



Appendix C.2

TRAFFIC IMPACT ANALYSIS OF REDUCED MIXED-USE ALTERNATIVE



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SUBJECT: One Paseo – Reduced Mixed-Use DEIR Alternative Traffic Analysis

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The purpose of this memo is to present the traffic analysis results of the Reduced Mixed-Use Alternative for the Re-circulated Alternatives Section of the Draft Environmental Impact Report (DEIR). For comparison purposes, we used the original DEIR project. For this alternative, the difference in daily and peak hour trip generation (alternative vs. proposed) was utilized to determine whether the impacted streets, intersections, and ramps would or would not be significantly impacted based on the reduction in trips from the alternative. Only the significantly impacted streets, intersections, and ramps that would occur under the proposed project were evaluated. The analyzed alternative would not result in any new significant traffic impacts because trips are less than the proposed project. The Existing with Project, Near Term with Project and Long Term Cumulative (Year 2030) with Project scenarios were evaluated for this alternative. Two phases were analyzed (Phases 1&2 and Build-out) under Existing with Project, Near Term with Project and Long Term Cumulative (Year 2030) with Project conditions. Only two phases (Phases 1&2 and Build-out) were analyzed since this alternative would most likely only have two phases rather than three. Freeway main lanes were not analyzed in this alternative because the proposed project did not cause any direct or cumulative significant impacts. In addition, the Reduced Mixed-Use Alternative is a reduction in overall ADT, so no new freeway main lane significant impacts are anticipated.

If project traffic from the Reduced Mixed-Use EIR Alternative causes a roadway facility or intersection that operates acceptably to operate unacceptably, then the alternative project has a significant impact. Two criteria

must be met to determine a significant impact and before project mitigation is proposed. First, the intersection or street segment must have an unacceptable level of service (LOS), i.e. E or F. Second, the amount of project traffic must be significant based on the application of criteria discussed below and illustrated in Table 4-2 of the traffic study. For an intersection, if the change in delay is greater than 2 seconds or 1 second and the level of service is "E" or "F" respectively, then the intersection project impacts would be considered significant. For a street segment, if the change in volume to capacity ratio (V/C ratio) exceeds 0.02 or 0.01, and the level of service is "E" or "F" respectively, then the street segment would be considered significantly impacted. A ramp meter would be significant if the change in delay is greater than 2 minutes or 1 minute for LOS "E" and "F" respectively using the most restrictive meter rate method.

Trip Generation

The Reduced Mixed-Use Alternative assumes developing the site to include approximately 267,800 square feet (SF) of multi-tenant office; 110,000 SF of retail; 304 multi-family residential dwelling units; and a Cinema with a maximum of 1,000 seats. This alternative would generate 11,001 average daily trips (ADT) with 676 AM peak hour trips and 1,144 PM peak hour trips, see **Attachment 1**. The alternative represents an approximate 59% reduction in ADT with a 56% reduction in AM trips and 61% reduction in PM trips compared to the proposed project. The reduction in ADT would be smaller in each phase. For example, if the alternative (11,001 ADT) were compared to the proposed phase 1 & 2 project (17,812 ADT), then the reduction would be 38%. Therefore, the analysis for this alternative is conservative.

Street Segment Analysis

In the Existing with Project (Phase 1 & 2) condition, potentially significant direct traffic impacts on street segments would occur on Del Mar Heights Road between the I-5 Northbound ramps to High Bluff Drive, El Camino Real between Via de la Valle to San Dieguito Road and Via de la Valle between San Andres Drive to El Camino Real (West). These same significant direct impacts occur for the proposed project as well due to the failing levels of service at these locations. As shown in **Attachment 2**, the segment of El Camino Real between the Via de la Valle and San Dieguito Road is operating at level of service "F" in the existing condition. On El Camino Real between Via de la Valle to San Dieguito Road, this roadway operates at an unacceptable level of service "F" in the existing condition. Therefore, even 200 ADT of project traffic added to this roadway could potentially cause a significant direct impact. This alternative would add 534 ADT to El Camino Real which

causes this segment to remain significant. On Del Mar Heights Road from the I-5 Northbound ramps to High Bluff Drive, the segment operates at LOS E with the proposed project. Since this segment operates at an acceptable level of service without the project, i.e. LOS D and operates at LOS E with the alternative, Del Mar Heights Road from the I-5 Northbound ramps to High Bluff Drive remains significant.

In the Existing with Project (Build-out) condition, potentially significant direct impacts on street segments would occur on only three of the four impacted segments with the alternative. **Attachment 3** shows the Del Mar Heights bridge segment over Interstate 5 is not significantly impacted by the Reduced Mixed-Use Alternative. Since the bridge operates at an acceptable level of service, i.e. "D" in the Existing with Project (Build-out) scenario under the Reduced Mixed-Use Alternative, no significant impact occurs. Del Mar Heights Road from I-5 NB ramps to High Bluff fails (LOS F) with the proposed project and would also operate unacceptably (LOS E) with the alternative although to a lesser degree. The two other highlighted significant impacts on El Camino Real and Via de la Valle in the proposed project remain significant with the alternative since the change in v/c is not below the threshold of 0.01 for facilities at LOS F.

In the Near Term with Project (Phase 1&2) condition, significant direct impacts on street segments would occur on all three impacted segments as illustrated in **Attachment 4**. On Del Mar Heights Road between the I-5 NB ramps and High Bluff Drive, which would operate at LOS D without the alternative project and LOS F with the alternative project, the impact would still be significant. Therefore, the segment remains significant with the alternative since the LOS would be lowered from acceptable to unacceptable. On El Camino Real and Via de la Valle, which would operate at LOS F with and without the alternative project, the v/c delta for these segments has been reduced to 0.015. However, since they are not below 0.01, the segments remain significant with the alternative.

In the Near Term with Project (Build-out) condition, potentially significant direct impacts on street segments would occur on three of the four impacted segments with the alternative. **Attachment 5** in the lower table referred to as "Reduced Mixed-Use Differences from Proposed Project" shows the Del Mar Heights bridge segment to operate at LOS D rather than E in the with project condition, therefore, this segment is not considered a significant impact. Del Mar Heights Road from the I-5 NB ramps to High Bluff Drive is projected to operate at LOS F with the alternative and will remain a significant impact. El Camino Real and Via de la

Valle continue to fail (LOS F) with the alternative and the v/c ratios are not reduced to below a level of significance.

In the Year 2030 with Project (Build-out) condition, potentially significant long-term cumulative impacts on street segments would occur with the alternative at the same locations as the impacted segments for the proposed project. **Attachment 6** shows the reduction of the alternative does not remove any significant long term cumulative street segment impacts resulting from the proposed project.

For street segments, the only segment that is not significantly impacted with the Reduced Mixed-Use Alternative as compared to the proposed project is Del Mar Heights Road bridge over I-5 in the Existing with Project (Build-out) and Near Term with Project (Build-out) scenarios. Otherwise, all impacts for the Reduced Mixed-Use Alternative remain the same as for the proposed project.

Intersection Analysis

In the Existing with Project (Phase 1&2) condition, the intersection of Carmel Creek Road at Del Mar Trail would not be significantly impacted by the Reduced Mixed-Use Alternative as shown in **Attachment 7**. The change in delay at the impacted intersection for the alternative is reduced to 1.3 which is below the level of significance for an intersection operating at LOS E. **Attachment 8** shows the Carmel Creek Road / Del Mar Trail intersection is significantly impacted under this alternative since the change in delay is 2.1 with LOS E with and without the alternative for the Existing with Project (Build-out) scenario.

Attachment 9 shows the three intersections that are significantly impacted by the proposed project will remain significant for the Reduced Mixed-Use Alternative in the Near Term with Project (Phase 1&2) condition. All three intersections show the change in delay after the reduction from the alternative are not below the level of significance.

In the Near Term with Project (Build-out) condition, all four significantly impacted intersections from the proposed project will remain significantly impacted from the alternative. As shown in **Attachment 10**, the four impacted intersections change in delay are not reduced to below a level of significance as a result of the Reduced Mixed-Use Alternative. Del Mar Heights Road at I-5 NB ramps shows a reduction in a delay change

to 7.0, however, the intersection operates at LOS E with the alternative. Del Mar Heights Road at High Bluff also shows a reduction in delay change, however, the change is not less than 2.0 seconds and remains LOS E with the alternative. Del Mar Heights Road at El Camino Real shows a reduction in the delay change from 33.4 to 13.0 with a LOS E, however, not below a level of significance. Carmel Creek Road at Del Mar Trail is reduced to a change in delay of 2.0 seconds but operates at LOS E without the alternative and LOS F with the alternative.

In the Year 2030 with Project (Build-out) condition, the proposed project has seven long term cumulative intersection impacts, see **Attachment 11**. Although the AM peak hour reduction is 56% and PM peak hour reduction is 61% for the Reduced Mixed-Use Alternative, all seven significantly impacted intersections from the proposed project remain significantly impacted for the alternative.

For intersections, only Carmel Creek Road at Del Mar Trail is not significantly impacted in the Existing with Project (Phase 1&2) scenario as a result of the Reduced Mixed-Use Alternative. All other impacts for the Reduced Mixed-Use Alternative remain the same as the proposed project.

Freeway Ramp Meter Analysis

In the proposed project analysis, no significant direct impacts occur at freeway ramp meters. Since the Reduced Mixed-Use Alternative is a reduction in ADT and peak hour trips from the proposed project, then no direct ramp meter impacts are anticipated for the alternative.

As shown in **Attachment 12**, freeway ramp meter cumulative impacts are expected to occur at the Del Mar Heights Road / I-5 SB loop ramp meter and I-5 NB ramp meter in the Year 2030 with Project (Build-out) scenario. The same impacts that occur as a result of the proposed project are expected to occur with the Reduced Mixed-Use Alternative.

Conclusions

Based on the alternative project analysis, the significant impacts are reduced on one street segment and one intersection in the following scenarios. In the Existing with Project (Build-out) comparison and Near Term with Project (Build-out) comparison, Del Mar Heights Road between the I-5 SB and I-5 NB ramps is not significantly impacted with the Reduced Mixed-Use alternative compared to the proposed project. Also, the intersection of Carmel Creek Road at Del Mar Trail is not significantly impacted in the Existing with Project (Phase 1&2) summary compared to the proposed project.

ATTACHMENT 1

One Paseo Trip Generation Table

Driveway Rates Reduced Mixed Use EIR Alternative

Use	Amount	Trip*	ADT	AM Peak Hour					PM Peak Hour				
				%*	#	In	Out	In	Out	%*	#	In	Out
Multi-Tenant Office	267,800 SF	$\frac{\ln(T) - 0.756}{\ln(x) + 3.95}$	3,555	13%	462	9	1	416	46	14%	498	2	8
Retail	110,000 SF	40 /KSF	4,400	3%	132	6	4	79	53	9%	396	5	5
Multi-Family Residential	304 DU	6 /DU	1,824	8%	146	2	8	29	117	10%	182	7	3
Cinema	1,000 seats	1.8 /seat	1,800	0.3%	5	3	7	2	4	8%	144	7	3
TOTAL			11,579		746			526	220		1,220		526

Mixed Use Reductions

Use	Amount	Trip*	ADT	AM Peak Hour					PM Peak Hour				
				%*	#	In	Out	In	Out	%*	#	In	Out
Multi-Tenant Office	267,800 SF	$\frac{\ln(T) - 0.756}{\ln(x) + 3.95}$	3,555	13%	462	9	1	416	46	14%	498	2	8
Commercial Office Reduction %			3%		5%			5%	5%		4%		4%
Sub-Total Commercial Office Reduction			107		23			21	2		20		4
Multi-Family Residential	304 DU	6 /DU	1,824	8%	146	2	8	29	117	10%	182	7	3
Residential Reduction %			10%		8%			8%	8%		10%		10%
Sub-Total Residential Reduction			182		12			2	9		18		13
Retail	110,000 SF	40 /KSF	4,400	3%	132	6	4	79	53	9%	396	5	5
Cinema	1,000 seats	1.8 /seat	1,800	0.3%	5	3	7	2	4	8%	144	7	3
Commercial Retail Reduction			289		35			23	12		38		17
TOTAL REDUCTION			578		70			46	23		76		34

Notes:

* = Source: City of San Diego Trip Generation Manual, May 2003

DU = Dwelling Unit

KSF = 1,000 Square Foot

ATTACHMENT 1

One Paseo Trip Generation Table

Reduced Mixed Use EIR Alternative

NET NEW TRIPS							
Condition	ADT	AM Peak Hour			PM Peak Hour		
		#	In	Out	#	In	Out
Reduced Mixed Use Alterantive	11,579	746	526	220	1,220	526	694
Mixed Use Reductions	578	70	46	23	76	34	43
TOTAL	11,001	676	480	196	1,144	493	651
Proposed Project	26,961	1,538	1,057	481	2,932	1,231	1,701
Reduced Mixed-Use Alt. Reduction%	59%	56%	55%	59%	61%	60%	62%

ATTACHMENT 2

Existing & Existing With Project (Phase 1 & 2) Street Segment Comparison

The following table illustrates the impacts of the Proposed Project (26,961 ADT). Highlighted boxes indicate areas where the impacts of the Reduced Mixed-Use Alternative would be different from the Proposed Project. The nature of the difference is described below the table.

Road	Segment	Class.	Existing			Existing + Project (Phase 1 & 2)			$\Delta V/C$	Is this impact Significant?
			LOS	Volume	V/C	LOS	Volume	V/C		
Del Mar Heights Rd.	Mango Drive to Portofino Drive	5-M	B	21,314	0.474	B	22,917	0.509	0.036	NO
	Portofino Drive to I-5 Southbound Ramps	5-PA	C	36,086	0.722	C	38,223	0.764	0.043	NO
	I-5 Southbound Ramps and I-5 Northbound Ramps	5-PA	D	40,090	0.802	D	43,831	0.877	0.075	NO
	I-5 Northbound Ramps to High Bluff Drive	PA	D	51,625	0.860	E	58,572	0.976	0.116	YES
	High Bluff Drive to Third Avenue	PA	C	37,910	0.632	C	45,925	0.765	0.134	NO
	Third Avenue to First Avenue	PA	C	37,910	0.632	C	45,213	0.754	0.122	NO
	First Avenue to El Camino Real	PA	C	37,910	0.632	C	45,213	0.754	0.122	NO
	El Camino Real to Carmel Country Road	PA	B	32,674	0.545	C	37,483	0.625	0.080	NO
	Carmel Country Road to Torrey Ridge Road	PA	A	21,658	0.361	A	23,974	0.400	0.039	NO
	Torrey Ridge Road to Lansdale Drive	PA	A	19,071	0.318	A	20,674	0.345	0.027	NO
	Lansdale Drive to Carmel Canyon Road	PA	A	15,188	0.253	A	16,079	0.268	0.015	NO
El Camino Real	Via de la Valle to San Dieguito Road	2-Ca	F	15,579	1.039	F	16,113	1.074	0.036	YES
	San Dieguito Road to Derby Downs Road	4-M	A	13,915	0.348	A	14,627	0.366	0.018	NO
	Derby Downs Road to Half Mile Drive	4-M	B	15,333	0.383	B	16,045	0.401	0.018	NO
	Half Mile Drive to Quarter Mile Drive	4-M	A	13,516	0.338	A	14,407	0.360	0.022	NO
	Quarter Mile Drive to Del Mar Heights Road	4-M	A	14,925	0.373	B	15,994	0.400	0.027	NO
	Del Mar Heights Road to Townsgate Drive	6-M	A	14,731	0.295	A	17,403	0.348	0.053	NO
	Townsgate Drive to High Bluff Drive	6-M	A	15,425	0.309	A	17,741	0.355	0.046	NO
	High Bluff Drive to Valley Centre Drive	6-M	A	19,364	0.387	B	20,967	0.419	0.032	NO
	Valley Centre Drive to Carmel Valley Road	5-M	C	27,589	0.613	C	28,658	0.637	0.024	NO
Carmel Country Road	Del Mar Heights Road to Townsgate Drive	4-M	B	15,932	0.398	B	17,713	0.443	0.045	NO
	Townsgate Drive to Carmel Creek Road	4-M	A	13,878	0.347	B	15,303	0.383	0.036	NO
	Carmel Creek Road to Carmel Canyon Road	4-M	A	13,137	0.328	A	14,028	0.351	0.022	NO
	Carmel Canyon Road to SR-56 Westbound Ramps	4-M	B	20,553	0.514	C	21,265	0.532	0.018	NO
Carmel Canyon Road	Del Mar Heights Road to Carmel Country Road	4-M	A	12,224	0.306	A	12,580	0.315	0.009	NO
Carmel Creek Road	Carmel Country Road to Carmel Grove Road	4-M	A	11,206	0.280	A	11,740	0.294	0.013	NO
	Carmel Grove Road to SR-56 Westbound Ramps	4-M	A	14,862	0.372	B	15,396	0.385	0.013	NO
Valley Centre Drive	Carmel View Road to Carmel Creek Road	4-C	B	10,875	0.363	B	11,053	0.368	0.006	NO
Carmel Valley Road	I-5 Northbound Ramps to El Camino Real	PA	C	43,375	0.723	C	43,731	0.729	0.006	NO
High Bluff Drive	Del Mar Heights Road to El Camino Real	2-Ca	C	9,842	0.656	D	10,376	0.692	0.036	NO
Via de la Valle	San Andres Drive to El Camino Real (West)	2-Cb	F	24,400	2.440	F	24,756	2.476	0.036	YES

