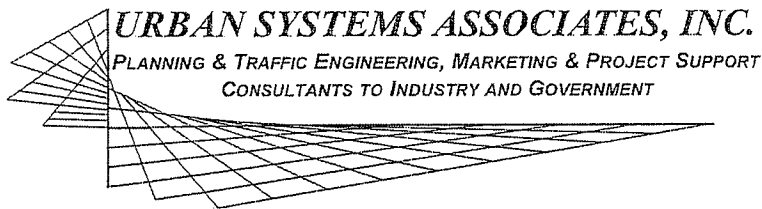


APPENDIX Q

DEIR PROJECT ALTERNATIVE ANALYSIS



E-MEMO

ATTN: Tim Belzman – Helix Environmental

E-Mail: ▼

Timb@helixepi.com

FROM: Andrew P. Schlaefli & Jacob Swim

TOTAL PAGES (Incl. Cover): 8 + (38) Attachments

DATE: March 5, 2012

TIME: 1:47:57 PM

JOB NUMBER: 002407

SUBJECT: One Paseo – EIR Alternatives Traffic Analysis

Confidential Communications

This transmittal is intended for the recipient named above. Unless otherwise expressly indicated, this entire communication is confidential and privileged information. If you are not the intended recipient, do not disclose, copy, distribute or use this information. If you received this transmission in error, please notify us immediately by telephone, at our expense and destroy the information.

The purpose of this memo is to present the traffic analysis results of the five (5) alternatives in the Environmental Impact Report (EIR). The five (5) alternatives included in the EIR and evaluated from a traffic perspective are the following: No Project/No Development Alternative 1, No Project/Development Under Existing Plans Alternative 2, Commercial Only Alternative 3, Medical Office/Senior Housing Alternative 4, and the No Retail Alternative 5. For each EIR 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 each alternative. Only the significantly impacted streets, intersections, and ramps that would occur under the proposed project were evaluated. The analyzed alternatives 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 each alternative. For Alternatives 2 – 5, 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. Alternative 1 assumes no development occurs.

If project traffic from the EIR alternatives causes a roadway facility or intersection that operates acceptably to operate unacceptably, then the 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.

No Project / No Development (Alternative 1)

This alternative assumes the project does not proceed and the site remains vacant and graded as it currently exists with no development. Since no development occurs in this alternative, then it would not generate additional traffic and therefore not have any significant traffic impacts. In the Near Term without Project and Long Term Cumulative (Year 2030) without Project scenarios, traffic would remain the same as shown in the Traffic Impact Analysis with a few intersections and street segments projected to operate at LOS E and F.

No Project / Development Under Existing Plans (Alternative 2)

This alternative assumes developing the site to include approximately 500,000 square feet of corporate and multi-tenant office under the current land use and zoning of the Community Plan. The 500,000 square feet of corporate and multi-tenant office would generate 6,497 average daily trips (ADT) with 895 AM peak hour trips and 935 PM peak hour trips, see **Attachment 1**. The alternative represents an approximately 76% reduction in ADT with a 42% reduction in AM trips and 68% reduction in PM trips compared to the proposed project.

In the Existing with Project condition, potentially significant direct traffic impacts on street segments would occur under Alternative 2 on 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 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, any minor project traffic added to this roadway could potentially cause a significant direct impact. Since the project under Alternative 2 is smaller

compared to the proposed project, only one phase is analyzed in each scenario. In Alternative 2, the project shows a change in v/c of 0.013 which is still above the threshold for significance, i.e. (0.01). The street segment of Via de la Valle between San Andres Drive to El Camino Real (W) remains a significant direct impact as a result of the change in v/c ratio over 0.01 since the segment operates at LOS "F". As shown in **Attachment 3**, the intersection of Carmel Creek Road at Del Mar Trail is reduced from a change in delay of 4.6 seconds (Proposed Project) to 2.7 seconds as a result of the No Project/Development under Existing Plan alternative project. However, the change in delay is still higher than 2.0 seconds for intersections operating at LOS "E". Therefore, this intersection remains a significant direct impact. In the Existing with Project condition, there are no significant impacts to the freeway main-lanes or ramp meters, so no analysis is needed.

In the Near Term condition, potentially significant traffic impacts on street segments would occur on 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 as well as Via De La Valle between San Andres Drive to El Camino Real (West). See **Attachment 4**. The Near Term with Project (Phase 1 & 2) scenario from the proposed project was used to compare the alternative project in the Near Term scenario. The entire alternative is assumed to be constructed in this scenario and analyzed as such. As shown in **Attachment 4**, the segments on El Camino Real and Via de la Valle have a change in v/c of 0.013. Consequently, these segments remain significant under Alternative 2 because the segments operate at LOS "F" and above the allowable v/c change of 0.01. Del Mar Heights Road has a change in v/c of 0.042 which is above the allowable change in v/c for significance. For intersections in the Near Term condition, potentially significant traffic impacts would occur under Alternative 2 at three locations: Del Mar Heights Rd at High Bluff Drive; Del Mar Heights Rd at El Camino Real; and Carmel Creek Rd at Del Mar Trail. See **Attachment 5** for the calculations. These significant intersection impacts were also identified for the proposed project. Impacts to these intersections are reduced by the Alternative 2 project, however, they remain significant. Since no significant traffic impacts occur on ramp meters or freeway mainlines in the Near Term scenario for the proposed project, this alternative did not analyze any ramp meters or freeway mainlines. In comparison to the proposed project in the Near Term condition, Alternative 2 would result in the same potentially significant traffic impacts to roadway segments and intersections.

In the Long Term Cumulative (Year 2030) condition, potentially significant traffic impacts on street segments would occur on El Camino Real between Via de la Valle and San Dieguito Road as well as Via de la Valle between San Andres Drive to El Camino Real (West) as shown in **Attachment 6**. A level of service analysis

was used for Alternative 2 in the Existing, Near Term and Long Term Cumulative (Year 2030) scenarios. As previously mentioned, both street segments exceed the threshold of significance. Impacts to the same two street segments remain significant under Alternative 2 as compared to the proposed project. For intersections in the Long Term Cumulative (Year 2030) condition, potentially significant traffic impacts would occur at five locations under Alternative 2: Del Mar Heights Rd at I-5 NB ramps; Del Mar Heights Rd at High Bluff Drive; Del Mar Heights Rd at El Camino Real; El Camino Real at SR-56 EB on-ramp; and Carmel Creek Rd at Del Mar Trail, see **Attachment 7**. The calculations on significantly impacted intersections show the change in delay is significant notwithstanding the 42% reduction in AM peak trips and 68% reduction in PM peak trips. As shown, the impacts to the intersections remain the same under Alternative 2 as compared to the proposed project. For ramp meters, three significant traffic impacts occur at Del Mar Heights Rd at I-5 SB and NB on-ramps, see **Attachment 8**. The calculations below the table show all three impacts have a change in delay greater than 2 minutes which is considered a significant impact for Alternative 2. No significant traffic impacts occur on freeway mainlines for Alternative 2 in the Year 2030 condition. In comparison to the proposed project in the Year 2030 condition, Alternative 2 would result in the same potentially significant traffic impacts to roadway segments, intersections and freeway on-ramps. However, of the analyzed alternatives, Alternative 2 has the least amount of impact to the study area intersections, streets segments, and freeway ramps due to the reduction in trip generation compared to the proposed project.

Commercial Only (Alternative 3)

The Commercial Only alternative assumes developing the site to include 245,000 square feet corporate office; 291,000 square feet multi-tenant office; 220,000 square feet community shopping center; and a 10 screen (1,200 seats) cinema. No residential uses or hotel would be constructed in Alternative 3. **Attachment 9** shows the Commercial Only alternative would generate 22,843 average daily trips (ADT) with 1,217 AM peak hour trips and 2,544 PM peak hour trips. Alternative 3 represents an approximately 15% reduction in ADT with a 21% reduction in AM trips and 13% reduction in PM trips compared to the proposed project.

In the Existing with Project (Phases 1 & 2) condition, potentially significant direct traffic impacts on street segments would occur on Del Mar Heights Road between the I-5 NB ramps and 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). As shown in **Attachment 10**, all three significantly impacted segments operate at unacceptable levels of service today. Therefore, adding almost any amount of project traffic to these three

roadways that cause the segment to exceed the significance thresholds would result in a significant impact. Two of the street segments are reduced to a change in v/c ratio of 0.031 in comparison to the proposed project. However, all three segments remain significantly impacted under Alternative 3. **Attachment 11** illustrates the comparison of Existing and Existing with Project in the build-out scenario. The 15% reduction in ADT for the Commercial Only alternative is not enough to eliminate any significant impacts. However, they would lessen the severity of the impacts on two of the segments to a change in v/c ratio of 0.046 in the build-out scenario. As shown in **Attachment 12**, the intersection of Carmel Creek Road at Del Mar Trail is reduced from a change in delay of 2.9 seconds (Proposed Project) to 2.3 seconds as a result of the Commercial Only alternative project. However, the change in delay is still higher than 2.0 seconds for intersections operating at LOS "E", so therefore, this intersection remains a significant direct impact. A similar comparison in the Existing with Project at build-out is illustrated in **Attachment 13**. Since there are no significant impacts to the freeway main-lanes or ramp meters in the proposed project in the Existing with Project (Build-out) scenario, the Commercial Only alternative did not analyze any freeway main-lanes or ramp meters. Because the Commercial Only alternative generates lesser trips than the proposed project and no significant impacts occur as a result of the proposed project, we conclude that no new significant impacts would occur under Alternative 3 in the Existing with Project scenario.

In the Near Term condition, three segments are shown on **Attachment 14** to be significantly impacted. The Near Term with Project (Phase 1 & 2) from the proposed project was used to compare Alternative 3 in the Near Term scenario. The Commercial Only alternative has only a 15% reduction in ADT compared to the proposed project, therefore, the change in impacted street segments is only reduced slightly, see **Attachment 15**. For intersections in the Near Term condition, potentially significant traffic impacts would occur at three locations: Del Mar Heights Rd at High Bluff Drive; Del Mar Heights Rd at El Camino Real; and Carmel Creek Rd at Del Mar Trail. **Attachment 16** demonstrates that the AM reduction is 21% and the PM reduction is 13% for the Commercial Only alternative. The traffic impact analysis shows no significant impacts to freeway main-lanes or ramp meters in the Near Term scenarios as a result of the proposed project. Based on this analysis and the Commercial Only alternative having lesser trips than the proposed project, no analysis to freeway main-lanes or ramp meters was necessary under Alternative 3.

