,683	-0.512
Cell Phone Lot to Laurel St / Solar Turbines	6 Lane Prime Arterial	60,000	95,096	1.585	**F**	137,292	2.288	**F**	95,123	1.585	**F**	27	0.000	-42,169	-0.703
Laurel St / Solar Turbines to W Laurel St	6 Lane Prime Arterial	60,000	76,603	1.277	**F**	126,013	2.1	**F**	90,346	1.506	**F**	13,743	**0.229**	-35,667	-0.594

Table H-21: 2030 With Project Conditions Roadway Segment Level of Service Summary – Alternative 4

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			2030 Without Project			2030 With Project			2030 With Project Comparison			
												Existing		2030 No Project (d)	
			ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	Δ IN ADT	Δ IN V/C	Δ IN ADT	Δ IN V/C
Laurel St to Hawthorn St	6 Lane Prime Arterial	60,000	59,521	0.992	**E**	80,247	1.337	**F**	81,810	1.364	**F**	22,289	**0.372**	1,563	**0.027**
Hawthorn St to Grape St[1]	6 Lane Prime Arterial	60,000	37,881	0.631	C	55,319	0.922	**E**	56,386	0.94	**E**	18,505	**0.309**	1,067	0.018
Grape St to Ash St[1]	5 Lane Prime Arterial	55,000	20,437	0.372	A	26,266	0.478	B	26,763	0.487	B	6,326	0.115	497	0.009
Harbor Island Dr															
Harbor Dr to Old Rent A Car Access	4 Lane Major Arterial	40,000	12,743	0.319	A	32,115	0.803	D	32,262	0.807	D	19,519	0.488	147	0.004
West of Harbor Island Dr	4 Lane Major Arterial	40,000	7,661	0.192	A	13,908	0.348	A	14,055	0.351	A	6,394	0.159	147	0.003
Harbor Island Dr to Parking Lot	4 Lane Collector (w/o two-way left-turn lane)	15,000	4,801	0.320	A	7,153	0.477	C	7,153	0.477	C	2,352	0.157	0	0.000
East of Parking Lot	4 Lane Collector (w/o two-way left-turn lane)	15,000	3,929	0.262	A	7,153	0.477	C	7,153	0.477	C	3,224	0.215	0	0.000

Source: Kimley-Horn, June 2019.

Notes: Bold values indicate roadway segments operating at LOS E or F. Bold and shaded values indicate project significant impact. City of San Diego's Significance Determination Thresholds under CEQA, Section O, p.71. A review of SANDAG and Port of San Diego studies indicates that they use the same significance determination thresholds. Under 2030, 2035 and 2050 With Project conditions, all significant impacts are defined as Cumulative impacts per these thresholds.

(a) Existing roads street classification is based on the City of San Diego Street Design Manual, March 2018 Edition.

(b) Average Daily Traffic (ADT) volumes for the roadway segments were provided by National Data & Surveying Services and measured in June 2017 and in March 2019.

(c) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

[1] Volumes from January 1, 2005 to February 2, 2017. Growth factor applied based on comparison between 2017 counted volumes and 2013 Machine Count Traffic volumes.

[2] 2015 ADT Volumes obtained from City of San Diego Machine Count Traffic Volumes from January 1, 2005 to February 2, 2017.

Hawthorn Street

- Harbor Drive to Pacific Highway operates at **LOS F**
- Pacific Highway to India Street operates at **LOS F**
- India Street to State Street operates at **LOS F**
- State Street to Albatross Street operates at **LOS F**

Grape Street

- Harbor Drive to Pacific Highway operates at **LOS F**
- Pacific Highway to India Street operates at **LOS F**
- India Street to State Street operates at **LOS F**

North Harbor Drive

- Harbor Island Drive to Winship Lane operates at **LOS E**
- Winship Lane to Liberator Way operates at **LOS F**
- Liberator Way to Cell Phone Lot operates at **LOS F**
- Cell Phone Lot to Laurel Street / Solar Turbines operates at **LOS F**
- Laurel Street / Solar Turbines to West Laurel Street operates at **LOS F**
- Laurel Street to Hawthorn Street operates at **LOS F**
- Hawthorn Street to Grape Street operates at **LOS E**

2030 With Project Conditions

Kettner Boulevard

- **Vine Street to Sassafras Street operates at LOS F**
- **Sassafras Street to Palm Street operates at LOS F**
- **Palm St to Laurel Street operates at LOS F**

India Street

- **Sassafras Street to Laurel Street operates at LOS E**

Sassafras Street

- **Pacific Highway to Kettner Boulevard operates at LOS F**

Palm Street

- **Pacific Highway to Kettner Boulevard operates at LOS F**

Laurel Street

- **Harbor Drive to Pacific Highway operates at LOS F**

Hawthorn Street

- **Harbor Drive to Pacific Highway operates at LOS F**
- **Pacific Highway to India Street operates at LOS F**
- **India Street to State Street operates at LOS F**
- **State Street to Albatross Street operates at LOS F**

Grape Street

- **Harbor Drive to Pacific Highway operates at LOS F**
- **Pacific Highway to India Street operates at LOS F**
- **India Street to State Street operates at LOS F**

North Harbor Drive

- **Winship Lane to Liberator Way operates at LOS F**
- Liberator Way to Cell Phone Lot operates at **LOS F**
- Cell Phone Lot to Laurel Street / Solar Turbines operates at **LOS F**
- **Laurel Street / Solar Turbines to West Laurel Street operates at LOS F**
- **Laurel Street to Hawthorn Street operates at LOS F**
- **Hawthorn Street to Grape Street operates at LOS E**

The roadways listed above that are shown in bold text are considered to be cumulatively considerable impacts. Specifically, Alternative 4's traffic adds to the roadways v/c by at least 0.02 at LOS E or 0.01 at LOS F.

The following mitigations would address the significant impacts that would occur from the project, as defined by Table H-21, between Year 2030 traffic conditions and 2030 With Project conditions:

Kettner Boulevard from Vine Street to Sassafras Street

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Kettner Boulevard is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Kettner Boulevard from Sassafras Street to Palm Street

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Kettner Boulevard is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Kettner Boulevard from Palm Street to Laurel Street

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Kettner Boulevard is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

India Street from Sassafras Street to Laurel Street

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

India Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Sassafras Street from Pacific Highway to Kettner Boulevard

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-1a, as previously described in Section H.2.1.1, would reduce the roadway segment v/c ratio to a less-than-significant level, as shown in Table H-22. Proposed Mitigation Measure MM-TR-RS-1a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Palm Street from Pacific Highway to Kettner Boulevard

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Table H-22: 2030 With Project Conditions Roadway Segment Improvement Level of Service Summary – Alternative 4

Roadway Segment	With Project ADT	Before Improvement				After Improvement (c)				
		Roadway Classification (a)	LOS E Capacity	V/C Ratio (b)	LOS	Roadway Classification	Future Bicycle Facility	LOS E Capacity	V/C Ratio (b)	LOS
Kettner Blvd										
Vine St to Sassafras St	37,836	3 Lane Major Arterial (one-way)	27,500	1.376	**F**	3 Lane Major Arterial (one-way)	Class II (one-way)	27,500	1.376	**F**
Sassafras St to Palm St	35,059	3 Lane Major Arterial (one-way)	27,500	1.275	**F**	3 Lane Major Arterial (one-way)	Class II (one-way)	27,500	1.275	**F**
Palm St to Laurel St	28,639	3 Lane Major Arterial (one-way)	27,500	1.041	**F**	3 Lane Major Arterial (one-way)	Class II (one-way)	27,500	1.041	**F**
India Street										
Sassafras St to Laurel St	26,717	3 Lane Major Arterial (one-way)	27,500	0.972	**E**	3 Lane Major Arterial (one-way)	Class II (one-way)	27,500	0.972	**E**
Sassafras St										
Pacific Hwy to Kettner Blvd	25,212	3 Lane Collector (w/o two-way left-turn lane)	12,000	2.101	**F**	4 Lane Collector	Class II	30,000	0.840	**E**
Palm St										
Pacific Hwy to Kettner Blvd	8,325	2 Lane Collector (w/o two-way left-turn lane)	8,000	1.041	**F**	4 Lane Collector (w/o two-way left-turn lane)	-	15,000	0.555	C
Laurel St										
Harbor Dr to Pacific Hwy	60,139	5 Lane Major Arterial	45,000	1.336	**F**	5 Lane Major Arterial	Class III	45,000	1.336	**F**
Hawthorn St										
Harbor Dr to Pacific Hwy	29,945	3 Lane Collector (one-way)	26,000	1.152	**F**	3 Lane Collector (one-way)	Class IV (one-way)	26,000	1.152	**F**
Pacific Hwy to India St	38,739	3 Lane Collector (one-way)	26,000	1.490	**F**	3 Lane Collector (one-way)	Class IV (one-way)	26,000	1.490	**F**
India St to State St	39,326	3 Lane Collector (one-way)	26,000	1.513	**F**	3 Lane Collector (one-way)	Class IV (one-way)	26,000	1.513	**F**
State St to Albatross St	11,185	2 Lane Collector (w/o two-way left-turn lane)	8,000	1.398	**F**	2 Lane Collector (w/o two-way left-turn lane)	–	8,000	1.398	**F**

Table H-22: 2030 With Project Conditions Roadway Segment Improvement Level of Service Summary – Alternative 4

Roadway Segment	With Project ADT	Before Improvement				After Improvement (c)				
		Roadway Classification (a)	LOS E Capacity	V/C Ratio (b)	LOS	Roadway Classification	Future Bicycle Facility	LOS E Capacity	V/C Ratio (b)	LOS
Grape St										
Harbor Dr to Pacific Hwy	33,787	3 Lane Collector (one-way)	26,000	1.300	**F**	4 Lane Collector (one-way)	Class IV (one-way)	34,700	0.974	**E**
Pacific Hwy to India St	44,375	3 Lane Collector (one-way)	26,000	1.707	**F**	4 Lane Collector (one-way)	Class IV (one-way)	34,700	1.279	**F**
India St to State St	56,549	3 Lane Collector (one-way)	26,000	2.175	**F**	4 Lane Collector (one-way)	Class IV (one-way)	34,700	1.630	**F**
North Harbor Dr										
Winship Ln to Liberator Way	91,866	6 Lane Prime Arterial	60,000	1.531	**F**	6 Lane Prime Arterial	Class I(S/S)/Class III	60,000	1.531	**F**
Laurel St / Solar Turbines to West Laurel St	90,346	6 Lane Prime Arterial	60,000	1.506	**F**	6 Lane Prime Arterial	Class I(S/S)/Class III	60,000	1.506	**F**
Laurel St to Hawthorn St	81,810	6 Lane Prime Arterial	60,000	1.364	**F**	6 Lane Prime Arterial	Class I(S/S)/Class III	60,000	1.364	**F**
Hawthorn St to Grape St	56,386	6 Lane Prime Arterial	60,000	0.940	**E**	6 Lane Prime Arterial	Class I(S/S)/Class III	60,000	0.940	**E**

Source: Kimley-Horn, June 2019.

Notes:

Bold values indicate intersections operating at LOS E or F. **Bold** and **shaded** values indicate project significant impact.

(a) Existing roads street classification is based on the City of San Diego Street Design Manual, March 2018 Edition.

(b) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

(c) The Table presumes the improvements are feasible, which is uncertain.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-4a, as previously described in Section H.2.2.1, would reduce the roadway segment level of service to LOS C, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-22. Proposed Mitigation Measure MM-TR-RS-4a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Laurel Street from Harbor Drive to Pacific Highway

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Laurel Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from Harbor Drive to Pacific Highway

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from Pacific Highway to India Street

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from India Street to State Street

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from State Street to Albatross Street

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Grape Street from Harbor Drive to Pacific Highway

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-1b, as previously described in Section H.2.1.1, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-22. Proposed Mitigation Measure MM-TR-RS-1b presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item. This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

Grape Street from Pacific Highway to India Street

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-1c, as previously described in Section H.2.1.1, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-22. Proposed Mitigation Measure MM-TR-RS-1c presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item. This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

Grape Street from India Street to State Street

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-1d, as previously described in Section H.2.1.1, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-22. Proposed Mitigation Measure MM-TR-RS-1d presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item. This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north

and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

North Harbor Drive from Winship Lane to Liberator Way

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

North Harbor Drive from Laurel Street / Solar Turbines to West Laurel Street

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

North Harbor Drive from Laurel Street to Hawthorn Street

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

North Harbor Drive from Hawthorn Street to Grape Street

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Some of the roadway segments identified above, are currently at their Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be physically feasible*** because the measure would be inconsistent with the Community Plan. Further, due to FAA regulations, potential improvements currently could not be implemented and are presently ***not considered feasible*** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements or mitigation measures discussed in section 3.14.6 of the Recirculated Draft EIR. SDCRAA has not requested

funding of any through lane improvements to the roadways because the City told SDCRAA that is would not support or implement improvements that are inconsistent with the applicable community plan, and the City has jurisdiction over the potential improvements. SDCRAA could not require the City to implement this improvement. As such, this impact is considered unmitigable.

Freeway Segment Level of Service

2030 Without Project and 2030 With Project volumes were evaluated at the study area freeway segments. Results of the analysis are presented in Table H-23. Cumulative freeway impacts from the project are identified in column "2030 With Project Comparison, Existing Δ in V/C." As shown in the table, all study area freeway segments operate at acceptable levels of service under 2030 Without Project weekday conditions with the exception of:

2030 Without Project Conditions

I-5

- North of J Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of Route 94 Junction in the Northbound direction in the AM Peak operates at **LOS F**
- North of Route 163 Junction in the Northbound direction in the AM Peak operates at **LOS F**
- North of Pershing Drive in the Northbound direction in the AM Peak operates at **LOS F**
- North of Sixth Avenue in the Northbound direction in the AM Peak operates at **LOS F**
- North of First Avenue in the Northbound direction in the AM Peak operates at **LOS F**
- North of Hawthorn Street
  - In the Northbound direction in the AM Peak operates at **LOS F**
  - In the Northbound direction in the PM Peak operates at **LOS F**
- North of India / Sassafras Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of Pacific Highway Viaduct in the Northbound direction in the AM Peak operates at **LOS F**
- North of Sassafras Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of Washington Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of Old Town Avenue in the Northbound direction in the AM Peak operates at **LOS F**

Route-163

- North of I-5 Junction
  - In the Southbound direction in the AM Peak operates at **LOS F**
  - In the Southbound direction in the PM Peak operates at **LOS F**
  - In the Northbound direction in the AM Peak operates at **LOS F**
  - In the Northbound direction in the PM Peak operates at **LOS F**
- North of Quince Street
  - In the Southbound direction in the PM Peak operates at **LOS F**
  - In the Northbound direction in the AM Peak operates at **LOS F**

Table H-23: 2030 With Project Conditions Freeway Segment Level of Service Summary – Alternative 4

Freeway Segment		Dir	Number of Lanes	Existing						2030 Without Project						2030 With Project						2030 With Project Comparison			
				Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Existing Δ in V/C		2030 Without Project Δ in V/C	
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
I-5	North of J Street	SB	4	21	29	0.618	0.836	C	D	23.1	31.2	0.673	0.911	C	D	23.4	31.6	0.681	0.921	C	D	-	-	-	-
		NB	4	32	20	0.943	0.587	D	C	--	22.9	1.071	0.667	**F***	C	--	23.1	1.084	0.675	**F***	C	**0.141**	-	**0.013**	-
	North of Route 94 Junction	SB	5	22	30	0.637	0.861	C	D	23.3	31.5	0.679	0.918	C	D	23.7	32.1	0.691	0.935	C	D	-	-	-	-
		NB	5	33	21	0.970	0.604	D	C	--	22.4	1.048	0.653	**F***	C	--	22.7	1.061	0.661	**F***	C	**0.091**	-	**0.013**	-
	North of Pershing Drive	SB	5	22	30	0.637	0.861	C	D	23.3	31.5	0.679	0.918	C	D	23.8	32.2	0.695	0.940	C	D	-	-	-	-
		NB	5	33	21	0.970	0.604	D	C	--	22.1	1.035	0.645	**F***	C	--	22.3	1.046	0.652	**F***	C	**0.076**	-	**0.011**	-
	North of Route 163 Junction	SB	5	24	20	0.711	0.579	C	C	26.0	21.2	0.759	0.618	C	C	26.5	21.6	0.773	0.630	D	C	-	-	-	-
		NB	5	N/A	27	1.062	0.794	**F***	D	--	29.0	1.133	0.847	**F***	D	--	29.6	1.156	0.864	**F***	D	**0.094**	-	**0.023**	-
	North of Sixth Avenue	SB	5	24	20	0.711	0.579	C	C	26.0	21.2	0.759	0.618	C	C	26.5	21.6	0.773	0.630	D	C	-	-	-	-
		NB	5	N/A	27	1.062	0.794	**F***	D	--	29.0	1.133	0.847	**F***	D	--	29.7	1.157	0.865	**F***	D	**0.095**	-	**0.024**	-
	North of First Avenue	SB	4	24	20	0.706	0.575	C	C	27.9	22.7	0.813	0.663	D	C	28.6	23.3	0.834	0.679	D	C	-	-	-	-
		NB	4	N/A	27	1.055	0.788	**F***	D	--	29.9	1.168	0.873	**F***	D	--	30.6	1.194	0.893	**F***	D	**0.140**	-	**0.026**	-
	North of Hawthorn Street	SB	4	29	23	0.840	0.685	D	C	31.0	25.2	0.903	0.736	D	C	31.6	25.7	0.920	0.750	D	C	-	-	-	-
		NB	4	N/A	32	1.255	0.938	**F***	D	--	--	1.362	1.018	**F***	**F***	--	--	1.385	1.035	**F***	**F***	**0.130**	**0.098**	**0.023**	**0.018**
	North of India / Sassafras Street	SB	5	22	18	0.653	0.532	C	C	23.9	19.5	0.698	0.568	C	C	23.9	19.5	0.698	0.568	C	C	-	-	-	-
		NB	5	33	25	0.975	0.729	D	C	--	27.2	1.060	0.792	**F***	D	--	27.2	1.060	0.793	**F***	D	**0.085**	-	0.000	-
	North of Pacific Highway Viaduct	SB	4	22	18	0.650	0.529	C	C	24.9	20.3	0.727	0.592	C	C	24.9	20.3	0.727	0.592	C	C	-	-	-	-
		NB	4	33	25	0.970	0.725	D	C	--	27.0	1.052	0.786	**F***	D	--	27.0	1.053	0.787	**F***	D	**0.083**	-	0.000	-
	North of Sassafras Street	SB	4	22	18	0.633	0.516	C	B	23.9	19.5	0.698	0.568	C	C	23.9	19.5	0.698	0.568	C	C	-	-	-	-
		NB	4	32	24	0.945	0.707	D	C	--	26.6	1.036	0.775	**F***	D	--	26.6	1.037	0.775	**F***	D	**0.092**	-	0.001	-

Table H-23: 2030 With Project Conditions Freeway Segment Level of Service Summary – Alternative 4

Freeway Segment		Dir	Number of Lanes	Existing						2030 Without Project						2030 With Project						2030 With Project Comparison			
				Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Existing Δ in V/C		2030 Without Project Δ in V/C	
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
	North of Washington Street	SB	4	29	23	0.836	0.681	D	C	31.6	25.8	0.922	0.751	D	C	32.2	26.3	0.940	0.766	D	D	-	-	-	-
		NB	5	34	26	0.999	0.747	D	C	--	27.6	1.076	0.805	**F***	D	--	28.1	1.097	0.820	**F***	D	**0.098**	-	**0.021**	-
	North of Old Town Avenue	SB	5	23	19	0.675	0.550	C	C	25.5	20.8	0.743	0.605	C	C	26.0	21.2	0.758	0.617	C	C	-	-	-	-
		NB	5	N/A	26	1.009	0.754	**F***	C	--	27.9	1.089	0.814	**F***	D	--	28.4	1.110	0.830	**F***	D	**0.101**	-	**0.021**	-
	North of I-8 Junction / Camino Del Rio	SB	5	19	26	0.541	0.748	C	C	19.8	27.3	0.577	0.798	C	D	20.0	27.7	0.584	0.807	C	D	-	-	-	-
		NB	5	24	21	0.702	0.626	C	C	25.9	23.1	0.755	0.673	C	C	26.2	23.3	0.763	0.680	D	C	-	-	-	-
SR-163	10th Street N of Ash, End Left Align	SB	1	22	10	0.629	0.305	C	A	24.3	15.6	0.710	0.455	C	B	24.3	15.6	0.710	0.455	C	B	-	-	-	-
		NB	2	6	11	0.170	0.331	A	B	9.1	14.2	0.265	0.415	A	B	9.1	14.2	0.265	0.415	A	B	-	-	-	-
	North of I-5 Junction	SB	2	32	N/A	0.945	1.030	D	**F***	--	--	1.009	1.100	**F***	**F***	--	--	1.015	1.107	**F***	**F***	**0.070**	**0.076**	**0.007**	**0.007**
		NB	2	N/A	32	1.094	0.922	**F***	D	--	--	1.189	1.002	**F***	**F***	--	--	1.197	1.009	**F***	**F***	**0.103**	**0.087**	**0.008**	**0.007**
	North of Quince Street	SB	2	32	N/A	0.929	1.013	D	**F***	34.0	--	0.991	1.081	D	**F***	34.2	--	0.998	1.088	D	**F***	-	**0.075**	-	**0.007**
		NB	2	N/A	31	1.075	0.906	**F***	D	--	33.3	1.152	0.971	**F***	D	--	33.5	1.160	0.978	**F***	D	**0.085**	-	**0.008**	-
	North of Richmond Street	SB	2	31	34	0.905	0.986	D	D	33.1	--	0.965	1.052	D	**F***	33.3	--	0.972	1.059	D	**F***	-	**0.073**	-	**0.007**
		NB	2	N/A	30	1.047	0.883	**F***	D	--	32.5	1.125	0.948	**F***	D	--	32.8	1.133	0.955	**F***	D	**0.086**	-	**0.008**	-
	North of Robinson Ave	SB	2	28	31	0.823	0.897	D	D	30.1	32.8	0.878	0.958	D	D	30.3	33.1	0.885	0.965	D	D	-	-	-	-
		NB	2	33	28	0.953	0.803	D	D	--	29.5	1.019	0.859	**F***	D	--	29.7	1.027	0.865	**F***	D	**0.074**	-	**0.007**	-
	North of Washington Street	SB	2	N/A	N/A	1.068	1.164	**F***	**F***	--	--	1.139	1.242	**F***	**F***	--	--	1.146	1.250	**F***	**F***	**0.079**	**0.086**	**0.007**	**0.008**
		NB	2	N/A	N/A	1.236	1.042	**F***	**F***	--	--	1.319	1.111	**F***	**F***	--	--	1.326	1.118	**F***	**F***	**0.090**	**0.076**	**0.007**	**0.006**
	North of Sixth Avenue	SB	4	23	25	0.668	0.728	C	C	24.4	26.6	0.713	0.777	C	D	24.6	26.8	0.716	0.781	C	D	-	-	-	-
		NB	5	21	18	0.619	0.522	C	B	23.1	19.5	0.675	0.569	C	C	23.2	19.6	0.678	0.572	C	C	-	-	-	-

Table H-23: 2030 With Project Conditions Freeway Segment Level of Service Summary – Alternative 4

Freeway Segment		Dir	Number of Lanes	Existing						2030 Without Project						2030 With Project						2030 With Project Comparison			
				Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Density (pc/mi/ln)		V/C (a)		LOS (b)		Existing Δ in V/C		2030 Without Project Δ in V/C	
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
	North of I-8 Junction	SB	4	23	25	0.684	0.733	C	C	25.3	27.1	0.737	0.790	C	D	25.4	27.3	0.742	0.795	C	D	-	-	-	-
		NB	5	24	19	0.705	0.553	C	C	25.8	20.2	0.752	0.590	C	C	25.9	20.3	0.756	0.593	C	C	-	-	-	-
SR-94	East of Beginning at I-5 Junction and G St	WB	4	25	8	0.736	0.223	C	A	28.4	14.4	0.829	0.419	D	B	28.7	14.5	0.837	0.423	D	B	-	-	-	-
		EB	5	1	24	0.036	0.695	A	C	4.2	26.0	0.122	0.759	A	C	4.2	26.3	0.123	0.766	A	D	-	-	-	-
I-8	East of Midway Drive	WB	4	12	17	0.350	0.496	B	B	12.8	18.1	0.373	0.529	B	C	12.8	18.1	0.373	0.529	B	C	-	-	-	-
		EB	4	17	10	0.499	0.281	B	A	18.2	10.3	0.532	0.300	C	A	18.2	10.3	0.532	0.300	C	A	-	-	-	-
	East of I-5 Junction	WB	3	21	30	0.611	0.866	C	D	22.5	31.9	0.655	0.930	C	D	22.8	32.3	0.664	0.943	C	D	-	-	-	-
		EB	3	30	17	0.872	0.491	D	B	31.9	18.0	0.930	0.524	D	B	32.3	18.2	0.943	0.532	D	C	-	-	-	-
	East of Morena Boulevard	WB	5	18	26	0.532	0.755	C	C	19.5	27.6	0.568	0.805	C	D	19.7	27.9	0.574	0.814	C	D	-	-	-	-
		EB	4	33	18	0.949	0.535	D	C	--	19.6	1.013	0.571	**F***	C	--	19.7	1.022	0.576	**F***	C	**0.073**	-	**0.009**	-
	East of Hotel Circle / Taylor Street	WB	5	26	22	0.759	0.645	C	C	27.8	23.6	0.810	0.688	D	C	28.0	23.8	0.817	0.694	D	C	-	-	-	-
		EB	4	22	32	0.638	0.945	C	D	23.4	--	0.681	1.009	C	**F***	23.6	--	0.688	1.018	C	**F***	-	**0.072**	-	**0.009**
	East of Hotel Circle	WB	5	28	24	0.819	0.696	D	C	30.0	25.5	0.874	0.743	D	C	30.2	25.7	0.881	0.749	D	C	-	-	-	-
		EB	4	24	N/A	0.689	1.021	C	**F***	25.2	--	0.735	1.089	C	**F***	25.4	--	0.742	1.098	C	**F***	-	**0.077**	-	**0.009**
	East of SR-163 Junction	WB	4	N/A	31	1.052	0.894	**F***	D	--	32.7	1.123	0.954	**F***	D	--	32.9	1.129	0.960	**F***	D	**0.077**	-	**0.007**	-
		EB	4	24	N/A	0.708	1.049	C	**F***	27.0	--	0.788	1.168	D	**F***	27.3	--	0.796	1.178	D	**F***	-	**0.130**	-	**0.011**

Source: Kimley-Horn, June 2019.

Notes: Bold values indicate freeway segments operating at LOS E or F. Bold and shaded values indicate project significant impact. City of San Diego's Significance Determination Thresholds under CEQA, Section O, p.71. A review of SANDAG and Port of San Diego studies indicates that they use the same significance determination thresholds. Under 2030, 2035 and 2050 With Project conditions, all significant impacts are defined as Cumulative impacts per these thresholds.

(a) Volume to capacity ratio. (b) The LOS for the respective freeway segments were based on the methodologies contained in Chapter 11 of the Highway Capacity Manual, 6th Edition.

[1] Speed and density values are reported as "--" and LOS is reported as "F*" when the volume to capacity ratio is greater than 1.00. Per Chapter 11 of the HCM 6th Edition, the density is only calculated when the ratio is less than 1.00 and the speed cannot be estimated. All cases in which this ratio is greater than 1.00 are LOS F.

- North of Richmond Street
  - In the Southbound direction in the PM Peak operates at **LOS F**
  - In the Northbound direction in the AM Peak operates at **LOS F**
- North of Robinson Avenue in the Northbound direction in the AM Peak operates at **LOS F**
- North of Washington Street
  - In the Southbound direction in the AM Peak operates at **LOS F**
  - In the Southbound direction in the PM Peak operates at **LOS F**
  - In the Northbound direction in the AM Peak operates at **LOS F**
  - In the Northbound direction in the PM Peak operates at **LOS F**

I-8

- East of Morena Boulevard in the Eastbound direction in the AM Peak operates at **LOS F**
- East of Hotel Circle / Taylor Street in the Eastbound direction in the PM Peak operates at **LOS F**
- East of Hotel Circle in the Eastbound direction in the PM Peak operates at **LOS F**
- East of SR-163 Junction
  - In the Westbound direction in the AM Peak operates at **LOS F**
  - In the Eastbound direction in the PM Peak operates at **LOS F**

2030 With Project Conditions

I-5

- **North of J Street in the Northbound direction in the AM Peak operates at LOS F**
- **North of Route 94 Junction in the Northbound direction in the AM Peak operates at LOS F**
- **North of Pershing Drive in the Northbound direction in the AM Peak operates at LOS F**
- **North of Route 163 Junction in the Northbound direction in the AM Peak operates at LOS F**
- **North of Sixth Avenue in the Northbound direction in the AM Peak operates at LOS F**
- **North of First Avenue in the Northbound direction in the AM Peak operates at LOS F**
- **North of Hawthorn Street**
  - **In the Northbound direction in the AM Peak operates at LOS F**
  - **In the Northbound direction in the PM Peak operates at LOS F**
- **North of India / Sassafras Street in the Northbound direction in the AM Peak operates at LOS F**
- **North of Pacific Highway Viaduct in the Northbound direction in the AM Peak operates at LOS F**
- **North of Sassafras Street in the Northbound direction in the AM Peak operates at LOS F**
- **North of Washington Street in the Northbound direction in the AM Peak operates at LOS F**

- **North of Old Town Avenue in the Northbound direction in the AM Peak operates at LOS F**

Route-163

- **North of I-5 Junction**
  - **In the Southbound direction in the AM Peak operates at LOS F**
  - **In the Southbound direction in the PM Peak operates at LOS F**
  - **In the Northbound direction in the AM Peak operates at LOS F**
  - **In the Northbound direction in the PM Peak operates at LOS F**
- **North of Quince Street**
  - **In the Southbound direction in the PM Peak operates at LOS F**
  - **In the Northbound direction in the AM Peak operates at LOS F**
- **North of Richmond Street**
  - **In the Southbound direction in the PM Peak operates at LOS F**
  - **In the Northbound direction in the AM Peak operates at LOS F**
- **North of Robinson Ave in the Northbound direction in the AM Peak operates at LOS F**
- **North of Washington Street**
  - **In the Southbound direction in the AM Peak operates at LOS F**
  - **In the Southbound direction in the PM Peak operates at LOS F**
  - **In the Northbound direction in the AM Peak operates at LOS F**
  - **In the Northbound direction in the PM Peak operates at LOS F**

I-8

- **East of Morena Boulevard in the Eastbound direction in the AM Peak operates at LOS F**
- **East of Hotel Circle / Taylor Street in the Eastbound direction in the PM Peak operates at LOS F**
- **East of Hotel Circle in the Eastbound direction in the PM Peak operates at LOS F**
- **East of SR-163 Junction**
  - **In the Westbound direction in the AM Peak operates at LOS F**
  - **In the Eastbound direction in the PM Peak operates at LOS F**

The freeway segments listed above that are shown in bold text are considered to be cumulatively considerable impacts. Specifically, Alternative 4's traffic adds to the roadways v/c by at least 0.02 at LOS E or 0.01 at LOS F.

As previously described in more detail in Section 3.14.6.1 of the Recirculated Draft EIR, any proposed freeway mitigation measure is ***not considered feasible***, because there are no planned freeway improvement projects in the San Diego Regional Transportation Plan or Caltrans Interstate 8 Transportation Concept Report for this segment or other applicable Interstate or Highway segment plans, and any such improvements would require FAA approval of funding. Caltrans has jurisdiction over the potential freeway improvements. SDCRAA could not require Caltrans to implement any such improvements. Potential and unplanned freeway improvements are therefore ***not physically***

feasible. Further, due to FAA regulations, potential freeway improvements currently could not be implemented and are presently ***not considered feasible*** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements or mitigation measures as discussed in Section 3.14.6 of the Recirculated Draft EIR. SDCRAA has not requested funding of any freeway improvement projects because none are planned by agencies with jurisdiction or planning authority, and the FAA stated that it would not fund direct improvements to freeways. Moreover, neither SANDAG nor Caltrans has developed or identified regional programs to reduce VMT related to freeway usage. As such, these impacts are considered unmitigable.

Vehicle Miles Traveled (VMT)

At the time of this writing, evaluation of transportation impacts using the VMT metric is not required by the State or any San Diego-based agencies, and LOS is the official metric for identifying traffic impacts and mitigation. Nonetheless, project-related VMT is generally discussed below for informational purposes.

Year 2030 VMT per passenger is presented in Table H-24. The Year 2030 VMT per passenger was calculated to be 17.3 VMT per Airport passenger, which is a decrease of 2.6 VMT per passenger. It should be noted that the average Airport vehicle trip length also increased by 0.61 miles. The reduction in VMT per passenger is due to the Old Town shuttle transit service and SDCRAA's efforts to reduce TNC trips.

Table H-24: 2030 VMT Summary – Alternative 4

	Existing	2030
SANDAG Model Trip Length (a)	15.07	15.68
ADP Airport Trips	103,983	122,416
Calculated Airport VMT (b)	1,567,024	1,919,483
Airport Daily Passenger	78,595	110,875
Airport VMT / Passenger (c)	**19.9**	**17.3**
Δ VMT / Passenger	-	-2.6

Source: Kimley-Horn, June 2019.

Notes:

(a) Trip length based on SANDAG Series 13 model VMT divided by number of model trips.

(b) Airport VMT is equal to estimated airport trips multiplied by average trip length.

(c) Airport VMT per passenger based on calculated airport VMT divided by number of passengers.

H.2.2.4 Cumulative Impacts H-5

Summary Conclusion for Impact H-5: Implementation of Alternative 4 would result in unacceptable operations of study facilities in 2035. Of those facilities, 10 intersections, 20 roadway segments, and 21 freeway segments are expected to exceed thresholds of significance under the 2035 With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some proposed mitigation is infeasible and other measures only partially mitigate impacts, therefore, impacts would remain *significant and unavoidable* at 4 intersections, 18 roadway segments and 21 freeway segments.

This scenario represents the traffic conditions of the 2035 street network and proposed on-Airport facilities. Volumes for this scenario were based on adjusted 2035 Series 13 travel forecast model volumes and cumulative project volumes, which include ambient growth for the region and the study area. The ambient traffic growth factor includes unknown and future related projects in the study

area, as well as accounts for regular growth in the traffic volumes due to the development of the projects outside the study area. The 2035 Without Project Condition assumes no roadway network differences compared to existing conditions. The 2035 With Project Condition assumes the addition of flights and passenger travel through the Year 2035. Other than as analyzed in Section H.2.1, no further Existing Plus Project scenario impact analysis was prepared for this multi-phased project beginning in 2030 as such analysis would be hypothetical, without substantial informational value, and potentially misleading. This scenario is regarded by traffic engineers as a hypothetical scenario when used in connection with a long-range development project such as the proposed ADP project, which is not anticipated to reach full buildout until approximately 2035. Accordingly, any Existing Plus Project scenario impact analysis beginning in 2030 would be hypothetical because it would assume that Alternative 4 project would be fully built out immediately and the corresponding full buildout traffic volumes would be added to existing roadway volumes and infrastructure. Thus, the Existing Plus Project analysis would presume that the existing environment (existing traffic volumes, existing roadway infrastructure, and existing land uses) would not change over the long-term phased buildout of the project. As a result, future increases over time in traffic volumes attributable to ambient growth and other development projects (i.e., cumulative traffic volumes) would not be accounted for in the analysis. This would result in the Existing Plus Project scenario impact analysis underestimating phased project traffic impacts because it would not account for the roadway capacities that would be utilized by other future development that precedes Alternative 4's multiple phases, but would assume that those roadway capacities would be available only for the multiple project phases. The scenario also would not account for future planned roadway network improvements that would increase roadway capacities, and the analysis could result in overstating phased project impacts.

Because of the hypothetical nature of the Existing Plus Project scenario impact analysis beginning in 2030 for this multi-phased project, the analysis would have very limited practical informational value. Alternative 4's full impact significance determinations and corresponding mitigation measures are instead based on the analyses presented under the 2030 With Project Condition, 2035 With Project Condition and 2050 With Project Condition scenarios compared against the Existing condition.