Reduced Mixed-Use Alternative - 11,001 ADT = 59% Reduction from Proposed Project

Reduced Mixed-Use Differences from Proposed Project

Street Segment	Proposed Project	Alternative	Alternative LOS	Significant Impact?
Del Mar Heights Road (I-5 NB Ramps and High Bluff)*	58,572 ADT	55,724 ADT	LOS E	Yes
El Camino Real (Via de la Valle to San Dieguito Rd)	v/c = 0.036	v/c = 0.015	LOS F	Yes
Via de la Valle (San Andres Dr. to El Camino Real)	v/c = 0.036	v/c = 0.015	LOS F	Yes

* If the without project scenario operates acceptably "LOS D" or better and with project scenario operates unacceptably "LOS E or F", the segment is significantly impacted, regardless of the change in v/c ratio.

Segment #1) DMH (NB ramps to High Bluff): 6,947 project ADT; 59% Reduction = 6,947 x 0.59 = 4,099 ADT; Existing + Project = 51,625+4,099=55,724 ADT, LOS E (Segment remains significant)

Segment #2) 0.036 x 0.59 = 0.021; 0.036-0.021 = 0.015 (Segment remains significant)

Segment #3) 0.036 x 0.59 = 0.021; 0.036-0.021 = 0.015 (Segment remains significant)

ATTACHMENT 3

Existing & Existing With Project (Buildout) Street Segment Comparison

The following table illustrates the impacts of the Proposed Project (26,961 ADT). Highlighted boxes indicate areas where the impacts of the Reduced Mixed-Use Alternative would be different from the Proposed Project. The nature of the difference is described below the table.

Road	Segment	Class.	Existing			Existing + Project (Buildout)			$\Delta V/C$	Is this impact Significant?
			LOS	Volume	V/C	LOS	Volume	V/C		
Del Mar Heights Rd.	Mango Drive to Portofino Drive	5-M	B	21,314	0.474	B	23,740	0.528	0.054	NO
	Portofino Drive to I-5 Southbound Ramps	5-PA	C	36,086	0.722	C	39,321	0.786	0.065	NO
	I-5 Southbound Ramps and I-5 Northbound Ramps	5-PA	D	40,090	0.802	E	45,752	0.915	0.113	YES
	I-5 Northbound Ramps to High Bluff Drive	PA	D	51,625	0.860	F	62,140	1.036	0.175	YES
	High Bluff Drive to Third Avenue	PA	C	37,910	0.632	D	50,042	0.834	0.202	NO
	Third Avenue to First Avenue	PA	C	37,910	0.632	C	48,964	0.816	0.184	NO
	First Avenue to El Camino Real	PA	C	37,910	0.632	C	48,964	0.816	0.184	NO
	El Camino Real to Carmel Country Road	PA	B	32,674	0.545	C	39,953	0.666	0.121	NO
	Carmel Country Road to Torrey Ridge Road	PA	A	21,658	0.361	B	25,163	0.419	0.058	NO
	Torrey Ridge Road to Lansdale Drive	PA	A	19,071	0.318	A	21,497	0.358	0.040	NO
	Lansdale Drive to Carmel Canyon Road	PA	A	15,188	0.253	A	16,536	0.276	0.022	NO
El Camino Real	Via de la Valle to San Dieguito Road	2-Ca	F	15,579	1.039	F	16,388	1.093	0.054	YES
	San Dieguito Road to Derby Downs Road	4-M	A	13,915	0.348	A	14,993	0.375	0.027	NO
	Derby Downs Road to Half Mile Drive	4-M	B	15,333	0.383	B	16,411	0.410	0.027	NO
	Half Mile Drive to Quarter Mile Drive	4-M	A	13,516	0.338	A	14,864	0.372	0.034	NO
	Quarter Mile Drive to Del Mar Heights Road	4-M	A	14,925	0.373	B	16,543	0.414	0.040	NO
	Del Mar Heights Road to Townsgate Drive	6-M	A	14,731	0.295	B	20,123	0.402	0.108	NO
	Townsgate Drive to High Bluff Drive	6-M	A	15,425	0.309	A	18,930	0.379	0.070	NO
	High Bluff Drive to Valley Centre Drive	6-M	A	19,364	0.387	B	21,790	0.436	0.049	NO
Carmel Country Road	Valley Centre Drive to Carmel Valley Road	5-M	C	27,589	0.613	C	29,207	0.649	0.036	NO
	Del Mar Heights Road to Townsgate Drive	4-M	B	15,932	0.398	B	18,628	0.466	0.067	NO
	Townsgate Drive to Carmel Creek Road	4-M	A	13,878	0.347	B	16,035	0.401	0.054	NO
	Carmel Creek Road to Carmel Canyon Road	4-M	A	13,137	0.328	A	14,485	0.362	0.034	NO
Carmel Canyon Road	Carmel Canyon Road to SR-56 Westbound Ramps	4-M	B	20,553	0.514	C	21,631	0.541	0.027	NO
	Del Mar Heights Road to Carmel Country Road	4-M	A	12,224	0.306	A	12,763	0.319	0.013	NO
Carmel Creek Road	Carmel Country Road to Carmel Grove Road	4-M	A	11,206	0.280	A	12,015	0.300	0.020	NO
	Carmel Grove Road to SR-56 Westbound Ramps	4-M	A	14,862	0.372	B	15,671	0.392	0.020	NO
Valley Centre Drive	Carmel View Road to Carmel Creek Road	4-C	B	10,875	0.363	B	11,145	0.371	0.009	NO
Carmel Valley Road	I-5 Northbound Ramps to El Camino Real	PA	C	43,375	0.723	C	43,914	0.732	0.009	NO
High Bluff Drive	Del Mar Heights Road to El Camino Real	2-Ca	C	9,842	0.656	D	10,651	0.710	0.054	NO
Via de la Valle	San Andres Drive to El Camino Real (West)	2-Cb	F	24,400	2.440	F	24,939	2.494	0.054	YES

Reduced Mixed-Use Alternative: 11,001 ADT = 59% Reduction from Proposed Project

Reduced Mixed-Use Differences from Proposed Project

Street Segment	Proposed Project	Alternative	Alternative LOS	Significant Impact?
Del Mar Heights Road (I-5 SB and NB Ramps)*	45,752 ADT	43,340 ADT	LOS D	No
Del Mar Heights Road (I-5 NB Ramps and High Bluff)*	62,140 ADT	57,829 ADT	LOS E	Yes
El Camino Real (Via de la Valle to San Dieguito Rd)	v/c = 0.054	v/c = 0.022	LOS F	Yes
Via de la Valle (San Andres Dr. to El Camino Real)	v/c = 0.054	v/c = 0.022	LOS F	Yes

* If the without project scenario operates acceptably "LOS D" or better and with project scenario operates unacceptably "LOS E or F", the segment is significantly impacted, regardless of the change in v/c ratio.

Segment #1) DMH on bridge: 5,662 project ADT; 59% Reduction = 5,662 x 0.59 = 3,340 ADT; Existing+Project = 40,090 + 3,340 = 43,340 ADT LOS "D" (Not Significant)

Segment #2) DMH (NB ramps to High Bluff): 10,515 project ADT; 59% Reduction = 10,515 x 0.59 = 6,204 ADT; Existing-Project = 51,625 + 6,204 = 57,829 ADT LOS "E" (Segment Remains Significant)

Segment #3) Change in v/c = 0.054 x 0.59 = 0.032; 0.054 - 0.032 = 0.022 (Segment Remains Significant)

Segment #4) Change in v/c = 0.054 x 0.59 = 0.032; 0.054 - 0.032 = 0.022 (Segment Remains Significant)

ATTACHMENT 4

Near Term With & Without Project (Phase 1 & 2) Street Segment Comparison

The following table illustrates the impacts of the Proposed Project (26,961 ADT). Highlighted boxes indicate areas where the impacts of the Reduced Mixed-Use Alternative would be different from the Proposed Project. The nature of the difference is described below the table.

Road	Segment	Class.	Near Term			Near Term + Project (Phase 1 & 2)			ΔV/C	Is this impact Significant?
			LOS	Volume	V/C	LOS	Volume	V/C		
Del Mar Heights Rd.	Mango Drive to Portofino Drive	5-M	B	21,953	0.488	B	23,557	0.523	0.036	NO
	Portofino Drive to I-5 Southbound Ramps	5-PA	C	37,169	0.743	C	39,306	0.786	0.043	NO
	I-5 SB Ramps and I-5 NB Ramps	5-PA	D	41,213	0.824	D	44,953	0.899	0.075	NO
	I-5 Northbound Ramps to High Bluff Drive	PA	D	54,775	0.913	F	61,721	1.029	0.116	YES
	High Bluff Drive to Third Avenue	PA	C	40,648	0.677	C	48,664	0.811	0.134	NO
	Third Avenue to First Avenue	PA	C	40,648	0.677	C	47,951	0.799	0.122	NO
	First Avenue to El Camino Real	PA	C	40,648	0.677	C	47,951	0.799	0.122	NO
	El Camino Real to Carmel Country Road	PA	B	33,654	0.561	C	38,463	0.641	0.080	NO
	Carmel Country Road to Torrey Ridge Road	PA	A	22,308	0.372	A	24,623	0.410	0.039	NO
	Torrey Ridge Road to Lansdale Drive	PA	A	19,643	0.327	A	21,246	0.354	0.027	NO
	Lansdale Drive to Carmel Canyon Road	PA	A	15,644	0.261	A	16,534	0.276	0.015	NO
El Camino Real	Via de la Valle to San Dieguito Road	2-Ca	F	16,235	1.082	F	16,770	1.118	0.036	YES
	San Dieguito Road to Derby Downs Road	4-M	A	14,332	0.358	B	15,045	0.376	0.018	NO
	Derby Downs Road to Half Mile Drive	4-M	B	15,793	0.395	B	16,505	0.413	0.018	NO
	Half Mile Drive to Quarter Mile Drive	4-M	A	13,921	0.348	A	14,812	0.370	0.022	NO
	Quarter Mile Drive to Del Mar Heights Road	4-M	B	15,373	0.384	B	16,441	0.411	0.027	NO
	Del Mar Heights Road to Townsgate Drive	6-M	A	17,014	0.340	A	19,686	0.394	0.053	NO
	Townsgate Drive to High Bluff Drive	6-M	A	16,662	0.333	A	18,977	0.380	0.046	NO
	High Bluff Drive to Valley Centre Drive	6-M	B	21,035	0.421	B	22,638	0.453	0.032	NO
Carmel Country Road	Valley Centre Drive to Carmel Valley Road	5-M	C	30,131	0.670	C	31,199	0.693	0.024	NO
	Del Mar Heights Road to Townsgate Drive	4-M	B	16,410	0.410	B	18,191	0.455	0.045	NO
	Townsgate Drive to Carmel Creek Road	4-M	A	14,294	0.357	B	15,719	0.393	0.036	NO
	Carmel Creek Road to Carmel Canyon Road	4-M	A	13,531	0.338	A	14,422	0.361	0.022	NO
Carmel Canyon Road	Carmel Canyon Road to SR-56 WB Ramps	4-M	C	21,170	0.529	C	21,882	0.547	0.018	NO
	Del Mar Heights Road to Carmel Country Rd.	4-M	A	12,591	0.315	A	12,947	0.324	0.009	NO
Carmel Creek Road	Carmel Country Road to Carmel Grove Road	4-M	A	11,542	0.289	A	12,077	0.302	0.013	NO
	Carmel Grove Road to SR-56 WB Ramps	4-M	B	15,933	0.398	B	16,467	0.412	0.013	NO
Valley Centre Drive	Carmel View Road to Carmel Creek Road	4-C	B	11,826	0.394	B	12,004	0.400	0.006	NO
Carmel Valley Road	I-5 Northbound Ramps to El Camino Real	PA	C	45,968	0.766	C	46,324	0.772	0.006	NO
High Bluff Drive	Del Mar Heights Road to El Camino Real	2-Ca	D	10,137	0.676	D	10,672	0.711	0.036	NO
Via de la Valle	San Andres Drive to El Camino Real (West)	2-Cb	F	26,732	2.673	F	27,088	2.709	0.036	YES

Reduced Mixed-Use Alternative: 11,001 ADT = 59% Reduction from Proposed Project

Reduced Mixed-Use Differences from Proposed Project

Street Segment	Proposed Project	Alternative	Alternative LOS	Significant Impact?
Del Mar Heights Road (I-5 NB Ramps and High Bluff)*	61,721 ADT	58,874 ADT	LOS E	Yes
El Camino Real (Via de la Valle to San Dieguito Rd)	v/c = 0.036	v/c = 0.015	LOS F	Yes
Via de la Valle (San Andres Dr. to El Camino Real)	v/c = 0.036	v/c = 0.015	LOS F	Yes

* If the without project scenario operates acceptably "LOS D" or better and with project scenario operates unacceptably "LOS E or F", the segment is significantly impacted, regardless of the change in v/c ratio.

Segment #1) DMH (NB ramps to High Bluff): 6,947 project ADT; 59% Reduction = 6,947 x 0.59 = 4,099 ADT; NT+P = 54,775+4,099 = 58,874 ADT LOS "E" (Remains Significant)

Segment #2) Change in v/c = 0.036 x 0.59 = 0.021; 0.036 - 0.021 = 0.015 (Remains Significant)

Segment #3) Change in v/c = 0.036 x 0.59 = 0.021; 0.036 - 0.021 = 0.015 (Remains Significant)

ATTACHMENT 5

Near Term With & Without Project (Build-out) Street Segment Comparison

The following table illustrates the impacts of the Proposed Project (26,961 ADT). Highlighted boxes indicate areas where the impacts of the Reduced Mixed-Use Alternative would be different from the Proposed Project. The nature of the difference is described below the table.

