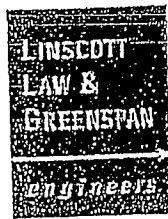


APPENDIX F

CUMULATIVE PROJECTS INFORMATION



TRAFFIC IMPACT ANALYSIS
FLOWER HILL PROMENADE REDEVELOPMENT
San Diego, California
March 3, 2009

LLG Ref. 3-04-1432

Prepared by:
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6.2 Daily Segment Levels of Service

Table 6-2 summarizes the existing segment operations. As seen in *Table 6-2*, the segments in the study area are calculated to operate at LOS D or better except the following:

- » Via de la Valle between San Andres Drive and El Camino Real (West) (LOS F)

TABLE 6-2
EXISTING SEGMENT OPERATIONS

Street Segment	Existing Roadway Classification	LOS E Capacity ^a	Existing		
			ADT ^b	V/C ^c	LOS ^d
Via de la Valle	6-Lane Major Arterial	50,000	41,300	0.83	D
		40,000	29,700	0.74	C
		10,000	24,400	2.44	F

Footnotes:

- a. City of San Diego Roadway Capacity Standards.
- b. Existing ADT volumes from Table 3-1.
- c. V/C - Volume to Capacity ratio
- d. LOS - Level of Service

BOLD indicates LOS E or F operations.

6.3 Freeway Operations

Table 6-3 summarizes the freeway mainline operations on I-5. As seen in *Table 6-3*, the northbound segments of I-5 north of Via de la Valle are calculated to currently operate at LOS F(0) during the AM and PM peak hours. The southbound segments of I-5 north of Via de la Valle are calculated to currently operate at LOS D or better during the AM and PM peak hours.

As seen in *Table 6-3*, the northbound segments of I-5 south of Via de la Valle are calculated to currently operate at LOS D during the AM and LOS E during the PM peak hours. The southbound segments of I-5 south of Via de la Valle are calculated to currently operate at LOS E or during the AM and PM peak hours.

9.0 ANALYSIS OF NEAR-TERM SCENARIOS

9.1 Existing + Cumulative Projects

9.1.1 Intersection Analysis

Table 9-1 summarizes the peak hour intersection operations for the existing + cumulative projects condition. As seen in *Table 9-1*, with the addition of cumulative projects traffic, all key signalized intersections are calculated to continue to operate at LOS D or better.

The critical movement at the unsignalized intersection is calculated to continue to operate at LOS C condition.

Appendix E contains the peak hour intersection analysis worksheets for the existing + cumulative projects condition.

9.1.2 Segment Operations

Table 9-2 summarizes the key segment operations in the study area with the addition of the cumulative projects traffic. As seen in *Table 9-2*, with the addition of cumulative projects traffic, the study area segments are calculated to continue to operate at LOS D or better conditions except for the following:

- Via de la Valle between San Andres Drive and El Camino Real (West) (LOS F)

The segment operations were based on the proposed City of San Diego General Plan roadway classification. However, the River Park Compatible Road Improvements document, prepared by the San Dieguito Western River Valley Task Force dated March 2007, discusses an alternate configuration of Via de la Valle. Based on a preliminary review by the City of San Diego, it was recommended that the segment analysis of Via de la Valle be analyzed under four alternatives. The first alternative was analyzed as a two-lane collector with a two-way left-turn lane at a capacity of 15,000 ADT. The second, as a three-lane collector with a two-way left-turn lane and a capacity of 22,500 ADT. The third alternative was analyzed as a four-lane collector with a two-way left-turn lane at a capacity of 30,000 ADT, and lastly, the segment was analyzed as a four-lane major arterial with a capacity of 40,000 ADT.

9.1.3 Freeway Operations

Table 9-3 summarizes the freeway mainline operations I-5 for the existing + cumulative projects condition. As seen in *Table 9-3*, the northbound segments of I-5 north of Via de la Valle are calculated to operate at LOS F(0) during the AM and PM peak hours. The southbound segments of I-5 north of Via de la Valle are calculated to operate at LOS D or better during the AM and PM peak hours.

As seen in *Table 9-3* the northbound segments of I-5 south of Via de la Valle are calculated to operate at LOS D during the AM and PM peak hours. The southbound segments of I-5 south of Via de la Valle are calculated to currently operate at LOS D during the AM and PM peak hours.

TABLE 9-2
NEAR-TERM SEGMENT OPERATIONS

Street Segment	Roadway Classification	LOS E Capacity ^a	Existing + Cumulative Projects		Existing + Cumulative Projects + Project		VI/C _e Δ	Significant? F
			ADT _b	VI/C ^c	LOS ^d	ADT ^e	VI/C ^f	
Via de la Valle								
1-5 to Flower Hill Promenade Driveway	6-Lane Major Arterial	50,000	43,350	0.867	D	45,200	E	0.037
Flower Hill Promenade to San Andres Drive	4-Lane Major Arterial	40,000	31,750	0.794	D	32,875	D	0.028
San Andres Drive to El Camino Real (West)	2-Lane Collector	10,000	26,440	2.644	F	27,110	F	0.067
<i>Via de la Valle Widening Alternatives (San Andres Drive to El Camino Real West)</i>								
Alternative 1	2-Lane Collector w/ TWLTL	15,000	26,440	1.763	F	27,110	1.807	N/A
Alternative 2	3-Lane Collector w/ TWLTL	22,500	26,440	1.175	F	27,110	1.204	0.029
Alternative 3	4-Lane Collector w/ TWLTL	30,000	26,440	0.881	E	27,110	0.904	0.023
Alternative 4	4-Lane Major Arterial w/ Median	40,000	26,440	0.661	C	27,110	0.678	N/A

Footnotes:

- a. City of San Diego Roadway Capacity Standards.
- b. Average Daily Traffic volumes.
- c. Volume to Capacity ratio.
- d. Level of Service
- e. Increase in VI/C due to project
- f. Not significant since intersections on other end of the segment operate at LOS D or better and the peak hour arterial analysis indicates a decrease of less than 1 mph. (See Appendix A)

Shading and bold indicates a significant impact.

TABLE 10-2
YEAR 2030 SEGMENT OPERATIONS

Street Segment	Existing Roadway Class	LOS E Capacity ^a	Year 2030 Without Project			Year 2030 With Project			V/C R ^c	Significant?
			ADT ^b	V/C ^c	LOS ^d	ADT ^b	V/C ^c	LOS ^d		
Via de la Valle	6-Lane Major Arterial	50,000	45,400	0.908	E	47,250	0.945	E	0.037	NO F
I-5 to Flower Hill Promenade Driveway	6-Lane Major Arterial	50,000	38,200	0.764	C	39,325	0.787	C	0.023	NO
Flower Hill Promenade Driveway to San Andres Drive.	4-Lane Major Arterial	40,000	33,100	0.828	D	33,770	0.844	D	0.017	NO
San Andres Drive to El Camino Real (West)	3-Lane Collector w/ TWLTL	30,000	33,100	1.103	F	33,770	1.126	F	0.025	YES
<i>Via de la Valle Widening Alternatives (San Andres Drive to El Camino Real West)</i>										
Alternative 1	2-Lane Collector w/ TWLTL	15,000	33,100	2.207	F	33,770	2.251	F	0.044	N/A
Alternative 2	3-Lane Collector w/ TWLTL	22,500	33,100	1.471	F	33,770	1.500	F	0.029	N/A
Alternative 3	4-Lane Collector w/ TWLTL	30,000	33,100	1.103	F	33,770	1.126	F	0.023	N/A
Alternative 4	4-Lane Major Arterial w/ Median	40,000	33,100	0.828	D	33,770	0.844	D	0.016	N/A

Footnotes:

- a. City of San Diego Roadway Capacity Standards.
- b. Average Daily Traffic volumes.
- c. Volume to Capacity ratio.
- d. Level of Service
- e. Increase in V/C ration due to the project.
- f. Not significant since intersections on either end of the segment operate at LOS D or better and the peak hour arterial analysis indicates a decrease of less than 1 mph. (See Appendix K)

Shading and Bold indicates a significant impact.

Traffic Data Service Southwest
Vehicle Counts

VehicleCount-166 -- English (ENU)Datasets:

Site: [13803] Via De la Valle - Btwn San Andreas Dr & El Camino Real West
 Direction: 8 - East bound A>B, West bound B>A, Lane: 0
 Survey Duration: 16:27 Monday, April 23, 2007 => 9:55 Friday, April 27, 2007
 File: Z:\moddata\LLG2007\138\1380327Apr2007.EC0 (Plus)
 Identifier: M432HARN MC56-6 [MC55] (c)Microcom 02/03/01
 Algorithm: Factory default
 Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 18:00 Monday, April 23, 2007 => 8:00 Friday, April 27, 2007
 Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
 Speed range: 5 - 100 mph.
 Direction: East (bound)
 Separation: All - (Headway)
 Name: Factory default profile
 Scheme: Vehicle classification (Scheme F99)
 Units: Non metric (ft, mi, ft/s, mph, lb, ton)
 In profile: Vehicles = 38386 / 80889 (47.39%)

* Monday, April 23, 2007 - Total=1835 (Incomplete), 15 minute drops																									
0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	188	112	98	69	49	24	12	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	179	106	89	60	30	12	5	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	147	117	85	46	34	16	5	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	121	89	76	53	27	9	4	

* Tuesday, April 24, 2007 - Total=11168, 15 minute drops																									
0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300		
26	13	10	9	20	106	528	700	745	704	699	691	778	805	880	835	747	781	727	483	388	291	144	63	10	
12	6	5	3	1	12	42	171	173	166	164	170	178	195	195	232	180	205	185	118	103	66	42	23	10	
5	0	3	1	5	20	104	176	202	188	163	160	204	202	224	201	186	194	219	141	110	80	40	13	9	
5	1	2	7	30	151	156	152	167	199	175	208	199	212	201	189	179	187	110	94	72	34	11	5	5	
4	6	1	3	7	44	231	187	208	183	172	185	188	209	249	201	192	203	146	114	76	54	28	16	5	

* Wednesday, April 25, 2007 - Total=11904, 15 minute drops																									
0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300		
34	17	7	7	24	110	510	721	746	770	750	787	836	877	941	950	762	104	777	582	368	320	149	82	10	
10	7	2	1	4	11	42	187	173	194	182	184	227	213	240	239	191	237	201	148	101	97	56	20	4	
10	4	1	1	5	24	103	187	165	202	194	239	205	202	206	192	238	214	145	85	83	33	20	10	10	
9	4	2	4	8	38	166	170	170	185	187	183	193	231	244	226	196	199	190	126	109	90	33	20	7	
5	2	2	1	7	37	199	177	238	189	179	220	177	228	255	229	183	210	172	105	74	60	27	14	7	

* Thursday, April 26, 2007 - Total=11880, 15 minute drops																									
0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300		
31	23	13	16	30	126	593	739	756	740	714	776	843	860	961	836	680	552	351	286	200	86				
10	10	6	2	1	10	57	170	181	208	199	192	212	209	243	216	170	197	167	162	100	77	50	38	14	
4	2	1	5	26	119	197	198	169	181	197	193	254	244	207	196	251	182	133	91	72	51	16	14	0	
10	4	5	4	15	32	109	178	194	175	172	187	223	188	247	213	188	215	159	141	85	71	51	12	0	
7	7	1	5	9	49	220	196	193	188	182	200	215	217	247	215	184	193	152	116	115	60	40	20	11	

* Friday, April 27, 2007 - Total=1548 (Incomplete), 15 minute drops																									
0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300		
47	27	14	11	39	131	576	703	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
14	8	5	2	7	20	54	171	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
14	5	3	2	6	20	110	181	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
8	9	3	2	15	31	195	176	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
11	4	3	5	11	60	217	175	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		

A15 + 11, 651

Traffic Data Service Southwest
Vehicle Counts

VehicleCount-166 --- English (ENU)

Datasets:

Site: [13803] Via De la Valle - Btwn San Andreas Dr & El Camino Real West
 Direction: 8 - East bound A>B, Westbound B>A, Lane: 0
 Survey Duration: 16:27 Monday, April 23, 2007 => 9:55 Friday, April 27, 2007
 File: Z:\mcdata\LLG\2007\138\1380327Apr2007.EC0 (Plus)
 Identifier: M432HARN MC56-6 [MC55] (c)Microcam 02/08/01
 Algorithm: Factory default
 Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 18:00 Monday, April 23, 2007 => 8:00 Friday, April 27, 2007
 Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
 Speed range: 5 - 100 mph.
 Direction: West (bound)
 Separation: All - (Headway)
 Name: Factory default profile
 Scheme: Vehicle classification (Scheme F99)
 Units: Non metric (ft, ml, ft/s, mph, lb, ton)
 In profile: Vehicles = 40988 / 80889 (50.67%)

* Monday, April 23, 2007 - Total=1535 (Incomplete), 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	585	421	256	153	97	44
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	175	124	56	40	25	17
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	153	120	54	46	29	13
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	113	94	56	33	18	7
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	144	83	60	33	25	7

* Tuesday, April 24, 2007 - Total=12265, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
18	8	14	8	90	118	426	750	889	810	797	809	845	E14	B96	1172	1069	945	762	412	244	152	113	60	5
6	1	7	0	4	13	78	132	212	195	185	204	224	209	192	276	273	240	224	139	54	44	26	25	14
3	2	2	0	7	26	82	158	248	194	224	211	216	189	190	295	277	260	156	101	64	37	37	17	2
5	3	3	2	7.	30	127	221	280	184	183	189	204	259	291	246	217	176	88	59	40	35	12	4	3
4	2	2	6	12	49	139	219	249	237	205	229	212	255	310	273	228	202	84	57	31	15	6	3	4

AM Peak 0000 - 0900 (989), AM PHF=0.68 PM Peak 1500 - 1600 (1172), PM PHF=0.95

* Wednesday, April 25, 2007 - Total=12926, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
23	17	3	5	32	113	423	754	1001	846	768	921	961	B78	950	1125	1011	938	747	401	358	280	198	103	7
14	5	1	0	5	13	65	144	208	199	208	217	237	202	216	240	292	213	204	138	85	56	63	37	5
2	6	1	2	5	21	77	186	232	202	171	230	246	212	232	258	247	210	111	108	71	51	22	8	9
4	2	1	1	6	30	125	253	255	221	207	212	220	234	233	293	245	246	105	144	70	68	56	25	4
3	4	0	2	16	49	125	191	270	224	182	262	258	231	269	300	236	232	148	88	77	73	20	10	4

AM Peak 0800 - 0900 (1001), AM PHF=0.68 PM Peak 1516 - 1616 (1157), PM PHF=0.96

* Thursday, April 26, 2007 - Total=12851, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
20	17	9	8	20	113	416	766	953	898	807	869	885	E67	1004	1132	1024	986	791	495	266	223	151	95	11
1	7	1	3	6	21	65	145	235	274	241	210	223	205	247	259	280	237	228	128	72	59	46	20	9
0	3	4	3	5	11	105	177	218	195	200	213	220	226	257	201	253	261	226	148	68	60	40	33	7
9	3	2	2	7	45	115	230	242	226	196	220	209	220	233	297	241	239	102	113	55	49	42	17	5
4	4	2	0	10	36	131	214	250	203	230	226	227	216	267	295	242	249	155	106	71	55	23	17	5

AM Peak 0815 - 0915 (092), AM PHF=0.91 PM Peak 1515 - 1615 (1161), PM PHF=0.98

* Friday, April 27, 2007 - Total=1371 (Incomplete), 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
32	26	11	10	30	107	409	746	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11	13	5	2	7	15	62	144	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	4	5	5	6	21	107	216	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	9	0	2	5	32	116	208	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	2	1	1	12	39	124	178	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Avg 12,694

