

## 5.0 POLICY CONSISTENCY ANALYSIS

The following is a preliminary analysis of the proposed project against applicable County policies, focusing on those policies which may require conditions or mitigation measures to ensure project consistency. Section 4.10 Land Use identifies the consistency of a project with applicable local land use plans, policies, or regulations as a threshold for determining the significance of an impact on land use. The following analysis facilitates that determination. In addition, CEQA Guidelines Section 15063(d)(5) requires “an examination of whether the project would be consistent with existing zoning, plans, and other applicable land use controls.” This analysis is preliminary and subject to change prior to taking final action on the project. The decision maker will make the final decision regarding consistency.

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<p><b>Mission Canyon Area Specific Plan Landform Alterations:</b> All development, including grading, on slopes of 30% or greater shall be avoided unless this would preclude all reasonable development of the parcel. In addition, all development including grading should be avoided on slopes of 20% or greater, except in special instances where such prohibition would preclude any reasonable, otherwise permitted use of a legal parcel.</p>	<p>The project site is characterized by significant topographical variation with the bulk of proposed development occurring on relatively flat areas along ridge tops and valley bottoms. Steep slopes, often densely vegetated, and riparian corridors surround these areas such that the project site is fairly constrained in terms of buildable areas. For the most part, proposed development has been sited to avoid slopes greater than 30%, including the residential development on the Hansen site, the majority of the main visitor buildings west of Mission Canyon Road, and the structures adjacent to the site of the burned Gane House. <del>However, west-facing portions of the Horticultural offices above the Gane House protrude onto a slope in excess of 30%. This slope is considered a natural topographic feature and does not represent an anomaly. Avoidance of the steep slope would not preclude reasonable use of the parcel. As such, these structures as currently designed would be inconsistent with this policy. A redesign of these structures to pull them off of the steep slope or reduce their footprint would ensure consistency with this policy. The Horticultural offices have been redesigned to avoid development on the adjacent 30% slope. Small portions of the proposed parking pockets alongside the road leading up to the site of the Gane House are located on slopes in excess of 30%. In order to achieve policy consistency, these parking stalls would have to be reduced in size or slightly reconfigured. Such alterations could be achieved as part of final design without substantially changing the scope of the project or its impacts.</del></p> <p><del>Similarly, portions of the proposed duplex and office/residence on the Cavalli site also protrude onto a slope of 30% or greater. Relocating these</del></p>

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	<p><del>structures off of the slope is a feasible redesign alternative given the surrounding terrain, thereby achieving consistency with this policy. Other structures located on slopes equal to or greater than 30% include the proposed new visitor admissions kiosk and restrooms on the west of Mission Canyon Road. These structures are located on the edge of an existing arroyo that runs along the western side of the main parking area. Moving the structures off of the slope and closer to the parking area or in a flatter area of the entrance would ensure consistency with this policy. The proposed residence and office on the Cavalli site and visitor entry kiosk on the West of Mission site have been redesigned to avoid development on 30% slopes.</del></p> <p><del>In addition,</del> <u>The proposed Cavalli path, a six-foot wide paved path with retaining walls on the uphill and downhill slopes winding its way up to a proposed overlook kiosk at the top of the ridge on the Cavalli site, would be located on slopes in excess of 30%. This path is considered development, especially given its width, use of retaining walls, and paved material. The path is therefore considered potentially inconsistent with this policy. The parcels through which the path crosses are currently undeveloped and offer very little level ground that could be easily developed. There is no other development proposed for two of the three parcels. The only other development proposed on the third parcel is located on the other side (eastern) of the ridge top, topographically separated from the Cavalli path. As such, it could be argued that the path represents a minimal level of development in this area and eliminating the path altogether would preclude all development on at least two of the parcels. Thus, a less obtrusive path (i.e. that is narrower, and unpaved, and eliminates the need for vertical retaining walls with footings (dry-stacked boulder walls or similar design could still be used to help stabilize the cut slopes) would that is be more respectful of the natural terrain and results in less overall development in this area, while This redesign would still achieving achieve most of the desired objectives of this element of the project, and would ensure consistency with this policy.</u></p>