Road	Segment	Class.	Near Term			Near Term + Project (Build-out)			$\Delta V/C$	Is this impact Significant?
			LOS	Volume	V/C	LOS	Volume	V/C		
Del Mar Heights Rd.	Mango Drive to Portofino Drive	5-M	B	21,953	0.488	B	24,013	0.534	0.046	NO
	Portofino Drive to I-5 Southbound Ramps	5-PA	C	37,169	0.743	D	40,404	0.808	0.065	NO
	I-5 SB Ramps and I-5 NB Ramps	5-PA	D	41,213	0.824	E	46,874	0.937	0.113	YES
	I-5 Northbound Ramps to High Bluff Drive	PA	D	54,775	0.913	F	65,290	1.088	0.175	YES
	High Bluff Drive to Third Avenue	PA	C	40,648	0.677	D	52,781	0.880	0.202	NO
	Third Avenue to First Avenue	PA	C	40,648	0.677	D	51,702	0.862	0.184	NO
	First Avenue to El Camino Real	PA	C	40,648	0.677	D	51,702	0.862	0.184	NO
	El Camino Real to Carmel Country Road	PA	B	33,654	0.561	C	41,473	0.691	0.130	NO
	Carmel Country Road to Torrey Ridge Road	PA	A	22,308	0.372	B	25,813	0.430	0.058	NO
	Torrey Ridge Road to Lansdale Drive	PA	A	19,643	0.327	A	22,070	0.368	0.040	NO
	Lansdale Drive to Carmel Canyon Road	PA	A	15,644	0.261	A	16,992	0.283	0.022	NO
El Camino Real	Via de la Valle to San Dieguito Road	2-Ca	F	16,235	1.082	F	17,044	1.136	0.054	YES
	San Dieguito Road to Derby Downs Road	4-M	A	14,332	0.358	B	15,411	0.385	0.027	NO
	Derby Downs Road to Half Mile Drive	4-M	B	15,793	0.395	B	16,871	0.422	0.027	NO
	Half Mile Drive to Quarter Mile Drive	4-M	A	13,921	0.348	B	15,270	0.382	0.034	NO
	Quarter Mile Drive to Del Mar Heights Road	4-M	B	15,373	0.384	B	16,990	0.425	0.040	NO
	Del Mar Heights Road to Townsgate Drive	6-M	A	17,014	0.340	B	22,406	0.448	0.108	NO
	Townsgate Drive to High Bluff Drive	6-M	A	16,662	0.333	B	20,167	0.403	0.070	NO
	High Bluff Drive to Valley Centre Drive	6-M	B	21,035	0.421	B	23,461	0.469	0.049	NO
Carmel Country Road	Valley Centre Drive to Carmel Valley Road	5-M	C	30,131	0.670	C	31,748	0.706	0.036	NO
	Del Mar Heights Road to Townsgate Drive	4-M	B	16,410	0.410	B	19,106	0.478	0.067	NO
	Townsgate Drive to Carmel Creek Road	4-M	A	14,294	0.357	B	16,451	0.411	0.054	NO
	Carmel Creek Road to Carmel Canyon Road	4-M	A	13,531	0.338	A	14,879	0.372	0.034	NO
Carmel Canyon Road	Carmel Canyon Road to SR-56 WB Ramps	4-M	C	21,170	0.529	C	22,248	0.556	0.027	NO
	Del Mar Heights Road to Carmel Country Rd.	4-M	A	12,591	0.315	A	13,130	0.328	0.013	NO
Carmel Creek Road	Carmel Country Road to Carmel Grove Road	4-M	A	11,542	0.289	A	12,351	0.309	0.020	NO
	Carmel Grove Road to SR-56 WB Ramps	4-M	B	15,933	0.398	B	16,742	0.419	0.020	NO
Valley Centre Drive	Carmel View Road to Carmel Creek Road	4-C	B	11,826	0.394	B	12,096	0.403	0.009	NO
Carmel Valley Road	I-5 Northbound Ramps to El Camino Real	PA	C	45,968	0.766	C	46,507	0.775	0.009	NO
High Bluff Drive	Del Mar Heights Road to El Camino Real	2-Ca	D	10,137	0.676	D	10,946	0.730	0.054	NO
Via de la Valle	San Andres Drive to El Camino Real (West)	2-Cb	F	26,732	2.673	F	27,271	2.727	0.054	YES

Reduced Mixed-Use Alternative: 11,001 ADT = 59% Reduction from Proposed Project

Reduced Mixed-Use Differences from Proposed Project

Street Segment	Proposed Project	Alternative	Alternative LOS	Significant Impact?
Del Mar Heights Road (I-5 SB and NB Ramps)*	46,874 ADT	44,553 ADT	LOS D	No
Del Mar Heights Road (I-5 NB Ramps and High Bluff)*	65,290 ADT	60,979 ADT	LOS F	Yes
El Camino Real (Via de la Valle to San Dieguito Rd)	v/c = 0.054	v/c = 0.022	LOS F	Yes
Via de la Valle (San Andres Dr. to El Camino Real)	v/c = 0.054	v/c = 0.022	LOS F	Yes

* If the without project scenario operates acceptably "LOS D" or better and with project scenario operates unacceptably "LOS E or F", the segment is significantly impacted, regardless of the change in v/c ratio.

Segment #1) DMH on bridge: 5,662 project ADT; 59% Reduction = 5,662 x 0.59 = 3,340 ADT; NT+P = 41,213+3,340 = 44,553 ADT LOS "D" (Segment Not Significant)

Segment #2) DMH(NB ramps to High Bluff): 10,515 project ADT; 59% Reduction = 10,515 x 0.59 = 6,204 ADT; NT+P = 54,775+6,204 = 60,979 ADT LOS "F" (Remains Significant)

Segment #3) Change in v/c = 0.054 x 0.59 = 0.032; 0.054 - 0.032 = 0.022 (Segment Remains Significant)

Segment #4) Change in v/c = 0.054 x 0.59 = 0.032; 0.054 - 0.032 = 0.022 (Segment Remains Significant)

ATTACHMENT 6

Year 2030 Without & Year 2030 With Project (Buildout) Street Segment Comparison

The following table illustrates the impacts of the Proposed Project (26,961 ADT). Highlighted boxes indicate areas where the impacts of the Reduced Mixed-Use Alternative would be different from the Proposed Project. The nature of the difference is described below the table.

Road	Segment	Class.	Year 2030			Year 2030 + Project (Buildout)			$\Delta V/C$	Is this impact Significant?
			LOS	Volume	V/C	LOS	Volume	V/C		
Del Mar Heights Rd.	Mango Drive to Portofino Drive	5-M	D	39,580	0.880	D	41,639	0.930	0.050	NO
	Portofino Drive to I-5 Southbound Ramps	5-PA	C	39,580	0.792	D	42,815	0.856	0.065	NO
	I-5 SB Ramps and I-5 NB Ramps	5-PA	C	37,820	0.756	D	43,482	0.870	0.113	NO
	I-5 Northbound Ramps to High Bluff Drive	PA	D	51,800	0.863	F	62,315	1.039	0.175	YES
	High Bluff Drive to Third Avenue	PA	C	42,770	0.713	D	54,902	0.915	0.202	NO
	Third Avenue to First Avenue	PA	C	42,770	0.713	D	53,824	0.897	0.184	NO
	First Avenue to El Camino Real	PA	C	42,770	0.713	D	53,824	0.897	0.184	NO
	El Camino Real to Carmel Country Road	PA	C	38,370	0.640	C	46,189	0.770	0.130	NO
	Carmel Country Road to Torrey Ridge Road	PA	B	34,400	0.573	C	37,905	0.632	0.058	NO
	Torrey Ridge Road to Lansdale Drive	PA	B	34,400	0.573	C	36,826	0.614	0.040	NO
	Lansdale Drive to Carmel Canyon Road	PA	B	34,400	0.573	C	35,748	0.596	0.022	NO
El Camino Real	Via de la Valle to San Dieguito Road	2-Ca	F	31,320	2.088	F	32,129	2.142	0.054	YES
	San Dieguito Road to Derby Downs Road	4-M	C	29,000	0.725	D	30,078	0.752	0.027	NO
	Derby Downs Road to Half Mile Drive	4-M	C	29,000	0.725	D	30,078	0.752	0.027	NO
	Half Mile Drive to Quarter Mile Drive	4-M	C	29,000	0.725	D	30,348	0.759	0.034	NO
	Quarter Mile Drive to Del Mar Heights Road	4-M	C	29,000	0.725	D	30,618	0.765	0.040	NO
	Del Mar Heights Road to Townsgate Drive	6-M	B	23,000	0.460	C	28,392	0.568	0.108	NO
	Townsgate Drive to High Bluff Drive	6-M	B	26,000	0.520	C	29,505	0.590	0.070	NO
	High Bluff Drive to Valley Centre Drive	6-M	C	35,620	0.712	C	38,046	0.761	0.049	NO
Carmel Country Road	Valley Centre Drive to Carmel Valley Road	5-M	D	36,470	0.810	D	38,088	0.846	0.036	NO
	Del Mar Heights Road to Townsgate Drive	4-M	C	22,280	0.557	C	24,976	0.624	0.067	NO
	Townsgate Drive to Carmel Creek Road	4-M	B	18,800	0.470	B	20,957	0.524	0.054	NO
	Carmel Creek Road to Carmel Canyon Road	4-M	A	13,590	0.340	A	14,938	0.373	0.034	NO
Carmel Canyon Road	Carmel Canyon Road to SR-56 WB Ramps	4-M	C	26,000	0.650	C	27,078	0.677	0.027	NO
	Del Mar Heights Road to Carmel Country Rd.	4-M	A	13,000	0.325	A	13,539	0.338	0.013	NO
Carmel Creek Road	Carmel Country Road to Carmel Grove Road	4-M	B	15,000	0.375	B	15,809	0.395	0.020	NO
	Carmel Grove Road to SR-56 WB Ramps	4-M	B	17,000	0.425	B	17,809	0.445	0.020	NO
Valley Centre Drive	Carmel View Road to Carmel Creek Road	4-C	D	20,000	0.667	D	20,270	0.676	0.009	NO
Carmel Valley Road	I-5 Northbound Ramps to El Camino Real	PA	C	43,020	0.717	C	43,559	0.726	0.009	NO
High Bluff Drive	Del Mar Heights Road to El Camino Real	2-Ca	D	11,700	0.780	D	12,509	0.834	0.054	NO
Via de la Valle	San Andres Drive to El Camino Real (West)	2-Cb	F	33,100	3.310	F	33,639	3.364	0.054	YES

Reduced Mixed-Use Alternative: 11,001 ADT = 59% Reduction in Proposed Project

Reduced Mixed-Use Differences from Proposed Project

Street Segment	Proposed Project	Alternative	Alternative LOS	Significant Impact?
Del Mar Heights Road (I-5 NB Ramps and High Bluff)*	62,315 ADT	58,004 ADT	LOS E	Yes
El Camino Real (Via de la Valle to San Dieguito Rd)	v/c = 0.054	v/c = 0.022	LOS F	Yes
Via de la Valle (San Andres Dr. to El Camino Real)	v/c = 0.054	v/c = 0.022	LOS F	Yes

* If the without project scenario operates acceptably "LOS D" or better and with project scenario operates unacceptably "LOS E or F", the segment is significantly impacted, regardless of the change in v/c ratio.

Segment #1) DMH (NB ramps to High Bluff): 10,515 project ADT; 59% Reduction = 10,515 x 0.59 = 6,204 ADT; Year 2030+Project = 51,800 + 6,204 = 58,004 ADT LOS "E" (Segment Remains Significant)

Segment #2) Change in v/c = 0.054 x 0.59 = 0.032; 0.054 - 0.032 = 0.022 (Segment Remains Significant)

Segment #3) Change in v/c = 0.054 x 0.59 = 0.032; 0.054 - 0.032 = 0.022 (Segment Remains Significant)

ATTACHMENT 7

Existing & Existing + Project (Phase 1 & 2) Intersection LOS Summary

The following table illustrates the impacts of the Proposed Project (26,961 ADT). Highlighted boxes indicate areas where the impacts of the Reduced Mixed-Use Alternative would be different from the Proposed Project. The nature of the difference is described below the table.

#	Intersection	Existing				Existing + Project (Phase 1 & 2)							
		AM Peak Hour		PM Peak Hour		AM Peak Hour		Δ	S ?	PM Peak Hour		Δ	S ?
		D	LOS	D	LOS	D	LOS			D	LOS		
1	El Camino Real / Via de la Valle	27.7	C	30.0	C	28.4	C	0.7	No	32.6	C	2.6	No
2	El Camino Real / San Dieguito Road	16.6	B	23.8	C	16.8	B	0.2	No	25.8	C	2.0	No
3	El Camino Real / Derby Downs Road	4.3	A	3.3	A	4.3	A	0.0	No	4.6	A	1.3	No
4	El Camino Real / Half Mile Drive	19.6	B	16.8	B	20.6	C	1.0	No	17.8	B	1.0	No
5	El Camino Real / Quarter Mile Drive	20.0	B	14.0	B	20.1	C	0.1	No	15.1	B	1.1	No
6	Del Mar Heights Road / Mango Drive	31.7	C	29.7	C	32.5	C	0.8	No	32.3	C	2.6	No
7	Del Mar Heights Road / Portofino Drive	9.3	A	9.1	A	9.5	A	0.2	No	9.3	A	0.2	No
8	Del Mar Heights Road / I-5 SB Ramps	22.5	C	20.3	C	24.8	C	2.3	No	24.0	C	3.7	No
9	Del Mar Heights Road / I-5 NB Ramps	35.1	D	37.5	D	37.7	D	2.6	No	41.2	D	3.7	No
10	Del Mar Heights Road / High Bluff Drive	26.1	C	28.9	C	27.4	C	1.3	No	40.4	D	11.5	No
11	Del Mar Heights Road / Third Avenue	DNE	DNE	DNE	DNE	6.8	A	N/A	No	14.1	B	N/A	No
12	Del Mar Heights Road / First Avenue	DNE	DNE	DNE	DNE	6.0	A	N/A	No	15.8	B	N/A	No
13	Del Mar Heights Road / El Camino Real	27.2	C	26.9	C	32.2	C	5.0	No	37.3	D	10.4	No
14	Del Mar Heights Road / Carmel Country Rd	22.1	C	24.3	C	25.5	C	3.4	No	28.6	C	4.3	No
15	Del Mar Heights Road / Torrey Ridge Drive	22.7	C	14.9	B	25.1	C	2.4	No	16.2	B	1.3	No
16	Del Mar Heights Road / Lansdale Drive	20.4	C	19.8	B	22.1	C	1.7	No	23.8	C	4.0	No
17	Del Mar Heights Road / Carmel Canyon Rd	13.4	B	9.8	A	13.6	B	0.2	No	9.9	A	0.1	No
18	El Camino Real / Del Mar Highlands Town Ctr.	7.2	A	12.4	B	17.9	B	10.7	No	26.1	C	13.7	No
19	Carmel Country Road / Townsgate Drive	25.8	C	20.2	C	26.6	C	0.8	No	22.1	C	1.9	No
20	El Camino Real / Townsgate Drive	18.2	B	13.0	B	18.6	B	0.4	No	13.7	B	0.7	No
21	Carmel Country Road / Carmel Creek Rd	45.3	D	23.2	C	47.7	D	2.4	No	25.7	C	2.5	No
22	El Camino Real / High Bluff Drive	25.2	C	27.9	C	25.8	C	0.6	No	30.1	C	2.2	No
23	Carmel View Road / High Bluff Drive	8.3	A	9.0	A	8.6	A	0.3	No	9.5	A	0.5	No
24	Carmel Creek Road / Carmel Grove Rd	26.8	C	17.2	B	26.8	C	0.0	No	17.3	B	0.1	No
25	Carmel Valley Road / I-5 SB Ramps	19.6	B	27.0	C	20.1	C	0.5	No	27.9	C	0.9	No
26	Carmel Valley Road / I-5 NB Ramps	12.6	B	18.2	B	12.6	B	0.0	No	18.4	B	0.2	No
27	El Camino Real / Valley Centre Drive	20.9	C	19.7	B	21.0	C	0.1	No	20.2	C	0.5	No
28	El Camino Real / Carmel Valley Rd	14.0	B	16.8	B	14.9	B	0.9	No	20.6	C	3.8	No
29	El Camino Real / SR-56 EB On Ramp	15.4	B	24.4	C	15.7	B	0.3	No	26.0	C	1.6	No
30	Carmel View Road / Valley Centre Drive	6.7	A	7.8	A	6.7	A	0.0	No	7.8	A	0.0	No
31	Carmel Creek Road / SR-56 WB Ramp	37.0	D	20.7	C	39.0	D	2.0	No	21.5	C	0.8	No
32	Carmel Creek Road / SR-56 EB Ramps	11.6	B	19.5	B	11.8	B	0.2	No	25.6	C	6.1	No
33	Carmel Country Road / Carmel Canyon Rd	31.9	C	23.2	C	32.2	C	0.3	No	25.2	C	2.0	No
34	Carmel Country Road / SR-56 WB Ramps	15.7	B	10.9	B	15.8	B	0.1	No	11.3	B	0.4	No
35	Carmel Country Road / SR-56 EB Ramps	13.4	B	11.5	B	13.4	B	0.0	No	11.9	B	0.4	No
36	Carmel Creek Road / Del Mar Trail	41.6	E	20.1	C	44.5	E	2.9	Yes	21.9	C	1.8	No

Reduced Mixed-Use Alternative:

AM Peak Hour Reduction = 56%

Reduced Mixed-Use Differences from Proposed Project

Int. #	Peak Hour	Delay (seconds)			Significantly Impacted?
		Proposed Project	Alternative	Change	
36	AM	2.9	1.6	1.3	No

Int. #36) Change in delay = $2.9 \times 0.56 = 1.6$; $2.9 - 1.6 = 1.3$ (Intersection is NOT Significant)

ATTACHMENT 8

Existing & Existing + Project (Buildout) Intersection LOS Summary

The following table illustrates the impacts of the Proposed Project (26,961 ADT). Highlighted boxes indicate areas where the impacts of the Reduced Mixed-Use Alternative would be different from the Proposed Project. The nature of the difference is described below the table.