Intersection Level of Service

2035 Without Project and 2035 With Project volumes were evaluated at the study area intersections. Results of the analysis are presented in Table H-25. Cumulative intersection impacts from the project are identified in column "2035 With Project, Change from Existing." Level of Service worksheets are contained in Appendix R-H5. As shown in the table, all study area intersections operate at acceptable levels of service during the weekday AM, Airport, and PM peak hours with the exception of:

<u>2035 Without Project Conditions</u>

#3 – Pacific Highway at Enterprise Street

#14 – W Laurel Street at N Harbor Drive

#15 – Pacific Highway at W Laurel Street

#16 – Kettner Boulevard at W Laurel Street

#22 – Columbia Street at W Hawthorn Street

Table H-25: 2035 With Project Conditions Intersection Level of Service Summary – Alternative 4

Intersection		Peak Hour	Existing		2035 Without Project		2035 With Project			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Change from Existing (c)	Change from 2035 Without Project (d)
1	Pacific Hwy at Taylor St / Rosecrans St	AM	27.7	C	28.5	C	28.6	C	0.9	0.1
		AIRPORT	28.6	C	29.6	C	29.6	C	1.0	0.0
		PM	35.8	D	45.9	D	45.6	D	9.8	-0.3
2	Pacific Hwy at Old Town Transit Center	AM	9.7	A	10.3	B	10.3	B	0.6	0.0
		AIRPORT	10.9	B	11.3	B	11.3	B	0.4	0.0
		PM	11.1	B	13.3	B	13.4	B	2.3	0.1
3	Pacific Hwy at Enterprise St	AM	31.7	C	57.5	**E**	58.8	**E**	**27.1**	1.3
		AIRPORT	27.7	C	32.2	C	32.4	C	4.7	0.2
		PM	44.5	D	109.7	**F**	113.6	**F**	**69.1**	**3.9**
4	SB Pacific Hwy Ramps at Washington St	AM	11.7	B	12.7	B	13.3	B	1.6	0.6
		AIRPORT	12.4	B	13.7	B	13.6	B	1.2	-0.1
		PM	12.5	B	14.6	B	15.7	B	3.2	1.1
5	NB Pacific Highway On-Ramp / Frontage Rd at Washington St	AM	20.7	C	25.3	C	33.6	C	12.9	8.3
		AIRPORT	18.3	B	21.8	C	26.7	C	8.4	4.9
		PM	18.7	B	23.4	C	30.5	C	11.8	7.1
6	Hancock St at Washington St	AM	22.0	C	21.1	C	20.5	C	-1.5	-0.6
		AIRPORT	21.7	C	20.0	B	19.5	B	-2.2	-0.5
		PM	23.1	C	24.2	C	24.1	C	1.0	-0.1
7	San Diego Ave at Washington St	AM	31.1	C	39.3	D	38.2	D	7.1	-1.1
		AIRPORT	22.2	C	25.4	C	25.4	C	3.2	0.0
		PM	16.2	B	18.4	B	18.6	B	2.4	0.2
8	India St at Vine St	AM	4.5	A	4.6	A	4.5	A	0.0	-0.1
		AIRPORT	4.7	A	4.8	A	4.8	A	0.1	0.0
		PM	4.3	A	4.4	A	4.4	A	0.1	0.0
9	Pacific Hwy at Sassafras St / Admiral Boland Way	AM	22.0	C	23.8	C	49.0	D	27.0	25.2
		AIRPORT	23.8	C	27.7	C	50.6	D	26.8	22.9
		PM	29.7	C	34.5	C	54.9	D	25.2	20.4

Table H-25: 2035 With Project Conditions Intersection Level of Service Summary – Alternative 4

Intersection		Peak Hour	Existing		2035 Without Project		2035 With Project			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Change from Existing (c)	Change from 2035 Without Project (d)
10	Kettner Blvd at Sassafras St	AM	13.5	B	24.5	C	38.9	D	25.4	14.4
		AIRPORT	12.7	B	21.0	C	25.6	C	12.9	4.6
		PM	15.0	B	41.1	D	54.9	D	39.9	13.8
11	India St at Sassafras St	AM	6.8	A	6.6	A	6.8	A	0.0	0.2
		AIRPORT	8.8	A	9.8	A	9.9	A	1.1	0.1
		PM	10.2	B	11.3	B	13.0	B	2.8	1.7
12	Pacific Hwy at Palm St	AM	8.7	A	10.7	B	13.1	B	4.4	2.4
		AIRPORT	8.8	A	10.7	B	12.4	B	3.6	1.7
		PM	10.3	B	13.4	B	16.9	B	6.6	3.5
14	W Laurel St at N Harbor Drive	AM	24.4	C	130.3	**F**	219.9	**F**	**195.5**	**89.6**
		AIRPORT	33.7	C	84.1	**F**	138.0	**F**	**104.3**	**53.9**
		PM	26.2	C	80.0	**E**	159.6	**F**	**133.4**	**79.6**
15	Pacific Hwy at W Laurel St	AM	44.6	D	52.9	D	92.4	**F**	**47.8**	**39.5**
		AIRPORT	49.1	D	59.0	**E**	68.1	**E**	**19.0**	**9.1**
		PM	51.6	D	73.6	**E**	116.1	**F**	**64.5**	**42.5**
16	Kettner Blvd at W Laurel St	AM	91.8	**F**	265.1	**F**	348.2	**F**	**256.4**	**83.1**
		AIRPORT	112.2	**F**	275.3	**F**	328.0	**F**	**215.8**	**52.7**
		PM	48.9	D	133.2	**F**	215.3	**F**	**166.4**	**82.1**
17	India St at W Laurel St	AM	15.1	B	16.4	B	17.4	B	2.3	1.0
		AIRPORT	16.3	B	18.0	B	18.7	B	2.4	0.7
		PM	15.7	B	17.2	B	18.1	B	2.4	0.9
18	N Harbor Dr at W Hawthorn St	AM	8.9	A	5.8	A	5.9	A	-3.0	0.1
		AIRPORT	9.5	A	7.2	A	7.2	A	-2.3	0.0
		PM	10.0	B	9.4	A	10.0	B	0.0	0.6
19	Pacific Hwy at W Hawthorn St	AM	36.9	D	43.0	D	54.1	D	17.2	11.1
		AIRPORT	35.7	D	43.0	D	44.0	D	8.3	1.0
		PM	41.9	D	41.3	D	44.2	D	2.3	2.9

Table H-25: 2035 With Project Conditions Intersection Level of Service Summary – Alternative 4

Intersection		Peak Hour	Existing		2035 Without Project		2035 With Project			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Change from Existing (c)	Change from 2035 Without Project (d)
20	Kettner Blvd at W Hawthorn St	AM	30.7	C	45.7	D	54.3	D	23.6	8.6
		AIRPORT	28.5	C	37.9	D	40.5	D	12.0	2.6
		PM	28.4	C	35.9	D	38.5	D	10.1	2.6
21	India St at W Hawthorn St	AM	31.5	C	49.6	D	53.8	D	22.3	4.2
		AIRPORT	29.1	C	39.3	D	42.1	D	13.0	2.8
		PM	27.2	C	33.6	C	36.3	D	9.1	2.7
22	Columbia St at W Hawthorn St	AM	33.5	C	68.9	**E**	91.6	**F**	**58.1**	**22.7**
		AIRPORT	30.8	C	48.7	D	54.9	D	24.1	6.2
		PM	30.5	C	40.7	D	44.2	D	13.7	3.5
23	State St at W Hawthorn St	AM	10.7	B	38.3	D	52.4	D	41.7	14.1
		AIRPORT	9.1	A	18.0	B	21.1	C	12.0	3.1
		PM	8.6	A	16.3	B	17.4	B	8.8	1.1
24	I-5 NB Off-Ramp / Brant St at W Hawthorn St	AM	15.7	C	18.4	C	18.4	C	2.7	0.0
		AIRPORT	16.7	C	19.9	C	19.9	C	3.2	0.0
		PM	20.5	C	27.3	D	27.3	D	6.8	0.0
25	N Harbor Dr at W Grape St	AM	10.7	B	16.5	B	19.2	B	8.5	2.7
		AIRPORT	11.8	B	20.6	C	21.8	C	10.0	1.2
		PM	18.8	B	18.4	B	27.9	C	9.1	9.5
26	Pacific Hwy at W Grape St	AM	29.2	C	30.1	C	32.4	C	3.2	2.3
		AIRPORT	29.9	C	31.3	C	32.7	C	2.8	1.4
		PM	28.9	C	33.0	C	34.4	C	5.5	1.4
27	Kettner Blvd at W Grape St	AM	30.8	C	33.7	C	37.1	D	6.3	3.4
		AIRPORT	32.1	C	33.4	C	36.6	D	4.5	3.2
		PM	36.2	D	45.6	D	50.7	D	14.5	5.1
28	India St at W Grape St	AM	29.6	C	35.4	D	40.2	D	10.6	4.8
		AIRPORT	31.7	C	39.9	D	44.2	D	12.5	4.3
		PM	35.5	D	62.4	**E**	84.2	**F**	**48.7**	**21.8**

Table H-25: 2035 With Project Conditions Intersection Level of Service Summary – Alternative 4

Intersection		Peak Hour	Existing		2035 Without Project		2035 With Project			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Change from Existing (c)	Change from 2035 Without Project (d)
29	Columbia St at W Grape St	AM	34.7	C	84.5	**F**	130.1	**F**	**95.4**	**45.6**
		AIRPORT	37.6	D	42.3	D	46.5	D	8.9	4.2
		PM	43.3	D	103.4	**F**	130.2	**F**	**86.9**	**26.8**
30	State St / I-5 SB On-Ramp at W Grape St	AM	24.4	C	33.2	C	38.4	D	14.0	5.2
		AIRPORT	26.0	C	36.5	D	40.8	D	14.8	4.3
		PM	33.1	C	97.1	**F**	129.7	**F**	**96.6**	**32.6**
31	McCain Rd at N Harbor Dr	AM	11.6	B	11.6	B	14.7	B	3.1	3.1
		AIRPORT	9.1	A	8.2	A	10.3	B	1.2	2.1
		PM	8.1	A	7.2	A	9.0	A	0.9	1.8
32	Spanish Landing at N Harbor Dr	AM	22.2	C	23.6	C	20.6	C	-1.6	-3.0
		AIRPORT	19.8	B	20.6	C	18.5	B	-1.3	-2.1
		PM	19.3	B	21.3	C	18.7	B	-0.6	-2.6
33	Harbor Island Dr at N Harbor Dr	AM	40.0	D	305.0	**F**	151.2	**F**	**111.2**	-153.8
		AIRPORT	44.9	D	458.4	**F**	161.3	**F**	**116.4**	-297.1
		PM	35.3	D	309.7	**F**	159.4	**F**	**124.1**	-150.3
34	Harbor Island Dr at Old Rent A Car Access / Sheraton	AM	10.0	B	22.5	C	22.4	C	12.4	-0.1
		AIRPORT	10.4	B	19.7	B	19.6	B	9.2	-0.1
		PM	10.6	B	54.8	D	53.9	D	43.3	-0.9
35	Harbor Island Dr at Harbor Island Dr	AM	22.1	C	14.5	B	14.5	B	-7.6	0.0
		AIRPORT	22.0	C	14.6	B	14.7	B	-7.3	0.1
		PM	22.6	C	15.1	B	15.1	B	-7.5	0.0
36	Harbor Island Dr at Parking Lot Access	AM	8.5	A	8.6	A	8.6	A	0.1	0.0
		AIRPORT	9.0	A	9.3	A	9.4	A	0.4	0.1
		PM	9.1	A	9.9	A	10.0	B	0.9	0.1
37	Winship Ln at N Harbor Dr	AM	6.4	A	32.2	C	Intersection does not exist in this scenario			
		AIRPORT	7.1	A	42.4	D				
		PM	5.3	A	19.5	B				

Table H-25: 2035 With Project Conditions Intersection Level of Service Summary – Alternative 4

Intersection		Peak Hour	Existing		2035 Without Project		2035 With Project			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Change from Existing (c)	Change from 2035 Without Project (d)
38	North Harbor Dr at Liberator Way	AM	4.9	A	10.4	B	12.4	B	7.5	2.0
		AIRPORT	4.7	A	8.0	A	10.7	B	6.0	2.7
		PM	8.8	A	24.8	C	34.2	C	25.4	9.4
39	Cell Phone Lot at N Harbor Dr	AM	16.3	B	26.6	C	1.9	A	-14.4	-24.7
		AIRPORT	32.5	C	54.8	D	3.0	A	-29.5	-51.8
		PM	18.2	B	52.7	D	45.7	D	27.5	-7.0
40	Terminal Link Rd / Coast Guard at N Harbor Dr	AM	4.2	A	12.2	B	8.3	A	4.1	-3.9
		AIRPORT	3.9	A	6.4	A	9.1	A	5.2	2.7
		PM	3.3	A	6.4	A	51.3	D	48.0	44.9
41	Kettner Blvd at Palm St	AM	21.7	C	717.4	**F**	1182.2	**F**	**1160.5**	**464.8**
		AIRPORT	21.2	C	841.8	**F**	1151.3	**F**	**1130.1**	**309.5**
		PM	59.9	**F**	2704.1	**F**	3802.6	**F**	**3742.7**	**1098.5**
42	N Harbor Dr at Laning Rd	AM	13.5	B	20.1	C	12.3	B	-1.2	-7.8
		AIRPORT	26.3	C	27.4	C	27.6	C	1.3	0.2
		PM	32.4	C	35.6	D	36.4	D	4.0	0.8
43	N Harbor Dr at Nimitz Blvd	AM	16.4	B	33.2	C	34.1	C	17.7	0.9
		AIRPORT	19.9	B	25.8	C	26.2	D	6.3	0.4
		PM	40.7	D	48.7	D	49.0	D	8.3	0.3
44	Rosecrans St at Nimitz Blvd	AM	41.1	D	42.1	D	43.1	D	2.0	1.0
		AIRPORT	36.0	D	37.0	D	38.3	D	2.3	1.3
		PM	45.1	D	48.4	D	49.3	D	4.2	0.9

Source: Kimley-Horn, June 2019.

Notes: Bold values indicate intersections operating at LOS E or F. Bold and shaded values indicate project significant impact. City of San Diego's Significance Determination Thresholds under CEQA, Section O, p.71. A review of SANDAG and Port of San Diego studies indicates that they use the same significance determination thresholds. Under 2030, 2035 and 2050 With Project conditions, all significant impacts are defined as Cumulative impacts per these thresholds.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using Synchro 10.

(c) Change in delay due to addition of background traffic growth, addition of cumulative project traffic, and addition of project traffic. Addition of project traffic may cause a decrease in delay at some locations. This counterintuitive result occurs when the volume being added to the intersection is on movements with less delay than the current overall intersection average delay, decreasing the overall intersection average delay.

(d) Change in delay due to addition of project traffic. Addition of project traffic may cause a decrease in delay at some locations. This counterintuitive result occurs when the volume being added to the intersection is on movements with less delay than the current overall intersection average delay, decreasing the overall intersection average delay.

#28 – India Street at W Grape Street

#29 – Columbia Street at W Grape Street

#30 – State Street / I-5 SB On-Ramp at W Grape Street

#33 – Harbor Island Drive at N Harbor Drive

#41 – Kettner Boulevard at Palm Street

2035 With Project Conditions

#3 – Pacific Highway at Enterprise Street

#14 – W Laurel Street at N Harbor Drive

#15 – Pacific Highway at W Laurel Street

#16 – Kettner Boulevard at W Laurel Street

#22 – Columbia Street at W Hawthorn Street

#28 – India Street at W Grape Street

#29 – Columbia Street at W Grape Street

#30 – State Street / I-5 SB On-Ramp at W Grape Street

#33 – Harbor Island Drive at N Harbor Drive

#41 – Kettner Boulevard at Palm Street

The intersections listed above that are shown in bold text are considered to be cumulative considerable impacts. Alternative 4's traffic adds at least two seconds of delay at LOS E or one second of delay at LOS F.

The following mitigations would address the significant impacts that would occur from the project, as defined by Table H-25 between Year 2035 Without Project conditions and 2035 With Project conditions:

#3 Pacific Highway at Enterprise Street

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Widening to add a third southbound through lane on Pacific Highway would address this cumulative traffic impact. This improvement is consistent with the Midway Pacific Highway Community Plan (MPH CP), which assumes Pacific Highway will be rebuilt as a five-lane prime arterial north of Enterprise Street and a six-lane expressway south of Enterprise Street. Adding a third southbound lane would require removal of a pedestrian bridge crossing the north leg of Pacific Highway serving the NAVWAR (former SPAWAR) site. It would also require reconfiguration of the south leg of the intersection, which has a narrow two-lane bridge under Barnett Avenue. The MPH CP addresses this improvement in mobility policy ME-5.8: "Support an engineering feasibility study to analyze downgrading Pacific Highway to a 6-lane major arterial to improve safety, enhance

multimodal connections between the community and Downtown, and create a community gateway. This improvement could potentially include removing grade-separations along Pacific Highway at Barnett Avenue, Witherby Street, and Washington Street." Furthermore, both the east and west legs of the intersection are part of the NAVWAR site. The U.S. Navy has issued a request for proposals to redevelop this site. The MPH CP also identifies a multi-use bicycle/pedestrian path and Class IV cycle tracks along Pacific Highway.

This mitigation is not feasible for the project to implement, because it relies on a future City engineering feasibility study and redevelopment of adjacent properties, including the U.S. Navy. The City of San Diego indicated in meetings that they concur with this finding.

#14 W Laurel Street at N Harbor Drive

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1a, as previously described in Section H.2.1.1, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-26. Proposed Mitigation Measure MM-TR-I-1a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#15 Pacific Highway at W Laurel Street

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Table H-26: 2035 Intersection Improvement Level of Service Summary – Alternative 4

Intersection		Peak Hour	Before Improvement		After Improvement (c)		Description
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	
3	Pacific Hwy at Enterprise St	AM	58.8	**E**	58.8	**E**	This intersection is the primary access to the future SPAWAR redeveloped site.
		AIRPORT	32.4	C	32.4	C	
		PM	113.6	**F**	113.6	**F**	
9*	Pacific Hwy at Sassafras St / Admiral Boland Way	AM	49.0	D	48.6	D	• Add Class IV Cycle Track
		AIRPORT	50.6	D	49.1	D	
		PM	54.9	D	52.4	D	

Table H-26: 2035 Intersection Improvement Level of Service Summary – Alternative 4

Intersection		Peak Hour	Before Improvement		After Improvement (c)		Description
			Delay (a)	LOS (b)	Delay (a)	LOS (b)	
12*	Pacific Hwy at Palm St	AM	13.1	B	33.3	C	• Add Class IV Cycle Track
		AIRPORT	12.4	B	25.4	C	
		PM	16.9	B	41.7	D	
14	W Laurel St at N Harbor Drive	AM	219.9	**F**	183.3	**F**	• Remove SB left-turn movement (Non-airport traffic will be redirected to Pacific Highway – Hawthorn Street) • Add third EB left-turn lane and remove an EB through lane
		AIRPORT	138.0	**F**	105.3	**F**	
		PM	159.6	**F**	121.7	**F**	
15	Pacific Hwy at W Laurel St	AM	92.4	**F**	38.2	D	• Remove a WB through lane on the West leg and add a second EB left-turn lane • Convert a SB through lane into a second SB right-turn lane • Re-coordinate signals along Laurel Street • Add Class IV Cycle Track
		AIRPORT	68.1	**E**	42.9	D	
		PM	116.1	**F**	69.6	**E**	
16	Kettner Blvd at W Laurel St	AM	348.2	**F**	40.8	D	• Restripe SB approach to two right-turn lanes, one through lane and one left-turn lane.
		AIRPORT	328.0	**F**	48.2	D	
		PM	215.3	**F**	39.1	D	
22	Columbia St at W Hawthorn St	AM	91.6	**F**	91.6	**F**	• No mitigation proposed since it would require widening on Hawthorn Street
		AIRPORT	54.9	D	54.9	D	
		PM	44.2	D	44.2	D	
28	India St at W Grape St	AM	40.2	D	22.4	C	• Remove parking from the south side and add a 4th travel lane from North Harbor Drive to State Street • Retime signals along Grape Street
		AIRPORT	44.2	D	24.1	C	
		PM	84.2	**F**	37.0	D	
29	Columbia St at W Grape St	AM	130.1	**F**	24.9	C	• Remove parking from the south side and add a 4th travel lane from North Harbor Drive to State Street • Retime signals along Grape Street
		AIRPORT	46.5	D	27.9	C	
		PM	130.2	**F**	47.0	D	
30	State St / I-5 SB On-Ramp at W Grape St	AM	38.4	D	28.6	C	• Remove parking from the south side and add a 4th travel lane from North Harbor Drive to State Street • Retime signals along Grape Street
		AIRPORT	40.8	D	30.5	C	
		PM	129.7	**F**	27.0	C	
33	Harbor Island Dr at N Harbor Dr	AM	151.2	**F**	39.4	D	• Re-coordinate signals along North Harbor Drive
		AIRPORT	161.3	**F**	45.1	D	
		PM	159.4	**F**	48.5	D	
41	Kettner Blvd at Palm St	AM	1182.2	**F**	4.5	A	• Install traffic signal • Restripe Palm Street to two lanes in each direction between Kettner Blvd and Pacific Hwy • Pre-signals at rail crossing
		AIRPORT	1151.3	**F**	4.8	A	
		PM	3802.6	**F**	1.7	A	

Source: Kimley-Horn, June 2019.

Notes:

Bold values indicate intersections operating at LOS E or F. **Bold** and **shaded** values indicate project significant impact.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using Synchro 10.

(c) The Table presumes the improvements are feasible, which is uncertain.

Footnotes:

(*) Intersections 9 and 12 are not significant impacts. Class IV Cycle Track added as part of mitigation at Laurel Street / Pacific Highway.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1b, as previously described in Section H.2.1.1, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-26. Proposed Mitigation Measure MM-TR-I-1b presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#16 Kettner Boulevard at W Laurel Street

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1c, as previously described in Section H.2.1.1, would ensure that the intersection operates at LOS D during the AM, Airport and PM peak hours, and LOS D during the Airport Peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-26. Proposed Mitigation Measure MM-TR-I-1c presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#22 Columbia Street at W Hawthorn Street

This intersection would experience an increase in delay greater than one second and operates at LOS F during the AM peak hour with the addition of the Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

No mitigation is proposed for this intersection under year 2035 With Project conditions. Improving this intersection would require the widening of Hawthorn Street. Hawthorn Street is currently at its Community Plan designated roadway classification and potential mitigation measure to add through lanes would ***not be consistent*** with the Community Plan. As such, this improvement is considered unmitigable.

#28 India Street at W Grape Street

This intersection would experience an increase in delay greater than one second and operates at LOS F during the PM peak hour with the addition of the Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

MM-TR-I-5c: **Improve the Intersection of India Street at W Grape Street.** Prior to passenger air travel exceeding 35.8 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Remove parking from the south side and add a 4th travel lane from North Harbor Drive to State Street and retime signals along Grape Street. Proposed Mitigation Measure MM-TR-I-5c presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths**,** SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Implementation of Mitigation Measure MM-TR-I-5c would ensure that the intersection operates at LOS D during the PM peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-26.

#29 Columbia Street at W Grape Street

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-4a, as previously described in Section H.2.2.3, would ensure that the intersection operates at LOS D during the PM peak hour under 2035 With

Project conditions, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-26. Proposed Mitigation Measure MM-TR-I-4a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#30 State Street / I-5 SB On-Ramp at W Grape Street

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-4b, as previously described in Section H.2.2.3, would ensure that the intersection operates at LOS C during the AM, Airport, and PM peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-26. Proposed Mitigation Measure MM-TR-I-4b presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#33 Harbor Island Drive at N Harbor Drive

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1d, as previously described in Section H.2.2.3, would ensure that the intersection operates at LOS D during the AM, Airport, and PM peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in

Table H-26. Proposed Mitigation Measure MM-TR-I-1d presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#41 Kettner Boulevard at Palm Street

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1e, as previously described in Section H.2.1.1, would ensure that the intersection operates at LOS A during the AM, Airport, and PM peak hours, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-26. Proposed Mitigation Measure MM-TR-I-1e presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is ability to install a traffic signal at this location, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

In place of mitigating specific intersection facilities, beyond those previously identified, the following long-range transportation planning study and resulting measures are recommended to address Year 2035 cumulative impacts.

MM-TR-LRP-2: **Airport Regional Connections**. The SDCRAA shall participate in regional efforts to develop a long-range transportation solution for accessing the Airport, including the following measures: 1. Participate in regional planning efforts led by SANDAG (Airport Connections Study) to determine transit connections between regional transit and the Airport terminals, freeway connections along the Laurel Street corridor, intelligent transportation systems, and mobility hub improvements/strategies; 2. Preserve space within Airport property to accommodate a transit station located near the terminals

and an on-Airport exit roadway; and 3. Participate in the implementation of improvements and strategies identified in the Airport Connections Study.

1. SDCRAA staff are fully engaged as stakeholders in SANDAG's committee and subcommittees which are tasked with developing regional solutions for improving access to the Airport. Other stakeholders include SANDAG, City of San Diego, MTS, Caltrans, US Navy and Marine Corps, and the Port of San Diego. SDCRAA has shared data, plans, concepts, and studies. In addition, SDCRAA shall provide feedback on suggested options.

2. The ADP has allocated a site to accommodate a potential transit station within Airport property in proximity to passenger terminals. The ADP also preserves space for an exit roadway on Airport property that could be built in conjunction with new freeway access ramps and enhanced capacity within the Laurel Street corridor.

3. SDCRAA will fund its fair share of agreed to improvement to implement long-term regional solutions identified by SANDAG's Airport Connections Study, subject to FAA concurrence to use Airport funding for these purposes. Proposed Mitigation Measure MM-TR-LRP-2 currently could not be implemented and is presently ***not considered feasible*** because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding. Portions of Mitigation Measure MM-TR-LRP-2 require physical improvements to facilities and/or VMT reduction items and are within the jurisdiction of other public agencies or departments and are ***not considered physically feasible.*** SDCRAA could not require those agencies or departments to implement any as yet unidentified improvements or VMT reduction programs. SDCRAA will, however, continue to collaborate with the other public agencies and departments to implement any improvement items and/or VMT reduction programs (consistent with CEQA Guidelines section 15064.3) relating to the Airport. Also, due to FAA regulations, proposed Mitigation Measure MM-TR-LRP-2 currently could not be implemented and is presently ***not considered feasible*** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements, programs to reduce VMT, or other mitigation measures. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for the as yet unidentified off-Airport improvement or VMT reduction items. If the funding is granted (and the other agencies agree to implement) then the Mitigation Measure would be feasible. If the FAA does not approve the funding then the Measure would be infeasible.

Roadway Segment Level of Service

2035 Without Project and 2035 With Project volumes were evaluated at the study area roadway segments. Results of the analysis are presented in Table H-27. Cumulative roadway segment

impacts from the project are identified in column "2035 With Project Comparison, Existing." As shown in the table, all study area roadway segments operate at acceptable levels of service under weekday conditions with the exception of:

2035 Without Project Conditions

Kettner Boulevard

- Vine Street to Sassafras Street operates at **LOS F**
- Sassafras Street to Palm Street operates at **LOS F**
- Palm St to Laurel Street operates at **LOS F**

Sassafras Street

- Pacific Highway to Kettner Boulevard operates at **LOS F**

Palm Street

- Pacific Highway to Kettner Boulevard operates at **LOS F**

Laurel Street

- Harbor Drive to Pacific Highway operates at **LOS F**

Hawthorn Street

- Harbor Drive to Pacific Highway operates at **LOS F**
- Pacific Highway to India Street operates at **LOS F**
- India Street to State Street operates at **LOS F**
- State Street to Albatross Street operates at **LOS F**

Grape Street

- Harbor Drive to Pacific Highway operates at **LOS F**
- Pacific Highway to India Street operates at **LOS F**
- India Street to State Street operates at **LOS F**

North Harbor Drive

- Harbor Island Drive to Winship Lane operates at **LOS E**
- Winship Lane to Liberator Way operates at **LOS F**
- Liberator Way to Cell Phone Lot operates at **LOS F**
- Cell Phone Lot to Laurel Street / Solar Turbines operates at **LOS F**
- Laurel Street / Solar Turbines to West Laurel Street operates at **LOS F**
- Laurel Street to Hawthorn Street operates at **LOS F**
- Hawthorn Street to Grape Street operates at **LOS F**

Table H-27: 2035 With Project Conditions Roadway Segment Level of Service Summary – Alternative 4

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			2035 Without Project			2035 With Project			2035 With Project Comparison			
												Existing		2035 Without Project	
			ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	Δ IN ADT	Δ IN V/C	Δ IN ADT	Δ IN V/C
Pacific Highway															
Kurtz St to Barnett Ave	6 Lane Major Arterial	50,000	21,780	0.436	B	24,233	0.485	B	25,201	0.504	B	3,421	0.068	968	0.019
Barnett Ave to Washington St	6 Lane Expressway	80,000	51,778	0.647	C	64,850	0.811	D	67,266	0.841	D	15,488	0.194	2,416	0.030
Washington St to Sassafras St	6 Lane Prime Arterial	60,000	14,219	0.237	A	19,100	0.318	A	19,875	0.331	A	5,656	0.094	775	0.013
Sassafras St to Palm St	6 Lane Major Arterial	50,000	18,988	0.380	A	21,642	0.433	B	25,578	0.512	B	6,590	0.132	3,936	0.079
Palm St to Laurel St	6 Lane Major Arterial	50,000	20,447	0.409	B	24,542	0.491	B	28,667	0.573	C	8,220	0.164	4,125	0.082
Laurel St to Juniper St	6 Lane Major Arterial	50,000	10,478	0.210	A	15,026	0.301	A	17,929	0.359	A	7,451	0.149	2,903	0.058
Kettner Blvd															
Vine St to Sassafras St	3 Lane Major Arterial (one-way)	27,500	26,492	0.963	**E**	37,967	1.381	**F**	42,341	1.54	**F**	15,849	**0.577**	4,374	**0.159**
Sassafras St to Palm St	3 Lane Major Arterial (one-way)	27,500	18,406	0.669	C	36,467	1.326	**F**	41,042	1.492	**F**	22,636	**0.823**	4,575	**0.166**
Palm St to Laurel St	3 Lane Major Arterial (one-way)	27,500	18,406	0.669	C	29,291	1.065	**F**	31,084	1.13	**F**	12,678	**0.461**	1,793	**0.065**
India St															
Sassafras St to Laurel St	3 Lane Major Arterial (one-way)	27,500	14,465	0.526	B	24,880	0.905	D	29,078	1.057	**F**	14,613	**0.531**	4,197	**0.152**
Laurel St to Juniper St	3 Lane Collector (one-way)	26,000	3,884	0.149	A	4,249	0.163	A	4,249	0.163	A	365	0.014	0	0.000
Washington St															
West of Pacific Hwy	4 Lane Major Arterial	40,000	4,847	0.121	A	5,402	0.135	A	7,864	0.197	A	3,017	0.076	2,461	0.062
Hancock St to San Diego Ave	4 Lane Major Arterial	40,000	22,972	0.574	C	27,430	0.686	C	28,250	0.706	C	5,278	0.132	820	0.020
East of India St	4 Lane Major Arterial	40,000	24,710	0.618	C	32,265	0.807	D	33,086	0.827	D	8,376	0.209	820	0.020

Table H-27: 2035 With Project Conditions Roadway Segment Level of Service Summary – Alternative 4

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			2035 Without Project			2035 With Project			2035 With Project Comparison			
												Existing		2035 Without Project	
			ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	Δ IN ADT	Δ IN V/C	Δ IN ADT	Δ IN V/C
Sassafras St															
Pacific Hwy to Kettner Blvd	3 Lane Collector (w/o two-way left-turn lane)	12,000	15,983	1.332	**F**	21,100	1.758	**F**	31,355	2.613	**F**	15,372	**1.281**	10,255	**0.855**
Palm St															
Pacific Hwy to Kettner Blvd	2 Lane Collector (w/o two-way left-turn lane)	8,000	1,940	0.243	A	11,901	1.488	**F**	12,222	1.528	**F**	10,282	**1.285**	322	**0.040**
Laurel St															
Harbor Dr to Pacific Hwy	5 Lane Major Arterial	45,000	35,441	0.788	D	59,468	1.322	**F**	65,835	1.463	**F**	30,394	**0.675**	6,367	**0.141**
Pacific Hwy to India St	4 Lane Major Arterial	40,000	21,042	0.526	C	29,304	0.733	C	32,238	0.806	D	11,196	0.280	2,934	0.073
India St to State St / Reynard Wy	4 Lane Major Arterial	40,000	14,072	0.352	A	15,132	0.378	B	15,952	0.399	B	1,880	0.047	820	0.021
Hawthorn St															
Harbor Dr to Pacific Hwy	3 Lane Collector (one-way)	26,000	26,337	1.013	**F**	32,960	1.268	**F**	35,146	1.352	**F**	8,809	**0.339**	2,186	**0.084**
Pacific Hwy to India St	3 Lane Collector (one-way)	26,000	30,936	1.190	**F**	50,768	1.953	**F**	52,954	2.037	**F**	22,018	**0.847**	2,186	**0.084**
India St to State St	3 Lane Collector (one-way)	26,000	30,936	1.190	**F**	51,285	1.973	**F**	53,472	2.057	**F**	22,536	**0.867**	2,186	**0.084**
State St to Albatross St	2 Lane Collector (w/o two-way left-turn lane)	8,000	10,483	1.310	**F**	11,468	1.433	**F**	11,468	1.433	**F**	985	**0.123**	0	0.000
Grape St															
Harbor Dr to Pacific Hwy	3 Lane Collector (one-way)	26,000	23,826	0.916	**E**	47,371	1.822	**F**	49,879	1.918	**F**	26,053	**1.002**	2,508	**0.096**
Pacific Hwy to India St[1]	3 Lane Collector (one-way)	26,000	28,167	1.083	**F**	56,654	2.179	**F**	59,162	2.275	**F**	30,995	**1.192**	2,508	**0.096**
India St to State St	3 Lane Collector (one-way)	26,000	32,386	1.246	**F**	71,293	2.742	**F**	73,801	2.838	**F**	41,415	**1.592**	2,508	**0.096**
Albatross St to Front St[1]	3 Lane Collector (one-way)	26,000	2,172	0.084	A	5,555	0.214	A	5,555	0.214	A	3,383	0.130	0	0.000

Table H-27: 2035 With Project Conditions Roadway Segment Level of Service Summary – Alternative 4

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			2035 Without Project			2035 With Project			2035 With Project Comparison			
												Existing		2035 Without Project	
			ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	Δ IN ADT	Δ IN V/C	Δ IN ADT	Δ IN V/C
North Harbor Dr															
Scott Rd to Nimitz Blvd[2]	4 Lane Prime Arterial	50,000	11,759	0.235	A	17,572	0.351	A	17,958	0.359	A	6,199	0.124	386	0.008
Nimitz Blvd to Laning Rd[2]	6 Lane Prime Arterial	60,000	19,644	0.327	A	27,762	0.463	B	28,919	0.482	B	9,275	0.155	1,158	0.019
Laning Rd to McCain Rd	6 Lane Prime Arterial	60,000	28,798	0.480	B	34,825	0.58	B	36,368	0.606	C	7,570	0.126	1,543	0.026
McCain Rd to Spanish Landing	6 Lane Prime Arterial	60,000	29,392	0.490	B	31,170	0.52	B	36,427	0.607	C	7,035	0.117	5,257	0.087
Spanish Landing to Harbor Island Dr	6 Lane Prime Arterial	60,000	30,278	0.505	B	28,424	0.474	B	34,822	0.580	B	4,544	0.075	6,398	0.106
Harbor Island Dr to Winship Ln[2]	6 Lane Prime Arterial	60,000	77,384	1.290	**F**	59,917	0.999	**E**	40,020	0.667	C	-37,364	-0.623	-19,897	-0.332
Winship Ln to Liberator Way	6 Lane Prime Arterial	60,000	89,066	1.484	**F**	125,683	2.095	**F**	98,947	1.649	**F**	9,881	**0.165**	-26,735	-0.446
Liberator Way to Cell Phone Lot	6 Lane Prime Arterial	60,000	94,942	1.582	**F**	127,440	2.124	**F**	101,203	1.687	**F**	6,273	**0.105**	-26,225	-0.437
Cell Phone Lot to Laurel St / Solar Turbines	6 Lane Prime Arterial	60,000	95,096	1.585	**F**	140,322	2.339	**F**	102,611	1.710	**F**	7,515	**0.125**	-31,209	-0.629
Laurel St / Solar Turbines to W Laurel St	6 Lane Prime Arterial	60,000	76,603	1.277	**F**	128,758	2.146	**F**	97,537	1.626	**F**	20,946	**0.349**	-31,221	-0.520
Laurel St to Hawthorn St	6 Lane Prime Arterial	60,000	59,521	0.992	**E**	103,446	1.724	**F**	109,433	1.824	**F**	49,912	**0.832**	5,987	**0.100**
Hawthorn St to Grape St[1]	6 Lane Prime Arterial	60,000	37,881	0.631	C	73,781	1.23	**F**	77,582	1.293	**F**	39,701	**0.662**	3,801	**0.063**
Grape St to Ash St[1]	5 Lane Prime Arterial	55,000	20,437	0.372	A	26,849	0.488	B	28,142	0.512	B	7,705	0.140	1,293	0.024
Harbor Island Dr															
Harbor Dr to Old Rent A Car Access	4 Lane Major Arterial	40,000	12,743	0.319	A	32,466	0.812	D	32,739	0.818	D	19,996	0.499	273	0.006
West of Harbor Island Dr	4 Lane Major Arterial	40,000	7,661	0.192	A	14,260	0.356	A	14,533	0.363	A	6,872	0.171	273	0.007
Harbor Island Dr to Parking Lot	4 Lane Collector (w/o two-way left-turn lane)	15,000	4,801	0.320	A	8,044	0.536	C	8,044	0.536	C	3,243	0.216	0	0.000

Table H-27: 2035 With Project Conditions Roadway Segment Level of Service Summary – Alternative 4

Roadway Segment	Roadway Classification (a)	LOS E Capacity	Existing			2035 Without Project			2035 With Project			2035 With Project Comparison			
												Existing		2035 Without Project	
			ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	Δ IN ADT	Δ IN V/C	Δ IN ADT	Δ IN V/C
East of Parking Lot	4 Lane Collector (w/o two-way left-turn lane)	15,000	3,929	0.262	A	8,044	0.536	C	8,044	0.536	C	4,115	0.274	0	0.000

Source: Kimley-Horn, June 2019

Notes: Bold values indicate roadway segments operating at LOS E or F. Bold and shaded values indicate project significant impact. City of San Diego's Significance Determination Thresholds under CEQA, Section O, p.71. A review of SANDAG and Port of San Diego studies indicates that they use the same significance determination thresholds. Under 2030, 2035 and 2050 With Project conditions, all significant impacts are defined as Cumulative impacts per these thresholds.