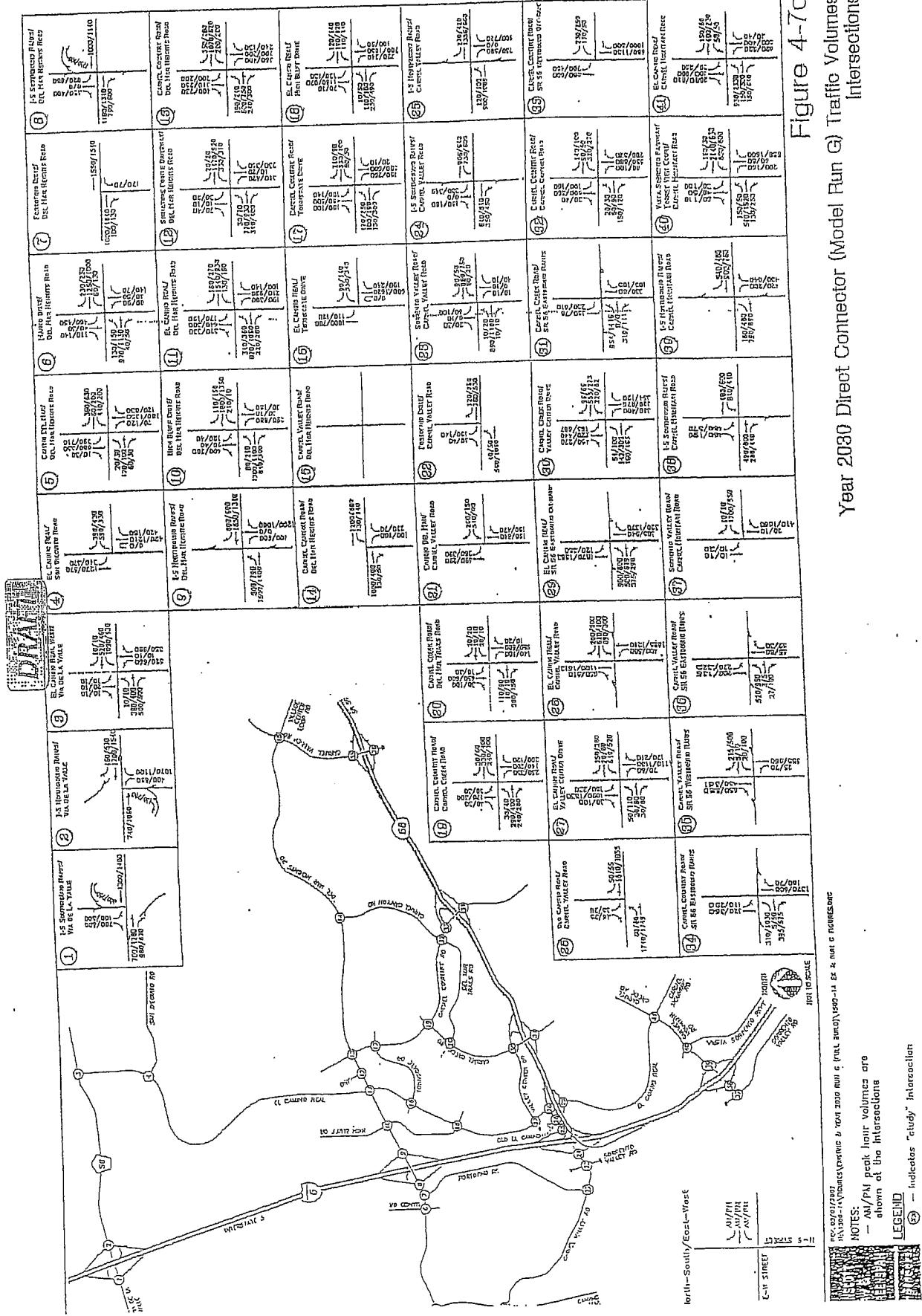


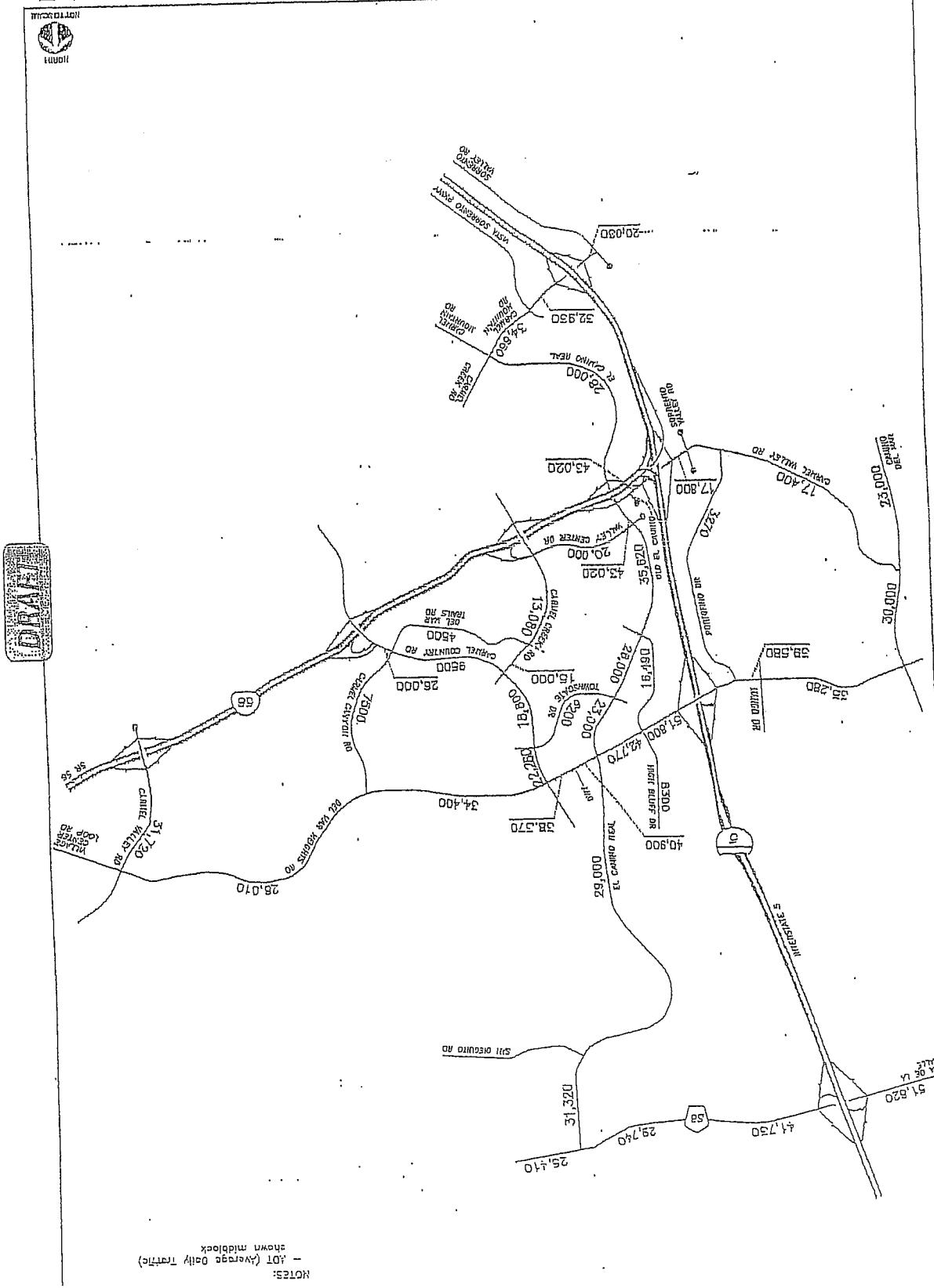
Figure 4-7d
Year 2030 Direct Connector (Model Run G) Traffic Volumes
Intersections

A small, rectangular label with faint, illegible printed text, possibly a library or archival mark.

ת. 150-14-14/תעומת-газטאות ימ' 2020 עיל' כ (פערו ערך) \ 150-14 צד י' נעל' כ (נעם) ס. 150

Year 2080 Direct Conductor (Model Run G) Traffic Segments ADT Street Segments ADT

Figure 4-7e



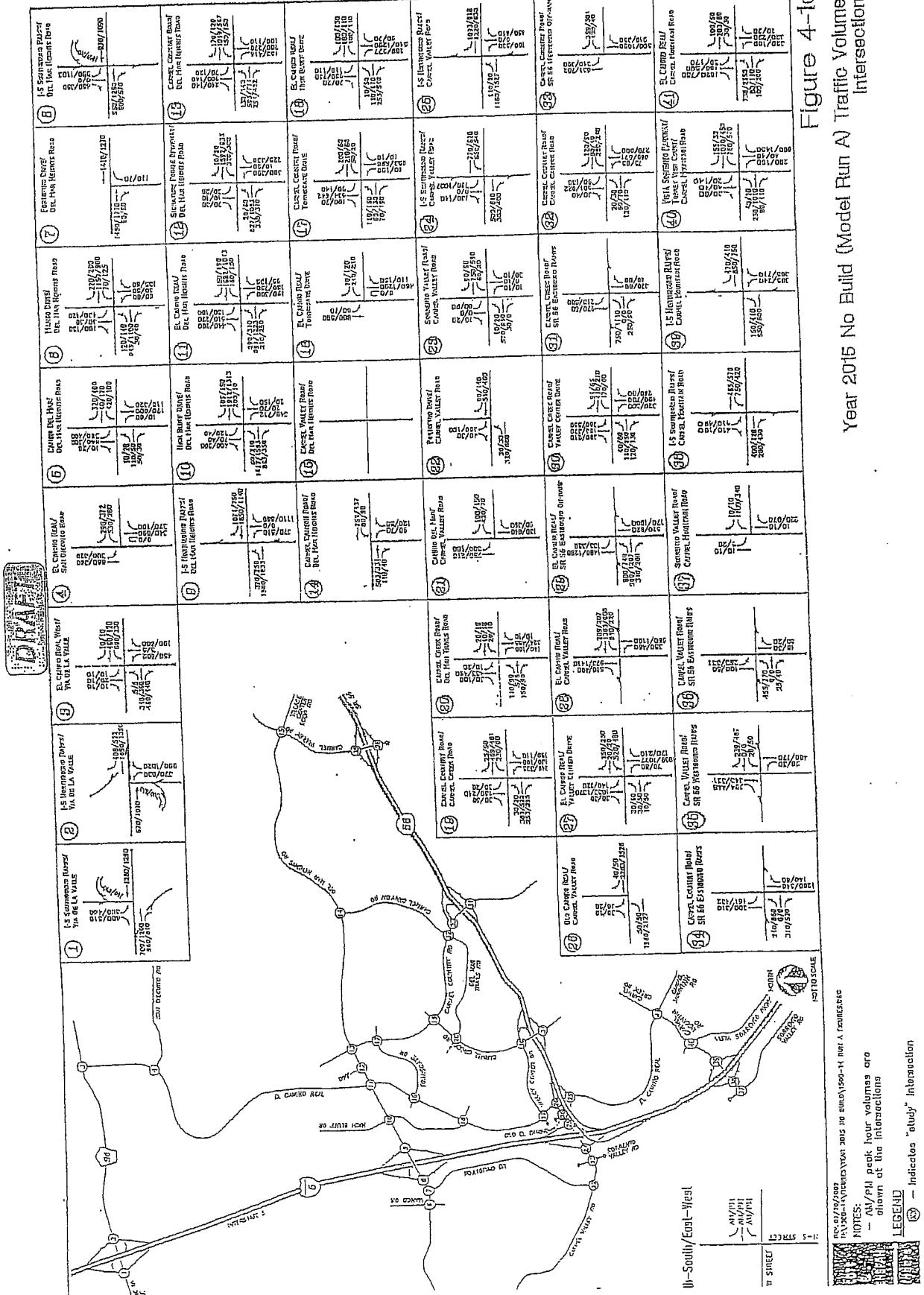


Figure 4-1d Year 2015 No Build (Model Run A) Traffic Volumes Intersections

Figure 4-1e Traffic Volumes
Street Segments

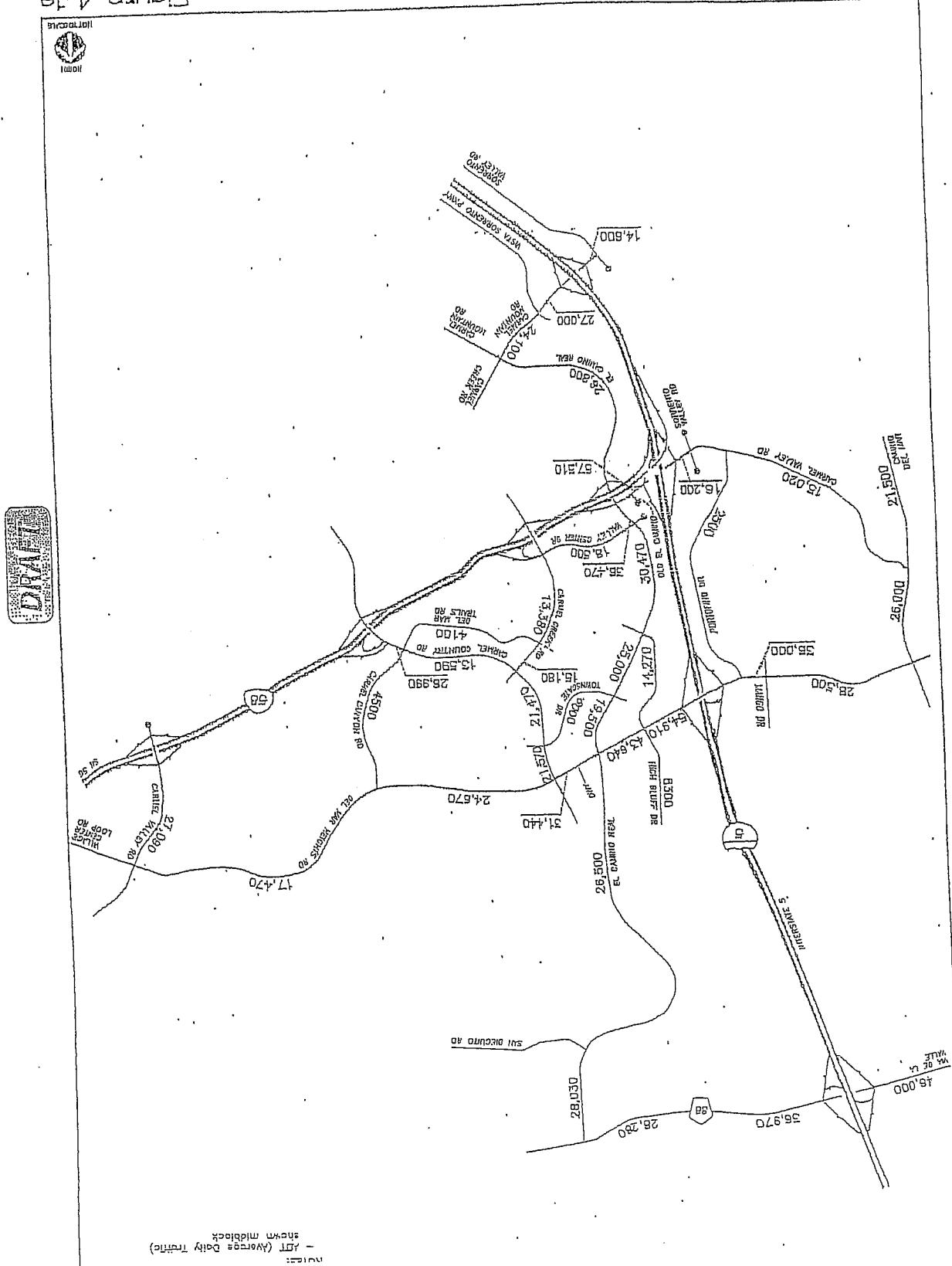


TABLE 8-1
TRIP GENERATION SUMMARY (CITY CUMULATIVE RATES)

Land Use	Quantity	AM Peak Hour				PM Peak Hour			
		Daily Trip Ends (ADT) ^a		% of ADT	In:Out Split	Volume		% of ADT	In:Out Split
		Rate ^b	Volume			In	Out		
<i>A. Proposed Expansion</i>									
Office	28.93	TSF	23.34	/TSF	675	13%	9:1	79	9
Community Shopping Center	8.75	TSF	49	/TSF	429	3%	6:4	8	5
Market	35.00	TSF	90	/TSF	3,150	4%	7:3	88	38
Storage	2.30	TSF	2	/TSF	5	6%	5:5	0	0
					4,259		—	175	52
								227	—
									197
									256
									453
<i>Subtotal</i>									
<i>B. Portion to be Demolished</i>									
Cinema	600	Seats	1.8	/seat	(1,080)	0%	—	—	—
Net Total Project					3,179		—	175	52
								227	—
									197
									250
									367

Footnotes:

a. Trip-ends are one-way traffic movements, either entering or leaving.

b. General Notes:

TSF = Thousand Square Feet

TABLE 8-2
TRIP GENERATION SUMMARY (CITY DRIVEWAY RATES)

Land Use	Quantity	Daily Trip Ends (ADT) ^a	AM Peak Hour			PM Peak Hour									
			Rate ^b	Volume	% of ADT	In:Out Split	Volume	In:Out Split							
					In	Out	Total	In	Out	Total					
<i>A. Proposed Expansion</i>															
Office	28.93	TSF	23.34	/TSF	37.5	13%	79	9	88	14%	2.8	19	76	95	
Community Shopping Center	8.75	TSF	70	/TSF	61.3	3%	64	11	7	18	10%	5.5	30	31	
Market	35.00	TSF	150	/TSF	5,250	4%	7.3	147	63	210	10%	5.5	262	263	
Storage	2.30	TSF	2	/TSF	5	6%	5.5	0	0	0	9%	5.5	0	0	
<i>Subtotal</i>					6,543	—	—	237	79	316	—	—	311	370	681
<i>B. Portions to be Demolished</i>															
Cinema	600	Seats	1.8	/seat	(1,080)	0%	—	—	—	—	8%	7.3	(60)	(26)	(36)
<i>Net Total Trips/Ends</i>					5,463	—	—	237	79	316	—	—	251	344	595

Footnotes:

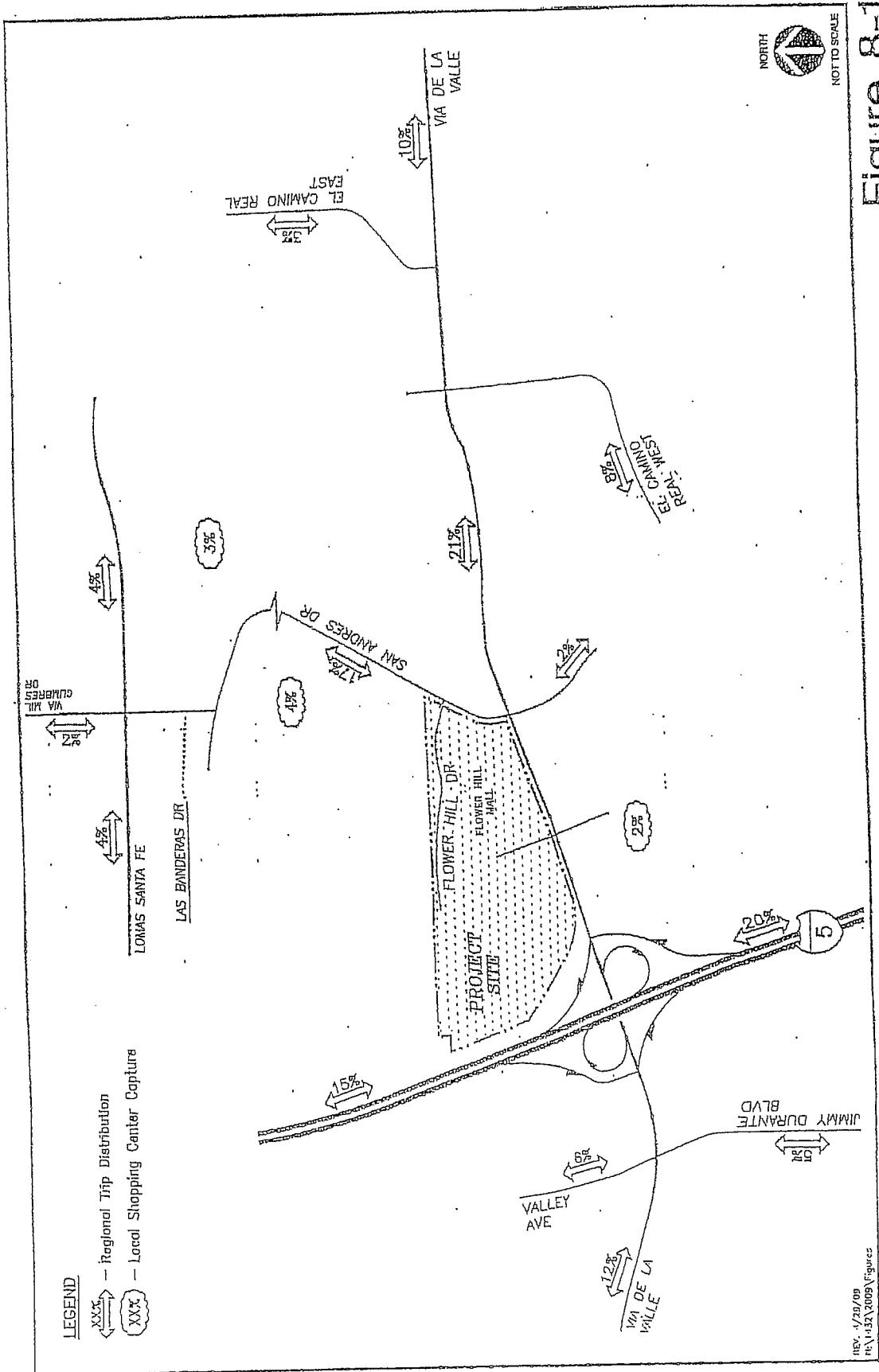
a. Trip-ends are one-way traffic movements, either entering or leaving.

b. Generation rates obtained from the City of San Diego Trip Generation Manual and based on the driveway-vehicle trip rates.

