APPENDIX G

MODIFIED ALTERNATIVE C: ALTERNATE OFFICE PARK TRAFFIC CIRCULATION OPTION

MODIFIED ALTERNATIVE C

ALTERNATE OFFICE PARK TRAFFIC CIRCULATION OPTION

An on and off-site traffic circulation option has been created under Modified Alternative C which would prohibit project operational or construction-related traffic on Cypress Avenue, which is largely residential in nature. Under this option, both project traffic and construction traffic would be prohibited from accessing the site from Airport Street north of the project site. Therefore, for project traffic, the site would be accessed using North or South Capistrano Road to and from Cabrillo Highway. Construction trucks would access the site using North Capistrano Road to and from Cabrillo Highway. The revised traffic route includes only non-residential streets. The alternate route is shown in Figure D of the FEIR.

The site plan would include onsite signs prohibiting traffic from making a right turn when entering the site and a left turn when exiting the site, as well as modifications within the public right-of-way to prevent such turns. The Figure F of the DEIR shows the proposed improvements to Airport Street to route all project traffic to the south to avoid impacts to the residential communities to the north.

BENEFITS OF ALTERNATE TRAFFIC CIRCULATION

The traffic circulation option would direct project traffic, as estimated by Hexagon Transportation Consultants, Inc., in a report dated June 24, 2009 (Hexagon Traffic Report) prepared for the Big Wave Wellness Center and Office Park Draft EIR, to streets in Princeton that largely serve industrial and commercial uses. The alternate route is intended to maintain the residential character of Cypress Avenue, as well as the residential character of side streets along Airport Street north of the project site, such as La Granada Avenue (access to the Pillar Ridge Mobile Home Park) and Los Banos Ave.

Implementation of this option would also significantly reduce or eliminate project-generated traffic to the above intersections. As sated in the Draft EIR, under worst-case project conditions, the northbound left-turn movement on Cypress Avenue at Cabrillo Highway (Study Intersection 6) would operate at LOS F with a delay of 59.8 seconds. Under this option, project traffic would not utilize Cypress Avenue or Airport Street north of the project site. The alternate route transfers project traffic volume (86 AM trips and 77 PM trips as shown in Figure 12 of the Hexagon Traffic Report) from Study Intersection 6 to Study Intersection 8 (Cabrillo Highway at North Capistrano Road).

Based on the foregoing, intersection LOS for the following intersections would not be impacted or only minimally impacted by the project and would remain at existing or "background" levels[1], as presented in the DEIR:

[1] *Background conditions include existing traffic plus additional traffic generated by approved developments in the area.*

- Cypress Avenue at Cabrillo Highway (Study Intersection 6)
- Airport Road at Los Banos Avenue (Study Intersection 5)
- Airport Road at La Granada Avenue (Study Intersection 4)

POTENTIAL IMPACTS OF ALTERNATE TRAFFIC CIRCULATION

The traffic circulation option transfers project traffic (86 AM trips and 77 PM trips) from the Cypress Avenue at Cabrillo Highway at Cabrillo Highway (Study Intersection 6) to Cabrillo Highway at North Capistrano Road (Study Intersection 8). Intersection LOS for the following Princeton intersections may be further impacted than the level discussed in the DEIR:

- Cabrillo Highway at North Capistrano Road (Study Intersection 8)
- Prospect Way at Capistrano Road (Study Intersection 1)
- Prospect Way at Broadway/Cornell Avenue (Study Intersection 2)
- Airport Road at Stanford Avenue/Cornell Avenue (Study Intersection 3)

Additional trips through these intersections under this alternate traffic route are shown in Tables 1 through 8, below. However, as described below, project impacts to intersection LOS would not be considered significant with implementation of the recommended mitigation measures. The following is an analysis of the anticipated impact of this option to intersection LOS levels:

A. CABRILLO HIGHWAY AT NORTH CAPISTRANO ROAD (STUDY INTERSECTION 8)

At the Cabrillo Highway at North Capistrano Road (Study Intersection 8) intersection, under original project conditions[2], Figure 13 of the Hexagon Traffic Report estimates 31 AM westbound trips (from Cabrillo Highway to North Capistrano Road) and 25 PM northbound trips (from North Capistrano Road to Cabrillo Highway), where intersection LOS is "C" in both the AM and PM during peak hours with 15.1 seconds of delay in the AM and 18.5 seconds of delay in the PM. The revised route would add 86 AM westbound trips and 77 PM northbound trips. This intersection is configured with left and right turn pockets and a left turn and right turn merge lanes. The intersection has sight visibility for cars being detained at the signalized intersection of Capistrano South.