(a) Existing roads street classification is based on the City of San Diego Street Design Manual, March 2018 Edition.

(b) Average Daily Traffic (ADT) volumes for the roadway segments were provided by National Data & Surveying Services and measured in June 2017 and in March 2019.

(c) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

[1] Volumes from January 1, 2005 to February 2, 2017. Growth factor applied based on comparison between 2017 counted volumes and 2013 Machine Count Traffic volumes.

[2] 2015 ADT Volumes obtained from City of San Diego Machine Count Traffic Volumes from January 1, 2005 to February 2, 2017

2035 With Project Conditions

Kettner Boulevard

- **Vine Street to Sassafras Street operates at LOS F**
- **Sassafras Street to Palm Street operates at LOS F**
- **Palm Street to Laurel Street operates at LOS F**

India Street

- **Sassafras Street to Laurel Street operates at LOS F**

Sassafras Street

- **Pacific Highway to Kettner Boulevard operates at LOS F**

Palm Street

- **Pacific Highway to Kettner Boulevard operates at LOS F**

Laurel Street

- **Harbor Drive to Pacific Highway operates at LOS F**

Hawthorn Street

- **Harbor Drive to Pacific Highway operates at LOS F**
- **Pacific Highway to India Street operates at LOS F**
- **India Street to State Street operates at LOS F**
- **State Street to Albatross Street operates at LOS F**

Grape Street

- **Harbor Drive to Pacific Highway operates at LOS F**
- **Pacific Highway to India Street operates at LOS F**
- **India Street to State Street operates at LOS F**

North Harbor Drive

- **Winship Lane to Liberator Way operates at LOS F**
- **Liberator Way to Cell Phone Lot operates at LOS F**
- **Cell Phone Lot to Laurel Street / Solar Turbines operates at LOS F**
- **Laurel Street / Solar Turbines to West Laurel Street operates at LOS F**
- **Laurel Street to Hawthorn Street operates at LOS F**
- **Hawthorn Street to Grape Street operates at LOS F**

The roadways listed above that are shown in bold text are considered to be cumulatively considerable impacts. Specifically, Alternative 4's traffic adds to the roadways v/c by at least 0.02 at LOS E or 0.01 at LOS F.

The following mitigations would address the significant impacts that would occur from the project, as defined by Table H-27, between Year 2035 traffic conditions and 2035 With Project conditions:

Kettner Boulevard from Vine Street to Sassafras Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Kettner Boulevard is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Kettner Boulevard from Sassafras Street to Palm Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Kettner Boulevard is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Kettner Boulevard from Palm Street to Laurel Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Kettner Boulevard is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

India Street from Sassafras Street to Laurel Street

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

India Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Sassafras Street from Pacific Highway to Kettner Boulevard

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-1a, as previously described in Section H.2.1.1, would reduce the roadway segment v/c, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-28. Proposed Mitigation Measure MM-TR-RS-1a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Palm Street from Pacific Highway to Kettner Boulevard

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-4a, as previously described in Section H.2.2.1, would reduce the roadway segment level of service to LOS D, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-28. Proposed Mitigation Measure MM-TR-RS-4a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Laurel Street from Harbor Drive to Pacific Highway

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Laurel Street is at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Table H-28: 2035 Roadway Segment Improvement Level of Service Summary – Alternative 4

Roadway Segment	With Project ADT	Before Improvement				After Improvement (c)				
		Roadway Classification (a)	LOS E Capacity	V/C Ratio (b)	LOS	Roadway Classification	Future Bicycle Facility	LOS E Capacity	V/C Ratio (b)	LOS
Kettner Blvd										
Vine St to Sassafras St	42,341	3 Lane Major Arterial (one-way)	27,500	1.540	**F**	3 Lane Major Arterial (one-way)	Class II (one-way)	27,500	1.540	**F**
Sassafras St to Palm St	41,030	3 Lane Major Arterial (one-way)	27,500	1.492	**F**	3 Lane Major Arterial (one-way)	Class II (one-way)	27,500	1.492	**F**
Palm St to Laurel St	31,072	3 Lane Major Arterial (one-way)	27,500	1.130	**F**	3 Lane Major Arterial (one-way)	Class II (one-way)	27,500	1.130	**F**
India St										
Sassafras St to Laurel St	29,078	3 Lane Major Arterial (one-way)	27,500	1.057	**F**	3 Lane Major Arterial (one-way)	Class II (one-way)	27,500	1.057	**F**
Sassafras St										
Pacific Hwy to Kettner Blvd	31,342	3 Lane Collector (w/o two-way left-turn lane)	12,000	2.613	**F**	4 Lane Collector	Class II	30,000	1.045	**F**
Palm St										
Pacific Hwy to Kettner Blvd	12,222	2 Lane Collector (w/o two-way left-turn lane)	8,000	1.528	**F**	4 Lane Collector (w/o two-way left-turn lane)	-	15,000	0.815	D
Laurel St										
Harbor Dr to Pacific Hwy	65,810	5 Lane Major Arterial	45,000	1.463	**F**	5 Lane Major Arterial	Class III	45,000	1.463	**F**
Hawthorn St										
Harbor Dr to Pacific Hwy	35,146	3 Lane Collector (one-way)	26,000	1.352	**F**	3 Lane Collector (one-way)	Class IV (one-way)	26,000	1.352	**F**
Pacific Hwy to India St	52,954	3 Lane Collector (one-way)	26,000	2.037	**F**	3 Lane Collector (one-way)	Class IV (one-way)	26,000	2.037	**F**
India St to State St	53,472	3 Lane Collector (one-way)	26,000	2.057	**F**	3 Lane Collector (one-way)	Class IV (one-way)	26,000	2.057	**F**
State St to Albatross St	11,468	2 Lane Collector (w/o two-way left-turn lane)	8,000	1.433	**F**	2 Lane Collector (w/o two-way left-turn lane)	-	8,000	1.433	**F**

Table H-28: 2035 Roadway Segment Improvement Level of Service Summary – Alternative 4

Roadway Segment	With Project ADT	Before Improvement				After Improvement (c)				
		Roadway Classification (a)	LOS E Capacity	V/C Ratio (b)	LOS	Roadway Classification	Future Bicycle Facility	LOS E Capacity	V/C Ratio (b)	LOS
Grape St										
Harbor Dr to Pacific Hwy	49,879	3 Lane Collector (one-way)	26,000	1.918	**F**	4 Lane Collector (one-way)	Class IV (one-way)	34,700	1.437	**F**
Pacific Hwy to India St	59,162	3 Lane Collector (one-way)	26,000	2.275	**F**	4 Lane Collector (one-way)	Class IV (one-way)	34,700	1.705	**F**
India St to State St	73,801	3 Lane Collector (one-way)	26,000	2.838	**F**	4 Lane Collector (one-way)	Class IV (one-way)	34,700	2.127	**F**
North Harbor Dr										
Winship Ln to Liberator Way	98,947	6 Lane Prime Arterial	60,000	1.649	**F**	6 Lane Prime Arterial	Class I(S/S)/Class II or III	60,000	1.649	**F**
Liberator Way to Cell Phone Lot	101,203	6 Lane Prime Arterial	60,000	1.687	**F**	6 Lane Prime Arterial	Class I(S/S)/Class II or III	60,000	1.687	**F**
Cell Phone Lot to Laurel St / Solar Turbine	102,598	6 Lane Prime Arterial	60,000	1.710	**F**	6 Lane Prime Arterial	Class I(S/S)/Class II or III	60,000	1.710	**F**
Laurel St / Solar Turbines to West Laurel St	97,537	6 Lane Prime Arterial	60,000	1.626	**F**	6 Lane Prime Arterial	Class I(S/S)/Class III	60,000	1.626	**F**
Laurel St to Hawthorn St	109,433	6 Lane Prime Arterial	60,000	1.824	**F**	6 Lane Prime Arterial	Class I(S/S)/Class III	60,000	1.824	**F**
Hawthorn St to Grape St	77,582	6 Lane Prime Arterial	60,000	1.293	**F**	6 Lane Prime Arterial	Class I(S/S)/Class III	60,000	1.293	**F**

Source: Kimley-Horn, June 2019.

Notes:

Bold values indicate intersections operating at LOS E or F. **Bold** and **shaded** values indicate project significant impact.

(a) Existing roads street classification is based on the City of San Diego Street Design Manual, March 2018 Edition.

(b) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

(c) The Table presumes the improvements are feasible, which is uncertain.

Hawthorn Street from Harbor Drive to Pacific Highway

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the community plan. As such, this impact is considered unmitigable.

Hawthorn Street from Pacific Highway to India Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from India Street to State Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from State Street to Albatross Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Grape Street from Harbor Drive to Pacific Highway

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-1b, as previously described in Section H.2.1.1, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-

28. This potentially significant impact would remain at significant levels, as shown in Table H-22. Proposed Mitigation Measure MM-TR-RS-1b presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item. This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

Grape Street from Pacific Highway to India Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-1c, as previously described in Section H.2.1.1, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-28. Proposed Mitigation Measure MM-TR-RS-1c presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item. This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

Grape Street from India Street to State Street

This roadway segment would experience an increase in the volume to capacity ratio (v/c) with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-RS-1d, as previously described in Section H.2.1.1, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-28. Proposed Mitigation Measure MM-TR-RS-1d presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item. This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

North Harbor Drive from Winship Lane to Liberator Way

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

North Harbor Drive from Liberator Way to Cell Phone Lot

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

North Harbor Drive from Cell Phone Lot to Laurel Street / Solar Turbines

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

North Harbor Drive from Laurel Street / Solar Turbines to West Laurel Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

North Harbor Drive from Laurel Street to Hawthorn Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

North Harbor Drive from Hawthorn Street to Grape Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Some of the roadway segments identified above, are currently at their Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be physically feasible*** because the measure would be inconsistent with the Community Plan. Further, due to FAA regulations, potential improvements currently could not be implemented and are presently ***not considered feasible*** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements or mitigation measures discussed in section 3.14.6 of the Recirculated Draft EIR. SDCRAA has not requested funding of any through lane improvements to the roadways because the City told SDCRAA that is would not support or implement improvements that are inconsistent with the applicable community plan, and the City has jurisdiction over the potential improvements. SDCRAA could not require the City to implement this improvement. As such, this impact is considered unmitigable.

In place of mitigating specific roadway facilities, beyond those previously identified, the following long-range transportation planning study and resulting measures are recommended to address Year 2035 cumulative impacts.

MM-TR-LRP-2: **Airport Regional Connections**. The SDCRAA shall participate in regional efforts to develop a long-range transportation solution for accessing the Airport, including the following measures: 1. Participate in regional planning

efforts led by SANDAG (Airport Connections Study) to determine transit connections between regional transit and the Airport terminals, freeway connections along the Laurel Street corridor, intelligent transportation systems, and mobility hub improvements/strategies; 2. Preserve space within Airport property to accommodate a transit station located near the terminals and an on-Airport exit roadway; and 3. Participate in the implementation of improvements and strategies identified in the Airport Connections Study.

1. SDCRAA staff are fully engaged as stakeholders in SANDAG's committee and subcommittees which are tasked with developing regional solutions for improving access to the Airport. Other stakeholders include SANDAG, City of San Diego, MTS, Caltrans, US Navy and Marine Corps, and the Port of San Diego. SDCRAA has shared data, plans, concepts, and studies. In addition, SDCRAA shall provide feedback on suggested options.

2. The ADP has allocated a site to accommodate a potential transit station within Airport property in proximity to passenger terminals. The ADP also preserves space for an exit roadway on Airport property that could be built in conjunction with new freeway access ramps and enhanced capacity within the Laurel Street corridor.

SDCRAA will fund its fair share of agreed to improvement to implement long-term regional solutions identified by SANDAG's Airport Connections Study, subject to FAA concurrence to use Airport funding for these purposes. Proposed Mitigation Measure MM-TR-LRP-2 currently could not be implemented and is presently ***not considered feasible*** because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding. Portions of Mitigation Measure MM-TR-LRP-2 require physical improvements to facilities and/or VMT reduction items and are within the jurisdiction of other public agencies or departments and are ***not considered physically feasible.*** ***S***DCRAA could not require those agencies or departments to implement any as yet unidentified improvements or VMT reduction programs. SDCRAA will, however, continue to collaborate with the other public agencies and departments to implement any improvement items and/or VMT reduction programs (consistent with CEQA Guidelines section 15064.3) relating to the Airport. Also, due to FAA regulations, proposed Mitigation Measure MM-TR-LRP-2 currently could not be implemented and is presently ***not considered feasible*** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements, programs to reduce VMT, or other mitigation measures. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for the as yet unidentified off-Airport improvement or VMT reduction items. If the funding is granted (and the other agencies agree to implement) then the Mitigation Measure would be feasible. If the FAA does not approve the funding then the Measure would be infeasible.

Freeway Segment Level of Service

2035 Without Project and 2035 With Project volumes were evaluated at the study area freeway segments. Results of the analysis are presented in Table H-29. Cumulative freeway impacts from the project are identified in column "2035 With Project Comparison, Existing Δ in V/C." As shown in the table, all study area freeway segments operate at acceptable levels of service under weekday conditions with the exception of:

2035 Without Project Conditions

I-5

- North of J Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of Route 94 Junction in the Northbound direction in the AM Peak operates at **LOS F**
- North of Pershing Drive in the Northbound direction in the AM Peak operates at **LOS F**
- North of Route 163 Junction in the Northbound direction in the AM Peak operates at **LOS F**
- North of Sixth Avenue in the Northbound direction in the AM Peak operates at **LOS F**
- North of First Avenue in the Northbound direction in the AM Peak operates at **LOS F**
- North of Hawthorn Street
  - In the Northbound direction in the AM Peak operates at **LOS F**
  - In the Northbound direction in the PM Peak operates at **LOS F**
- North of India / Sassafras Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of Pacific Highway Viaduct in the Northbound direction in the AM Peak operates at **LOS F**
- North of Sassafras Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of Washington Street in the Northbound direction in the AM Peak operates at **LOS F**
- North of Old Town Avenue in the Northbound direction in the AM Peak operates at **LOS F**

Route-163

- North of I-5 Junction
  - In the Southbound direction in the AM Peak operates at **LOS F**
  - In the Southbound direction in the PM Peak operates at **LOS F**
  - In the Northbound direction in the AM Peak operates at **LOS F**
  - In the Northbound direction in the PM Peak operates at **LOS F**
- North of Quince Street
  - In the Southbound direction in the PM Peak operates at **LOS F**
  - In the Southbound direction in the PM Peak operates at **LOS F**
  - In the Northbound direction in the AM Peak operates at **LOS F**
  - In the Northbound direction in the AM Peak operates at **LOS F**

Table H-29: 2035 Conditions Freeway Segment Level of Service Summary – Alternative 4

Freeway Segment		Dir	Number Of Lanes	Existing						2035 Without Project						2035 With Project						2035 With Project Comparison			
				DENSITY (PC/MI/LN)		V/C (a)		LOS (b)		DENSITY (PC/MI/LN)		V/C (a)		LOS (b)		DENSITY (PC/MI/LN)		V/C (a)		LOS (b)		Existing Δ IN V/C		2035 Without Project Δ IN V/C	
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
I-5	North of J Street	SB	4	21	29	0.618	0.836	C	D	23.7	32.0	0.690	0.934	C	D	24.2	32.7	0.705	0.954	C	D	-	-	-	-
		NB	4	32	20	0.943	0.587	D	C	--	23.5	1.098	0.684	**F***	C	--	24.0	1.123	0.699	**F***	C	**0.180**	-	**0.024**	-
	North of Route 94 Junction	SB	5	22	30	0.637	0.861	C	D	23.9	32.3	0.696	0.942	C	D	24.7	33.4	0.720	0.973	C	D	-	-	-	-
		NB	5	33	21	0.970	0.604	D	C	--	22.9	1.074	0.669	**F***	C	--	23.5	1.100	0.685	**F***	C	**0.130**	-	**0.026**	-
	North of Pershing Drive	SB	5	22	30	0.637	0.861	C	D	23.9	32.3	0.696	0.942	C	D	24.9	33.7	0.727	0.983	C	D	-	-	-	-
		NB	5	33	21	0.970	0.604	D	C	--	22.7	1.061	0.661	**F***	C	--	23.1	1.083	0.675	**F***	C	**0.113**	-	**0.022**	-
	North of Route 163 Junction	SB	5	24	20	0.711	0.579	C	C	26.7	21.7	0.778	0.634	D	C	27.6	22.5	0.806	0.657	D	C	-	-	-	-
		NB	5	N/A	27	1.062	0.794	**F***	D	--	29.8	1.162	0.868	**F***	D	--	30.9	1.207	0.902	**F***	D	**0.145**	-	**0.045**	-
	North of Sixth Avenue	SB	5	24	20	0.711	0.579	C	C	26.7	21.7	0.778	0.634	D	C	27.6	22.5	0.805	0.656	D	C	-	-	-	-
		NB	5	N/A	27	1.062	0.794	**F***	D	--	29.8	1.162	0.868	**F***	D	--	31.0	1.208	0.903	**F***	D	**0.146**	-	**0.047**	-
	North of First Avenue	SB	4	24	20	0.706	0.575	C	C	28.6	23.3	0.834	0.679	D	C	29.9	24.4	0.873	0.712	D	C	-	-	-	-
		NB	4	N/A	27	1.055	0.788	**F***	D	--	30.7	1.198	0.895	**F***	D	--	32.0	1.248	0.933	**F***	D	**0.193**	-	**0.050**	-
	North of Hawthorn Street	SB	4	29	23	0.840	0.685	D	C	31.8	25.9	0.926	0.755	D	C	32.5	26.5	0.947	0.772	D	D	-	-	-	-
		NB	4	N/A	32	1.255	0.938	**F***	D	--	--	1.396	1.043	**F***	**F***	--	--	1.428	1.067	**F***	**F***	**0.173**	**0.129**	**0.032**	**0.024**
	North of India / Sassafras Street	SB	5	22	18	0.653	0.532	C	C	24.5	20.0	0.715	0.583	C	C	24.5	20.0	0.715	0.583	C	C	-	-	-	-
		NB	5	33	25	0.975	0.729	D	C	--	27.8	1.086	0.812	**F***	D	--	27.9	1.089	0.814	**F***	D	**0.115**	-	0.003	-
	North of Pacific Highway Viaduct	SB	4	22	18	0.650	0.529	C	C	25.6	20.8	0.745	0.607	C	C	25.6	20.8	0.745	0.607	C	C	-	-	-	-
		NB	4	33	25	0.970	0.725	D	C	--	27.6	1.078	0.806	**F***	D	--	27.7	1.082	0.809	**F***	D	**0.113**	-	0.004	-
	North of Sassafras Street	SB	4	22	18	0.633	0.516	C	B	24.5	20.0	0.715	0.583	C	C	24.5	20.0	0.715	0.583	C	C	-	-	-	-
		NB	4	32	24	0.945	0.707	D	C	--	27.2	1.063	0.794	**F***	D	--	27.3	1.066	0.797	**F***	D	**0.120**	-	0.003	-

Table H-29: 2035 Conditions Freeway Segment Level of Service Summary – Alternative 4

Freeway Segment		Dir	Number Of Lanes	Existing						2035 Without Project						2035 With Project						2035 With Project Comparison			
				DENSITY (PC/MI/LN)		V/C (a)		LOS (b)		DENSITY (PC/MI/LN)		V/C (a)		LOS (b)		DENSITY (PC/MI/LN)		V/C (a)		LOS (b)		Existing Δ IN V/C		2035 Without Project Δ IN V/C	
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
	North of Washington Street	SB	4	29	23	0.836	0.681	D	C	32.4	26.4	0.945	0.770	D	D	33.6	27.4	0.980	0.798	D	D	-	-	-	-
		NB	5	34	26	0.999	0.747	D	C	--	28.3	1.103	0.825	F*	D	--	29.3	1.144	0.855	F*	D	**0.145**	-	**0.040**	-
	North of Old Town Avenue	SB	5	23	19	0.675	0.550	C	C	26.1	21.3	0.762	0.620	D	C	27.1	22.1	0.790	0.643	D	C	-	-	-	-
		NB	5	N/A	26	1.009	0.754	F*	C	--	28.6	1.117	0.835	F*	D	--	29.6	1.157	0.865	F*	D	**0.148**	-	**0.040**	-
	North of I-8 Junction / Camino Del Rio	SB	5	19	26	0.541	0.748	C	C	20.3	28.0	0.592	0.818	C	D	20.7	28.6	0.604	0.835	C	D	-	-	-	-
		NB	5	24	21	0.702	0.626	C	C	26.5	23.7	0.774	0.690	D	C	27.1	24.1	0.790	0.704	D	C	-	-	-	-
SR-163	10th Street N of Ash, End Left Align	SB	1	22	10	0.629	0.305	C	A	25.0	16.0	0.728	0.466	C	B	25.0	16.0	0.728	0.466	C	B	-	-	-	-
		NB	2	6	11	0.170	0.331	A	B	9.3	14.6	0.272	0.425	A	B	9.3	14.6	0.272	0.425	A	B	-	-	-	-
	North of I-5 Junction	SB	2	32	N/A	0.945	1.030	D	F*	--	--	1.035	1.129	F*	F*	--	--	1.048	1.142	F*	F*	**0.103**	**0.112**	**0.013**	**0.013**
		NB	2	N/A	32	1.094	0.922	F*	D	--	--	1.290	1.087	F*	F*	--	--	1.305	1.100	F*	F*	**0.211**	**0.178**	**0.015**	**0.013**
	North of Quince Street	SB	2	32	N/A	0.929	1.013	D	F*	--	--	1.018	1.109	F*	F*	--	--	1.030	1.123	F*	F*	**0.101**	**0.110**	**0.013**	**0.014**
		NB	2	N/A	31	1.075	0.906	F*	D	--	--	1.249	1.053	F*	F*	--	--	1.265	1.066	F*	F*	**0.189**	**0.160**	**0.015**	**0.013**
	North of Richmond Street	SB	2	31	34	0.905	0.986	D	D	34.0	--	0.992	1.081	D	F*	--	--	1.004	1.095	F*	F*	**0.100**	**0.109**	**0.012**	**0.013**
		NB	2	N/A	30	1.047	0.883	F*	D	--	--	1.222	1.030	F*	F*	--	--	1.238	1.043	F*	F*	**0.190**	**0.161**	**0.015**	**0.013**
	North of Robinson Ave	SB	2	28	31	0.823	0.897	D	D	31.3	34.1	0.913	0.994	D	D	31.7	--	0.925	1.008	D	F*	-	**0.111**	-	**0.014**
		NB	2	33	28	0.953	0.803	D	D	--	31.9	1.103	0.929	F*	D	--	32.3	1.117	0.942	F*	D	**0.164**	-	**0.015**	-
	North of Washington Street	SB	2	N/A	N/A	1.068	1.164	F*	F*	--	--	1.168	1.273	F*	F*	--	--	1.182	1.288	F*	F*	**0.114**	**0.124**	**0.014**	**0.015**
		NB	2	N/A	N/A	1.236	1.042	F*	F*	--	--	1.371	1.155	F*	F*	--	--	1.385	1.168	F*	F*	**0.149**	**0.126**	**0.014**	**0.012**
	North of Sixth Avenue	SB	4	23	25	0.668	0.728	C	C	25.1	27.3	0.732	0.798	C	D	25.3	27.6	0.738	0.805	C	D	-	-	-	-
		NB	5	21	18	0.619	0.522	C	B	23.7	20.0	0.692	0.583	C	C	23.9	20.2	0.698	0.588	C	C	-	-	-	-
	North of I-8 Junction	SB	4	23	25	0.684	0.733	C	C	25.9	27.8	0.755	0.810	C	D	26.2	28.1	0.765	0.820	D	D	-	-	-	-
		NB	5	24	19	0.705	0.553	C	C	26.4	20.7	0.771	0.605	D	C	26.7	20.9	0.778	0.610	D	C	-	-	-	-

Table H-29: 2035 Conditions Freeway Segment Level of Service Summary – Alternative 4

Freeway Segment		Dir	Number Of Lanes	Existing						2035 Without Project						2035 With Project						2035 With Project Comparison			
				DENSITY (PC/MI/LN)		V/C (a)		LOS (b)		DENSITY (PC/MI/LN)		V/C (a)		LOS (b)		DENSITY (PC/MI/LN)		V/C (a)		LOS (b)		Existing Δ IN V/C		2035 Without Project Δ IN V/C	
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
SR-94	East of Beginning at I-5 Junction and G St	WB	4	25	8	0.736	0.223	C	A	29.1	14.7	0.850	0.430	D	B	29.6	15.0	0.865	0.438	D	B	-	-	-	-
		EB	5	1	24	0.036	0.695	A	C	4.3	26.7	0.125	0.778	A	D	4.4	27.1	0.127	0.792	A	D	-	-	-	-
I-8	East of Midway Drive	WB	4	12	17	0.350	0.496	B	B	13.1	18.6	0.383	0.543	B	C	13.1	18.6	0.383	0.543	B	C	-	-	-	-
		EB	4	17	10	0.499	0.281	B	A	18.7	10.5	0.546	0.308	C	A	18.7	10.5	0.546	0.308	C	A	-	-	-	-
	East of I-5 Junction	WB	3	21	30	0.611	0.866	C	D	23.0	32.7	0.672	0.953	C	D	23.6	33.5	0.690	0.978	C	D	-	-	-	-
		EB	3	30	17	0.872	0.491	D	B	32.7	18.4	0.953	0.538	D	C	33.6	18.9	0.979	0.552	D	C	-	-	-	-
	East of Morena Boulevard	WB	5	18	26	0.532	0.755	C	C	20.0	28.3	0.582	0.826	C	D	20.3	28.9	0.593	0.842	C	D	-	-	-	-
		EB	4	33	18	0.949	0.535	D	C	--	20.1	1.038	0.585	**F***	C	--	20.4	1.056	0.595	**F***	C	**0.107**	-	**0.018**	-
	East of Hotel Circle / Taylor Street	WB	5	26	22	0.759	0.645	C	C	28.5	24.2	0.830	0.705	D	C	28.9	24.6	0.844	0.717	D	C	-	-	-	-
		EB	4	22	32	0.638	0.945	C	D	24.0	--	0.699	1.034	C	**F***	24.4	--	0.710	1.052	C	**F***	-	**0.106**	-	**0.018**
	East of Hotel Circle	WB	5	28	24	0.819	0.696	D	C	30.7	26.1	0.896	0.761	D	D	31.2	26.5	0.910	0.773	D	D	-	-	-	-
		EB	4	24	N/A	0.689	1.021	C	**F***	25.9	--	0.754	1.117	C	**F***	26.3	--	0.766	1.134	D	**F***	-	**0.113**	-	**0.017**
	East of SR-163 Junction	WB	4	N/A	31	1.052	0.894	**F***	D	--	33.5	1.151	0.978	**F***	D	--	33.9	1.164	0.989	**F***	D	**0.112**	-	**0.013**	-
		EB	4	24	N/A	0.708	1.049	C	**F***	27.7	--	0.808	1.197	D	**F***	28.2	--	0.823	1.218	D	**F***	-	**0.169**	-	**0.021**

Source: Kimley-Horn, June 2019.

Notes: Bold values indicate freeway segments operating at LOS E or F. Bold and shaded values indicate project significant impact. City of San Diego's Significance Determination Thresholds under CEQA, Section O, p.71. A review of SANDAG and Port of San Diego studies indicates that they use the same significance determination thresholds. Under 2030, 2035 and 2050 With Project conditions, all significant impacts are defined as Cumulative impacts per these thresholds.
(a) Volume to capacity ratio. (b) The LOS for the respective freeway segments were based on the methodologies contained in Chapter 11 of the Highway Capacity Manual, 6th Edition.

[1] Speed and density values are reported as "--" and LOS is reported as "F*" when the volume to capacity ratio is greater than 1.00. Per Chapter 11 of the HCM, 6th Edition, the density is only calculated when the ratio is less than 1.00 and the speed cannot be estimated. All cases in which this ratio is greater than 1.00 are LOS F.

- North of Richmond Street
  - In the Southbound direction in the AM Peak operates at **LOS F**
  - In the Southbound direction in the PM Peak operates at **LOS F**
  - In the Northbound direction in the AM Peak operates at **LOS F**
  - In the Northbound direction in the PM Peak operates at **LOS F**
- North of Robinson Ave in the Northbound direction in the AM Peak operates at **LOS F**
- North of Washington Street
  - In the Southbound direction in the AM Peak operates at **LOS F**
  - In the Southbound direction in the PM Peak operates at **LOS F**
  - In the Northbound direction in the AM Peak operates at **LOS F**
  - In the Northbound direction in the PM Peak operates at **LOS F**

I-8

- East of Morena Boulevard in the Eastbound direction in the AM Peak operates at **LOS F**
- East of Hotel Circle / Taylor Street in the Eastbound direction in the PM Peak operates at **LOS F**
- East of Hotel Circle in the Eastbound direction in the PM Peak operates at **LOS F**
- East of SR-163 Junction
  - In the Westbound direction in the AM Peak operates at **LOS F**
  - In the Eastbound direction in the PM Peak operates at **LOS F**

2035 With Project Conditions

I-5

- **North of J Street in the Northbound direction in the AM Peak operates at LOS F**
- **North of Route 94 Junction in the Northbound direction in the AM Peak operates at LOS F**
- **North of Pershing Drive in the Northbound direction in the AM Peak operates at LOS F**
- **North of Route 163 Junction in the Northbound direction in the AM Peak operates at LOS F**
- **North of Sixth Avenue in the Northbound direction in the AM Peak operates at LOS F**
- **North of First Avenue in the Northbound direction in the AM Peak operates at LOS F**
- **North of Hawthorn Street in the Northbound direction in the AM Peak and PM Peak operates at LOS F**
- **North of India / Sassafras Street in the Northbound direction in the AM Peak operates at LOS F**
- **North of Pacific Highway Viaduct in the Northbound direction in the AM Peak operates at LOS F**
- **North of Sassafras Street in the Northbound direction in the AM Peak operates at LOS F**

- **North of Washington Street in the Northbound direction in the AM Peak operates at LOS F**
- **North of Old Town Avenue in the Northbound direction in the AM Peak operates at LOS F**

Route-163

- **North of I-5 Junction**
  - **In the Southbound direction in the AM Peak operates at LOS F**
  - **In the Southbound direction in the PM Peak operates at LOS F**
  - **In the Northbound direction in the AM Peak operates at LOS F**
  - **In the Northbound direction in the PM Peak operates at LOS F**
- **North of Quince Street**
  - **In the Southbound direction in the AM Peak operates at LOS F**
  - **In the Southbound direction in the PM Peak operates at LOS F**
  - **In the Northbound direction in the AM Peak operates at LOS F**
  - **in the Northbound direction in the PM Peak operates at LOS F**
- **North of Richmond Street**
  - **In the Southbound direction in the AM Peak operates at LOS F**
  - **In the Southbound direction in the PM Peak operates at LOS F**
  - **In the Northbound direction in the AM Peak operates at LOS F**
  - **In the Northbound direction in the PM Peak operates at LOS F**
- **North of Robinson Ave**
  - **In the Northbound direction in the AM Peak operates at LOS F**
  - **In the Southbound direction in the PM Peak operates at LOS F**
- **North of Washington Street**
  - **In the Southbound direction in the AM Peak operates at LOS F**
  - **In the Southbound direction in the PM Peak operates at LOS F**
  - **In the Northbound direction in the AM Peak operates at LOS F**
  - **In the Northbound direction in the PM Peak operates at LOS F**

I-8

- **East of Morena Boulevard in the Eastbound direction in the AM Peak operates at LOS F**
- **East of Hotel Circle / Taylor Street in the Eastbound direction in the PM Peak operates at LOS F**
- **East of Hotel Circle in the Eastbound direction in the PM Peak operates at LOS F**
- **East of SR-163 Junction**
  - **in the Westbound direction in the AM Peak operates at LOS F**
  - **in the Eastbound direction in the PM Peak operates at LOS F**

The roadways listed above that are shown in bold text are considered to be cumulatively considerable impacts. Specifically, Alternative 4's traffic adds to the roadways v/c by at least 0.02 at LOS E or 0.01 at LOS F.

As previously described in more detail in Section 3.14.6.1 of the Recirculated Draft EIR, any proposed freeway mitigation measure is ***not considered feasible,*** because there are no planned freeway improvement projects in the San Diego Regional Transportation Plan or Caltrans Interstate 8 Transportation Concept Report for this segment or other applicable Interstate or Highway segment plans, and any such improvements would require FAA approval of funding. Caltrans has jurisdiction over the potential freeway improvements. SDCRAA could not require Caltrans to implement any such improvements. Potential and unplanned freeway improvements are therefore ***not physically feasible***. Further, due to FAA regulations, potential freeway improvements currently could not be implemented and are presently ***not considered feasible*** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements or mitigation measures as discussed in Section 3.14.6 of the Recirculated Draft EIR. SDCRAA has not requested funding of any freeway improvement projects because none are planned by agencies with jurisdiction or planning authority, and the FAA stated that it would not fund direct improvements to freeways. Moreover, neither SANDAG nor Caltrans has developed or identified regional programs to reduce VMT related to freeway usage. As such, these impacts are considered unmitigable.

In place of mitigating specific freeway facilities, the following long-range transportation planning study and resulting measures are recommended to address Year 2035 cumulative impacts.

MM-TR-LRP-2: **Airport Regional Connections**. The SDCRAA shall participate in regional efforts to develop a long-range transportation solution for accessing the Airport, including the following measures: 1. Participate in regional planning efforts led by SANDAG (Airport Connections Study) to determine transit connections between regional transit and the Airport terminals, freeway connections along the Laurel Street corridor, intelligent transportation systems, and mobility hub improvements/strategies; 2. Preserve space within Airport property to accommodate a transit station located near the terminals and an on-Airport exit roadway; and 3. Participate in the implementation of improvements and strategies identified in the Airport Connections Study.