Attachment 17 identifies five (5) intersections in the Long Term Cumulative (Year 2030) condition that operate at unacceptable levels of service and have significant impacts. With a 21% AM peak hour reduction

and a 13% PM peak hour reduction, all five intersections remain a significant impact. Ramp meters were also evaluated to determine if the Commercial Only alternative would reduce and/or remove a significant impact. As shown in **Attachment 18**, the I-5 SB loop on ramp at Del Mar Heights Road in the AM peak hour is reduced to 5.8, however, remains a significant impact. No significant traffic impacts occur on freeway mainlines for Alternative 3 in the Long Term Cumulative (Year 2030) condition.

Medical Office / Senior Housing (Alternative 4)

The Medical Office / Senior Housing alternative assumes developing the site to include 425,000 square feet of medical office and 600 senior housing dwelling units. **Attachment 19** shows the medical office / senior housing alternative would generate 23,650 average daily trips (ADT) with 1,467 AM peak hour trips and 2,365 PM peak hour trips. Alternative 4 represents an approximately 12% reduction in ADT with a 5% reduction in AM trips and 19% reduction in PM trips compared to the proposed project.

Attachment 20 and **Attachment 21** illustrates the Existing with Project street segment comparison tables. The calculations represent a 12% reduction in ADT. The level of significance is only reduced to a change in v/c ratio of 0.048 in the Build-out scenario. All three segments remain a significant impact based on the criteria mentioned earlier. Only one intersection is evaluated in Alternative 4 as shown in **Attachment 22** and **Attachment 23** because there is only one significant intersection impact in the Existing with Project (Build-out) scenario. Since the reduction in the AM peak hour is only 5%, the intersection remains a significant impact showing a change in delay of 2.7 seconds in the Existing with Project (Phase 1&2) scenario and a change in delay of 4.4 seconds in the Existing with Project (Build-out) scenario. As previously mentioned, the impact to this intersection remains significant under Alternative 4.

The Near Term street segment comparison table in **Attachment 24** shows three segments operate at unacceptable levels of service and are significantly impacted. With an ADT reduction of 12%, Alternative 4 reduces the impacts to these segments but the impacts remain significant. **Attachment 25** shows a similar reduction in the v/c ratio for the Long Term Cumulative (Year 2030) condition.

For intersections, the Medical Office / Senior Housing alternative reduces the AM peak hour traffic by 5% and the PM peak hour traffic by 19%. The Near Term intersection calculations are demonstrated on **Attachment 26** and the Long Term Cumulative (Year 2030) intersection calculations are shown on **Attachment 27**. All of the significantly impacted intersections under the proposed project remain significantly impacted under Alternative 4.

Attachment 28 illustrates the ramp meter analysis and calculations used in the AM peak hour and PM peak hour. The same reduction used for intersections is also used for ramp meters to determine if the ramps remain a significant impact with the Medical Office / Senior Housing alternative. As shown, both ramps remain a significant impact under Alternative 4.

No Retail (Alternative 5)

Alternative 5, the No Retail alternative assumes developing the site to include 245,000 square feet corporate office; 270,000 square feet multi-tenant office; a 150 room hotel; and 608 multi-family dwelling units. **Attachment 29** shows this alternative would generate 10,480 average daily trips (ADT) with 1,142 AM peak hour trips and 1,270 PM peak hour trips. Alternative 5 represents an approximately 61% reduction in ADT with a 26% reduction in AM trips and 57% reduction in PM trips compared to the proposed project.

The street segment comparison in the Existing with Project scenarios is provided in **Attachment 30** and **Attachment 31**. A 61% reduction in the v/c ratio is used to determine if the reduction would remove a significant impact to any of the three street segments. In **Attachment 30**, on El Camino Real and Via de la Valle, the reduction shows 0.014 in the change in v/c. If the change in v/c was less than 0.01 on these two segments, there would be no significant impact. The impacts to these three segments are reduced more than Alternative 3 and 4 segments were reduced in this scenario, however, they remain significant.

The intersection summary in the Existing with Project scenario shows only one intersection to be evaluated, see **Attachment 32** and **Attachment 33**. Only one intersection is evaluated based on the proposed project causing a significant impact at this location in the Existing with Project scenario. With an AM peak hour reduction of 26%, the intersection of Carmel Creek Road at Del Mar Trail remains a significant impact.

In the Near Term scenario, the street segments are shown to be reduced to a change in v/c of 0.014 on two segments, see **Attachment 34**. For Long Term Cumulative (Year 2030) street segments, the change in v/c is reduced on El Camino Real and Via de la Valle from 0.054 to 0.021 which is more of a reduction than Alternative 3 and 4, see **Attachment 35**. On Del Mar Heights Road, the change in v/c ratio is reduced from 0.175 to 0.069. These street segments remain significantly impacted under Alternative 5.

Attachment 36 shows three intersections in the Near Term scenario that remain a significant impact even with the AM peak hour reduction of 26% and the PM reduction of 57%. In the Long Term Cumulative (Year 2030) intersection comparison table, the level of significance is reduced by over half (57%) in the PM peak hour, however, remain a significant impact, see **Attachment 37**.

Attachment 38 illustrates the ramp meter analysis and calculations used in the AM peak hour and PM peak hour. The same reduction used for intersections is also used for ramp meters to determine if the ramps remain a significant impact. As shown, both ramps remain a significant impact as a result of Alternative 5.

ATTACHMENT 1

One Paseo Project Trip Generation

EIR Alternative 2 - No Project / Development Under Existing Plans

Use	Amount	Trip	ADT	AM Peak Hour						PM Peak Hour					
				%*	#	In	Out	In	Out	%*	#	In	Out	In	Out
Corporate Office	250,000 SF	10 /KSF	2,500	15%	375	9	1	338	38	15%	375	1	9	38	338
Multi-Tenant Office	125,000 SF	$\ln(T) = 0.756$ $\ln(x) + 3.95$	1,999	13%	260	9	1	234	26	14%	280	2	8	56	224
Multi-Tenant Office	125,000 SF	$\ln(T) = 0.756$ $\ln(x) + 3.95$	1,999	13%	260	9	1	234	26	14%	280	2	8	56	224
TOTAL			6,497		895			805	89		935			149	785
Proposed Project			26,961		1538			1057	481		2932			1231	1701
EIR Alternative Reduction %			76%		42%			24%	81%		68%			88%	54%

Notes:

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

KSF = 1,000 Square Foot

ATTACHMENT 2

Existing & Existing With Project Street Segment Comparison

EIR Alternative 2 - No Project / Development Under Existing Plans

Road	Segment	Class.	Existing			Existing + Project			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	21,314	0.474	B	21,899	0.487	0.013	NO
	Portofino Drive to I-5 Southbound Ramps	5-PA	C	36,086	0.722	C	36,866	0.737	0.016	NO
	I-5 Southbound Ramps and I-5 Northbound Ramps	5-PA	D	40,090	0.802	C	41,454	0.829	0.027	NO
	I-5 Northbound Ramps to High Bluff Drive	PA	D	51,625	0.860	D	54,159	0.903	0.042	NO
	High Bluff Drive to Third Avenue	PA	C	37,910	0.632	D	40,834	0.681	0.049	NO
	Third Avenue to First Avenue	PA	C	37,910	0.632	C	40,574	0.676	0.044	NO
	First Avenue to El Camino Real	PA	C	37,910	0.632	C	40,574	0.676	0.044	NO
	El Camino Real to Carmel Country Road	PA	B	32,674	0.545	B	34,428	0.574	0.029	NO
	Carmel Country Road to Torrey Ridge Road	PA	A	21,658	0.361	A	22,503	0.375	0.014	NO
	Torrey Ridge Road to Lansdale Drive	PA	A	19,071	0.318	A	19,656	0.328	0.010	NO
	Lansdale Drive to Carmel Canyon Road	PA	A	15,188	0.253	A	15,513	0.259	0.005	NO
El Camino Real	Via de la Valle to San Dieguito Road	2-Ca	F	15,579	1.039	F	15,774	1.052	0.013	YES
	San Dieguito Road to Derby Downs Road	4-M	A	13,915	0.348	A	14,175	0.354	0.006	NO
	Derby Downs Road to Half Mile Drive	4-M	B	15,333	0.383	B	15,593	0.390	0.006	NO
	Half Mile Drive to Quarter Mile Drive	4-M	A	13,516	0.338	A	13,841	0.346	0.008	NO
	Quarter Mile Drive to Del Mar Heights Road	4-M	A	14,925	0.373	B	15,315	0.383	0.010	NO
	Del Mar Heights Road to Townsgate Drive	6-M	A	14,731	0.295	A	16,030	0.321	0.026	NO
	Townsgate Drive to High Bluff Drive	6-M	A	15,425	0.309	A	16,270	0.325	0.017	NO
	High Bluff Drive to Valley Centre Drive	6-M	A	19,364	0.387	A	19,949	0.399	0.012	NO
	Valley Centre Drive to Carmel Valley Road	5-M	C	27,589	0.613	C	27,979	0.622	0.009	NO
Carmel Country Road	Del Mar Heights Road to Townsgate Drive	4-M	B	15,932	0.398	B	16,582	0.415	0.016	NO
	Townsgate Drive to Carmel Creek Road	4-M	A	13,878	0.347	A	14,398	0.360	0.013	NO
	Carmel Creek Road to Carmel Canyon Road	4-M	A	13,137	0.328	A	13,462	0.337	0.008	NO
	Carmel Canyon Road to SR-56 Westbound Ramps	4-M	B	20,553	0.514	B	20,813	0.520	0.006	NO
Carmel Canyon Road	Del Mar Heights Road to Carmel Country Road	4-M	A	12,224	0.306	A	12,354	0.309	0.003	NO
Carmel Creek Road	Carmel Country Road to Carmel Grove Road	4-M	A	11,206	0.280	A	11,401	0.285	0.005	NO
	Carmel Grove Road to SR-56 Westbound Ramps	4-M	A	14,862	0.372	B	15,057	0.376	0.005	NO
Valley Centre Drive	Carmel View Road to Carmel Creek Road	4-C	B	10,875	0.363	B	10,940	0.365	0.002	NO
Carmel Valley Road	I-5 Northbound Ramps to El Camino Real	PA	C	43,375	0.723	C	43,505	0.725	0.002	NO
High Bluff Drive	Del Mar Heights Road to El Camino Real	2-Ca	C	9,842	0.656	D	10,037	0.669	0.013	NO
Via de la Valle	San Andres Drive to El Camino Real (West)	2-Cb	F	24,400	2.440	F	24,530	2.453	0.013	YES

Notes:

Alternative 2 - 6,497 ADT = 76% Reduction from the Proposed Project

Used LOS analysis on the three significantly impacted segments and they all remain significantly impacted after the reduction in ADT.

