

**TABLE ES.6-8
SUMMARY OF DIRECT ADVERSE LONG TERM IMPACTS, MITIGATION MEASURES AND
CEQA LEVEL OF SIGNIFICANCE AFTER MITIGATION FOR TRAFFIC AND CIRCULATION**

Direct Adverse Impact and Impacted Scenarios (a)	Mitigation Measure (b) and Traffic Share Percentages	CEQA Level of Significance After Mitigation
Long range peak hour LOS intersection deficiency: Felipe Rd & Oso Pkwy under Scenario 4.	Add fourth eastbound through lane and second southbound left-turn lane, and convert second northbound through lane to shared second through/second right-turn lane (traffic share = 4%).	Less than significant.
Long range peak hour LOS intersection deficiency: I-5 northbound ramps & Crown Valley Pkwy under Scenario 4.	Add fourth eastbound through lane (traffic share = 8%).	Less than significant.
Long range peak hour LOS intersection deficiency: I-5 northbound ramps & Oso Pkwy under Scenario 1.	Add northbound shared second left-turn/second right-turn lane (traffic share = 4%).	Less than significant.
Long range peak hour LOS intersection deficiency: Los Altos & Crown Valley Pkwy under Scenario 4.	Modify southbound approach to provide a left-turn lane and a shared through/right-turn lane and eliminate north/south split phasing (traffic share = 5%).	Less than significant.
Long range peak hour LOS intersection deficiency: Marguerite Pkwy & Avery Pkwy under Scenario 4.	Add southbound right-turn lane (traffic share = 3%).	Less than significant.
Long range peak hour LOS intersection deficiency: Marguerite Pkwy & Crown Valley Pkwy under Scenario 1.	Add third northbound through lane and convert second southbound through lane to shared second through/second right-turn lane (traffic share = 2%).	Significant.
Long range peak hour LOS intersection deficiency: Puerta Real & Crown Valley Pkwy under Scenario 4.	Convert southbound through lane to shared through/second right-turn lane (traffic share = 3%).	Less than significant.
Long range peak hour LOS intersection deficiency: Rancho Viejo Rd & Ortega Hwy under Scenario 1.	Add third eastbound through lane (traffic share = 2%).	Less than significant.
Long range peak hour LOS ramp deficiency: I-5 northbound direct on-ramp at Avd Pico under Scenario 1.	Widen to a two-lane on-ramp (traffic share = 5%).	Less than significant.
Long range peak hour LOS ramp deficiency: I-5 northbound direct on-ramp at Avd Vista Hermosa under Scenario 1.	Widen to a two-lane on-ramp (traffic share = 4%).	Less than significant.
Long range peak hour LOS ramp deficiency: I-5 southbound off-ramp at Avd Vista Hermosa under Scenario 1.	Add second auxiliary lane from I-5 to the off-ramp (traffic share = 16%).	Less than significant.
Long range peak hour LOS ramp deficiency: I-5 northbound direct on-ramp at Crown Valley Pkwy under Scenarios 1, 3 and 4.	Widen to a two-lane on-ramp (traffic share = 9%).	Significant.