1. SDCRAA staff are fully engaged as stakeholders in SANDAG's committee and subcommittees which are tasked with developing regional solutions for improving access to the Airport. Other stakeholders include SANDAG, City of San Diego, MTS, Caltrans, US Navy and Marine Corps, and the Port of San Diego. SDCRAA has shared data, plans, concepts, and studies. In addition, SDCRAA shall provide feedback on suggested options.

2. The ADP has allocated a site to accommodate a potential transit station within Airport property in proximity to passenger terminals. The ADP also preserves space for an exit roadway on Airport property that could be built in conjunction with new freeway access ramps and enhanced capacity within the Laurel Street corridor.

SDCRAA will fund its fair share of agreed to improvement to implement long-term regional solutions identified by SANDAG's Airport Connections Study, subject to FAA concurrence to use Airport funding for these purposes. Proposed Mitigation Measure MM-TR-LRP-2 currently could not be implemented and is presently ***not considered feasible*** because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding. Portions of Mitigation Measure MM-TR-LRP-2 require physical improvements to facilities and/or VMT reduction items and are within the jurisdiction of other public agencies or departments and are ***not considered physically feasible.*** SDCRAA could not require those agencies or departments to implement any as yet unidentified improvements or VMT reduction programs. SDCRAA will, however, continue to collaborate with the other public agencies and departments to implement any improvement items and/or VMT reduction programs (consistent with CEQA Guidelines section 15064.3) relating to the Airport. Also, due to FAA regulations, proposed Mitigation Measure MM-TR-LRP-2 currently could not be implemented and is presently ***not considered feasible*** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements, programs to reduce VMT, or other mitigation measures. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for the as yet unidentified off-Airport improvement or VMT reduction items. If the funding is granted (and the other agencies agree to implement) then the Mitigation Measure would be feasible. If the FAA does not approve the funding then the Measure would be infeasible.

Vehicle Miles Traveled (VMT)

At the time of this writing, evaluation of transportation impacts using the VMT metric is not required by the State or any San Diego-based agencies, and LOS is the official metric for identifying traffic impacts and mitigation. Nonetheless, project-related VMT is generally discussed below for informational purposes.

Year 2035 VMT per passenger is presented in Table H-30. The Year 2035 VMT per passenger was calculated to be 17.1 VMT per Airport passenger, which is a decrease of 2.8 VMT per passenger. It should be noted that the average Airport vehicle trip length also increased by 0.41 miles. As noted previously, SDCRAA's efforts to reduce TNC trips is the primary reason why VMT per passenger has decreased from existing.

Table H-30: 2035 VMT Summary – Alternative 4

	Existing	2035
SANDAG Model Trip Length (a)	15.07	15.48
ADP Airport Trips	103,983	134,458
Calculated Airport VMT (b)	1,567,024	2,081,410
Airport Daily Passenger	78,595	121,847
Airport VMT / Passenger (c)	19.9	17.1
Δ VMT / Passenger	-	-2.8

Source: Kimley-Horn, June 2019.

Notes:

(a) Trip length based on SANDAG Series 13 model VMT divided by number of model trips.

(b) Airport VMT is equal to estimated airport trips multiplied by average trip length.

(c) Airport VMT per passenger based on calculated airport VMT divided by number of passengers.

H.2.2.5 Cumulative Impacts H-6

Summary Conclusion for Impact H-6: Implementation of Alternative 4 would result in unacceptable operations of study facilities in 2050. Of those facilities, 26 intersections, 24 roadway segments, and 22 freeway segments are expected to exceed thresholds of significance under the 2050 With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some proposed mitigation is infeasible, or only partially mitigates the impact, therefore, impacts would remain *significant and unavoidable* at 25 intersections, 23 roadway segments and 22 freeway segments.

This scenario represents the traffic conditions of the 2050 street network and proposed on-Airport facilities. Volumes for this scenario were based on adjusted 2050 Series 13 travel forecast model volumes and cumulative project volumes, which include ambient growth for the region and the study area. The ambient traffic growth factor includes unknown and future related projects in the study area, as well as accounts for regular growth in the traffic volumes due to the development of the projects outside the study area. The 2050 Without Project Condition assumes the addition of the Pacific Highway / I-5 North facing ramps and the future SANDAG ITC because these were assumed in Series 13 Model for 2050. The 2050 With Project Condition assumes the addition of the Project buildout. Other than as analyzed in Section H.2.1, no further Existing Plus Project scenario impact analysis was prepared for this multi-phased project beginning in 2030 as such analysis would be hypothetical, without substantial informational value, and potentially misleading. This scenario is regarded by traffic engineers as a hypothetical scenario when used in connection with a long-range development project such as the proposed ADP project, which is not anticipated to reach full buildout until approximately 2035. Accordingly, any Existing Plus Project scenario impact analysis beginning in 2030 would be hypothetical because it would assume that Alternative 4 would be fully built out immediately and the corresponding full buildout traffic volumes would be added to existing roadway volumes and infrastructure. Thus, the Existing Plus Project analysis would presume that the existing environment (existing traffic volumes, existing roadway infrastructure, and existing land uses) would not change over the long-term phased buildout of the project. As a result, future increases over time in traffic volumes attributable to ambient growth and other development projects (i.e., cumulative traffic volumes) would not be accounted for in the analysis. This would result in the Existing Plus Project scenario impact analysis underestimating phased project traffic impacts because it would not account for the roadway capacities that would be utilized by other future development that precedes Alternative 4's multiple phases, but would assume that those roadway capacities would be available only for the multiple project phases. The scenario also would not account for future planned roadway network improvements that would increase roadway capacities, and the analysis could result in overstating phased project impacts.

Because of the hypothetical nature of the Existing Plus Project scenario impact analysis beginning in 2030 for this multi-phased project, the analysis would have very limited practical informational value. Alternative 4's full impact significance determinations and corresponding mitigation measures are instead based on the analyses presented under the 2030 With Project Condition, 2035 With Project Condition and 2050 With Project Condition scenarios compared against the Existing condition.

Intersection Level of Service

2050 Without Project and 2050 With Project volumes were evaluated at the study area intersections. Results of the analysis are presented in Table H-31. Cumulative intersection impacts under 2050 With Project Conditions are identified in column "2050 With Project, Change from Existing." Level of Service worksheets are contained in Appendix R-H5. As shown in the table, all study area intersections operate at acceptable levels of service during the weekday AM, Airport, and PM peak hours with the exception of:

2050 Without Project Conditions

#1 – Pacific Highway at Taylor Street / Rosecrans Street

#3 – Pacific Highway at Enterprise Street

#5 – NB Pacific Highway On-Ramp / Frontage Road at Washington Street

#7 – San Diego Avenue at Washington Street

#14 – W Laurel Street at N Harbor Drive

#15 – Pacific Highway at W Laurel Street

#16 – Kettner Boulevard at W Laurel Street

#21 – India Street at W Hawthorn Street

#22 – Columbia Street at W Hawthorn Street

#23 – State Street at W Hawthorn Street

#24 – I-5 NB Off-Ramp / Brant Street at W Hawthorn Street

#27 – Kettner Boulevard at W Grape Street

#28 – India Street at W Grape Street

#29 – Columbia Street at W Grape Street

#30 – State Street / I-5 SB On-Ramp at W Grape Street

#33 – Harbor Island Drive at N Harbor Drive

#37 – Winship Lane at N Harbor Drive

#38 – Liberator Way at N Harbor Drive

#39 – Cell Phone Lot at N Harbor Drive

#41 – Kettner Boulevard at Palm Street

#42 – N Harbor Drive at Laning Road

#44 – Rosecrans Street at Nimitz Boulevard

2050 With Project Conditions

#1 – Pacific Highway at Taylor Street / Rosecrans Street

#3 – Pacific Highway at Enterprise Street

#5 – NB Pacific Highway On-Ramp / Frontage Road at Washington Street

#7 – San Diego Avenue at Washington Street

#9 – Pacific Highway at Sassafras Street / Admiral Boland Way

Table H-31: 2050 With Project Conditions Intersection Level of Service Summary – Alternative 4

Intersection		Peak Hour	Existing		2050 Without Project		2050 With Project			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Change from Existing (c)	Change from 2050 No Project (d)
1	Pacific Hwy at Taylor St / Rosecrans St	AM	27.7	C	45.6	D	46.2	D	18.5	0.6
		AIRPORT	28.6	C	58.4	**E**	58.4	**E**	**29.8**	0.0
		PM	35.8	D	195.2	**F**	195.9	**F**	**160.1**	0.7
2	Pacific Hwy at Old Town Transit Center	AM	9.7	A	9.6	A	9.7	A	0.0	0.1
		AIRPORT	10.9	B	11.4	B	11.4	B	0.5	0.0
		PM	11.1	B	18.6	B	19.0	B	7.9	0.4
3	Pacific Hwy at Enterprise St	AM	31.7	C	292.4	**F**	298.2	**F**	**266.5**	**5.8**
		AIRPORT	27.7	C	98.0	**F**	100.0	**F**	**72.3**	**2.0**
		PM	44.5	D	512.6	**F**	515.1	**F**	**470.6**	**2.5**
4	SB Pacific Hwy Ramps at Washington St	AM	11.7	B	12.6	B	13.3	B	1.6	0.7
		AIRPORT	12.4	B	13.3	B	13.9	B	1.5	0.6
		PM	12.5	B	16.3	B	21.5	C	9.0	5.2
5	NB Pacific Highway On-Ramp / Frontage Rd at Washington St	AM	20.7	C	185.2	**F**	255.0	**F**	**234.3**	**69.8**
		AIRPORT	18.3	B	128.6	**F**	151.4	**F**	**133.1**	**22.8**
		PM	18.7	B	149.8	**F**	169.2	**F**	**150.5**	**19.4**
6	Hancock St at Washington St	AM	22.0	C	27.6	C	27.5	C	5.5	-0.1
		AIRPORT	21.7	C	27.0	C	26.7	C	5.0	-0.3
		PM	23.1	C	38.6	D	39.5	D	16.4	0.9
7	San Diego Ave at Washington St	AM	31.1	C	211.4	**F**	215.6	**F**	**184.5**	**4.2**
		AIRPORT	22.2	C	174.6	**F**	180.8	**F**	**158.6**	**6.2**
		PM	16.2	B	162.3	**F**	169.3	**F**	**153.1**	**7.0**
8	India St at Vine St	AM	4.5	A	9.0	A	10.3	B	5.8	1.3
		AIRPORT	4.7	A	10.1	B	11.2	B	6.5	1.1
		PM	4.3	A	9.2	A	10.1	B	5.8	0.9
9	Pacific Hwy at Sassafras St / Admiral Boland Way	AM	22.0	C	27.8	C	58.1	**E**	**36.1**	**30.3**
		AIRPORT	23.8	C	32.9	C	57.8	**E**	**34.0**	**24.9**
		PM	29.7	C	40.9	D	65.5	**E**	**35.8**	**24.6**
10	Kettner Blvd at Sassafras St	AM	13.5	B	28.9	C	53.4	D	39.9	24.5
		AIRPORT	12.7	B	26.1	C	29.1	C	16.4	3.0
		PM	15.0	B	37.8	D	61.8	**E**	**46.8**	**24.0**
11	India St at Sassafras St	AM	6.8	A	8.0	A	9.3	A	2.5	1.3
		AIRPORT	8.8	A	14.2	B	15.9	B	7.1	1.7
		PM	10.2	B	15.9	B	20.5	C	10.3	4.6
12	Pacific Hwy at Palm St	AM	8.7	A	12.8	B	14.7	B	6.0	1.9
		AIRPORT	8.8	A	11.6	B	13.2	B	4.4	1.6
		PM	10.3	B	32.8	C	43.4	D	33.1	10.6
14	W Laurel St at N Harbor Drive	AM	24.4	C	128.5	**F**	233.3	**F**	**208.9**	**104.8**
		AIRPORT	33.7	C	97.7	**F**	153.7	**F**	**120.0**	**56.0**
		PM	26.2	C	89.7	**F**	152.5	**F**	**126.3**	**62.8**

Table H-31: 2050 With Project Conditions Intersection Level of Service Summary – Alternative 4

Intersection		Peak Hour	Existing		2050 Without Project		2050 With Project			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Change from Existing (c)	Change from 2050 No Project (d)
15	Pacific Hwy at W Laurel St	AM	44.6	D	61.6	**E**	95.8	**F**	**51.2**	**34.2**
		AIRPORT	49.1	D	58.7	**E**	74.8	**E**	**25.7**	**16.1**
		PM	51.6	D	82.7	**F**	123.0	**F**	**71.4**	**40.3**
16	Kettner Blvd at W Laurel St	AM	91.8	**F**	136.3	**F**	217.7	**F**	**125.9**	**81.4**
		AIRPORT	112.2	**F**	206.2	**F**	257.7	**F**	**145.5**	**51.5**
		PM	48.9	D	74.1	**E**	113.3	**F**	**64.4**	**39.2**
17	India St at W Laurel St	AM	15.1	B	16.3	B	18.9	B	3.8	2.6
		AIRPORT	16.3	B	20.8	C	26.1	C	9.8	5.3
		PM	15.7	B	51.7	D	54.6	D	38.9	2.9
18	N Harbor Dr at W Hawthorn St	AM	8.9	A	5.8	A	5.9	A	-3.0	0.1
		AIRPORT	9.5	A	7.5	A	7.6	A	-1.9	0.1
		PM	10.0	B	9.7	A	10.3	B	0.3	0.6
19	Pacific Hwy at W Hawthorn St	AM	36.9	D	43.0	D	63.7	**E**	**26.8**	**20.7**
		AIRPORT	35.7	D	43.2	D	45.7	D	10.0	2.5
		PM	41.9	D	38.7	D	43.2	D	1.3	4.5
20	Kettner Blvd at W Hawthorn St	AM	30.7	C	52.0	D	68.7	**E**	**38.0**	**16.7**
		AIRPORT	28.5	C	41.6	D	45.5	D	17.0	3.9
		PM	28.4	C	42.0	D	48.1	D	19.7	6.1
21	India St at W Hawthorn St	AM	31.5	C	56.1	**E**	78.3	**E**	**46.8**	**22.2**
		AIRPORT	29.1	C	42.8	D	47.3	D	18.2	4.5
		PM	27.2	C	37.2	D	39.8	D	12.6	2.6
22	Columbia St at W Hawthorn St	AM	33.5	C	80.2	**F**	110.2	**F**	**76.7**	**30.0**
		AIRPORT	30.8	C	55.3	**E**	66.8	**E**	**36.0**	**11.5**
		PM	30.5	C	52.1	D	66.4	**E**	**35.9**	**14.3**
23	State St at W Hawthorn St	AM	10.7	B	60.3	**E**	93.3	**F**	**82.6**	**33.0**
		AIRPORT	9.1	A	24.3	C	32.8	C	23.7	8.5
		PM	8.6	A	19.7	B	21.4	C	12.8	1.7
24	I-5 NB Off-Ramp / Brant St at W Hawthorn St	AM	15.7	C	47.1	**E**	47.1	**E**	**31.4**	0.0
		AIRPORT	16.7	C	60.7	**F**	60.7	**F**	**44.0**	0.0
		PM	20.5	C	189.4	**F**	189.4	**F**	**168.9**	0.0
25	N Harbor Dr at W Grape St	AM	10.7	B	15.3	B	34.2	C	23.5	18.9
		AIRPORT	11.8	B	19.9	B	21.5	C	9.7	1.6
		PM	18.8	B	24.5	C	28.6	C	9.8	4.1
26	Pacific Hwy at W Grape St	AM	29.2	C	41.3	D	43.4	D	14.2	2.1
		AIRPORT	29.9	C	49.5	D	50.1	D	20.2	0.6
		PM	28.9	C	44.6	D	46.3	D	17.4	1.7
27	Kettner Blvd at W Grape St	AM	30.8	C	41.9	D	45.3	D	14.5	3.4
		AIRPORT	32.1	C	43.3	D	45.5	D	13.4	2.2
		PM	36.2	D	101.3	**F**	128.5	**F**	**92.3**	**27.2**

Table H-31: 2050 With Project Conditions Intersection Level of Service Summary – Alternative 4

Intersection		Peak Hour	Existing		2050 Without Project		2050 With Project			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Change from Existing (c)	Change from 2050 No Project (d)
28	India St at W Grape St	AM	29.6	C	37.2	D	42.3	D	12.7	5.1
		AIRPORT	31.7	C	44.2	D	49.0	D	17.3	4.8
		PM	35.5	D	85.3	**F**	112.0	**F**	**76.5**	**26.7**
29	Columbia St at W Grape St	AM	34.7	C	46.6	D	56.8	**E**	**22.1**	**10.2**
		AIRPORT	37.6	D	50.3	D	58.4	**E**	**20.8**	**8.1**
		PM	43.3	D	164.0	**F**	195.7	**F**	**152.4**	**31.7**
30	State St / I-5 SB On-Ramp at W Grape St	AM	24.4	C	38.7	D	46.0	D	21.6	7.3
		AIRPORT	26.0	C	46.3	D	54.2	D	28.2	7.9
		PM	33.1	C	157.7	**F**	195.0	**F**	**161.9**	**37.3**
31	McCain Rd at N Harbor Dr	AM	11.6	B	6.1	A	11.2	B	-0.4	5.1
		AIRPORT	9.1	A	7.4	A	9.7	A	0.6	2.3
		PM	8.1	A	7.2	A	9.2	A	1.1	2.0
32	Spanish Landing at N Harbor Dr	AM	22.2	C	20.2	C	23.6	C	1.4	3.4
		AIRPORT	19.8	B	17.0	B	20.0	C	0.2	3.0
		PM	19.3	B	18.0	B	20.3	C	1.0	2.3
33	Harbor Island Dr at N Harbor Dr	AM	40.0	D	563.7	**F**	101.1	**F**	**61.1**	-462.6
		AIRPORT	44.9	D	746.1	**F**	114.2	**F**	**69.3**	-631.9
		PM	35.3	D	491.9	**F**	79.3	**E**	**44.0**	-412.6
34	Harbor Island Dr at Old Rent A Car Access / Sheraton	AM	10.0	B	11.5	B	11.5	B	1.5	0.0
		AIRPORT	10.4	B	13.7	B	13.7	B	3.3	0.0
		PM	10.6	B	24.2	C	24.3	C	13.7	0.1
35	Harbor Island Dr at Harbor Island Dr	AM	22.1	C	16.7	B	16.8	B	-5.3	0.1
		AIRPORT	22.0	C	16.2	B	16.2	B	-5.8	0.0
		PM	22.6	C	18.2	B	18.4	B	-4.2	0.2
36	Harbor Island Dr at Parking Lot Access	AM	8.5	A	8.9	A	8.9	A	0.4	0.0
		AIRPORT	9.0	A	10.9	B	11.0	B	2.0	0.1
		PM	9.1	A	12.4	B	12.5	B	3.4	0.1
37	Winship Ln at N Harbor Dr	AM	6.4	A	147.8	**F**	Intersection does not exist in this scenario			
		AIRPORT	7.1	A	166.4	**F**				
		PM	5.3	A	97.5	**F**				
38	North Harbor Dr at Liberator Way	AM	4.9	A	57.9	**E**	61.6	**E**	**56.7**	**3.7**
		AIRPORT	4.7	A	28.0	C	38.5	D	33.8	10.5
		PM	8.8	A	36.1	D	62.5	**E**	**53.7**	**26.4**
39	Cell Phone Lot at N Harbor Dr	AM	16.3	B	60.1	**E**	1.4	A	-14.9	-58.7
		AIRPORT	32.5	C	139.3	**F**	2.6	A	-29.9	-136.7
		PM	18.2	B	103.2	**F**	68.3	**E**	**50.1**	-34.9
40	Terminal Link Rd / Coast Guard at N Harbor Dr	AM	4.2	A	12.3	B	7.9	A	3.7	-4.4
		AIRPORT	3.9	A	8.4	A	10.4	B	6.5	2.0
		PM	3.3	A	6.0	A	69.9	**E**	**66.6**	**63.9**

Table H-31: 2050 With Project Conditions Intersection Level of Service Summary – Alternative 4

Intersection		Peak Hour	Existing		2050 Without Project		2050 With Project			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Change from Existing (c)	Change from 2050 No Project (d)
41	Kettner Blvd at Palm St	AM	21.7	C	3936.9	**F**	5502.9	**F**	**5481.2**	**1566.0**
		AIRPORT	21.2	C	3799.6	**F**	4769.2	**F**	**4748.0**	**969.6**
		PM	59.9	**F**	10180.2	**F**	14063.1	**F**	**14003.2**	**3882.9**
42	North Harbor Dr at Laning Rd	AM	13.5	B	48.2	D	50.2	D	36.7	2.0
		AIRPORT	26.3	C	32.6	C	33.9	C	7.6	1.3
		PM	32.4	C	72.5	**E**	83.9	**F**	**51.5**	**11.4**
43	N Harbor Dr at Nimitz Blvd	AM	16.4	B	22.0	C	23.0	C	6.6	1.0
		AIRPORT	19.9	B	22.6	C	23.1	C	3.2	0.5
		PM	40.7	D	50.3	D	50.8	D	10.1	0.5
44	Rosecrans St at Nimitz Blvd	AM	41.1	D	95.6	**F**	97.7	**F**	**56.6**	**2.1**
		AIRPORT	36.0	D	71.9	**E**	78.7	**E**	**42.7**	**6.8**
		PM	45.1	D	86.5	**F**	81.9	**F**	36.8	-4.6

Source: Kimley-Horn, June 2019.

Notes: Bold values indicate intersections operating at LOS E or F. Bold and shaded values indicate project significant impact. City of San Diego's Significance Determination Thresholds under CEQA, Section O, p.71. A review of SANDAG and Port of San Diego studies indicates that they use the same significance determination thresholds. Under 2030, 2035 and 2050 With Project conditions, all significant impacts are defined as Cumulative impacts per these thresholds.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using Synchro 10.

(c) Change in delay due to addition of background traffic growth, addition of cumulative project traffic, and addition of project traffic. Addition of project traffic may cause a decrease in delay at some locations. This counterintuitive result occurs when the volume being added to the intersection is on movements with less delay than the current overall intersection average delay, decreasing the overall intersection average delay.

(d) Change in delay due to addition of project traffic. Addition of project traffic may cause a decrease in delay at some locations. This counterintuitive result occurs when the volume being added to the intersection is on movements with less delay than the current overall intersection average delay, decreasing the overall intersection average delay.

#10 – Kettner Boulevard at Sassafras Street

#14 – W Laurel Street at N Harbor Drive

#15 – Pacific Highway at W Laurel Street

#16 – Kettner Boulevard at W Laurel Street

#19 – Pacific Highway at W Hawthorn Street

#20 – Kettner Boulevard at W Hawthorn Street

#21 – India Street at W Hawthorn Street

#22 – Columbia Street at W Hawthorn Street

#23 – State Street at W Hawthorn Street

#24 – I-5 NB Off-Ramp / Brant Street at W Hawthorn Street

#27 – Kettner Boulevard at W Grape Street

#28 – India Street at W Grape Street

#29 – Columbia Street at W Grape Street

#30 – State Street / I-5 SB On-Ramp at W Grape Street

#33 – Harbor Island Drive at N Harbor Drive

#38 – Liberator Way at N Harbor Drive

#39 – Cell Phone Lot at N Harbor Drive

#40 – Terminal Link Road / Coastal Guard at N Harbor Drive

#41 – Kettner Boulevard at Palm Street

#42 – N Harbor Drive at Laning Road

#44 – Rosecrans Street at Nimitz Boulevard

The intersections listed above that are shown in bold text are considered to be cumulatively considerable impacts. Alternative 4's traffic adds at least two seconds of delay at LOS E or one second of delay at LOS F.

The following mitigations would address the significant impacts that would occur from the project, as defined by Table H-31, between Existing conditions and 2050 With Project conditions:

#1 Pacific Highway at Taylor Street / Rosecrans Street

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

In place of mitigating specific intersection, roadway, and freeway facilities, beyond those previously identified, the following long-range transportation planning study and resulting measures are recommended to address Year 2050 cumulative impacts.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-LRP-2, as previously described in Section H.2.2.4, would address this impact by adopting long-term regional improvements at this intersection.

#3 Pacific Highway at Enterprise Street

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Widening to add a third southbound through lane on Pacific Highway would address this cumulative traffic impact. This improvement is consistent with the Midway Pacific Highway Community Plan (MPH CP), which assumes Pacific Highway will be rebuilt as a five-lane prime arterial north of Enterprise Street and a six-lane expressway south of Enterprise Street. Adding a third southbound lane would require removal of a pedestrian bridge crossing the north leg of Pacific Highway serving the NAVWAR (former SPAWAR) site. It would also require reconfiguration of the south leg of the intersection, which has a narrow two-lane bridge under Barnett Avenue. The MPH CP addresses this improvement in mobility policy ME-5.8: "Support an engineering feasibility study to analyze downgrading Pacific Highway to a 6-lane major arterial to improve safety, enhance multimodal connections between the community and Downtown, and create a community gateway. This improvement could potentially include removing grade-separations along Pacific Highway at Barnett Avenue, Witherby Street, and Washington Street." Furthermore, both the east and west legs of the intersection are part of the NAVWAR site. The U.S. Navy has issued a request for proposals to redevelop this site. The MPH CP also identifies a multi-use bicycle/pedestrian path and Class IV cycle tracks along Pacific Highway.

This mitigation is not feasible for the project to implement, because it relies on a future City engineering feasibility study and redevelopment of adjacent properties, including the U.S. Navy. The City of San Diego indicated in meetings that they concur with this finding.

#5 NB Pacific Highway On-Ramp / Frontage Road at Washington Street

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-LRP-2, as previously described in Section H.2.2.4, would address this impact by adopting long-term regional improvements at this intersection.

#7 San Diego Avenue at Washington Street

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-LRP-2, as previously described in Section H.2.2.4, would address this impact by adopting long-term regional improvements at this intersection.

#9 Pacific Highway at Sassafras Street / Admiral Boland Way

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

MM-TR-I-5a: **Improve the Intersection of Pacific Highway at Sassafras Street / Admiral Boland Way.** Prior to passenger air travel exceeding 39.3 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Restripe the East leg to a left lane, through lane and right-turn lane. Proposed Mitigation Measure MM-TR-I-5a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Implementation of Mitigation Measure MM-TR-I-5a in addition to MM-TR-LRP-2, as previously described in Section H.2.2.4, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-32.

#10 Kettner Boulevard at Sassafras Street

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Table H-32: 2050 With Project Conditions Intersection Improvement Level of Service Summary – Alternative 4

Intersection		Peak Hour	Before Improvement		After Improvement (c)		Description
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	
3	Pacific Hwy at Enterprise St	AM	298.2	F	298.2	F	This intersection is the primary access to the future SPAWAR redeveloped site.
		AIRPORT	100.0	F	100.0	F	
		PM	515.1	F	515.1	F	
9*	Pacific Hwy at Sassafras St / Admiral Boland Way	AM	58.1	E	43.5	D	• Add Class IV Cycle Track
		AIRPORT	57.8	E	41.2	D	
		PM	65.5	E	63.9	E	
12*	Pacific Hwy at Palm St	AM	14.7	B	22.3	C	• Add Class IV Cycle Track
		AIRPORT	13.2	B	19.1	B	
		PM	43.4	D	39.0	D	
14	W Laurel St at N Harbor Drive	AM	233.3	F	167.2	F	• Remove SB left-turn movement (Non-airport traffic will be redirected to Pacific Highway – Hawthorn Street) • Add third EB left-turn lane and remove an EB through lane
		AIRPORT	153.7	F	100.9	F	
		PM	363.4	F	100.3	F	
15	Pacific Hwy at W Laurel St	AM	95.8	F	47.5	D	• Remove a WB through lane on the West leg and add a second EB left-turn lane • Convert a SB through lane into a second SB right-turn lane • Re-coordinate signals along Laurel Street • Add Class IV Cycle Track
		AIRPORT	74.8	E	54.4	D	
		PM	123.0	F	100.5	F	
16	Kettner Blvd at W Laurel St	AM	217.7	F	63.5	E	• Restripe SB approach to two right-turn lanes, one through lane and one left-turn lane.
		AIRPORT	257.7	F	58.2	E	
		PM	113.3	F	103.3	F	
22	Columbia St at W Hawthorn St	AM	110.2	F	110.2	F	• No mitigation proposed since it would require widening on Hawthorn Street
		AIRPORT	66.8	E	66.8	E	
		PM	66.4	E	66.4	E	
23	State St at W Hawthorn St	AM	93.3	F	93.3	F	• No mitigation proposed since it would require widening on Hawthorn Street
		AIRPORT	32.8	C	32.8	C	
		PM	21.4	C	21.4	C	
27	Kettner Blvd at W Grape St	AIRPORT	45.3	D	26.5	C	• Remove parking from the south side and add a 4th travel lane from North Harbor Drive to State Street • Retime signals along Grape Street
		MID	45.5	D	30.1	C	
		PM	128.5	F	67.1	E	
28	India St at W Grape St	AM	42.3	D	31.0	C	• Remove parking from the south side and add a 4th travel lane from North Harbor Drive to State Street • Retime signals along Grape Street
		AIRPORT	49.0	D	36.1	D	
		PM	112.0	F	60.3	E	

Table H-32: 2050 With Project Conditions Intersection Improvement Level of Service Summary – Alternative 4

Intersection		Peak Hour	Before Improvement		After Improvement (c)		Description
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	
29	Columbia St at W Grape St	AM	56.8	**E**	35.5	D	• Remove parking from the south side and add a 4th travel lane from North Harbor Drive to State Street • Retime signals along Grape Street
		AIRPORT	58.4	**E**	49.5	D	
		PM	195.7	**F**	100.9	**F**	
30	State St / I-5 SB On-Ramp at W Grape St	AM	46.0	D	20.0	C	• Remove parking from the south side and add a 4th travel lane from North Harbor Drive to State Street • Retime signals along Grape Street
		AIRPORT	54.2	D	25.7	C	
		PM	195.0	**F**	134.3	**F**	
33	Harbor Island Dr at N Harbor Dr	AM	101.1	**F**	40.3	D	• Re-coordinate signals along North Harbor Drive
		AIRPORT	114.2	**F**	43.1	D	
		PM	79.3	**E**	69.6	**E**	
40	Terminal Link Rd / Coast Guard at N Harbor Dr	AM	7.9	A	7.9	A	• Re-coordinate signals along North Harbor Drive
		AIRPORT	10.4	B	10.4	B	
		PM	69.9	**E**	67.5	**E**	
41	Kettner Blvd at Palm St	AM	5502.9	**F**	37.9	D	• Install traffic signal • Restripe Palm Street to two lanes in each direction between Kettner Blvd and Pacific Hwy • Pre-signals at rail crossing
		AIRPORT	4769.2	**F**	39.3	D	
		PM	14063.1	**F**	6.1	A	

Source: Kimley-Horn, June 2019.

Notes:

Bold values indicate intersections operating at LOS E or F. **Bold** and **shaded** values indicate project significant impact.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the 2010 Highway Capacity Manual, 6th Edition, and performed using Synchro 10.

(c) The Table presumes the improvements are feasible, which is uncertain.

Footnotes:

(*) Intersections 9 and 12 are not significant impacts. Class IV Cycle Track added as part of mitigation at Laurel Street / Pacific Highway.

Proposed Mitigation Measure

MM-TR-I-5b: **Improve the Intersection of Kettner Boulevard at Sassafras Street.** Prior to passenger air travel exceeding 39.3 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Restripe the north leg of the intersection to a left lane, 2 through lanes, a through/right-turn lane and right-turn lane. Proposed Mitigation Measure MM-TR-I-5b presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could

not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Implementation of Mitigation Measure MM-TR-I-5b in addition to MM-TR-LRP-2, as previously described in Section H.2.2.4, would ensure that the intersection operates at LOS C during the PM peak hour, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-32.

#14 W Laurel Street at N Harbor Drive

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1a, as previously described in Section H.2.1.1, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-32. Proposed Mitigation Measure MM-TR-I-1a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#15 Pacific Highway at W Laurel Street

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1b, as previously described Section H.2.1.1, in addition to MM-TR-LRP-2, as previously described Section H.2.2.4, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-32. Proposed Mitigation Measure MM-TR-I-1b presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#16 Kettner Boulevard at W Laurel Street

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1c, as previously described Section H.2.1.1, in addition to MM-TR-LRP-2, as previously described Section H.2.2.4, would add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-32. Proposed Mitigation Measure MM-TR-I-1c presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#19 Pacific Highway at W Hawthorn Street

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-LRP-2, as previously described Section H.2.2.4, would address this impact by adopting long-term regional improvements at this intersection.

#20 Kettner Boulevard at W Hawthorn Street

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-LRP-2, as previously described in Section H.2.2.4, would address this impact by adopting long-term regional improvements at this intersection.

#21 India Street at W Hawthorn Street

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-LRP-2, as previously described in Section H.2.2.4, would address this impact by adopting long-term regional improvements at this intersection.

#22 Columbia Street at W Hawthorn Street

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-LRP-2, as previously described in Section H.2.2.4, would address this impact by adopting long-term regional improvements at this intersection.

#23 State Street at W Hawthorn Street

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-LRP-2, as previously described in Section H.2.2.4, would address this impact by adopting long-term regional improvements at this intersection.

#24 I-5 NB Off-Ramp / Brant Street at W Hawthorn Street

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-LRP-2, as previously described in Section H.2.2.4, would address this impact by adopting long-term regional improvements at this intersection.

#27 Kettner Boulevard at W Grape Street

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-5c, in addition to MM-TR-LRP-2, as previously described in Section H.2.2.4, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-32. This mitigation is ***physically feasible*** because there is enough space in the existing roadway widths.

#28 India Street at W Grape Street

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-5c, in addition to MM-TR-LRP-2, as previously described in Section H.2.2.4, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-32. This mitigation is ***physically feasible*** because there is enough space in the existing roadway widths.

#29 Columbia Street at W Grape Street

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-4a, as previously described in Section H.2.2.3, in addition to MM-TR-LRP-2, as previously described in Section H.2.2.4, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-32. Proposed Mitigation Measure MM-TR-I-4a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation

Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#30 State Street / I-5 SB On-Ramp at W Grape Street

The intersection of State Street / I-5 SB On-Ramp at West Grape Street operates at LOS F during the PM peak hour and at under 2050 Without Project conditions. This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-4b, as previously described in Section H.2.2.3, in addition to MM-TR-LRP-2, as previously described in Section H.2.2.4, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-32. Proposed Mitigation Measure MM-TR-I-4b presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#33 Harbor Island Drive at N Harbor Drive

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1d, as previously described in Section H.2.2.3, in addition to MM-TR-LRP-2, as previously described in Section H.2.2.4, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-32. Proposed Mitigation Measure MM-TR-I-1d presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation

Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#38 Liberator Way at N Harbor Drive

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-LRP-2, as previously described in Section H.2.2.4, would address this impact by adopting long-term regional improvements at this intersection.

#39 Cell Phone Lot at N Harbor Drive

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-LRP-2, as previously described in Section H.2.2.4, would address this impact by adopting long-term regional improvements at this intersection.

#40 Terminal Link Road / Coast Guard at N Harbor Drive

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-LRP-2, as previously described in Section H.2.2.4, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-32.

#41 Kettner Boulevard at Palm Street

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-I-1e, as previously described in Section H.2.1.1, in addition to MM-TR-LRP-2, as previously described in Section H.2.2.4, would ensure that the intersection operates at LOS A during the PM peak hour, thereby reducing this potentially significant impact to a less-than-significant level, as shown in Table H-32. Proposed Mitigation Measure MM-TR-I-1e presently is ***not considered feasible*** because the Mitigation Measure is

within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

#42 Laning Road at N Harbor Drive

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-LRP-2, as previously described in Section H.2.2.4, would address this impact by adopting long-term regional improvements at this intersection.

#44 Rosecrans Street at Nimitz Boulevard

This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-LRP-2, as previously described in Section H.2.2.4, would address this impact by adopting long-term regional improvements at this intersection.

