

24. Traffic Counts from Approved Other Sources





August 10, 2009

Ms. Gretchen Thomson
STROSCHER G3 LLC
P.O. Box 129
San Juan Capistrano, CA 92693

RECEIVED

JAN 15 2010

PLANNING DEPT.

Subject: Existing (2009) Conditions Roadway Traffic Volumes

Dear Ms. Thomson:

INTRODUCTION

Urban Crossroads, Inc. is pleased to submit this letter report summarizing the Existing (2009) traffic count data collected for use in the Stroscher G3 Mixed-Use Development traffic study. Exhibit A presents the location of the proposed project. As shown on Exhibit A, the Stroscher G3 Mixed-Use Development (which consists of hotel, mixed-use retail and multi-family residential [apartment] uses) is generally located on the north side of Ortega Highway between the Interstate-5 (I-5) Freeway and El Camino Real in the City of San Juan Capistrano.

Per the City of San Juan Capistrano traffic study guidelines, the preparation of traffic reports associated with such proposed development applications shall include "existing peak hour (AM and PM) and 24-hour (ADT) traffic counts (average of three consecutive days) for the arterial network in the project study area". City of San Juan Capistrano staff were contacted and provided lists of the required intersection analysis locations and roadway segments where daily traffic volume count data would be required. Exhibit A (presented previously) also illustrates the intersections and roadway segments where traffic count data is required. Intersections #21 and #22 are existing driveways to a parking lot (temporarily leased for public use) that will be eliminated under the proposed development plan. Primary access to the project will utilize Spring Street, with an additional right turn in / out only access to Ortega Highway.

Intersection analysis locations, including future intersections, are:

1. Ortega Highway / La Novia Avenue
2. Ortega Highway / Rancho Viejo Road
3. Ortega Highway / I-5 Freeway Northbound Ramps
4. Ortega Highway / I-5 Freeway Southbound Ramps
5. Ortega Highway / Del Obispo Street
6. Ortega Highway / El Camino Real
7. Ortega Highway / Camino Capistrano / Verdugo Street
8. Ortega Highway / Project Driveway - former Mission Inn access that is used only occasionally / intermittently (no counts conducted due to lack of traffic)
9. Del Obispo Street / Plaza Drive
10. Del Obispo Street / Camino Capistrano
11. Del Obispo Street / Paseo Adelanto
12. Del Obispo Street / Alipaz Street
13. Del Obispo Street / Via Belardes/Paseo Carolina
14. Del Obispo Street / Aguacate Road
15. Del Obispo Street / Calle Aspero
16. Del Obispo Street / Camino Del Avion
17. El Camino Real / La Zanja Street
18. El Camino Real / Don Juan Avenue
19. El Camino Real / Acjachema Street
20. El Camino Real / Spring Street
21. El Camino Real / Northerly Driveway - existing driveway to temporary parking lot that will not exist under "With Project" conditions.
22. El Camino Real / Southerly Driveway - existing driveway to temporary parking lot that will not exist under "With Project" conditions.
23. Spring Street / Project Driveways (3) - future intersections (locations do not exist and therefore no counts are necessary)
24. Camino Capistrano / Junipero Serra Road
25. Camino Capistrano / Oso Road
26. Camino Capistrano / La Zanja Street

27. Camino Capistrano / Acjachema Street
28. Camino Capistrano / San Juan Creek Road
29. Camino Capistrano / I-5 Southbound Ramps
30. Alipaz Street / Via Positiva
31. Alipaz Street / Camino Del Avion
32. Junipero Serra Road / I-5 Freeway Southbound Ramps
33. Junipero Serra Road / I-5 Freeway Northbound Ramps
34. Rancho Viejo Road / Junipero Serra Road
35. Rancho Viejo Road / Paseo Espada
36. Rancho Viejo Road / Calle Arroyo
37. La Novia Avenue / Calle Arroyo
38. La Novia Avenue / San Juan Creek Road
39. Valle Road / San Juan Creek Road
40. Valle Road / La Novia Avenue/I-5 Freeway Northbound Ramps

Roadway Segments:

1. Ortega Highway: Camino Capistrano - El Camino Real
2. Ortega Highway: El Camino Real - Del Obispo Street
3. Ortega Highway: Del Obispo Street - I-5 Freeway Southbound Ramps
4. Ortega Highway: I-5 Freeway Southbound Ramps - I-5 Freeway Northbound Ramps
5. Ortega Highway: I-5 Freeway Northbound Ramps - Rancho Viejo Road
6. Ortega Highway: Rancho Viejo Road - La Novia Avenue
7. Ortega Highway: La Novia Avenue - East City Limit
8. Del Obispo Street: Ortega Highway - Camino Capistrano
9. Del Obispo Street: Camino Capistrano - Paseo Adelanto
10. Del Obispo Street: Paseo Adelanto - Alipaz Street
11. Del Obispo Street: Alipaz Street - Via Belardes/Paseo Carolina
12. Del Obispo Street: Via Belardes/Paseo Carolina - Aguacate Road
13. Del Obispo Street: Aguacate Road - Calle Aspero
14. Del Obispo Street: Calle Aspero - Vermeulen Driveway
15. Del Obispo Street: Vermeulen Driveway - Camino Del Avion
16. Camino Capistrano: North City Limit - Junipero Serra Road