[2] *Project traffic volumes for "project conditions" are the sum of Background trips plus Project trips, based on the assignment in the June 2009 traffic report by Hexagon Transportation Consultants, Inc.*

Table 1
Cabrillo Highway at North Capistrano Road (Study Intersection 8) – Original & Optional Traffic AM & PM Volumes

Cabrillo Highway at North Capistrano Road	*Original Project Traffic Volumes*			Additional Revised Project Trips	Revised Project Traffic Volume
	Trips	Worst Case LOS	Delay (in seconds)		
1. Cabrillo Highway to North Capistrano Road – westbound (AM)	31	*C*	*15.1*	86	117
2. North Capistrano Road to Cabrillo Highway – northbound (PM)	25	*C*	*18.5*	77	102
Total	56			163	219

As AM and PM LOS levels are at level "C" under original project conditions, the additional trips from the alternate traffic route may impact AM & PM intersection LOS such that both exceed level "C" (over 25 seconds of delay for unsignalized intersections). Implementation of mitigation measures in the Final EIR, as summarized below, would reduce the impact related to project peak-hour traffic volumes and intersection LOS to a less-than-significant level.

- Mitigation Measure TRANS-1 requires the property owner to submit a traffic report to the County, at full occupancy of every 60,000 sq. ft. of office space up until full project occupancy and bi-annually after full project occupancy. The report should be study level of service at the following intersections: Cypress Avenue and SR 1 (Study Intersection 6), Airport Street & Stanford/Cornell (Study Intersection 3), Broadway & Prospect Way (Study Intersection 2), Prospect Way & Capistrano (Study Intersection 1) and State Route 1 & Capistrano (Study Intersection 8) to evaluate if they maintain a LOS level "C" or better. If traffic reports reveal that the LOS of any of these intersections exceeds level "C", the applicant will be required to implement recommendations, such that LOS levels are maintained at level "C" or better, within 1 year of the date of that report.

In addition, as stated in the FEIR, the applicant proposes to implement Traffic Demand Management (TDM) measures, including an off-site parking agreement and shuttle services to the Office Park (to accommodate a minimum of 50 cars and their drivers) for the purpose of reducing project traffic along the Cabrillo Highway to North Capistrano Road to Prospect Way to Broadway to Cornell Avenue/California Avenue or Harvard Avenue/Yale Avenue to Airport Street

route. Therefore, the project as currently proposed and mitigated, would result in impacts related to project peak-hour traffic volumes and intersection LOS that are considered less than significant.

B. PROSPECT WAY AT CAPISTRANO ROAD (STUDY INTERSECTION 1)

Figure 13 of the Hexagon Traffic Report estimates original project traffic volume[3] between Prospect Way and South Capistrano Road at 251 AM westbound trips and 274 PM southbound trips. Between Prospect Way and North Capistrano Road, Figure 13 of the Hexagon Traffic Report estimates original project traffic volume at 29 AM westbound trips and 29 PM northbound trips. Intersection LOS under original project conditions is at level "A" in the AM and level "B" in the PM. The revised route would add 86 AM westbound trips and 77 PM northbound project trips to project conditions.

While AM intersection LOS is at a level "A" and is not likely to exceed level LOS "C", the alternate traffic route may impact PM intersection LOS, currently at LOS B. The additional PM trips from this option added onto total project traffic volumes along Prospect Way (north and southbound) could cause intersection LOS to exceed level "C" (or 25 seconds of delay) in the PM. As illustrated in the table below, the additional 77 PM northbound trips would be added to the estimated 303 PM trips under project conditions for a total of 380 PM trips.