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	<p>The proposed footbridges over Mission Creek and Las Canoas Creek span creek banks with slopes in excess of 30%. However, the footings and abutments for the bridges themselves would be located upland from the creek banks, thereby avoiding development on the steep slopes of the banks in these instances. Thus, these elements of the project are consistent with this policy.</p> <p>The locations of the proposed detention basins on the Hansen and East of Mission sites, installed to treat runoff from new development, are in areas with some slopes in excess of 30%. These detention basins have to be designed to treat a certain amount of runoff for flood control purposes, which places constraints on their location and design. <u>The majority of the basin on the Hansen site is located on relatively flat slopes (i.e. less than 20%); a small corner of the basin would be located within steeper slopes according to the slope map prepared for the project by Flowers and Associates, but this appears to represent a topographic anomaly. As such, this basin is considered consistent with this policy. The basin located downslope from the Gane House site on the East of Mission site falls within small sections of 30% slopes. It could be refined as part of the final design to avoid 30% slopes with little change to its proposed location and configuration, thereby ensuring consistency with this policy. Redesign or relocation of the detention basins would ensure consistency with this policy. However, if no other location or design is proven feasible to treat runoff while avoiding steep slopes, then the basins in their current locations and configurations could be found consistent with this policy.</u></p>
<p><b>Mission Canyon Area Specific Plan Grading Design Guidelines:</b> The overall shape, height and grade of any cut or fill slope shall be developed in concert with existing natural contours and scale of the natural terrain of the particular site.</p> <p><b>Exposed Slopes:</b> Graded slopes shall be concealed wherever possible, and revegetation of those slopes shall be required.</p>	<p>Much of the grading associated with the proposed project is related to improving existing access roads to meet County Fire Department standards. Graded slopes associated with the proposed Cavalli path would be screened by existing vegetation. <u>The Jesusita Fire burned much of the vegetation on this hillside, though numerous trees remain and are expected to recover. Associated understory vegetation is expected to be re-established over time, especially with the help of the Garden.</u> There are no areas of excessive grading associated with the proposed project and graded areas would either be covered with proposed development or revegetated in accordance with soil erosion and sedimentation</p>

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	<p>control. <u>The use of retaining walls for the proposed Cavalli path (of up to six feet in height in certain areas) would not be consistent with the natural contours and scale of natural terrain in that area of the project site. The reduction in the scope of the proposed Cavalli path, as discussed above, would help to achieve consistency with this policy. However, <del>The proposed Cavalli path, if left unpaved to achieve consistency with other policies,</del> would need to be designed to protect the slopes and minimize erosion and drainage problems by directing surface runoff to the sides of the path in a non-erosive manner. With these design elements built in, the project would be consistent with these policies.</u></p>
<p><b>Mission Canyon Area Specific Plan Tree Preservation:</b> All new development shall avoid, to the maximum feasible extent, the removal of native and specimen ornamental trees. Those deserving special protection include oaks, sycamores, California bays, alders, willows, and maples. <u>The plot plan submitted with any application for a Land Use Permit shall indicate the location of any trees which are proposed for removal; such mapping need include only healthy trees having a circumference of 17 or more inches measured at 24 inches above adjacent ground level.</u> If it is determined by Planning and Development that proposed tree removal cannot feasibly be avoided, removed trees shall be relocated or replaced onsite. Preferably, replacements for native trees shall be propagated from onsite or nearby specimens.</p>	<p>The proposed project would remove approximately 50 to 60 coast live oak trees throughout the project site and oak trees deserve special protection pursuant to this policy. <u>Of these, approximately 45 are considered “protected” under this policy (equivalent of 6 inches dbh). A number of these trees burned in the Jesusita Fire and it is unknown at this time how many will recover. While this number represents only a small fraction of the total number of oak trees at the Botanic Garden, the policy still requires oak tree protection where feasible. <del>Many</del> An estimated ten of the protected oak trees (between 13 and 15) would be removed (as well as two trees not planned for removal but with significant encroachment within their dripline) due to the proposed Cavalli path. It is likely that a redesign of the path, making it narrower and/or unpaved, would reduce the number of trees requiring removal and/or being damaged by grading and/or paving and thereby enhance the project’s consistency with this policy. Another element of the project requiring the removal of a <del>large number</del> several of oak trees (approximately 8 <del>five</del> trees) is the proposed detention basin on the Hansen site adjacent to Las Canoas Road. <u>However, only two of these trees are of protected size and are in varying levels of health.</u> The purpose of the detention basin is to capture runoff from the increased development of this site (including both the staff residences and the improved road) and detain it and meter it out in order to reduce potential flooding impacts downstream. <u>Site investigations indicate that <del>However, a relocation or redesign of the detention basin would not likely</del> could potentially</u></u></p>