17. Camino Capistrano: Junipero Serra Road - Oso Road
18. Camino Capistrano: Oso Road - La Zanja Street
19. Camino Capistrano: La Zanja Street - Ortega Highway
20. Camino Capistrano: Ortega Highway - Del Obispo Street
21. Camino Capistrano: Del Obispo Street - Avenida Golondrina
22. Camino Capistrano: Avenida Golondrina - San Juan Creek Road
23. Camino Capistrano: San Juan Creek Road - I-5 Freeway Southbound Ramps
24. Camino Capistrano: I-5 Freeway Southbound Ramps - Avenida Aeropuerto (2-lane section)
25. Spring Street: East of El Camino Real
26. El Camino Real: La Zanja Street - Acjachema Street
27. El Camino Real: Acjachema Street - Spring Street
28. El Camino Real: Spring Street - Ortega Highway
29. El Camino Real: Ortega Highway - Camino Capistrano (incl. Forster St)
30. Alipaz Street: Del Obispo Street - Via Positiva
31. Alipaz Street: Via Positiva Camino - Camino Del Avion
32. Camino Del Avion: Alipaz Street - Del Obispo Street
33. La Novia Avenue: Ortega Highway - Calle Arroyo
34. La Novia Avenue: Calle Arroyo - San Juan Creek Road
35. San Juan Creek Road: Camino Capistrano - Valle Road
36. San Juan Creek Road: Valle Road - La Novia Avenue
37. San Juan Creek Road: La Novia Avenue East of La Novia Avenue
38. Valle Road: San Juan Creek Road - La Novia Avenue/I-5 Freeway Northbound Ramps
39. Calle Arroyo: La Novia Avenue - Rancho Viejo Road
40. Rancho Viejo Road: Junipero Serra Road - Golf Club Drive
41. Rancho Viejo Road: Golf Club Drive - Ortega Highway
42. Rancho Viejo Road: Ortega Highway - Calle Arroyo
43. Junipero Serra Road: Camino Capistrano - I-5 Freeway Southbound Ramps
44. Junipero Serra Road: I-5 Freeway Southbound Ramps - I-5 Freeway Northbound Ramps
45. Junipero Serra Road: I-5 Freeway Northbound Ramps to Rancho Viejo Road

A recent traffic study prepared for the City of San Juan Capistrano (Distrito La Novia traffic study) has also been utilized in compiling the existing traffic volume data at the required intersections and roadway segments. Urban Crossroads Inc. has extracted the traffic count data from the Distrito La Novia traffic study (performed on September 2008) at several of these intersections and roadway segments to be utilized in the subject traffic analysis. The traffic count data extracted from the Distrito La Novia traffic study are included in this letter report as Attachment "A". Considering the direction that existing traffic volumes have been trending (downward by 5% or more for the western United States according to the Transportation Research Board), Urban Crossroads Inc. and City of San Juan Capistrano staff have concurred that using the September 2008 traffic data is acceptable pending the comparison of traffic volumes between the two (2) sets of data (discussed in detail below). The daily and peak hour traffic count data performed by Urban Crossroads, Inc. is also included in this letter report and can be found as Attachment "B" and Attachment "C", respectively.

Table 1 summarizes the daily traffic count data from the Distrito La Novia traffic study that overlap with the recent June 2009 counts (performed by Urban Crossroads, Inc.). As shown on Table 1, overall daily traffic volumes for the four (4) listed roadway segments are higher by approximately 4.46%. The daily volumes for the individual roadway segments range between 0.56% and 8.24% higher for the June, 2009 counts compared to the September, 2008 counts at the same locations.

Table 2 summarizes the overlapping AM peak hour count data (five intersections) from the Distrito La Novia traffic study and the recent counts performed by Urban Crossroads, Inc. As shown on Table 2, the overall AM peak hour count data for the five (5) overlapping intersections are lower by approximately -6.24%. The only intersection to experience higher AM peak hour traffic volumes for 2009 compared to 2008 is the intersection of Plaza Drive at Del Obispo Street. As shown on Table 2, the traffic volume at the intersection of Plaza Drive at Del Obispo Street is 3.18% higher in 2009 compared to 2008. However, the AM peak hour traffic volumes at the remaining four (4) locations are lower by between -4.67% and -14.59%.

Table 3 summarizes the overlapping PM peak hour count data (five intersections) from the Distrito La Novia traffic study and the recent counts performed by Urban Crossroads, Inc. As shown on Table 3, the overall PM peak hour count data for the five (5) overlapping intersections indicates that the PM

peak hour volumes in 2009 are 2.33% lower than the 2008 data. The volumes are lower by between -0.83% to 4.18% where data is available for both September 2008 and June 2009.

Based on the comparison of overlapping data, the traffic counts collected in 2008 and 2009 are fairly consistent, with variations that are within the range of normal variation on a week to week or seasonal basis. Traffic volumes have generally been stable or were even slightly lower in 2009 compared to 2008, particularly in the case of the peak hour intersection turning movement count data.