E+P (Buildout) Comparison

ATTACHMENT 3

Existing & Existing + Project Intersection Summary

TEIR Alternative 2 - No Project / Development Under Existing Plans

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

Notes:

AM Peak Reduction For Alternative 2 = 42%
Int. #36 - 4.6 x 0.42 = 1.93, 4.6 - 1.93 = 2.67 (Intersection remains significant)

Please note there is no phasing for this alternative.

ATTACHMENT 4

Near Term With & Without Project Street Segment Comparison

EIR Alternative 2 - No Project / Development Under Existing Plans

Road	Segment	Class.	Near Term			Near Term + Project			$\Delta V/C$	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	22,538	0.501	0.013	NO
	Portofino Drive to I-5 Southbound Ramps	5-PA	C	37,169	0.743	C	37,948	0.759	0.016	NO
	I-5 SB Ramps and I-5 NB Ramps	5-PA	D	41,213	0.824	D	42,577	0.852	0.027	NO
	I-5 Northbound Ramps to High Bluff Drive	PA	D	54,775	0.913	E	57,309	0.955	0.042	YES
	High Bluff Drive to Third Avenue	PA	C	40,648	0.677	C	43,572	0.726	0.049	NO
	Thirth Avenue to First Avenue	PA	C	40,648	0.677	C	43,312	0.722	0.044	NO
	First Avenue to El Camino Real	PA	C	40,648	0.677	C	43,312	0.722	0.044	NO
	El Camino Real to Carmel Country Road	PA	B	33,654	0.561	C	35,408	0.590	0.029	NO
	Carmel Country Road to Torrey Ridge Road	PA	A	22,308	0.372	A	23,152	0.386	0.014	NO
	Torrey Ridge Road to Lansdale Drive	PA	A	19,643	0.327	A	20,228	0.337	0.010	NO
	Lansdale Drive to Carmel Canyon Road	PA	A	15,644	0.261	A	15,968	0.266	0.005	NO
El Camino Real	Via de la Valle to San Dieguito Road	2-Ca	F	16,235	1.082	F	16,430	1.095	0.013	YES
	San Dieguito Road to Derby Downs Road	4-M	A	14,332	0.358	A	14,592	0.365	0.006	NO
	Derby Downs Road to Half Mile Drive	4-M	B	15,793	0.395	B	16,053	0.401	0.006	NO
	Half Mile Drive to Quarter Mile Drive	4-M	A	13,921	0.348	A	14,246	0.356	0.008	NO
	Quarter Mile Drive to Del Mar Heights Road	4-M	B	15,373	0.384	B	15,763	0.394	0.010	NO
	Del Mar Heights Road to Townsgate Drive	6-M	A	17,014	0.340	A	17,988	0.360	0.019	NO
	Townsgate Drive to High Bluff Drive	6-M	A	16,662	0.333	A	17,506	0.350	0.017	NO
	High Bluff Drive to Valley Centre Drive	6-M	B	21,035	0.421	B	21,620	0.432	0.012	NO
	Valley Centre Drive to Carmel Valley Road	5-M	C	30,131	0.670	C	30,520	0.678	0.009	NO
Carmel Country Road	Del Mar Heights Road to Townsgate Drive	4-M	B	16,410	0.410	B	17,060	0.426	0.016	NO
	Townsgate Drive to Carmel Creek Road	4-M	A	14,294	0.357	A	14,814	0.370	0.013	NO
	Carmel Creek Road to Carmel Canyon Road	4-M	A	13,531	0.338	A	13,856	0.346	0.008	NO
	Carmel Canyon Road to SR-56 WB Ramps	4-M	C	21,170	0.529	C	21,429	0.536	0.006	NO
Carmel Canyon Road	Del Mar Heights Road to Carmel Country Rd.	4-M	A	12,591	0.315	A	12,721	0.318	0.003	NO
Carmel Creek Road	Carmel Country Road to Carmel Grove Road	4-M	A	11,542	0.289	A	11,737	0.293	0.005	NO
	Carmel Grove Road to SR-56 WB Ramps	4-M	B	15,933	0.398	B	16,128	0.403	0.005	NO
Valley Centre Drive	Carmel View Road to Carmel Creek Road	4-C	B	11,826	0.394	B	11,891	0.396	0.002	NO
Carmel Valley Road	I-5 Northbound Ramps to El Camino Real	PA	C	45,968	0.766	C	46,098	0.768	0.002	NO
High Bluff Drive	Del Mar Heights Road to El Camino Real	2-Ca	D	10,137	0.676	D	10,332	0.689	0.013	NO
Via de la Valle	San Andres Drive to El Camino Real (West)	2-Cb	F	26,732	2.673	F	26,862	2.686	0.013	YES

Notes:

Alternative 2 = 6,497 ADT = 76% Reduction from the Proposed Project

Used LOS analysis on the three significantly impacted segments and they all remain significantly impacted after the reduction in ADT.

ATTACHMENT 5

Near Term With & Without Project Intersection Summary

EIR Alternative 2 - No Project / Development Under Existing Plans

#	Intersection	Near Term						Near Term + Project					
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
		D	LOS	D	D	LOS	D	D	LOS	A	S?	D	LOS
1	El Camino Real / Via de la Valle	31.4	C	38.8	D	32.2	C	32.2	C	0.8	N	42.5	D
2	El Camino Real / San Diego Road	16.9	B	25.2	C	17.3	B	17.3	B	0.4	N	26.9	C
3	El Camino Real / Derby Downs Road	4.3	A	4.5	A	4.3	A	4.3	A	0.0	N	5.0	A
4	El Camino Real / Half Mile Drive	20.6	B	18.0	B	21.8	C	21.8	C	1.2	N	18.5	B
5	El Camino Real / Quarter Mile Drive	20.6	C	15.1	B	20.6	C	20.6	C	0.0	N	16.4	B
6	Del Mar Heights Road / Mango Drive	33.3	C	31.4	C	34.5	C	34.5	C	1.2	N	34.3	C
7	Del Mar Heights Road / Portofino Drive	9.4	A	9.2	A	9.6	A	9.6	A	0.2	N	9.4	A
8	Del Mar Heights Road / I-5 SB Ramps	24.8	C	23	C	28.7	C	28.7	C	3.9	N	27.8	C
9	Del Mar Heights Road / I-5 NB Ramps	39.6	D	38.3	D	49.8	D	49.8	D	10.2	N	50.5	D
10	Del Mar Heights Road / High Bluff Drive	28.5	C	32.1	C	31.3	C	31.3	C	2.8	N	56.2	E
11	Del Mar Heights Road / Third Avenue	DNE	DNE	DNE	DNE	6.5	A	6.5	A	0.0	N	13.5	B
12	Del Mar Heights Road / First Avenue	DNE	DNE	DNE	DNE	6	A	6	A	0.0	N	15.6	B
13	Del Mar Heights Road / El Camino Real	29.9	C	29.5	C	34.5	C	34.5	C	4.6	N	59.1	E
14	Del Mar Heights Road / Carmel Country Rd	22.9	C	21.1	C	26.4	C	26.4	C	3.5	N	25.6	C
15	Del Mar Heights Road / Torrey Ridge Drive	23.6	C	11.9	B	26.0	C	26.0	C	2.4	N	11.9	B
16	Del Mar Heights Road / Lansdale Drive	19.0	B	17.6	B	20.4	C	20.4	C	1.4	N	18.4	B
17	Del Mar Heights Road / Carmel Canyon Rd	13.8	B	10.2	B	14.0	B	14.0	B	0.2	N	10.2	B
18	El Camino Real / Del Mar Highlands Town Ctr.	6.8	A	13.5	B	14.3	B	14.3	B	7.5	N	27.5	C
19	Carmel Country Road / Townsgate Drive	26.5	C	21.8	C	27.4	C	27.4	C	0.9	N	22.6	C
20	El Camino Real / Townsgate Drive	21.3	C	20.7	C	21.3	C	21.3	C	0.0	N	20.9	C
21	Carmel Country Road / Carmel Creek Rd	58.6	E	24.1	C	60.4	E	60.4	E	1.8	N	27.4	C
22	El Camino Real / High Bluff Drive	21.1	C	26.2	C	21.6	C	21.6	C	0.5	N	29.0	C
23	Carmel View Road / High Bluff Drive	8.4	A	9.1	A	8.7	A	8.7	A	0.3	N	9.7	A
24	Carmel Creek Road / Carmel Grove Rd	27.8	C	17.5	B	27.8	C	27.8	C	0.0	N	17.7	B
25	Carmel Valley Road / I-5 SB Ramps	22.6	C	32.1	C	22.8	C	22.8	C	0.2	N	32.6	C
26	Carmel Valley Road / I-5 NB Ramps	13.6	B	20.4	C	14.1	B	14.1	B	0.5	N	20.6	C
27	El Camino Real / Valley Centre Drive	24.6	C	23.2	C	32.7	C	32.7	C	8.1	N	29.8	C
28	El Camino Real / Carmel Valley Rd	14.8	B	19.2	B	15	B	15	B	0.2	N	19.8	B
29	El Camino Real / SR-56 EB On Ramp	18.0	B	32.3	C	18.6	B	18.6	B	0.6	N	35.1	D
30	Carmel View Road / Valley Centre Drive	7.4	A	8.3	A	7.4	A	7.4	A	0.0	N	8.3	A
31	Carmel Creek Road / SR-56 WB Ramp	45.7	D	27	C	46.6	D	46.6	D	0.9	N	30.6	C
32	Carmel Creek Road / SR-56 EB Ramps	12.5	B	27.4	C	12.6	B	12.6	B	0.1	N	27.6	C
33	Carmel Country Road / Carmel Canyon Rd	33.1	C	25.6	C	35.9	D	35.9	D	2.8	N	25.6	C
34	Carmel Country Road / SR-56 WB Ramps	16.2	B	10.9	B	16.2	B	16.2	B	0.0	N	12.3	B
35	Carmel Country Road / SR-56 EB Ramps	14.1	B	11.7	B	14.3	B	14.3	B	0.2	N	12.1	B
36	Carmel Creek Road / Del Mar Trail	47.9	E	21.7	C	52.0	F	52.0	F	4.1	Y	23.8	C