In place of mitigating specific intersection facilities, beyond those previously identified, the following long-range transportation planning study and resulting measures are recommended to address Year 2050 cumulative impacts.

Proposed Mitigation Measure

MM-TR-LRP-2: **Airport Regional Connections**. The SDCRAA shall participate in regional efforts to develop a long-range transportation solution for accessing the Airport, including the following measures: 1. Participate in regional planning efforts led by SANDAG (Airport Connections Study) to determine transit connections between regional transit and the Airport terminals, freeway connections along the Laurel Street corridor, intelligent transportation systems, and mobility hub improvements/strategies; 2. Preserve space within Airport property to accommodate a transit station located near the terminals and an on-Airport exit roadway; and 3. Participate in the implementation of improvements and strategies identified in the Airport Connections Study.

1. SDCRAA staff are fully engaged as stakeholders in SANDAG's committee and subcommittees which are tasked with developing regional solutions for improving access to the Airport. Other stakeholders include SANDAG, City of San Diego, MTS, Caltrans, US Navy and Marine Corps, and the Port of San Diego. SDCRAA has shared data, plans, concepts, and studies. In addition, SDCRAA shall provide feedback on suggested options.

2. The ADP has allocated a site to accommodate a potential transit station within Airport property in proximity to passenger terminals. The ADP also preserves space for an exit roadway on Airport property that could be built in conjunction with new freeway access ramps and enhanced capacity within the Laurel Street corridor.

3. SDCRAA will fund its fair share of agreed to improvement to implement long-term regional solutions identified by SANDAG's Airport Connections Study, subject to FAA concurrence to use Airport funding for these purposes. Proposed Mitigation Measure MM-TR-LRP-2 currently could not be implemented and is presently ***not considered feasible*** because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding. Portions of Mitigation Measure MM-TR-LRP-2 require physical improvements to facilities and/or VMT reduction items and are within the jurisdiction of other public agencies or departments and are ***not considered physically feasible.*** SDCRAA could not require those agencies or departments to implement any as yet unidentified improvements or VMT reduction programs. SDCRAA will, however, continue to collaborate with the other public agencies and departments to implement any improvement items and/or VMT reduction programs (consistent with CEQA Guidelines section 15064.3) relating to the Airport. Also, due to FAA regulations, proposed Mitigation Measure MM-TR-LRP-2 currently could not be implemented and is presently ***not considered feasible*** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements, programs to reduce VMT, or other mitigation measures. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for the as yet unidentified off-Airport improvement or VMT reduction items. If the funding is granted (and the other agencies agree to implement) then the Mitigation Measure would be feasible. If the FAA does not approve the funding then the Measure would be infeasible.

Roadway Segment Level of Service

2050 Without Project and 2050 With Project volumes were evaluated at the study area roadway segments. Results of the analysis are presented in Table H-33. Cumulative roadway segment impacts under the 2050 With Project Conditions are identified in column "2050 With Project Conditions, Existing." As shown in the table, all study area roadway segments operate at acceptable levels of service under 2050 With Project weekday conditions with the exception of:

2050 Without Project Conditions

Kettner Boulevard

- Vine Street to Sassafras Street operates at **LOS F**
- Sassafras Street to Palm Street operates at **LOS F**
- Palm Street to Laurel Street operates at **LOS F**

India Street

- Sassafras St to Laurel Street operates at **LOS E**

Sassafras Street

- Pacific Highway to Kettner Boulevard operates at **LOS F**

Palm Street

- Pacific Highway to Kettner Boulevard operates at **LOS F**

Laurel Street

- Harbor Drive to Pacific Highway operates at **LOS F**

Hawthorn Street

- Harbor Drive to Pacific Highway operates at **LOS F**
- Pacific Highway to India Street operates at **LOS F**
- India Street to State Street operates at **LOS F**
- State Street to Albatross Street operates at **LOS F**

Grape Street

- Harbor Drive to Pacific Highway operates at **LOS F**
- Pacific Highway to India Street operates at **LOS F**
- India Street to State Street operates at **LOS F**

North Harbor Drive

- Harbor Island Drive to Winship Lane operates at **LOS F**
- Winship Lane to Liberator Way operates at **LOS F**
- Liberator Way to Cell Phone Lot operates at **LOS F**
- Cell Phone Lot to Laurel Street / Solar Turbines operates at **LOS F**
- Laurel Street / Solar Turbines to West Laurel Street operates at **LOS F**
- Laurel Street to Hawthorn Street operates at **LOS F**

Table H-33: 2050 With Project Conditions Roadway Segment Level of Service Summary – Alternative 4

Roadway Segment	Roadway Classification (A)	LOS E Capacity	Existing			2050 Without Project			2050 With Project			2050 With Project Comparison			
												Existing		2050 Without Project	
			ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	Δ IN ADT	Δ IN V/C	Δ IN ADT	Δ IN V/C
Pacific Highway															
Kurtz St to Barnett Ave	6 Lane Major Arterial	50,000	21,780	0.436	B	27,235	0.545	B	28,320	0.566	C	6,540	0.130	1,084	0.021
Barnett Ave to Washington St	6 Lane Expressway	80,000	51,778	0.647	C	68,674	0.858	D	71,309	0.891	**E**	19,531	**0.244**	2,635	**0.033**
Washington St to Sassafras St	6 Lane Prime Arterial	60,000	14,219	0.237	A	37,196	0.62	C	38,158	0.636	C	23,939	0.399	963	0.016
Sassafras St to Palm St	6 Lane Major Arterial	50,000	18,988	0.380	A	23,943	0.479	B	28,335	0.567	C	9,347	0.187	4,392	0.088
Palm St to Laurel St	6 Lane Major Arterial	50,000	20,447	0.409	B	30,532	0.611	C	35,207	0.704	C	14,760	0.295	4,675	0.093
Laurel St to Juniper St	6 Lane Major Arterial	50,000	10,478	0.210	A	18,192	0.364	A	21,416	0.428	B	10,938	0.218	3,224	0.064
Kettner Blvd															
Vine St to Sassafras St	3 Lane Major Arterial (one-way)	27,500	26,492	0.963	**E**	31,488	1.145	**F**	36,626	1.332	**F**	10,134	**0.369**	5,139	**0.187**
Sassafras St to Palm St	3 Lane Major Arterial (one-way)	27,500	18,406	0.669	C	36,397	1.324	**F**	41,654	1.515	**F**	23,248	**0.846**	5,256	**0.191**
Palm St to Laurel St	3 Lane Major Arterial (one-way)	27,500	18,406	0.669	C	30,219	1.099	**F**	32,424	1.179	**F**	14,018	**0.510**	2,205	**0.080**
India St															
Sassafras St to Laurel St	3 Lane Major Arterial (one-way)	27,500	14,465	0.526	B	26,636	0.969	**E**	31,515	1.146	**F**	17,050	**0.620**	4,878	**0.177**
Laurel St to Juniper St	3 Lane Collector (one-way)	26,000	3,884	0.149	A	4,579	0.176	A	4,579	0.176	A	695	0.027	0	0.000
Washington St															
West of Pacific Hwy	4 Lane Major Arterial	40,000	4,847	0.121	A	6,872	0.172	A	9,507	0.238	A	4,660	0.117	2,636	0.066
Hancock St to San Diego Ave	4 Lane Major Arterial	40,000	22,972	0.574	C	29,560	0.739	C	30,524	0.763	D	7,552	0.189	964	0.024
East of India St	4 Lane Major Arterial	40,000	24,710	0.618	C	34,772	0.869	D	35,735	0.893	**E**	11,025	**0.275**	964	**0.024**
Sassafras St															
Pacific Hwy to Kettner Blvd	3 Lane Collector (w/o two-way left-turn lane)	12,000	15,983	1.332	**F**	22,739	1.895	**F**	33,766	2.814	**F**	17,783	**1.482**	11,027	**0.919**
Palm St															
Pacific Hwy to Kettner Blvd	2 Lane Collector (w/o two-way left-turn lane)	8,000	1,940	0.243	A	11,901	1.488	**F**	12,316	1.54	**F**	10,376	**1.297**	415	**0.052**

Table H-33: 2050 With Project Conditions Roadway Segment Level of Service Summary – Alternative 4

Roadway Segment	Roadway Classification (A)	LOS E Capacity	Existing			2050 Without Project			2050 With Project			2050 With Project Comparison			
												Existing		2050 Without Project	
			ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	Δ IN ADT	Δ IN V/C	Δ IN ADT	Δ IN V/C
Laurel St															
Harbor Dr to Pacific Hwy	5 Lane Major Arterial	45,000	35,441	0.788	D	63,734	1.416	**F**	71,705	1.593	**F**	36,264	**0.805**	7,971	**0.177**
Pacific Hwy to India St	4 Lane Major Arterial	40,000	21,042	0.526	C	31,403	0.785	D	34,987	0.875	D	13,945	0.349	3,584	0.090
India St to State St / Reynard Wy	4 Lane Major Arterial	40,000	14,072	0.352	A	16,308	0.408	B	17,271	0.432	B	3,199	0.080	964	0.024
Hawthorn St															
Harbor Dr to Pacific Hwy	3 Lane Collector (one-way)	26,000	26,337	1.013	**F**	35,520	1.366	**F**	38,344	1.475	**F**	12,007	**0.462**	2,824	**0.109**
Pacific Hwy to India St	3 Lane Collector (one-way)	26,000	30,936	1.190	**F**	54,464	2.095	**F**	57,288	2.203	**F**	26,352	**1.013**	2,824	**0.108**
India St to State St	3 Lane Collector (one-way)	26,000	30,936	1.190	**F**	55,021	2.116	**F**	57,845	2.225	**F**	26,909	**1.035**	2,824	**0.109**
State St to Albatross St	2 Lane Collector (w/o two-way left-turn lane)	8,000	10,483	1.310	**F**	12,358	1.545	**F**	12,358	1.545	**F**	1,875	**0.235**	0	0.000
Grape St															
Harbor Dr to Pacific Hwy	3 Lane Collector (one-way)	26,000	23,826	0.916	**E**	50,803	1.954	**F**	54,042	2.079	**F**	30,216	**1.163**	3,239	**0.125**
Pacific Hwy to India St[1]	3 Lane Collector (one-way)	26,000	28,167	1.083	**F**	60,807	2.339	**F**	64,047	2.463	**F**	35,880	**1.380**	3,239	**0.124**
India St to State St	3 Lane Collector (one-way)	26,000	32,386	1.246	**F**	76,583	2.946	**F**	79,823	3.07	**F**	47,437	**1.824**	3,239	**0.124**
Albatross St to Front St[1]	3 Lane Collector (one-way)	26,000	2,172	0.084	A	5,986	0.23	A	5,986	0.23	A	3,814	0.146	0	0.000
North Harbor Dr															
Scott Rd to Nimitz Blvd[2]	4 Lane Prime Arterial	50,000	11,759	0.235	A	18,938	0.379	A	19,436	0.389	A	7,677	0.154	498	0.010
Nimitz Blvd to Laning Rd[2]	6 Lane Prime Arterial	60,000	19,644	0.327	A	29,918	0.499	B	31,413	0.524	B	11,769	0.197	1,495	0.025
Laning Rd to McCain Rd	6 Lane Prime Arterial	60,000	28,798	0.480	B	37,459	0.624	C	39,453	0.658	C	10,655	0.178	1,993	0.034
McCain Rd to Spanish Landing	6 Lane Prime Arterial	60,000	29,392	0.490	B	33,521	0.559	B	39,228	0.654	C	9,836	0.164	5,707	0.095
Spanish Landing to Harbor Island Dr	6 Lane Prime Arterial	60,000	30,278	0.505	B	30,561	0.509	B	37,372	0.623	C	7,094	0.118	6,811	0.114
Harbor Island Dr to Winship Ln[2]	6 Lane Prime Arterial	60,000	77,384	1.290	**F**	67,961	1.133	**F**	48,117	0.802	C	-29,267	-0.488	-19,844	-0.331

Table H-33: 2050 With Project Conditions Roadway Segment Level of Service Summary – Alternative 4

Roadway Segment	Roadway Classification (A)	LOS E Capacity	Existing			2050 Without Project			2050 With Project			2050 With Project Comparison			
												Existing		2050 Without Project	
			ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	ADT (b)	V/C RATIO (c)	LOS	Δ IN ADT	Δ IN V/C	Δ IN ADT	Δ IN V/C
Winship Ln to Liberator Way	6 Lane Prime Arterial	60,000	89,066	1.484	**F**	134,101	2.235	**F**	109,029	1.817	**F**	19,963	**0.333**	-25,072	-0.418
Liberator Way to Cell Phone Lot	6 Lane Prime Arterial	60,000	94,942	1.582	**F**	135,996	2.267	**F**	111,433	1.857	**F**	16,491	**0.275**	-24,562	-0.410
Cell Phone Lot to Laurel St / Solar Turbines	6 Lane Prime Arterial	60,000	95,096	1.585	**F**	149,878	2.498	**F**	113,830	1.897	**F**	18,734	**0.312**	-36,048	-0.601
Laurel St / Solar Turbines to W Laurel St	6 Lane Prime Arterial	60,000	76,603	1.277	**F**	137,416	2.29	**F**	107,870	1.798	**F**	31,267	**0.521**	-29,546	-0.492
Laurel St to Hawthorn St	6 Lane Prime Arterial	60,000	59,521	0.992	**E**	110,738	1.846	**F**	118,395	1.973	**F**	58,874	**0.981**	7,656	**0.127**
Hawthorn St to Grape St[1]	6 Lane Prime Arterial	60,000	37,881	0.631	C	78,770	1.313	**F**	83,602	1.393	**F**	45,721	**0.762**	4,832	**0.080**
Grape St to Ash St[1]	5 Lane Prime Arterial	55,000	20,437	0.372	A	28,687	0.522	B	30,280	0.551	B	9,843	0.179	1,593	0.029
Harbor Island Dr															
Harbor Dr to Old Rent A Car Access	4 Lane Major Arterial	40,000	12,743	0.319	A	33,573	0.839	D	33,846	0.846	D	21,103	0.527	273	0.007
West of Harbor Island Dr	4 Lane Major Arterial	40,000	7,661	0.192	A	15,367	0.384	B	15,641	0.391	B	7,980	0.199	273	0.007
Harbor Island Dr to Parking Lot	4 Lane Collector (w/o two-way left-turn lane)	15,000	4,801	0.320	A	13,296	0.886	**E**	13,296	0.886	**E**	**8,495**	**0.566**	0	0.000
East of Parking Lot	4 Lane Collector (w/o two-way left-turn lane)	15,000	3,929	0.262	A	13,296	0.886	**E**	13,296	0.886	**E**	**9,367**	**0.624**	0	0.000

Source: Kimley-Horn, June 2019.

Notes: Bold values indicate roadway segments operating at LOS E or F. Bold and shaded values indicate project significant impact. City of San Diego's Significance Determination Thresholds under CEQA, Section O, p.71. A review of SANDAG and Port of San Diego studies indicates that they use the same significance determination thresholds. Under 2030, 2035 and 2050 With Project conditions, all significant impacts are defined as Cumulative impacts per these thresholds.

(a) Existing roads street classification is based on the City of San Diego Street Design Manual, March 2018 Edition.

(b) Average Daily Traffic (ADT) volumes for the roadway segments were provided by National Data & Surveying Services and measured in June 2017 and in March 2019

(c) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

[1] Volumes from January 1, 2005 to February 2, 2017. Growth factor applied based on comparison between 2017 counted volumes and 2013 Machine Count Traffic volumes.

[2] 2015 ADT Volumes obtained from City of San Diego Machine Count Traffic Volumes from January 1, 2005 to February 2, 2017.

- Hawthorn Street to Grape Street operates at **LOS F**

Harbor Island Drive

- Harbor Island Drive to Parking Lot operates at LOS E
- East of Parking Lot operates at LOS E

Those roadways listed above that are shown in bold text are considered to be cumulatively considerable impacts. Specifically, Alternative 4's traffic adds to the roadways v/c by at least 0.02 at LOS E or 0.01 at LOS F. The following discussion addresses these impacts.

Improvements to the following roadway segments, such as adding a through lane, would ***not be physically feasible*** because the measures would be inconsistent with the Community Plan. Widening the roadway would require additional right-of-way and/or removal of parking; neither of which were recommended in the Community Plan. The City told SDCRAA that it would not support or implement improvements that are inconsistent with the applicable community plan, and the City has jurisdiction over the potential improvements. SDCRAA could not require the City to implement these improvements. Further, due to FAA regulations, potential improvements currently could not be implemented and are presently ***not considered feasible*** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements or mitigation measures as discussed in Section 3.14.6 of the Recirculated Draft EIR. SDCRAA has not requested funding of any through lane improvements to the roadways because the City told SDCRAA that it would not support or implement improvements that are inconsistent with the applicable community plan, and the City has jurisdiction over the potential improvements. As such, these impacts are considered unmitigable:

Pacific Highway

- Barnett Avenue to Washington Street

Kettner Boulevard

- Vine Street to Sassafras Street
- Sassafras Street to Palm Street
- Palm Street to Laurel Street

India Street

- Sassafras Street to Laurel Street

Laurel Street

- Harbor Drive to Pacific Highway

Hawthorn Street

- Harbor Drive to Pacific Highway
- Pacific Highway to India Street
- India Street to State Street
- State Street to Albatross Street

North Harbor Drive

- Winship Lane to Liberator Boulevard

- Liberator Boulevard to Cell Phone Lot
- Cell Phone Lot to Laurel Street / Solar Turbines
- Laurel Street / Solar Turbines to West Laurel Street
- Laurel Street to Hawthorn Street
- Hawthorn Street to Grape Street

Washington Street

- East of India Street Laurel Street to Hawthorn Street

The following mitigations would address the significant impacts that would occur from the project, as defined by Table H-33, between 2050 Without Project conditions and 2050 With Project conditions:

Pacific Highway from Barnett Avenue to Washington Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Pacific Highway is currently at its Community Plan-designated roadway classification and potential mitigation measures would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Kettner Boulevard from Vine Street to Sassafras Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Kettner Boulevard is currently at its Community Plan-designated roadway classification and potential mitigation measures would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Kettner Boulevard from Sassafras Street to Palm Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Kettner Boulevard is currently at its Community Plan-designated roadway classification and potential mitigation measures would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Kettner Boulevard from Palm Street to Laurel Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Kettner Boulevard is currently at its Community Plan-designated roadway classification and potential mitigation measures would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

India Street from Sassafras Street to Laurel Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

India Street is currently at its Community Plan-designated roadway classification and potential mitigation measures would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Washington Street East of India Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-LRP-2, as previously described in Section H.2.2.4, would address this impact by adopting long-term regional improvements along this roadway segment.

Sassafras Street from Pacific Highway to Kettner Boulevard

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-LRP-2, as previously described in Section H.2.2.4, in addition to MM-TR-RS-1a, as previously described in Section H.2.1.1, should add capacity but would not fully mitigate impacts of the roadway segment level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-34. Proposed Mitigation Measure MM-TR-RS-1a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Table H-34: 2050 With Project Conditions Roadway Segment Improvement Level of Service Summary – Alternative 4

Roadway Segment	With Project ADT	Before Improvement				After Improvement (c)				
		Roadway Classification (a)	LOS E Capacity	V/C Ratio (b)	LOS	Roadway Classification	Future Bicycle Facility	LOS E Capacity	V/C Ratio (b)	LOS
Pacific Highway										
Barnett Ave to Washington St	71,310	6 Lane Expressway	80,000	0.891	E	6 Lane Expressway	Class I (E/S)/Class IV	80,000	0.891	E
Kettner Blvd										
Vine St to Sassafras St	36,626	3 Lane Major Arterial (one-way)	27,500	1.332	F	3 Lane Major Arterial (one-way)	Class II (one-way)	27,500	1.332	F
Sassafras St to Palm St	41,654	3 Lane Major Arterial (one-way)	27,500	1.515	F	3 Lane Major Arterial (one-way)	Class II (one-way)	27,500	1.515	F
Palm St to Laurel St	32,424	3 Lane Major Arterial (one-way)	27,500	1.179	F	3 Lane Major Arterial (one-way)	Class II (one-way)	27,500	1.179	F
Washington St										
East of India St	35,735	4 Lane Major Arterial	40,000	0.893	E	4 Lane Major Arterial	-	40,000	0.893	E
India St										
Sassafras St to Laurel St	31,515	3 Lane Major Arterial (one-way)	27,500	1.146	F	3 Lane Major Arterial (one-way)	Class II (one-way)	27,500	1.146	F
Sassafras St										
Pacific Hwy to Kettner Blvd	33,766	3 Lane Collector (w/o two-way left-turn lane)	12,000	2.814	F	4 Lane Collector	Class II	30,000	1.126	F
Palm St										
Pacific Hwy to Kettner Blvd	12,316	2 Lane Collector (w/o two-way left-turn lane)	8,000	1.540	F	4 Lane Collector (w/o two-way left-turn lane)	-	15,000	0.821	D
Laurel St										
Harbor Dr to Pacific Hwy	71,705	5 Lane Major Arterial	45,000	1.593	F	5 Lane Major Arterial	Class III	45,000	1.593	F
Hawthorn St										
Harbor Dr to Pacific Hwy	38,344	3 Lane Collector (one-way)	26,000	1.475	F	3 Lane Collector (one-way)	Class IV (one-way)	26,000	1.475	F
Pacific Hwy to India St	57,288	3 Lane Collector (one-way)	26,000	2.203	F	3 Lane Collector (one-way)	Class IV (one-way)	26,000	2.203	F
India St to State St	57,845	3 Lane Collector (one-way)	26,000	2.225	F	3 Lane Collector (one-way)	Class IV (one-way)	26,000	2.225	F
State St to Albatross St	12,358	2 Lane Collector (w/o two-way left-turn lane)	8,000	1.545	F	2 Lane Collector (w/o two-way left-turn lane)	–	8,000	1.545	F
Grape St										
Harbor Dr to Pacific Hwy	54,042	3 Lane Collector (one-way)	26,000	2.079	F	4 Lane Collector (one-way)	Class IV (one-way)	34,700	1.557	F

Table H-34: 2050 With Project Conditions Roadway Segment Improvement Level of Service Summary – Alternative 4

Roadway Segment	With Project ADT	Before Improvement				After Improvement (c)				
		Roadway Classification (a)	LOS E Capacity	V/C Ratio (b)	LOS	Roadway Classification	Future Bicycle Facility	LOS E Capacity	V/C Ratio (b)	LOS
Pacific Hwy to India St1	64,047	3 Lane Collector (one-way)	26,000	2.463	**F**	4 Lane Collector (one-way)	Class IV (one-way)	34,700	1.846	**F**
India St to State St	79,823	3 Lane Collector (one-way)	26,000	3.070	**F**	4 Lane Collector (one-way)	Class IV (one-way)	34,700	2.300	**F**
North Harbor Dr										
Winship Ln to Liberator Blvd	109,029	6 Lane Prime Arterial	60,000	1.817	**F**	6 Lane Prime Arterial	Class I(S/S)/Class II or III	60,000	1.817	**F**
Liberator Blvd to Cell Phone Lot	111,433	6 Lane Prime Arterial	60,000	1.857	**F**	6 Lane Prime Arterial	Class I(S/S)/Class II or III	60,000	1.857	**F**
Cell Phone Lot to Laurel St/ Solar Turbines	113,830	6 Lane Prime Arterial	60,000	1.897	**F**	6 Lane Prime Arterial	Class I(S/S)/Class II or III	60,000	1.897	**F**
Laurel St/ Solar Turbines to W Laurel St	107,870	6 Lane Prime Arterial	60,000	1.798	**F**	6 Lane Prime Arterial	Class I(S/S)/Class III	60,000	1.798	**F**
Laurel St to Hawthorn St	118,395	6 Lane Prime Arterial	60,000	1.973	**F**	6 Lane Prime Arterial	Class I(S/S)/Class III	60,000	1.973	**F**
Hawthorn St to Grape St	83,602	6 Lane Prime Arterial	60,000	1.393	**F**	6 Lane Prime Arterial	Class I(S/S)/Class III	60,000	1.393	**F**
Harbor Island Dr										
Harbor Island Dr to Parking Lot	13,296	4 Lane Collector (w/o two-way left-turn lane)	15,000	0.886	**E**	4 Lane Collector (w/o two-way left-turn lane)	-	15,000	0.886	**E**
East of Parking Lot	13,296	4 Lane Collector (w/o two-way left-turn lane)	15,000	0.886	**E**	4 Lane Collector (w/o two-way left-turn lane)	-	15,000	0.886	**E**

Source: Kimley-Horn, June 2019.

Notes:

Bold values indicate intersections operating at LOS E or F. **Bold** and **shaded** values indicate project significant impact.

(a) Existing roads street classification is based on the City of San Diego Street Design Manual, March 2018 Edition.

(b) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

(c) The Table presumes the improvements are feasible, which is uncertain.

Palm Street from Pacific Highway to Kettner Boulevard

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-LRP-2, as previously described in Section H.2.2.4, in addition to MM-TR-RS-4a, as previously described in Section H.2.2.1, would reduce the roadway segment v/c ratio to a less-than-significant level, as shown in Table H-34. Proposed Mitigation Measure MM-TR-RS-4a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

Laurel Street from Harbor Drive to Pacific Highway

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Laurel Street is currently at its Community Plan-designated roadway classification and potential mitigation measures would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from Harbor Drive to Pacific Highway

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from Pacific Highway to India Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures would ***not be consistent*** with the community plan. As such, this impact is considered unmitigable.

Hawthorn Street from India Street to State Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Hawthorn Street from State Street to Albatross Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Hawthorn Street is currently at its Community Plan-designated roadway classification and potential mitigation measures would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Grape Street from Harbor Drive to Pacific Highway

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-LRP-2, as previously described in Section H.2.2.4, in addition to MM-TR-RS-1b, as previously described in Section H.2.1.1, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-34. This potentially significant impact would remain at significant levels, as shown in Table H-22. Proposed Mitigation Measure MM-TR-RS-1b presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item. This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of

parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

Grape Street from Pacific Highway to India Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-LRP-2, as previously described in Section H.2.2.4, in addition to MM-TR-RS-1c, as previously described in Section H.2.1.1, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-34. Proposed Mitigation Measure MM-TR-RS-1c presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item. This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

Grape Street from India Street to State Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

Implementation of Mitigation Measure MM-TR-LRP-2, as previously described in Section H.2.2.4, in addition to MM-TR-RS-1d, as previously described in Section H.2.1.1, would add capacity but would not fully mitigate impacts of the intersection level of service to LOS D. This potentially significant impact would remain at significant levels, as shown in Table H-34 Proposed Mitigation Measure MM-TR-RS-1d presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is

infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item. This mitigation measure would be consistent with the Downtown San Diego Mobility Plan, which proposes the removal of parking on both the north and south side of Grape Street to install an additional vehicular travel lane and a proposed Class IV (1-way Cycle Track) on the north side of Grape Street.

North Harbor Drive from Winship Lane to Liberator Way

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

North Harbor Drive from Liberator Way to Cell Phone Lot

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

North Harbor Drive from Cell Phone Lot to Laurel Street / Solar Turbines

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

North Harbor Drive from Laurel Street / Solar Turbines to West Laurel Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

North Harbor Drive from Laurel Street to Hawthorn Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

North Harbor Drive from Hawthorn Street to Grape Street

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

North Harbor Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures would ***not be consistent*** with the Community Plan. As such, this impact is considered unmitigable.

Harbor Island Drive from Harbor Island Drive to Parking Lot

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Harbor Island Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. Additionally, this segment exclusively provides access to/from Port of San Diego property. Therefore, the additional traffic volumes along Harbor Island Drive are related to Port of San Diego properties. As such, this impact is considered unmitigable.

Harbor Island Drive, east of Parking Lot

This roadway segment would experience an increase in the volume to capacity ratio with the addition of Alternative 4 traffic. Because the change in v/c ratio would exceed the allowable threshold, this would result in a significant impact.

Harbor Island Drive is currently at its Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be consistent*** with the Community Plan. Additionally, this segment exclusively provides access to/from Port of San Diego property. Therefore, the additional traffic volumes along Harbor Island Drive are related to Port of San Diego properties. As such, this impact is considered unmitigable.

Some of the roadway segments identified above, are currently at their Community Plan-designated roadway classification and potential mitigation measures to add through lanes would ***not be physically feasible*** because the measure would be inconsistent with the Community Plan. Further, due to FAA regulations, potential improvements currently could not be implemented and are presently ***not considered feasible*** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements or mitigation

measures discussed in section 3.14.6 above. SDCRAA has not requested funding of any through lane improvements to the roadways because the City told SDCRAA that is would not support or implement improvements that are inconsistent with the applicable community plan, and the City has jurisdiction over the potential improvements. SDCRAA could not require the City to implement this improvement. As such, this impact is considered unmitigable.

Proposed Mitigation Measures MM-TR-RS-1a, MM-TR-RS-1b, MM-TR-RS-1c, MM-TR-RS-1d, and MM-TR-RS-4a presently are ***not considered feasible*** because the Mitigation Measures are within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measures are ***physically feasible***, SDCRAA could not require the City to implement these improvements. SDCRAA will, however, continue to collaborate with the City to implement these Mitigation Measures, and the City has stated that it approves the Measures. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measures, and if the funding is granted then the Mitigation Measures are feasible. If the FAA does not approve the funding then the Measures are infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measures are not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for these off-Airport improvement items.

In place of mitigating specific roadway facilities, beyond those previously identified, the following long-range transportation planning study and resulting measures are recommended to address Year 2050 cumulative impacts.

MM-TR-LRP-2: **Airport Regional Connections**. The SDCRAA shall participate in regional efforts to develop a long-range transportation solution for accessing the Airport, including the following measures: 1. Participate in regional planning efforts led by SANDAG (Airport Connections Study) to determine transit connections between regional transit and the Airport terminals, freeway connections along the Laurel Street corridor, intelligent transportation systems, and mobility hub improvements/strategies; 2. Preserve space within Airport property to accommodate a transit station located near the terminals and an on-Airport exit roadway; and 3. Participate in the implementation of improvements and strategies identified in the Airport Connections Study.

1. SDCRAA staff are fully engaged as stakeholders in SANDAG's committee and subcommittees which are tasked with developing regional solutions for improving access to the Airport. Other stakeholders include SANDAG, City of San Diego, MTS, Caltrans, US Navy and Marine Corps, and the Port of San Diego. SDCRAA has shared data, plans, concepts, and studies. In addition, SDCRAA shall provide feedback on suggested options.

2. The ADP has allocated a site to accommodate a potential transit station within Airport property in proximity to passenger terminals. The ADP also preserves space for an exit roadway on Airport property that could be built in conjunction with new freeway access ramps and enhanced capacity within the Laurel Street corridor.

3. SDCRAA will fund its fair share of agreed to improvement to implement long-term regional solutions identified by SANDAG's Airport Connections Study, subject to FAA concurrence to use Airport funding for these purposes. Proposed Mitigation Measure MM-TR-LRP-2 currently could not be implemented and is presently ***not considered feasible*** because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding. Portions of Mitigation Measure MM-TR-LRP-2 require physical improvements to facilities and/or VMT reduction items and are within the jurisdiction of other public agencies or departments and are ***not considered physically feasible.*** SDCRAA could not require those agencies or departments to implement any as yet unidentified improvements or VMT reduction programs. SDCRAA will, however, continue to collaborate with the other public agencies and departments to implement any improvement items and/or VMT reduction programs (consistent with CEQA Guidelines section 15064.3) relating to the Airport. Also, due to FAA regulations, proposed Mitigation Measure MM-TR-LRP-2 currently could not be implemented and is presently ***not considered feasible*** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements, programs to reduce VMT, or other mitigation measures. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for the as yet unidentified off-Airport improvement or VMT reduction items. If the funding is granted (and the other agencies agree to implement) then the Mitigation Measure would be feasible. If the FAA does not approve the funding then the Measure would be infeasible.