General Notes:

TSF = Thousand Square Feet

Formulas:
Number
Align
0.25"



Regional Traffic Distribution

Figure 8-1

FLOWER HILL PROMENADE

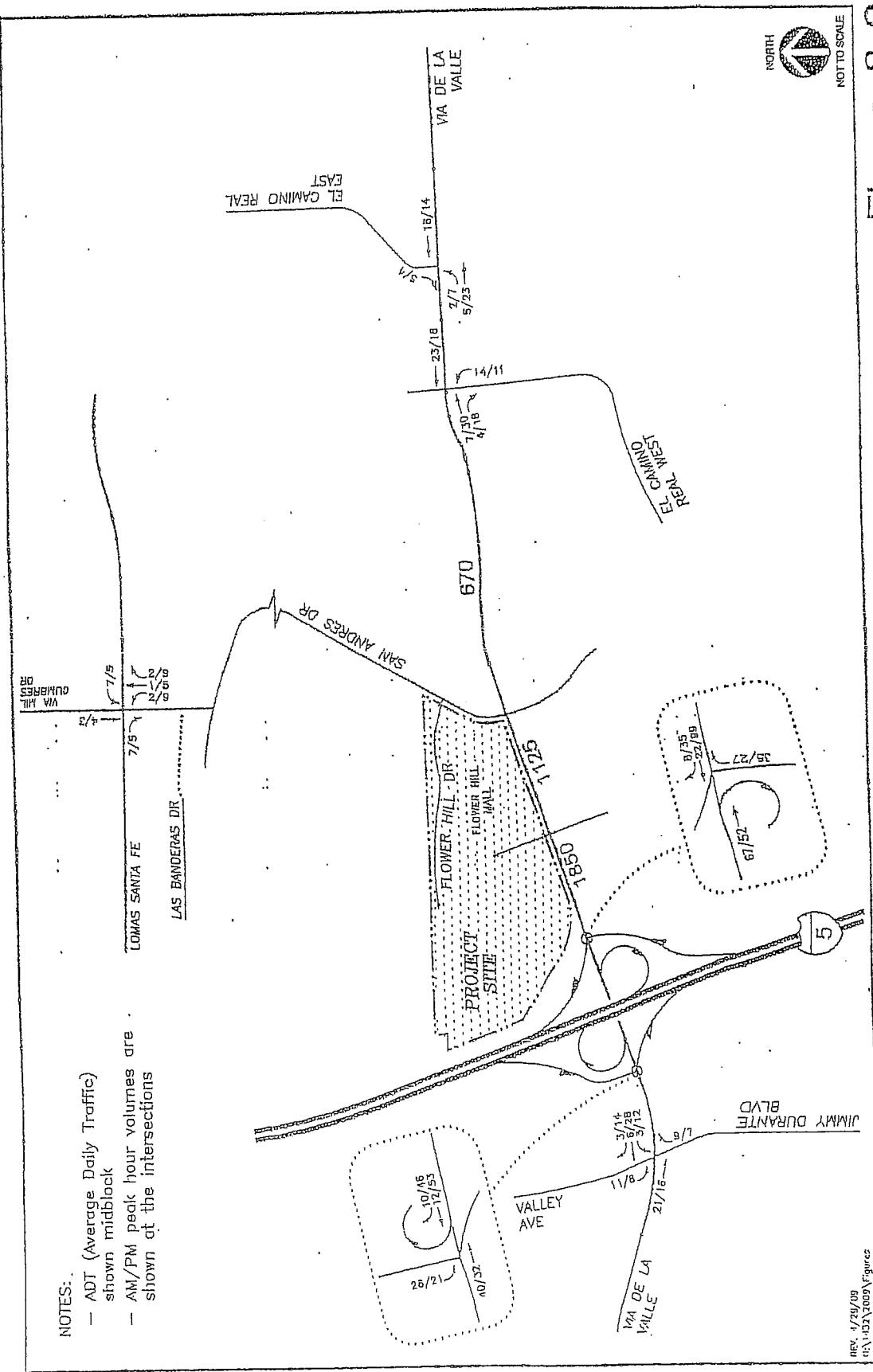


Figure 8-2
Project Traffic Volumes (Non-Primary Trips)
AM/PM Peak Hours & ADT
Flower Hill Promenade

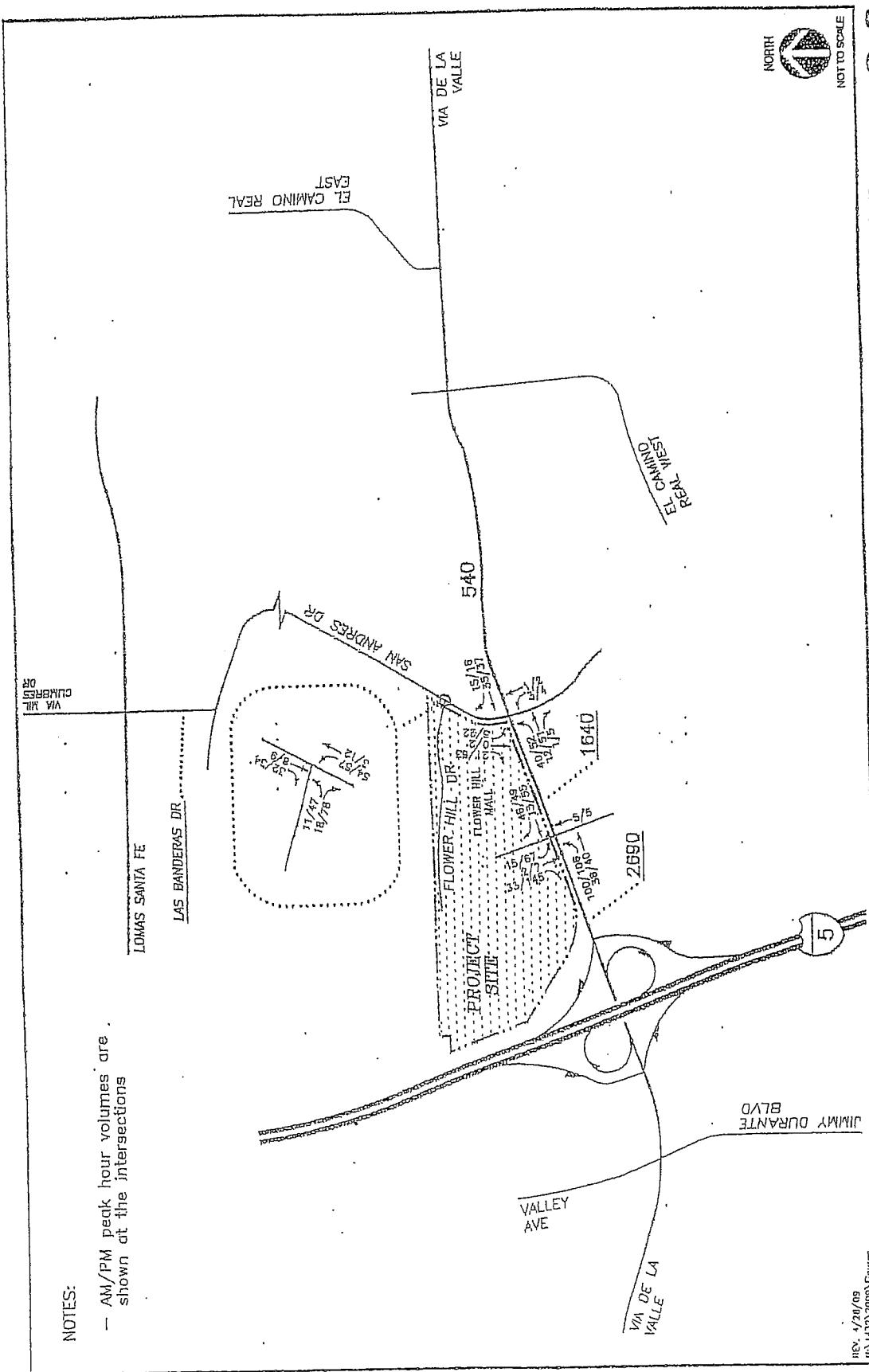


Figure 8-3

The chart displays traffic volumes for three project areas: 100th Street, 10th Street, and 1st Street. The Y-axis represents the number of trips, ranging from 0 to 10,000. The X-axis shows the peak hour (AM or PM). The legend indicates that solid bars represent AM trips and hatched bars represent PM trips.

Project Area	AM Peak Hour	PM Peak Hour
100th Street	~4,500	~4,000
10th Street	~3,500	~3,000
1st Street	~2,500	~2,000

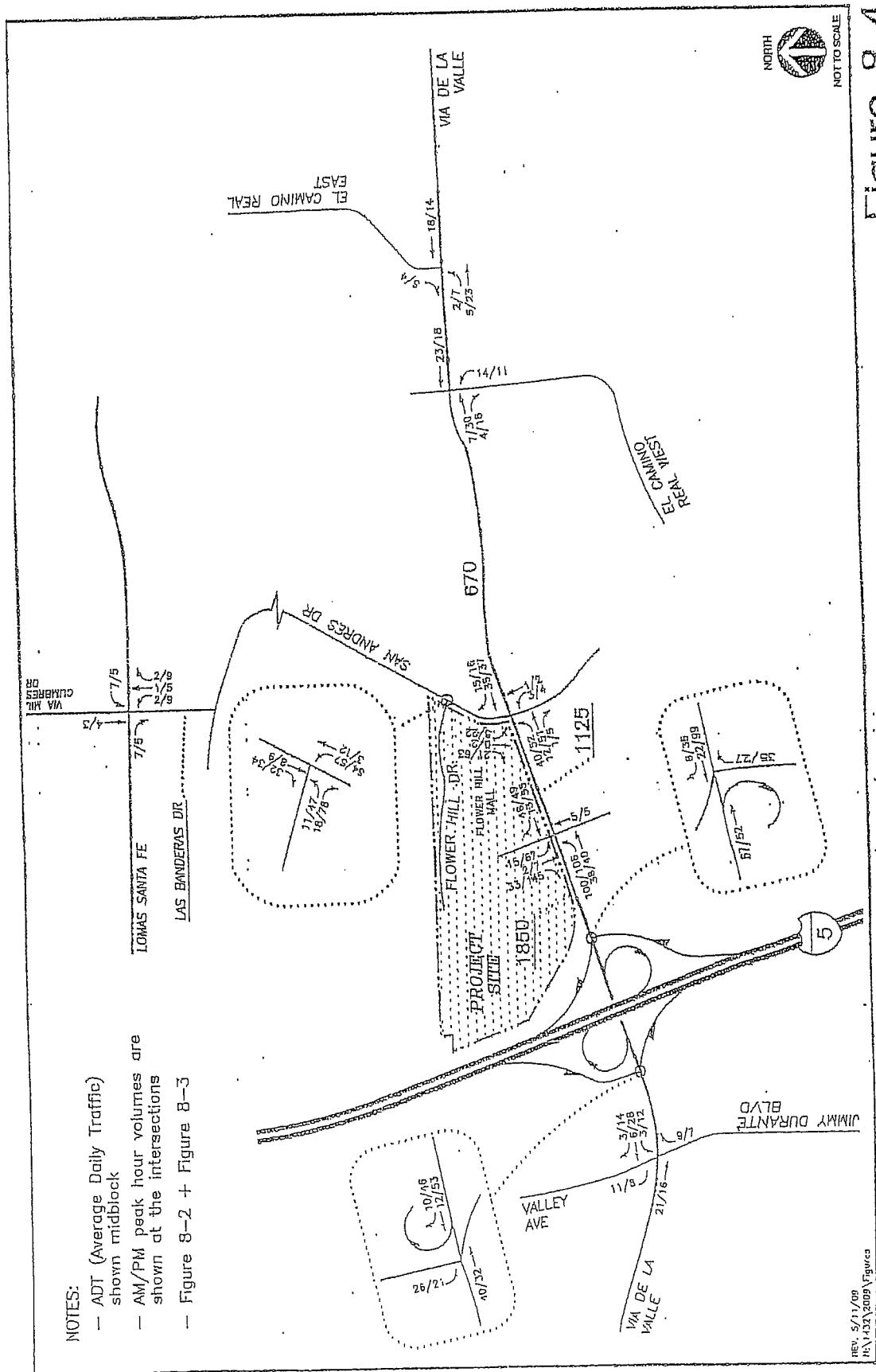
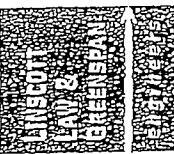


Figure 8-4

Total Project Traffic Volumes
AM/PM Peak Hours & ADT

FLOWER HILL PROMENADE



Traffic Impact Analysis

The Heights at Del Mar

Prepared by:
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December 2008

KHA NO. 095600003

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1.0 INTRODUCTION

This study, prepared by Kimley-Horn and Associates, Inc., evaluates the potential off site traffic-related impacts associated with the addition of 161,265 square feet Commercial Office space on a site located in the Community of Del Mar Heights, in the City of San Diego. Figure 1-1 depicts the location of the project site in a regional context.

Project Description

This study, prepared by Kimley-Horn and Associates, Inc., evaluates the potential off site traffic-related impacts associated with the addition of 161,265 square feet Commercial Office space on a site located in the Community of Del Mar Heights, in the City of San Diego. The additional Commercial Office space would be achieved by changing the land use designation and adding 505 square feet to an already constructed 77,306 square foot building (Building 1), and the construction of a new 93,620 square foot building (Building 3), which was previously approved to be constructed as a 94,125 square foot building. Building 2 was already constructed and occupied as a Research and Development building with 128,513 square feet of available space. It should be noted that the site was already approved for the construction of a 77,306 square feet Corporate Headquarter use and 222,638 square feet of Research and Development use. Due to the change in land use designation proposed by the project, a traffic study is required. Figure 1-2 shows the proposed site plan for the project.

The proposed new buildings would take access along the west side of El Camino Real via the intersection with Townsgate Drive and via a right-in/right-out driveway located just north of the intersection with Elijah Court.

Analysis Scenarios

A total of five scenarios were analyzed as part of the project, which are listed below:

- ☒ *Existing Conditions (2008)*
 - Existing Conditions: Represents the traffic conditions of the existing street network.
- ☒ *Near Term Conditions (2010)*
 - Near Term Baseline Conditions: Represents the traffic conditions of the street network assumed to be in place in the near term and is used to establish a near term, without project baseline for comparison.
 - Near Term with Project Conditions: Represents the near term traffic conditions with the addition of the proposed project.
- ☒ *Horizon Year Conditions (2030)*
 - Horizon Year Baseline Conditions: Represents the traffic conditions of the street network assumed to be in place under Horizon Year conditions. The Horizon Year is consistent with the City's General Plan and is used to establish a long-term, without project baseline for comparison.
 - Horizon Year Plus Project Conditions: Represents the Horizon Year traffic conditions with the addition of the proposed project.

The Heights at Del Mar

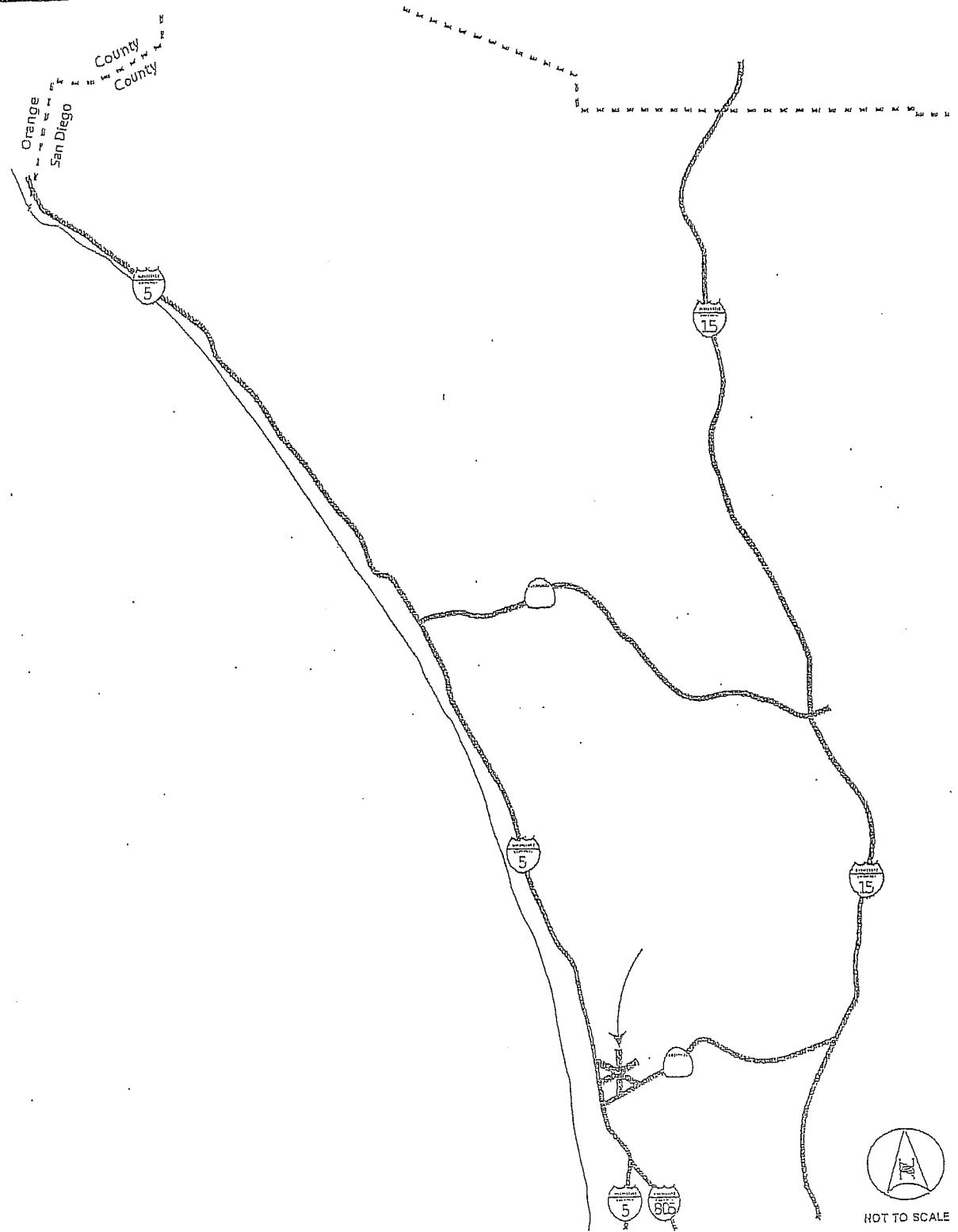
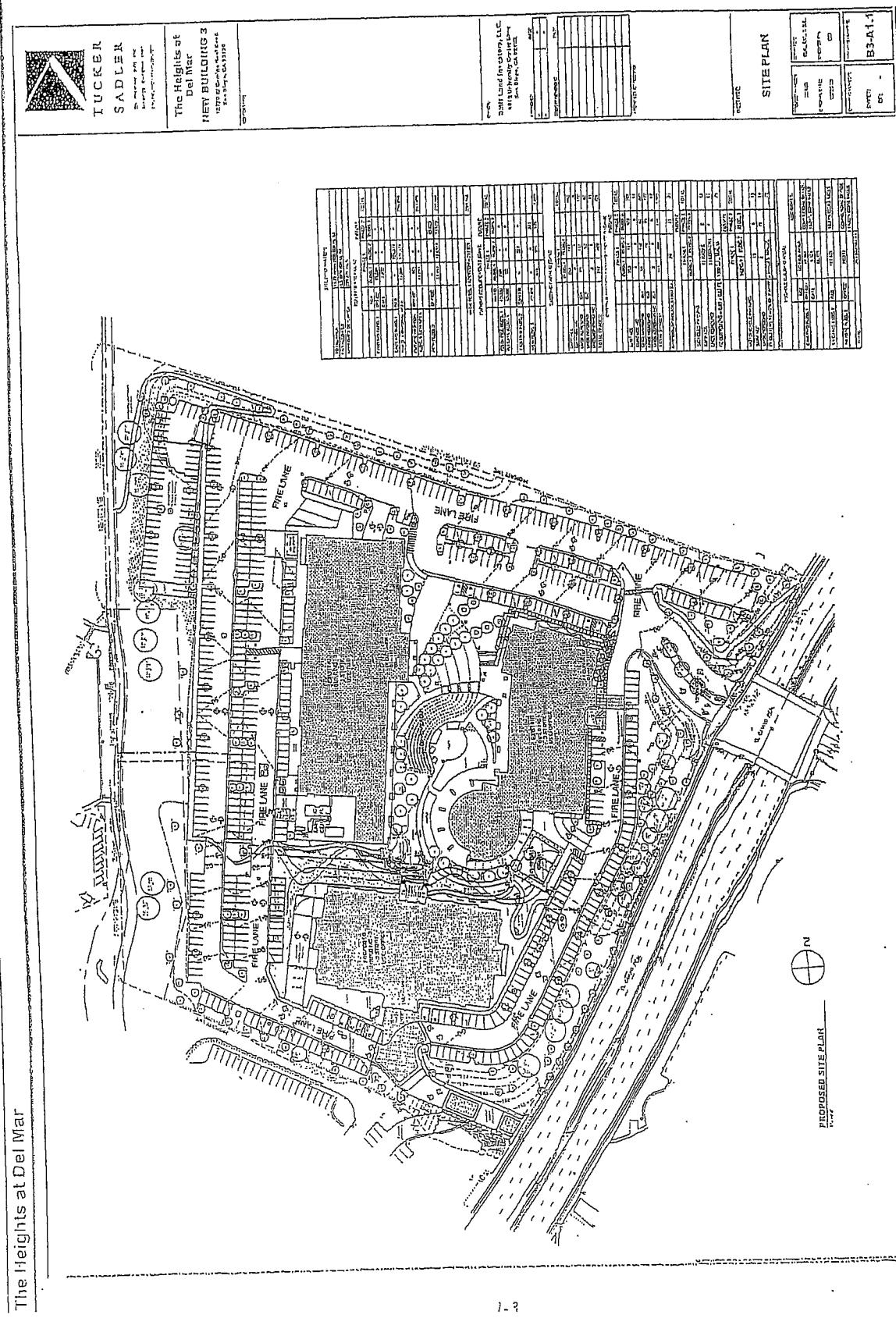