Notes:

AM Peak Reduction for Alternative 2 = 42%

PM Peak Reduction for Alternative 2 = 68%

Int #10 - 24.1 x 0.68 = 16.4, 24.1 - 16.4 = 7.7 sec. (Intersection remains significant)

Int #13 - 29.6 x 0.68 = 20.1, 29.6 - 20.1 = 9.5 sec. (Intersection remains significant)

Int #36 - 4.1 x 0.42 = 1.7, 4.1 - 1.7 = 2.4 sec. (Intersection remains significant)

ATTACHMENT 6

Year 2030 Without & Year 2030 With Project Street Segment Comparison

EIR Alternative 2 - No Project / Development Under Existing Plans

Road	Segment	Class.	Year 2030			Year 2030 + Project			$\Delta V/C$	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	40,360	0.807	0.016	NO
	I-5 SB Ramps and I-5 NB Ramps	5-PA	C	37,820	0.756	D	39,184	0.784	0.027	NO
	I-5 Northbound Ramps to High Bluff Drive	PA	D	51,800	0.863	D	54,334	0.906	0.042	NO
	High Bluff Drive to Third Avenue	PA	C	42,770	0.713	C	45,694	0.762	0.049	NO
	Thirth Avenue to First Avenue	PA	C	42,770	0.713	D	45,434	0.757	0.044	NO
	First Avenue to El Camino Real	PA	C	42,770	0.713	D	45,434	0.757	0.044	NO
	El Camino Real to Carmel Country Road	PA	C	38,370	0.640	C	40,254	0.671	0.031	NO
	Carmel Country Road to Torrey Ridge Road	PA	B	34,400	0.573	C	35,245	0.587	0.014	NO
	Torrey Ridge Road to Lansdale Drive	PA	B	34,400	0.573	B	34,985	0.583	0.010	NO
	Lansdale Drive to Carmel Canyon Road	PA	B	34,400	0.573	B	34,725	0.579	0.005	NO
El Camino Real	Via de la Valle to San Dieguito Road	2-Ca	F	31,320	2.088	F	31,515	2.101	0.013	YES
	San Dieguito Road to Derby Downs Road	4-M	C	29,000	0.725	C	29,260	0.731	0.006	NO
	Derby Downs Road to Half Mile Drive	4-M	C	29,000	0.725	C	29,260	0.731	0.006	NO
	Half Mile Drive to Quarter Mile Drive	4-M	C	29,000	0.725	C	29,325	0.733	0.008	NO
	Quarter Mile Drive to Del Mar Heights Road	4-M	C	29,000	0.725	C	29,390	0.735	0.010	NO
	Del Mar Heights Road to Townsgate Drive	6-M	B	23,000	0.460	B	24,299	0.486	0.026	NO
	Townsgate Drive to High Bluff Drive	6-M	B	26,000	0.520	B	26,845	0.537	0.017	NO
	High Bluff Drive to Valley Centre Drive	6-M	C	35,620	0.712	C	36,205	0.724	0.012	NO
	Valley Centre Drive to Carmel Valley Road	5-M	D	36,470	0.810	D	36,860	0.819	0.009	NO
Carmel Country Road	Del Mar Heights Road to Townsgate Drive	4-M	C	22,280	0.557	C	22,930	0.573	0.016	NO
	Townsgate Drive to Carmel Creek Road	4-M	B	18,800	0.470	B	19,320	0.483	0.013	NO
	Carmel Creek Road to Carmel Canyon Road	4-M	A	13,590	0.340	A	13,915	0.348	0.008	NO
	Carmel Canyon Road to SR-56 WB Ramps	4-M	C	26,000	0.650	C	26,260	0.656	0.006	NO
Carmel Canyon Road	Del Mar Heights Road to Carmel Country Rd.	4-M	A	13,000	0.325	A	13,130	0.328	0.003	NO
Carmel Creek Road	Carmel Country Road to Carmel Grove Road	4-M	B	15,000	0.375	B	15,195	0.380	0.005	NO
	Carmel Grove Road to SR-56 WB Ramps	4-M	B	17,000	0.425	B	17,195	0.430	0.005	NO
Valley Centre Drive	Carmel View Road to Carmel Creek Road	4-C	D	20,000	0.667	D	20,065	0.669	0.002	NO
Carmel Valley Road	I-5 Northbound Ramps to El Camino Real	PA	C	43,020	0.717	C	43,150	0.719	0.002	NO
High Bluff Drive	Del Mar Heights Road to El Camino Real	2-Ca	D	11,700	0.780	D	11,895	0.793	0.013	NO
Via de la Valle	San Andres Drive to El Camino Real (West)	2-Cb	F	33,100	3.310	F	33,230	3.323	0.013	YES

Notes:

Alternative 2 - 6,497 ADT = 76% Reduction from the Proposed Project

Used LOS analysis on the three significantly impacted segments and they all remain significantly impacted after the reduction in ADT.

Year 2030 Comp (Buildout)

ATTACHMENT 7

Year 2030 With & Without Project (Buildout) Intersection Summary

EIR Alternative 2 - No Project / Development Under Existing Plans

#	Intersection	Year 2030						Year 2030 + Project (Buildout)					
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		A	S ?	PM Peak Hour	
		D	LOS	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 Diego 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	B	55.5	B	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

Notes:

- #9 AM) 35.6 x 0.42 = 15.3; 35.6 - 15.3 = 20.3 sec. (Intersection remains significant)
- #9 PM) 38.5 x 0.68 = 26.2; 38.5 - 26.2 = 12.3 sec. (Intersection remains significant)
- #10 AM) 11.3 x 0.42 = 4.7; 11.3 - 4.7 = 6.6 sec. (Intersection remains significant)
- #10 PM) 40.1 x 0.68 = 27.2; 40.1 - 27.2 = 12.9 sec. (Intersection remains significant)
- #13 PM) 42.6 x 0.68 = 28.9; 42.6 - 28.9 = 13.7 sec. (Intersection remains significant)
- #29 (PM) 8.6 x 0.68 = 5.8; 8.6 - 5.8 = 2.8 sec. (Intersection remains significant)
- #36 (AM) 5.0 x 0.42 = 2.1; 5.0 - 2.1 = 2.9 sec. (Intersection remains significant)

AM Peak Reduction for Alternative 2 = 42%
PM Peak Reduction for Alternative 2 = 68%

ATTACHMENT 8
Year 2030 With & Without Project Ramp Meter Analysis
 EIR Alternative 2 - No Project / Development Under Existing Plans

Most Restrictive Meter Rate

Location		Year 2030		Year 2030 With Project (Buildout)		▽	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 Reduction = 42%
 PM Peak Reduction = 68%

DMH / I-5 SB AM: $7.34 \times 0.42 = 3.08$, $7.34 - 3.08 = 4.26$ (Remains a significant impact)
 DMH / I-5 SB PM: $24.62 \times 0.68 = 16.74$, $24.62 - 16.74 = 7.88$ (Remains a significant impact)
 DMH / I-5 NB PM: $7.74 \times 0.68 = 5.26$, $7.74 - 5.26 = 2.48$ (Remains a significant impact)

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.

ATTACHMENT 9
One Paseo Trip Generation Table
EIR Alternative 3 - Commercial Only

Proposed Project

Proposed Project																		
Use	Amount		Trip	ADT	AM Peak Hour						PM Peak Hour							
					%*	#	In	Out	In	Out	%*	#	In	Out	In	Out		
Corporate Office	245,000	SF	10 /KSF	2,450	15%	368	9	:	1	331	37	15%	368	1	:	9	37	331
Multi-Tenant Office	291,000	SF	$\frac{Ln(T) = 0.756}{Ln(x) + 3.95}$	3,786	13%	492	9	:	1	443	49	14%	530	2	:	8	106	424
Community Shopping Center	220,000	SF	Blended Rate**	14,781	3%	443	6	:	4	266	177	10%	1,478	5	:	5	739	739
Cinema ¹	10	screens	220 /screen	2,200	0%	0	0	:	0	0	0	24	240	41	:	59	98	142
TOTAL				23,217		1,303			1,040	264		2,616				980	1,635	

Mixed Use Reductions

Mixed Use Reductions															
Use	Amount	Trip	ADT	AM Peak Hour						PM Peak Hour					
				%*	#	In	: Out	In	Out	%*	#	In	: Out	In	Out
Corporate Office	245,000 SF	10 /KSF	2,450	15%	368	9	: 1	331	37	15%	368	1	: 9	37	331
Multi-Tenant Office	291,000 SF	$\frac{Ln(T) = 0.756}{Ln(x) + 3.95}$	3,786	13%	492	9	: 1	443	49	14%	530	2	: 8	106	424
Commercial Office Mixed-Use Reduction %			3%		5%			5%	5%		4%			4%	4%
Sub-Total Commercial Office Mixed-Use Reduction			187		43			39	4		36			6	30
Community Shopping Center	220,000 SF	Blended Rate**	14,781	3%	443	6	: 4	266	177	10%	1,478	5	: 5	739	739
Cinema ¹	10 screens	220 /screen	2,200	0%	0	0	: 0	0	0	24	240	41	: 59	98	142
Commercial Retail Mixed-Use Reduction			187		43			39	4		36			6	30
Sub-Total Commercial Retail Mixed-Use Reduction			16,794		400			227	173		1,682			831	851
TOTAL MIXED-USE REDUCTION			374		86			78	8		72			12	60

Notes:

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

** = Blended Rate: 100,650sf @ 40/ksf = 4,026 ADT & 30,000sf @ 150/ksf = 4,500 ADT & 89,350sf @ 70/ksf = 6,255 ADT, so the total is 14,781 ADT, similar to the Proposed Project.