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	<p>reduce the number of trees removed as part of the project <del>thereby enhancing the project's consistency with this policy while still addressing drainage concerns.</del> <u>If a redesign is not feasible given the site constraints, r</u>Relocation and/or replacement of the removed trees would facilitate consistency with this policy. <u>Road realignment on the Hansen site at the intersection with Las Canoas Road would result in the removal of nine protected oak trees. Road widening along the Hansen and East of Mission sites in order to meet County Fire Department standards would result in the removal of three protected oak trees. These trees cannot be avoided while still achieving the required road widths. As such, replacement and/or relocation, where feasible, would ensure consistency with this policy. Other new development associated with the proposed project is primarily located in areas of existing development where disturbance has already occurred. As such, the removal of native specimen trees would be minimized. However, the proposed parking area by the Guild Studio (one tree), new visitor entry kiosk (one tree), parking and road improvements in the main parking area (three trees), sewer line extension on the West of Mission site (two trees), parking improvements within the East of Mission site (three trees), one of the staff residences (P15 – one tree), and the detention basin on the East of Mission site below the Gane House (one tree) would all result in the removal of protected oak trees. In addition, vegetation clearance for fire protection purposes as identified in the Garden's Fire Protection Plan, would remove approximately nine oak trees of protected size. Regardless of the number of these trees remaining after the Jesusita Fire, c</u>consistency with this policy would be achieved through implementation of proposed mitigation measures <u>requiring replacement or relocation when avoidance is not feasible.</u></p> <p><u>In addition to the oak tree removals, the proposed project would result in the removal of two California bays and one bigleaf maple. The maple is of protected size (6 inches dbh) and would be removed to develop the Education center. One of the California bay trees is of protected size (8 inches dbh) and would be removed to facilitate installation of the water and sewer lines entering the West of Mission site from Mission Canyon Road. The other</u></p>

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	<p><u>California bay is not of protected size, but would be potentially removed as part of development of the Cavalli path. Consistency with this policy would be achieved through implementation of proposed mitigation measures requiring replacement when avoidance is not feasible.</u></p>
<p><b>Hillside and Watershed Protection Policy 1:</b> Plans for development shall minimize cut and fill operations. Plans requiring excessive cutting and filling may be denied if it is determined that the development could be carried out with less alteration of the natural terrain.</p> <p><b>Hillside and Watershed Protection Policy 2:</b> All developments shall be designed to fit the site topography, soils, geology, hydrology, and any other existing conditions and be oriented so that grading and other site preparation is kept to an absolute minimum. Natural features, landforms, and native vegetation, such as trees, shall be preserved to the maximum extent feasible. Areas of the site which are not suited to development because of known soil, geologic, flood, erosion or other hazards shall remain in open space.</p>	<p>The proposed project involves structural development in areas characterized by steep terrain and abundant native vegetation. The project has been designed such that the bulk of the project would be accommodated within relatively flat areas that have previously been disturbed, <u>including locating new development in areas within or adjacent to existing development where feasible.</u> This would also serve to minimize the extent of <u>required fuel management by siting buildings in close proximity to one another, thus further reducing alterations to existing vegetation and associated soil disturbance.</u> Grading for the proposed project is estimated at approximately <del>12,393</del>13,200 cubic yards of cut and <del>8,219</del>5,400 cubic yards of fill. The majority of grading is necessary to improve existing roads and driveways and bring them into conformance with County Fire Department standards <u>(minimum 16-foot wide road, 12% maximum grade).</u> As such, grading is kept to a minimum where feasible. However, there are elements of the proposed project that do not fit the site topography and would result in the loss of trees and alteration of natural landforms, and which could be carried out with fewer disturbances. Specifically, the proposed Cavalli path, a six-foot wide paved path <u>with retaining walls</u> winding up a steep hillside with slopes over 30%, would not be consistent with these policies; it would result in significant vegetation removal, including several mature oak trees, and would not minimize grading and site alteration. A redesign of the proposed path <u>by reducing its width and eliminating the use of retaining walls</u> would help to ensure this element of the project is consistent with these policies. <u>Along Mission Creek, previous studies evaluating the slope stability recommended a geologic setback of 10 to 30 feet from the top of the creek bank to account for bank erosion over time. New structures would be consistent with these recommendations and would result in no further encroachment to the creek bank relative to existing conditions. Moving structures off of the 30% slopes, as the revised project</u></p>