FIGURE 1-1

Regional Vicinity Map

Site Plan



The Heights at Del Mar

4.0 PROJECT TRAFFIC

The following section describes the trip generation, distribution and assignment related to the proposed Heights at Del Mar project.

Trip Generation

In order to determine the traffic generation characteristics of the site, standard City of San Diego traffic generation rates taken from the City of San Diego *Trip Generation Manual* (May 2003) were applied to the proposed project. Table 4-1 summarizes the trip generation for the site. As shown in Table 4-1, the site would generate a total of 2,668 daily trips, including 347 (312 in, 35 out) a.m. peak-hour trips, and 374 (75 in, 299 out) p.m. peak-hour trips.

Trip Distribution

Project trip distribution for the project is based on the existing travel patterns, access to freeway locations and discussion with the City of San Diego staff. Figures 4-1 and 4-2 display the project assumed distributions through the study intersections and roadway segments during the morning and afternoon peak-hour periods, respectively. As shown in the figures, if the following distribution was assumed for the project:

- 69% of the project traffic would originate from the north along El Camino Real.
 - 17 % to/from the north using Interstate 5
 - 41% to/from the south using Interstate 5
 - 2% to/from the west using Del Mar Heights Road
 - 5% to/from the north using El Camino Real
 - 4% to/from the east using Del Mar Heights Road
- 29% of the project traffic would originate from the south along El Camino Real.
 - 15% to/from the east using State Route 56
 - 4% to/from the south using El Camino Real
 - 10% to/from the west using Carmel Valley Road
- 2% of the project traffic would originate from the east along Townsgate Drive.

Trip Assignment

Based on the project trip distributions, daily, a.m. and p.m. peak-hour project trips were assigned to the local roadway network and through the study intersections. Figure 4-3 shows the project trip assignment at the study intersections and Figure 4-4 shows the project trip assignment along the roadway segments.

TABLE 4.1
TRIP GENERATION SUMMARY

Proposed Land Use	Land Use as Listed in San Diego Planning Department	AM Period One Cumulative Trips										PM Period One Cumulative Trips											
		AM Total	AM Riders	AM Passenger Trips	AM Passenger Riders	AM Passenger Trips	AM Passenger Riders	AM Passenger Trips	AM Passenger Riders	AM Passenger Trips	AM Passenger Riders	AM Passenger Trips	AM Passenger Riders	AM Passenger Trips	AM Passenger Riders	AM Passenger Trips	AM Passenger Riders	AM Passenger Trips	AM Passenger Riders	AM Passenger Trips	AM Passenger Riders		
Commercial Office (Building 1)	Commercial Office	65,105	Isf (En)	N/A / N/A	1,235	13%	9,000	1,000	144	17	161	14%	2,000	8,000	35	138	35	173	35	173	35	173	
Commercial Office (Building 2)	Commercial Office	80,513	Isf (En)	N/A / N/A	1,433	13%	9,000	1,000	168	18	186	14%	2,000	8,000	40	161	40	161	40	161	40	161	
NET TRIP GENERATION																							

Note:

1. Isf = 1 thousand Square Feet (gross leasable area).

2. Trip rates referenced from the City of San Diego Land Development Code - Trip Generation Manual, May 2013.

3. Cumulative trips are the total trips generated by the site exclusive of trips by "trips already on the roadway".

4. Commercial Office includes the proposed building footprint.

1		2%	17% I-5 SB Ramps						
2		0 (41%) G (2%)	Dol Mar Heights Rd						
5		69%	El Camino Real						
		(59%) G	Dol Mar Highlands Town Clr						
9		29% D	High Bluff Dr						
10		29% D El Camino Real Dol Mar Corporate Cl	Paseo View Cl						
13		10% D 4%	Carmel Valley Rd (SR-56 EB Ramps)						

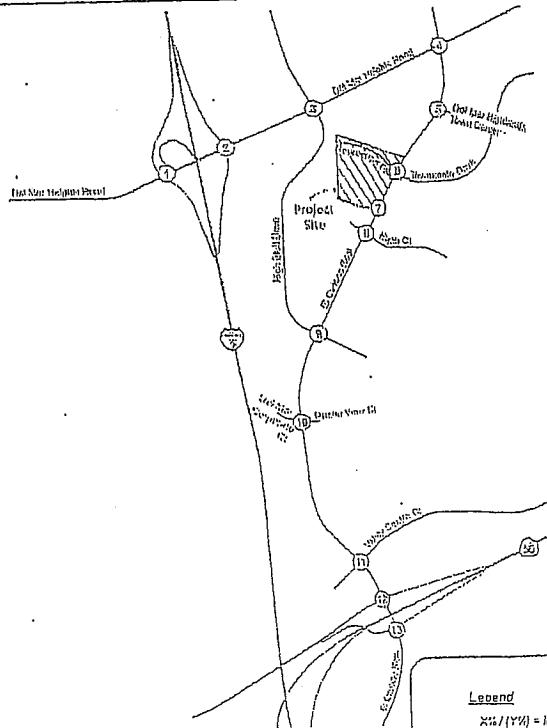
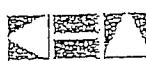
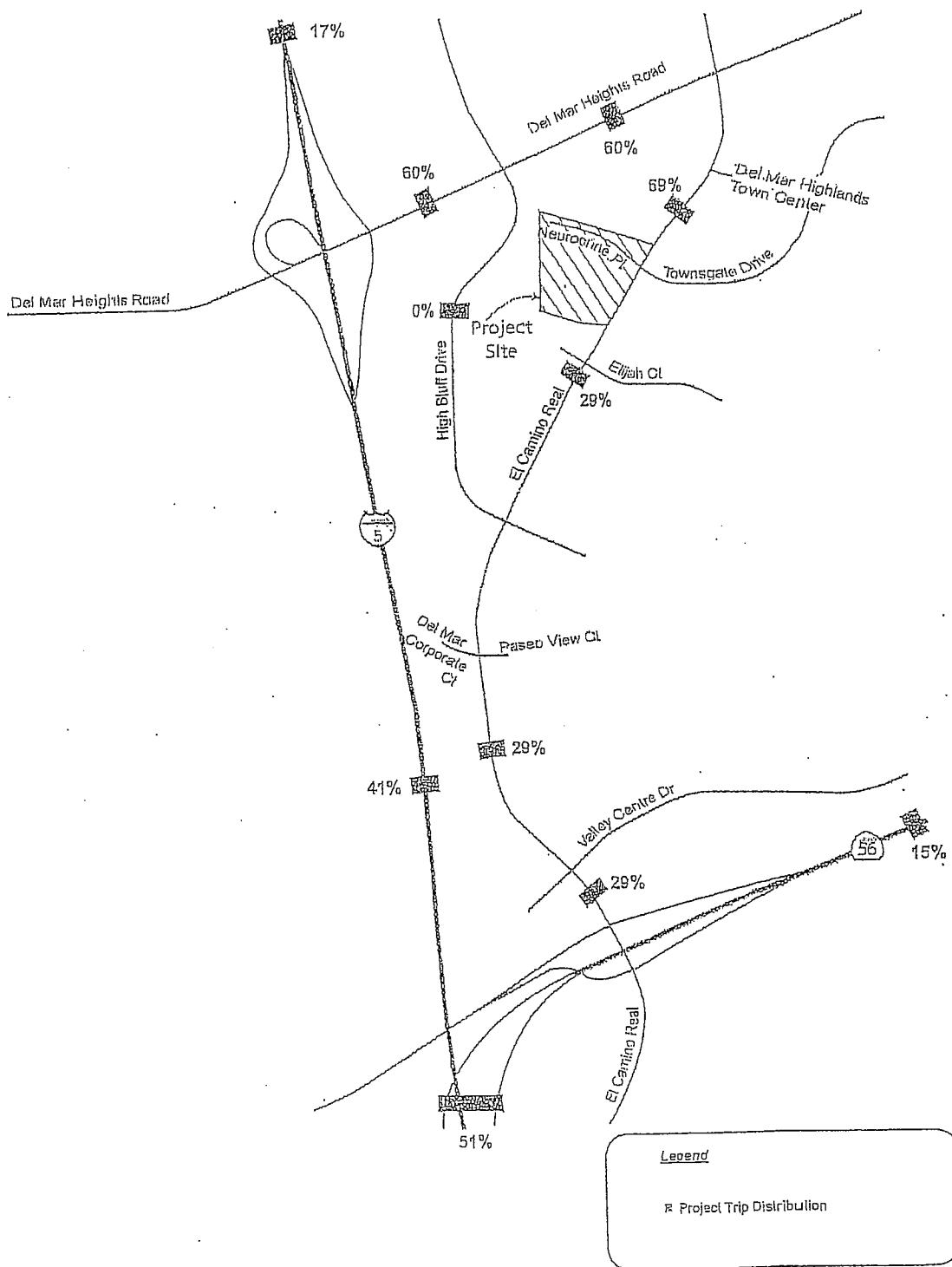


FIGURE 4-1



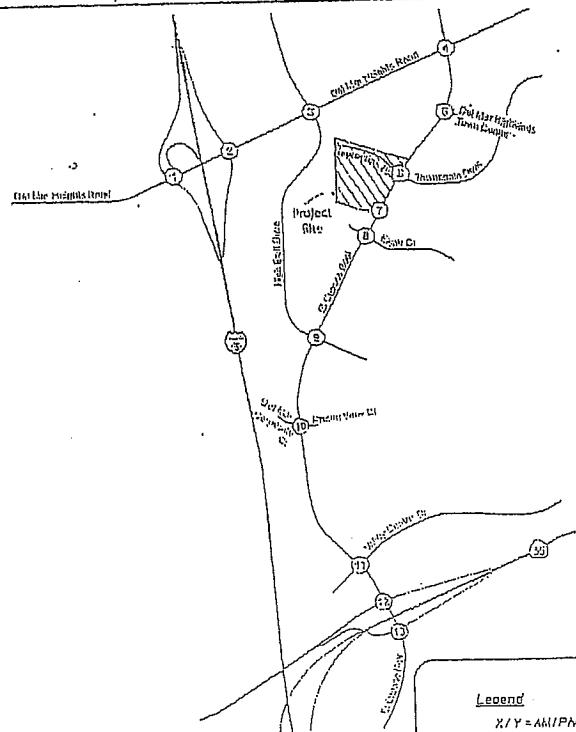
Kimley-Horn
and Associates, Inc.



Kimley-Horn
and Associates, Inc.

FIGURE 4-2

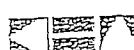
Project Trip Distribution-Roadway Segments



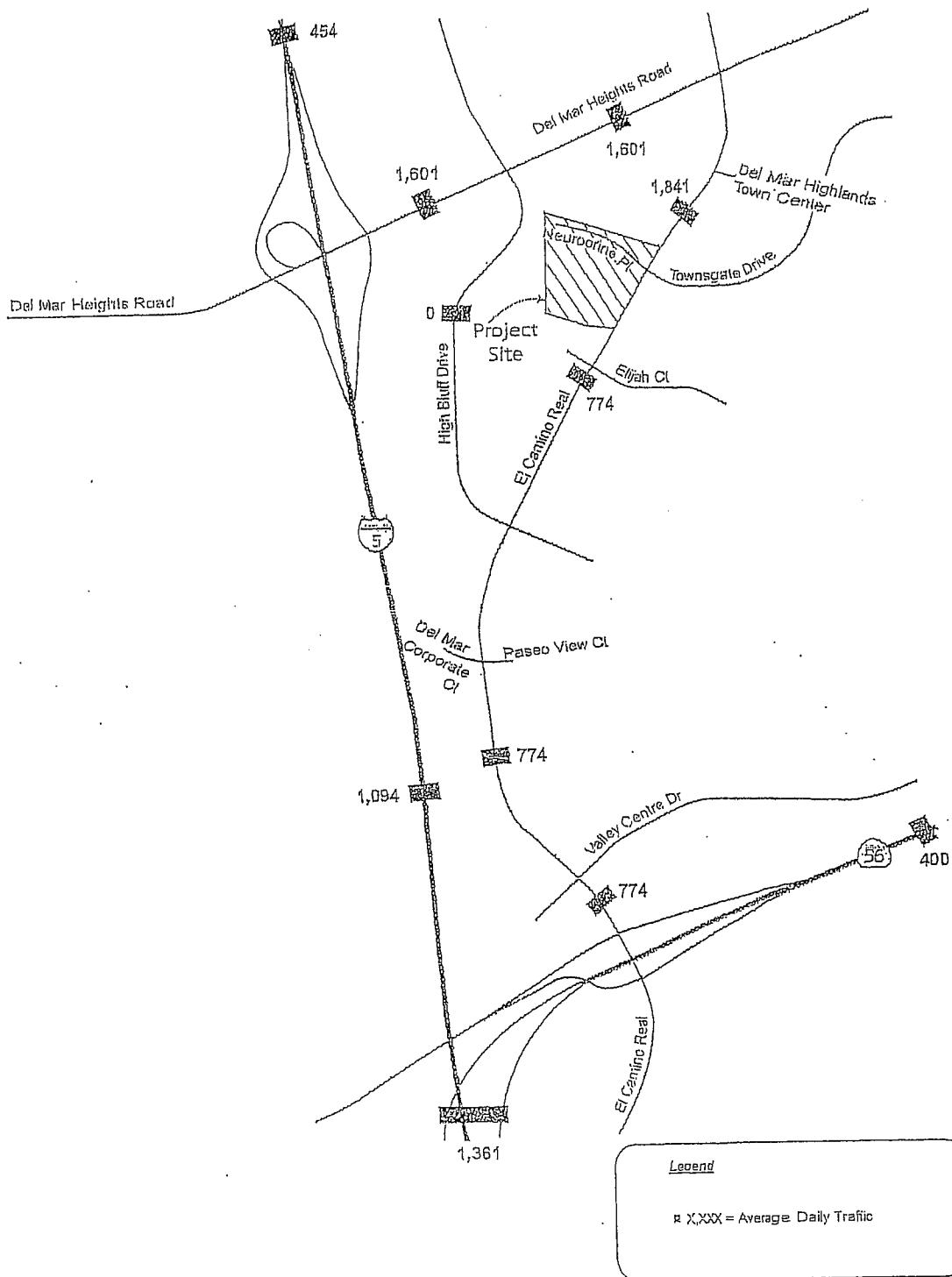
Legend

A circular icon containing a triangle with a person standing on it, indicating that the drawing is not to scale.

FIGURE 4-3



Kimley-Horn
and Associates, Inc.



