

**Table S-1  
 SUMMARY OF SIGNIFICANT EFFECTS**

Impact No.	Impact	Mitigation	Significance After Mitigation
<b>Significant and Unmitigable Impacts</b>			
<b>Aesthetics (Subchapter 2.1)</b>			
Project Direct Impacts			
AE-1	The proposed construction would cause the site character to temporarily conflict with the surrounding characteristics. While this impact is temporary, short-term adverse visual impacts would be significant.	No mitigation beyond Project design features already incorporated is available.	Unmitigable
Cumulative Impacts			
AE-2	The visual environment of the I-15 corridor viewshed in the Project area would be <del>adversely</del> affected by the <del>major</del> change in composition introduced by the cumulative projects that would be incompatible with the <del>existing-prior</del> visual character of the area.	No mitigation beyond Project design features already incorporated is available.	Unmitigable
AE-3	The cumulative conversion of the viewshed from a rural area with abundant open space to a developed area with sparse open space is considered significant.	No mitigation beyond Project design features already incorporated is available.	Unmitigable

**Table S-1 (cont.)  
 SUMMARY OF SIGNIFICANT EFFECTS**

Impact No.	Impact	Mitigation	Significance After Mitigation
<b>Significant and Unmitigable Impacts</b>			
<b>Transportation/Traffic (Subchapter 2.2)</b>			
Project Direct Impacts			
TR-1	Under Existing Plus Project conditions, direct impacts would occur at the following segments of SR 76: <ul style="list-style-type: none"> <li>• South Mission Road to Gird Road</li> <li>• Sage Road to Old Highway 395</li> <li>• Horse Ranch Creek Road to Couser Canyon Road</li> </ul>	<ul style="list-style-type: none"> <li>• SR 76 from South Mission Road to Gird Road and Sage Road to Old Highway 395: Under TransNet SR 76 Widening, SR 76 shall be widened to four lanes. Due to timing considerations, the Project Applicant would require a Statement of Overriding Considerations if the Proposed Project is occupied before TransNet improvements.</li> <li>• SR 76 from Horse Ranch Creek Road to Couser Canyon Road: Under Caltrans, SR 76 shall be widened to four lanes. Due to timing considerations, the Project Applicant would require a Statement of Overriding Considerations if the Proposed Project is occupied before Caltrans improvements.</li> </ul>	Unmitigated

<b>Table S-1 (cont.) SUMMARY OF SIGNIFICANT EFFECTS</b>			
<b>Impact No.</b>	<b>Impact</b>	<b>Mitigation</b>	<b>Significance After Mitigation</b>
<b>Significant and Unmitigable Impacts</b>			
<b>Air Quality (Subchapter 2.3)</b>			
<b>Project Direct Impacts</b>			
AQ-1	Based on the estimates of the emissions associated with Project operations, volatile organic compound (VOC) emissions would exceed the significance criteria established for Year 2015.	No feasible mitigation measures beyond Project design features already incorporated into the Project are currently available to address traffic-related emissions.	Unmitigable
AQ-2	Nitrogen oxide (NO <sub>x</sub> ), fine particulate matter (PM <sub>2.5</sub> ), and respirable particulate matter (PM <sub>10</sub> ) criteria pollutants emissions during construction would constitute a temporary but significant impact on the ambient air quality.	No feasible mitigation measures beyond Project design features already incorporated into the Project are currently available to address construction-related emissions.	Unmitigable
<b>Cumulative Impacts</b>			
AQ-3	Project construction would result in a cumulatively considerable net increase in NO <sub>x</sub> , PM <sub>2.5</sub> , and PM <sub>10</sub> ; impacts would be cumulatively significant.	No feasible mitigation measures beyond Project design features already incorporated into the Project are currently available to address construction-related emissions.	Unmitigable