Urban Crossroads Inc. has reviewed the available traffic count information and checked for reasonableness of flow conservation between the two (2) sets of data. Generally, the September 2008 and the June 2009 traffic volumes flow well. Most of the data needed only minor adjustments (upwards) to reflect flow conservation between closely spaced intersections. The adjustments are documented on the traffic count sheets included in Attachment B. Exhibit A summarizes the daily traffic volumes, while Exhibit B and Exhibit C illustrate the AM and PM peak hour existing conditions data, respectively.

As shown on Exhibit A, Ortega Highway east of the Interstate-5 (I-5) Freeway carries the most traffic in the study with approximately 43,500 vehicles per day (VPD). The daily traffic volume on El Camino Real adjacent to the project site is 5,900 VPD. The daily traffic count data indicates a daily volume of 800 VPD on Spring Street east of El Camino Real. However, the data collected along Spring Street (north of the project site) may be inaccurate due to consistent vandalizing of the traffic data collection tubes.

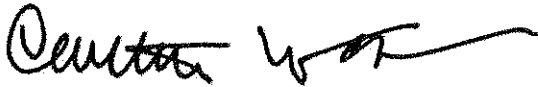
Therefore, in addition to the traffic count data included in Attachment "B" for this location, an additional calculation of an estimated daily volume is also included. The estimated daily volume is based on the peak to daily traffic volume relationships on El Camino Real north and south of Spring Street. The AM peak hour traffic constitutes 12% of the total daily traffic at these two locations, while the PM peak hour traffic includes 7-8% of the total daily traffic. These relationships reflect the presence of the school that is located north of Spring Street and east of El Camino Real and appear reasonable. The estimated volume on Spring Street east of El Camino Real is approximately 2,200 VPD. It is recommended that this estimated value be used in all subsequent analysis.

Ms. Gretchen Thomson
STROSCHER G3 LLC
August 10, 2009
Page 7

Urban Crossroads, Inc. is pleased to submit this Existing Conditions Traffic Volume Data Report for your use. Please feel free to contact us at (949) 660-1994 if you wish to discuss any of these results.

Respectfully submitted,

URBAN CROSSROADS, INC.