[3] *Project traffic volumes are the sum of Background trips plus Project trips, based on the assignment in the June 2009 traffic report by Hexagon Transportation Consultants, Inc.*

Table 2
Prospect & Capistrano Intersection (Study Intersection 1) – Original & Optional Project Traffic AM & PM Volumes

Prospect & Capistrano Intersection	*Original Project Traffic Volumes*			Additional Revised Project Trips	Revised Project Traffic Volume
	Trips	Worst Case LOS	Delay (in seconds)		
1. North Capistrano Road to Prospect Way – Westbound (AM)	29	*A*	*9.4*	86	115
2. South Capistrano Road to Prospect Way – Westbound (AM)	251	*A*	*9.4*	--	251
AM Total	280			86	366
3. Prospect Way to North Capistrano Road – Northbound (PM)	29	*B*	*11*	77	106
4. Prospect Way to South Capistrano Road – Southbound (PM)	274	*B*	*11*	--	274
PM Total	303			77	380
Total	583			163	746

To reduce the potential impact to PM intersection LOS, the applicant porposes to construct a designated left turn lane from Prospect Way onto North Capistrano Road, such that traffic turning left onto North Capistrano does not delay traffic turning right to proceed onto South Capistrano Road. Implementation of Mitigation Measures TRANS-1 (requires traffic reports and implementation of recommendations such that LOS levels are maintained at "C" or better) and shuttle and designated turn lane proposals would reduce the impact related to project peak-hour traffic volumes and intersection LOS to a less-than-significant level.

C. PROSPECT WAY AT BROADWAY/CORNELL AVENUE (STUDY INTERSECTION 2)

As illustrated in the table below, the alternate traffic route would result in an additional 86 AM trips onto the estimated 114 AM trips (LOS "B" with 11.8

seconds of delay) estimated under original project conditions in Figure 13 of the Hexagon Traffic Report, for a total of 200 trips. The alternate traffic route would result in an additional 77 PM trips onto the estimated 167 trips (LOS "B" with 13.8 seconds of delay) estimated under original project conditions in Figure 13 of the Hexagon Traffic Report, for a total of 244 PM trips.

Table 3
Prospect Way at Broadway/Cornell Avenue (Study Intersection 2)– Original & Optional Project Traffic AM & PM Volumes

Prospect Way at Broadway/Cornell Avenue	*Original Project Traffic Volumes*			Additional Revised Project Trips	Revised Project Traffic Volume
	Trips	Worst Case LOS	Delay (in seconds)		
1. Prospect Way to Broadway/Cornell Avenue – westbound (AM)	114	*B*	*11.8*	86	200
2. Broadway/Cornell Avenue to Prospect Way – eastbound (PM)	167	*B*	*13.8*	77	244
Total	281			163	444

While the additional 86 AM trips is unlikely to increase the delay from 11.8 under LOS B to over 25 seconds such that intersection LOS exceeds level "C" in the AM, there is a small potential for intersection LOS to exceed level "C" in the PM (increase from 13.8 seconds of delay under LOS B to over 25 seconds of delay). This potential is reduced as traffic is more likely to disperse between Cornell Avenue and Harvard Avenue (drivers will shift their route to maintain the shortest delay), rather than concentrate on Cornell Avenue as originally analyzed in the DEIR. This is illustrated in Figure D of the Final EIR. In addition, implementation of Mitigation Measures TRANS-1 (requires traffic reports and implementation of recommendations such that LOS levels are maintained at "C" or better) and the proposed shuttle would further reduce the impact related to project peak-hour traffic volumes and intersection LOS to a less-than-significant level.

D. Airport Road at Stanford Avenue/Cornell Avenue (Study Intersection 3)
The alternate traffic route could potentially add 86 AM northbound trips and 77 PM eastbound trips onto the 131 AM northbound project trips and 109 PM eastbound project trips, estimated under original project conditions in Figure 13 of the Hexagon Traffic Report.