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	<p><u>proposes, would minimize alteration of existing topography and removal of vegetation, thereby ensuring consistency with these policies. Soil reports and geologic investigations prepared for the project (as identified and discussed in Section 4.6 of the EIR) have concluded that the project is feasible from a geotechnical perspective and would result in a relatively low potential for geologic hazards associated with slope failure, faulting, and flooding.</u></p>
<p><b>Hillside and Watershed Protection Policy 3:</b> For necessary grading operations on hillsides, the smallest practical area of land shall be exposed at any one time during development, and the length of exposure shall be kept to the shortest practicable amount of time. The clearing of land should be avoided during the winter rainy season and all measures for removing sediments and stabilizing slopes should be in place before the beginning of the rainy season.</p> <p><b>Hillside and Watershed Protection Policy 5:</b> Temporary vegetation, seeding, mulching, or other suitable stabilization method shall be used to protect soils subject to erosion that have been disturbed during grading or development. All cut and fill slopes shall be stabilized as rapidly as possible with planting of native grasses and shrubs, appropriate non-native plants, or with accepted landscaping practices.</p>	<p><u>The project site is characterized by significant topographical variation with the bulk of proposed development occurring on relatively flat areas along ridge tops and valley bottoms. However, the proposed project would involve limited grading activities on hillsides, primarily associated with the proposed Cavalli path.</u> It is not known at this time how these grading activities would occur in terms of their scheduling. However, mitigation measures applied to the project to reduce erosion and sedimentation from ground disturbances, including preparation and implementation of an erosion and sediment control plan, would ensure consistency with these policies.</p>
<p><b>Streams and Creeks Policy 1:</b> All permitted construction and grading within stream corridors shall be carried out in such a manner as to minimize impacts from increased runoff, sedimentation, biochemical degradation, or thermal pollution.</p>	<p>The bulk of the proposed project is located outside of stream corridors. However, there are proposed footbridges over both Mission and Las Canoas creeks. In both cases, the footbridges would be spanned in style such that there would be no footings located within the creekbed or banks. This would help to minimize impacts to the creeks associated with these project elements. Implementation of erosion and sediment control measures, as set forth in an erosion and sediment control plan, as well as permanent drainage improvements, would ensure that indirect impacts to creeks from increased runoff, sedimentation, and other pollution is reduced consistent with this policy.</p>
<p><b>Flood Hazard Area Policy 2:</b> Permitted development shall not cause or contribute to flood hazards or lead to expenditure of public funds for flood control works, i.e., dams, stream channelizations, etc.</p>	<p>The proposed project includes detention basins and other drainage improvements to ensure that increased development of the Garden does not increase flood hazards downstream, or require any alterations to downstream creek channels to accommodate increased flow from the project. No public funds would need to be expended to ensure</p>