Carleton Waters, P.E.
Principal



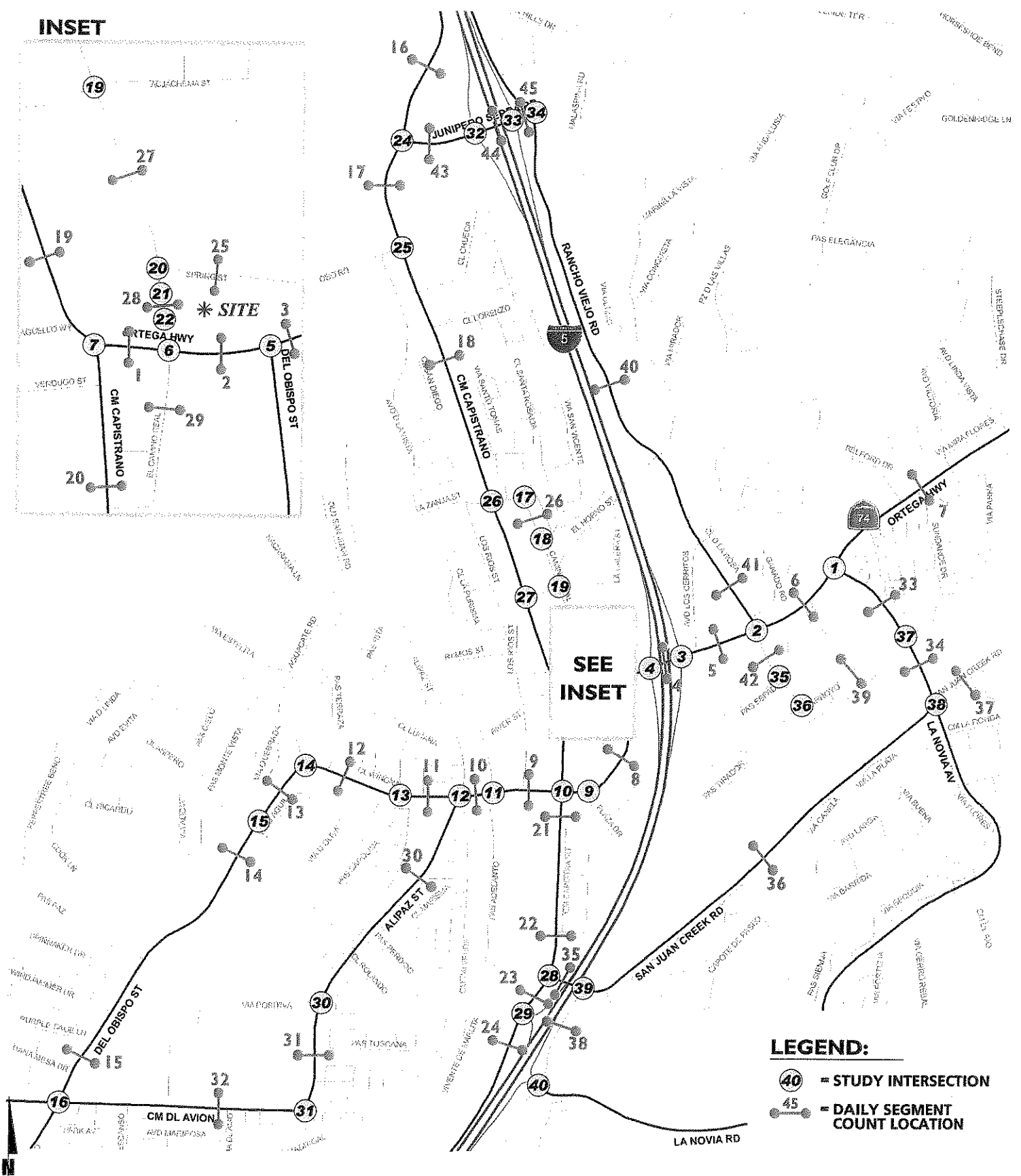
Domingo Maclang, T.E.
Senior Engineer

CW:DM:rd
JN:06841-03 Report

xc: Mr. Alan Oswald, CITY OF SAN JUAN CAPISTRANO
Mr. Peter Templeton, TEMPLETON PLANNING GROUP

Attachments

EXHIBIT A LOCATION MAP

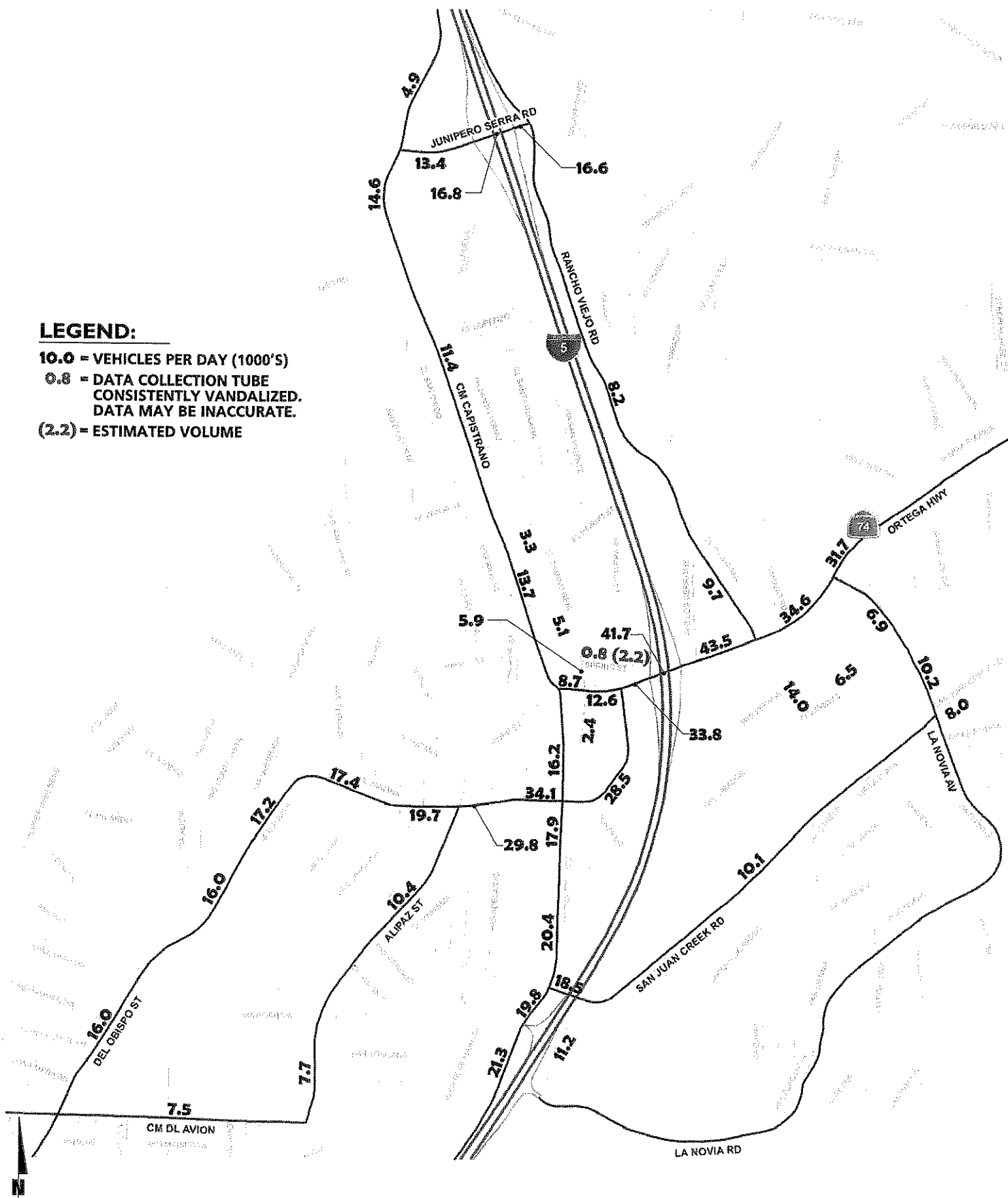


- LEGEND:**
- 40 = STUDY INTERSECTION
 - 45 = DAILY SEGMENT COUNT LOCATION

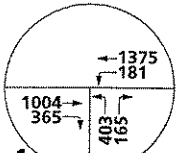
EXISTING AVERAGE DAILY TRAFFIC (ADT)

LEGEND:

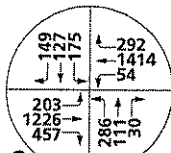
- 10.0 = VEHICLES PER DAY (1000'S)
- 0.8 = DATA COLLECTION TUBE CONSISTENTLY VANDALIZED. DATA MAY BE INACCURATE.
- (2.2) = ESTIMATED VOLUME



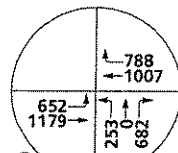
EXISTING AM PEAK HOUR INTERSECTION VOLUMES



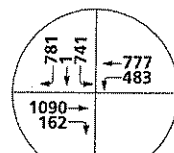
1:
La Novia Av. /
Ortega Hwy. (SR-74)



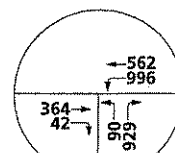
2:
Rancho Viejo Rd. /
Ortega Hwy. (SR-74)



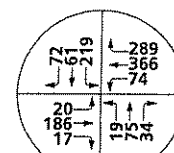
3:
I-5 Northbound Ramps /
Ortega Hwy. (SR-74)



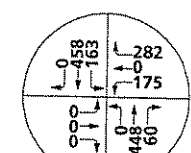
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I-5 Southbound Ramps /
Ortega Hwy. (SR-74)



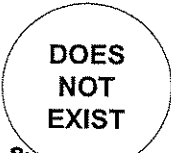
5:
Del Obispo St. /
Ortega Hwy. (SR-74)



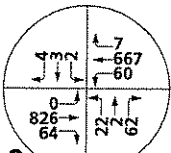
6:
El Camino Real /
Ortega Hwy. (SR-74)



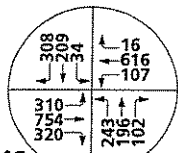
7:
Camino Capistrano / Vertigo
St. / Ortega Hwy. (SR-74)



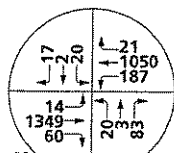
8:
Project Dwy /
Ortega Hwy. (SR-74)



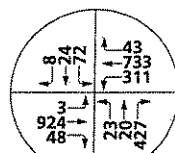
9:
Plaza Dr. /
Del Obispo St.



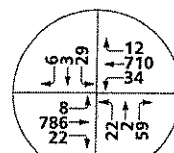
10:
Camino Capistrano /
Del Obispo St.



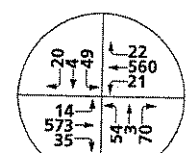
11:
Paseo Adelanto /
Del Obispo St.



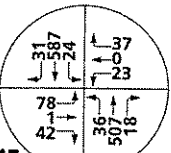
12:
Alipaz St. /
Del Obispo St.



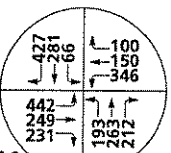
13:
Via Belardes / Paseo
Carolina / Del Obispo St.



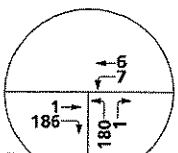
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Aguate Rd. /
Del Obispo St.



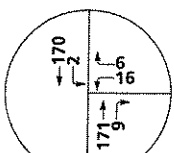
15:
Del Obispo St. /
Calle Aspero



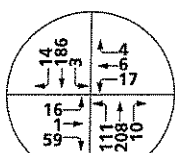
16:
Del Obispo St. /
Camino Del Avion



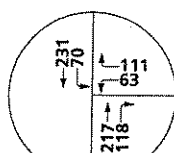
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El Camino Real /
La Zanja St.



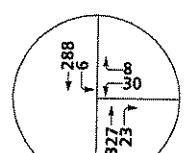
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El Camino Real /
Don Juan Av.



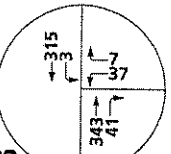
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El Camino Real /
Acjachema St.



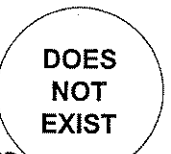
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El Camino Real /
Spring St.



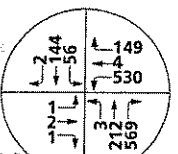
21:
El Camino Real /
Northerly Dwy.



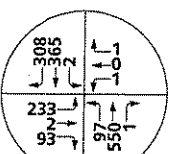
22:
El Camino Real /
Southerly Dwy.



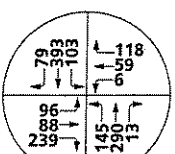
23:
Project Dwy. /
Spring St.



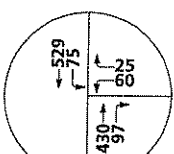
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Camino Capistrano /
Junipero Serra Rd.



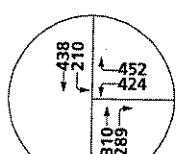
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Camino Capistrano /
Oso Rd.



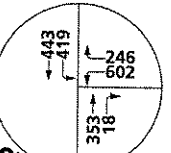
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Camino Capistrano /
La Zanja St.



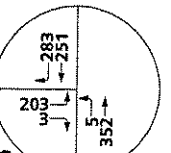
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Camino Capistrano /
Acjachema St.