¹ = Cinema trip rate is based on ITE's Trip Generation, 8th edition, Land Use 443. Phasing options for a cinema ranging from 8 to 10 screens is discussed in Section 14.0

KSF = 1,000 Square Foot

ATTACHMENT 9

One Paseo Trip Generation Table

EIR Alternative 3 - Commercial Only

NET NEW TRIPS							
Condition	ADT	AM Peak Hour			PM Peak Hour		
		#	In	Out	#	In	Out
Proposed Project	23,217	1,303	1,040	264	2,616	980	1,635
Mixed Use Reductions	374	86	78	8	72	12	60
TOTAL	22,843	1,217	962	255	2,544	968	1,575
Proposed Project	26,961	1538	1057	481	2932	1231	1701
EIR Alternative Reduction %	15%	21%	9%	47%	13%	21%	7%

ATTACHMENT 10

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

EIR Alternative 3 - Commercial Only

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
Carmel Country Road	Valley Centre Drive to Carmel Valley Road	5-M	C	27,589	0.613	C	28,658	0.637	0.024	NO
	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	Carmel Canyon Road to SR-56 Westbound Ramps	4-M	B	20,553	0.514	C	21,265	0.532	0.018	NO
	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

Alternative 3 - 22,843 ADT = 15% Reduction from the Proposed Project

Segment #1) $0.116 \times 0.15 = 0.017$; $0.116 - 0.017 = 0.099$ (Segment remains significant)

Segment #2) $0.036 \times 0.15 = 0.005$; $0.036 - 0.005 = 0.031$ (Segment remains significant)

Segment #3) $0.036 \times 0.15 = 0.005$; $0.036 - 0.005 = 0.031$ (Segment remains significant)

E+P (Phase 1&2) Comparison

ATTACHMENT 11

Existing & Existing With Project (Buildout) Street Segment Comparison

EIR Alternative 3 - Commercial Only

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	D	45,752	0.915	0.113	NO
	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

Alternative 3 - 22,843 ADT = 15% Reduction from the Proposed Project

Segment #1) $0.175 \times 0.15 = 0.026$; $0.175 - 0.026 = 0.149$ (Segment remains significant)

Segment #2) $0.054 \times 0.15 = 0.008$; $0.054 - 0.008 = 0.046$ (Segment remains significant)

Segment #3) $0.054 \times 0.15 = 0.008$; $0.054 - 0.008 = 0.046$ (Segment remains significant)

E+P (Buildout) Comparison

ATTACHMENT 12

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

RR Alternative 3 - Commercial Only

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

AM Peak Reduction % = 21%

Int. 36) 2.9 x 0.21 = 0.6; 2.9 - 0.6 = 2.3 sec. (Intersection remains significant)

ATTACHMENT 13

Existing & Existing + Project (Buildout) Intersection Summary

EIR Alternative 3 - Commercial Only

EIR Alternative 3 - Commercial Only															
#	Intersection	Existing						Existing + Project (Buildout)							
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		A	S ?	PM Peak Hour		A	S ?
		D	LOS	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	46.2	E	4.6	Yes	22.9	C	2.8	No

AM Peak Reduction % = 21%

Int. 36) $4.6 \times 0.21 = 0.9$; $4.6 - 0.9 = 3.7$ sec. (Intersection remains significant)

ATTACHMENT 14

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

EIR Alternative 3 - Commercial Only

Road	Segment	Class.	Near Term			Near Term + 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	21,953	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
	Thirrh 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

Alternative 3 = 22,843 ADT = 15% Reduction from the Proposed Project

Segment #1) $0.116 \times 0.15 = 0.017$; $0.116 - 0.017 = 0.099$ (Segment remains significant)

Segment #2) $0.036 \times 0.15 = 0.005$; $0.036 - 0.005 = 0.031$ (Segment remains significant)

Segment #3) $0.036 \times 0.15 = 0.005$; $0.036 - 0.005 = 0.031$ (Segment remains significant)

Near Term Comp (Phase 1&2)

ATTACHMENT 15

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

EIR Alternative 3 - Commercial Only

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

Alternative 3 - 22,843 ADT = 15% Reduction from the Proposed Project

Segment #1) $0.175 \times 0.15 = 0.026$; $0.175 - 0.026 = 0.149$ (Segment remains significant)

Segment #2) $0.054 \times 0.15 = 0.008$; $0.054 - 0.008 = 0.046$ (Segment remains significant)

Segment #3) $0.054 \times 0.15 = 0.008$; $0.054 - 0.008 = 0.046$ (Segment remains significant)

Year 2030 Comp (Buildout)

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

EIR Alternative 3 - Commercial Only

#	Intersection	Near Term						Near Term + Project (Phase 1 & 2)					
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
		D	LOS	S ?	D	LOS	S ?	D	LOS	S ?	D	LOS	S ?
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	18.0	B	21.8	C	1.2	N	18.5	B	0.5	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

ATTACHMENT 17

Year 2030 With & Without Project (Buildout) Intersection Summary

EIR Alternative 3 - Commercial Only

#	Intersection	Year 2030						Year 2030 + Project (Buildout)						S ?
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			
		D	LOS	D	LOS	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	El Camino Real / 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	35.7	C	3.3	No	
9	Del Mar Heights Road / I-5 NB Ramps	71.5	B	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	25.8	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	39.0	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	

Notes:

- #9 AM) $35.6 \times 0.21 = 7.5$; $35.6 - 7.5 = 28.1$ sec. (Intersection remains significant)
- #9 PM) $38.5 \times 0.13 = 5.0$; $38.5 - 5.0 = 33.5$ sec. (Intersection remains significant)
- #10 AM) $11.3 \times 0.21 = 2.4$; $11.3 - 2.4 = 8.9$ sec. (Intersection remains significant)
- #10 PM) $40.1 \times 0.13 = 5.2$; $40.1 - 5.2 = 34.9$ sec. (Intersection remains significant)
- #13 PM) $42.6 \times 0.13 = 5.5$; $42.6 - 5.5 = 37.1$ sec. (Intersection remains significant)
- #29 PM) $8.6 \times 0.13 = 1.1$; $8.6 - 1.1 = 7.5$ sec. (Intersection remains significant)
- #56 AM) $5.0 \times 0.21 = 1.0$; $5.0 - 1.0 = 4.0$ sec. (Intersection remains significant)

AM Peak Reduction for Alternative 3 = 21%
PM Peak Reduction for Alternative 3 = 13%

ATTACHMENT 18
Year 2030 With & Without Project Ramp Meter Analysis
EIR Alternative 3 - Commercial Only

Most Restrictive Meter Rate

Location		Year 2030		Year 2030 With Project (Buildout)		Δ	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 Reduction = 21%
PM Peak Reduction = 13%

DMH / I-5 SB AM: $7.34 \times 0.21 = 1.54$; $7.34 - 1.54 = 5.8$ (Remains a significant impact)
DMH / I-5 SB PM: $24.62 \times 0.13 = 3.20$; $24.62 - 3.20 = 21.4$ (Remains a significant impact)
DMH / I-5 NB PM: $7.74 \times 0.13 = 1.0$; $7.74 - 1.0 = 6.7$ (Remains a significant impact)

15 Minute Max. Meter Rate

Location		Year 2030		Year 2030 With Project (Buildout)		Δ	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.

ATTACHMENT 19

One Paseo Trip Generation Table

EIR Alternative 4 - Medical Office / Senior Housing

Proposed Project

Use	Amount	Trip	ADT	AM Peak Hour						PM Peak Hour					
				%*	#	In	Out	In	Out	%*	#	In	Out	In	Out
Medical Office	425,000 SF	50 /KSF	21,250	6%	1,275	8	2	1,020	255	10%	2,125	3	7	638	1,488
Senior Housing	600 DU	4 /DU	2,400	8%	192	2	8	38	154	10%	240	7	3	168	72
TOTAL			23,650		1,467			1,058	409		2,365			806	1,560
Proposed Project			26,961		1,538			1,057	481		2,932			1,231	1,701
EIR Alternative Reduction %			12%		5%			0.01%	15%		19%			34%	8%

Notes:

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

DU = Dwelling Unit

KSF = 1,000 Square Foot

ATTACHMENT 20

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

EIR Alternative 4 - Medical Office / Senior Housing

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
Carmel Country Road	Valley Centre Drive to Carmel Valley Road	5-M	C	27,589	0.613	C	28,658	0.637	0.024	NO
	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	Carmel Canyon Road to SR-56 Westbound Ramps	4-M	B	20,553	0.514	C	21,265	0.532	0.018	NO
	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

Alternative 4 - 23,650 ADT = 12% Reduction from the Proposed Project

Segment #1) $0.116 \times 0.12 = 0.014$; $0.116 - 0.014 = 0.102$ (Segment remains significant)

Segment #2) $0.036 \times 0.12 = 0.004$; $0.036 - 0.004 = 0.032$ (Segment remains significant)

Segment #3) $0.036 \times 0.12 = 0.004$; $0.036 - 0.004 = 0.032$ (Segment remains significant)

E+P (Phase 1&2) Comparison

ATTACHMENT 21

Existing & Existing With Project (Buildout) Street Segment Comparison

EIR Alternative 4 - Medical Office / Senior Housing

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	D	45,752	0.915	0.113	NO
	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

Alternative 4 - 23,650 ADT = 12% Reduction from the Proposed Project

Segment #1) $0.175 \times 0.12 = 0.021$; $0.175 - 0.021 = 0.154$ (Segment remains significant)

Segment #2) $0.054 \times 0.12 = 0.006$; $0.054 - 0.006 = 0.048$ (Segment remains significant)

Segment #3) $0.054 \times 0.12 = 0.006$; $0.054 - 0.006 = 0.048$ (Segment remains significant)