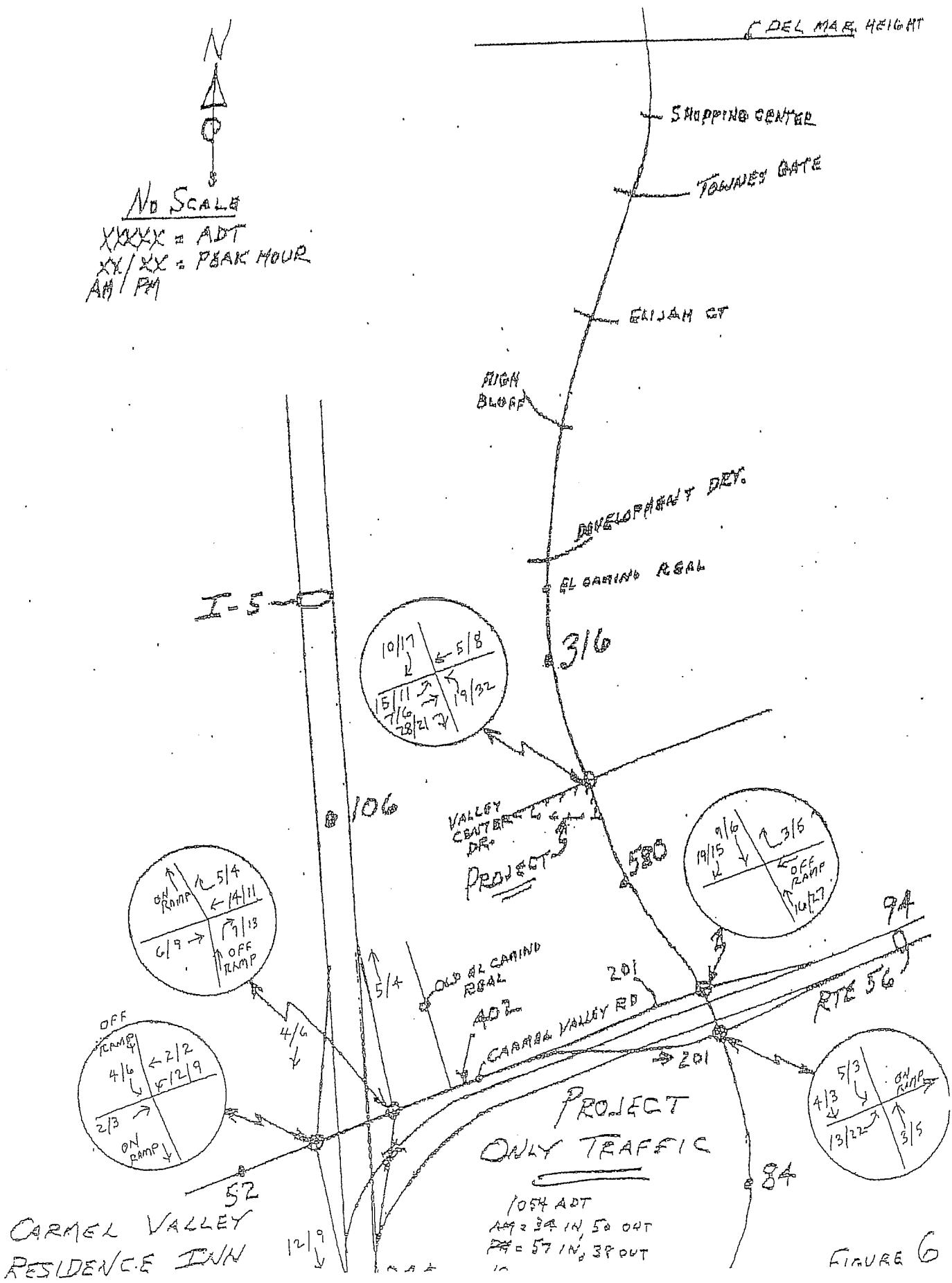


FIGURE 6

INTRODUCTION

The following study has been prepared to determine any traffic-related impacts within the project area, roadways and intersections due to the combined project of Torrey Reserve and Torrey Reserve Phase IV developments. The Torrey Reserve portion of the project will be located along the east side of El Camino Real north of Arroyo Sorento Road. Torrey Reserve Phase IV portion of the project will be located along the west side of El Camino Real north of the existing Torrey Reserve signalized driveway. Exhibit 1 shows the project vicinity map with the surrounding street network system. Exhibit 2 shows the project study area.

PROJECT DESCRIPTION

The proposed project is a multi-use development consisting of commercial office, retail, restaurant and bank. Torrey Reserve and Torrey Reserve Phase IV portions of the proposed project will include 38,400 and 40,000 square feet of new buildings, respectively. The following shows the land use components for each portion of the project:

Torrey Reserve:

Commercial Office:	22,316 square feet
Retail:	7,284 square feet
Restaurant (High Turnover):	4,200 square feet
Bank with drive-thru only:	4,600 square feet
Total:	38,400 square feet

Torrey Reserve Phase IV:

Commercial Office:	20,000 square feet
Retail:	12,600 square feet
Restaurant (High Quality):	7,320 square feet
Total:	40,000 square feet

Currently, the access to the project site is provided at the following locations along El Camino Real and Arroyo Sorento Road:

- Full signalized access at Torrey Reserve Driveway/El Camino Real (to remain)
- Right of right out only access along Arroyo Sorento Road (to be closed)
- Two right of right out access along the east side of El Camino Real between Arroyo Sorento Road and Torrey Reserve Driveway (northerly driveway to remain; southerly driveway to be closed)
- Right of right out access along the west side of El Camino Real between Arroyo Sorento Road and Torrey Reserve Driveway (to remain)
- Two right of right out access along the west side of El Camino Real north of Torrey Reserve Driveway (both to remain)
- Right of right out access along the east side of El Camino Real north of Torrey Reserve Driveway (to remain)

PROJECT TRIERESERATION ESTIMATES TO RREY RESERVE DEVELOPMENT

Transplantation Division
Riley Hospital for Children

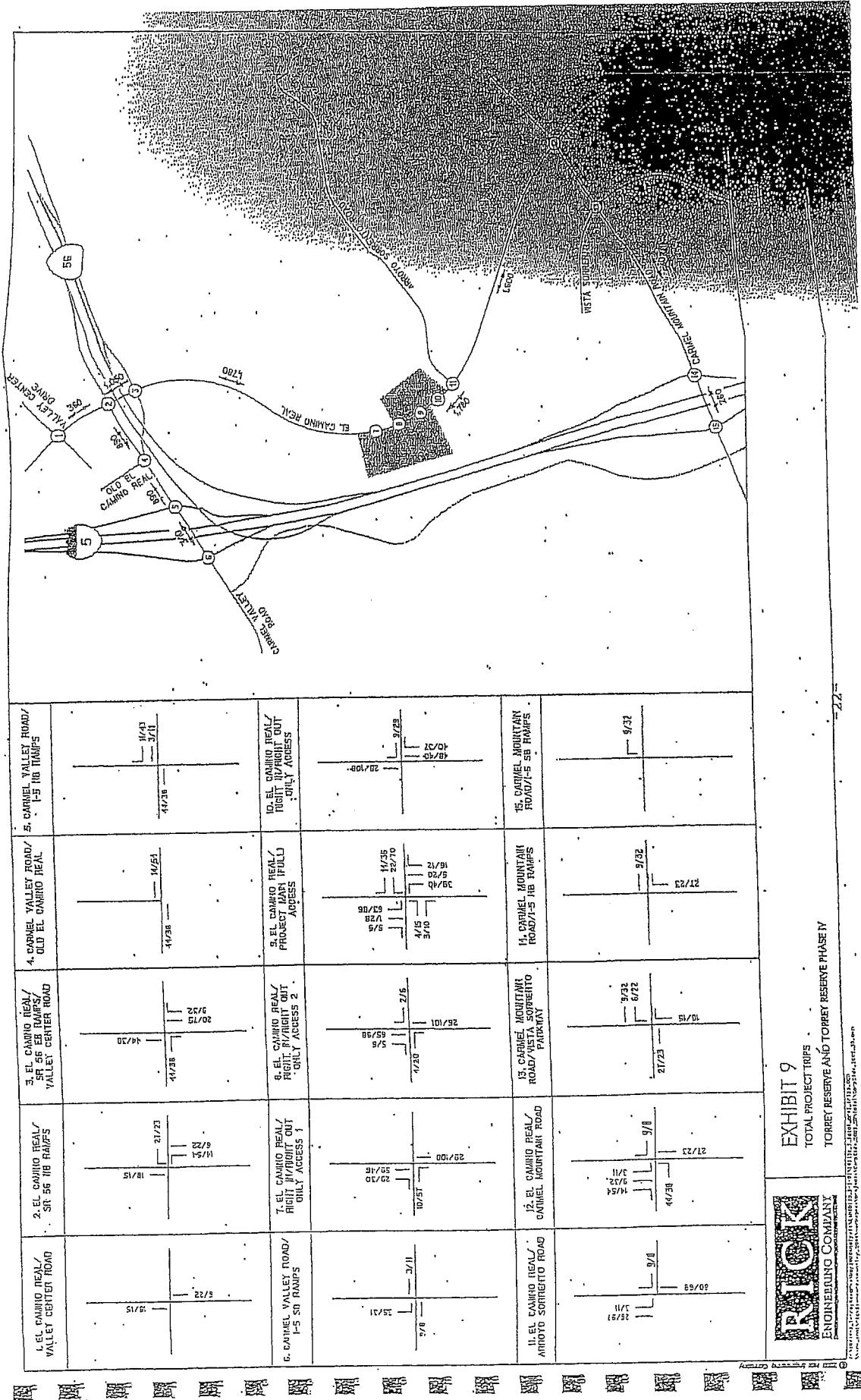


EXHIBIT 9
TOTAL PROJECT TRIPS
TORREY RESERVE AND TORREY RESERVE PHASE IV



INTRODUCTION

The purpose of this traffic impact study is to identify potential traffic and circulation impacts associated with the development of the residential/retail project. The project site is bounded by Calle Mar de Mariposa to the north, Vista Sorrento Parkway to the west, West Ocean Air Drive to the east, and an existing office building to the south. Figure 1 illustrates the location of the project site and the study area roadway network.

Issues addressed in this analysis include off-site intersection impacts and interface with the arterial street system. The traffic impact study for the proposed project examines five development scenarios:

1. Existing (2006) conditions
2. Existing Conditions with Approved Projects (2010) conditions
3. Existing Conditions with Approved Projects (2010) and Site Traffic conditions
4. Buildout Community Plan (2030) conditions
5. Buildout Community Plan (2030) with Additional Site Traffic conditions

Prior to the preparation of this analysis, LSA discussed the scope of work with the City's Development Services staff. The traffic analysis provides an assessment of traffic impacts and a determination of traffic mitigation as required for CEQA compliance.

PROJECT DESCRIPTION

The project proposes to construct 484 condominium DU and approximately 4,000 sf of commercial uses. Access to the project site will be provided via an existing signalized driveway along Calle Mar de Mariposa, approximately 210 ft west of West Ocean Air Drive/Calle Mar de Mariposa, and a new access driveway along West Ocean Air Drive. The new access driveway will provide access to the residential and commercial uses on site. Figure 2 illustrates the site plan for the proposed development.

Table A: Project Trip Generation Summary

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates ¹									
Multi-Family ²		DU	8.00	0.13	0.51	0.64	0.56	0.24	0.80
Multi-Family ³		DU	6.00	0.10	0.38	0.48	0.42	0.18	0.60
Retail		TSF	40.00	0.96	0.64	1.60	1.60	1.60	3.20
<hr/>									
Trip Generation									
<i>Proposed Project</i>									
Multi-Family	100	DU	800	13	51	64	56	24	80
Multi-Family	384	DU	2,304	38	146	184	161	69	230
Retail	4,000	TSF	160	4	2	6	6	6	12
Total Proposed Project			3,264	55	199	256	223	99	322

Notes:

¹Trip rates referenced from the City of San Diego Trip Generation Manual (May 2003).²Multiple Dwelling Unit: Under 20 dwelling units/acre.³Multiple Dwelling Unit: Over 20 dwelling units/acre.

TSF = Thousand Square Feet

DU = Dwelling Unit

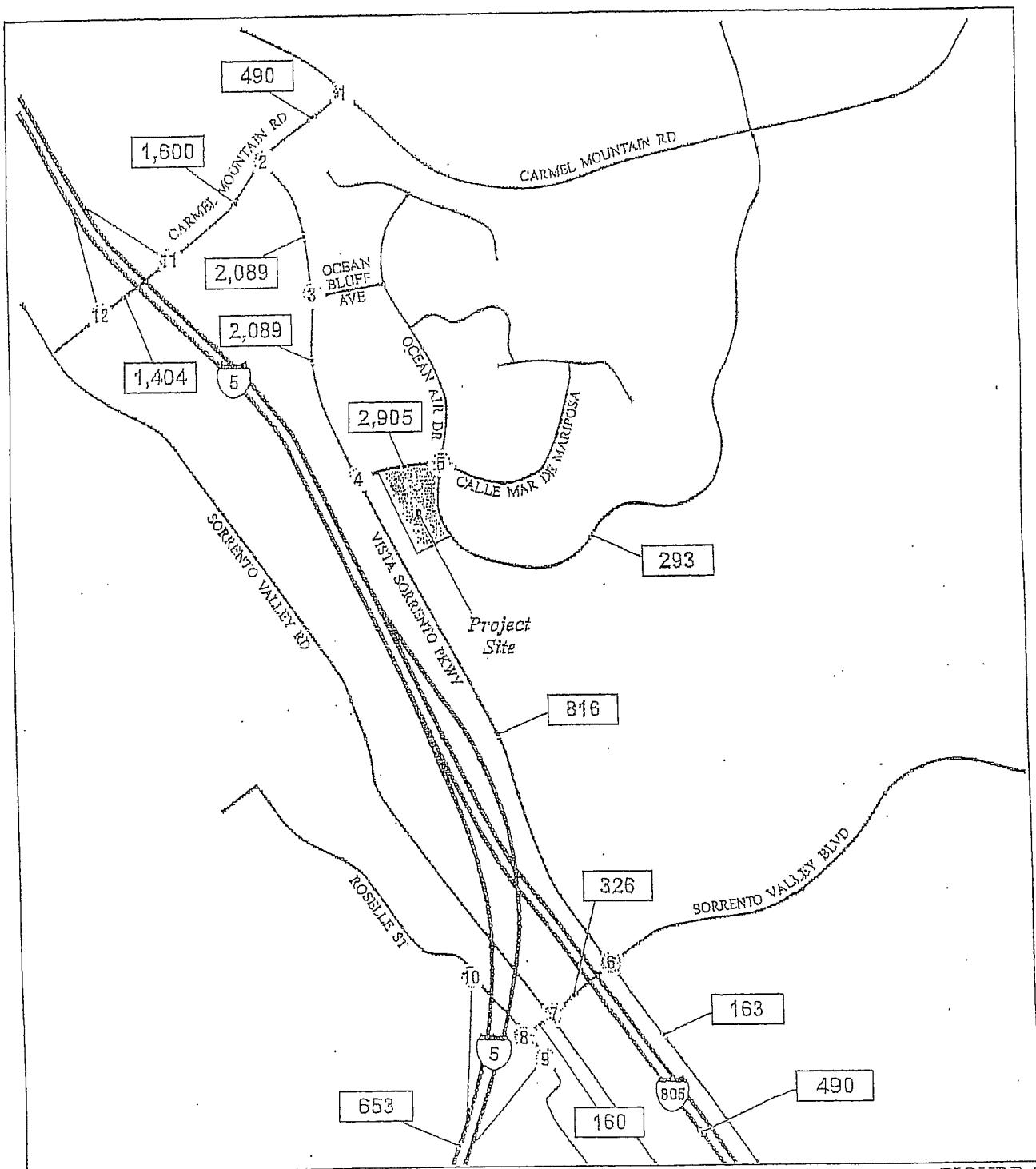


FIGURE 4

L S A

LEGEND

• - Study Area Intersection

[] - Daily Traffic Volumes



SCHEMATIC - NOT TO SCALE

Torrey Hills Residential/Retail
Project Daily Trip Assignment

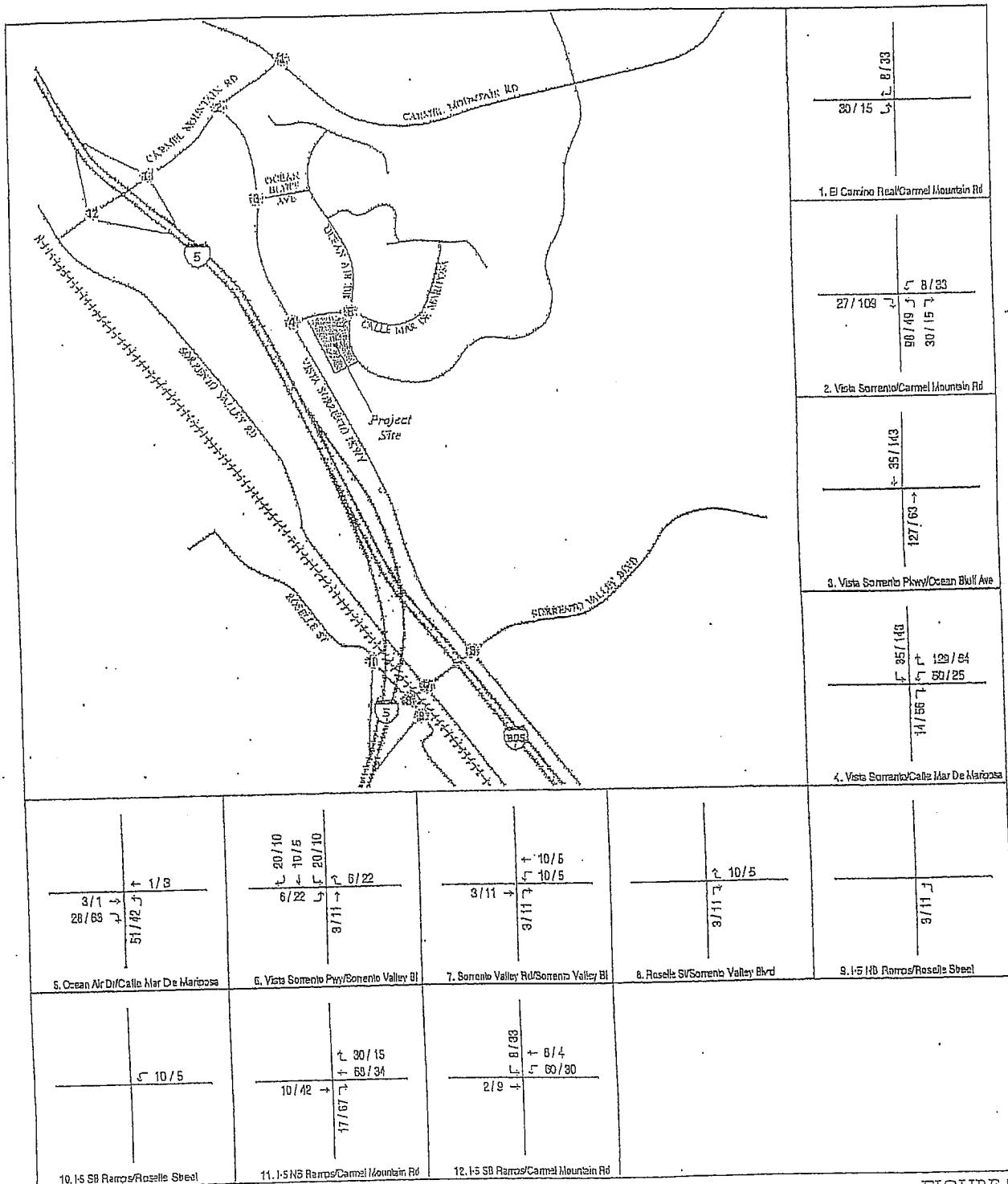


FIGURE 5

123 / 456 AM / PM Peak Hour Volume

Torrey Hills Residential/Retail
Project AM and PM Peak-Hour Trip Assignment

ATTACHMENT 2

Gables Residential Project Trip Generation Table

Use	Amount	Trip ¹	ADT	AM Peak Hour						PM Peak Hour							
				%	#	In	:	Out	In	Out	%	#	In	:	Out	In	Out
Multi Family Units	92 DU	6 /DU	552	8%	44	2	:	8	9	35	10%	55	7	:	3	38	17
	TOTAL		552		44				9	35		55			38	17	