Freeway Segment Level of Service

2050 Without Project and 2050 With Project volumes were evaluated at the study area freeway segments. Results of the analysis are presented in Table H-35. Cumulative freeway impacts under 2050 With Project volumes are identified in column "2050 With Project Comparison, Existing Δ in V/C." As shown in the table, all study area freeway segments operate at acceptable levels of service under weekday conditions with the exception of:

<u>2050 Without Project Conditions</u>

I-5

- North of J Street
  - In the Southbound direction in the PM Peak operates at **LOS F**
  - In the Northbound direction in the AM Peak operates at **LOS F**
- North of Route 94 Junction
  - In the Southbound direction in the PM Peak operates at **LOS F**
  - In the Northbound direction in the AM Peak operates at **LOS F**

Table H-35: 2050 With Project Conditions Freeway Segment Level of Service Summary – Alternative 4

Freeway Segment		Dir	Number Of Lanes	Existing						2050 Without Project						2050 With Project						2050 With Project Comparison			
				DENSITY (PC/MI/LN)		V/C (a)		LOS (b)		DENSITY (PC/MI/LN)		V/C (a)		LOS (b)		DENSITY (PC/MI/LN)		V/C (a)		LOS (b)		Existing Δ IN V/C		2050 Without Project Δ IN V/C	
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
I-5	North of J Street	SB	4	21	29	0.618	0.836	C	D	25.5	--	0.744	1.006	C	**F***	26.1	--	0.762	1.030	D	**F***	-	**0.194**	-	**0.024**
		NB	4	32	20	0.943	0.587	D	C	--	25.3	1.184	0.737	**F***	C	--	25.9	1.212	0.755	**F***	C	**0.270**	-	**0.028**	-
	North of Route 94 Junction	SB	5	22	30	0.637	0.861	C	D	25.7	--	0.750	1.015	C	**F***	26.7	--	0.778	1.053	D	**F***	-	**0.192**	-	**0.038**
		NB	5	33	21	0.970	0.604	D	C	--	24.7	1.158	0.721	**F***	C	--	25.4	1.188	0.740	**F***	C	**0.218**	-	**0.030**	-
	North of Pershing Drive	SB	5	22	30	0.637	0.861	C	D	25.7	--	0.750	1.015	C	**F***	27.0	--	0.787	1.064	D	**F***	-	**0.203**	-	**0.049**
		NB	5	33	21	0.970	0.604	D	C	--	24.4	1.144	0.713	**F***	C	--	25.0	1.170	0.729	**F***	C	**0.200**	-	**0.026**	-
	North of Route 163 Junction	SB	5	24	20	0.711	0.579	C	C	28.7	23.4	0.838	0.683	D	C	29.9	24.3	0.872	0.710	D	C	-	-	-	-
		NB	5	N/A	27	1.062	0.794	**F***	D	--	32.1	1.252	0.936	**F***	D	--	33.4	1.305	0.975	**F***	D	**0.243**	-	**0.053**	-
	North of Sixth Avenue	SB	5	24	20	0.711	0.579	C	C	28.7	23.4	0.838	0.683	D	C	29.8	24.3	0.870	0.709	D	C	-	-	-	-
		NB	5	N/A	27	1.062	0.794	**F***	D	--	32.1	1.252	0.936	**F***	D	--	33.5	1.307	0.977	**F***	D	**0.245**	-	**0.055**	-
	North of First Avenue	SB	4	24	20	0.706	0.575	C	C	30.8	25.1	0.899	0.732	D	C	32.4	26.4	0.945	0.770	D	D	-	-	-	-
		NB	4	N/A	27	1.055	0.788	**F***	D	--	33.1	1.291	0.965	**F***	D	--	--	1.350	1.009	**F***	**F***	**0.295**	**0.221**	**0.059**	**0.044**
	North of Hawthorn Street	SB	4	29	23	0.840	0.685	D	C	34.2	27.9	0.998	0.813	D	D	--	28.5	1.021	0.831	**F***	D	**0.180**	-	**0.023**	-
		NB	4	N/A	32	1.255	0.938	**F***	D	--	--	1.504	1.125	**F***	**F***	--	--	1.539	1.150	**F***	**F***	**0.285**	**0.213**	**0.035**	
	North of India / Sassafras Street	SB	5	22	18	0.653	0.532	C	C	26.4	21.5	0.771	0.628	D	C	26.4	21.5	0.771	0.628	D	C	-	-	-	-
		NB	5	33	25	0.975	0.729	D	C	--	30.0	1.171	0.875	**F***	D	--	30.1	1.174	0.878	**F***	D	**0.200**	-	0.003	-
	North of Pacific Highway Viaduct	SB	4	22	18	0.650	0.529	C	C	27.5	22.4	0.803	0.654	D	C	27.5	22.4	0.803	0.654	D	C	-	-	-	-
		NB	4	33	25	0.970	0.725	D	C	--	29.8	1.162	0.869	**F***	D	--	29.9	1.167	0.872	**F***	D	**0.197**	-	**0.005**	-
	North of Sassafras Street	SB	4	22	18	0.633	0.516	C	B	26.4	21.5	0.771	0.628	D	C	26.4	21.5	0.771	0.628	D	C	-	-	-	-
		NB	4	32	24	0.945	0.707	D	C	--	29.3	1.145	0.856	**F***	D	--	29.5	1.150	0.859	**F***	D	**0.204**	-	**0.005**	-
	North of Washington Street	SB	4	29	23	0.836	0.681	D	C	--	28.5	1.019	0.830	**F***	D	--	29.6	1.060	0.863	**F***	D	**0.223**	-	**0.040**	-
		NB	5	34	26	0.999	0.747	D	C	--	30.5	1.189	0.889	**F***	D	--	31.7	1.237	0.925	**F***	D	**0.238**	-	**0.047**	-

Table H-35: 2050 With Project Conditions Freeway Segment Level of Service Summary – Alternative 4

Freeway Segment		Dir	Number Of Lanes	Existing						2050 Without Project						2050 With Project						2050 With Project Comparison			
				DENSITY (PC/MI/LN)		V/C (a)		LOS (b)		DENSITY (PC/MI/LN)		V/C (a)		LOS (b)		DENSITY (PC/MI/LN)		V/C (a)		LOS (b)		Existing Δ IN V/C		2050 Without Project Δ IN V/C	
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
	North of Old Town Avenue	SB	5	23	19	0.675	0.550	C	C	28.1	22.9	0.821	0.669	D	C	29.3	23.9	0.854	0.696	D	C	-	-	-	-
		NB	5	N/A	26	1.009	0.754	**F***	C	--	30.8	1.204	0.900	**F***	D	--	32.1	1.251	0.935	**F***	D	**0.242**	-	**0.047**	-
	North of I-8 Junction / Camino Del Rio	SB	5	19	26	0.541	0.748	C	C	21.9	30.2	0.638	0.881	C	D	22.4	30.9	0.653	0.902	C	D	-	-	-	-
		NB	5	24	21	0.702	0.626	C	C	28.6	25.5	0.834	0.744	D	C	29.2	26.1	0.853	0.760	D	C	-	-	-	-
SR-163	10th Street N of Ash, End Left Align	SB	1	22	10	0.629	0.305	C	A	26.9	17.2	0.785	0.503	D	B	26.9	17.2	0.785	0.503	D	B	-	-	-	-
		NB	2	6	11	0.170	0.331	A	B	10.0	15.7	0.293	0.458	A	B	10.0	15.7	0.293	0.458	A	B	-	-	-	-
	North of I-5 Junction	SB	2	32	N/A	0.945	1.030	D	**F***	--	--	1.116	1.216	**F***	**F***	--	--	1.131	1.233	**F***	**F***	**0.185**	**0.202**	**0.015**	**0.016**
		NB	2	N/A	32	1.094	0.922	**F***	D	--	--	1.390	1.172	**F***	**F***	--	--	1.408	1.187	**F***	**F***	**0.314**	**0.265**	**0.018**	**0.015**
	North of Quince Street	SB	2	32	N/A	0.929	1.013	D	**F***	--	--	1.097	1.195	**F***	**F***	--	--	1.112	1.212	**F***	**F***	**0.183**	**0.199**	**0.015**	**0.016**
		NB	2	N/A	31	1.075	0.906	**F***	D	--	--	1.346	1.135	**F***	**F***	--	--	1.364	1.150	**F***	**F***	**0.289**	**0.243**	**0.018**	**0.015**
	North of Richmond Street	SB	2	31	34	0.905	0.986	D	D	--	--	1.069	1.165	**F***	**F***	--	--	1.084	1.181	**F***	**F***	**0.179**	**0.195**	**0.015**	**0.016**
		NB	2	N/A	30	1.047	0.883	**F***	D	--	--	1.317	1.110	**F***	**F***	--	--	1.335	1.126	**F***	**F***	**0.288**	**0.243**	**0.018**	**0.016**
	North of Robinson Ave	SB	2	28	31	0.823	0.897	D	D	33.7	--	0.983	1.072	D	**F***	34.2	--	0.998	1.088	D	**F***	**-**	**0.191**	-	**0.017**
		NB	2	33	28	0.953	0.803	D	D	--	--	1.188	1.001	**F***	**F***	--	--	1.205	1.016	**F***	**F***	**0.253**	**0.213**	**0.017**	**0.015**
	North of Washington Street	SB	2	N/A	N/A	1.068	1.164	**F***	**F***	--	--	1.259	1.372	**F***	**F***	--	--	1.275	1.390	**F***	**F***	**0.208**	**0.226**	**0.016**	**0.018**
		NB	2	N/A	N/A	1.236	1.042	**F***	**F***	--	--	1.478	1.245	**F***	**F***	--	--	1.494	1.260	**F***	**F***	**0.258**	**0.218**	**0.017**	**0.014**
	North of Sixth Avenue	SB	4	23	25	0.668	0.728	C	C	27.0	29.5	0.789	0.860	D	D	27.3	29.7	0.796	0.868	D	D	-	-	-	-
		NB	5	21	18	0.619	0.522	C	B	25.6	21.5	0.746	0.628	C	C	25.8	21.8	0.753	0.635	C	C	-	-	-	-
	North of I-8 Junction	SB	4	23	25	0.684	0.733	C	C	27.9	29.9	0.814	0.873	D	D	28.3	30.3	0.825	0.885	D	D	-	-	-	-
		NB	5	24	19	0.705	0.553	C	C	28.5	22.3	0.831	0.652	D	C	28.8	22.6	0.840	0.658	D	C	-	-	-	-
SR-94	East of Beginning at I-5 Junction and G St	WB	4	25	8	0.736	0.223	C	A	31.4	15.9	0.916	0.463	D	B	32.0	16.2	0.933	0.472	D	B	-	-	-	-
		EB	5	1	24	0.036	0.695	A	C	4.6	28.7	0.135	0.838	A	D	4.7	29.3	0.138	0.855	A	D	-	-	-	-
I-8	East of Midway Drive	WB	4	12	17	0.350	0.496	B	B	14.1	20.0	0.412	0.585	B	C	14.1	20.0	0.412	0.585	B	C	-	-	-	-
		EB	4	17	10	0.499	0.281	B	A	20.2	11.4	0.588	0.331	C	B	20.2	11.4	0.588	0.331	C	B	-	-	-	-

Table H-35: 2050 With Project Conditions Freeway Segment Level of Service Summary – Alternative 4

Freeway Segment		Dir	Number Of Lanes	Existing						2050 Without Project						2050 With Project						2050 With Project Comparison			
				DENSITY (PC/MI/LN)		V/C (a)		LOS (b)		DENSITY (PC/MI/LN)		V/C (a)		LOS (b)		DENSITY (PC/MI/LN)		V/C (a)		LOS (b)		Existing Δ IN V/C		2050 Without Project Δ IN V/C	
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
	East of I-5 Junction	WB	3	21	30	0.611	0.866	C	D	24.8	--	0.724	1.027	C	**F***	25.5	--	0.745	1.057	C	**F***	-	**0.190**	-	**0.030**
		EB	3	30	17	0.872	0.491	D	B	--	19.9	1.028	0.579	**F***	C	--	20.4	1.058	0.596	**F***	C	**0.187**	-	**0.031**	-
	East of Morena Boulevard	WB	5	18	26	0.532	0.755	C	C	21.5	30.5	0.627	0.890	C	D	22.0	31.2	0.641	0.909	C	D	-	-	-	-
		EB	4	33	18	0.949	0.535	D	C	--	21.6	1.119	0.631	**F***	C	--	22.0	1.140	0.643	**F***	C	**0.191**	-	**0.021**	-
	East of Hotel Circle / Taylor Street	WB	5	26	22	0.759	0.645	C	C	30.7	26.1	0.894	0.760	D	C	31.2	26.5	0.911	0.774	D	D	-	-	-	-
		EB	4	22	32	0.638	0.945	C	D	25.8	--	0.753	1.115	C	**F***	26.3	--	0.767	1.135	D	**F***	-	**0.190**	-	**0.020**
	East of Hotel Circle	WB	5	28	24	0.819	0.696	D	C	33.1	28.1	0.965	0.820	D	D	33.7	28.6	0.982	0.834	D	D	-	-	-	-
		EB	4	24	N/A	0.689	1.021	C	**F***	27.9	--	0.813	1.203	D	**F***	28.3	--	0.827	1.224	D	**F***	-	**0.203**	-	**0.020**
	East of SR-163 Junction	WB	4	N/A	31	1.052	0.894	**F***	D	--	--	1.240	1.054	**F***	**F***	--	--	1.256	1.067	**F***	**F***	**0.204**	**0.173**	**0.015**	**0.013**
		EB	4	24	N/A	0.708	1.049	C	**F***	29.9	--	0.871	1.290	D	**F***	30.4	--	0.888	1.315	D	**F***	-	**0.266**	-	**0.025**

Source: Kimley-Horn, June 2019.

Notes: Bold values indicate freeway segments operating at LOS E or F. Bold and shaded values indicate project significant impact. City of San Diego's Significance Determination Thresholds under CEQA, Section O, p.71. A review of SANDAG and Port of San Diego studies indicates that they use the same significance determination thresholds. Under 2030, 2035 and 2050 With Project conditions, all significant impacts are defined as Cumulative impacts per these thresholds.

(a) Volume to capacity ratio. (b) The LOS for the respective freeway segments were based on the methodologies contained in Chapter 11 of the Highway Capacity Manual,6th Edition.

[1] Speed and density values are reported as "--" and LOS is reported as "F*" when the volume to capacity ratio is greater than 1.00. Per Chapter 11 of the HCM 6th Edition, the density is only calculated when the ratio is less than 1.00 and the speed cannot be estimated. All cases in which this ratio is greater than 1.00 are LOS F.

- North of Pershing Drive
  - In the Southbound direction in the PM Peak operates at **LOS F**
  - In the Northbound direction in the AM Peak operates at **LOS F**
- North of Route 163 Junction
  - In the Northbound direction in the AM Peak operates at **LOS F**
- North of Sixth Avenue
  - In the Northbound direction in the AM Peak operates at **LOS F**
- North of First Avenue
  - in the Northbound direction in the AM Peak operates at **LOS F**
- North of Hawthorn Street
  - In the Northbound direction in the AM Peak operates at **LOS F**
  - In the Northbound direction in the PM Peak operates at **LOS F**
- North of India / Sassafras Street
  - In the Northbound direction in the AM Peak operates at **LOS F**
- North of Pacific Highway Viaduct
  - In the Northbound direction in the AM Peak operates at **LOS F**
- North of Sassafras Street
  - In the Northbound direction in the AM Peak operates at **LOS F**
- North of Washington Street
  - In the Southbound direction in the AM Peak operates at **LOS F**
  - In the Northbound direction in the AM Peak operates at **LOS F**
- North of Old Town Avenue
  - In the Northbound direction in the AM Peak operates at **LOS F**

Route-163

- North of I-5 Junction
  - In the Southbound direction in the AM Peak operates at **LOS F**
  - In the Southbound direction in the PM Peak operates at **LOS F**
  - In the Northbound direction in the AM Peak operates at **LOS F**
  - In the Northbound direction in the PM Peak operates at **LOS F**
- North of Quince Street
  - In the Southbound direction in the AM Peak operates at **LOS F**
  - In the Southbound direction in the PM Peak operates at **LOS F**
  - In the Northbound direction in the AM Peak operates at **LOS F**
  - In the Northbound direction in the PM Peak operates at **LOS F**
- North of Richmond Street

  - In the Southbound direction in the AM Peak operates at **LOS F**
  - In the Southbound direction in the PM Peak operates at **LOS F**
  - In the Northbound direction in the AM Peak operates at **LOS F**
  - In the Northbound direction in the PM Peak operates at **LOS F**
- North of Robinson Ave
  - In the Southbound direction in the PM Peak operates at **LOS F**
  - In the Northbound direction in the AM Peak operates at **LOS F**
  - In the Northbound direction in the PM Peak operates at **LOS F**
- North of Washington Street
  - In the Southbound direction in the AM Peak operates at **LOS F**
  - In the Southbound direction in the PM Peak operates at **LOS F**
  - In the Northbound direction in the AM Peak operates at **LOS F**
  - In the Northbound direction in the PM Peak operates at **LOS F**

I-8

- East of I-5 Junction
  - In the Westbound direction in the PM Peak operates at **LOS F**
  - In the Eastbound direction in the AM Peak operates at **LOS F**
- East of Morena Boulevard
  - In the Eastbound direction in the AM Peak operates at **LOS F**
- East of Hotel Circle / Taylor Street
  - In the Eastbound direction in the PM Peak operates at **LOS F**
- East of Hotel Circle
  - In the Eastbound direction in the PM Peak operates at **LOS F**
- East of SR-163 Junction
  - In the Westbound direction in the AM Peak operates at **LOS F**
  - In the Westbound direction in the PM Peak operates at **LOS F**
  - In the Eastbound direction in the PM Peak operates at **LOS F**

<u>2050 With Project Conditions</u>

I-5

- **North of J Street**
  - **In the Southbound direction in the PM Peak operates at LOS F**
  - **In the Northbound direction in the AM Peak operates at LOS F**
- **North of Route 94 Junction**
  - **In the Southbound direction in the PM Peak operates at LOS F**
  - **In the Northbound direction in the AM Peak operates at LOS F**
- **North of Pershing Drive**

  - **In the Southbound direction in the PM Peak operates at LOS F**
  - **In the Northbound direction in the AM Peak operates at LOS F**
- **North of Route 163 Junction**
  - **In the Northbound direction in the AM Peak operates at LOS F**
- **North of Sixth Avenue**
  - **In the Northbound direction in the AM Peak operates at LOS F**
- **North of First Avenue**
  - **In the Northbound direction in the AM Peak operates at LOS F**
  - **In the Northbound direction in the PM Peak operates at LOS F**
- **North of Hawthorn Street**
  - **In the Southbound direction in the AM Peak operates at LOS F**
  - **In the Northbound direction in the AM Peak operates at LOS F**
  - **In the Northbound direction in the PM Peak operates at LOS F**
- **North of India / Sassafras Street**
  - **In the Northbound direction in the AM Peak operates at LOS F**
- **North of Pacific Highway Viaduct**
  - **In the Northbound direction in the AM Peak operates at LOS F**
- **North of Sassafras Street**
  - **In the Northbound direction in the AM Peak operates at LOS F**
- **North of Washington Street**
  - **In the Northbound direction in the AM Peak operates at LOS F**
  - **In the Southbound direction in the AM Peak operates at LOS F**
- **North of Old Town Avenue**
  - **In the Northbound direction in the AM Peak operates at LOS F**

Route-163

- **North of I-5 Junction**
  - **In the Southbound direction in the AM Peak operates at LOS F**
  - **In the Southbound direction in the PM Peak operates at LOS F**
  - **In the Northbound direction in the AM Peak operates at LOS F**
  - **In the Northbound direction in the PM Peak operates at LOS F**
- **North of Quince Street**
  - **In the Southbound direction in the AM Peak operates at LOS F**
  - **In the Southbound direction in the PM Peak operates at LOS F**
  - **In the Northbound direction in the AM Peak operates at LOS F**
  - **In the Northbound direction in the PM Peak operates at LOS F**

- **North of Richmond Street**
  - **In the Southbound direction in the AM Peak operates at LOS F**
  - **In the Southbound direction in the PM Peak operates at LOS F**
  - **In the Northbound direction in the AM Peak operates at LOS F**
  - **In the Northbound direction in the PM Peak operates at LOS F**
- **North of Robinson Ave**
  - **In the Southbound direction in the PM Peak operates at LOS F**
  - **In the Northbound direction in the AM Peak operates at LOS F**
  - **In the Northbound direction in the PM Peak operates at LOS F**
  - **North of Washington Street**
  - **In the Southbound direction in the AM Peak operates at LOS F**
  - **In the Southbound direction in the PM Peak operates at LOS F**
  - **In the Northbound direction in the AM Peak operates at LOS F**
  - **In the Northbound direction in the PM Peak operates at LOS F**

I-8

- **East of I-5 Junction**
  - **In the Westbound direction in the PM Peak operates at LOS F**
  - **In the Eastbound direction in the AM Peak operates at LOS F**
- **East of Morena Boulevard**
  - **In the Eastbound direction in the AM Peak operates at LOS F**
- **East of Hotel Circle / Taylor Street**
  - **In the Eastbound direction in the PM Peak operates at LOS F**
- **East of Hotel Circle**
  - **In the Eastbound direction in the PM Peak operates at LOS F**
  - **East of SR-163 Junction**
  - **In the Westbound direction in the AM Peak operates at LOS F**
  - **In the Westbound direction in the PM Peak operates at LOS F**
  - **In the Eastbound direction in the PM Peak operates at LOS F**

The freeway segments listed above that are shown in bold text are considered to be cumulatively considerable impacts. Alternative 4's traffic adds to the roadways v/c by at least 0.02 at LOS E or 0.01 at LOS F.

As previously described in more detail in Section 3.14.6.1 of the Recirculated Draft EIR, any proposed freeway mitigation measure is ***not considered feasible,*** because there are no planned freeway improvement projects in the San Diego Regional Transportation Plan or Caltrans Interstate 8 Transportation Concept Report for this segment or other applicable Interstate or Highway segment plans, and any such improvements would require FAA approval of funding.

Caltrans has jurisdiction over the potential freeway improvements. SDCRAA could not require Caltrans to implement any such improvements. Potential and unplanned freeway improvements are therefore ***not physically feasible***. Further, due to FAA regulations, potential freeway improvements currently could not be implemented and are presently ***not considered feasible*** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements or mitigation measures as discussed in Section 3.14.6 of the Recirculated Draft EIR. SDCRAA has not requested funding of any freeway improvement projects because none are planned by agencies with jurisdiction or planning authority, and the FAA stated that it would not fund direct improvements to freeways. Moreover, neither SANDAG nor Caltrans has developed or identified regional programs to reduce VMT related to freeway usage. As such, these impacts are considered unmitigable.

In place of mitigating specific intersection, roadway and freeway facilities, beyond those previously identified, the following long-range transportation planning study and resulting measures are recommended to address Year 2050 cumulative impacts.

MM-TR-LRP-2: **Airport Regional Connections**. The SDCRAA shall participate in regional efforts to develop a long-range transportation solution for accessing the Airport, including the following measures: 1. Participate in regional planning efforts led by SANDAG (Airport Connections Study) to determine transit connections between regional transit and the Airport terminals, freeway connections along the Laurel Street corridor, intelligent transportation systems, and mobility hub improvements/strategies; 2. Preserve space within Airport property to accommodate a transit station located near the terminals and an on-Airport exit roadway; and 3. Participate in the implementation of improvements and strategies identified in the Airport Connections Study.

1. SDCRAA staff are fully engaged as stakeholders in SANDAG's committee and subcommittees which are tasked with developing regional solutions for improving access to the Airport. Other stakeholders include SANDAG, City of San Diego, MTS, Caltrans, US Navy and Marine Corps, and the Port of San Diego. SDCRAA has shared data, plans, concepts, and studies. In addition, SDCRAA shall provide feedback on suggested options.

2. The ADP has allocated a site to accommodate a potential transit station within Airport property in proximity to passenger terminals. The ADP also preserves space for an exit roadway on Airport property that could be built in conjunction with new freeway access ramps and enhanced capacity within the Laurel Street corridor.

3. SDCRAA will fund its fair share of agreed to improvement to implement long-term regional solutions identified by SANDAG's Airport Connections Study, subject to FAA concurrence to use Airport funding for these purposes. Proposed Mitigation Measure MM-TR-LRP-2 currently could not be implemented and is presently ***not considered feasible*** because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding. Portions of

Mitigation Measure MM-TR-LRP-2 require physical improvements to facilities and/or VMT reduction items and are within the jurisdiction of other public agencies or departments and are ***not considered physically feasible.*** SDCRAA could not require those agencies or departments to implement any as yet unidentified improvements or VMT reduction programs. SDCRAA will, however, continue to collaborate with the other public agencies and departments to implement any improvement items and/or VMT reduction programs (consistent with CEQA Guidelines section 15064.3) relating to the Airport. Also, due to FAA regulations, proposed Mitigation Measure MM-TR-LRP-2 currently could not be implemented and is presently ***not considered feasible*** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements, programs to reduce VMT, or other mitigation measures. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for the as yet unidentified off-Airport improvement or VMT reduction items. If the funding is granted (and the other agencies agree to implement) then the Mitigation Measure would be feasible. If the FAA does not approve the funding then the Measure would be infeasible.

Vehicle Miles Traveled (VMT)

At the time of this writing, evaluation of transportation impacts using the VMT metric is not required by the State or any San Diego-based agencies, and LOS is the official metric for identifying traffic impacts and mitigation. Nonetheless, project-related VMT is generally discussed below for informational purposes.

Year 2050 VMT per passenger is presented in Table H-36. The Year 2050 VMT per passenger was calculated to be 16.6 VMT per Airport passenger, which is a decrease of 3.3 VMT per passenger. The VMT/passenger reduction is due primarily to SDCRAA efforts to reduce TNC trips.

Table H-36: 2050 VMT Summary – Alternative 4

	Existing	2050
SANDAG Model Trip Length (a)	15.07	15.08
ADP Airport Trips	103,983	134,145
Calculated Airport VMT (b)	1,567,024	2,022,952
Airport Daily Passenger	78,595	121,847
Airport VMT / Passenger (c)	**19.9**	**16.6**
Δ VMT / Passenger	-	-3.3

Source: Kimley-Horn, June 2019.

Notes:

(a) Trip length based on SANDAG Series 13 model VMT divided by number of model trips.

(b) Airport VMT is equal to estimated airport trips multiplied by average trip length.

(c) Airport VMT per passenger based on calculated airport VMT divided by number of passengers.

H.2.3 Railroad Crossings Impact H-7

Summary Conclusion for Impact H-7: Implementation of Alternative 4 would result in an increase in VHD at six at-grade railroad crossing locations in Downtown San Diego; however, the increase in VHD would not exceed the threshold of significance. As such, the at-grade railroad crossing impact would be *less than significant*.

This section discusses the at-grade railroad crossings and its impact on the study area.

Roadway capacity is affected by the presence of rail tracks located west of Kettner Street at Grape Street, Hawthorn Street, Laurel Street, Palm Street, Sassafras Street and Washington Street. Table H-37 contains analyses of these study area rail crossings based upon information contained in the Mid-Coast Corridor Transit Project Transportation Impacts and Mitigation Report and gate crossing observations conducted in June 2017.

Table H-37: Existing Conditions Rail Crossing Summary – Alternative 4

Crossing	Transit Service	Trains/hr	Crossings/hr	Avg Gate Blockage (seconds)	Total Time Blocked (seconds)	Percent of Time Blocked
Grape Street	COASTER/Amtrak	4	4	72	288	8.0%
Hawthorn Street	COASTER/Amtrak	4	4	72	288	8.0%
Laurel Street	COASTER/Amtrak	4	4	72	288	8.0%
Palm Street	LRT/COASTER/Amtrak	20	12	54	648	18.0%
Sassafras Street	LRT/COASTER/Amtrak	20	12	54	648	18.0%
Washington Street	LRT/COASTER/Amtrak	20	12	54	648	18.0%

Source: Kimley-Horn, June 2019.

Presently, there are three COASTER and one Amtrak train crossings in each peak hour at Grape Street, Hawthorn Street, and Laurel Street. The MTS Light Rail Transit (LRT) Trolley tracks are grade separated at these locations. Field observations indicate that the streets are blocked using railroad crossing arms for approximately 72 seconds per occurrence, which results in the streets being blocked for 8% during the peak hours. At Palm Street, Sassafras Street, and Washington Street, in addition to the three COASTER and one Amtrak trains, there are 16 LRT directional crossings per peak hour. Some of the crossings occur at the same time on different tracks/directions of travel. During the June 2017 crossing observation, a total of 12 crossings were observed with an average blockage time of 54 seconds per occurrence. This results in the street being blocked for 18% during the peak hours. While the street is blocked, traffic queues extend two blocks or more depending on the location. Traffic can take a few minutes to clear once the gate crossing arms are raised, depending on the timing of downstream traffic signals.

In the future, train traffic is expected to increase as presented in Table H-38. The Mid-Coast LRT is expected to be opened in the year 2021. This will not affect the rail crossings on Grape, Hawthorn and Laurel Streets, since the LRT tracks are grade separated at these locations. At Palm, Sassafras and Washington Streets, LRT crossings increase to 24 directional crossings in each peak hour. Some of these crossings would occur at the same time on different tracks/directions of travel. A total of 18 blockages are expected, resulting in the street being blocked for 27% during the peak hour. This level of train activity is anticipated for Year 2024 and Year 2026.

Table H-38: Year 2024/2026 Rail Crossing Conditions Summary – Alternative 4

Crossing	Transit Service	Trains/Hr	Crossings/Hr	Avg Gate Blockage (Seconds)	Total Time Blocked (Seconds)	Percent Of Time Blocked
Grape Street	COASTER/Amtrak	4	4	72	288	8.0%
Hawthorn Street	COASTER/Amtrak	4	4	72	288	8.0%
Laurel Street	COASTER/Amtrak	4	4	72	288	8.0%
Palm Street	LRT/COASTER/Amtrak	28	18	54	972	27.0%
Sassafras Street	LRT/COASTER/Amtrak	28	18	54	972	27.0%
Washington Street	LRT/COASTER/Amtrak	28	18	54	972	27.0%

Source: Kimley-Horn, June 2019.

By 2030, COASTER and Amtrak trains are expected to double to a total of eight trains in each of the peak hours as presented in Table H-39. At Grape, Hawthorn and Laurel Streets, the increase in COASTER /Amtrak crossings would result in these streets being blocked for 16% during the peak hours. At Palm, Sassafras and Washington Streets, there will be eight COASTER /Amtrak train crossings and 24 LRT crossing in each peak hour resulting in approximately 20 blockages, which would result in the street being blocked for 30% during the peak hour. This level of train activity is expected to occur for Years 2030, 2035, and 2050.

Table H-39: Year 2030/2035/2050 Rail Crossing Conditions Summary – Alternative 4

Crossing	Transit Service	Trains/hr	Crossings/hr	Avg Gate Blockage (seconds)	Total Time Blocked (seconds)	Percent of Time Blocked
Grape Street	COASTER/Amtrak	8	8	72	576	16.0%
Hawthorn Street	COASTER/Amtrak	8	8	72	576	16.0%
Laurel Street	COASTER/Amtrak	8	8	72	576	16.0%
Palm Street	LRT/COASTER/Amtrak	32	20	54	1080	30.0%
Sassafras Street	LRT/COASTER/Amtrak	32	20	54	1080	30.0%
Washington Street	LRT/COASTER/Amtrak	32	20	54	1080	30.0%

Source: Kimley-Horn, June 2019.

Each analysis year was evaluated to determine the VHD at each crossing based on the at-grade rail crossing's ADT volume, the percentage of total gate down time per day, and the average gate blockage time. The VHD were compared to the at-grade rail crossing's VHD threshold to determine if the crossing location exceeded the threshold. The results for each analysis year are shown in Table H-40.

Table H-40: Rail Crossing VHD Threshold Summary – Alternative 4

Crossing	VHD Threshold	ADT Volume	Total gate down time per day (hours)	VHD	Exceed VHD Threshold
Existing Baseline with Project					
Grape Street	300	28,167	8%	45	No
Hawthorn Street	300	30,936	8%	49	No
Laurel Street	150	21,042	8%	34	No
Palm Street	75	1,940	18%	5	No
Sassafras Street	150	15,983	18%	43	No
Washington Street	150	15,700	18%	42	No

Table H-40: Rail Crossing VHD Threshold Summary – Alternative 4

Crossing	VHD Threshold	ADT Volume	Total gate down time per day (hours)	VHD	Exceed VHD Threshold
Year 2024 Condition with Project					
Grape Street	300	36,148	8%	58	No
Hawthorn Street	300	31,746	8%	51	No
Laurel Street	150	23,742	8%	38	No
Palm Street	75	3,652	27%	15	No
Sassafras Street	150	18,928	27%	77	No
Washington Street	150	17,029	27%	69	No
Year 2026 Condition with Project					
Grape Street	300	37,953	8%	61	No
Hawthorn Street	300	36,664	8%	59	No
Laurel Street	300	25,624	8%	41	No
Palm Street	75	4,088	27%	17	No
Sassafras Street	150	20,164	27%	82	No
Washington Street	150	18,566	27%	75	No
Year 2030 Condition with Project					
Grape Street	300	40,991	16%	131	No
Hawthorn Street	300	41,572	16%	133	No
Laurel Street	300	29,075	16%	93	No
Palm Street	75	4,313	30%	19	No
Sassafras Street	150	21,393	30%	96	No
Washington Street	150	19,441	30%	87	No
Year 2035 Condition with Project					
Grape Street	300	43,471	16%	139	No
Hawthorn Street	300	55,377	16%	177	No
Laurel Street	300	36,107	16%	116	No
Palm Street	75	4,607	30%	21	No
Sassafras Street	150	23,184	30%	104	No
Washington Street	150	15,062	30%	68	No
Year 2050 Condition with Project					
Grape Street	300	43,857	16%	140	No
Hawthorn Street	300	32,755	16%	105	No
Laurel Street	150	15,898	16%	51	No
Palm Street	75	8,876	30%	40	No
Sassafras Street	75	12,832	30%	58	No
Washington Street	150	15,600	30%	70	No

Source: Kimley-Horn, June 2019.

Based on this analysis, all at-grade rail crossing locations have a VHD that is below the crossing's VHD threshold and no locations warrant grade separation. All project impacts are ***less than significant impacts*** and no mitigations are needed.

With the increased blockage time on streets with rail crossings, traffic queues are expected to increase. The Mid-Coast LRT project recommends that traffic signal coordination at adjacent intersections be synchronized with the rail preemption that occurs with the train crossing arms.

SDIA traffic patterns to and from the Airport adds traffic at the six grade crossings within the study area, which add to traffic queues occurring when trains cross. The City of San Diego controls traffic signal timing at adjacent intersections and coordination with rail preemption. It is recommended that the City regularly monitor and update the timing of traffic signals on streets with active rail crossings to maximize traffic flows and minimize the extent of vehicle queuing.

Traffic queues are expected to occur across the railroad tracks from adjacent traffic signals. At the railroad crossings of Grape Street, Hawthorn Street, and Laurel Street, there are pre-signals. These signals are coordinated adjacent signalized intersections, stopping traffic prior to rail crossings to prevent queuing on the railroad tracks. The Airport Authority is working with the City of San Diego and the California Public Utilities Commission to install pre-signals on Sassafras Street.

At the railroad crossings of Grape Street, Hawthorn Street, and Laurel Street, there are pre-signals. These signals are coordinated adjacent signalized intersections, stopping traffic prior to rail crossings to prevent queuing on the railroad tracks.

The Airport Authority is working with the City of San Diego and the California Public Utilities Commission to install pre-signals on Sassafras Street. Since Alternative 4 proposes to improve Palm Street, including a new traffic signal at the Palm Street and Kettner Boulevard intersection, it is recommended that pre-signals be installed at Palm Street with these improvements.

H.2.4 Parking Impact H-8

Summary Conclusion for Impact H-8: Implementation of Alternative 4 would result in a temporary deficit in on-Airport parking supply during development of Phase 1a in 2021; however, this temporary shortfall in parking would not substantially affect parking in adjacent residential areas or in off-Airport public parking, including at parks and beaches. As such, the parking impact would be *less than significant*.

This section presents the estimated parking demand and supply at the Airport.

SDIA provides parking for Airport employees and passengers. As of May 2018, there are over 10,000 parking spaces available for these users, including the recently constructed T2 Parking Plaza. Additional parking demand and supply exists for cargo, fixed-base operators, and rental car employees; neither the demand nor the supply for these uses are included in this analysis. Also, not included in the demand or supply estimates are off-site, privately branded Airport parking, which is estimated to provide approximately 6,000 parking spaces off-Airport marketed to passengers.

The SDCRAA conducted an analysis of the short- and long-term on-Airport parking demand at SDIA through the year 2050. The parking demand analyzed projected growth in passengers while accounting for Transportation Network Company (TNC) growth. TNC, such as Uber and Lyft, have experienced a dramatic increase in ridership by air passengers, increasing from about 0.06 transactions per enplanement two years ago to about 0.16 transactions per enplanement now. In the meantime, taxi cab, rental car, and parking transactions have decreased. TNC's are expected to decrease the amount of parking needed for passengers at SDIA. Table H-41 summarizes the employee and passenger parking supply and passenger parking demand by year at SDIA.

Table H-41: Airport Parking Impact Analysis Summary -Alternative 4

	2018 - Existing	2021 - Construction of Phase 1a	2024 - Occupancy of Phase 1a	2026 - Occupancy of Phase 1b	2030 – Horizon Year	2035 – Horizon Year	2050 - Horizon Year
Parking Supply (Employees)							
Terminal 2 West	0	0	200	200	200	200	200
Pacific Highway	0	1,950	1,950	1,950	1,950	1,950	1,950
Commuter Terminal	200	0	0	0	0	0	0
Harbor Drive	1,550	0	0	0	0	0	0
ADC Lot (McCain)	50	0	0	0	0	0	0
Total Employee Parking	1,800	1,950	2,150	2,150	2,150	2,150	2,150
Parking Supply (Passengers)							
Terminal 1	1,200	0	5,500	5,500	5,500	5,500	5,500
Terminal 2 Plaza	2,900	2,900	2,900	2,900	2,900	2,900	2,900
Terminal 2 West	1,100	1,100	900	900	900	900	900
Pacific Highway	1,950	0	0	0	0	0	0
Harbor Drive	1,400	0	0	0	0	0	0
Total Passenger Parking	8,550	4,000	9,300	9,300	9,300	9,300	9,300
Passenger Parking Demand	5,870	6,150	6,700	7,050	7,900	8,450	9,000
Surplus Passenger Parking[1]	**2,680**	**-2,150**	**2,600**	**2,250**	**1,400**	**850**	**300**

Source: Ricondo, August 2019.

[1] Surplus parking was found by subtracting the Parking Supply Total from the Parking Demand Total.

Employee parking supply was provided in three primary lots in 2018 with a sum of 1,800 spaces. Earlier this year, employee parking was shifted to the Pacific Highway lot where a total of 1,950 parking spaces are provided. During construction of Phase 1a of the project, this is expected to be the primary parking for Airport employees. When the Terminal 1 parking plaza is completed, it is assumed that a portion of the Terminal 2 West lot (200 parking spaces) will be reserved for employee parking, resulting in a total of 2,150 parking spaces. This is about a 20% increase from 2018 conditions.

Airport customer parking was provided in five facilities in 2018, resulting in a total of 8,550 parking spaces. The 2018 demand for passenger parking was 5,850 spaces. As such, there is an excess supply of nearly 2,700 spaces.

During construction of Phase 1a of the project, it is assumed that passenger parking will be removed from Terminal 1 and Harbor Drive, as these are within the areas where construction will occur. In addition, the Pacific Highway lot will be used for Airport employee parking. As a result, parking supply for Airport customers will be reduced from 8,550 spaces to 4,000 spaces. Meanwhile passenger demand for parking is projected to increase to 6,150 parking spaces, resulting in a shortfall of 2,150 spaces. This deficit of over 2,000 parking spaces is expected to continue until the Terminal 1 parking plaza is opened in 2024.

When Phase 1a is completed, an additional 5,000 parking spaces would be available at T1, increasing the total Terminal 1 supply to 9,300 customer parking spaces. Meanwhile, the parking demand in year 2024 is expected to be 6,700 parking spaces, for a surplus of about 2,600 spaces.

When Phase 1b is completed in 2026, it is assumed that no new parking would be provided. Parking demand is expected to be 7,050 parking spaces, resulting in a parking surplus of 2,250 parking spaces.

In 2030, it is assumed that no new parking supply would be constructed. The demand for customer parking would be 7,900 parking spaces, which would result in a surplus of 1,400 parking spaces.