#	Intersection	Existing				Existing + Project (Buildout)							
		AM Peak Hour		PM Peak Hour		AM Peak Hour		Δ	S ?	PM Peak Hour		Δ	S ?
		D	LOS	D	LOS	D	LOS			D	LOS		
1	El Camino Real / Via de la Valle	27.7	C	30.0	C	28.7	C	1.0	No	33.5	C	3.5	No
2	El Camino Real / San Dieguito Road	16.6	B	23.8	C	17.0	B	0.4	No	26.4	C	2.6	No
3	El Camino Real / Derby Downs Road	4.3	A	3.3	A	4.3	A	0.0	No	5.0	A	1.7	No
4	El Camino Real / Half Mile Drive	19.6	B	16.8	B	20.9	C	1.3	No	18.9	B	2.1	No
5	El Camino Real / Quarter Mile Drive	20.0	B	14.0	B	20.4	C	0.4	No	14.4	B	0.4	No
6	Del Mar Heights Road / Mango Drive	31.7	C	29.7	C	32.9	C	1.2	No	33.4	C	3.7	No
7	Del Mar Heights Road / Portofino Drive	9.3	A	9.1	A	9.6	A	0.3	No	9.4	A	0.3	No
8	Del Mar Heights Road / I-5 SB Ramps	22.5	C	20.3	C	25.1	C	2.6	No	25.9	C	5.6	No
9	Del Mar Heights Road / I-5 NB Ramps	35.1	D	37.5	D	40.4	D	5.3	No	51.3	D	13.8	No
10	Del Mar Heights Road / High Bluff Drive	26.1	C	28.9	C	29.1	C	3.0	No	47.2	D	18.3	No
11	Del Mar Heights Road / Third Avenue	DNE	DNE	DNE	DNE	8.7	A	N/A	No	21.2	C	N/A	No
12	Del Mar Heights Road / First Avenue	DNE	DNE	DNE	DNE	7.7	A	N/A	No	22.0	C	N/A	No
13	Del Mar Heights Road / El Camino Real	27.2	C	26.9	C	33.6	C	6.4	No	45.5	D	18.6	No
14	Del Mar Heights Road / Carmel Country Rd	22.1	C	24.3	C	26.5	C	4.4	No	36.5	D	12.2	No
15	Del Mar Heights Road / Torrey Ridge Drive	22.7	C	14.9	B	25.3	C	2.6	No	15.4	B	0.5	No
16	Del Mar Heights Road / Lansdale Drive	20.4	C	19.8	B	22.9	C	2.5	No	27.6	C	7.8	No
17	Del Mar Heights Road / Carmel Canyon Rd	13.4	B	9.8	A	13.6	B	0.2	No	10.0	A	0.2	No
18	El Camino Real / Del Mar Highlands Town Ctr.	7.2	A	12.4	B	19.1	B	11.9	No	28.7	C	16.3	No
19	Carmel Country Road / Townsgate Drive	25.8	C	20.2	C	26.9	C	1.1	No	22.7	C	2.5	No
20	El Camino Real / Townsgate Drive	18.2	B	13.0	B	18.8	B	0.6	No	14.1	B	1.1	No
21	Carmel Country Road / Carmel Creek Rd	45.3	D	23.2	C	49.2	D	3.9	No	27.7	C	4.5	No
22	El Camino Real / High Bluff Drive	25.2	C	27.9	C	25.8	C	0.6	No	31.8	C	3.9	No
23	Carmel View Road / High Bluff Drive	8.3	A	9.0	A	8.7	A	0.4	No	9.8	A	0.8	No
24	Carmel Creek Road / Carmel Grove Rd	26.8	C	17.2	B	26.8	C	0.0	No	17.4	B	0.2	No
25	Carmel Valley Road / I-5 SB Ramps	19.6	B	27.0	C	20.1	C	0.5	No	27.6	C	0.6	No
26	Carmel Valley Road / I-5 NB Ramps	12.6	B	18.2	B	12.6	B	0.0	No	18.2	B	0.0	No
27	El Camino Real / Valley Centre Drive	20.9	C	19.7	B	21.1	C	0.2	No	20.2	C	0.5	No
28	El Camino Real / Carmel Valley Rd	14.0	B	16.8	B	14.9	B	0.9	No	20.9	C	4.1	No
29	El Camino Real / SR-56 EB On Ramp	15.4	B	24.4	C	16.1	B	0.7	No	26.5	C	2.1	No
30	Carmel View Road / Valley Centre Drive	6.7	A	7.8	A	6.7	A	0.0	No	7.8	A	0.0	No
31	Carmel Creek Road / SR-56 WB Ramp	37.0	D	20.7	C	39.4	D	2.4	No	21.6	C	0.9	No
32	Carmel Creek Road / SR-56 EB Ramps	11.6	B	19.5	B	11.7	B	0.1	No	26.0	C	6.5	No
33	Carmel Country Road / Carmel Canyon Rd	31.9	C	23.2	C	32.3	C	0.4	No	25.5	C	2.3	No
34	Carmel Country Road / SR-56 WB Ramps	15.7	B	10.9	B	15.8	B	0.1	No	11.4	B	0.5	No
35	Carmel Country Road / SR-56 EB Ramps	13.4	B	11.5	B	13.4	B	0.0	No	12.1	B	0.6	No
36	Carmel Creek Road / Del Mar Trail	41.6	E	20.1	C	46.2	E	4.6	Yes	22.9	C	2.8	No

Reduced Mixed-Use Alternative:

AM Peak Hour Reduction = 56%

Reduced Mixed-Use Differences from Proposed Project

Int. #	Peak Hour	Delay (seconds)			Significantly Impacted?
		Proposed Project	Alternative	Change	
36	AM	4.6	2.5	2.1	Yes

Int. #36) Change in delay = $4.6 \times 0.56 = 2.5$; $4.6 - 2.5 = 2.1$ (Intersection Remains Significant)

ATTACHMENT 9

Near Term With & Without Project (Phase 1 & 2) Intersection Summary

The following table illustrates the impacts of the Proposed Project (26,961 ADT). Highlighted boxes indicate areas where the impacts of the Reduced Mixed-Use Alternative would be different from the Proposed Project. The nature of the difference is described below the table.

#	Intersection	Near Term				Near Term + Project (Phase 1 & 2)							
		AM Peak Hour		PM Peak Hour		AM Peak Hour		Δ	S ?	PM Peak Hour		Δ	S ?
		D	LOS	D	LOS	D	LOS			D	LOS		
1	El Camino Real / Via de la Valle	31.4	C	38.8	D	32.2	C	0.8	N	42.5	D	3.7	N
2	El Camino Real / San Dieguito Road	16.9	B	25.2	C	17.3	B	0.4	N	26.9	C	1.7	N
3	El Camino Real / Derby Downs Road	4.3	A	4.5	A	4.3	A	0.0	N	5.0	A	0.5	N
4	El Camino Real / Half Mile Drive	20.6	B	14.0	B	21.8	C	1.2	N	14.2	B	0.2	N
5	El Camino Real / Quarter Mile Drive	20.6	C	15.1	B	20.6	C	0.0	N	16.4	B	1.3	N
6	Del Mar Heights Road / Mango Drive	33.3	C	31.4	C	34.5	C	1.2	N	34.3	C	2.9	N
7	Del Mar Heights Road / Portofino Drive	9.4	A	9.2	A	9.6	A	0.2	N	9.4	A	0.2	N
8	Del Mar Heights Road / I-5 SB Ramps	24.8	C	23	C	28.7	C	3.9	N	27.8	C	4.8	N
9	Del Mar Heights Road / I-5 NB Ramps	39.6	D	38.3	D	49.8	D	10.2	N	50.5	D	12.2	N
10	Del Mar Heights Road / High Bluff Drive	28.5	C	32.1	C	31.3	C	2.8	N	56.2	E	24.1	Y
11	Del Mar Heights Road / Third Avenue	DNE	DNE	DNE	DNE	6.5	A	0.0	N	13.5	B	0.0	N
12	Del Mar Heights Road / First Avenue	DNE	DNE	DNE	DNE	6	A	0.0	N	15.6	B	0.0	N
13	Del Mar Heights Road / El Camino Real	29.9	C	29.5	C	34.5	C	4.6	N	59.1	E	29.6	Y
14	Del Mar Heights Road / Carmel Country Rd	22.9	C	21.1	C	26.4	C	3.5	N	25.6	C	4.5	N
15	Del Mar Heights Road / Torrey Ridge Drive	23.6	C	11.9	B	26.0	C	2.4	N	11.9	B	0.0	N
16	Del Mar Heights Road / Lansdale Drive	19.0	B	17.6	B	20.4	C	1.4	N	18.4	B	0.8	N
17	Del Mar Heights Road / Carmel Canyon Rd	13.8	B	10.2	B	14.0	B	0.2	N	10.2	B	0.0	N
18	El Camino Real / Del Mar Highlands Town Ctr.	6.8	A	13.5	B	14.3	B	7.5	N	27.5	C	14.0	N
19	Carmel Country Road / Townsgate Drive	26.5	C	21.8	C	27.4	C	0.9	N	22.6	C	0.8	N
20	El Camino Real / Townsgate Drive	21.3	C	20.7	C	21.3	C	0.0	N	20.9	C	0.2	N
21	Carmel Country Road / Carmel Creek Rd	58.6	E	24.1	C	60.4	E	1.8	N	27.4	C	3.3	N
22	El Camino Real / High Bluff Drive	21.1	C	26.2	C	21.6	C	0.5	N	29.0	C	2.8	N
23	Carmel View Road / High Bluff Drive	8.4	A	9.1	A	8.7	A	0.3	N	9.7	A	0.6	N
24	Carmel Creek Road / Carmel Grove Rd	27.8	C	17.5	B	27.8	C	0.0	N	17.7	B	0.2	N
25	Carmel Valley Road / I-5 SB Ramps	22.6	C	32.1	C	22.8	C	0.2	N	32.6	C	0.5	N
26	Carmel Valley Road / I-5 NB Ramps	13.6	B	20.4	C	14.1	B	0.5	N	20.6	C	0.2	N
27	El Camino Real / Valley Centre Drive	24.6	C	23.2	C	32.7	C	8.1	N	29.8	C	6.6	N
28	El Camino Real / Carmel Valley Rd	14.8	B	19.2	B	15	B	0.2	N	19.8	B	0.6	N
29	El Camino Real / SR-56 EB On Ramp	18.0	B	32.3	C	18.6	B	0.6	N	35.1	D	2.8	N
30	Carmel View Road / Valley Centre Drive	7.4	A	8.3	A	7.4	A	0.0	N	8.3	A	0.0	N
31	Carmel Creek Road / SR-56 WB Ramp	45.7	D	27	C	46.6	D	0.9	N	30.6	C	3.6	N
32	Carmel Creek Road / SR-56 EB Ramps	12.5	B	27.4	C	12.6	B	0.1	N	27.6	C	0.2	N
33	Carmel Country Road / Carmel Canyon Rd	33.1	C	25.6	C	35.9	D	2.8	N	25.6	C	0.0	N
34	Carmel Country Road / SR-56 WB Ramps	16.2	B	10.9	B	16.2	B	0.0	N	12.3	B	1.4	N
35	Carmel Country Road / SR-56 EB Ramps	14.1	B	11.7	B	14.3	B	0.2	N	12.1	B	0.4	N
36	Carmel Creek Road / Del Mar Trail	47.9	E	21.7	C	52.0	F	4.1	Y	23.8	C	2.1	N

Reduced Mixed-Use Alternative:

AM Peak Hour Reduction = 56%

PM Peak Hour Reduction = 61%

Reduced Mixed-Use Differences from Proposed Project

Int. #	Peak Hour	Delay (seconds)			Significantly Impacted?
		Proposed Project	Alternative	Change	
10	PM	24.1	14.7	9.4	Yes
13	PM	29.6	18.1	11.5	Yes
36	AM	4.1	2.2	1.9	Yes

PM - Int. #10) Change in delay = $24.1 \times 0.61 = 14.7$; $24.1 - 14.7 = 9.4$ (Intersection Remains Significant)

PM - Int. #13) Change in delay = $29.6 \times 0.61 = 18.1$; $29.6 - 18.1 = 11.5$ (Intersection Remains Significant)

AM - Int. #36) Change in delay = $4.1 \times 0.56 = 2.2$; $4.1 - 2.2 = 1.9$ (Intersection Remains Significant)

ATTACHMENT 10

Near Term With & Without Project (Build-out) Intersection LOS Summary

The following table illustrates the impacts of the Proposed Project (26,961 ADT). Highlighted boxes indicate areas where the impacts of the Reduced Mixed-Use Alternative would be different from the Proposed Project. The nature of the difference is described below the table.