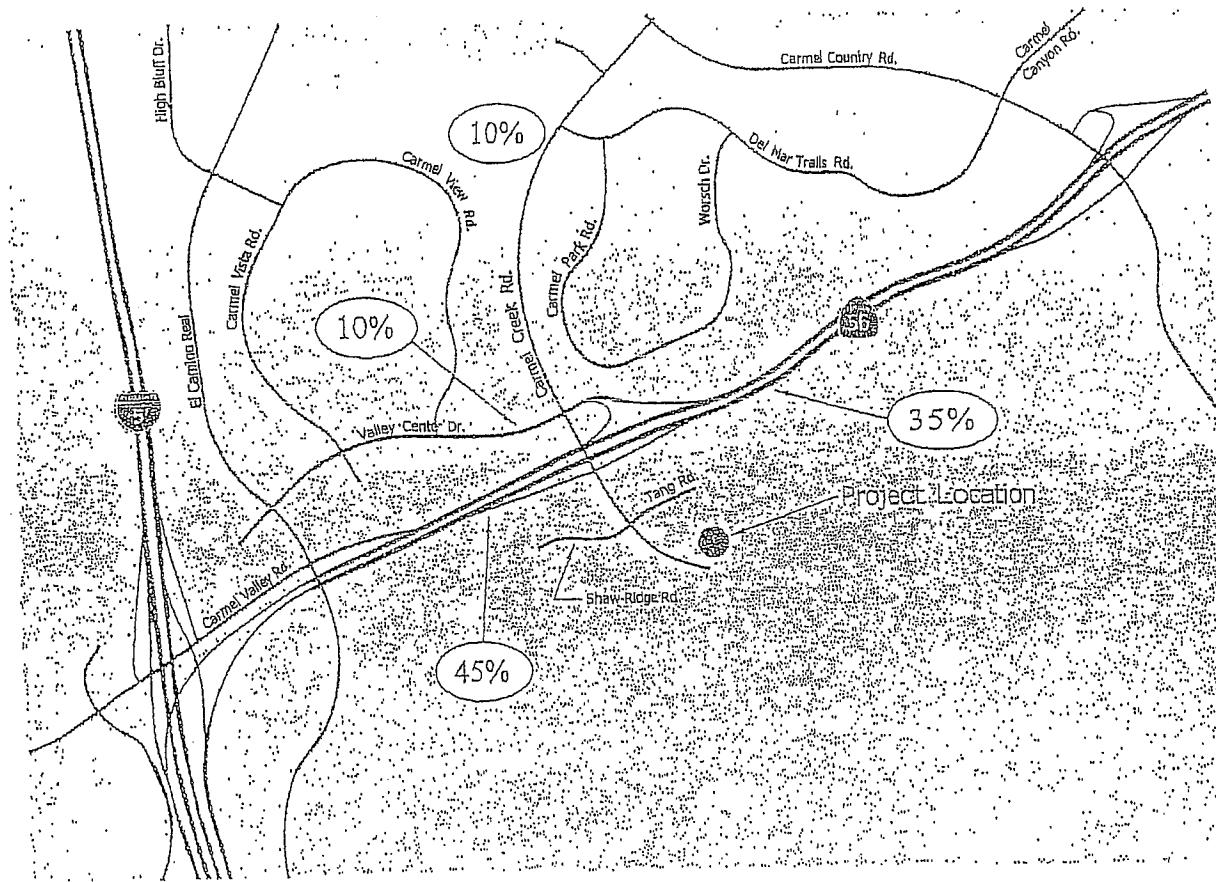
Notes:

¹ = Source: City of San Diego Traffic Generation Rates, May 2003

DU = Dwelling Unit

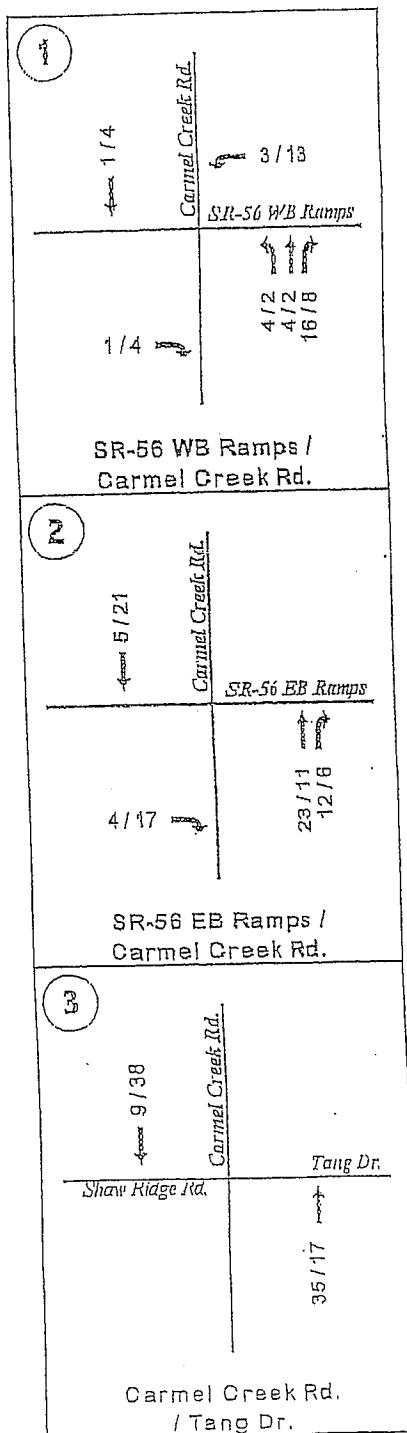
ATTACHMENT 4

Project Only Distribution Percentages



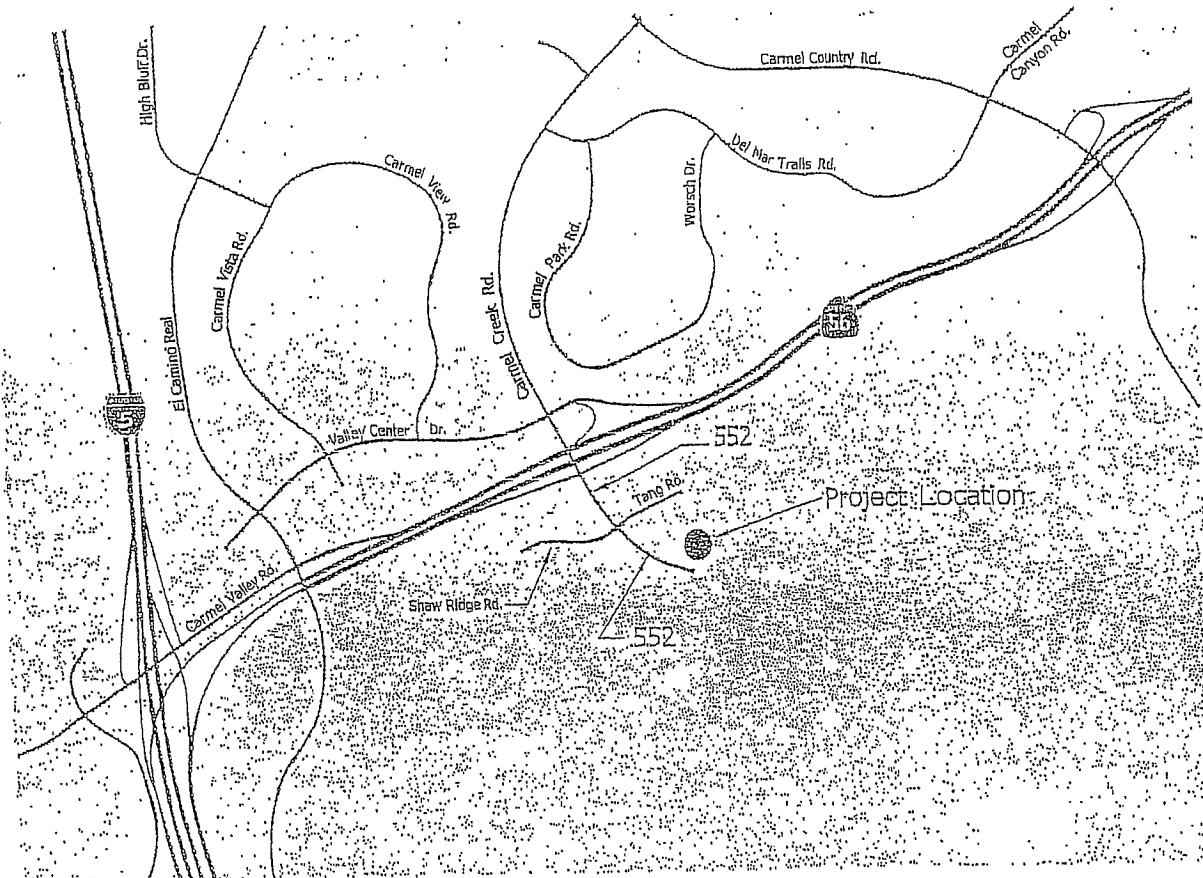
ATTACHMENT 5

Project Only AM/PM Peak Hour Traffic



ATTACHMENT 6

Project Only Average Daily Traffic



Sea Breeze Carmel View
Sea Breeze Properties LLC Levitt

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June 23, 2004

TABLE 4-1.

Other Projects Trip Generation

Use	Amount	Trip	ADT	AM PEAK HOUR					PM PEAK HOUR				
				%	#	In/Out	In	Out	%	#	In/Out	In	Out
Creekside Villas - Carmel Creek Road Access													
Park	4 AC	50 IAC	200	4	B	5 : 5	4	4	8	16	5 : 5	8	8
Multi-Family	88 DU	8 ADU	704	8	56	2 : 8	11	45	10	70	7 : 3	49	21
Pepper Tree Point - Gerst - Shaw Ridge Road Access													
Multi-Family	150 DU	6 ADU	900	8	72	2 : 8	14	58	9	81	7 : 3	57	24

* City of San Diego, Trip Generation Manual, 5/03

Note:

AC = Acres

DU = Dwelling Units

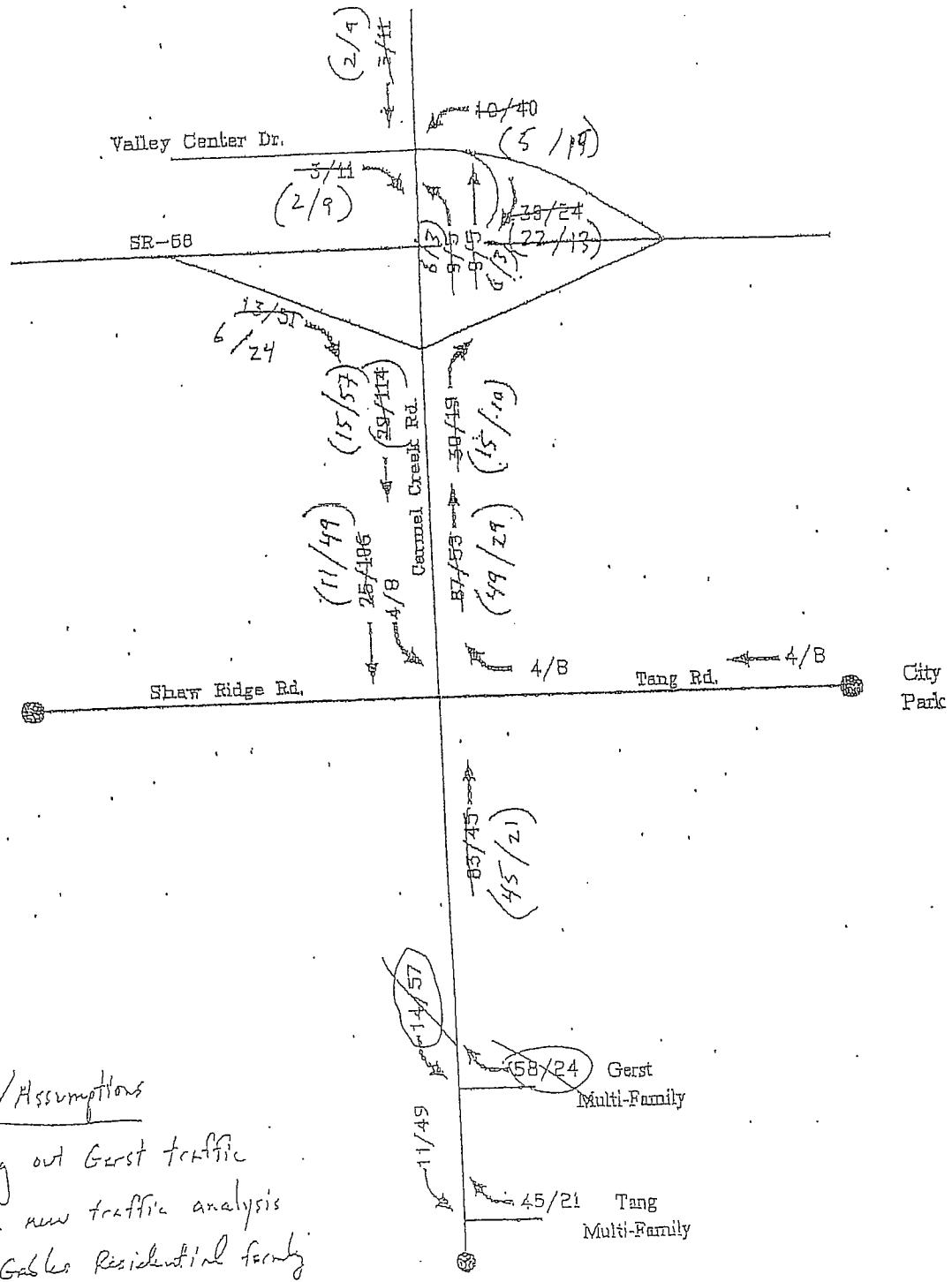


FIGURE 4-2

Sea Breeze Carmel View
Sea Breeze Properties LLC - Levitt

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June 23, 2004

TABLE 2-1

Project Trip Generation For Seabreeze Carmel View
Medical Office Alternative

Use	Amount	*Trip Rate	ADT	AM PEAK HOUR					PM PEAK HOUR				
				%	#	In/Out	In	Out	%	#	In/Out	In	Out
Medical Office 1	75,000 SF	50 /KSF	3,750	6	225	8 : 2	180	45	10	375	3 : 7	113	263
Medical Office 2	50,000 SF	50 /KSF	2,500	6	150	8 : 2	120	30	10	250	3 : 7	75	175
TOTAL					6,250		375			625		188	438

Medical & Commercial Office Alternative

Use	Amount	*Trip	ADT	AM PEAK HOUR					PM PEAK HOUR				
				%	#	In/Out	In	Out	%	#	In/Out	In	Out
Medical Office 1	75,000 SF	50 /KSF	3,750	6	225	8 : 2	180	45	10	375	3 : 7	113	263
Commercial Office	75,000 SF	(1)	1,358	13	177	9 : 1	159	18	14	190	2 : 8	38	152
TOTAL					5,108		402			565		151	415

* City of San Diego, Trip Generation Manual, 5/03

Note:

Parking required for the alternative project would require 548 spaces

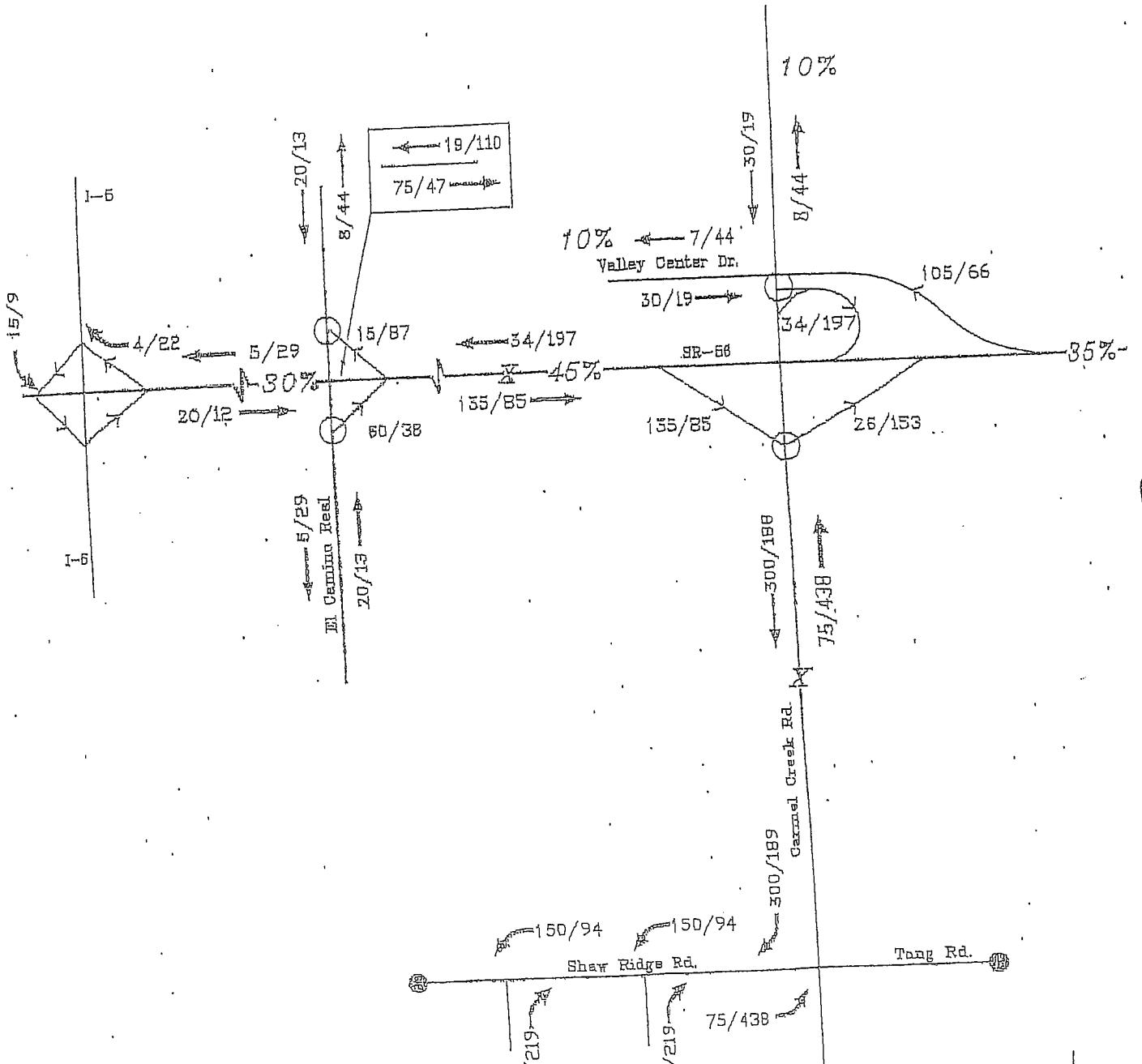
(1) = Formula: $\ln(T) = .756\ln(x) + 3.95$

SF = Square Feet

KSF = 1,000 Square Feet

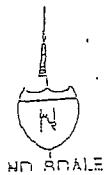
Sea Breeze Carmel View
Sea Breeze Properties LLC - Levitt

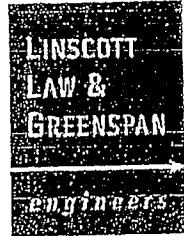
©Urban Systems Associates, Inc.
June 23, 2004



LEGEND

- (Circle) = Intersection to be studied
- (X) = Segment to be studied





DRAFT TRAFFIC IMPACT ANALYSIS
22ND DISTRICT AGRICULTURAL ASSOCIATION
2008 MASTER PLAN

Del Mar, California
April 15, 2009

LLG Ref. 3-05-1538

Prepared by:
Christopher Mendiara
Senior Transportation Planner
&
Jose Nunez
Transportation Planner II

Under the Supervision of:
John Boarman, P.E.
Principal

Linscott, Law &
Greenspan, Engineers
4542 Ruffner Street
Suite 100
San Diego, CA 92111
858.300.8800

EXECUTIVE SUMMARY

Linscott, Law & Greenspan, Engineers (LLG) has prepared the following traffic study to analyze the potential impacts associated with select traffic-generating elements of the proposed Del Mar Fairgrounds Master Plan Update (2008 Master Plan). The 2008 Master Plan is the fourth Master Plan completed for the 22nd District Agricultural Association (DAA) property at the Del Mar Fairgrounds (Fairgrounds), the first having been completed in 1968, with subsequent updates in 1980 and 1985.