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<p><b>Historical and Archaeological Sites Policy 1:</b> <u>All available measures, including purchase, tax relief, purchase of development rights, etc., shall be explored to avoid development on significant historic, prehistoric, archaeological, and other classes of cultural sites.</u></p> <p><b>Historical and Archaeological Sites Policy 2:</b> When developments are proposed for parcels where archaeological or other cultural sites are located, project design shall be required which avoids impacts to such cultural sites if possible.</p> <p><b>Historical and Archaeological Sites Policy 3:</b> When sufficient planning flexibility does not permit avoiding construction on archaeological or other types of cultural sites, adequate mitigation shall be required. Mitigation shall be designed in accord with guidelines of the State Office of Historic Preservation and the State of California Native American Heritage Commission.</p> <p><b>Historical and Archaeological Sites Policy 5:</b> Native Americans shall be consulted when development proposals are submitted which impact significant archaeological or cultural sites.</p>	<p>adequate flood control resulting from the proposed project.</p> <p>The proposed project includes development in an area occupied by a known archaeological site. Efforts have been made to site the development to avoid impacts to the archaeological resources <u>to the extent feasible while still meeting project objectives.</u> <u>This includes revising the project to reduce the scale of development in this area and restore existing residences in order to avoid impacting archaeological resources.</u> However, <del>given the level of development proposed in that area of the project site, there is remains</del> the potential for archaeological resources to be impacted <u>given the sensitivity of the site.</u> Implementation of the proposed mitigation measures would ensure impacts to archaeological resources are avoided or reduced to the maximum extent feasible, thereby ensuring consistency with these policies. <u>Native Americans have been consulted and involved in the review of this project. Comments received by these individuals and tribal representatives have resulted in revisions to the project and mitigation measures where applicable.</u></p> <p><u>Several existing structures within the Botanic Garden are historically significant. In addition, approximately 23 acres of the site are a designated County Historic Landmark (#24). Any alterations of the historic buildings or construction of new buildings adjacent to historic features would be done consistent with the Secretary of the Interior's <i>Standards for the Treatment of Historic Properties</i>, consistent with the mitigation measures proposed. Project elements which affect the Historic Landmark would require review and approval by the County Historic Landmarks Advisory Commission. Together, these mitigations would ensure consistency with these policies.</u></p>
<p><b>Land Use Development Policy 4:</b> <u>Prior to issuance of a use permit, the County shall make the finding, based on information provided by environmental documents, staff analysis, and the applicant, that adequate public or private services and resources (i.e., water, sewer, roads, etc.) are available to serve the proposed development.</u></p>	<p><u>Upon development of the project as conditioned, there will be adequate water and sewer supply to serve the project. The project proposes to extend municipal sewer lines to serve the project, which would be managed by the Laguna Sanitation District and treated at El Estero Wastewater Treatment Facility. Sufficient capacity exists to serve the project. The Garden plans to extend water lines to provide domestic services to all existing and proposed development. Per mitigation PF 2-1, the Garden will be responsible for upgrading the water</u></p>

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	<p><u>supply to meet County Fire Department standards for water pressure and flow and ensuring that the City’s system has the capacity to serve the project without creating deficiencies elsewhere in the system. These improvements would be in place before any future development is permitted. The project would be served by the County Fire Department; it has been designed to be accessible by County Fire and meet all of the department’s standards in terms of hydrants, sprinklers, and access. While Mission Canyon Road, which provides access to the Garden, does not meet current minimum road width standards, the County Fire Department has maintained that they are able to serve the proposed development and uses and the project is well within acceptable response times. Thus, the project, as conditioned, is consistent with this policy.</u></p>
<p><b>Parks/Recreation Policy 4:</b> Opportunities for hiking and equestrian trails should be preserved, improved, and expanded wherever compatible with surrounding uses.</p>	<p>The Botanic Garden has several miles of trails and paths within its property that are used by visitors of the Garden to view exhibits and explore the varied terrain and natural beauty of the property. Many surrounding residents have <u>in the past historically used the paths and trails for their own use and enjoyment through informal access points along Tunnel Road and Mission Canyon Road even though the land is in private ownership and the Garden’s paths and trails are not part of the County’s established trail network in the area.</u> The Garden proposes to install additional fencing around much of the perimeter of the Garden property in order to protect the Garden’s exhibits and collections from theft and vandalism, <u>reduce liability</u>, as well as to reduce the risks of human-caused wildfire <u>by people entering the site outside of business hours where no monitoring or enforcement of Garden policies is in place.</u> Despite these fences, the Garden would continue to be open to visitors and surrounding residents who are members of the Garden. Equestrian use of the property is not and would not be compatible with the use of the Garden as a natural museum. Abundant hiking and equestrian opportunities exist in the foothills further up Mission Canyon on land owned by the U.S. Forest Service. The proposed project would have no impact on the use of those public trails. <u>In addition, all existing development and proposed project components have been reviewed and designed in coordination with an</u></p>