In 2035, the same 9,300 parking spaces will be available for customers. The passenger parking demand is expected to increase to 8,450 spaces. This will result in a surplus of 850 spaces.

In 2050, parking demand will continue to increase to 9,000 spaces, versus the supply of 9,300 spaces. This results in a surplus of 300 parking spaces.

The parking analyses indicates that there would be a short-term shortage of parking during Phase 1a of the construction (late 2020 to 2024). During this time there would be a shortage of over 2,000 parking spaces. This shortfall would represent a deficit that is more than 10 percent of the required amount of parking (i.e., would be up to a 33% deficit); however, this temporary shortfall in parking is not expected to substantially affect the availability of parking in an adjacent residential area, given that there are no such residential areas close by, nor is this temporary parking deficiency expected to severely impede the accessibility of a public parking facility, such as at a park or beach, given that such parking in the local area is short-term only and there are numerous other privately-owned/operated parking options around the Airport. Further, off-Airport parking providers are typically between 75 to 80 percent at capacity, so they should have available parking to address

any increase in demand. As such, the temporary deficit in parking would be a ***less than significant impact.***

Notwithstanding the above, there are several options that the SDCRAA may consider in addressing the temporary shortfall in Airport parking during development of Phase 1a. Such options may include, but are not limited to:

1. Create space for valet parking. Depending on construction staging needs, there may be areas available for valet storage of vehicles near T1 or within T2 parking areas. Valet parkers can stack parking in tandem to increase the effective supply of parking.

2. Promote the use of transit connections and private off-Airport parking for long-term passenger parking. There are an estimated 6,000 parking spaces promoted for Airport use by private companies located near SDIA. Parking operators include Park & Fly, Aladdin, Wally Park, Laurel Airport Parking, and Park, Shuttle and Fly. These companies provide shuttle service to the Airport terminals. SDIA could promote the use of these parking spaces during times when on-Airport parking is expected to be in short supply.

3. Secure a short-term lease of off-site properties for the use of employee parking. Potential sites include land formerly used by Rental Car companies that are now located in the Rental Car Center. This includes areas on the south side of North Harbor Drive, as well as areas in the Pacific Highway corridor. Parking on these or other undeveloped sites could provide a revenue-generating interim use of these properties until more permanent uses are built.

H.2.5 Construction Traffic Trip Generation

This section presents the estimated trip generation associated with construction traffic and its impact at the study area intersections, using the same significance criteria applied above in the evaluation of impacts associated with future operation of Alternative 4.

As part of Alternative 4, SDCRAA will implement a Construction Traffic Management Program (CTMP), similar to that successfully implemented during the SDIA Green Build Construction Program. This CTMP, which is described in Section 2.7.2 of the Recirculated Draft EIR, includes establishing an ADP Construction coordination office with the Ground Transportation Department and requires orientation for construction personnel.

Trip generation associated with Alternative 4 would consist of employee commuter trips and material related truck trips. Project-specific details of the construction projects were inputted into the Airport Construction Emissions Inventory Tool (ACEIT) to estimate construction equipment/vehicle activity data (e.g., equipment and vehicle fleet/usage). The ACEIT calculates the number and types of on-road vehicles based on the project type selected and square footage inputted into the model. The on-road vehicles included are used for transport and delivery of supplies, material and equipment to and from the site, and also include construction worker vehicles. The number of construction employees is based on the number of equipment associated with the construction project.

The estimated trip generation by Airport construction phase and type of trip (construction employee/truck) calculated from the ACEIT is presented in Table H-42.

Table H-42: Total Airport Construction Trip Generation – Alternative 4

Construction Phase	Type of Trip	Number of Round Trips
Phase 1a	Employee Commuter	175,956
	Material Delivery Truck	35,926
Phase 1b	Employee Commuter	118,938
	Material Delivery Truck	20,737

Source: Kimley-Horn, June 2019.

Each phase has an estimated duration of four years. All vehicles were assumed be work eight hours a day, five days a week, for 52 weeks per year. Vehicle round trips were assumed to enter during the AM peak and leave during the PM peak. Unlike commuter trips, truck trips were assumed to be dispersed evenly throughout the day. Due to the size and impact of trucks on roadway operations, trucks were assumed to have a passenger-car-equivalent (PCE) value of 2.5. The resulting peak-hour construction traffic for each phase of work is presented in Table H-43.

Table H-43: Estimated Airport Construction Peak-Hour Trip Generation - Alternative 4

Construction Phase	Type of Trip	AM Peak Hour	PM Peak Hour
Phase 1a	Inbound	175	5
	Outbound	5	175
Phase 1b	Inbound	117	3
	Outbound	3	117

Source: Kimley-Horn, June 2019.

The trip distribution for the Airport construction trips were assumed to follow the general trip distribution associated with the Airport traffic while truck trips were all assumed to use the freeway network. Construction traffic would all utilize Harbor Drive and enter the assumed construction staging site off Liberator Way.

H.2.5.1 Impact H-9

Summary Conclusion for Impact H-9: Implementation of Alternative 4 would exceed thresholds of significance relating to the operation of 2 intersections in 2020/2021 With Project Construction Conditions scenario (Construction Phase 1a); such impacts would be *significant*. Mitigation is proposed to fully mitigate these impacts.

Intersection Level of Service (Construction Phase 1a)

2020/2021 Without Project Construction and 2020/2021 With Project Construction traffic volumes were evaluated at the study area intersections. The baseline condition volumes were determined using on the same methodology as the intersection analysis. Results of the analysis are presented in Table H-44. Level of Service worksheets are contained in Appendix R-H2. As shown in the table, all study area intersections operate at acceptable levels of service during the weekday AM and PM peak hours with the exception of:

#16 – Kettner Boulevard at W Laurel Street

- **Operates at LOS F during AM Peak and at LOS E during the PM Peak**

#41 – Kettner Boulevard at Palm Street

- **Operates at LOS E during the AM Peak and at LOS F during the PM Peak**

Table H-44: Construction Phase 1a (2020/2021) Intersection Level of Service Summary – Alternative 4

Intersection		Peak Hour	Existing		2020/2021 Without Project Construction		2020/2021 With Project Construction			
			DELAY (A)	LOS (B)	DELAY (A)	LOS (B)	DELAY (A)	LOS (B)	Change from Existing (D)	Change From 2020 Without Project Construction (D)
1	Pacific Hwy at Taylor St / Rosecrans St	AM	27.7	C	27.9	C	27.9	C	0.2	0.0
		PM	35.8	D	37.3	D	37.4	D	1.6	0.1
2	Pacific Hwy at Old Town Transit Center (Bus Access)	AM	9.7	A	10.0	B	10.0	B	0.3	0.0
		PM	11.1	B	11.8	B	11.8	B	0.7	0.0
3	Pacific Hwy at Enterprise St	AM	31.7	C	34.0	C	34.0	C	2.3	0.0
		PM	44.5	D	49.5	D	49.4	D	4.9	-0.1
4	Pacific Hwy SB Ramps at Washington St	AM	11.7	B	11.9	B	12.0	B	0.3	0.1
		PM	12.5	B	13.0	B	13.0	B	0.5	0.0
5	Washington St at Frontage Rd	AM	20.7	C	21.4	C	21.4	C	0.7	0.0
		PM	18.7	B	19.3	B	19.5	B	0.8	0.2
6	Washington St at Hancock St	AM	22.0	C	21.7	C	21.7	C	-0.3	0.0
		PM	23.1	C	23.1	C	23.1	C	0.0	0.0
7	Washington St at San Diego Ave	AM	31.1	C	32.7	C	32.7	C	1.6	0.0
		PM	16.2	B	16.6	B	16.6	B	0.4	0.0
8	India St at Vine St	AM	4.5	A	4.6	A	4.6	A	0.1	0.0
		PM	4.3	A	4.3	A	4.3	A	0.0	0.0
9	Sassafras St at Pacific Hwy	AM	22.0	C	22.4	C	22.6	C	0.6	0.2
		PM	29.7	C	30.9	C	30.9	C	1.2	0.0
10	Sassafras St at Kettner Blvd	AM	13.5	B	14.8	B	15.0	B	1.5	0.2
		PM	15.0	B	16.9	B	16.9	B	1.9	0.0
11	Sassafras St at India St	AM	6.8	A	6.6	A	6.6	A	-0.2	0.0
		PM	10.2	B	10.0	B	10.4	B	0.2	0.4
12	Palm St at Pacific Hwy	AM	8.7	A	9.4	A	9.6	A	0.9	0.2
		PM	10.3	B	11.3	B	11.3	B	1.0	0.0
14	Laurel St at North Harbor Dr	AM	24.4	C	25.9	C	26.4	C	2.0	0.5
		PM	26.2	C	28.2	C	34.1	C	7.9	5.9
15	Laurel St at Pacific Hwy	AM	44.6	D	43.7	D	46.4	D	1.8	2.7
		PM	51.6	D	54.2	D	54.9	D	3.3	0.7
16	Laurel St at Kettner Blvd	AM	91.8	**F**	136.1	**F**	153.1	**F**	**61.3**	**17.0**
		PM	48.9	D	59.5	**E**	60.3	**E**	**11.4**	0.8
17	Laurel St at India St	AM	15.1	B	15.7	B	15.7	B	0.6	0.0
		PM	15.7	B	16.2	B	16.2	B	0.5	0.0
18	Hawthorn St at North Harbor Dr	AM	8.9	A	9.1	A	9.2	A	0.3	0.1
		PM	10.0	B	10.3	B	10.2	B	0.2	-0.1
19	Hawthorn St at Pacific Hwy	AM	36.9	D	37.4	D	37.9	D	1.0	0.5
		PM	41.9	D	44.9	D	45.8	D	3.9	0.9
20	Hawthorn St at Kettner Blvd	AM	30.7	C	31.3	C	31.9	C	1.2	0.6
		PM	28.4	C	28.9	C	28.9	C	0.5	0.0
21	Hawthorn St at India St	AM	31.5	C	32.3	C	32.9	C	1.4	0.6
		PM	27.2	C	27.5	C	27.5	C	0.3	0.0
22	Hawthorn St at Columbia St	AM	33.5	C	34.7	C	35.4	D	1.9	0.7
		PM	30.5	C	31.1	C	31.1	C	0.6	0.0
23	Hawthorn St at State St	AM	10.7	B	11.4	B	11.7	B	1.0	0.3
		PM	8.6	A	9.1	A	9.1	A	0.5	0.0
24	Hawthorn St at Brant St / I-5 NB Ramps	AM	15.7	C	16.3	C	16.3	C	0.6	0.0
		PM	20.5	C	22.1	C	22.3	C	1.8	0.2
25	Grape St at North Harbor Dr	AM	10.7	B	10.8	B	11.0	B	0.3	0.2
		PM	18.8	B	19.0	B	19.0	B	0.2	0.0
26	Grape St at Pacific Hwy	AM	29.2	C	29.4	C	29.5	C	0.3	0.1
		PM	28.9	C	29.1	C	29.4	C	0.5	0.3
27	Grape St at Kettner Blvd	AM	30.8	C	31.3	C	31.3	C	0.5	0.0
		PM	36.2	D	37.1	D	37.7	D	1.5	0.6
28	Grape St at India St	AM	29.6	C	31.1	C	31.1	C	1.5	0.0
		PM	35.5	D	38.6	D	39.6	D	4.1	1.0
29	Grape St at Columbia St	AM	34.7	C	31.7	C	31.7	C	-3.0	0.0

Table H-44: Construction Phase 1a (2020/2021) Intersection Level of Service Summary – Alternative 4

Intersection		Peak Hour	Existing		2020/2021 Without Project Construction		2020/2021 With Project Construction			
			DELAY (A)	LOS (B)	DELAY (A)	LOS (B)	DELAY (A)	LOS (B)	Change from Existing (D)	Change From 2020 Without Project Construction (D)
		PM	43.3	D	39.9	D	40.6	D	-2.7	0.7
30	State St / I-5 SB On-Ramp at W Grape St	AM	24.4	C	25.8	C	25.7	C	1.3	-0.1
		PM	33.1	C	36.6	D	37.7	D	4.6	1.1
31	North Harbor Dr at McCain Rd	AM	11.6	B	11.6	B	11.7	B	0.1	0.1
		PM	8.1	A	8.1	A	8.3	A	0.2	0.2
32	North Harbor Dr at Airport Terminal Rd	AM	22.2	C	22.4	C	22.1	C	-0.1	-0.3
		PM	19.3	B	19.3	B	19.5	B	0.2	0.2
33	North Harbor Dr at Harbor Island Dr / Airport Terminal Road	AM	40.0	D	10.2	B	10.2	B	-29.8	0.0
		PM	35.3	D	36.8	D	37.2	D	1.9	0.4
34	Harbor Island Dr at N Harbor Dr	AM	10.0	B	10.2	B	10.2	B	0.2	0.0
		PM	10.6	B	10.9	B	10.9	B	0.3	0.0
35	Harbor Island Dr at Harbor Island Dr	AM	22.1	C	22.5	C	22.5	C	0.4	0.0
		PM	22.6	C	22.9	C	22.9	C	0.3	0.0
36	Harbor Island Dr at Parking Lot Access	AM	8.5	A	8.5	A	8.5	A	0.0	0.0
		PM	9.1	A	9.3	A	9.3	A	0.2	0.0
38	North Harbor Dr at Liberator Way	AM	4.9	A	5.0	A	5.1	A	0.2	0.1
		PM	8.8	A	9.0	A	12.3	B	3.5	3.3
39	North Harbor Dr at Cell Phone Lot	AM	16.3	B	17.2	B	18.2	B	1.9	1.0
		PM	18.2	B	20.3	C	24.8	C	6.6	4.5
40	North Harbor Dr at Terminal Link Rd	AM	4.2	A	4.4	A	5.1	A	0.9	0.7
		PM	3.3	A	3.5	A	3.8	A	0.5	0.3
41	Kettner Boulevard at Palm Street	AM	21.7	C	39.4	**E**	42.4	**E**	**20.7**	**3.0**
		PM	59.9	**F**	380.8	**F**	380.8	**F**	**320.9**	0.0
42	North Harbor Drive at Laning Road	AM	13.5	B	13.5	B	13.4	B	-0.1	-0.1
		PM	32.4	C	33.7	C	33.7	C	1.3	0.0
43	North Harbor Drive at Nimitz Boulevard	AM	16.4	B	16.4	B	16.7	B	0.3	0.3
		PM	40.7	D	40.7	D	40.7	D	0.0	0.0
44	Rosecrans Street at Nimitz Boulevard	AM	41.1	D	34.3	C	34.3	C	-6.8	0.0
		PM	45.1	D	40.6	D	40.8	D	-4.3	0.2

Source: Kimley-Horn, June 2019.

Notes: **Bold** values indicate intersections operating at LOS E or F. **Bold** and **shaded** values indicate project significant impact.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using Synchro 10.

(c) Change in delay due to addition of background traffic growth, addition of cumulative project traffic, and addition of project traffic. Addition of project traffic may cause a decrease in delay at some locations. This counterintuitive result occurs when the volume being added to the intersection is on movements with less delay than the current overall intersection average delay, decreasing the overall intersection average delay.

(d) Change in delay due to addition of project traffic. Addition of project traffic may cause a decrease in delay at some locations. This counterintuitive result occurs when the volume being added to the intersection is on movements with less delay than the current overall intersection average delay, decreasing the overall intersection average delay.

The following mitigations would address the significant impacts that would occur from the project, as defined by Table H-44, between Existing conditions and 2020/2021 With Project Construction Phase 1a:

#16 Kettner Boulevard at W Laurel Street

The intersection of Kettner Boulevard at West Laurel Street operates at LOS F during the AM peak hour and at LOS E during the PM peak hour under 2020/2021 Without Project traffic conditions. This intersection would experience an increase in delay greater than two seconds in the AM with the addition of the construction traffic. Because the increase in delay would exceed the allowable threshold, this would be considered a significant impact.

As discussed in Impact Section H.2.1.1 MM-TR-I-1c would mitigate this intersection. Since this improvement resulted in an acceptable LOS with higher volumes, it would result in acceptable LOS with construction traffic.

#41 Kettner Boulevard at Palm Street

The intersection of Kettner Boulevard at Palm Street operates at LOS E during the AM peak hour and at LOS F during the under 2020/2021 Without Project traffic conditions. This intersection would experience an increase in delay greater than two seconds in the AM with the addition of the construction traffic. Because the increase in delay would exceed the allowable threshold, this would be considered a significant impact.

As discussed in Impact Section H.2.1.1, MM-TR-I-1e would mitigate this intersection. Since this improvement resulted in an acceptable LOS with higher volumes, it would result in acceptable LOS with construction traffic. MM-TR-I-1e, however, is presently ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

H.2.6 Impact H-10

Summary Conclusion for Impact H-10: Implementation of Alternative 4 would exceed thresholds of significance relating to the operation of 5 intersections in 2024 With Project Construction Conditions scenario (Construction Phase 1b). Although mitigation is proposed to reduce these impacts, impacts would not be fully mitigated and would be *significant and unavoidable* at 1 intersection.

Intersection Level of Service (Construction Phase 1b)

Existing Condition and 2024 With Project Construction traffic volumes were evaluated at the study area intersections. The baseline condition volumes were determined using on the same methodology as the intersection analysis. Results of the analysis are presented in Table H-45. Level of Service worksheets are contained in Appendix R-H2. As shown in the table, all study area intersections operate at acceptable levels of service during the weekday AM and PM peak hours with the exception of:

#3 – Pacific Highway at Enterprise Street

- **Operates at LOS E during PM Peak**

#15 – Pacific Highway at W Laurel Street

- **Operates at LOS E during PM Peak**

#16 – Kettner Boulevard at W Laurel Street

- **Operates at LOS F during AM Peak and PM Peak**

#29 – Columbia Street at W Grape Street

- **Operates at LOS E during PM Peak**

#41 – Kettner Boulevard at Palm Street

- **Operates at LOS F during AM Peak and PM Peak**

The following mitigations would address the significant impacts that would occur from the project, as defined by Table H-45, between Existing traffic condition and 2024 With Project Construction Phase 1b:

#3 – Pacific Highway at Enterprise Street

The intersection of Pacific Highway at Enterprise Street operates at LOS E during the PM peak hour under 2024 Without Project traffic conditions. This intersection would experience an increase in delay greater than two seconds in the AM with the addition of the construction traffic. Because the increase in delay would exceed the allowable threshold, this would be considered a significant impact.

Proposed Mitigation Measure

MM-TR-Con-1: **Construction Traffic Measures.** Prior to the start of any construction phases at SDIA, SDCRAA shall promote the following TDM strategies: 1. Consider establishing a remote lot for construction workers with shuttles to their work site; 2. Stagger start times of various crews, when possible, to reduce the intensity of construction impacts; 3. Consider adding a shuttle stop at the construction site for transit services from Santa Fe Depot and/or Old Town Transit Center.

Implementation of MM-TR-Con-1 would mitigate this impact and is ***feasible***. It is not anticipated to reduce the traffic impact to be less than significant, but would help alleviate traffic impact on the facility.

Table H-45: Construction Phase 1b (2024) Intersection Level of Service Summary – Alternative 4

Intersection		Peak Hour	Existing		2024 Without Project Construction		2024 With Project Construction			
			DELAY (A)	LOS (B)	DELAY (A)	LOS (B)	DELAY (A)	LOS (B)	Change from Existing (D)	Change From 2024 Without Project Construction (D)
1	Pacific Hwy at Taylor St / Rosecrans St	AM	27.7	C	27.9	C	28.0	C	0.3	0.1
		PM	35.8	D	40.1	D	40.1	D	4.3	0.0
2	Pacific Hwy at Old Town Transit Center (Bus Access)	AM	9.7	A	10.3	B	10.3	B	0.6	0.0
		PM	11.1	B	12.8	B	12.8	B	1.7	0.0
3	Pacific Hwy at Enterprise St	AM	31.7	C	37.5	D	37.5	D	5.8	0.0
		PM	44.5	D	64.1	**E**	64.2	**E**	**19.7**	0.1
4	Pacific Hwy SB Ramps at Washington St	AM	11.7	B	12.1	B	12.2	B	0.5	0.1
		PM	12.5	B	13.8	B	14.9	B	2.4	1.1
5	Washington St at Frontage Rd	AM	20.7	C	27.5	C	27.5	C	6.8	0.0
		PM	18.7	B	23.6	C	20.0	C	1.3	-3.6
6	Washington St at Hancock St	AM	22.0	C	20.9	C	20.9	C	-1.1	0.0
		PM	23.1	C	23.9	C	23.7	C	0.6	-0.2
7	Washington St at San Diego Ave	AM	31.1	C	35.4	D	35.4	D	4.3	0.0
		PM	16.2	B	17.5	B	17.7	B	1.5	0.2
8	India St at Vine St	AM	4.5	A	4.6	A	4.6	A	0.1	0.0
		PM	4.3	A	4.4	A	4.3	A	0.0	-0.1
9	Sassafras St at Pacific Hwy	AM	22.0	C	26.7	C	26.8	C	4.8	0.1
		PM	29.7	C	37.2	D	40.1	D	10.4	2.9
10	Sassafras St at Kettner Blvd	AM	13.5	B	18.2	B	18.4	B	4.9	0.2
		PM	15.0	B	21.4	C	23.3	C	8.3	1.9
11	Sassafras St at India St	AM	6.8	A	5.8	A	5.8	A	-1.0	0.0
		PM	10.2	B	9.3	A	11.0	B	0.8	1.7
12	Palm St at Pacific Hwy	AM	8.7	A	12.5	B	12.5	B	3.8	0.0
		PM	10.3	B	14.0	B	13.3	B	3.0	-0.7
14	Laurel St at North Harbor Dr	AM	24.4	C	39.8	D	45.7	D	21.3	5.9
		PM	26.2	C	39.3	D	39.8	D	13.6	0.5
15	Laurel St at Pacific Hwy	AM	44.6	D	47.5	D	48.8	D	4.2	1.3
		PM	51.6	D	61.2	**E**	63.8	**E**	**12.2**	**2.6**
16	Laurel St at Kettner Blvd	AM	91.8	**F**	117.7	**F**	216.2	**F**	**124.4**	**98.5**
		PM	48.9	D	94.4	**F**	97.7	**F**	**48.8**	**3.3**
17	Laurel St at India St	AM	15.1	B	17.2	B	16.6	B	1.5	-0.6
		PM	15.7	B	17.4	B	17.5	B	1.8	0.1
18	Hawthorn St at North Harbor Dr	AM	8.9	A	6.1	A	9.5	A	0.6	3.4
		PM	10.0	B	8.2	A	8.2	A	-1.8	0.0
19	Hawthorn St at Pacific Hwy	AM	36.9	D	39.7	D	38.2	D	1.3	-1.5
		PM	41.9	D	39.1	D	39.4	D	-2.5	0.3
20	Hawthorn St at Kettner Blvd	AM	30.7	C	31.7	C	32.5	C	1.8	0.8
		PM	28.4	C	30.7	C	30.9	C	2.5	0.2
21	Hawthorn St at India St	AM	31.5	C	31.9	C	33.7	C	2.2	1.8
		PM	27.2	C	30.2	C	30.5	C	3.3	0.3
22		AM	33.5	C	36.5	D	37.0	D	3.5	0.5

Table H-45: Construction Phase 1b (2024) Intersection Level of Service Summary – Alternative 4

Intersection		Peak Hour	Existing		2024 Without Project Construction		2024 With Project Construction			
			DELAY (A)	LOS (B)	DELAY (A)	LOS (B)	DELAY (A)	LOS (B)	Change from Existing (D)	Change From 2024 Without Project Construction (D)
	Hawthorn St at Columbia St	PM	30.5	C	33.9	C	34.3	C	3.8	0.4
23	Hawthorn St at State St	AM	10.7	B	12.0	B	12.6	B	1.9	0.6
		PM	8.6	A	10.9	B	11.0	B	2.4	0.1
24	Hawthorn St at Brant St / I-5 NB Ramps	AM	15.7	C	17.3	C	17.3	C	1.6	0.0
		PM	20.5	C	24.3	C	24.3	C	3.8	0.0
25	Grape St at North Harbor Dr	AM	10.7	B	10.5	B	11.1	B	0.4	0.6
		PM	18.8	B	13.1	B	13.2	B	-5.6	0.1
26	Grape St at Pacific Hwy	AM	29.2	C	29.9	C	30.0	C	0.8	0.1
		PM	28.9	C	29.6	C	29.7	C	0.8	0.1
27	Grape St at Kettner Blvd	AM	30.8	C	33.4	C	32.0	C	1.2	-1.4
		PM	36.2	D	39.4	D	39.7	D	3.5	0.3
28	Grape St at India St	AM	29.6	C	32.8	C	33.2	C	3.6	0.4
		PM	35.5	D	40.8	D	41.2	D	5.7	0.4
29	Grape St at Columbia St	AM	34.7	C	36.1	D	34.0	C	-0.7	-2.1
		PM	43.3	D	54.6	D	55.9	**E**	**12.6**	1.3
30	State St / I-5 SB On-Ramp at W Grape St	AM	24.4	C	29.8	C	27.6	C	3.2	-2.2
		PM	33.1	C	41.7	D	42.3	D	9.2	0.6
31	North Harbor Dr at McCain Rd	AM	11.6	B	11.5	B	13.9	B	2.3	2.4
		PM	8.1	A	9.7	A	8.8	A	0.7	-0.9
32	North Harbor Dr at Airport Terminal Rd	AM	22.2	C	21.3	C	21.7	C	-0.5	0.4
		PM	19.3	B	18.7	B	18.3	B	-1.0	-0.4
33	Harbor Island Dr at N Harbor Dr	AM	40.0	D	32.6	C	30.9	C	-9.1	-1.7
		PM	35.3	D	28.3	C	28.7	C	-6.6	0.4
34	Harbor Island Dr at Old Rent A Car Access / Sheraton	AM	10.0	B	10.2	B	10.2	B	0.2	0.0
		PM	10.6	B	11.1	B	11.1	B	0.5	0.0
35	Harbor Island Dr at Harbor Island Dr	AM	22.1	C	14.2	B	22.7	C	0.6	8.5
		PM	22.6	C	14.7	B	14.7	B	-7.9	0.0
36	Harbor Island Dr at Parking Lot Access	AM	8.5	A	8.6	A	8.6	A	0.1	0.0
		PM	9.1	A	9.4	A	9.4	A	0.3	0.0
38	North Harbor Dr at Liberator Way	AM	4.9	A	5.9	A	6.3	A	1.4	0.4
		PM	8.8	A	6.9	A	6.9	A	-1.9	0.0
39	North Harbor Dr at Cell Phone Lot	AM	16.3	B	1.4	A	1.4	A	-14.9	0.0
		PM	18.2	B	1.9	A	1.9	A	-16.3	0.0
40	North Harbor Dr at Terminal Link Rd	AM	4.2	A	7.7	A	2.1	A	-2.1	-5.6
		PM	3.3	A	17.5	B	18.5	B	15.2	1.0
41	Kettner Boulevard at Palm Street	AM	21.7	C	254.7	**F**	266.5	**F**	**244.8**	**11.8**
		PM	59.9	**F**	1509.3	**F**	1358.3	**F**	**1298.4**	-151.0
42	North Harbor Drive at Laning Road	AM	13.5	B	13.4	B	13.4	B	-0.1	0.0
		PM	32.4	C	35.4	D	35.5	D	3.1	0.1

Table H-45: Construction Phase 1b (2024) Intersection Level of Service Summary – Alternative 4

Intersection		Peak Hour	Existing		2024 Without Project Construction		2024 With Project Construction			
			DELAY (A)	LOS (B)	DELAY (A)	LOS (B)	DELAY (A)	LOS (B)	Change from Existing (D)	Change From 2024 Without Project Construction (D)
43	North Harbor Drive at Nimitz Boulevard	AM	16.4	B	19.2	B	16.6	B	0.2	-2.6
		PM	40.7	D	42.8	D	42.8	D	2.1	0.0
44	Rosecrans Street at Nimitz Boulevard	AM	41.1	D	35.7	D	35.8	D	-5.3	0.1
		PM	45.1	D	42.6	D	42.6	D	-2.5	0.0

Source: Kimley-Horn, June 2019.

Notes: **Bold** values indicate intersections operating at LOS E or F. **Bold** and **shaded** values indicate project significant impact.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the Highway Capacity Manual, 6th Edition, and performed using Synchro 10.

(c) Change in delay due to addition of background traffic growth, addition of cumulative project traffic, and addition of project traffic. Addition of project traffic may cause a decrease in delay at some locations. This counterintuitive result occurs when the volume being added to the intersection is on movements with less delay than the current overall intersection average delay, decreasing the overall intersection average delay.

(d) Change in delay due to addition of project traffic. Addition of project traffic may cause a decrease in delay at some locations. This counterintuitive result occurs when the volume being added to the intersection is on movements with less delay than the current overall intersection average delay, decreasing the overall intersection average delay.

#15 – Pacific Highway at W Laurel Street

The intersection of Pacific Highway at West Laurel Street operates at LOS F during the PM peak hour under 2024 Without Project traffic conditions. This intersection would experience an increase in delay greater than two seconds in the AM with the addition of the construction traffic. Because the increase in delay would exceed the allowable threshold, this would be considered a significant impact.

Proposed Mitigation Measure

MM-TR-Con-1: **Construction Traffic Measures.** Prior to the start of any construction phases at SDIA, SDCRAA shall promote the following TDM strategies: 1. Consider establishing a remote lot for construction workers with shuttles to their work site; 2. Stagger start times of various crews, when possible, to reduce the intensity of construction impacts; 3. Consider adding a shuttle stop at the construction site for transit services from Santa Fe Depot and/or Old Town Transit Center.

Implementation of MM-TR-Con-1 would mitigate this impact and is ***feasible***. It is not anticipated to reduce the traffic impact to be less than significant, but would help alleviate traffic impact on the facility.

As discussed in Impact Section H.2.1.1, MM-TR-I-1b would mitigate this intersection. Since this improvement resulted in an acceptable LOS with higher volumes, it would result in acceptable LOS with construction traffic

#16 – Kettner Boulevard at W Laurel Street

The intersection of Kettner Boulevard at West Laurel Street operates at LOS F during the AM peak hour and at LOS F during the PM peak hour under 2024 Without Project traffic conditions. This intersection would experience an increase in delay greater than two seconds in the AM with the addition of the construction traffic. Because the increase in delay would exceed the allowable threshold, this would be considered a significant impact.

Proposed Mitigation Measure

MM-TR-Con-1: **Construction Traffic Measures.** Prior to the start of any construction phases at SDIA, SDCRAA shall promote the following TDM strategies: 1. Consider establishing a remote lot for construction workers with shuttles to their work site; 2. Stagger start times of various crews, when possible, to reduce the intensity of construction impacts; 3. Consider adding a shuttle stop at the construction site for transit services from Santa Fe Depot and/or Old Town Transit Center.

Implementation of MM-TR-Con-1 would mitigate this impact and is ***feasible***. It is not anticipated to reduce the traffic impact to be less than significant, but would help alleviate traffic impact on the facility.

As discussed in Impact Section H.2.1.1, MM-TR-I-1c would mitigate this intersection. Since this improvement resulted in an acceptable LOS with higher volumes, it would result in acceptable LOS with construction traffic.

#29 – Columbia Street at West Grape Street

The intersection of Columbia Street at West Grape Street operates at LOS E during the AM and PM peak hours under 2024 Without Project traffic conditions. This intersection would experience an increase in delay greater than two seconds in the AM and PM peaks with the addition of the construction traffic. Because the increase in delay would exceed the allowable threshold, this would be considered a significant impact.

Proposed Mitigation Measure

MM-TR-Con-1: **Construction Traffic Measures.** Prior to the start of any construction phases at SDIA, SDCRAA shall promote the following TDM strategies: 1. Consider establishing a remote lot for construction workers with shuttles to their work site; 2. Stagger start times of various crews, when possible, to reduce the intensity of construction impacts; 3. Consider adding a shuttle stop at the construction site for transit services from Santa Fe Depot and/or Old Town Transit Center.

Implementation of MM-TR-Con-1 would mitigate this impact and is ***feasible***. It is not anticipated to reduce the traffic impact to be less than significant, but would help alleviate traffic impact on the facility.

As discussed in Impact Section H.2.2.3, MM-TR-I-4a would mitigate this intersection. Since this improvement resulted in an acceptable LOS with higher volumes, it would result in acceptable LOS with construction traffic.

#41 – Kettner Boulevard at Palm Street

The intersection of Kettner Boulevard at Palm Street operates at LOS F during the AM peak hour under 2024 Without Project traffic conditions. This intersection would experience an increase in delay with the addition of Alternative 4 traffic. Because the resulting LOS would exceed the allowable threshold, this would result in a significant impact.

Proposed Mitigation Measure

MM-TR-Con-1: **Construction Traffic Measures.** Prior to the start of any construction phases at SDIA, SDCRAA shall promote the following TDM strategies: 1. Consider establishing a remote lot for construction workers with shuttles to their work site; 2. Stagger start times of various crews, when possible, to reduce the intensity of construction impacts; 3. Consider adding a shuttle stop at the construction site for transit services from Santa Fe Depot and/or Old Town Transit Center.

Implementation of MM-TR-Con-1 would mitigate this impact and is ***feasible***. It is not anticipated to reduce the traffic impact to be less than significant, but would help alleviate traffic impact on the facility.

As discussed in Impact Section H.2.1.1, MM-TR-I-1e would mitigate this intersection. Since this improvement resulted in an acceptable LOS with higher volumes, it would result in acceptable LOS with construction traffic.

Proposed Mitigation Measures MM-TR-I-1c and MM-TR-I-1e presently are ***not considered feasible*** because the Mitigation Measures are within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measures are ***physically feasible***, SDCRAA could not require the City to implement these improvements. SDCRAA will, however, continue to collaborate with the City to implement these Mitigation Measures, and the City has stated that it approves the Measures. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measures, and if the funding is granted then the Mitigation Measures are feasible. If the FAA does not approve the funding then the Measures are infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measures are not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for these off-Airport improvement items.

Summary of Impact Determinations

Table H-46 summarizes the impact determinations of Alternative 4 related to traffic and circulation, as described above in the detailed discussion in Section 3.14.6 of the Recirculated Draft EIR. Identified potential impacts are based on the significance criteria presented in Section 3.14.5 of the Recirculated Draft EIR, the information and data sources cited throughout Section 3.14.6 of the Recirculated Draft EIR, and the professional judgment of the report preparers, as applicable.