<b>Table S-1 (cont.) SUMMARY OF SIGNIFICANT EFFECTS</b>			
<b>Impact No.</b>	<b>Impact</b>	<b>Mitigation</b>	<b>Significance After Mitigation</b>
<b>Impacts Mitigated to Below a Level of Significance</b>			
<b>Transportation/Traffic (Subchapter 2.2)</b>			
<b>Project Direct Impacts</b>			
TR-1	Under Existing Plus Project conditions, direct impacts would occur at the following segment of SR 76: <ul style="list-style-type: none"> <li>• I-15 southbound (SB) ramps to I-15 northbound (NB) ramps</li> </ul>	Construction of a loop on-ramp at the intersection of SR 76/I-15 SB ramps and restripe bridge to four lanes.	Less than Significant
TR-2	Under Existing Plus Project conditions, direct impacts (both County and CMP impacts) would occur at the following signalized intersection: <ul style="list-style-type: none"> <li>• SR 76/I-15 NB ramps (PM peak hour)</li> </ul>	Construction of an eastbound (EB) to NB loop on-ramp, and addition of a NB to EB off-ramp right-turn lane and a westbound (WB) to NB on-ramp right-turn lane to SR 76 and I-15.	Less than Significant
TR-3	Under Existing Plus Project conditions, direct impacts (both County and CMP impacts) would occur at the following unsignalized intersection: <ul style="list-style-type: none"> <li>• Old Highway 395/Reche Road (AM and PM peak hours)</li> </ul>	<ul style="list-style-type: none"> <li>• Installation of a traffic signal at the intersection of Old Highway 395/Reche Road.</li> </ul>	Less than Significant
<b>Cumulative Impacts</b>			
TR-4	Under Existing Plus Cumulative Plus Project conditions, the Proposed Project would contribute to significant cumulative impacts to the following local roadway segments: <ul style="list-style-type: none"> <li>• Old Highway 395 from East Mission Road to West Lilac Road</li> <li>• Reche Road from Green Canyon Norte to Gird Road</li> <li>• Pankey Road from SR 76 to Shearer Crossing</li> <li>• Pala Mesa Drive from Wilt Road/Sage Road to Old Highway 395</li> </ul>	Participation in the Transportation Impact Fee (TIF) Program.	Less than Significant

<b>Table S-1 (cont.) SUMMARY OF SIGNIFICANT EFFECTS</b>			
<b>Impact No.</b>	<b>Impact</b>	<b>Mitigation</b>	<b>Significance After Mitigation</b>
<b>Impacts Mitigated to Below a Level of Significance</b>			
<b>Transportation/Traffic (Subchapter 2.2) (cont.)</b>			
<b>Cumulative Impacts (cont.)</b>			
TR-5	Under Existing Plus Cumulative Plus Project conditions, the Proposed Project would contribute to significant cumulative impacts to the following segments of SR 76: <ul style="list-style-type: none"> <li>• Melrose Drive to Old Highway 395</li> <li>• I-15 SB ramps to I-15 NB ramps</li> <li>• Horse Ranch Creek Road to Pala Mission Road</li> </ul>	Participation in the TIF Program for the following intersections: <ul style="list-style-type: none"> <li>• Melrose Drive to Old Highway 395</li> <li>• Horse Ranch Creek Road to Pala Mission Road</li> </ul> Significant impacts to SR 76 between I-15 SB ramps to I-15 NB ramps shall be mitigated through implementation of M-TR-1, above.	Less than Significant
TR-6	Under Existing Plus Cumulative Plus Project conditions, the Proposed Project would contribute to significant cumulative impacts to the following signalized intersections: <ul style="list-style-type: none"> <li>• SR 76/Gird Road (PM peak hour)</li> <li>• SR 76/Old Highway 395 (AM and PM peak hours)</li> <li>• SR 76/I-15 SB ramps (AM and PM peak hours)</li> <li>• SR 76/I-15 NB ramps (AM and PM peak hours)</li> <li>• Mission Road/Old Highway 395 (PM peak hour)</li> <li>• Mission Road/I-15 SB ramps (AM and PM peak hours)</li> <li>• Mission Road/I-15 NB ramp (PM peak hour)</li> <li>• SR 76/Melrose Drive (AM and PM peak hours)</li> <li>• SR 76/East Vista Way (AM and PM peak hours)</li> <li>• SR 76/North River Road (AM and PM peak hours)</li> <li>• SR 76/Olive Hill Road (AM and PM peak hours)</li> <li>• SR 76/South Mission Road (PM peak hour)</li> </ul>	Participation in the TIF Program.	Less than Significant

<b>Table S-1 (cont.) SUMMARY OF SIGNIFICANT EFFECTS</b>			
<b>Impact No.</b>	<b>Impact</b>	<b>Mitigation</b>	<b>Significance After Mitigation</b>
<b>Impacts Mitigated to Below a Level of Significance (cont.)</b>			
<b>Transportation/Traffic (Subchapter 2.2) (cont.)</b>			
<b>Cumulative Impacts (cont.)</b>			
TR-7	Under Existing Plus Cumulative Plus Project conditions, the Proposed Project would contribute to significant cumulative impacts to the following unsignalized intersections: <ul style="list-style-type: none"> <li>• SR 76/Via Monserate (AM and PM peak hours)</li> <li>• SR 76/Sage Road (AM and PM peak hours)</li> <li>• SR 76/Pankey Road (AM and PM peak hours)</li> <li>• SR 76/Rice Canyon Road (AM and PM peak hours)</li> <li>• SR 76/Couser Canyon Road (AM and PM peak hours)</li> <li>• Old Highway 395/Pala Mesa Drive (AM and PM peak hours)</li> <li>• Old Highway 395/Stewart Canyon Road (AM and PM peak hours)</li> <li>• Old Highway 395/Reche Road (AM and PM peak hours)</li> <li>• Old Highway 395/Dulin Road (PM peak hour)</li> <li>• Reche Road/Live Oak Park Road (AM peak hour)</li> </ul>	Participation in the TIF Program.	Less than Significant
TR-8	Under Year 2030 plus Project conditions, the Proposed Project would significantly contribute to cumulative impacts at the following roadway segment: <ul style="list-style-type: none"> <li>• Pankey Road from SR 76 to Shearer Crossing</li> </ul>	Participation in the TIF Program.	Less than Significant