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	<p><u>accessibility consultant and numerous project design features are proposed to enhance disabled access and recreation opportunities.</u></p>
<p><b><u>Land Use Element Flood Hazard Area Policy 1:</u></b>  <u>All development, including construction, excavation, and grading, except for flood control projects and non-structural agricultural uses, shall be prohibited in the floodway unless off-setting improvements in accordance with HUD regulations are provided. If the proposed development falls within the floodway fringe, development may be permitted, provided creek setback requirements are met and finish floor elevations are above the projected 100-year flood elevation, as specified in the Flood Plain Management Ordinance.</u></p>	<p><u>Mission and Las Canoas creeks, as well as an unnamed drainage swale east of Las Canoas Creek, are located within the project boundaries but are not included on the Flood Insurance Rate Maps. This indicates that the flood hazard in these areas is minimal. The setbacks required by Flood Control (50 feet from the top of bank) only apply to waterways included within the Flood Insurance Rate Maps. However, new development adjacent to the unnamed drainage swale would be constructed a minimum of two feet above the 100-year flood elevation to minimize flood hazards to new residents. No other development is proposed within the floodway or floodway fringe except for two footbridges across Mission Creek and Las Canoas Creek which would span the creeks well above the 100-year flood elevations.</u></p>
<p><b><u>Land Use Element Visual Resource Policy 3:</u></b>  <u>In areas designated as urban on the land use plan maps and in designated rural neighborhoods, new structures shall be in conformance with the scale and character of the existing community. Clustered development, varied circulation patterns, and diverse housing types shall be encouraged.</u></p>	<p><u>The existing community in the vicinity of the Botanic Garden is eclectic in nature. The Garden itself, with its various building types (residences, institutional buildings, shade structures, etc.), exhibits, and open space, has comprised an element of the neighborhood since 1926. The extensive vegetation on and surrounding the project site has historically assisted with the visual integration of the Garden within the neighborhood. To the east and north of the Garden are large residential lots with medium to large homes with a semi-rural character and extensive natural vegetation and wooded feel. The neighborhoods to the west and south are characterized more by single family homes on smaller lots with a more urban type character and more landscaped appearance.</u></p> <p><u>Proposed new development at the Garden is designed to be consistent with the character of the surrounding residential neighborhoods. All new development would adhere to the height limits in place for residences subject to Hillside/Ridgeline standards. Consistent with the policy, the project is designed to cluster development where feasible to minimize the area of disturbance. Proposed staff residences on the Hansen site would be sized and sited to be in conformance with neighborhood residences and designed with a residential vocabulary. The majority of the administrative,</u></p>

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	<p><u>research, and educational buildings would also be scaled and designed in such a way as to respect the residential character of the surrounding community as well as the scale and character of existing Garden facilities. Those buildings that exceed the scale of surrounding development, such as the Education Center, are located interior to the Garden and are not readily visible from surrounding development. Buildings have been set into hillsides to reduce their bulk and massing where appropriate and have incorporated natural materials and green roofs to help tie them into the surrounding landscapes. Significant vegetation within and around the perimeter of the Garden serves to provide effective screening in shielding structures from the surrounding neighborhoods. The recent Jesusista Fire has diminished this screening along Tunnel Road and portions of Mission Canyon Road and Las Canoas Road; however, existing and proposed development would continue to be screened in most places and vegetation along the perimeter is expected to fill in over time as part of the natural post-fire recovery and with the help of the Garden. Due to the topography of the site, development opportunities are limited. Development which is proposed in more visually prominent areas, such as the ridgeline on the East of Mission site, is designed as primarily single story with flat roofs in order to remain compatible with and subordinate to the Gane House (which is proposed to be rebuilt) and other development in the area.</u></p> <p><u>Appropriate colors and materials, as approved by the Board of Architectural Review, would assist the buildings in receding from any views. Finally, lighting restrictions to assist the Garden in remaining as dark as possible throughout nighttime, which includes retrofitting existing lighting, would also ensure that the Garden would be compatible with the surrounding community which is dark at night.</u></p>
<p><b>Circulation Element</b></p> <p><b>Roadway Standards:</b></p> <p>The policy capacities provided in this Element shall be used as guidelines for evaluating consistency with this section of this Element. A project's consistency with this section shall be determined as follows:</p>	<p><i>Roadways:</i> Existing ADT counts on roadways in the vicinity of the project site indicate that all of the roadways are currently operating within acceptable levels of service and below the policy capacities assigned to those segments. The contribution of ADTs from the proposed project to these roadways would not result in the Estimated Future Volumes for any of these segments exceeding their policy</p>