Table 4
Airport Road at Stanford Avenue/Cornell Avenue (Study Intersection 3)
Original & Optional Project Traffic AM & PM Volumes

Airport Road at Stanford Avenue/Cornell Avenue	*Original Project Traffic Volumes*			Additional Revised Project Trips	Optional Project Traffic Volume
	Trips	Worst Case LOS	Delay (in seconds)		
1. Stanford Avenue/Cornell Avenue to Airport Road – northbound (AM)	131	*B*	*10.7*	86	217
2. Airport Road at Stanford Avenue/Cornell Avenue - eastbound (PM)	109	*B*	*11.9*	77	186
Total	240			163	403

While the additional AM and PM trips are unlikely to increase the delays under LOS B shown in Table 4 to over 25 seconds[4] such that intersection LOS exceeds level "C", there is a small potential for this to occur. This potential is reduced as traffic is more likely to disperse between Cornell Avenue and Harvard Avenue (drivers will shift their route to maintain the shortest delay), rather than concentrate on Cornell Avenue as originally analyzed in the DEIR. This is shown in Figure D of the Final EIR. In addition, implementation of Mitigation Measures TRANS-1 (requires traffic reports and implementation of recommendations such that LOS levels are maintained at "C" or better) and the proposed off-site parking agreement and shuttle to accommodate a minimum of 50 cars and their drivers, would further reduce the impact related to project peak-hour traffic volumes and intersection LOS to a less-than-significant level.

POTENTIAL CUMULATIVE IMPACT OF ALTERNATE TRAFFIC CIRCULATION

In the Hexagon Traffic Report, cumulative (20-year horizon) conditions were evaluated with and without the project. Traffic volumes under cumulative conditions were estimated by applying a growth factor to existing volumes and adding trips from approved developments. Project trips were then added in the "cumulative with project" scenario.

CUMULATIVE BENEFITS OF REVISED TRAFFIC CIRCULATION

[4] *LOS C includes delays of 15.1 to 25 seconds for unsignalized intersections.*

The alternate traffic circulation would prohibit access to or from the Office Park from Airport Street north of the project site and Cypress Avenue. Therefore, under ”cumulative with project” conditions, intersection LOS for the following intersections would not be impacted or only minimally impacted by the project and would remain at “cumulative without project” levels, as shown in Table IV.M-11 of the DEIR:

- Cypress Avenue at Cabrillo Highway (Study Intersection 6)
- Airport Road at Los Banos Avenue (Study Intersection 5)
- Airport Road at La Granada Avenue (Study Intersection 4)

POTENTIAL CUMULATIVE IMPACTS OF ALTERNATE TRAFFIC CIRCULATION

The following is an analysis of the anticipated impact of the alternate traffic circulation to “cumulative with project” intersection LOS levels as presented in the Hexagon Traffic Report:

E. CABRILLO HIGHWAY AT NORTH CAPISTRANO ROAD (STUDY INTERSECTION 8)

The alternate route would add 86 AM westbound trips from Cabrillo Highway to North Capistrano Road and 77 PM eastbound trips from North Capistrano Road to Cabrillo Highway, where Figure 15 of the Hexagon Traffic Report estimates 36 AM westbound trips and 28 PM eastbound trips under original “cumulative with project” conditions.

Table 5
Cabrillo Highway at North Capistrano Road (Study Intersection 8) – Cumulative Traffic AM & PM Volumes With Alternate Traffic Route

Cabrillo Highway at North Capistrano Road	*Cumulative With Original Project*			Additional Revised Project Trips	Cumulative with Optional Project Traffic Volume
	Trips	Worst Case LOS	Delay (in seconds)		
1. Cabrillo Highway to North Capistrano Road – westbound (AM)	36	*C*	*17.3*	86	122
2. North Capistrano Road to Cabrillo Highway – eastbound (PM)	28	*C*	*23.2*	77	105
Total	64			163	227

Under the alternate traffic route, there is a potential for both AM and PM intersection LOS to exceed level "C" under cumulative with project conditions. However, this potential is reduced due to the existing configuration of the intersection (left and right turn pockets, left turn and right turn merge lanes, and sight visibility for cars being detained at the signalized intersection of Capistrano South). Therefore, the alternate traffic route would not result in a potentially significant impact to intersection LOS. The implementation of Mitigation Measures TRANS-1 and proposed off-site parking agreement and shuttle to accommodate a minimum of 50 cars and their drivers would further reduce the project impact to cumulative intersection LOS to a less-than-significant level.