E+P (Buildout) Comparison

ATTACHMENT 22

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

EIR Alternative 4 - Medical Office / Senior Housing

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

AM Peak Reduction % = 5%

Int. 36) 2.9 x 0.05 = 0.145; 2.9 - 0.145 = 2.7 sec. (Intersection remains significant)

ATTACHMENT 23

Existing & Existing + Project (Buildout) Intersection Summary

EIR Alternative 4 - Medical Office / Senior Housing

#	Intersection	Existing						Existing + Project (Buildout)					
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
		D	LOS	D	D	LOS	D	D	LOS	A	S ?	D	LOS
1	El Caminito Real / Via de la Valle	27.7	C	30.0	C	28.7	C	28.7	C	1.0	No	33.5	C
2	El Caminito Real / San Diego Road	16.6	B	23.8	C	17.0	B	17.0	B	0.4	No	26.4	C
3	El Caminito Real / Derby Downs Road	4.3	A	3.3	A	4.3	A	4.3	A	0.0	No	5.0	A
4	El Caminito Real / Half Mile Drive	19.6	B	16.8	B	20.9	C	20.9	C	1.3	No	18.9	B
5	El Caminito Real / Quarter Mile Drive	20.0	B	14.0	B	20.4	C	20.4	C	0.4	No	14.4	B
6	Del Mar Heights Road / Mango Drive	31.7	C	29.7	C	32.9	C	32.9	C	1.2	No	33.4	C
7	Del Mar Heights Road / Portofino Drive	9.3	A	9.1	A	9.6	A	9.6	A	0.3	No	9.4	A
8	Del Mar Heights Road / I-5 SB Ramps	22.5	C	20.3	C	25.1	C	25.1	C	2.6	No	25.9	C
9	Del Mar Heights Road / I-5 NB Ramps	35.1	D	37.5	D	40.4	D	40.4	D	5.3	No	51.3	D
10	Del Mar Heights Road / High Bluff Drive	26.1	C	28.9	C	29.1	C	29.1	C	3.0	No	47.2	D
11	Del Mar Heights Road / Third Avenue	DNE	DNE	DNE	DNE	DNE	DNE	8.7	A	N/A	No	21.2	C
12	Del Mar Heights Road / First Avenue	DNE	DNE	DNE	DNE	DNE	DNE	7.7	A	N/A	No	22.0	C
13	Del Mar Heights Road / El Caminito Real	27.2	C	26.9	C	31.6	C	31.6	C	6.4	No	45.5	D
14	Del Mar Heights Road / Carmel Country Rd	22.1	C	24.3	C	26.5	C	26.5	C	4.4	No	36.5	D
15	Del Mar Heights Road / Torrey Ridge Drive	22.7	C	14.9	B	25.3	C	25.3	C	2.6	No	15.4	B
16	Del Mar Heights Road / Lansdale Drive	20.4	C	19.8	B	22.9	C	22.9	C	2.5	No	27.6	C
17	Del Mar Heights Road / Carmel Canyon Rd	13.4	B	9.8	A	13.6	B	13.6	B	0.2	No	10.0	A
18	Del Mar Heights Road / Del Mar Highlands Town Ctr.	7.2	A	12.4	B	19.1	B	19.1	B	11.9	No	28.7	C
19	Carmel Country Road / Townsgate Drive	25.8	C	20.2	C	26.9	C	26.9	C	1.1	No	22.7	C
20	El Caminito Real / Townsgate Drive	18.2	B	13.0	B	18.8	B	18.8	B	0.6	No	14.1	B
21	Carmel Country Road / Carmel Creek Rd	45.3	D	23.2	C	49.2	D	49.2	D	3.9	No	27.7	C
22	El Caminito Real / High Bluff Drive	25.2	C	27.9	C	25.8	C	25.8	C	0.6	No	31.8	C
23	Carmel View Road / High Bluff Drive	8.3	A	9.0	A	8.7	A	8.7	A	0.4	No	9.8	A
24	Carmel Creek Road / Carmel Grove Rd	26.8	C	17.2	B	26.8	C	26.8	C	0.0	No	17.4	B
25	Carmel Valley Road / I-5 SB Ramps	19.6	B	27.0	C	20.1	C	20.1	C	0.5	No	27.6	C
26	Carmel Valley Road / I-5 NB Ramps	12.6	B	18.2	B	12.6	B	12.6	B	0.0	No	18.2	B
27	El Caminito Real / Valley Centre Drive	20.9	C	19.7	B	21.1	C	21.1	C	0.2	No	20.2	C
28	El Caminito Real / Carmel Valley Rd	14.0	B	16.8	B	14.9	B	14.9	B	0.9	No	20.9	C
29	El Caminito Real / SR-56 EB On Ramp	15.4	B	24.4	C	16.1	B	16.1	B	0.7	No	26.5	C
30	Carmel View Road / Valley Centre Drive	6.7	A	7.8	A	6.7	A	6.7	A	0.0	No	7.8	A
31	Carmel Creek Road / SR-56 WB Ramp	37.0	D	20.7	C	39.4	D	39.4	D	2.4	No	21.6	C
32	Carmel Creek Road / SR-56 EB Ramps	11.6	B	19.5	B	11.7	B	11.7	B	0.1	No	26.0	C
33	Carmel Country Road / Carmel Canyon Rd	31.9	C	23.2	C	32.3	C	32.3	C	0.4	No	25.5	C
34	Carmel Country Road / SR-56 WB Ramps	15.7	B	10.9	B	15.8	B	15.8	B	0.1	No	11.4	B
35	Carmel Country Road / SR-56 EB Ramps	13.4	B	11.5	B	13.4	B	13.4	B	0.0	No	12.1	B
36	Carmel Creek Road / Del Mar Trail	41.6	E	20.1	C	46.2	E	46.2	E	4.6	Yes	22.9	C

AM Peak Reduction % = 5%

Int. 36) 4.6 x 0.05 = 0.23; 4.6 - 0.23 = 4.4 sec. (Intersection remains significant)

ATTACHMENT 24

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

EIR Alternative 4 - Medical Office / Senior Housing

Road	Segment	Class.	Near Term			Near Term + 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	21,953	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
	Thirrh 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
	Valley Centre Drive to Carmel Valley Road	5-M	C	30,131	0.670	C	31,199	0.693	0.024	NO
Carmel Country Road	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 to SR-56 WB Ramps	4-M	C	21,170	0.529	C	21,882	0.547	0.018	NO
Carmel Canyon Road	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

Alternative 4 = 23,650 ADT = 12% Reduction from the Proposed Project

Segment #1) $0.116 \times 0.12 = 0.014$; $0.116 - 0.014 = 0.102$ (Segment remains significant)

Segment #2) $0.036 \times 0.12 = 0.004$; $0.036 - 0.004 = 0.032$ (Segment remains significant)

Segment #3) $0.036 \times 0.12 = 0.004$; $0.036 - 0.004 = 0.0312$ (Segment remains significant)

Near Term Comp (Phase 1&2)

ATTACHMENT 25

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

EIR Alternative 4 - Medical Office / Senior Housing

Road	Segment	Class.	Year 2030			Year 2030 + 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	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

Alternative 4 = 23,650 ADT = 12% Reduction from the Proposed Project

Segment #1) $0.175 \times 0.12 = 0.021$; $0.175 - 0.021 = 0.154$ (Segment remains significant)

Segment #2) $0.054 \times 0.12 = 0.006$; $0.054 - 0.006 = 0.048$ (Segment remains significant)

Segment #3) $0.054 \times 0.12 = 0.006$; $0.054 - 0.006 = 0.048$ (Segment remains significant)

Year 2030 Comp (Buildout)

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

EIR Alternative 4 - Medical Office / Senior Housing

#	Intersection	Near Term				Near Term + Project (Phase 1 & 2)			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		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	42.5	D
2	El Camino Real / San Diegoito Road	16.9	B	25.2	C	17.3	B	26.9	C
3	El Camino Real / Derby Downs Road	4.3	A	4.5	A	4.3	A	5.0	A
4	El Camino Real / Half Mile Drive	20.6	B	18.0	B	21.8	C	18.5	B
5	El Camino Real / Quarter Mile Drive	20.6	C	15.1	B	20.6	C	16.4	B
6	Del Mar Heights Road / Mango Drive	33.3	C	31.4	C	34.5	C	34.3	C
7	Del Mar Heights Road / Portofino Drive	9.4	A	9.2	A	9.6	A	9.4	A
8	Del Mar Heights Road / I-5 SB Ramps	24.8	C	23	C	28.7	C	27.8	C
9	Del Mar Heights Road / I-5 NB Ramps	39.6	D	38.3	D	49.8	D	50.5	D
10	Del Mar Heights Road / High Bluff Drive	28.5	C	32.1	C	31.3	C	56.2	E
11	Del Mar Heights Road / Third Avenue	DNE	DNE	DNE	DNE	6.5	A	13.5	B
12	Del Mar Heights Road / First Avenue	DNE	DNE	DNE	DNE	6	A	15.6	B
13	Del Mar Heights Road / El Camino Real	29.9	C	29.5	C	34.5	C	59.1	E
14	Del Mar Heights Road / Carmel Country Rd	22.9	C	21.1	C	26.4	C	25.6	C
15	Del Mar Heights Road / Torrey Ridge Drive	23.6	C	11.9	B	26.0	C	11.9	B
16	Del Mar Heights Road / Lansdale Drive	19.0	B	17.6	B	20.4	C	18.4	B
17	Del Mar Heights Road / Carmel Canyon Rd	13.8	B	10.2	B	14.0	B	10.2	B
18	El Camino Real / Del Mar Highlands Town Ctr.	6.8	A	13.5	B	14.3	B	27.5	C
19	Carmel Country Road / Townsgate Drive	26.5	C	21.8	C	27.4	C	22.6	C
20	El Camino Real / Townsgate Drive	21.3	C	20.7	C	21.3	C	20.9	C
21	Carmel Country Road / Carmel Creek Rd	58.6	E	24.1	C	60.4	E	27.4	C
22	El Camino Real / High Bluff Drive	21.1	C	26.2	C	21.6	C	29.0	C
23	Carmel View Road / High Bluff Drive	8.4	A	9.1	A	8.7	A	9.7	A
24	Carmel Creek Road / Carmel Grove Rd	27.8	C	17.5	B	27.8	C	17.7	B
25	Carmel Valley Road / I-5 SB Ramps	22.6	C	32.1	C	22.8	C	32.6	C
26	Carmel Valley Road / I-5 NB Ramps	13.6	B	20.4	C	14.1	B	20.6	C
27	El Camino Real / Valley Centre Drive	24.6	C	23.2	C	32.7	C	29.8	C
28	El Camino Real / Carmel Valley Rd	14.8	B	19.2	B	15	B	19.8	B
29	El Camino Real / SR-56 EB On Ramp	18.0	B	32.3	C	18.6	B	35.1	D
30	Carmel View Road / Valley Centre Drive	7.4	A	8.3	A	7.4	A	8.3	A
31	Carmel Creek Road / SR-56 WB Ramp	45.7	D	27	C	46.6	D	30.6	C
32	Carmel Creek Road / SR-56 EB Ramps	12.5	B	27.4	C	12.6	B	27.6	C
33	Carmel Country Road / Carmel Canyon Rd	33.1	C	25.6	C	35.9	D	25.6	C
34	Carmel Country Road / SR-56 WB Ramps	16.2	B	10.9	B	16.2	B	12.3	B
35	Carmel Country Road / SR-56 EB Ramps	14.1	B	11.7	B	14.3	B	12.1	B
36	Carmel Creek Road / Del Mar Trail	47.9	E	21.7	C	52.0	F	23.8	C
						4.1	Y		