#	Intersection	Near Term				Near Term + Project (Build-out)							
		AM Peak Hour		PM Peak Hour		AM Peak Hour		Δ	S ?	PM Peak Hour		Δ	S ?
		D	LOS	D	LOS	D	LOS			D	LOS		
1	El Camino Real / Via de la Valle	31.4	C	38.8	D	32.5	C	1.1	N	45.3	D	6.5	N
2	El Camino Real / San Dieguito Road	16.9	B	25.2	C	17.4	B	0.5	N	27.6	C	2.4	N
3	El Camino Real / Derby Downs Road	4.3	A	4.5	A	4.3	A	0.0	N	5	A	0.5	N
4	El Camino Real / Half Mile Drive	20.6	B	14.0	B	22.4	C	1.8	N	14.2	B	0.2	N
5	El Camino Real / Quarter Mile Drive	20.6	C	15.1	B	20.6	C	0.0	N	17.9	B	2.8	N
6	Del Mar Heights Road / Mango Drive	33.3	C	31.4	C	35.1	D	1.8	N	35.9	D	4.5	N
7	Del Mar Heights Road / Portofino Drive	9.4	A	9.2	A	9.6	A	0.2	N	9.4	A	0.2	N
8	Del Mar Heights Road / I-5 SB Ramps	24.8	C	23	C	29.9	C	5.1	N	28.5	C	5.5	N
9	Del Mar Heights Road / I-5 NB Ramps	39.6	D	38.3	D	49.2	D	9.6	N	56.1	E	17.8	Y
10	Del Mar Heights Road / High Bluff Drive	28.5	C	32.1	C	34.2	C	5.7	N	57	E	24.9	Y
11	Del Mar Heights Road / Third Avenue	DNE	DNE	DNE	DNE	8.5	A	0.0	N	21.4	C	0.0	N
12	Del Mar Heights Road / First Avenue	DNE	DNE	DNE	DNE	7.9	A	0.0	N	25.3	C	0.0	N
13	Del Mar Heights Road / El Camino Real	29.9	C	29.5	C	37.4	D	7.5	N	62.9	E	33.4	Y
14	Del Mar Heights Road / Carmel Country Rd	22.9	C	21.1	C	27.3	C	4.4	N	28.2	C	7.1	N
15	Del Mar Heights Road / Torrey Ridge Drive	23.6	C	11.9	B	26.3	C	2.7	N	12	B	0.1	N
16	Del Mar Heights Road / Lansdale Drive	19.0	B	17.6	B	20.8	C	1.8	N	19.7	B	2.1	N
17	Del Mar Heights Road / Carmel Canyon Rd	13.8	B	10.2	B	14	B	0.2	N	10.7	B	0.5	N
18	El Camino Real / Del Mar Highlands Town Ctr.	6.8	A	13.5	B	15.6	B	8.8	N	30.8	C	17.3	N
19	Carmel Country Road / Townsgate Drive	26.5	C	21.8	C	27.7	C	1.2	N	23.2	C	1.4	N
20	El Camino Real / Townsgate Drive	21.3	C	20.7	C	21.6	C	0.3	N	22.3	C	1.6	N
21	Carmel Country Road / Carmel Creek Rd	58.6	E	24.1	C	60.4	E	1.8	N	28.6	C	4.5	N
22	El Camino Real / High Bluff Drive	21.1	C	26.2	C	22.2	C	1.1	N	30.6	C	4.4	N
23	Carmel View Road / High Bluff Drive	8.4	A	9.1	A	8.8	A	0.4	N	10	A	0.9	N
24	Carmel Creek Road / Carmel Grove Rd	27.8	C	17.5	B	27.9	C	0.1	N	17.9	B	0.4	N
25	Carmel Valley Road / I-5 SB Ramps	22.6	C	32.1	C	23	C	0.4	N	33.1	C	1.0	N
26	Carmel Valley Road / I-5 NB Ramps	13.6	B	20.4	C	14.1	B	0.5	N	20.8	C	0.4	N
27	El Camino Real / Valley Centre Drive	24.6	C	23.2	C	32.9	C	8.3	N	30.5	C	7.3	N
28	El Camino Real / Carmel Valley Rd	14.8	B	19.2	B	15.1	B	0.3	N	20	B	0.8	N
29	El Camino Real / SR-56 EB On Ramp	18.0	B	32.3	C	18.8	B	0.8	N	35.8	D	3.5	N
30	Carmel View Road / Valley Centre Drive	7.4	A	8.3	A	7.4	A	0.0	N	8.3	A	0.0	N
31	Carmel Creek Road / SR-56 WB Ramp	45.7	D	27	C	46.8	D	1.1	N	30.8	C	3.8	N
32	Carmel Creek Road / SR-56 EB Ramps	12.5	B	27.4	C	12.6	B	0.1	N	27.8	C	0.4	N
33	Carmel Country Road / Carmel Canyon Rd	33.1	C	25.6	C	35.9	D	2.8	N	25.8	C	0.2	N
34	Carmel Country Road / SR-56 WB Ramps	16.2	B	10.9	B	16.2	B	0.0	N	12.4	B	1.5	N
35	Carmel Country Road / SR-56 EB Ramps	14.1	B	11.7	B	14.3	B	0.2	N	12.2	B	0.5	N
36	Carmel Creek Road / Del Mar Trail	47.9	E	21.7	C	53.5	F	5.6	Y	25.1	D	3.4	N

Reduced Mixed-Use Alternative:

AM Peak Hour Reduction = 56%

PM Peak Hour Reduction = 61%

Reduced Mixed-Use Differences from Proposed Project

Int. #	Peak Hour	Delay (seconds)			Significantly Impacted?
		Proposed Project	Alternative	Change	
9	PM	17.8	10.8	7.0	Yes
10	PM	24.9	15.2	9.7	Yes
13	PM	33.4	20.4	13.0	Yes
36	AM	5.6	3.1	2.5	Yes

PM - Int. #9) Change in delay = $17.8 \times 0.61 = 10.8$; $17.8 - 10.8 = 7.0$ (Intersection Remains Significant)

PM - Int. #10) Change in delay = $24.9 \times 0.61 = 15.2$; $24.9 - 15.2 = 9.7$ (Intersection Remains Significant)

PM - Int. #13) Change in delay = $33.4 \times 0.61 = 20.4$; $33.4 - 20.4 = 13.0$ (Intersection Remains Significant)

AM - Int. #36) Change in delay = $5.6 \times 0.56 = 3.1$; $5.6 - 3.1 = 2.5$ (Intersection Remains Significant)

ATTACHMENT 11

Year 2030 With & Without Project (Buildout) Intersection LOS Summary

The following table illustrates the impacts of the Proposed Project (26,961 ADT). Highlighted boxes indicate areas where the impacts of the Reduced Mixed-Use Alternative would be different from the Proposed Project. The nature of the difference is described below the table.

#	Intersection	Year 2030				Year 2030 + Project (Buildout)							
		AM Peak Hour		PM Peak Hour		AM Peak Hour		Δ	S ?	PM Peak Hour		Δ	S ?
		D	LOS	D	LOS	D	LOS			D	LOS		
1	El Camino Real / Via de la Valle	22.2	C	19.1	B	23.1	C	0.9	No	20.4	C	1.3	No
2	El Camino Real / San Dieguito Road	24.2	C	47.2	D	26.7	C	2.5	No	52.5	D	5.3	No
3	El Camino Real / Derby Downs Road	4.3	A	5.1	A	4.3	A	0.0	No	5.1	A	0.0	No
4	El Camino Real / Half Mile Drive	22.9	C	14.0	B	24.8	C	1.9	No	14.1	B	0.1	No
5	El Camino Real / Quarter Mile Drive	20.6	C	12.1	B	25.2	C	4.6	No	12.7	B	0.6	No
6	Del Mar Heights Road / Mango Drive	36.8	D	29.3	C	39.6	D	2.8	No	35.7	D	6.4	No
7	Del Mar Heights Road / Portofino Drive	9.8	A	9.6	A	10.1	B	0.3	No	10.1	B	0.5	No
8	Del Mar Heights Road / I-5 SB Ramps	26.1	C	22.4	C	29	C	2.9	No	25.7	C	3.3	No
9	Del Mar Heights Road / I-5 NB Ramps	71.5	E	55.5	E	107.1	F	35.6	Yes	94.0	F	38.5	Yes
10	Del Mar Heights Road / High Bluff Drive	44.0	D	40.1	D	55.3	E	11.3	Yes	80.2	F	40.1	Yes
11	Del Mar Heights Road / Third Avenue	DNE	DNE	DNE	DNE	8.3	A	0.0	No	20.7	C	0.0	No
12	Del Mar Heights Road / First Avenue	DNE	DNE	DNE	DNE	7.7	A	0.0	No	20.9	C	0.0	No
13	Del Mar Heights Road / El Camino Real	35.0	C	41.5	D	50.8	D	15.8	No	84.1	F	42.6	Yes
14	Del Mar Heights Road / Carmel Country Rd	33.6	C	34.1	C	41.3	D	7.7	No	49.3	D	15.2	No
15	Del Mar Heights Road / Torrey Ridge Drive	29.5	C	11.9	B	33.1	C	3.6	No	14.4	B	2.5	No
16	Del Mar Heights Road / Lansdale Drive	32.7	C	18.7	B	41.1	D	8.4	No	20.9	C	2.2	No
17	Del Mar Heights Road / Carmel Canyon Rd	29.4	C	16.0	B	29.8	C	0.4	No	17.2	B	1.2	No
18	El Camino Real / Del Mar Highlands Town Ctr.	6.2	A	14.2	B	17.4	B	11.2	No	33.7	C	19.5	No
19	Carmel Country Road / Townsgate Drive	32.0	C	29.8	C	32.9	C	0.9	No	34.6	C	4.8	No
20	El Camino Real / Townsgate Drive	22.5	C	24.3	C	22.7	C	0.2	No	35.4	D	11.1	No
21	Carmel Country Road / Carmel Creek Rd	41.5	D	19.7	B	45.7	D	4.2	No	21.5	C	1.8	No
22	El Camino Real / High Bluff Drive	22.9	C	33.6	C	24.4	C	1.5	No	40.0	D	6.4	No
23	Carmel View Road / High Bluff Drive	8.9	A	9.8	A	9.3	A	0.4	No	10.9	B	1.1	No
24	Carmel Creek Road / Carmel Grove Rd	15.3	B	11.4	B	15.3	B	0.0	No	17.3	B	5.9	No
25	Carmel Valley Road / I-5 SB Ramps	25.3	C	30.9	C	26.3	C	1.0	No	35.3	D	4.4	No
26	Carmel Valley Road / I-5 NB Ramps	26.8	C	19.6	B	27.3	C	0.5	No	20.0	B	0.4	No
27	El Camino Real / Valley Centre Drive	22.0	C	27.4	C	22.2	C	0.2	No	29.3	C	1.9	No
28	El Camino Real / Carmel Valley Rd	22.0	C	17.6	B	22.2	C	0.2	No	19.2	B	1.6	No
29	El Camino Real / SR-56 EB On Ramp	23.1	C	89.0	F	23.6	C	0.5	No	97.6	F	8.6	Yes
30	Carmel View Road / Valley Centre Drive	7.7	A	6.2	A	7.7	A	0.0	No	6.2	A	0.0	No
31	Carmel Creek Road / SR-56 WB Ramp	47.0	D	42.6	D	54.2	D	7.2	No	53.3	D	10.7	No
32	Carmel Creek Road / SR-56 EB Ramps	15.0	B	22.9	C	15.0	B	0.0	No	23.4	C	0.5	No
33	Carmel Country Road / Carmel Canyon Rd	34.5	C	33.4	C	36.6	D	2.1	No	34.1	C	0.7	No
34	Carmel Country Road / SR-56 WB Ramps	17.1	B	9.9	A	17.1	B	0.0	No	12.7	B	2.8	No
35	Carmel Country Road / SR-56 EB Ramps	20.1	C	18.2	B	22.0	C	1.9	No	18.7	B	0.5	No
36	Carmel Creek Road / Del Mar Trail	43.3	E	20.6	C	48.3	E	5.0	Yes	23.6	C	3.0	No

Reduced Mixed-Use Alternative:

AM Peak Hour Reduction = 56%

PM Peak Hour Reduction = 61%

Reduced Mixed-Use Differences from Proposed Project

Int. #	Peak Hour	Delay (seconds)			Significantly Impacted?
		Proposed Project	Alternative	Change	
9	AM	35.6	19.9	15.7	Yes
9	PM	38.5	23.5	15.0	Yes
10	AM	11.3	6.3	5.0	Yes
10	PM	40.1	24.5	15.6	Yes
13	PM	42.6	25.9	16.7	Yes
29	PM	8.6	5.2	3.4	Yes
36	AM	5.0	2.8	2.2	Yes

AM - Int. #9) Change in delay = $35.6 \times 0.56 = 19.9$; $35.6 - 19.9 = 15.7$ (Intersection Remains Significant)

PM - Int. #9) Change in delay = $38.5 \times 0.61 = 23.5$; $38.5 - 23.5 = 15.0$ (Intersection Remains Significant)

AM - Int. #10) Change in delay = $11.3 \times 0.56 = 6.3$; $11.3 - 6.3 = 5.0$ (Intersection Remains Significant)

PM - Int. #10) Change in delay = $40.1 \times 0.61 = 24.5$; $40.1 - 24.5 = 15.6$ (Intersection Remains Significant)

PM - Int. #13) Change in delay = $42.6 \times 0.61 = 25.9$; $42.6 - 25.9 = 16.7$ (Intersection Remains Significant)

PM - Int. #29) Change in delay = $8.6 \times 0.61 = 5.2$; $8.6 - 5.2 = 3.4$ (Intersection Remains Significant)

AM - Int. #36) Change in delay = $5.0 \times 0.56 = 2.8$; $5.0 - 2.8 = 2.2$ (Intersection Remains Significant)

ATTACHMENT 12

Year 2030 With & Without Project Ramp Meter Analysis

Reduced Mixed-Use EIR Alternative

Most Restrictive Meter Rate

Location		Year 2030		Year 2030 With Project (Buildout)		V	S
		Delay (Min)	Queue (Ft)	Delay (Min)	Queue (Ft)		
Del Mar Heights Rd. / I-5 SB on Ramp (Westbound Loop)	AM	40.27	7,163	47.61	8,468	7.34	YES
	PM	5.22	928	29.84	5,307	24.62	YES
Del Mar Heights Rd. / I-5 SB on Ramp (Eastbound)	AM	0.00	0	0.00	0	0.00	NO
	PM	0.00	0	0.00	0	0.00	NO
Del Mar Heights Rd. / I-5 NB on Ramp	AM	0.00	0	1.37	392	1.37	NO
	PM	8.30	2,378	16.04	4,597	7.74	YES
El Camino Real / SR-56 EB on Ramp	AM	0.00	0	0.00	0	0.00	NO
	PM	3.93	2,277	4.78	2,770	0.85	NO
Carmel Country Rd. / SR-56 EB on Ramp	AM	0.00	0	0.00	0	0.00	NO
	PM	0.00	0	0.00	0	0.00	NO

AM Peak Hour Reduction = 56%

PM Peak Hour Reduction = 61%

DMH/I-5 SB - AM) Change in delay = $7.34 \times 0.56 = 4.11$; $7.34 - 4.11 = 3.23$ (Remains Sign.)

DMH/I-5 SB - PM) Change in delay = $24.62 \times 0.61 = 15.01$; $24.62 - 15.01 = 9.61$ (Remains Sign.)

DMH/I-5 NB - PM) Change in delay = $7.74 \times 0.61 = 4.72$; $7.74 - 4.72 = 3.02$ (Remains Sign.)

15 Minute Max. Meter Rate

Location		Year 2030		Year 2030 With Project (Buildout)		V	S
		Delay (Min)	Queue (Ft)	Delay (Min)	Queue (Ft)		
Del Mar Heights Rd. / I-5 SB on Ramp (Westbound Loop)	AM	15.0	3,567	20.5	4,872	5.5	YES
	PM	15.0	2,320	43.3	6,699	28.3	YES
Del Mar Heights Rd. / I-5 SB on Ramp (Eastbound)	AM	15.0	2,291	15.0	2,291	0.0	NO
	PM	15.0	1,740	15.0	1,740	0.0	NO
Del Mar Heights Rd. / I-5 NB on Ramp	AM	15.0	3,393	17.8	4,031	2.8	YES
	PM	15.0	3,915	23.6	6,148	8.6	YES
El Camino Real / SR-56 EB on Ramp	AM	15.0	4,060	15.5	4,205	0.5	NO
	PM	15.0	7,415	16.0	7,903	1.0	NO
Carmel Country Rd. / SR-56 EB on Ramp	AM	15.0	1,914	16.1	2,059	1.1	NO
	PM	15.0	1,711	19.3	2,204	4.3	NO

Notes:

Δ = Change in Delay (minutes)

S = Significant, the allowable increase in delay at a ramp meter with more than 15 minutes delay and freeway LOS E is 2 min.

