

ERRATA (MND 14-001)

After printing of the *Heart of the City Specific Plan Amendment (Rancho Coronado) Initial Study/Mitigated Negative Declaration*, the Traffic Impact Assessment (TIA) (RBF Consulting, 2014) was updated.

The revised TIA refined the analysis related to ramp metering (page 94/95 and 100/101 of TIA).

Based upon a refinement in the ramp meter assumptions and analysis, **the proposed project is no longer identified as having an impact in Horizon Year 2030 at the Twin Oaks Valley Road / SR-78 Eastbound On-Ramp and mitigation measure MM-TR-3 is no longer required.** The ramp meter analysis has been refined in the CEQA document and reads as follows (strike out for removed text/ underline for added text).

Revised text – pages 120 and 121 of Initial Study/Mitigated Negative Declaration:

The results of the ramp metering analysis show that under Horizon Year conditions, the addition of project-related traffic to the Twin Oaks Valley Road / SR-78 Eastbound On-Ramp during the p.m. peak hour is forecast to result in a ramp meter delay that exceeds the policy threshold of 15 minutes. The increase in ramp meter delay associated with project-related traffic is forecast to result in an increase in delay that exceeds the significant impact threshold of 2 minutes according to the SANTEC/ITE TIS Guidelines.

As previously discussed, the existing ramp meter flow rates were used for all future analysis scenarios. This assumption provided a conservative analysis because there are planned capacity improvements on eastbound SR-78 through the study area that would likely allow for adjustments in the future ramp meter rate at the Twin Oaks Valley Road Eastbound On-Ramp.

The planned freeway improvements for eastbound SR-78 through the study area are listed below:

- One new auxiliary lane will be provided, extending from immediately upstream of the San Marcos Boulevard On-Ramp and connecting with the existing auxiliary lane that is currently provided from the San Marcos Boulevard eastbound on-ramp to the Twin Oaks Valley Road eastbound off-ramp.
- A second eastbound auxiliary lane will be provided that will begin at the San Marcos Boulevard eastbound on-ramp and will terminate at the Twin Oaks Valley Road eastbound off-ramp. The first auxiliary lane will be extended east though the Twin Oaks Valley Road interchange and will terminate at the Woodland Parkway/Barham Drive eastbound off-ramp.
- The lengths of the San Marcos Boulevard and Twin Oaks Valley Road eastbound on-ramps would be increased to provide longer acceleration and merging distances from the ramp meters to the freeway ramp gore points.

- A new eastbound auxiliary lane will be provided from the reconfigured Barham Drive/Woodland Parkway interchange that will extend east to connect with the existing auxiliary lane that currently begins immediately east of the SPRINTER overcrossing.

The improvements listed above are planned to be completed prior to the year 2030 and are included in the Horizon Year 2030 conditions analysis.

The existing ramp meter flow rate of 570 vehicles per hour during the p.m. peak period equates to approximately 9.5 cycles per minute at the Twin Oaks Valley Road Eastbound On-Ramp. Based on the existing p.m. ramp meter rate, the forecast ramp meter delay is 17 minutes under Horizon Year 2030 conditions with the proposed project. If the p.m. ramp meter flow rate were adjusted slightly to 600 vehicles per hour, the forecast ramp meter delay under 2030 conditions with the project would decrease to 13 minutes, which is equivalent to the forecast p.m. ramp meter delay without the project. The adjustment to 600 vehicles per hour is equivalent to 10 cycles per minute, a difference of only one-half cycle per minute.

This adjustment in the p.m. ramp meter rate should be feasible based on the expected improvement in freeway operations when the planned improvements are completed. Therefore, it is reasonable to expect that the planned improvements along eastbound SR-78 would reduce the identified ramp meter impact to a level that is less than significant, and no mitigation measures would be required.

~~deficient ramp meter delay under Horizon Year 2030 conditions. Therefore, the project results in a significant impact at the Twin Oaks Valley Road / SR-78 Eastbound On-Ramp and mitigation measures are required (Impact TR-3). There are two options to reduce this impact to below a level of significance:~~

~~MM-TR-3 — One of the following options shall be implemented at the intersection of Twin Oaks Valley Road / SR-78 EB On-Ramp:~~

- ~~• Adjusting the ramp meter rate to accommodate the increase in demand at the on-ramp; or~~
- ~~• Converting the existing HOV lane to a third SOV lane on the on-ramp to increase on-ramp capacity.~~

~~Implementation of mitigation measure MM-TR-3, which will be required as a condition of project approval will reduce the deficient ramp meter delay under the Horizon Year 2030 conditions at the Twin Oaks Valley Road / SR-78 Eastbound On-Ramp during the p.m. peak hour to below a level of significance.~~

Section 15073.5 - Recirculation of a Negative Declaration Prior to Adoption

Section 15073.5 of the State CEQA Guidelines addresses when a negative declaration needs to be recirculated for public review.

Recirculation is required when the document has been substantially revised. A "substantial revision" is defined as:

- A new, avoidable significant effect is identified and mitigation measures or project revisions must be added in order to reduce the effect to insignificance, or
- The lead agency determines that the proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required.

The refinement of the ramp meter analysis in the Traffic Impact Assessment and the Mitigated Negative Declaration would not be characterized as a substantial revision, since it does not create a new avoidable significance effect.