Table H-46: Summary Matrix of Potential Impacts and Mitigation Measures Associated with Alternative 4 Related to Traffic and Circulation

ENVIRONMENTAL IMPACTS	IMPACT DETERMINATION	MITIGATION MEASURES	IMPACTS AFTER MITIGATION
Summary Conclusion for Impact H-1: Implementation of Alternative 4 would result in unacceptable operations of study facilities. Of those facilities, 4 intersections, 10 roadway segments, and 13 freeway segments are expected to exceed thresholds of significance under the Existing With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some mitigation is infeasible or only partially mitigates the impact, therefore impacts would remain *significant and unavoidable* at 7 roadway segments and 13 freeway segments.	Operation: Significant Impact	Listed in Section 3.14.2.1 of the RDEIR, as noted earlier in the formulation of mitigation measures, there are several measures that are physically feasible, but are not feasible from a funding standpoint, are located outside of SDIA (i.e., not within the jurisdiction of SDCRAA), and/or because they conflict with existing community plans.	Operation: Significant and Unavoidable
Summary Conclusion for Impact H-2: Implementation of Alternative 4 would result in unacceptable operations of study facilities in 2024. Of those facilities, 4 intersections, 12 roadway segments, and 17 freeway segments are expected to exceed thresholds of significance under the 2024 With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some proposed mitigation is infeasible or only partially mitigates the impacts, therefore, impacts would remain *significant and unavoidable* at 1 intersection, 7 roadway segments, and 17 freeway segments.	Operation: Significant Impact	Listed in Section 3.14.2.1 of the RDEIR, as noted earlier in the formulation of mitigation measures, there are several measures that are physically feasible, but are not feasible from a funding standpoint, are located outside of SDIA (i.e., not within the jurisdiction of SDCRAA), and/or because they conflict with existing community plans.	Operation: Significant and Unavoidable
Summary Conclusion for Impact H-3: Implementation of Alternative 4 would result in unacceptable operations at study facilities in 2026. Of those facilities, 4 intersections, 13 roadway segments, and 18 freeway segments are expected to exceed thresholds of significance under the 2026 With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some proposed mitigation is infeasible, or only partially mitigates the impact, therefore, impacts would remain	Operation: Significant Impact	Listed in Section 3.14.2.1 of the RDEIR, as noted earlier in the formulation of mitigation measures, there are several measures that are physically feasible, but are not feasible from a funding standpoint, are located outside of SDIA (i.e., not within the jurisdiction of SDCRAA), and/or because they conflict with existing	Operation: Significant and Unavoidable

Table H-46: Summary Matrix of Potential Impacts and Mitigation Measures Associated with Alternative 4 Related to Traffic and Circulation

ENVIRONMENTAL IMPACTS	IMPACT DETERMINATION	MITIGATION MEASURES	IMPACTS AFTER MITIGATION
significant and unavoidable **at 1 intersection, 10 roadway segments, and 18 freeway segments.**		community plans.	
Summary Conclusion for Impact H-4: Implementation of Alternative 4 would result in unacceptable operations of study facilities in 2030. Of those facilities, 8 intersections, 18 roadway segments, and 21 freeway segments are expected to exceed thresholds of significance under the 2030 With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some proposed mitigation is infeasible, and other measures only partially mitigate impacts, therefore, impacts would remain *significant and unavoidable* at 2 intersections, 16 roadway segments and 21 freeway segments.	Operation: Significant Impact	Listed in Section 3.14.2.1 of the RDEIR, as noted earlier in the formulation of mitigation measures, there are several measures that are physically feasible, but are not feasible from a funding standpoint, are located outside of SDIA (i.e., not within the jurisdiction of SDCRAA), and/or because they conflict with existing community plans.	Operation: Significant and Unavoidable
Summary Conclusion for Impact H-5: Implementation of Alternative 4 would result in unacceptable operations of study facilities in 2035. Of those facilities, 10 intersections, 20 roadway segments, and 21 freeway segments are expected to exceed thresholds of significance under the 2035 With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some proposed mitigation is infeasible and other measures only partially mitigate impacts, therefore, impacts would remain *significant and unavoidable* at 4 intersections, 18 roadway segments and 21 freeway segments.	Operation: Significant Impact	Listed in Section 3.14.2.1 of the RDEIR, as noted earlier in the formulation of mitigation measures, there are several measures that are physically feasible, but are not feasible from a funding standpoint, are located outside of SDIA (i.e., not within the jurisdiction of SDCRAA), and/or because they conflict with existing community plans.	Operation: Significant and Unavoidable
Summary Conclusion for Impact H-6: Implementation of Alternative 4 would result in unacceptable operations of study facilities in 2050. Of those facilities, 26 intersections, 24 roadway segments, and 22 freeway segments are expected to exceed thresholds of significance under the 2050 With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-	Operation: Significant Impact	Listed in Section 3.14.2.1 of the RDEIR, as noted earlier in the formulation of mitigation measures, there are several measures that are physically feasible, but are not feasible from a funding standpoint, are located outside of SDIA (i.e., not within	Operation: Less than Significant

Table H-46: Summary Matrix of Potential Impacts and Mitigation Measures Associated with Alternative 4 Related to Traffic and Circulation

ENVIRONMENTAL IMPACTS	IMPACT DETERMINATION	MITIGATION MEASURES	IMPACTS AFTER MITIGATION
significant level; however, some proposed mitigation is infeasible, or only partially mitigates the impact, therefore, impacts would remain *significant and unavoidable* at 25 intersections, 23 roadway segments and 22 freeway segments.		the jurisdiction of SDCRAA), and/or because they conflict with existing community plans.	
Summary Conclusion for Impact H-7: Implementation of Alternative 4 would result in an increase in VHD at six at-grade railroad crossing locations in Downtown San Diego; however, the increase in VHD would not exceed the threshold of significance. As such, the at-grade railroad crossing impact would be *less than significant*.	Operation: Less than Significant	No mitigation is required	Operation: Less than Significant
Summary Conclusion for Impact H-8: Implementation of Alternative 4 would result in a temporary deficit in on-Airport parking supply during development of Phase 1a in 2021; however, this temporary shortfall in parking would not substantially affect parking in adjacent residential areas or in off-Airport public parking, including at parks and beaches. As such, the parking impact would be *less than significant*.	Construction: Less than Significant	No mitigation is required	Construction: Less than Significant
Summary Conclusion for Impact H-9: Implementation of Alternative 4 would exceed thresholds of significance relating to the operation of 2 intersections in 2020/2021 With Project Construction Conditions scenario (Construction Phase 1a); such impacts would be *significant*. Mitigation is proposed to fully mitigate these impacts.	Construction: Significant Impact	MM-TR-I-1c and MM-TR-I-1e listed in Section 3.14.2.1 of the RDEIR, as noted earlier in the formulation of mitigation measures, the measures may be physically feasible, but are not feasible from a funding standpoint, and also are located outside of SDIA (i.e., not within the jurisdiction of SDCRAA).	Construction: Less than Significant
Summary Conclusion for Impact H-10: Implementation of Alternative 4 would exceed thresholds of significance relating to the operation of 5 intersections in 2024 With Project Construction Conditions scenario (Construction	Construction: Significant Impact	MM-TR-I-1b, MM-TR-I-1c and MM-TR-I-1e listed in Section 3.14.2.1 of the RDEIR, as noted earlier in the formulation of mitigation measures,	Construction: Significant and Unavoidable

Table H-46: Summary Matrix of Potential Impacts and Mitigation Measures Associated with Alternative 4 Related to Traffic and Circulation

ENVIRONMENTAL IMPACTS	IMPACT DETERMINATION	MITIGATION MEASURES	IMPACTS AFTER MITIGATION
Phase 1b). Although mitigation is proposed to reduce these impacts, impacts would not be fully mitigated and would be *significant and unavoidable* at 1 intersection.		the measures may be physically feasible, but are not feasible from a funding standpoint, are located outside of SDIA (i.e., not within the jurisdiction of SDCRAA), and/or because they conflict with existing community plans.	

H.2.8 Mitigation Measures

The following are the mitigation measures that have been identified as physically feasible and capable, or partially capable, of reducing traffic and circulation impacts to below a level of significance. As explained throughout Section 3.14.6 of the Recirculated Draft EIR; however, some of the mitigation measures are not fully feasible in reducing traffic and circulation impacts to below a level of significance due to funding, legal, and/or jurisdictional limitations and factors that prevent implementation of the mitigation measures.

MM-TR-LRP-2: **Airport Regional Connections.** The SDCRAA shall participate in regional efforts to develop a long-range transportation solution for accessing the Airport, including the following measures: 1. Participate in regional planning efforts led by SANDAG (Airport Connections Study) to determine transit connections between regional transit and the Airport terminals, freeway connections along the Laurel Street corridor, intelligent transportation systems, and mobility hub improvements/strategies; 2. Preserve space within Airport property to accommodate a transit station located near the terminals and an on-Airport exit roadway; and 3. Participate in the implementation of improvements and strategies identified in the Airport Connections Study.

1. SDCRAA staff are fully engaged as stakeholders in SANDAG's committee and subcommittees which are tasked with developing regional solutions for improving access to the Airport. Other stakeholders include SANDAG, City of San Diego, MTS, Caltrans, US Navy and Marine Corps, and the Port of San Diego. SDCRAA has shared data, plans, concepts, and studies. In addition, SDCRAA shall provide feedback on suggested options.

2. The ADP has allocated a site to accommodate a potential transit station within Airport property in proximity to passenger terminals. The ADP also preserves space for an exit roadway on Airport property that could be built in conjunction with new freeway access ramps and enhanced capacity within the Laurel Street corridor.

3. SDCRAA will fund its fair share of agreed to improvement to implement long-term regional solutions identified by SANDAG's Airport Connections Study, subject to FAA concurrence to use Airport funding for these purposes. Proposed Mitigation Measure MM-TR-LRP-2 currently could not be implemented and is presently ***not considered feasible*** because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding. Portions of Mitigation Measure MM-TR-LRP-2 require physical improvements to facilities and/or VMT reduction items and are within the jurisdiction of other public agencies or departments and are ***not considered physically feasible.*** SDCRAA could not require those agencies or departments to implement any as yet unidentified improvements or VMT reduction programs. SDCRAA will, however, continue to collaborate with the other public agencies and departments to implement any improvement items and/or VMT reduction programs (consistent with CEQA Guidelines section 15064.3) relating to the Airport. Also, due to FAA regulations, proposed Mitigation Measure MM-TR-LRP-2 currently could not be implemented and is presently ***not considered feasible*** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements, programs to reduce VMT, or other mitigation measures. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for the as yet unidentified off-Airport improvement or VMT reduction items. If the funding is granted (and the other agencies agree to implement) then the Mitigation Measure would be feasible. If the FAA does not approve the funding then the Measure would be infeasible.

MM-TR-I-1a: **Improve the Intersection of Laurel Street at North Harbor Drive**. Prior to passenger air travel exceeding 32.0 million annual passengers (MAP), SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Add a third Eastbound left-turn lane and remove an Eastbound through lane. Proposed Mitigation Measure MM-TR-I-1a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work

with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-1b: **Improve the Intersection of Pacific Highway at West Laurel Street.** Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Remove a westbound through lane on the West leg and add a second Eastbound left-turn lane, convert a Southbound through lane into a second Southbound right-turn lane, and re-coordinate signals along Laurel Street. Upgrade from Class II bicycle lanes to Class IV Cycle Tracks on Pacific Highway and provide protected traffic signal phasing for bicycles on Pacific Highway. The bicycle improvements will extend from Laurel Street to Washington Street affecting the intersections of Pacific Highway at Sassafras St / Admiral Boland Way and Pacific Highway at Palm Street. Proposed Mitigation Measure MM-TR-I-1b presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-1c: **Improve the Intersection of Kettner Boulevard at West Laurel Street.** Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Re-stripe the Southbound approach to two right-turn lanes, one through lane, and one optional through / left-turn lane. Proposed Mitigation Measure MM-TR-I-1c presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that

reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-1d: **Improve the Intersections on North Harbor Drive from Harbor Island Drive to Grape Street.** Prior to passenger air travel exceeding 32.0 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Re-coordinate signals along North Harbor Drive from Harbor Island Drive to Grape Street. Proposed Mitigation Measure MM-TR-I-1d presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-1e: **Improve the Intersection of Kettner Boulevard at Palm Street.** Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Install a traffic signal, restripe Palm Street to two lanes in each direction between Kettner Boulevard and Pacific Highway, and install pre-signals at the rail crossing. Provide directional signs on Kettner Boulevard, Pacific Highway, Laurel Street and North Harbor Drive suggesting Palm Street as an option for reaching the Airport terminals. Proposed Mitigation Measure MM-TR-I-1e presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible***, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-4a: **Improve the Intersection of Columbia Street at West Grape Street.** Prior to passenger air travel exceeding 32.0 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Redistribution of traffic and retiming of signals. Provide directional signs on eastbound North Harbor Drive suggesting Laurel Street as an option for reaching I-5 southbound. Proposed Mitigation Measure MM-TR-I-4a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-4b: **Improve the Intersection of Grape Street at State Street/ I-5 SB Ramps.** Prior to passenger air travel exceeding 32.0 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Redistribution of traffic and retiming of signals. Provide directional signs on eastbound North Harbor Drive suggesting Laurel Street as an option for reaching I-5 southbound. Proposed Mitigation Measure MM-TR-I-4b presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is no change to the existing roadway configurations, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-5a: **Improve the Intersection of Pacific Highway at Sassafras Street / Admiral Boland Way.** Prior to passenger air travel exceeding 39.3 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Restripe the East leg to a left lane, through lane and right-turn lane.

Proposed Mitigation Measure MM-TR-I-5a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-5b: **Improve the Intersection of Kettner Boulevard at Sassafras Street.** Prior to passenger air travel exceeding 39.3 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Restripe the north leg of the intersection to a left lane, 2 through lanes, a through/right-turn lane and right-turn lane. Proposed Mitigation Measure MM-TR-I-5b presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-5c: **Improve the Intersection of India Street at W Grape Street.** Prior to passenger air travel exceeding 35.8 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Remove parking from the south side and add a 4th travel lane from North Harbor Drive to State Street and retime signals along Grape Street. Proposed Mitigation Measure MM-TR-I-5c presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** because there is enough space in the existing roadway widths, SDCRAA could not require the City to implement this improvement. SDCRAA

will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-RS-1a: **Improve Sassafras Street from Pacific Highway to Kettner Boulevard.** Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Convert the roadway from a 3 Lane Collector (w/o two-way left-turn lane) to a 4 Lane Collector (w/o two-way left-turn lane). Proposed Mitigation Measure MM-TR-RS-1a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-RS-1b: **Improve Grape Street from Harbor Drive to Pacific Highway.** Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Convert the roadway from a 3 Lane Collector (one-way) to a 4 Lane Collector (one-way) with Class IV cycle tracks by removing parking on both sides of the roadway. Proposed Mitigation Measure MM-TR-RS-1b presently **is *not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** and would require removal of parking on the north or south side of Grape Street**,** SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if

the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-RS-1c: **Improve Grape Street from Pacific Highway to India Street.** Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Convert the roadway from a 3 Lane Collector (one-way) to a 4 Lane Collector (one-way) with Class IV cycle tracks by removing parking on both sides of the roadway. Proposed Mitigation Measure MM-TR-RS-1c presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** and would require removal of parking on the north or south side of Grape Street, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-RS-1d: **Improve Grape Street from India Street to State Street.** Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Convert the roadway from a 3 Lane Collector (one-way) to a 4 Lane Collector (one-way) with Class IV cycle tracks by removing parking on both sides of the roadway. Proposed Mitigation Measure MM-TR-RS-1d presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** and would require removal of parking on the north or south side of Grape Street, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA

will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-RS-4a: **Improve Palm Street from Pacific Highway to Kettner Boulevard.** Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement: Convert the roadway on Palm Street from Pacific Highway to Kettner Boulevard from a 2 Lane Collector (w/o two-way left-turn lane) to a 4 Lane Collector (without a two-way left-turn lane). Proposed Mitigation Measure MM-TR-RS-4a presently is ***not considered feasible*** because the Mitigation Measure is within the City of San Diego jurisdiction and would require FAA approval of funding. While the mitigation measure is ***physically feasible*** within the existing roadway width, SDCRAA could not require the City to implement this improvement. SDCRAA will, however, continue to collaborate with the City to implement this Mitigation Measure, and the City has stated that it approves the Measure. In addition, SDCRAA has requested FAA funding approval of the Mitigation Measure, and if the funding is granted then the Mitigation Measure is feasible. If the FAA does not approve the funding then the Measure is infeasible. The FAA has not yet responded to SDCRAA's request and for that reason the Mitigation Measure is not feasible at this time. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-LRP-2: **Airport Regional Connections**. The SDCRAA shall participate in regional efforts to develop a long-range transportation solution for accessing the Airport, including the following measures: 1. Participate in regional planning efforts led by SANDAG (Airport Connections Study) to determine transit connections between regional transit and the Airport terminals, freeway connections along the Laurel Street corridor, intelligent transportation systems, and mobility hub improvements/strategies; 2. Preserve space within Airport property to accommodate a transit station located near the terminals and an on-Airport exit roadway; and 3. Participate in the implementation of improvements and strategies identified in the Airport Connections Study.

1. SDCRAA staff are fully engaged as stakeholders in SANDAG's committee and subcommittees which are tasked with developing regional solutions for improving access to the Airport. Other stakeholders include SANDAG, City of San Diego, MTS, Caltrans, US Navy and Marine Corps, and the Port of San Diego. SDCRAA has shared data, plans, concepts, and studies. In addition, SDCRAA shall provide feedback on suggested options.

2. The ADP has allocated a site to accommodate a potential transit station within Airport property in proximity to passenger terminals. The ADP also preserves space for an exit roadway on Airport property that could be built

in conjunction with new freeway access ramps and enhanced capacity within the Laurel Street corridor.

3. SDCRAA will fund its fair share of agreed to improvement to implement long-term regional solutions identified by SANDAG's Airport Connections Study, subject to FAA concurrence to use Airport funding for these purposes. Proposed Mitigation Measure MM-TR-LRP-2 currently could not be implemented and is presently ***not considered feasible*** because parts of the Mitigation Measure are within the control of other agencies or jurisdictions, and would require FAA approval of funding. Portions of Mitigation Measure MM-TR-LRP-2 require physical improvements to facilities and/or VMT reduction items and are within the jurisdiction of other public agencies or departments and are ***not considered physically feasible***. SDCRAA could not require those agencies or departments to implement any as yet unidentified improvements or VMT reduction programs. SDCRAA will, however, continue to collaborate with the other public agencies and departments to implement any improvement items and/or VMT reduction programs (consistent with CEQA Guidelines section 15064.3) relating to the Airport. Also, due to FAA regulations, proposed Mitigation Measure MM-TR-LRP-2 currently could not be implemented and is presently ***not considered feasible*** because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements, programs to reduce VMT, or other mitigation measures. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for the as yet unidentified off-Airport improvement or VMT reduction items. If the funding is granted (and the other agencies agree to implement) then the Mitigation Measure would be feasible. If the FAA does not approve the funding then the Measure would be infeasible.

MM-TR-Con-1: **Construction Traffic Measures.** Prior to the start of any construction phases at SDIA, SDCRAA shall promote the following TDM strategies: 1. Consider establishing a remote lot for construction workers with shuttles to their work site; 2. Stagger start times of various crews, when possible, to reduce the intensity of construction impacts; 3. Consider adding a shuttle stop at the construction site for transit services from Santa Fe Depot and/or Old Town Transit Center. Implementation of MM-TR-Con-1 is ***feasible***.

Significant Unavoidable Impacts

Alternative 4 would result in a ***significant and unavoidable impact*** on the following transportation facilities. As explained throughout Section H.2.1, physically feasible mitigation measures have been identified to reduce significant traffic and circulation impacts of Alternative 4. As explained throughout Section H.2.1, some of the proposed mitigation measures are not fully feasible in reducing traffic and circulation impacts to below a level of significance due to funding,

legal, and/or jurisdictional limitations and factors that prevent implementation of the mitigation measures.

In addition, as described in Section H.2.1, per City of San Diego and Caltrans direction to Kimley-Horn on September 7, 2018 regarding potential mitigation for traffic impacts associated with Alternative 4, any improvements to roadway segments that would require widening beyond the community plan buildout roadway classification or freeway improvements not included in the San Diego Regional Transportation Plan or one of Caltrans' Transportation Concept Report are to be considered infeasible. The intersections, roadway segments, and freeway segments for which the impacts would remain significant and unavoidable because the improvements that could mitigate the impact would require widening beyond the community plan buildout roadway classification or freeway improvements not included in the San Diego Regional Transportation Plan or one of Caltrans' Transportation Concept Reports are indicated below in **bold**.

Operation

Existing

Intersection

- W Laurel St at N Harbor Drive
- Pacific Highway at W Laurel Street
- Kettner Boulevard at W Laurel Street
- Kettner Boulevard at Palm Street

Roadway

- **Kettner Boulevard from Vine Street to Sassafras Street**
- Sassafras Street from Pacific Highway to Kettner Boulevard
- **Laurel Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Pacific Highway to India Street**
- **Hawthorn Street from India Street to State Street**
- Grape Street from Harbor Drive to Pacific Highway
- Grape Street from Pacific Highway from to India Street
- **Grape Street from India Street to State Street**
- **North Harbor Drive from Laurel Street to Hawthorn Street**

Freeway

- **Northbound direction on I-5, from north of Route 94 Junction**
- **Northbound direction on I-5, from north of Route 163 Junction**
- **Northbound direction on I-5, from north of Sixth Avenue**
- **Northbound direction on I-5, from north of First Avenue**
- **Northbound direction on I-5, from north of Hawthorn Street**
- **Northbound direction on I-5, from north of Washington Street**

- **Northbound direction on I-5, from north of Old Town Avenue**
- **Southbound direction on SR-163, from north of I-5 Junction**
- **Northbound direction on SR-163, from north of I-5 Junction**
- **Southbound direction on SR-163, from north of Quince Street**
- **Northbound direction on SR-163, from north of Quince Street**
- **Northbound direction on SR-163, from north of Richmond Street**
- **Southbound direction on SR-163, from north of Washington Street**
- **Northbound direction on SR-163, from north of Washington Street**
- **Eastbound direction on I-8, from east of Hotel Circle**
- **Westbound direction on I-8, from east of SR-163 Junction**
- **Eastbound direction on I-8, from east of SR-163 Junction**

2024

Intersection

- **Pacific Highway at Enterprise Street**
- Pacific Highway at W Laurel Street
- Kettner Boulevard at W Laurel Street
- Kettner Blvd at Palm Street

Roadway

- **Kettner Boulevard from Vine Street to Sassafras Street**
- **Kettner Boulevard from Sassafras Street to Palm Street**
- Sassafras Street from Pacific Highway to Kettner Boulevard
- Palm Street from Pacific Highway to Kettner Boulevard
- **Laurel Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Pacific Highway to India Street**
- **Hawthorn Street from India Street to State Street**
- **Hawthorn Street from State Street to Albatross Street**
- Grape Street from Harbor Drive to Pacific Highway
- Grape Street from Pacific Highway to India Street
- Grape Street from India Street to State Street
- **North Harbor Drive from Laurel Street to Hawthorn Street**

Freeway

- **Northbound direction on I-5, from north of J Street**
- **Northbound direction on I-5, from North of Route 94 Junction**
- **Northbound direction on I-5, from North of Pershing Drive**
- **Northbound direction on I-5, from North of Route 163 Junction**

- **Northbound direction on I-5, from north of Sixth Avenue**
- **Northbound direction on I-5, from north of First Avenue**
- **Northbound direction on I-5, from north of Hawthorn Street**
- **Northbound direction on I-5, from north of India / Sassafras Street**
- **Northbound direction on I-5, from north of Pacific Highway Viaduct**
- **Northbound direction on I-5, from north of Washington Street**
- **Northbound direction on I-5, from north of Old Town Avenue**
- **Southbound direction on SR-163, from north of I-5 Junction**
- **Northbound direction on SR-163, from north of I-5 Junction**
- **Southbound direction on SR-163, from north of Quince Street**
- **Northbound direction on SR-163, from north of Quince Street**
- **Southbound direction on SR-163, from north of Richmond Street**
- **Northbound direction on SR-163, from north of Richmond Street**
- **Southbound direction on SR-163, from north of Washington Street**
- **Northbound direction on SR-163, from north of Washington Street**
- **Eastbound direction on I-8, from east of Hotel Circle**
- **Eastbound direction on I-8, from east of SR-163 Junction**
- **Westbound direction on I-8, from east of SR-163 Junction**

2026

Intersection

- **Pacific Highway at Enterprise Street**
- Pacific Highway at W Laurel Street
- Kettner Boulevard at W Laurel Street
- Kettner Blvd at Palm Street

Roadway

- **Kettner Boulevard from Vine Street to Sassafras Street**
- **Kettner Boulevard from Sassafras Street to Palm Street**
- Sassafras Street from Pacific Highway to Kettner Boulevard
- Palm Street from Pacific Highway to Kettner Boulevard
- **Laurel Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Pacific Highway to India Street**
- **Hawthorn Street from India Street to State Street**
- **Hawthorn Street from State Street to Albatross Street**
- Grape Street from Harbor Drive to Pacific Highway

- **Grape Street from Pacific Highway to India Street**
- **Grape Street from India Street to State Street**
- **North Harbor Drive from Laurel Street to Hawthorn Street**

Freeway

- **Northbound direction on I-5, from north of J Street**
- **Northbound direction on I-5, from North of Route 94 Junction**
- **Northbound direction on I-5, from North of Pershing Drive**
- **Northbound direction on I-5, from North of Route 163 Junction**
- **Northbound direction on I-5, from north of Sixth Avenue**
- **Northbound direction on I-5, from north of First Avenue**
- **Northbound direction on I-5, from north of Hawthorn Street**
- **Northbound direction on I-5, from north of India / Sassafras Street**
- **Northbound direction on I-5, from north of Pacific Highway Viaduct**
- **Northbound direction on I-5, from north of Sassafras Street**
- **Northbound direction on I-5, from north of Washington Street**
- **Northbound direction on I-5, from north of Old Town Avenue**
- **Southbound direction on SR-163, from north of I-5 Junction**
- **Northbound direction on SR-163, from north of I-5 Junction**
- **Southbound direction on SR-163, from north of Quince Street**
- **Northbound direction on SR-163, from north of Quince Street**
- **Southbound direction on SR-163, from north of Richmond Street**
- **Northbound direction on SR-163, from north of Richmond Street**
- **Southbound direction on SR-163, from north of Washington Street**
- **Northbound direction on SR-163, from north of Washington Street**
- **Eastbound direction on I-8, from east of Hotel Circle**
- **Eastbound direction on I-8, from east of SR-163 Junction**
- **Westbound direction on I-8, from east of SR-163 Junction**

2030

Intersection

- **Pacific Highway at Enterprise Street**
- W Laurel St at N Harbor Drive
- **Pacific Highway at W Laurel Street**
- Kettner Boulevard at W Laurel Street
- Columbia Street at W Grape Street
- State Street / I-5 SB On-Ramp at W Grape Street

- Harbor Island Drive at N Harbor Drive
- Kettner Boulevard at Palm Street

Roadway

- **Kettner Boulevard from Vine Street to Sassafras Street**
- **Kettner Boulevard from Sassafras Street to Palm Street**
- **Kettner Boulevard from Palm St to Laurel Street**
- **India Street from Sassafras St to Laurel Street**
- Sassafras Street from Pacific Highway to Kettner Boulevard
- Palm Street from Pacific Highway to Kettner Boulevard
- **Laurel Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Pacific Highway to India Street**
- **Hawthorn Street from India Street to State Street**
- **Hawthorn Street from State Street to Albatross Street**
- **Grape Street from Harbor Drive to Pacific Highway**
- **Grape Street from Pacific Highway to India Street**
- **Grape Street from India Street to State Street**
- **North Harbor Drive from Winship Lane to Liberator Way**
- **North Harbor Drive from Laurel Street / Solar Turbines to West Laurel Street**
- **North Harbor Drive from Laurel Street to Hawthorn Street**
- **North Harbor Drive from Hawthorn Street to Grape Street**

Freeway

- **Northbound direction on I-5, from north of J Street**
- **Northbound direction on I-5, from north of Route 94 Junction**
- **Northbound direction on I-5, from north of Pershing Drive**
- **Northbound direction on I-5, from north of Route 163 Junction**
- **Northbound direction on I-5, from north of Sixth Avenue**
- **Northbound direction on I-5, from north of First Avenue**
- **Northbound direction on I-5, from north of Hawthorn Street**
- **Northbound direction on I-5, from north of India /Sassafras Street**
- **Northbound direction on I-5, from north of Pacific Highway Viaduct**
- **Northbound direction on I-5, from north of Sassafras Street**
- **Northbound direction on I-5, from north of Washington Street**
- **Northbound direction on I-5, from north of Old Town Avenue**
- **Southbound direction on SR-163, from north of I-5**
- **Northbound direction on SR-163, from north of I-5**

- **Southbound direction on SR-163, from north of Quince Street**
- **Northbound direction on SR-163, from north of Quince Street**
- **Southbound direction on SR-163, from north of Richmond Street**
- **Northbound direction on SR-163, from north of Richmond Street**
- **Northbound direction on SR-163, from north of Robinson Ave**
- **Southbound direction on SR-163, from north of Washington Street**
- **Northbound direction on SR-163, from north of Washington Street**
- **Eastbound direction on I-8, from east of Morena Boulevard**
- **Eastbound direction on I-8, from east of Hotel Circle / Taylor Street**
- **Eastbound direction on I-8, from east of Hotel Circle**
- **Westbound direction on I-8, from east of SR-163 Junction**
- **Eastbound direction on I-8, from east of SR-163 Junction**

2035

Intersection

- **Pacific Highway at Enterprise Street**
- **W Laurel St at N Harbor Drive**
- **Pacific Highway at W Laurel Street**
- Kettner Boulevard at W Laurel Street
- **Columbia Street at W Hawthorn Street**
- India Street at W Grape Street
- Columbia Street at W Grape Street
- State Street / I-5 SB On-Ramp at W Grape Street
- Harbor Island Drive at N Harbor Drive
- Kettner Boulevard at Palm Street

Roadway

- **Kettner Boulevard from Vine Street to Sassafras Street**
- **Kettner Boulevard from Sassafras Street to Palm Street**
- **Kettner Boulevard from Palm Street to Laurel Street**
- **India Street from Sassafras Street to Laurel Street**
- Sassafras Street from Pacific Highway to Kettner Boulevard
- Palm Street from Pacific Highway to Kettner Boulevard
- **Laurel Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Pacific Highway to India Street**
- **Hawthorn Street from India Street to State Street**

- **Hawthorn Street from State Street to Albatross Street**
- **Grape Street from Harbor Drive to Pacific Highway**
- **Grape Street from Pacific Highway to India Street**
- **Grape Street from India Street to State Street**
- **North Harbor Drive from Winship Lane to Liberator Way**
- **North Harbor Drive from Liberator Way to Cell Phone Lot**
- **North Harbor Drive from Cell Phone Lot to Laurel Street / Solar Turbines**
- **North Harbor Drive from Laurel Street / Solar Turbines to West Laurel Street**
- **North Harbor Drive from Laurel Street to Hawthorn Street**
- **North Harbor Drive from Hawthorn Street to Grape Street**

Freeway

- **Northbound direction on I-5, from north of J Street**
- **Northbound direction on I-5, from north of the SR-94 Junction**
- **Northbound direction on I-5, from north of Pershing Drive**
- **Northbound direction on I-5, from north of Route 163 Junction**
- **Northbound direction on I-5, from north of Sixth Avenue**
- **Northbound direction on I-5, from north of First Avenue**
- **Northbound direction on I-5, from north of Hawthorn Street**
- **Northbound direction on I-5, from north of India / Sassafras Street**
- **Northbound direction on I-5, from north of Pacific Highway Viaduct**
- **Northbound direction on I-5, from north of Sassafras Street**
- **Northbound direction on I-5, from north of Washington Street**
- **Northbound direction on I-5, from north of Old Town Avenue**
- **Southbound direction on SR-163, from north of I-5 Junction**
- **Northbound direction on SR-163, from north of I-5 Junction**
- **Southbound direction on SR-163, from north of Quince Street**
- **Northbound direction on SR-163, from north of Quince Street**
- **Southbound direction on SR-163, from north of Richmond Street**
- **Northbound direction on SR-163, from north of Richmond Street**
- **Northbound direction on SR-163, from north of Robinson Avenue**
- **Southbound direction on SR-163, from north of Washington Street**
- **Northbound direction on SR-163, from north of Washington Street**
- **Eastbound direction on I-8, from east of Morena Boulevard**
- **Eastbound direction on I-8, from east of Hotel Circle / Taylor Street**
- **Eastbound direction on I-8, from east of Hotel Circle**

- **Westbound direction on I-8, from east of SR-163 Junction**
- **Eastbound direction on I-8, from east of SR-163 Junction**

2050

Intersection

- **Pacific Highway at Taylor Street / Rosecrans Street**
- **Pacific Highway at Enterprise Street**
- **NB Pacific Highway On-Ramp / Frontage Road at Washington Street**
- **San Diego Avenue at Washington Street**
- **Pacific Highway at Sassafras Street / Admiral Boland Way**
- **Kettner Boulevard at Sassafras Street**
- **W Laurel St at N Harbor Drive**
- **Pacific Highway at W Laurel Street**
- **Kettner Boulevard at W Laurel Street**
- **Pacific Highway at W Hawthorn Street**
- **Kettner Boulevard at W Hawthorn Street**
- **India Street at W Hawthorn Street**
- **Columbia Street at W Hawthorn Street**
- **State Street at W Hawthorn Street**
- **I-5 NB Off-Ramp / Brant Street at W Hawthorn Street**
- **Kettner Boulevard at W Grape Street**
- **India Street at W Grape Street**
- **Columbia Street at W Grape St**
- **State Street / I-5 SB On-Ramp at W Grape Street**
- **Harbor Island Drive at N Harbor Drive**
- **Liberator Way at N Harbor Drive**
- **Cell Phone Lot at N Harbor Drive**
- **Terminal Link Road / Coast Guard at N Harbor Drive**
- Kettner Boulevard at Palm Street
- **N Harbor Drive at Laning Road**
- **Rosecrans Street at Nimitz Boulevard**

Roadway

- **Pacific Highway from Barnett Ave to Washington Street**
- **Kettner Boulevard from Vine Street to Sassafras Street**
- **Kettner Boulevard from Sassafras Street to Palm Street**
- **Kettner Boulevard from Palm St to Laurel Street**

- **India Street from Sassafras St to Laurel Street**
- **Washington Street from East of India Street**
- **Sassafras Street from Pacific Highway to Kettner Boulevard**
- Palm Street from Pacific Highway to Kettner Boulevard
- **Laurel Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Pacific Highway to India Street**
- **Hawthorn Street from India Street to State Street**
- **Hawthorn Street from State Street to Albatross Street**
- **Grape Street from Harbor Drive to Pacific Highway**
- **Grape Street from Pacific Highway to India Street**
- **Grape Street from India Street to State Street**
- **North Harbor Drive from Winship Lane to Liberator Way**
- **North Harbor Drive from Liberator Way to Cell Phone Lot**
- **North Harbor Drive from Cell Phone Lot to Laurel Street / Solar Turbines**
- **North Harbor Drive from Laurel Street / Solar Turbines to West Laurel Street**
- **North Harbor Drive from Laurel Street to Hawthorn Street**
- **North Harbor Drive from Hawthorn Street to Grape Street**
- **Harbor Island Drive to Parking Lot**
- **Harbor Island Drive, east of Parking Lot**

Freeway

- **Southbound direction on I-5, from north of J Street**
- **Northbound direction on I-5, from north of J Street**
- **Southbound direction on I-5, from North of Route 94 Junction**
- **Northbound direction on I-5, from North of Route 94 Junction**
- **Southbound direction on I-5, from North of Pershing Drive**
- **Northbound direction on I-5, from North of Pershing Drive**
- **Northbound direction on I-5, from North of Route 163 Junction**
- **Northbound direction on I-5, from north of Sixth Avenue**
- **Northbound direction on I-5, from north of First Avenue**
- **Northbound direction on I-5, from north of Hawthorn Street**
- **Southbound direction on I-5, from north of Hawthorn Street**
- **Northbound direction on I-5, from north of India / Sassafras Street**
- **Northbound direction on I-5, from north of Pacific Highway Viaduct**

- **Northbound direction on I-5, from north of Sassafras Street**
- **Southbound direction on I-5, from north of Washington Street**
- **Northbound direction on I-5, from north of Washington Street**
- **Northbound direction on I-5, from north of Old Town Avenue**
- **Southbound direction on SR-163, from north of I-5 Junction**
- **Northbound direction on SR-163, from north of I-5 Junction**
- **Southbound direction on SR-163, from north of Quince Street**
- **Northbound direction on SR-163, from north of Quince Street**
- **Southbound direction on SR-163, from north of Richmond Street**
- **Northbound direction on SR-163, from north of Richmond Street**
- **Southbound direction on SR-163, from north of Robinson Avenue**
- **Northbound direction on SR-163, from north of Robinson Avenue**
- **Southbound direction on SR-163, from north of Washington Street**
- **Northbound direction on SR-163, from north of Washington Street**
- **Eastbound direction on I-8, from east of I-5 Junction**
- **Westbound direction on I-8, from east of I-5 Junction**
- **Eastbound direction on I-8, from east of Morena Boulevard**
- **Eastbound direction on I-8, from east of Hotel Circle / Taylor Street**
- **Eastbound direction on I-8, from east of Hotel Circle**
- **Eastbound direction on I-8, from east of SR-163 Junction**
- **Westbound direction on I-8, from east of SR-163 Junction**

Construction

2020 – Phase 1a

- **Kettner Boulevard at W Laurel Street**
- **Kettner Boulevard at Palm Street**

2024 – Phase 1b

- **Pacific Highway at Enterprise Street**
- **Pacific Highway at W Laurel Street**
- **Kettner Boulevard at W Laurel Street**
- **Columbia Street at W Grape Street**
- **Kettner Boulevard at Palm Street**