F. PROSPECT WAY AT CAPISTRANO ROAD (STUDY INTERSECTION 1)

Under original "cumulative with project" conditions, Figure 15 of the Hexagon Traffic Report estimates traffic between Prospect Way and South Capistrano Road at 279 AM westbound trips and 309 PM southbound trips. Between Prospect Way and North Capistrano Road, Figure 15 of the Hexagon Traffic Report estimates "cumulative with project" conditions at 35 AM westbound trips and 35 PM northbound trips. Intersection LOS under original "cumulative with project" conditions is at level "A" in the AM and level "B" in the PM. The revised route would add 86 AM westbound trips and 77 PM northbound project trips to project traffic conditions.

While AM intersection LOS is not likely to exceed level LOS "C" (as intersection LOS under original "cumulative with project" is estimated at level "A"), the revised traffic circulation may impact PM intersection LOS, currently at LOS

"B". The additional PM trips from the alternate traffic route onto total cumulative project traffic volumes along Prospect Way (north and southbound) could cause intersection LOS to exceed level "C" (or 25 seconds of delay) in the PM. As illustrated in the table below, the additional 77 PM northbound trips would be added to the estimated 344 PM trips under project conditions for a total of 421 PM trips.

Table 6
Prospect & Capistrano Intersection (Study Intersection 1) – Cumulative Project Traffic AM & PM Volumes with Alternate/Optional Traffic Route

Prospect & Capistrano Intersection	*Cumulative With Original Project*			Additional Revised Project Trips	Cumulativ with Optional Project Traffic Volume
	Trips	Worst Case LOS	Delay (in seconds)		
1. North Capistrano Road to Prospect Way – Westbound (AM)	35	*A*	*9.6*	86	121
2. South Capistrano Road to Prospect Way – Westbound (AM)	279	*A*	*9.6*	--	279
AM Total	314			86	400
3. Prospect Way to North Capistrano Road – Northbound (PM)	35	*B*	*11.9*	77	112
4. Prospect Way to South Capistrano Road – Southbound (PM)	309	*B*	*11.9*	--	309
PM Total	344			77	421
Total	658			163	821

Implementation of Mitigation Measures TRANS-1 and proposed off-site parking agreement and shuttle to accommodate a minimum of 50 cars and their drivers would reduce project impact to cumulative PM intersection LOS to a less-than-significant level.

G. PROSPECT WAY AT BROADWAY/CORNELL AVENUE (STUDY INTERSECTION 2)

As illustrated in the table below, the addition of 86 AM trips to the 136 trips (LOS "B" with 12.8 seconds of delay) estimated under original "cumulative with project" conditions shown in Figure 15 of the Hexagon Traffic Report would result in a total of 222 AM trips. The alternate traffic route would result in the addition of 77 PM trips to the 200 trips (LOS "C" with 16 seconds of delay) estimated under original "cumulative with project" conditions, for a total of 277 PM trips.

Table 7
Prospect Way at Broadway/Cornell Avenue (Study Intersection 2) – Cumulative Project Traffic AM & PM Volumes

Prospect Way at Broadway/Cornell Avenue	*Cumulative With Original Project*			Additional Revised Project Trips	Cumulative with Optional Project Traffic Volume
	Trips	Worst Case LOS	Delay (in seconds)		
1. Prospect Way to Broadway/Cornell Avenue – westbound (AM)	136	*B*	*12.8*	86	222
2. Broadway/Cornell Avenue to Prospect Way – eastbound (PM)	200	*C*	*16*	77	277
Total	336			163	499