It should be noted that for the purposes of the traffic study, the 2008 Master Plan is a standalone document. It does not seek to quantify traffic estimates made in previous updates (e.g., specifically existing Fairgrounds traffic), nor does this study directly address traffic issues resulting from previous expansions. However, baseline traffic counts conducted for this study do include Fairgrounds site traffic currently present in the project vicinity, including traffic generated by previous expansions and approved activities/events at the Fairgrounds.

The 2008 Master Plan consists of twelve near-term projects and five long-term projects, the majority of which are infrastructure-type improvements (e.g., "widen turf track", "provide sewer hook up", "realign Solana Gate Road", etc.). These types of projects are not considered new traffic-generating projects. LLG and the project team carefully reviewed all of the specific projects, and determined that the following elements would potentially generate new site traffic:

- New Flat Floor Exhibit Building (26,200 SF increase)
- East Parking Lot Improvement
- Conference Hotel (330 rooms)
- Health Club/Sports Training Facility (60,000 SF)

The report analyzed the effects of these proposed projects under three distinct conditions that represent different traffic scenarios: "off season", "fair" and "race". In essence, this report contains three complete traffic studies, one for each condition. Existing traffic counts for both weekdays and Saturdays were conducted for each of the three timeframes to capture the effects of both existing Fairground traffic, and seasonal traffic variation in the vicinity of the site. Thus, the effects of existing Fairground operations are accounted for in all analyses.

The project area itself comprises intersections, segments and freeway sections in the jurisdictions of the City of Del Mar, the City of Solana Beach, the City of San Diego, the County of San Diego and the State of California (Caltrans). In total, the report analyzes eighteen (18) intersections, seven (7) street segments, (2) two ramp meter locations, and three (3) freeway mainline segments. The study area is consistent with published, regional guidelines for the preparation of traffic studies in San Diego County.

LLG stated the published significance criteria of each jurisdiction. These criteria were used to assess the significance of impacts for both the near-term and long-term analyses.

LLG worked directly with the adjacent jurisdictions to determine the appropriate near-term cumulative projects that are currently under consideration, and would likely be built and operating within the 2-5 year “near-term” horizon. A total of forty-nine (49) near-term cumulative projects were identified. The traffic generated by these projects, in addition to the existing traffic volumes comprises the “near-term baseline” scenario.

Project traffic generation was calculated for the key projects listed above using the published, approved regional trip generation rates for each land use, where applicable. For the Flat Floor Exhibit Space and East Parking Lot (East Lot) uses, LLG calculated the expected traffic increases based on anticipated increases in vendors and attendees.

During the off season, the traffic-generating project components are calculated to generate approximately 7,000 new ADT (750 total peak hour trips). During the fair and race events, the project components are calculated to generate approximately 5,700 new ADT (500 total peak hour trips).

LLG added the project traffic to the near-term baseline volume, and determined the significance of impacts based on each jurisdiction’s published criteria.

The Congestion Management Program (CMP) requires projects in excess of 2,400 ADT to include a long-term traffic assessment. LLG consulted with SANDAG, the agency that maintains the regional traffic model. Per SANDAG, the regional traffic model’s appropriate for use only for a weekday, “non special event” scenario. As such, the long-term model focuses on off season weekday project traffic and its potential impacts.

The report includes sections on access and parking, including project access, driveway descriptions, traffic control (special event), emergency vehicle access, future access alternatives, and parking summaries.

Summary and conclusion sections are presented that restate the project impacts and classify each as significant or not-significant. For significant impacts, recommended mitigation measures are proposed, and calculations are shown for post-mitigation operations to demonstrate the effectiveness of each proposed measure.

The 2008 Master Plan projects analyzed in this report have significant impacts at key intersections along the Via de la Valle and Camino del Mar corridors under varying background conditions (e.g., off season, fair and race, Weekday and Saturday). Ramp meter locations at the I-5/Via de la Valle interchange are also impacted. Mitigation measures largely consist of adding roadway capacity by either a) widening roadways to add lanes, and/or b) installing traffic signals at unsignalized locations. The study acknowledges that the 22nd DAA cannot unilaterally implement the mitigation measures where they are located in a neighboring jurisdiction. Accordingly, while a particular measure may be demonstrated to effectively mitigate a project impact, the report classifies this impact as “significant and unmitigated” since implementation is not legally and practically feasible without the governing jurisdiction including the improvement in its plans and funding program.

Table A shows as summary of the impacts and mitigation measures.

TABLE 8-9
OFF SEASON PROJECT TRIP GENERATION (WEEKDAY OPERATIONS)

Use	Amount	Daily Trip Ends (ADT) ^a			PM Peak Hour		
		Trip Ends	Volume	% of ADT	In:Out Split	In	Out
<i>New Flat Floor Exhibit Building (26,220 Square Foot Increase)</i>							
“Attendees” (300 increase)	175 Cars ^b	2 / Car	350	15% ^c	75:25	40	13
“Vendors” (128 increase)	70 Cars ^d	2 / Car	140	5% ^e	50:50	4	4
<i>East Parking Lot Improvement</i>							
“Attendees” (100)	50 Cars ^f	2 / Car	100	15% ^g	75:25	11	4
“Vendors” (30)	15 Cars ^g	2 / Car	30	5%	50:50	1	1
<i>Conference Hotel</i>							
“Hotel”	330 Rooms	10 / Room ^h	3,300	8%	60:40	158	106
“Roof Top Sports Field”	278,716 Square Feet	100 / Acre ⁱ	640	9%	50:50	30	30
<i>East Perimeter of Property</i>							
“Health Club/Sports Training Facility”	60,000 Square Feet	40 / 1,000 SF ^j	2,400	9%	60:40	129	87
Total	—	—	6,960	—	—	373	245

Footnotes:

a. Average Daily Traffic Volumes (rounded to nearest 10).
 b. Based on discussions with Fairgrounds Staff (see text for discussion), a 20% increase in attendees is conservatively estimated to occur with the increase in exhibit space.
 c. Assuming the Fish, Tackle and RV show attendance as baseline, the increase in attendees is 206 ($1330 \times 20\%$). LLG assumed that the vehicle occupancy is 2 attendees per car. Therefore, 300 (206 rounded to the nearest 50) additional people are proposed to attend the show in 150 cars. A typical 15% factor of safety is applied, which brings this number of cars to 175. These assumptions likely result in overstating traffic generation.

d. LLG assumed the 15% of the ADT volume arrive or leave the site during the evening peak hour (lightest one hour between 4:00pm – 6:00pm).
 e. Based on discussions with Fairgrounds Staff, an increase in vendors of 128 is conservatively estimated to occur with the increase in exhibit space. LLG assumed that the vehicle occupancy is 2.2 vendors per car, therefore, 128 additional vendors are assumed to attend the show in 58 cars. A 15% factor of safety is applied, which brings this number of cars to 70. These assumptions likely result in overstating traffic generation.

f. Events are expected to occur during the evening peak hour thus it is unlikely that vendors will be leaving or arriving at the site. Therefore, a nominal 5% was assumed.

g. LLG assumed that the vehicle occupancy is 2 attendees per car, therefore, 100 additional people are proposed to attend the show in 50 cars.

h. LLG assumed that the vehicle occupancy is 2.2 vendors per car, therefore, 30 additional vendors are proposed to attend the show in 15 cars (rounded to the nearest 10).

i. SANDAG rate of 10 trips per room refers to occupied rooms. This rate is conservative since hotels are not always fully occupied.
 j. Rate for roof-top sports field is not available. Hence, LLG used “Developed Park” rate from *Brief Guide of Vicinal Traffic Generation Rates for the San Diego Region*, SANDAG (April 2002) and doubled it to be conservative.

k. Trip generation obtained from the City of San Diego Trip Generation Manual (May 2003) for health clubs.

General Note:

See Section 8.4.1 for a additional discussion of the trip generation assumptions.

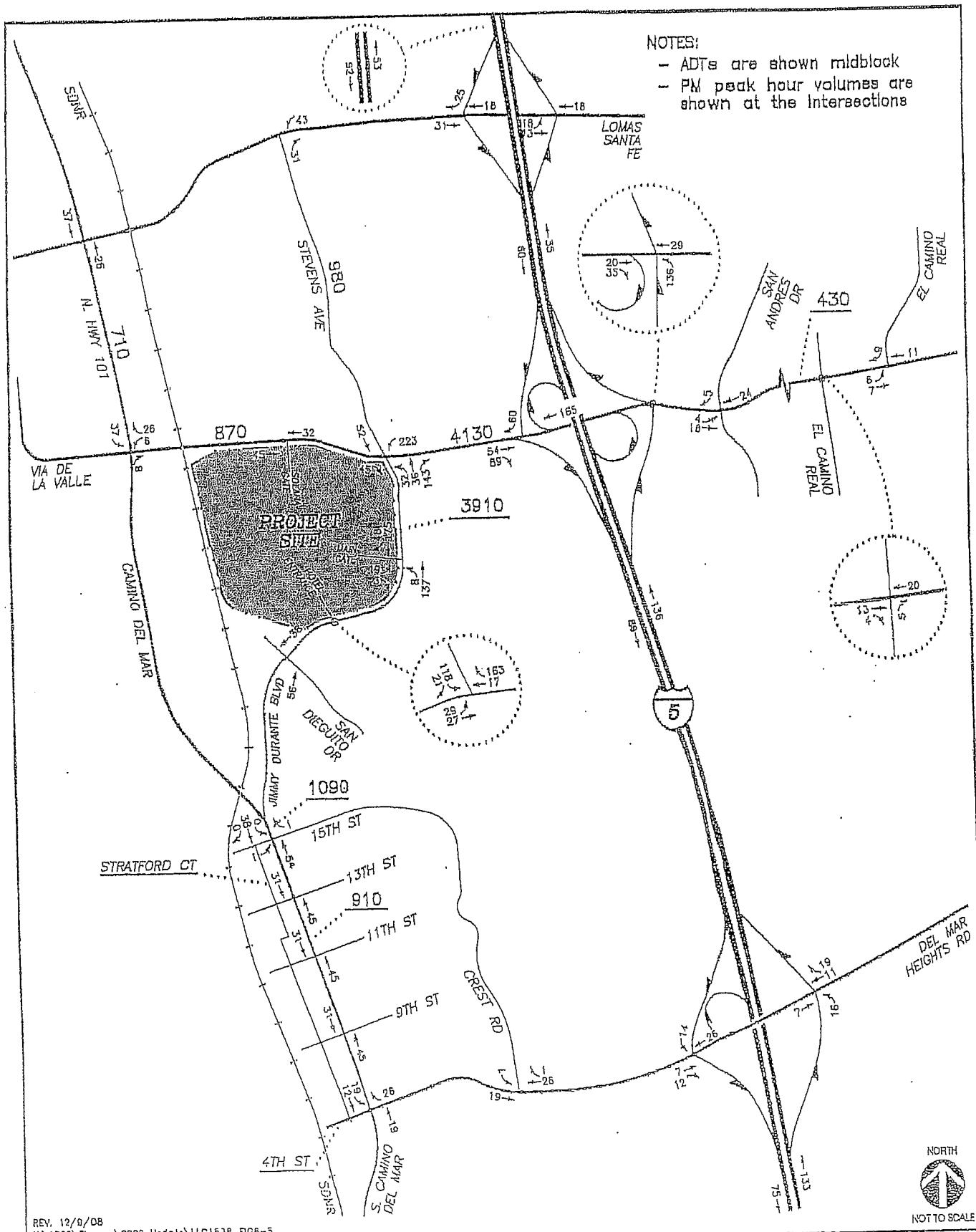


Figure 8-5
Total Project Traffic Volumes



Trip Generation Table

Ranch Del Mar

Use	Amount	Trip	ADT	AM Peak Hour						PM Peak Hour					
				%*	#	In	: Out	In	Out	%*	#	In	: Out	In	Out
Senior Citizen Housing	225 DU	4 /DU	900	8%	72	2	: 8	14	58	10%	90	7	: 3	63	27
TOTAL				900		72		14	58		90			63	27

Notes:

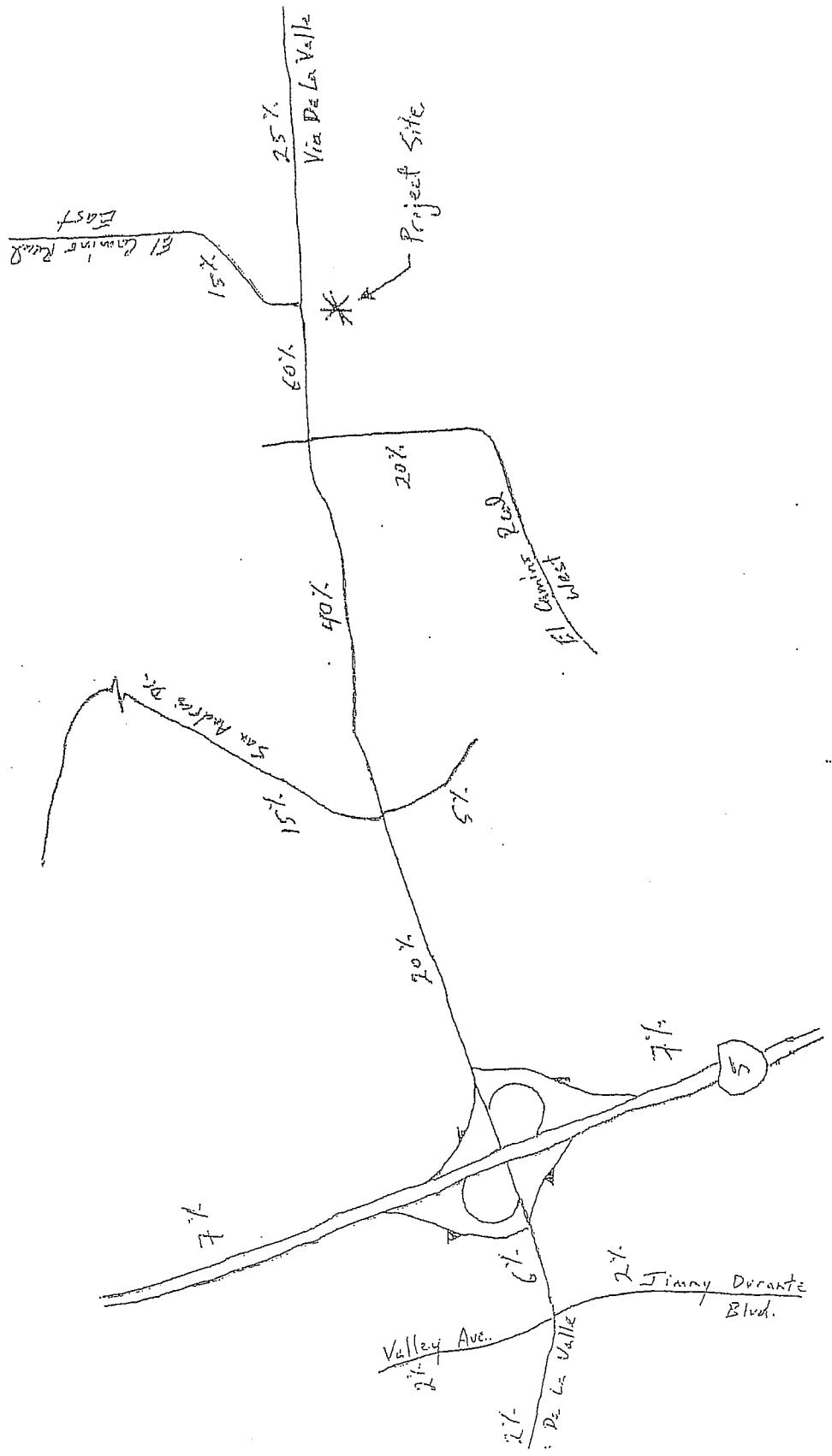
= Source: City of San Diego Trip Generation Manual, May 2003