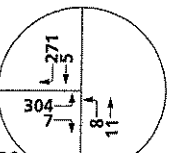
28:
Camino Capistrano /
San Juan Creek Rd.



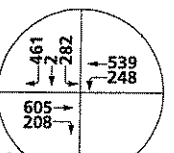
29:
Camino Capistrano /
I-5 Southbound Ramps



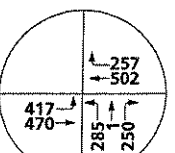
30:
Alipaz St. /
Via Positiva



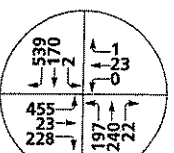
31:
Alipaz St. /
Camino Del Avion



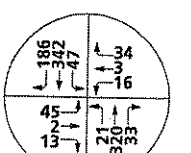
32:
I-5 Southbound Ramps /
Junipero Serra Rd.



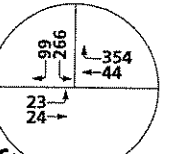
33:
I-5 Northbound Ramps /
Junipero Serra Rd.



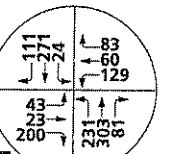
34:
Rancho Viejo Rd. /
Junipero Serra Rd.



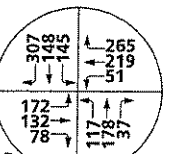
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Rancho Viejo Rd. /
Paseo Espada



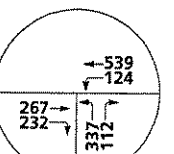
36:
Rancho Viejo Rd. /
Calle Arroyo



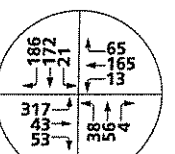
37:
La Novia Av. /
Calle Arroyo



38:
La Novia Av. /
San Juan Creek Rd.

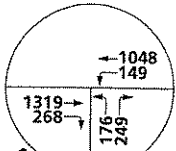


39:
Valle Rd. /
San Juan Creek Rd.

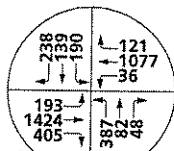


40:
Valle Rd. / I-5 Northbound
Ramps / La Novia Av.

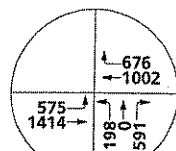
EXISTING PM PEAK HOUR INTERSECTION VOLUMES



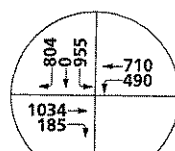
1:
La Novia Av. /
Ortega Hwy. (SR-74)



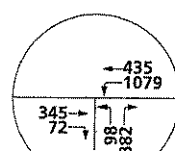
2:
Rancho Viejo Rd. /
Ortega Hwy. (SR-74)



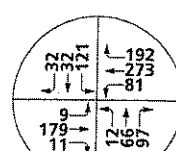
3:
I-5 Northbound Ramps /
Ortega Hwy. (SR-74)



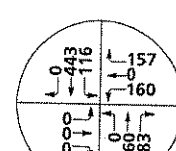
4:
I-5 Southbound Ramps /
Ortega Hwy. (SR-74)



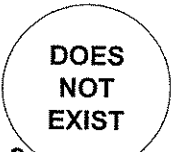
5:
Del Obispo St. /
Ortega Hwy. (SR-74)



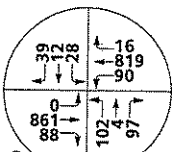
6:
El Camino Real /
Ortega Hwy. (SR-74)



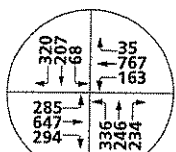
7:
Camino Capistrano / Vertigo
St. / Ortega Hwy. (SR-74)



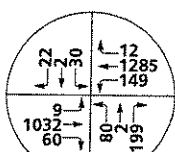
8:
Project Dwy /
Ortega Hwy. (SR-74)



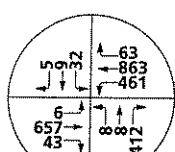
9:
Plaza Dr. /
Del Obispo St.



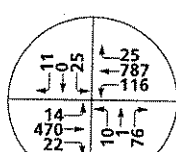
10:
Camino Capistrano /
Del Obispo St.



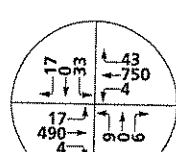
11:
Paseo Adelanto /
Del Obispo St.



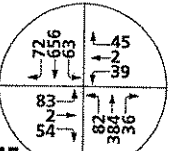
12:
Alipaz St. /
Del Obispo St.



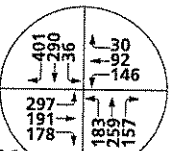
13:
Via Belardes / Paseo
Carolina / Del Obispo St.



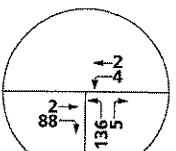
14:
Aguate Rd. /
Del Obispo St.



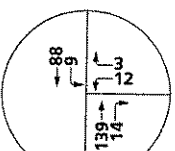
15:
Del Obispo St. /
Calle Aspero



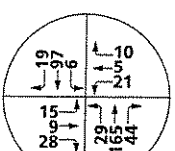
16:
Del Obispo St. /
Camino Del Avion



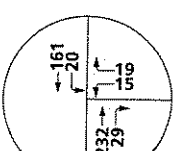
17:
El Camino Real /
La Zanja St.