S = Significant, the allowable increase in delay at a ramp meter with more than 15 minutes delay and freeway LOS F is 1 min.



Appendix C.3

TRAFFIC IMPACT ANALYSIS OF SPECIALTY FOOD MARKET RETAIL ALTERNATIVE





E-MEMO

ATTN: Bruce McIntyre – Helix Environmental

E-Mail: ▼

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FROM: Andrew P. Schlafli, PE

TOTAL PAGES (Incl. Cover): 3 + (8)
Attachments

DATE: October 10, 2013

TIME: 10:06:59 AM

JOB NUMBER: 002407

SUBJECT: One Paseo - Specialty Food Market Retail EIR Alternative Traffic Memorandum

Confidential Communications

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The average daily traffic (ADT) generated by the Specialty Food Market Retail Alternative generates 6,500 ADT. **Attachment 1** includes a trip generation table for the Specialty Food Market Retail Alternative showing 6,500 ADT with 240 (162 In / 78 Out) AM peak hour trips and 630 (315 In / 315 Out) PM peak hour trips. To be consistent with the approved traffic study, the trip distribution assumed in this alternative analysis is the same as the Proposed Project distribution.

For the Specialty Food Market Retail Alternative, we would expect the following street segments to be significantly impacted:

Existing With Project (Build-out) – See **Attachment 2:**

- El Camino Real between Via de la Valle and San Dieguito Road
- Via de la Valle between San Andres Drive to El Camino Real (West)

Near Term With Project (Build-out) – See **Attachment 3:**

- Del Mar Heights Road between I-5 NB Ramps and High Bluff Drive
- El Camino Real between Via de la Valle and San Dieguito Road
- Via de la Valle between San Andres Drive to El Camino Real (West)

Year 2030 With Project (Build-out) – See **Attachment 4:**

- El Camino Real between Via de la Valle and San Dieguito Road
- Via de la Valle between San Andres Drive to El Camino Real (West)

For the Specialty Food Market Retail Alternative, we would expect the following intersections to be significantly impacted:

Existing With Project (Build-out) – See **Attachment 5:**

- No Significant Impacts

Near Term With Project (Build-out) – See **Attachment 6:**

- Del Mar Heights Road / I-5 NB Ramps in the PM peak hour
- Del Mar Heights Road / High Bluff Dr. in the PM peak hour
- Del Mar Heights Road / El Camino Real in the PM peak hour

Year 2030 With Project (Build-out) – See **Attachment 7:**

- Del Mar Heights Road / I-5 NB Ramps in the AM and PM peak hour
- Del Mar Heights Road / High Bluff Drive in the AM and PM peak hour
- Del Mar Heights Road / El Camino Real in the PM peak hour
- El Camino Real / SR-56 EB On-Ramp in the PM peak hour

For the Specialty Food Market Retail Alternative, we would expect the following freeway ramp meters to be significantly impacted:

Year 2030 With Project (Build-out) – See **Attachment 8:**

- Del Mar Heights Road / I-5 SB On-Ramp (Westbound Loop)
- Del Mar Heights Road / I-5 NB On-Ramp

In comparison to the proposed project, the Del Mar Heights Road bridge segment over I-5 is not significantly impacted in the Existing with Project (Build-out) scenario. In addition, on Del Mar Heights Road between I-5 NB ramps and High Bluff Drive is not significantly impacted in the Existing with Project (Build-out) scenario. The Specialty Food Market Retail Alternative does not significantly impact the Del Mar Heights Road bridge over I-5 in the Near Term with Project

(Build-out) scenario compared to the proposed project. In the Year 2030 with Project (Build-out) scenario, Del Mar Heights Road between the I-5 NB ramps and High Bluff Drive is not significantly impacted compared to the proposed project.

The alternative intersection analysis shows Carmel Creek Road at Del Mar Trail is not significantly impacted in the Existing with Project (Build-out), Near Term with Project (Build-out), and Year 2030 with Project (Build-out) scenarios compared to the proposed project. For freeway ramp meters, both the I-5 NB on-ramp and the I-5 SB Westbound Loop on-ramp remains significant although the impacts are less severe.

ATTACHMENT 1

One Paseo Trip Generation Table Specialty Food Market Retail Alternative

Driveway Rates

Use	Amount	Trip*	ADT	AM Peak Hour						PM Peak Hour					
				%*	#	In	Out	In	Out	%*	#	In	Out	In	Out
Market	30,000 SF	150 /KSF	4,500	4%	180	7	3	126	54	10%	450	5	5	225	225
Retail	50,000 SF	40 /KSF	2,000	3%	60	6	4	36	24	9%	180	5	5	90	90
TOTAL			6,500		240			162	78		630			315	315

Proposed Project	26,961	1,538	1,057	481	2,932	1,231	1,701
Specialty Food Market Retail Alt. Reduction%	76%	84%	85%	84%	78%	74%	81%

Notes:

* = Source: City of San Diego Trip Generation Manual, May 2003

KSF = 1,000 Square Foot

ATTACHMENT 2

Existing & Existing With Project (Buildout) Street Segment Comparison

The following table illustrates the impacts of the Proposed Project (26,961 ADT). Highlighted boxes indicate areas where the impacts of the Specialty Market Retail Alternative would be different from the Proposed Project. The nature of the difference is described below the table.

Road	Segment	Class.	Existing			Existing + Project (Buildout)			Δ V/C	Is this impact Significant?
			LOS	Volume	V/C	LOS	Volume	V/C		
Del Mar Heights Rd.	Mango Drive to Portofino Drive	5-M	B	21,314	0.474	B	23,740	0.528	0.054	NO
	Portofino Drive to I-5 Southbound Ramps	5-PA	C	36,086	0.722	C	39,321	0.786	0.065	NO
	I-5 Southbound Ramps and I-5 Northbound Ramps	5-PA	D	40,090	0.802	E	45,752	0.915	0.113	YES
	I-5 Northbound Ramps to High Bluff Drive	PA	D	51,625	0.860	F	62,140	1.036	0.175	YES
	High Bluff Drive to Third Avenue	PA	C	37,910	0.632	D	50,042	0.834	0.202	NO
	Third Avenue to First Avenue	PA	C	37,910	0.632	C	48,964	0.816	0.184	NO
	First Avenue to El Camino Real	PA	C	37,910	0.632	C	48,964	0.816	0.184	NO
	El Camino Real to Carmel Country Road	PA	B	32,674	0.545	C	39,953	0.666	0.121	NO
	Carmel Country Road to Torrey Ridge Road	PA	A	21,658	0.361	B	25,163	0.419	0.058	NO
	Torrey Ridge Road to Lansdale Drive	PA	A	19,071	0.318	A	21,497	0.358	0.040	NO
	Lansdale Drive to Carmel Canyon Road	PA	A	15,188	0.253	A	16,536	0.276	0.022	NO
El Camino Real	Via de la Valle to San Dieguito Road	2-Ca	F	15,579	1.039	F	16,388	1.093	0.054	YES
	San Dieguito Road to Derby Downs Road	4-M	A	13,915	0.348	A	14,993	0.375	0.027	NO
	Derby Downs Road to Half Mile Drive	4-M	B	15,333	0.383	B	16,411	0.410	0.027	NO
	Half Mile Drive to Quarter Mile Drive	4-M	A	13,516	0.338	A	14,864	0.372	0.034	NO
	Quarter Mile Drive to Del Mar Heights Road	4-M	A	14,925	0.373	B	16,543	0.414	0.040	NO
	Del Mar Heights Road to Townsgate Drive	6-M	A	14,731	0.295	B	20,123	0.402	0.108	NO
	Townsgate Drive to High Bluff Drive	6-M	A	15,425	0.309	A	18,930	0.379	0.070	NO
	High Bluff Drive to Valley Centre Drive	6-M	A	19,364	0.387	B	21,790	0.436	0.049	NO
	Valley Centre Drive to Carmel Valley Road	5-M	C	27,589	0.613	C	29,207	0.649	0.036	NO
Carmel Country Road	Del Mar Heights Road to Townsgate Drive	4-M	B	15,932	0.398	B	18,628	0.466	0.067	NO
	Townsgate Drive to Carmel Creek Road	4-M	A	13,878	0.347	B	16,035	0.401	0.054	NO
	Carmel Creek Road to Carmel Canyon Road	4-M	A	13,137	0.328	A	14,485	0.362	0.034	NO
	Carmel Canyon Road to SR-56 Westbound Ramps	4-M	B	20,553	0.514	C	21,631	0.541	0.027	NO
Carmel Canyon Road	Del Mar Heights Road to Carmel Country Road	4-M	A	12,224	0.306	A	12,763	0.319	0.013	NO
Carmel Creek Road	Carmel Country Road to Carmel Grove Road	4-M	A	11,206	0.280	A	12,015	0.300	0.020	NO
	Carmel Grove Road to SR-56 Westbound Ramps	4-M	A	14,862	0.372	B	15,671	0.392	0.020	NO
Valley Centre Drive	Carmel View Road to Carmel Creek Road	4-C	B	10,875	0.363	B	11,145	0.371	0.009	NO
Carmel Valley Road	I-5 Northbound Ramps to El Camino Real	PA	C	43,375	0.723	C	43,914	0.732	0.009	NO
High Bluff Drive	Del Mar Heights Road to El Camino Real	2-Ca	C	9,842	0.656	D	10,651	0.710	0.054	NO
Via de la Valle	San Andres Drive to El Camino Real (West)	2-Cb	F	24,400	2.440	F	24,939	2.494	0.054	YES

Specialty Food Market Retail Alternative: 6,500 ADT = 76% Reduction of Proposed Project

Specialty Food Market Retail Differences from Proposed Project

Street Segment	Proposed Project	Alternative	Alternative LOS	Significant Impact?
Del Mar Heights Road (I-5 SB and NB Ramps)*	45,752 ADT	41,448 ADT	LOS D	No
Del Mar Heights Road (I-5 NB Ramps and High Bluff)*	62,140 ADT	54,148 ADT	LOS D	No
El Camino Real (Via de la Valle to San Dieguito Rd)	v/c = 0.054	v/c = 0.013	LOS F	Yes
Via de la Valle (San Andres Dr. to El Camino Real)	v/c = 0.054	v/c = 0.013	LOS F	Yes

* If the without project scenario operates acceptably "LOS D" or better and with project scenario operates unacceptably "LOS E or F", the segment is significantly impacted, regardless of the change in v/c ratio.

Segment #1) DMH on bridge: 5,662 project ADT; 76% Reduction = $5,662 \times 0.24 = 1,358$ ADT; Existing+Project = $40,090 + 1,358 = 41,448$ ADT LOS "D" (Segment Not Significant)

Segment #2) DMH (NB ramps to High Bluff): 10,515 project ADT; 76% Reduction = $10,515 \times 0.24 = 2,524$ ADT; Existing+Project = $51,625 + 2,524 = 54,148$ ADT LOS "D" (Segment Not Significant)

Segment #3) Change in v/c = $0.054 \times 0.24 = 0.013$ (Segment Remains Significant)

Segment #4) Change in v/c = $0.054 \times 0.24 = 0.013$ (Segment Remains Significant)

ATTACHMENT 3

Near Term With & Without Project (Build-out) Street Segment Comparison

The following table illustrates the impacts of the Proposed Project (26,961 ADT). Highlighted boxes indicate areas where the impacts of the Specialty Market Retail Alternative would be different from the Proposed Project. The nature of the difference is described below the table.

Road	Segment	Class.	Near Term			Near Term + Project (Build-out)			ΔV/C	Is this impact Significant?
			LOS	Volume	V/C	LOS	Volume	V/C		
Del Mar Heights Rd.	Mango Drive to Portofino Drive	5-M	B	21,953	0.488	B	24,013	0.534	0.046	NO
	Portofino Drive to I-5 Southbound Ramps	5-PA	C	37,169	0.743	D	40,404	0.808	0.065	NO
	I-5 SB Ramps and I-5 NB Ramps	5-PA	D	41,213	0.824	E	46,874	0.937	0.113	YES
	I-5 Northbound Ramps to High Bluff Drive	PA	D	54,775	0.913	F	65,290	1.088	0.175	YES
	High Bluff Drive to Third Avenue	PA	C	40,648	0.677	D	52,781	0.880	0.202	NO
	Third Avenue to First Avenue	PA	C	40,648	0.677	D	51,702	0.862	0.184	NO
	First Avenue to El Camino Real	PA	C	40,648	0.677	D	51,702	0.862	0.184	NO
	El Camino Real to Carmel Country Road	PA	B	33,654	0.561	C	41,473	0.691	0.130	NO
	Carmel Country Road to Torrey Ridge Road	PA	A	22,308	0.372	B	25,813	0.430	0.058	NO
	Torrey Ridge Road to Lansdale Drive	PA	A	19,643	0.327	A	22,070	0.368	0.040	NO
	Lansdale Drive to Carmel Canyon Road	PA	A	15,644	0.261	A	16,992	0.283	0.022	NO
El Camino Real	Via de la Valle to San Dieguito Road	2-Ca	F	16,235	1.082	F	17,044	1.136	0.054	YES
	San Dieguito Road to Derby Downs Road	4-M	A	14,332	0.358	B	15,411	0.385	0.027	NO
	Derby Downs Road to Half Mile Drive	4-M	B	15,793	0.395	B	16,871	0.422	0.027	NO
	Half Mile Drive to Quarter Mile Drive	4-M	A	13,921	0.348	B	15,270	0.382	0.034	NO
	Quarter Mile Drive to Del Mar Heights Road	4-M	B	15,373	0.384	B	16,990	0.425	0.040	NO
	Del Mar Heights Road to Townsgate Drive	6-M	A	17,014	0.340	B	22,406	0.448	0.108	NO
	Townsgate Drive to High Bluff Drive	6-M	A	16,662	0.333	B	20,167	0.403	0.070	NO
	High Bluff Drive to Valley Centre Drive	6-M	B	21,035	0.421	B	23,461	0.469	0.049	NO
Carmel Country Road	Valley Centre Drive to Carmel Valley Road	5-M	C	30,131	0.670	C	31,748	0.706	0.036	NO
	Del Mar Heights Road to Townsgate Drive	4-M	B	16,410	0.410	B	19,106	0.478	0.067	NO
	Townsgate Drive to Carmel Creek Road	4-M	A	14,294	0.357	B	16,451	0.411	0.054	NO
	Carmel Creek Road to Carmel Canyon Road	4-M	A	13,531	0.338	A	14,879	0.372	0.034	NO
Carmel Canyon Road	Carmel Canyon Road to SR-56 WB Ramps	4-M	C	21,170	0.529	C	22,248	0.556	0.027	NO
	Del Mar Heights Road to Carmel Country Rd.	4-M	A	12,591	0.315	A	13,130	0.328	0.013	NO
Carmel Creek Road	Carmel Country Road to Carmel Grove Road	4-M	A	11,542	0.289	A	12,351	0.309	0.020	NO
	Carmel Grove Road to SR-56 WB Ramps	4-M	B	15,933	0.398	B	16,742	0.419	0.020	NO
Valley Centre Drive	Carmel View Road to Carmel Creek Road	4-C	B	11,826	0.394	B	12,096	0.403	0.009	NO
Carmel Valley Road	I-5 Northbound Ramps to El Camino Real	PA	C	45,968	0.766	C	46,507	0.775	0.009	NO
High Bluff Drive	Del Mar Heights Road to El Camino Real	2-Ca	D	10,137	0.676	D	10,946	0.730	0.054	NO
Via de la Valle	San Andres Drive to El Camino Real (West)	2-Cb	F	26,732	2.673	F	27,271	2.727	0.054	YES

Specialty Food Market Retail Alternative: 6,500 ADT = 76% Reduction from Proposed Project

Specialty Food Market Retail Differences from Proposed Project

Street Segment	Proposed Project	Alternative	Alternative LOS	Significant Impact?
Del Mar Heights Road (I-5 SB and NB Ramps)*	46,874 ADT	42,571 ADT	LOS D	No
Del Mar Heights Road (I-5 NB Ramps and High Bluff)*	65,290 ADT	57,298 ADT	LOS E	Yes
El Camino Real (Via de la Valle to San Dieguito Rd)	v/c = 0.054	v/c = 0.013	LOS F	Yes
Via de la Valle (San Andres Dr. to El Camino Real)	v/c = 0.054	v/c = 0.013	LOS F	Yes

* If the without project scenario operates acceptably "LOS D" or better and with project scenario operates unacceptably "LOS E or F", the segment is significantly impacted, regardless of the change in v/c ratio.