AM Peak Reduction for Alternative 4 = 5%

PM Peak Reduction for Alternative 4 = 19%

Int #10) $24.1 \times 0.19 = 4.5$; $24.1 - 4.5 = 19.6$ sec. (Intersection remains significant)Int #13) $29.6 \times 0.19 = 5.6$; $29.6 - 5.6 = 24.0$ sec. (Intersection remains significant)Int #36) $4.1 \times 0.05 = 0.2$; $4.1 - 0.2 = 3.9$ sec. (Intersection remains significant)

ATTACHMENT 27

Year 2030 With & Without Project (Buildout) Intersection Summary

TEIR Alternative 4 - Medical Office / Senior Housing

#	Intersection	Year 2030										Year 2030 + Project (Buildout)									
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour					
		D	LOS	D	LOS	D	LOS	D	LOS	D	LOS	D	LOS	D	LOS	D	LOS				
																		A	S ?	A	S ?
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	20.4	C	1.3	No				
2	El Camino Real / San Diego Road	24.2	C	47.2	D	26.7	C	2.5	No	52.5	D	5.3	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	40.0	D	6.4	No				
23	Carmel View Road / High Bluff Drive	8.9	A	9.3	A	9.3	A	0.4	No	10.9	B	1.1	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	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	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	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	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	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	8.5	Yes	97.6	F	8.5	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	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	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	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	34.1	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	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	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	23.6	C	3.0	No				

Notes:

- #9 AM) 35.6 x 0.05 = 1.8; 35.6 - 1.8 = 33.8 sec. (Intersection remains significant)
- #9 PM) 38.5 x 0.19 = 7.3; 38.5 - 7.3 = 31.2 sec. (Intersection remains significant)
- #10 AM) 11.3 x 0.05 = 0.5; 11.3 - 0.5 = 10.8 sec. (Intersection remains significant)
- #10 PM) 40.1 x 0.19 = 7.6; 40.1 - 7.6 = 32.5 sec. (Intersection remains significant)
- #13 PM) 42.6 x 0.19 = 8.1; 42.6 - 8.1 = 34.5 sec. (Intersection remains significant)
- #29 (PM) 8.6 x 0.19 = 1.6; 8.6 - 1.6 = 7.0 sec. (Intersection remains significant)
- #36 (AM) 5.0 x 0.05 = 0.3; 5.0 - 0.3 = 4.7 sec. (Intersection remains significant)

AM Peak Reduction for Alternative 4 = 5%
PM Peak Reduction for Alternative 4 = 19%

ATTACHMENT 28

Year 2030 With & Without Project Ramp Meter Analysis

EIR Alternative 4 - Medical Office / Senior Housing

Most Restrictive Meter Rate

Location		Year 2030		Year 2030 With Project (Buildout)		Δ	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 Reduction = 5%
PM Peak Reduction = 19%

DMH / I-5 SB AM: $7.34 \times 0.05 = 0.4$; $7.34 - 0.4 = 6.94$ (Remains a significant impact)
DMH / I-5 SB PM: $24.62 \times 0.19 = 4.67$; $24.62 - 4.67 = 20.0$ (Remains a significant impact)
DMH / I-5 NB PM: $7.74 \times 0.19 = 1.47$; $7.74 - 1.47 = 6.27$ (Remains a significant impact)

15 Minute Max. Meter Rate

Location		Year 2030		Year 2030 With Project (Buildout)		Δ	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.

ATTACHMENT 29
One Paseo Trip Generation Table
EIR Alternative 5 - No Retail

Proposed Project

Use	Amount	Trip	ADT	AM Peak Hour					PM Peak Hour				
				%*	#	In	Out	In	Out	%*	#	In	Out
Corporate Office	245,000 SF	10 /KSF	2,450	15%	368	9 : 1	331	37	15%	368	1 : 9	37	331
Multi-Tenant Office	270,000 SF	$\frac{\ln(T) - 0.756}{\ln(x) + 3.95}$	3,577	13%	465	9 : 1	419	47	14%	501	2 : 8	100	401
Hotel	150 Rms	10 /Rm	1,500	6%	90	6 : 4	54	36	8%	120	6 : 4	72	48
Multi-Family Residential	608 DU	6 /DU	3,648	8%	292	2 : 8	58	233	10%	365	7 : 3	255	109
TOTAL			11,175		1,214			862	353		1,353		464
													889

Mixed Use Reductions

Use	Amount	Trip	ADT	AM Peak Hour					PM Peak Hour				
				%*	#	In	Out	In	Out	%*	#	In	Out
Corporate Office	245,000 SF	10 /KSF	2,450	15%	368	9 : 1	331	37	15%	368	1 : 9	37	331
Multi-Tenant Office	270,000 SF	$\frac{\ln(T) - 0.756}{\ln(x) + 3.95}$	3,577	13%	465	9 : 1	419	47	14%	501	2 : 8	100	401
Commercial Office Reduction %			3%		5%			5%	5%		4%		4%
Sub-Total Commercial Office Reduction			181		42			37	4		35		5
Hotel	150 Rms	10 /Rm	1,500	6%	90	6 : 4	54	36	8%	120	6 : 4	72	48
Multi-Family Residential	608 DU	6 /DU	3,648	8%	292	2 : 8	58	233	10%	365	7 : 3	255	109
Residential Reduction %			10%		8%			8%	8%		10%		10%
Sub-Total Residential Reduction			515		31			9	22		48		33
TOTAL REDUCTION			696		72			46	26		83		38
													45

Notes:

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

DU = Dwelling Unit

KSF = 1,000 Square Foot

Rm = Room

ATTACHMENT 29
 One Paseo Trip Generation Table
 EIR Alternative 5 - NO RETAIL

NET NEW TRIPS							
Condition	ADT	AM Peak Hour			PM Peak Hour		
		#	In	Out	#	In	Out
Proposed Project	11,175	1,214	862	353	1,353	464	889
Mixed Use Reductions	696	72	46	26	83	38	45
TOTAL	10,480	1,142	815	327	1,270	426	844
Proposed Project	26,961	1,538	1,057	481	2,932	1,231	1,701
EIR Alternative Reduction %	61%	26%	23%	32%	57%	65%	50%

ATTACHMENT 30

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

EIR Alternative 5 - No Retail

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

Alternative 5 - 10,480 ADT = 61% Reduction from the Proposed Project

Segment #1) $0.116 \times 0.61 = 0.071$; $0.116 - 0.071 = 0.045$ (Segment remains significant)

Segment #2) $0.036 \times 0.61 = 0.022$; $0.036 - 0.022 = 0.014$ (Segment remains significant)

Segment #3) $0.036 \times 0.61 = 0.022$; $0.036 - 0.022 = 0.014$ (Segment remains significant)

ATTACHMENT 31

Existing & Existing With Project (Buildout) Street Segment Comparison

EIR Alternative 5 - No Retail

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	D	45,752	0.915	0.113	NO
	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

Alternative 5 - 10,480 ADT = 61% Reduction from the Proposed Project

Segment #1) $0.175 \times 0.61 = 0.106$; $0.175 - 0.106 = 0.069$ (Segment remains significant)

Segment #2) $0.054 \times 0.61 = 0.033$; $0.054 - 0.033 = 0.021$ (Segment remains significant)

Segment #3) $0.054 \times 0.61 = 0.033$; $0.054 - 0.033 = 0.021$ (Segment remains significant)