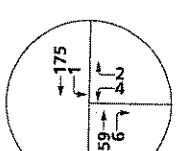
18:
El Camino Real /
Don Juan Av.



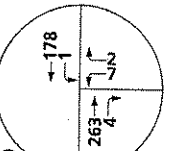
19:
El Camino Real /
Acjachema St.



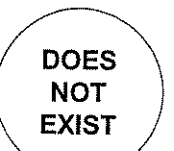
20:
El Camino Real /
Spring St.



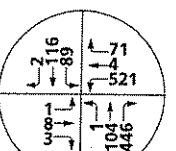
21:
El Camino Real /
Northerly Dwy.



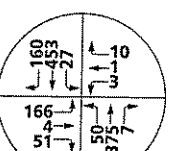
22:
El Camino Real /
Southerly Dwy.



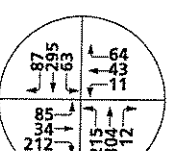
23:
Project Dwy. /
Spring St.



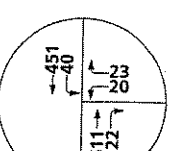
24:
Camino Capistrano /
Junipero Serra Rd.



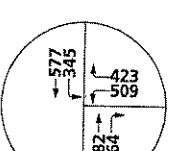
25:
Camino Capistrano /
Oso Rd.



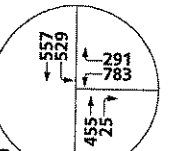
26:
Camino Capistrano /
La Zanja St.



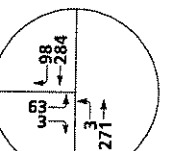
27:
Camino Capistrano /
Acjachema St.



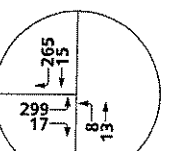
28:
Camino Capistrano /
San Juan Creek Rd.



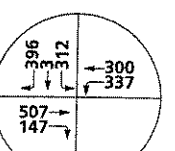
29:
Camino Capistrano /
I-5 Southbound Ramps



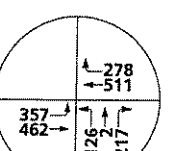
30:
Alipaz St. /
Via Positiva



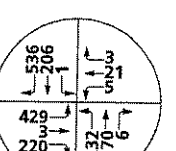
31:
Alipaz St. /
Camino Del Avion



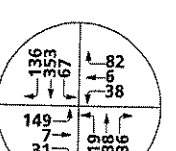
32:
I-5 Southbound Ramps /
Junipero Serra Rd.



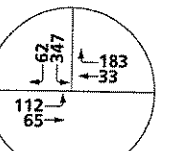
33:
I-5 Northbound Ramps /
Junipero Serra Rd.



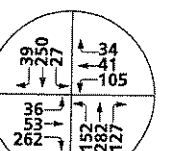
34:
Rancho Viejo Rd. /
Junipero Serra Rd.



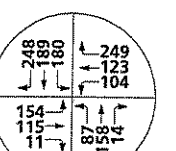
35:
Rancho Viejo Rd. /
Paseo Espada



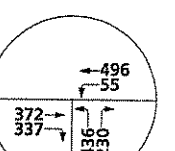
36:
Rancho Viejo Rd. /
Calle Arroyo



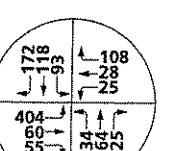
37:
La Novia Av. /
Calle Arroyo



38:
La Novia Av. /
San Juan Creek Rd.



39:
Valle Rd. /
San Juan Creek Rd.



40:
Valle Rd. / I-5 Northbound
Ramps / La Novia Av.

TABLE 1
2008 (DISTRITO LA NOVIA) AND 2009 (URBAN CROSSROADS)
DAILY TRAFFIC COUNT COMPARISON CALCULATIONS

Camino Capistrano, from Ortega Highway to Del Obispo Street	
SOURCE	TOTAL
Urban Crossroads (2009)	16,165
Distrito La Novia Traffic Study (2008)	14,934
DELTA	1,231
% DELTA	8.24%

San Juan Creek Road, from Camino Capistrano to Valle Road	
SOURCE	TOTAL
Urban Crossroads (2009)	18,463
Distrito La Novia Traffic Study (2008)	18,049
DELTA	414
% DELTA	2.29%

San Juan Creek Road, from Valle Road to La Novia Avenue	
SOURCE	TOTAL
Urban Crossroads (2009)	10,118
Distrito La Novia Traffic Study (2008)	10,062
DELTA	56
% DELTA	0.56%

Calle Arroyo, from La Novia Avenue to Rancho Viejo Road	
SOURCE	TOTAL
Urban Crossroads (2009)	6,493
Distrito La Novia Traffic Study (2008)	6,006
DELTA	487
% DELTA	8.11%

TOTAL FOR ALL FOUR (4) ROADWAY SEGMENTS	
SOURCE	TOTAL
Urban Crossroads (2009)	51,239
Distrito La Novia Traffic Study (2008)	49,051
DELTA	2,188
% DELTA	4.46%