Segment #1) DMH on bridge: 5,662 project ADT; 76% Reduction = 5,662 x 0.24 = 1,358 ADT; NT+P = 41,213+1,358 = 42,571 ADT LOS "D" (Segment Not Significant)

Segment #2) DMH (NB ramps to High Bluff): 10,515 project ADT; 76% Reduction = 10,515 x 0.24 = 2,523 ADT; NT+P = 54,775+2,523 = 57,298 ADT LOS "E" (Segment Remains Significant)

Segment #3) Change in v/c = 0.054 x 0.24 = 0.013 (Segment Remains Significant)

Segment #4) Change in v/c = 0.054 x 0.24 = 0.013 (Segment Remains Significant)

ATTACHMENT 4

Year 2030 Without & Year 2030 With Project (Buildout) Street Segment Comparison

The following table illustrates the impacts of the Proposed Project (26,961 ADT). Highlighted boxes indicate areas where the impacts of the Specialty Market Retail Alternative would be different from the Proposed Project. The nature of the difference is described below the table.

Road	Segment	Class.	Year 2030			Year 2030 + Project (Buildout)			$\Delta V/C$	Is this impact Significant?
			LOS	Volume	V/C	LOS	Volume	V/C		
Del Mar Heights Rd.	Mango Drive to Portofino Drive	5-M	D	39,580	0.880	D	41,639	0.930	0.050	NO
	Portofino Drive to I-5 Southbound Ramps	5-PA	C	39,580	0.792	D	42,815	0.856	0.065	NO
	I-5 SB Ramps and I-5 NB Ramps	5-PA	C	37,820	0.756	D	43,482	0.870	0.113	NO
	I-5 Northbound Ramps to High Bluff Drive	PA	D	51,800	0.863	F	62,315	1.039	0.175	YES
	High Bluff Drive to Third Avenue	PA	C	42,770	0.713	D	54,902	0.915	0.202	NO
	Third Avenue to First Avenue	PA	C	42,770	0.713	D	53,824	0.897	0.184	NO
	First Avenue to El Camino Real	PA	C	42,770	0.713	D	53,824	0.897	0.184	NO
	El Camino Real to Carmel Country Road	PA	C	38,370	0.640	C	46,189	0.770	0.130	NO
	Carmel Country Road to Torrey Ridge Road	PA	B	34,400	0.573	C	37,905	0.632	0.058	NO
	Torrey Ridge Road to Lansdale Drive	PA	B	34,400	0.573	C	36,826	0.614	0.040	NO
	Lansdale Drive to Carmel Canyon Road	PA	B	34,400	0.573	C	35,748	0.596	0.022	NO
El Camino Real	Via de la Valle to San Dieguito Road	2-Ca	F	31,320	2.088	F	32,129	2.142	0.054	YES
	San Dieguito Road to Derby Downs Road	4-M	C	29,000	0.725	D	30,078	0.752	0.027	NO
	Derby Downs Road to Half Mile Drive	4-M	C	29,000	0.725	D	30,078	0.752	0.027	NO
	Half Mile Drive to Quarter Mile Drive	4-M	C	29,000	0.725	D	30,348	0.759	0.034	NO
	Quarter Mile Drive to Del Mar Heights Road	4-M	C	29,000	0.725	D	30,618	0.765	0.040	NO
	Del Mar Heights Road to Townsgate Drive	6-M	B	23,000	0.460	C	28,392	0.568	0.108	NO
	Townsgate Drive to High Bluff Drive	6-M	B	26,000	0.520	C	29,505	0.590	0.070	NO
	High Bluff Drive to Valley Centre Drive	6-M	C	35,620	0.712	C	38,046	0.761	0.049	NO
	Valley Centre Drive to Carmel Valley Road	5-M	D	36,470	0.810	D	38,088	0.846	0.036	NO
Carmel Country Road	Del Mar Heights Road to Townsgate Drive	4-M	C	22,280	0.557	C	24,976	0.624	0.067	NO
	Townsgate Drive to Carmel Creek Road	4-M	B	18,800	0.470	B	20,957	0.524	0.054	NO
	Carmel Creek Road to Carmel Canyon Road	4-M	A	13,590	0.340	A	14,938	0.373	0.034	NO
	Carmel Canyon Road to SR-56 WB Ramps	4-M	C	26,000	0.650	C	27,078	0.677	0.027	NO
Carmel Canyon Road	Del Mar Heights Road to Carmel Country Rd.	4-M	A	13,000	0.325	A	13,539	0.338	0.013	NO
Carmel Creek Road	Carmel Country Road to Carmel Grove Road	4-M	B	15,000	0.375	B	15,809	0.395	0.020	NO
	Carmel Grove Road to SR-56 WB Ramps	4-M	B	17,000	0.425	B	17,809	0.445	0.020	NO
Valley Centre Drive	Carmel View Road to Carmel Creek Road	4-C	D	20,000	0.667	D	20,270	0.676	0.009	NO
Carmel Valley Road	I-5 Northbound Ramps to El Camino Real	PA	C	43,020	0.717	C	43,559	0.726	0.009	NO
High Bluff Drive	Del Mar Heights Road to El Camino Real	2-Ca	D	11,700	0.780	D	12,509	0.834	0.054	NO
Via de la Valle	San Andres Drive to El Camino Real (West)	2-Cb	F	33,100	3.310	F	33,639	3.364	0.054	YES

Specialty Food Market Retail Alternative: 6,500 ADT = 76% Reduction in Proposed Project

Specialty Food Market Retail Differences from Proposed Project

Street Segment	Proposed Project	Alternative	Alternative LOS	Significant Impact?
Del Mar Heights Road (I-5 NB Ramps and High Bluff)*	62,315 ADT	54,324 ADT	LOS D	No
El Camino Real (Via de la Valle to San Dieguito Rd)	v/c = 0.054	v/c = 0.013	LOS F	Yes
Via de la Valle (San Andres Dr. to El Camino Real)	v/c = 0.054	v/c = 0.013	LOS F	Yes

* If the without project scenario operates acceptably "LOS D" or better and with project scenario operates unacceptably "LOS E or F", the segment is significantly impacted, regardless of the change in v/c ratio.

Segment #1) DMH (NB ramps to High Bluff): 10,515 project ADT; 76% Reduction = 10,515 x 0.24 = 2,524 ADT; Year 2030+Project = 51,800 + 2,524 = 54,324 ADT LOS "D" (Segment Not Significant)

Segment #2) Change in v/c = 0.054 x 0.24 = 0.013 (Segment Remains Significant)

Segment #3) Change in v/c = 0.054 x 0.24 = 0.013 (Segment Remains Significant)

ATTACHMENT 5

Existing & Existing + Project (Buildout) Intersection LOS Summary

The following table illustrates the impacts of the Proposed Project (26,961 ADT). Highlighted boxes indicate areas where the impacts of the Specialty Market Retail Alternative would be different from the Proposed Project. The nature of the difference is described below the table.

#	Intersection	Existing				Existing + Project (Buildout)							
		AM Peak Hour		PM Peak Hour		AM Peak Hour		Δ	S ?	PM Peak Hour		Δ	S ?
		D	LOS	D	LOS	D	LOS			D	LOS		
1	El Camino Real / Via de la Valle	27.7	C	30.0	C	28.7	C	1.0	No	33.5	C	3.5	No
2	El Camino Real / San Dieguito Road	16.6	B	23.3	C	17.0	B	0.4	No	26.4	C	2.6	No
3	El Camino Real / Derby Downs Road	4.3	A	3.3	A	4.3	A	0.0	No	5.0	A	1.7	No
4	El Camino Real / Half Mile Drive	19.6	B	16.3	B	20.9	C	1.3	No	18.9	B	2.1	No
5	El Camino Real / Quarter Mile Drive	20.0	B	14.0	B	20.4	C	0.4	No	14.4	B	0.4	No
6	Del Mar Heights Road / Mango Drive	31.7	C	29.7	C	32.9	C	1.2	No	33.4	C	3.7	No
7	Del Mar Heights Road / Portofino Drive	9.3	A	9.1	A	9.6	A	0.3	No	9.4	A	0.3	No
8	Del Mar Heights Road / I-5 SB Ramps	22.5	C	20.3	C	25.1	C	2.6	No	25.9	C	5.6	No
9	Del Mar Heights Road / I-5 NB Ramps	35.1	D	37.5	D	40.4	D	5.3	No	51.3	D	13.8	No
10	Del Mar Heights Road / High Bluff Drive	26.1	C	28.9	C	29.1	C	3.0	No	47.2	D	18.3	No
11	Del Mar Heights Road / Third Avenue	DNE	DNE	DNE	DNE	8.7	A	N/A	No	21.2	C	N/A	No
12	Del Mar Heights Road / First Avenue	DNE	DNE	DNE	DNE	7.7	A	N/A	No	22.0	C	N/A	No
13	Del Mar Heights Road / El Camino Real	27.2	C	26.9	C	33.6	C	6.4	No	45.5	D	18.6	No
14	Del Mar Heights Road / Carmel Country Rd	22.1	C	24.3	C	26.5	C	4.4	No	36.5	D	12.2	No
15	Del Mar Heights Road / Torrey Ridge Drive	22.7	C	14.9	B	25.3	C	2.6	No	15.4	B	0.5	No
16	Del Mar Heights Road / Lansdale Drive	20.4	C	19.8	B	22.9	C	2.5	No	27.6	C	7.8	No
17	Del Mar Heights Road / Carmel Canyon Rd	13.4	B	9.8	A	13.6	B	0.2	No	10.0	A	0.2	No
18	El Camino Real / Del Mar Highlands Town Ctr.	7.2	A	12.4	B	19.1	B	11.9	No	28.7	C	16.3	No
19	Carmel Country Road / Townsgate Drive	25.8	C	20.2	C	26.9	C	1.1	No	22.7	C	2.5	No
20	El Camino Real / Townsgate Drive	18.2	B	13.0	B	18.8	B	0.6	No	14.1	B	1.1	No
21	Carmel Country Road / Carmel Creek Rd	45.3	D	23.2	C	49.2	D	3.9	No	27.7	C	4.5	No
22	El Camino Real / High Bluff Drive	25.2	C	27.9	C	25.8	C	0.6	No	31.8	C	3.9	No
23	Carmel View Road / High Bluff Drive	8.3	A	9.0	A	8.7	A	0.4	No	9.8	A	0.8	No
24	Carmel Creek Road / Carmel Grove Rd	26.8	C	17.2	B	26.8	C	0.0	No	17.4	B	0.2	No
25	Carmel Valley Road / I-5 SB Ramps	19.6	B	27.0	C	20.1	C	0.5	No	27.6	C	0.6	No
26	Carmel Valley Road / I-5 NB Ramps	12.6	B	18.2	B	12.6	B	0.0	No	18.2	B	0.0	No
27	El Camino Real / Valley Centre Drive	20.9	C	19.7	B	21.1	C	0.2	No	20.2	C	0.5	No
28	El Camino Real / Carmel Valley Rd	14.0	B	16.8	B	14.9	B	0.9	No	20.9	C	4.1	No
29	El Camino Real / SR-56 EB On Ramp	15.4	B	24.4	C	16.1	B	0.7	No	26.5	C	2.1	No
30	Carmel View Road / Valley Centre Drive	6.7	A	7.8	A	6.7	A	0.0	No	7.8	A	0.0	No
31	Carmel Creek Road / SR-56 WB Ramp	37.0	D	20.7	C	39.4	D	2.4	No	21.6	C	0.9	No
32	Carmel Creek Road / SR-56 EB Ramps	11.6	B	19.5	B	11.7	B	0.1	No	26.0	C	6.5	No
33	Carmel Country Road / Carmel Canyon Rd	31.9	C	23.2	C	32.3	C	0.4	No	25.5	C	2.3	No
34	Carmel Country Road / SR-56 WB Ramps	15.7	B	10.9	B	15.8	B	0.1	No	11.4	B	0.5	No
35	Carmel Country Road / SR-56 EB Ramps	13.4	B	11.5	B	13.4	B	0.0	No	12.1	B	0.6	No
36	Carmel Creek Road / Del Mar Trail	41.6	E	20.1	C	46.2	E	4.6	Yes	22.9	C	2.8	No

Specialty Food Market Retail Alternative:
AM Peak Hour Reduction = 84%

Specialty Food Market Retail Differences from Proposed Project

Int. #	Peak Hour	Delay (seconds)			Significantly Impacted?
		Proposed Project	Alternative	Change	
36	AM	4.6	3.9	0.7	No

Int. #36) Change in delay = $4.6 \times 0.84 = 3.9$; $4.6 - 3.9 = 0.7$ (Intersection NOT Significant)

ATTACHMENT 6

Near Term With & Without Project (Build-out) Intersection LOS Summary

The following table illustrates the impacts of the Proposed Project (26,961 ADT). Highlighted boxes indicate areas where the impacts of the Specialty Market Retail Alternative would be different from the Proposed Project. The nature of the difference is described below the table.