E+P (Buildout) Comparison

ATTACHMENT 32

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

EUR Alternative 5 - No Retail

#	Intersection	Existing				Existing + Project (Phase 1 & 2)							
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		A	S ?	PM Peak Hour	
		D	LOS	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	32.6	C	0.7	No	32.6	C
2	El Camino Real / San Diego Road	15.6	B	23.8	C	16.8	B	25.8	C	0.2	No	25.8	C
3	El Camino Real / Derby Downs Road	4.3	A	3.3	A	4.3	A	4.6	A	0.0	No	4.6	A
4	El Camino Real / Half Mile Drive	19.6	B	16.8	B	20.6	C	17.8	B	1.0	No	17.8	B
5	El Camino Real / Quarter Mile Drive	20.0	B	14.0	B	20.1	C	15.1	B	0.1	No	15.1	B
6	Del Mar Heights Road / Mango Drive	31.7	C	29.7	C	32.5	C	32.3	C	0.8	No	32.3	C
7	Del Mar Heights Road / Portofino Drive	9.3	A	9.1	A	9.5	A	9.3	A	0.2	No	9.3	A
8	Del Mar Heights Road / I-5 SB Ramps	22.5	C	20.3	C	24.8	C	24.0	C	2.3	No	24.0	C
9	Del Mar Heights Road / I-5 NB Ramps	35.1	D	37.5	D	37.7	D	41.2	D	2.6	No	41.2	D
10	Del Mar Heights Road / High Bluff Drive	26.1	C	28.9	C	27.4	C	40.4	D	1.3	No	40.4	D
11	Del Mar Heights Road / Third Avenue	DNE	DNE	DNE	DNE	6.8	A	14.1	B	N/A	No	14.1	B
12	Del Mar Heights Road / First Avenue	DNE	DNE	DNE	DNE	6.0	A	15.8	B	N/A	No	15.8	B
13	Del Mar Heights Road / El Camino Real	27.2	C	26.9	C	32.2	C	37.3	D	5.0	No	37.3	D
14	Del Mar Heights Road / Carmel Country Rd	22.1	C	24.3	C	25.5	C	28.6	C	3.4	No	28.6	C
15	Del Mar Heights Road / Torrey Ridge Drive	22.7	C	14.9	B	25.1	C	16.2	B	2.4	No	16.2	B
16	Del Mar Heights Road / Lausdale Drive	20.4	C	19.8	B	22.1	C	23.8	C	1.7	No	23.8	C
17	Del Mar Heights Road / Carmel Canyon Rd	13.4	B	9.8	A	13.6	B	9.9	A	0.2	No	9.9	A
18	El Camino Real / Del Mar Highlands Town Ctr.	7.2	A	12.4	B	17.9	B	26.1	C	10.7	No	26.1	C
19	Carmel Country Road / Townsgate Drive	25.8	C	20.2	C	26.6	C	22.1	C	0.8	No	22.1	C
20	El Camino Real / Townsgate Drive	18.2	B	13.0	B	18.6	B	13.7	B	0.4	No	13.7	B
21	Carmel Country Road / Carmel Creek Rd	45.3	D	23.2	C	47.7	D	25.7	C	2.4	No	25.7	C
22	El Camino Real / High Bluff Drive	25.2	C	27.9	C	25.8	C	30.1	C	0.6	No	30.1	C
23	Carmel View Road / High Bluff Drive	8.3	A	9.0	A	8.6	A	9.5	A	0.3	No	9.5	A
24	Carmel Creek Road / Carmel Grove Rd	26.8	C	17.2	B	26.8	C	17.3	B	0.0	No	17.3	B
25	Carmel Valley Road / I-5 SB Ramps	19.6	B	27.0	C	20.1	C	27.9	C	0.5	No	27.9	C
26	Carmel Valley Road / I-5 NB Ramps	12.6	B	18.2	B	12.6	B	18.4	B	0.0	No	18.4	B
27	El Camino Real / Valley Centre Drive	20.9	C	19.7	B	21.0	C	20.2	C	0.1	No	20.2	C
28	El Camino Real / Carmel Valley Rd	14.0	B	16.8	B	14.9	B	20.6	C	0.9	No	20.6	C
29	El Camino Real / SR-56 EB On Ramp	15.4	B	24.4	C	15.7	B	26.0	C	0.3	No	26.0	C
30	Carmel View Road / Valley Centre Drive	6.7	A	7.8	A	6.7	A	7.8	A	0.0	No	7.8	A
31	Carmel Creek Road / SR-56 WB Ramp	37.0	D	20.7	C	39.0	D	21.5	C	2.0	No	21.5	C
32	Carmel Creek Road / SR-56 EB Ramps	11.6	B	19.5	B	11.8	B	25.6	C	0.2	No	25.6	C
33	Carmel Country Road / Carmel Canyon Rd	31.9	C	23.2	C	32.2	C	25.2	C	0.3	No	25.2	C
34	Carmel Country Road / SR-56 WB Ramps	15.7	B	10.9	B	15.8	B	11.3	B	0.1	No	11.3	B
35	Carmel Country Road / SR-56 EB Ramps	13.4	B	11.5	B	13.4	B	11.9	B	0.0	No	11.9	B
36	Carmel Creek Road / Del Mar Trail	41.6	E	20.1	C	44.5	E	21.9	C	2.9	Yes	21.9	C

AMI Peak Reduction % = 26%

Int. 36) 2.9 x 0.26 = 0.754; 2.9 - 0.754 = 2.1 sec. (Intersection remains significant)

ATTACHMENT 33

Existing & Existing + Project (Buildout) Intersection Summary

TIR Alternative 5 - No Retail

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

ATTACHMENT 34

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

EIR Alternative 5 - No Retail

Road	Segment	Class.	Near Term			Near Term + 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	21,953	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
	Thirth 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
	Valley Centre Drive to Carmel Valley Road	5-M	C	30,131	0.670	C	31,199	0.693	0.024	NO
Carmel Country Road	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 to SR-56 WB Ramps	4-M	C	21,170	0.529	C	21,882	0.547	0.018	NO
Carmel Canyon Road	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

Alternative 5 = 10,480 ADT = 61% Reduction from the Proposed Project

Segment #1) $0.116 \times 0.61 = 0.071$; $0.116 - 0.071 = 0.045$ (Segment remains significant)

Segment #2) $0.036 \times 0.61 = 0.022$; $0.036 - 0.022 = 0.014$ (Segment remains significant)

Segment #3) $0.036 \times 0.61 = 0.022$; $0.036 - 0.022 = 0.014$ (Segment remains significant)

Near Term Comp (Phase 1&2)

ATTACHMENT 35

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

EIR Alternative 5 - No Retail

Road	Segment	Class.	Year 2030			Year 2030 + 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	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

Alternative 5 = 10,480 ADT = 61% Reduction from the Proposed Project

Segment #1) $0.175 \times 0.61 = 0.106$; $0.175 - 0.106 = 0.069$ (Segment remains significant)

Segment #2) $0.054 \times 0.61 = 0.033$; $0.054 - 0.033 = 0.021$ (Segment remains significant)

Segment #3) $0.054 \times 0.61 = 0.033$; $0.054 - 0.033 = 0.021$ (Segment remains significant)

Year 2030 Comp (Buildout)

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

EIR Alternative 5 - No Retail

#	Intersection	Near Term				Near Term + Project (Phase 1 & 2)							
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		S ?	Δ	S ?	Δ
		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	18.0	B	21.8	C	1.2	N	18.5	B	0.5	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

AM Peak Reduction for Alternative 5 = 26%

PM Peak Reduction for Alternative 5 = 57%

Int #10) 24.1 x 0.57 = 13.7; 24.1 - 13.7 = 10.4 sec. (Intersection remains significant)

Int #13) 29.6 x 0.57 = 16.8; 29.6 - 16.8 = 12.8 sec. (Intersection remains significant)

Int #36) 4.1 x 0.26 = 1.1; 4.1 - 1.1 = 3.0 sec. (Intersection remains significant)

ATTACHMENT 37

Year 2030 With & Without Project (Buildout) Intersection Summary

EIR Alternative 5 - No Retail

#	Intersection	Year 2030						Year 2030 + Project (Buildout)					
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
		D	LOS	D	LOS	D	LOS	D	LOS	D	LOS	D	LOS
1	El Caminito 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 Caminito Real / San Dieguito Road	24.2	C	47.2	D	26.7	C	2.5	No	52.3	D	5.3	No
3	El Caminito Real / Derby Downs Road	4.3	A	5.1	A	4.3	A	0.0	No	5.1	A	0.0	No
4	El Caminito Real / Half Mile Drive	22.9	C	14.0	B	24.8	C	1.9	No	14.1	B	0.1	No
5	El Caminito 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	B	107.1	F	35.6	Yes	94.0	F	38.5	Yes
10	Del Mar Heights Road / Third Avenue	44.0	D	40.1	D	55.3	E	11.3	Yes	80.2	F	40.1	Yes
11	Del Mar Heights Road / First Avenue	DNE	DNE	DNE	DNE	8.3	A	0.0	No	20.7	C	0.0	No
12	Del Mar Heights Road / El Caminito Real	DNE	DNE	DNE	DNE	7.7	A	0.0	No	20.9	C	0.0	No
13	Del Mar Heights Road / Carmel Country Rd	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 / Lausdale 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 Caminito 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 Caminito 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 Caminito 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 Caminito Real / Valley Centre Drive	22.0	C	27.4	C	22.2	C	0.2	No	29.3	C	1.9	No
28	El Caminito Real / Carmel Valley Rd	22.0	C	17.6	B	22.2	C	0.2	No	19.2	B	1.6	No
29	El Caminito 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

#9 AM) 35.6 x 0.26 = 9.3; 35.6 - 9.3 = 26.3 sec. (Intersection remains significant)
 #9 PM) 38.5 x 0.57 = 21.9; 38.5 - 21.9 = 16.6 sec. (Intersection remains significant)
 #10 AM) 11.3 x 0.26 = 2.9; 11.3 - 2.9 = 8.4 sec. (Intersection remains significant)
 #10 PM) 40.1 x 0.57 = 22.8; 40.1 - 22.8 = 17.3 sec. (Intersection remains significant)
 #13 PM) 42.6 x 0.57 = 24.3; 42.6 - 24.3 = 18.3 sec. (Intersection remains significant)
 #39 PM) 8.6 x 0.57 = 4.9; 8.6 - 4.9 = 3.7 sec. (Intersection remains significant)
 #36 AM) 5.0 x 0.26 = 1.3; 5.0 - 1.3 = 3.7 sec. (Intersection remains significant)

AM Peak Reduction for Alternative 5 = 26%
 PM Peak Reduction for Alternative 5 = 57%

ATTACHMENT 38
Year 2030 With & Without Project Ramp Meter Analysis
EIR Alternative 5 - No Retail

Most Restrictive Meter Rate

Location		Year 2030		Year 2030 With Project (Buildout)		Δ	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 Reduction = 26%
PM Peak Reduction = 57%

DMH / I-5 SB AM: $7.34 \times 0.26 = 1.9$; $7.34 - 1.9 = 5.44$ (Remains a significant impact)
DMH / I-5 SB PM: $24.62 \times 0.57 = 14.0$; $24.62 - 14.0 = 10.62$ (Remains a significant impact)
DMH / I-5 NB PM: $7.74 \times 0.57 = 4.41$; $7.74 - 4.41 = 3.33$ (Remains a significant impact)

15 Minute Max. Meter Rate

Location		Year 2030		Year 2030 With Project (Buildout)		Δ	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.