<b>Table S-1 (cont.) SUMMARY OF SIGNIFICANT EFFECTS</b>			
<b>Impact No.</b>	<b>Impact</b>	<b>Mitigation</b>	<b>Significance After Mitigation</b>
<b>Impacts Mitigated to Below a Level of Significance (cont.)</b>			
<b>Transportation/Traffic (Subchapter 2.2) (cont.)</b>			
Cumulative Impacts (cont.)			
TR-6a to 8a		<p>The following improvements may be constructed by the Project Applicant and credited toward TIF payments:</p> <ul style="list-style-type: none"> <li>• <del>SR 76/Old Highway 395: Project Applicant shall construct NB to WB and SB to EB left turn lanes, and complete signal modifications.</del></li> <li>• Old Highway 395/Pala Mesa Drive: Project Applicant shall install a traffic signal, and construct additional NB and SB through lanes and EB to NB and WB to SB left-turn lanes.</li> <li>• Old Highway 395/Stewart Canyon Road: Project Applicant shall install a traffic signal and add a WB to SB left-turn lane.</li> <li>• SR 76/<del>Pala Mesa Drive</del>Pankey Road: Project Applicant shall <u>revamp Pankey Road to tie into existing SR 76</u>install a traffic signal and add NB to WB and SB to EB left turn lanes.</li> </ul>	Less than Significant

**Table S-1 (cont.)  
 SUMMARY OF SIGNIFICANT EFFECTS**

Impact No.	Impact	Mitigation	Significance After Mitigation
<b>Noise (Subchapter 3.1)</b>			
Project Direct Impacts			
N-1	Exterior ground-level receptors within PA R-4 would experience noise levels greater than the County standard of 60 dBA CNEL.	Nine-foot high noise attenuation barriers shall be constructed along the property boundaries of lots 285 through 301 within PA R-4 and the HOA recreational facility (PA P-3) (Figure 3.1-108).	Less than Significant
N-2	Exterior ground-level receptors within PA R-1 would experience noise levels greater than the County standard of 60 dBA CNEL.	Ten-foot high noise attenuation barriers shall be constructed along the property boundaries of lots 412 through 445 within PA R-1 (Figure 3.1-108).	Less than Significant
N-3	<del>Exterior second floor receptors within PA MF-1 would experience noise levels greater than the County standard of 60 dBA CNEL.</del>	<del>Outdoor balconies of the residences adjacent to Horse Ranch Creek Road and the two southernmost units within PA MF-1 shall require six foot high noise attenuation barriers (Figure 3.1-10).</del>	Less than Significant
N-4 <del>3</del>	Exterior ground-level receptors within PA MF-2 <del>1</del> would experience noise levels greater than the County standard of 60 dBA CNEL.	Ten-foot high noise attenuation barriers shall be constructed along portions of MF-2 <del>1</del> that front <del>the Town Center and a portion of Longspur Road</del> Horse Ranch Creek Road and Harvest Glen Lane (Figure 3.1-108).	Less than Significant
N-5 <del>4</del>	Exterior ground-level receptors within PA MF-3 <del>2</del> would experience noise levels greater than the County standard of 60 dBA CNEL.	Ten-foot high noise attenuation barriers shall be constructed along portions of MF-3 <del>2</del> that front <del>Horse Ranch Creek Road and Harvest Glen Lane</del> the Town Center and a portion of Longspur Road (Figure 3.1-108).	Less than Significant
N-6	<del>Exterior ground-level receptors within PA MF-4 would experience noise levels greater than the County standard of 60 dBA CNEL.</del>	<del>Eight foot high noise attenuation barriers shall be constructed along portions of MF-4 that front Pala Mesa Drive and Pankey Place and 10 foot high noise attenuation barriers shall be constructed along portions of MF-4 that front SR 76 (Figure 3.1-10).</del>	Less than Significant