#	Intersection	Near Term				Near Term + Project (Build-out)							
		AM Peak Hour		PM Peak Hour		AM Peak Hour		Δ	S ?	PM Peak Hour		Δ	S ?
		D	LOS	D	LOS	D	LOS			D	LOS		
1	El Camino Real / Via de la Valle	31.4	C	38.8	D	32.5	C	1.1	N	45.3	D	6.5	N
2	El Camino Real / San Dieguito Road	16.9	B	25.2	C	17.4	B	0.5	N	27.6	C	2.4	N
3	El Camino Real / Derby Downs Road	4.3	A	4.5	A	4.3	A	0.0	N	5	A	0.5	N
4	El Camino Real / Half Mile Drive	20.6	B	14.0	B	22.4	C	1.8	N	14.2	B	0.2	N
5	El Camino Real / Quarter Mile Drive	20.6	C	15.1	B	20.6	C	0.0	N	17.9	B	2.8	N
6	Del Mar Heights Road / Mango Drive	33.3	C	31.4	C	35.1	D	1.8	N	35.9	D	4.5	N
7	Del Mar Heights Road / Portofino Drive	9.4	A	9.2	A	9.6	A	0.2	N	9.4	A	0.2	N
8	Del Mar Heights Road / I-5 SB Ramps	24.8	C	23	C	29.9	C	5.1	N	28.5	C	5.5	N
9	Del Mar Heights Road / I-5 NB Ramps	39.6	D	38.3	D	49.2	D	9.6	N	56.1	E	17.8	Y
10	Del Mar Heights Road / High Bluff Drive	28.5	C	32.1	C	34.2	C	5.7	N	57	E	24.9	Y
11	Del Mar Heights Road / Third Avenue	DNE	DNE	DNE	DNE	8.5	A	0.0	N	21.4	C	0.0	N
12	Del Mar Heights Road / First Avenue	DNE	DNE	DNE	DNE	7.9	A	0.0	N	25.3	C	0.0	N
13	Del Mar Heights Road / El Camino Real	29.9	C	29.5	C	37.4	D	7.5	N	62.9	E	33.4	Y
14	Del Mar Heights Road / Carmel Country Rd	22.9	C	21.1	C	27.3	C	4.4	N	28.2	C	7.1	N
15	Del Mar Heights Road / Torrey Ridge Drive	23.6	C	11.9	B	26.3	C	2.7	N	12	B	0.1	N
16	Del Mar Heights Road / Lansdale Drive	19.0	B	17.6	B	20.8	C	1.8	N	19.7	B	2.1	N
17	Del Mar Heights Road / Carmel Canyon Rd	13.8	B	10.2	B	14	B	0.2	N	10.7	B	0.5	N
18	El Camino Real / Del Mar Highlands Town Ctr.	6.8	A	13.5	B	15.6	B	8.8	N	30.8	C	17.3	N
19	Carmel Country Road / Townsgate Drive	26.5	C	21.8	C	27.7	C	1.2	N	23.2	C	1.4	N
20	El Camino Real / Townsgate Drive	21.3	C	20.7	C	21.6	C	0.3	N	22.3	C	1.6	N
21	Carmel Country Road / Carmel Creek Rd	58.6	E	24.1	C	60.4	E	1.8	N	28.6	C	4.5	N
22	El Camino Real / High Bluff Drive	21.1	C	26.2	C	22.2	C	1.1	N	30.6	C	4.4	N
23	Carmel View Road / High Bluff Drive	8.4	A	9.1	A	8.8	A	0.4	N	10	A	0.9	N
24	Carmel Creek Road / Carmel Grove Rd	27.8	C	17.5	B	27.9	C	0.1	N	17.9	B	0.4	N
25	Carmel Valley Road / I-5 SB Ramps	22.6	C	32.1	C	23	C	0.4	N	33.1	C	1.0	N
26	Carmel Valley Road / I-5 NB Ramps	13.6	B	20.4	C	14.1	B	0.5	N	20.8	C	0.4	N
27	El Camino Real / Valley Centre Drive	24.6	C	23.2	C	32.9	C	8.3	N	30.5	C	7.3	N
28	El Camino Real / Carmel Valley Rd	14.8	B	19.2	B	15.1	B	0.3	N	20	B	0.8	N
29	El Camino Real / SR-56 EB On Ramp	18.0	B	32.3	C	18.8	B	0.8	N	35.8	D	3.5	N
30	Carmel View Road / Valley Centre Drive	7.4	A	8.3	A	7.4	A	0.0	N	8.3	A	0.0	N
31	Carmel Creek Road / SR-56 WB Ramp	45.7	D	27	C	46.8	D	1.1	N	30.8	C	3.8	N
32	Carmel Creek Road / SR-56 EB Ramps	12.5	B	27.4	C	12.6	B	0.1	N	27.8	C	0.4	N
33	Carmel Country Road / Carmel Canyon Rd	33.1	C	25.6	C	35.9	D	2.8	N	25.8	C	0.2	N
34	Carmel Country Road / SR-56 WB Ramps	16.2	B	10.9	B	16.2	B	0.0	N	12.4	B	1.5	N
35	Carmel Country Road / SR-56 EB Ramps	14.1	B	11.7	B	14.3	B	0.2	N	12.2	B	0.5	N
36	Carmel Creek Road / Del Mar Trail	47.9	E	21.7	C	53.5	F	5.6	Y	25.1	D	3.4	N

Specialty Food Market Retail Alternative:

AM Peak Hour Reduction = 84%

PM Peak Hour Reduction = 78%

Specialty Food Market Retail Differences from Proposed Project

Int. #	Peak Hour	Delay (seconds)			Significantly Impacted?
		Proposed Project	Alternative	Change	
9	PM	17.8	13.9	3.9	Yes
10	PM	24.9	19.4	5.5	Yes
13	PM	33.4	26.1	7.3	Yes
36	PM	5.6	4.7	0.9	No

PM - Int. #9) Change in delay = $17.8 \times 0.78 = 13.9$; $17.8 - 13.9 = 3.9$ (Intersection Remains Significant)

PM - Int. #10) Change in delay = $24.9 \times 0.78 = 19.4$; $24.9 - 19.4 = 5.5$ (Intersection Remains Significant)

PM - Int. #13) Change in delay = $33.4 \times 0.78 = 26.1$; $33.4 - 26.1 = 7.3$ (Intersection Remains Significant)

AM - Int. #36) Change in delay = $5.6 \times 0.84 = 4.7$; $5.6 - 4.7 = 0.9$ (Intersection NOT Significant)

ATTACHMENT 7

Year 2030 With & Without Project (Buildout) Intersection LOS Summary

The following table illustrates the impacts of the Proposed Project (26,961 ADT). Highlighted boxes indicate areas where the impacts of the Specialty Market Retail Alternative would be different from the Proposed Project. The nature of the difference is described below the table.

#	Intersection	Year 2030				Year 2030 + Project (Buildout)							
		AM Peak Hour		PM Peak Hour		AM Peak Hour		Δ	S ?	PM Peak Hour		Δ	S ?
		D	LOS	D	LOS	D	LOS			D	LOS		
1	El Camino Real / Via de la Valle	22.2	C	19.1	B	23.1	C	0.9	No	20.4	C	1.3	No
2	El Camino Real / San Dieguito Road	24.2	C	47.2	D	26.7	C	2.5	No	52.5	D	5.3	No
3	El Camino Real / Derby Downs Road	4.3	A	5.1	A	4.3	A	0.0	No	5.1	A	0.0	No
4	El Camino Real / Half Mile Drive	22.9	C	14.0	B	24.8	C	1.9	No	14.1	B	0.1	No
5	El Camino Real / Quarter Mile Drive	20.6	C	12.1	B	25.2	C	4.6	No	12.7	B	0.6	No
6	Del Mar Heights Road / Mango Drive	36.8	D	29.3	C	39.6	D	2.8	No	35.7	D	6.4	No
7	Del Mar Heights Road / Portofino Drive	9.8	A	9.6	A	10.1	B	0.3	No	10.1	B	0.5	No
8	Del Mar Heights Road / I-5 SB Ramps	26.1	C	22.4	C	29	C	2.9	No	25.7	C	3.3	No
9	Del Mar Heights Road / I-5 NB Ramps	71.5	E	55.5	E	107.1	F	35.6	Yes	94.0	F	38.5	Yes
10	Del Mar Heights Road / High Bluff Drive	44.0	D	40.1	D	55.3	E	11.3	Yes	80.2	F	40.1	Yes
11	Del Mar Heights Road / Third Avenue	DNE	DNE	DNE	DNE	8.3	A	0.0	No	20.7	C	0.0	No
12	Del Mar Heights Road / First Avenue	DNE	DNE	DNE	DNE	7.7	A	0.0	No	20.9	C	0.0	No
13	Del Mar Heights Road / El Camino Real	35.0	C	41.5	D	50.8	D	15.8	No	84.1	F	42.6	Yes
14	Del Mar Heights Road / Carmel Country Rd	33.6	C	34.1	C	41.3	D	7.7	No	49.3	D	15.2	No
15	Del Mar Heights Road / Torrey Ridge Drive	29.5	C	11.9	B	33.1	C	3.6	No	14.4	B	2.5	No
16	Del Mar Heights Road / Lansdale Drive	32.7	C	18.7	B	41.1	D	8.4	No	20.9	C	2.2	No
17	Del Mar Heights Road / Carmel Canyon Rd	29.4	C	16.0	B	29.8	C	0.4	No	17.2	B	1.2	No
18	El Camino Real / Del Mar Highlands Town Ctr.	6.2	A	14.2	B	17.4	B	11.2	No	33.7	C	19.5	No
19	Carmel Country Road / Townsgate Drive	32.0	C	29.8	C	32.9	C	0.9	No	34.6	C	4.8	No
20	El Camino Real / Townsgate Drive	22.5	C	24.3	C	22.7	C	0.2	No	35.4	D	11.1	No
21	Carmel Country Road / Carmel Creek Rd	41.5	D	19.7	B	45.7	D	4.2	No	21.5	C	1.8	No
22	El Camino Real / High Bluff Drive	22.9	C	33.6	C	24.4	C	1.5	No	40.0	D	6.4	No
23	Carmel View Road / High Bluff Drive	8.9	A	9.8	A	9.3	A	0.4	No	10.9	B	1.1	No
24	Carmel Creek Road / Carmel Grove Rd	15.3	B	11.4	B	15.3	B	0.0	No	17.3	B	5.9	No
25	Carmel Valley Road / I-5 SB Ramps	25.3	C	30.9	C	26.3	C	1.0	No	35.3	D	4.4	No
26	Carmel Valley Road / I-5 NB Ramps	26.8	C	19.6	B	27.3	C	0.5	No	20.0	B	0.4	No
27	El Camino Real / Valley Centre Drive	22.0	C	27.4	C	22.2	C	0.2	No	29.3	C	1.9	No
28	El Camino Real / Carmel Valley Rd	22.0	C	17.6	B	22.2	C	0.2	No	19.2	B	1.6	No
29	El Camino Real / SR-56 EB On Ramp	23.1	C	89.0	F	23.6	C	0.5	No	97.6	F	8.6	Yes
30	Carmel View Road / Valley Centre Drive	7.7	A	6.2	A	7.7	A	0.0	No	6.2	A	0.0	No
31	Carmel Creek Road / SR-56 WB Ramp	47.0	D	42.6	D	54.2	D	7.2	No	53.3	D	10.7	No
32	Carmel Creek Road / SR-56 EB Ramps	15.0	B	22.9	C	15.0	B	0.0	No	23.4	C	0.5	No
33	Carmel Country Road / Carmel Canyon Rd	34.5	C	33.4	C	36.6	D	2.1	No	34.1	C	0.7	No
34	Carmel Country Road / SR-56 WB Ramps	17.1	B	9.9	A	17.1	B	0.0	No	12.7	B	2.8	No
35	Carmel Country Road / SR-56 EB Ramps	20.1	C	18.2	B	22.0	C	1.9	No	18.7	B	0.5	No
36	Carmel Creek Road / Del Mar Trail	43.3	E	20.6	C	48.3	E	5.0	Yes	23.6	C	3.0	No

Specialty Food Market Retail Alternative:

AM Peak Hour Reduction = 84%

PM Peak Hour Reduction = 78%

Specialty Food Market Retail Differences from Proposed Project

Int. #	Peak Hour	Delay (seconds)			Significantly Impacted?
		Proposed Project	Alternative	Change	
9	AM	35.6	29.9	5.7	Yes
9	PM	38.5	30.0	8.5	Yes
10	AM	11.3	9.5	1.8	Yes
10	PM	40.1	31.3	8.8	Yes
13	PM	42.6	33.2	9.4	Yes
29	PM	8.6	6.7	1.9	Yes
36	AM	5.0	4.2	0.8	No

AM - Int. #9) Change in delay = $35.6 \times 0.84 = 29.9$; $35.6 - 29.9 = 5.7$ (Intersection Remains Significant)

PM - Int. #9) Change in delay = $38.5 \times 0.78 = 30.0$; $38.5 - 30.0 = 8.5$ (Intersection Remains Significant)

AM - Int. #10) Change in delay = $11.3 \times 0.84 = 9.5$; $11.3 - 9.5 = 1.8$ (Intersection Remains Significant)

PM - Int. #10) Change in delay = $40.1 \times 0.78 = 31.3$; $40.1 - 31.3 = 8.8$ (Intersection Remains Significant)

PM - Int. #13) Change in delay = $42.6 \times 0.78 = 33.2$; $42.6 - 33.2 = 9.4$ (Intersection Remains Significant)

PM - Int. #29) Change in delay = $8.6 \times 0.78 = 6.7$; $8.6 - 6.7 = 1.9$ (Intersection Remains Significant)

AM - Int. #36) Change in delay = $5.0 \times 0.84 = 4.2$; $5.0 - 4.2 = 0.8$ (Intersection NOT Significant)

ATTACHMENT 8

Year 2030 With & Without Project Ramp Meter Analysis

Specialty Food Market Retail Alternative

Most Restrictive Meter Rate

Location		Year 2030		Year 2030 With Project (Buildout)		V	S
		Delay (Min)	Queue (Ft)	Delay (Min)	Queue (Ft)		
Del Mar Heights Rd. / I-5 SB on Ramp (Westbound Loop)	AM	40.27	7,163	47.61	8,468	7.34	YES
	PM	5.22	928	29.84	5,307	24.62	YES
Del Mar Heights Rd. / I-5 SB on Ramp (Eastbound)	AM	0.00	0	0.00	0	0.00	NO
	PM	0.00	0	0.00	0	0.00	NO
Del Mar Heights Rd. / I-5 NB on Ramp	AM	0.00	0	1.37	392	1.37	NO
	PM	8.30	2,378	16.04	4,597	7.74	YES
El Camino Real / SR-56 EB on Ramp	AM	0.00	0	0.00	0	0.00	NO
	PM	3.93	2,277	4.78	2,770	0.85	NO
Carmel Country Rd. / SR-56 EB on Ramp	AM	0.00	0	0.00	0	0.00	NO
	PM	0.00	0	0.00	0	0.00	NO

AM Peak Hour Reduction = 84%

PM Peak Hour Reduction = 78%

DMH/I-5 SB - AM) Change in delay = $7.34 \times 0.84 = 6.16$; $7.34 - 6.16 = 1.18$ (Remains Sign.)

DMH/I-5 SB - PM) Change in delay = $24.62 \times 0.78 = 19.20$; $24.62 - 19.20 = 5.42$ (Remains Sign.)

DMH/I-5 NB - PM) Change in delay = $7.74 \times 0.78 = 6.04$; $7.74 - 6.04 = 1.70$ (Remains Sign.)

15 Minute Max. Meter Rate

Location		Year 2030		Year 2030 With Project (Buildout)		V	S
		Delay (Min)	Queue (Ft)	Delay (Min)	Queue (Ft)		
Del Mar Heights Rd. / I-5 SB on Ramp (Westbound Loop)	AM	15.0	3,567	20.5	4,872	5.5	YES
	PM	15.0	2,320	43.3	6,699	28.3	YES
Del Mar Heights Rd. / I-5 SB on Ramp (Eastbound)	AM	15.0	2,291	15.0	2,291	0.0	NO
	PM	15.0	1,740	15.0	1,740	0.0	NO
Del Mar Heights Rd. / I-5 NB on Ramp	AM	15.0	3,393	17.8	4,031	2.8	YES
	PM	15.0	3,915	23.6	6,148	8.6	YES
El Camino Real / SR-56 EB on Ramp	AM	15.0	4,060	15.5	4,205	0.5	NO
	PM	15.0	7,415	16.0	7,903	1.0	NO
Carmel Country Rd. / SR-56 EB on Ramp	AM	15.0	1,914	16.1	2,059	1.1	NO
	PM	15.0	1,711	19.3	2,204	4.3	NO

Notes:

Δ = Change in Delay (minutes)

S = Significant, the allowable increase in delay at a ramp meter with more than 15 minutes delay and freeway LOS E is 2 min.

S = Significant, the allowable increase in delay at a ramp meter with more than 15 minutes delay and freeway LOS F is 1 min.