While the additional 86 AM trips is unlikely to increase the delay from 12.8 to over 25 seconds[5] (an increase in of 12.3 seconds), there is the potential for intersection LOS to exceed level "C" in the PM at Broadway/Cornell Avenue. This potential is reduced, as traffic is more likely to disperse between Cornell Avenue and Harvard Avenue (drivers will shift their route to maintain the shortest delay), rather than concentrate on Cornell Avenue as originally analyzed in the DEIR. This is shown in Figure D of the Final EIR. In addition, implementation of Mitigation Measures TRANS-1 proposed off-site parking agreement and shuttle to accommodate a minimum of 50 cars and their drivers, would reduce project impact to cumulative peak-hour traffic volumes and intersection LOS to a less-than-significant level.

[5] *LOS C includes delays of 15.1 to 25 seconds for unsignalized intersections.*

H. AIRPORT ROAD AT STANFORD AVENUE/CORNELL AVENUE (STUDY INTERSECTION 3)

As illustrated in the table below, the alternate traffic route would result in an additional 86 AM trips onto the estimated 135 AM trips (LOS "B" with 11 seconds of delay) estimated under original "cumulative with project" conditions as shown in Figure 15 of the Hexagon Traffic Report, for a total of 221 AM trips. The alternate traffic route would result in an additional 77 PM trips onto the estimated 111 PM trips (LOS "B" with 11.9 seconds of delay) estimated under original "cumulative with project" conditions, for a total of 188 PM trips.

Table 8
Airport Road at Stanford Avenue/Cornell Avenue (Study Intersection 3) – Cumulative Project Traffic AM & PM Volumes

Airport Road at Stanford Avenue/Cornell Avenue	*Cumulative With Original Project*			Additional Revised Project Trips	Cumulative with Optional Project Traffic Volume
	Trips	Worst Case LOS	Delay (in seconds)		
1. Stanford Avenue/Cornell Avenue to Airport Road – northbound (AM)	135	*B*	*11*	86	221
2. Airport Road at Stanford Avenue/Cornell Avenue - eastbound (PM)	111	*B*	*11.9*	77	188
Total	246			163	409

While the additional AM and PM trips are unlikely to increase the delay to over 25 seconds, there is a small potential for AM and PM intersection LOS to exceed level "C". This potential is reduced, as traffic is more likely to disperse between Cornell Avenue and Harvard Avenue (drivers will shift their route to maintain the shortest delay), rather than concentrate on Cornell Avenue as originally analyzed in the DEIR. In addition, implementation of Mitigation Measure TRANS-1 proposed off-site parking agreement and shuttle to accommodate a minimum of 50 cars and their drivers, would reduce project impact to cumulative peak-hour traffic volumes and intersection LOS to a less-than-significant level.

CONCLUSION

In summary, the alternate traffic route would result in reduced project impacts to local intersections which are largely residential, these being Cypress Avenue at Cabrillo Highway (Study Intersection 6), Airport Road at Los Banos Avenue (Study Intersection 5), and Airport Road at La Granada Avenue (Study Intersection 4), but may increase potential project impacts (under cumulative and non-cumulative scenarios) to non-residential intersections. Non-residential intersections potentially impacted by the revised traffic circulation are Cabrillo Highway at North Capistrano Road (Study Intersection 8), Prospect Way at Capistrano Road (Study Intersection 1), Prospect Way at Broadway/Cornell Avenue (Study Intersection 2), and Airport Road at Stanford Avenue/Cornell Avenue (Study Intersection 3). However, with implementation of Mitigation Measures TRANS-1, proposed off-site parking agreement and shuttle to accommodate a minimum of 50 cars and their drivers, and proposed improvements to Airport Street to prohibit project traffic north of the project site on Airport Street, intersection LOS for the above intersections would be maintained at a level of "C" or better under project and cumulative scenarios. Therefore, potential traffic impact of the alternate traffic route would be less-than-significant.