*U = Dwelling Units

Ranch Del Mar

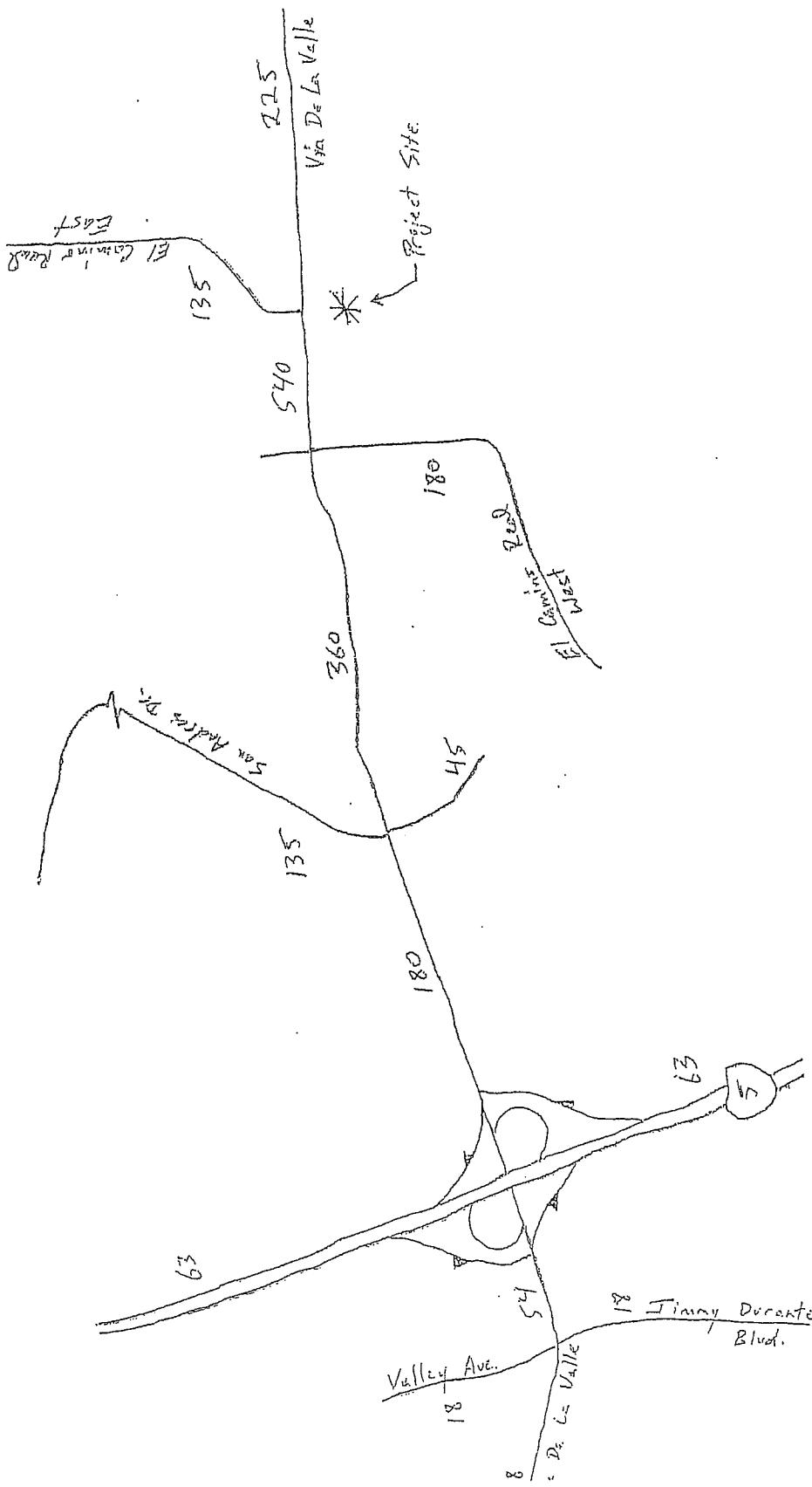
Trip

Distribution Percentages



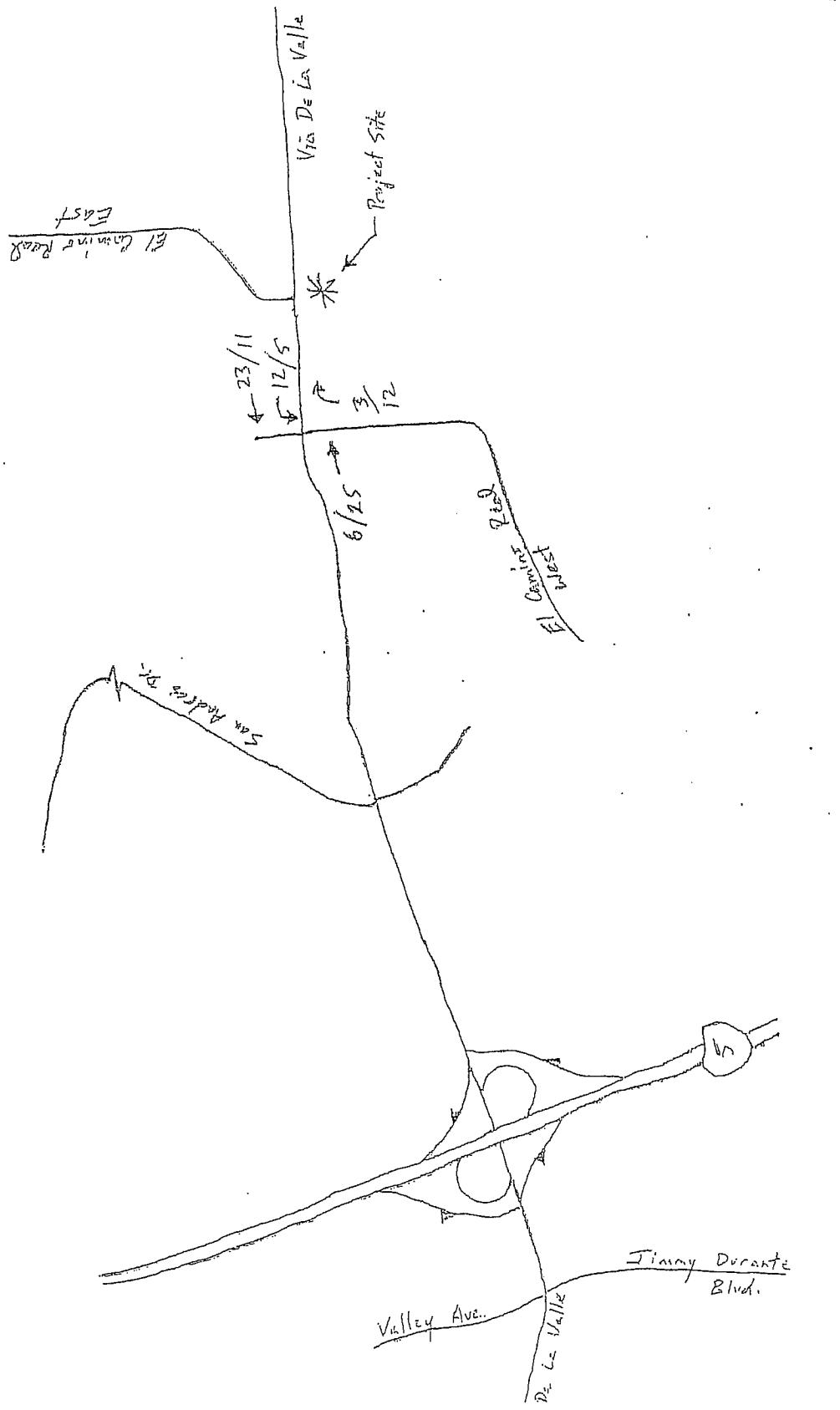
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Average Daily Traffic Volumes
Ranch Del Mar



Prepared by: VST

AM/PM Peak Hour Traffic Volumes
Ranch Del Mar



Trip Generation Table

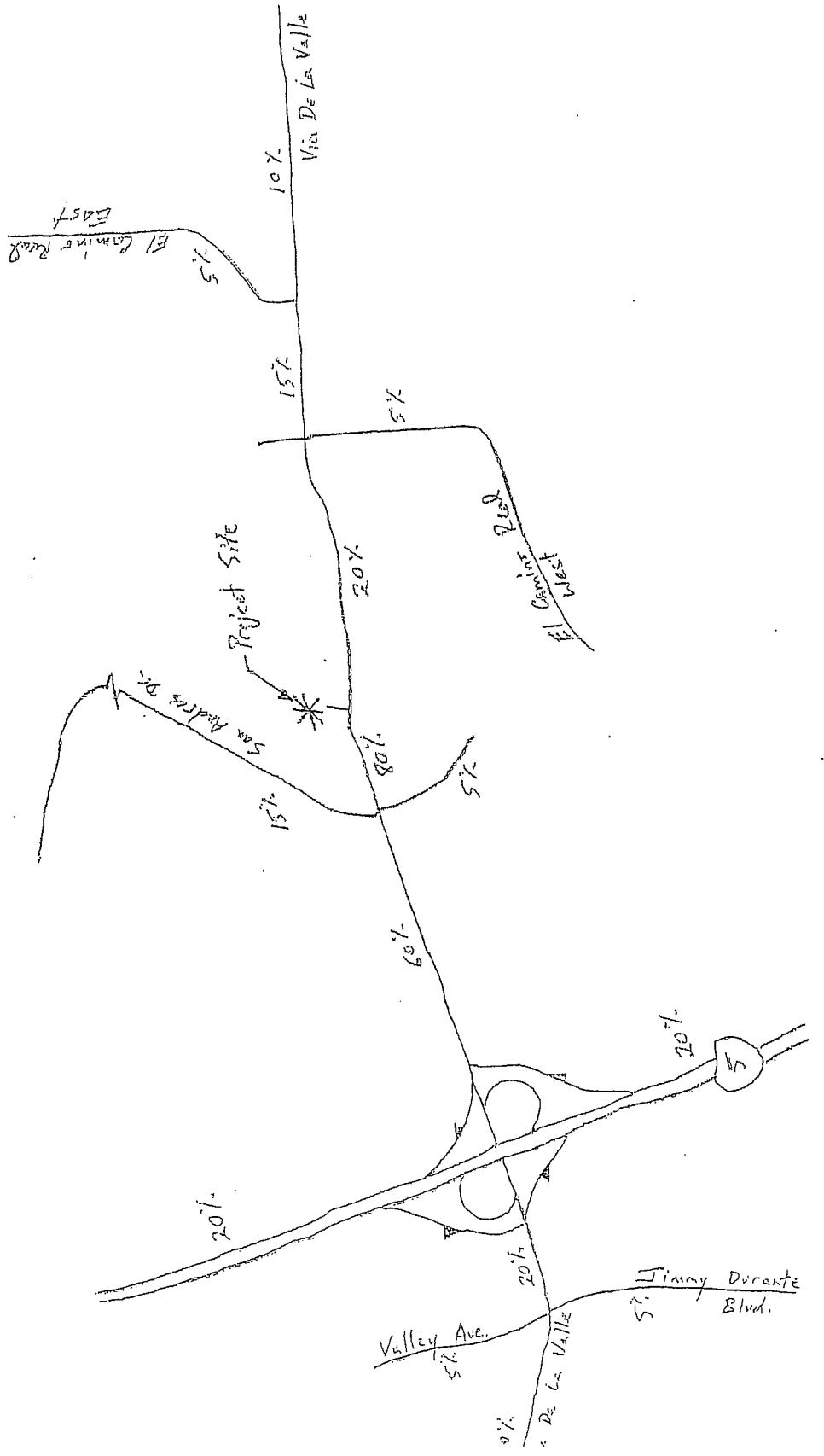
Via De La Valle Townhomes

Use	Amount	Trip	ADT	AM Peak Hour						PM Peak Hour					
				%*	#	In	:	Out	In	Out	%*	#	In	:	Out
ownhomes	22 DU	8 /DU	176	8%	14	2	:	8	3	11	10%	18	7	:	3
	TOTAL		176		14				3	11		18			12

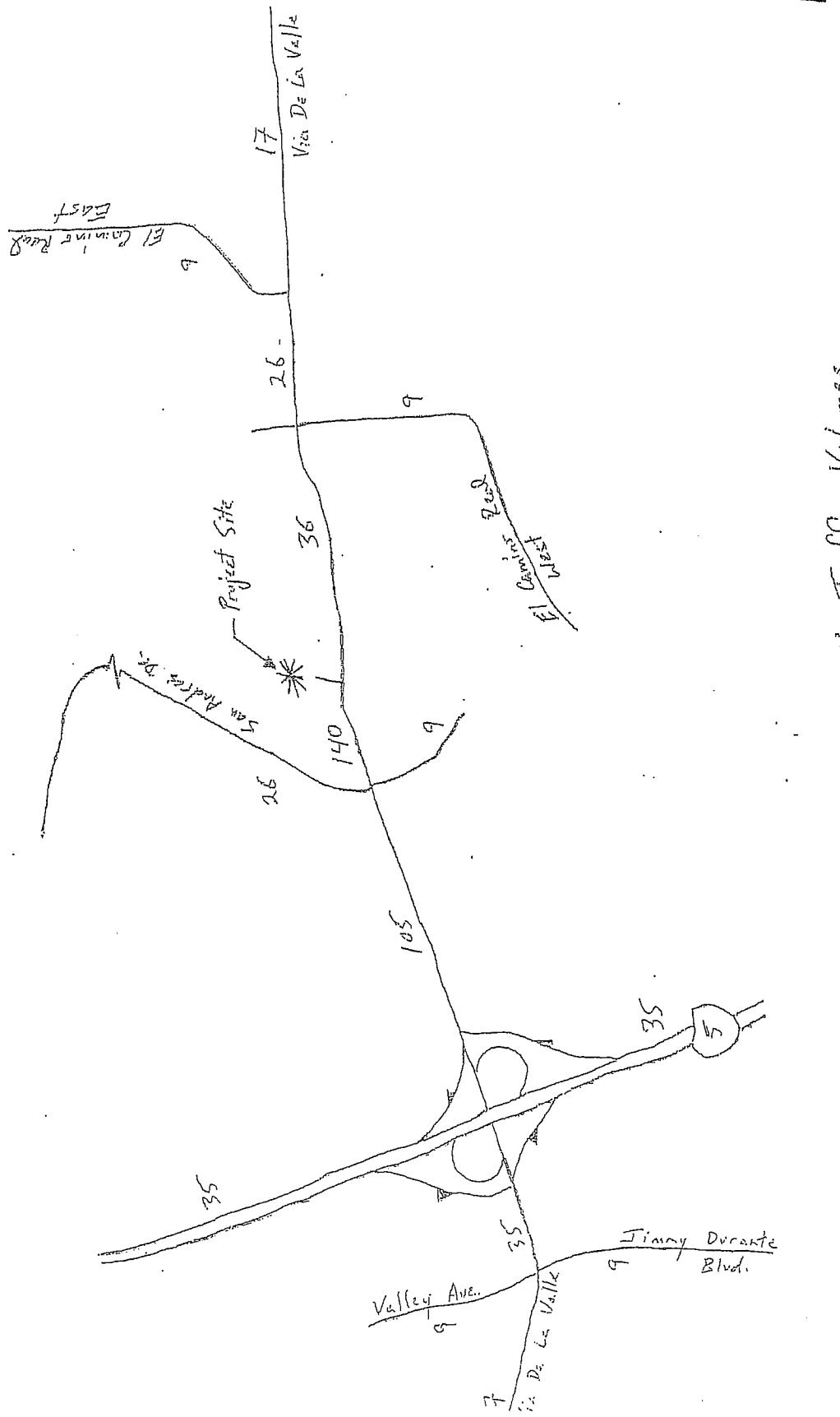
Notes:

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

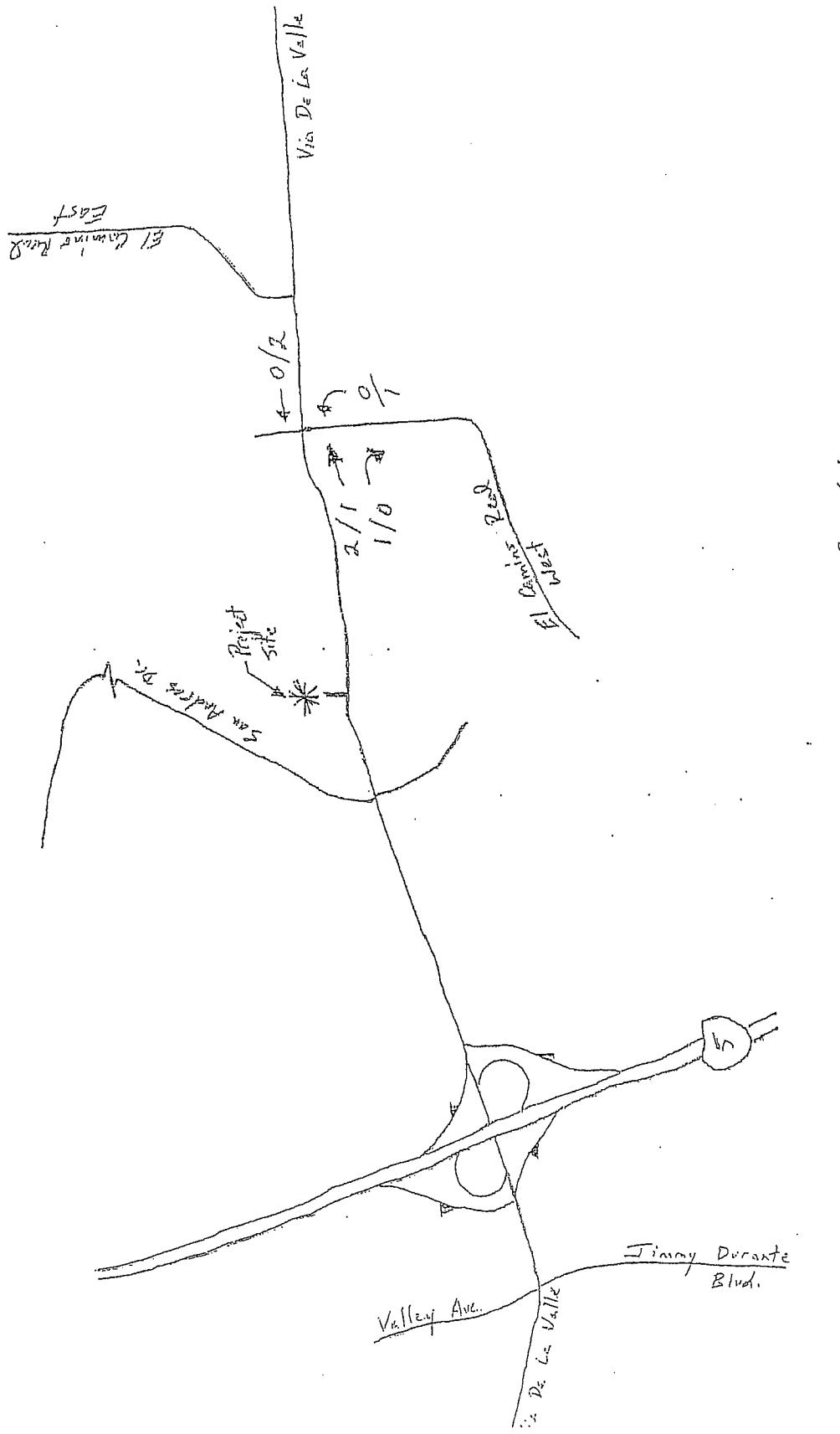
DU = Dwelling Unit



Trip Distribution Percentages



Average Daily Traffic Volumes
Via De La Valle Tunhom



AM/PM Peak Hour Traffic Volumes
Vía De La Valle Townhouses