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<p>a. A project that would contribute ADTs to a roadway where the Estimated Future Volume does not exceed the policy capacity would be considered consistent with this section of this Element.</p> <p>b. For roadways where the Estimated Future Volume exceeds the policy capacity but does not exceed the Acceptable Capacity, a project would be considered consistent with this section of this Element only if the number of ADTs contributed by the project to the roadway was less than or equal to 2 percent of the remaining capacity of that roadway or 40 ADT, whichever is greater.</p> <p>c. For roadways where the Estimated Future Volume exceeds the acceptable capacity but does not exceed Design Capacity, a project would be considered consistent with this section of this Element only if the number of ADTs contributed by the project to the roadway does not exceed 25 ADT.</p> <p>d. For roadways where the Estimated Future Volume exceeds the design capacity, a project would be consistent with this section of this Element only if the number of ADTS contributed by the project to the roadway does not exceed 10 ADT.</p> <p><b>Intersection Standards:</b></p> <p>a. Projects contributing PHTs (peak hour trips) to intersections that operate at an Estimated Future Level of Service that is better than LOS C shall be found consistent with this section of this Element unless the project results in a change in V/C (volume/capacity) ratio greater than 0.20 for an intersection operating at LOS A or 0.15 for an intersection operating at LOS B.</p> <p>b. For intersections operating at an Estimated Future Level of Service that is less than or equal to LOS "C", a project must meet the following criteria in order to be found consistent with this section of this Element.</p> <ol style="list-style-type: none"> <li>1) For intersections operating at an Estimated Future Level of Service C, no project must result in a change of V/C ratio greater than 0.10.</li> <li>2) For intersections operating at an estimated future Level of Service D, no project shall contribute 15 or more Peak Hour Trips.</li> <li>3) For intersections operating at an Estimated Future level of Service E, no project shall contribute 10 or more Peak Hour Trips.</li> </ol>	<p>capacities. As such, the proposed project would be consistent with this policy with respect to roadways.</p> <p><i>Intersections:</i> <del>With the exception of the Mission Canyon Road (West)/Foothill Road intersection,</del> <u>All of the area intersections evaluated in this project are currently operating at Level of Service A or BC or better during both AM and PM peak hours under existing conditions.</u> Their Estimated Future Levels of Service are expected to remain within this range. The proposed project's increases at these intersections would be below the thresholds identified. As such, the project would be consistent with this policy. <del>For the Mission Canyon Road (West)/Foothill Road intersection, the Estimated Future Level of Service during the pm peak hour is D. The proposed project would add up to 34 pm trips to this intersection. This would be inconsistent with the policy threshold established for these intersections. Implementation of a mitigation measure requiring that this intersection be improved with an additional turning lane would ensure consistency with this policy.</del></p>

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<p>4) For intersections operating at an Estimated Future Level of Service F, no project shall contribute 5 or more Peak Hour Trips.</p> <p>c. Where a project's traffic contribution does not result in a measurable change in the V/C ratio at an intersection but does result in a finding of inconsistency with Intersection Standard 2 above, intersection improvements that are acceptable to the Public Works Department shall be required in order to make a finding of consistency with these intersection standards. A measurable change in V/C ratio shall be defined as a change greater than or equal to 0.01.</p> <p>d. Where a project's traffic contribution does result in a measurable change in V/C ratio and also results in a finding of inconsistency with Intersection Standards 1 or 2, above, intersection improvements that are sufficient to fully offset the change in V/C ratio associated with the project shall be required in order to make a finding of consistency with these intersection standards.</p> <p>e. The above intersection standards shall also apply to all projects which generate Peak Hour Trips to intersections within incorporated cities that are operating at levels of service worse than those permitted by the city's Circulation Element.</p>	