APPENDIX H

ADDITIONAL INFORMATION REGARDING CONSTRUCTION PHASING AND SCHEDULE PROVIDED BY THE APPLICANT

Additional Applicant-Provided Information Regarding Construction Phasing and Schedule:

In addition to the information provided in the DEIR and under Topical Response 12, Construction Phasing for the Office Park, the following additional description of project construction and phasing is provided by the applicant, as follows:

> *Phase 1:* Construct rough grading (for whole site), install main utilities (for whole site), construct the visual and sound barriers (native trees and irrigation system for the whole site. If required the additional flexible sound barrier will be installed during each Office Park building permit. Conventional farming will start the transition to organic farming. Construct Phase I of the Wellness Center (Eight one story breezeway units). Construct the sewer connection to GSD for the initial 8 units. Construct the water recycling and water systems for the wellness center, construct the parking lot and initiate phased wetlands restoration for the Wellness Center. Construct the site access and encroachments (including sidewalk) for the Wellness Center.
>
> *Phase 2*: Construct the remainder of the Wellness Center under a separate building permit.
>
> *Phase 3*: Construct the commercial buildings and the Communications Building on the Wellness Center Parcel under a separate building permit.
>
> *Phase 4*: Construct the site access and encroachments (including sidewalk) to Airport Street and other offsite street improvements required by the County TMD's for the Office Park. Construct the first building for the Office Park when the local economy can support the project. Office park construction on the northern parcel will be done with separate building permits for each building (or building groups) that includes the necessary parking, water and wastewater, storm drainage systems and complies with all the CCRs and CCC permit conditions for each permit. Since all of the buried utilities and the rough grading will be done in Phase 1, the construction of each building will take only 12 months. The size of the crew will be proportionally smaller that the crew size for building all of the buildings simultaneously. The mitigated project requires drilled instead of driven piers. Drilling the piers for one building will take a proportional smaller amount of time relative to the square footage of the buildings. The pier concrete will placed with the grade beam concrete.
>
> *Phase 5*: Construct the improvements to Cypress Street, Capistrano or other intersection if required by the traffic study required for the first 60,000 square feet of commercial space permitted to maintain all intersection at LOS level C or better. .
>
> *Phase 6*: Repeat same process for the remainder of the Commercial Building on the northern parcel.

Impacts of Additional Information to Phasing and Schedule:

- The project phases are essentially the same as those that are listed in the DEIR the only differences is that the construction effort is less concentrated and spread over a longer time.

- The majority of the impacts will be accomplished the initial phased including the site grading and the impacts to Airport Street

- The vegetative sound and visual barrier will be mature while the office buildings are constructed. This will shield the site construction from view and construction noise.

- The size of the construction crew will be smaller at any particular time and the delivery of construction material will be a fraction of the total at any particular time. This will have a lower impact on traffic and the smaller crews and operation will have a lower maximum noise impact.

- The use of water for the development will increase gradually over time and the impacts can be monitored and additional requirements can be incorporated by the County in the building permit process.

- The vegetative sound and visual barrier is the primary use for recycled water. This strip will be mature by the time the individual recycling systems) will come on line.

- There will be adequate time and data to demonstrate the effectiveness of the water recycling on a smaller scale before the full project is developed.

- There is considerable lower risk to the environment with the gradual development of the project. The wetlands restoration will be phased along with the development and the design can be modified if appropriate for each permit to maximize its effectiveness.

- The current farming practice will be modified from conventional to organic during phase 1, this will immediately reduce the impacts of farming on the marsh.

- The phasing allows for the phased construction of the wetlands restoration. Each phase of the construction will include a phase of the wetlands restoration. The wetlands will not be restored if the project is not built. If the project is not built the site will continue to be farmed.

- If the first phase includes the underground work, the rough site grading and the planting of the visual screening and sound barrier, the impacts of the site work will be the same. If each subsequent phase involves the construction of a fraction of the buildings, the building construction impacts will be related to the fractional amount constructed. If the first phase for the office park constructs the northerly building and plants the associated wetlands and visual and noise shielding, the adjoining residential section will be shielded from the construction noise and impacts associated with the following phases. Phasing the project over a 20 year period does not increase the project impacts and as long as the same mitigations apply to the phased project, the impacts of construction over a 20 year phased period of time are