**TABLE 2
2008 (DISTRITO LA NOVIA) AND 2009 (URBAN CROSSROADS)
AM PEAK HOUR DATA
COUNT COMPARISON CALCULATIONS**

El Camino Real (NS) at Ortega Highway (EW)													
SOURCE	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Urban Crossroads (2009)	13	75	33	215	52	87	10	150	15	53	287	267	1,257
Distrito La Novia Traffic Study (2008)	19	75	34	219	61	72	20	186	17	74	361	235	1,373
DELTA	-6	0	-1	-4	-9	15	-10	-36	-2	-21	-74	32	-116
% DELTA	-31.58%	0.00%	-2.94%	-1.83%	-14.75%	20.83%	-50.00%	-19.35%	-11.76%	-28.38%	-20.50%	13.62%	-8.45%

Plaza Drive (NS) at Del Obispo Street (EW)													
SOURCE	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Urban Crossroads (2009)	22	2	62	2	3	4	0	826	64	60	667	7	1,719
Distrito La Novia Traffic Study (2008)	31	6	51	7	2	2	0	764	43	61	696	3	1,666
DELTA	-9	-4	11	-5	1	2	0	62	21	-1	-29	4	53
% DELTA	-29.03%	-66.67%	21.57%	-71.43%	50.00%	100.00%	0.00%	6.12%	48.84%	-1.64%	-4.17%	133.33%	3.18%

Via Belardes / Paseo Carolina (NS) at Del Obispo Street (EW)													
SOURCE	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Urban Crossroads (2009)	18	1	61	28	3	16	9	669	15	33	574	19	1,446
Distrito La Novia Traffic Study (2008)	22	2	59	29	3	6	8	786	22	34	710	12	1,693
DELTA	-4	-1	2	-1	0	10	1	-117	-7	-1	-136	7	-247
% DELTA	-18.18%	-50.00%	3.39%	-3.45%	0.00%	166.67%	12.50%	-14.89%	-31.82%	-2.94%	-19.15%	58.33%	-14.59%

Rancho Viejo Road (NS) at Paseo Espada (EW)													
SOURCE	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Urban Crossroads (2009)	21	320	33	47	342	186	45	2	13	16	3	34	1,062
Distrito La Novia Traffic Study (2008)	21	344	43	55	375	175	39	2	12	21	3	24	1,114
DELTA	0	-24	-10	-8	-33	11	6	0	1	-5	0	10	-52
% DELTA	0.00%	-6.98%	-23.26%	-14.55%	-8.80%	6.29%	15.38%	0.00%	8.33%	-23.81%	0.00%	41.67%	-4.67%

Rancho Viejo Road (NS) at Calle Arroyo (EW)													
SOURCE	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Urban Crossroads (2009)	0	0	0	266	0	99	23	24	0	0	44	354	810
Distrito La Novia Traffic Study (2008)	0	0	0	301	0	89	23	17	0	0	59	378	867
DELTA	0	0	0	-35	0	10	0	7	0	0	-15	-24	-57
% DELTA	0.00%	0.00%	0.00%	-11.63%	0.00%	11.24%	0.00%	41.18%	0.00%	0.00%	-25.42%	-6.35%	-6.57%

TOTAL FOR ALL FIVE (5) INTERSECTIONS													
SOURCE	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Urban Crossroads (2009)	74	398	189	558	400	392	87	1,671	107	162	1,575	681	6,294
Distrito La Novia Traffic Study (2008)	93	427	187	611	441	344	90	1,755	94	190	1,829	652	6,713
DELTA	-19	-29	2	-53	-41	48	-3	-84	13	-28	-254	29	-419
% DELTA	-20.43%	-6.79%	1.07%	-8.67%	-9.30%	13.95%	-3.33%	-4.79%	13.83%	-14.74%	-13.89%	4.45%	-6.24%

TABLE 3
2008 (DISTRITO LA NOVIA) AND 2009 (URBAN CROSSROADS)
PM PEAK HOUR DATA
COUNT COMPARISON CALCULATIONS

El Camino Real (NS) at Ortega Highway (EW)													
SOURCE	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Urban Crossroads (2009)	12	66	97	121	32	32	9	153	11	81	273	170	1,057
Distrito La Novia Traffic Study (2008)	12	73	113	129	25	35	6	177	20	81	275	142	1,088
DELTA	0	-7	-16	-8	7	-3	3	-24	-9	0	-2	28	-31
% DELTA	0.00%	-9.59%	-14.16%	-6.20%	28.00%	-8.57%	50.00%	-13.56%	-45.00%	0.00%	-0.73%	19.72%	-2.85%

Plaza Drive (NS) at Del Obispo Street (EW)													
SOURCE	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Urban Crossroads (2009)	102	4	97	28	12	39	0	736	88	90	819	16	2,031
Distrito La Novia Traffic Study (2008)	99	6	91	19	11	33	0	811	74	79	811	14	2,048
DELTA	3	-2	6	9	1	6	0	-75	14	11	8	2	-17
% DELTA	3.03%	-33.33%	6.59%	47.37%	9.09%	18.18%	0.00%	-9.25%	18.92%	13.92%	0.99%	14.29%	-0.83%

Via Belardes / Paseo Carolina (NS) at Del Obispo Street (EW)													
SOURCE	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Urban Crossroads (2009)	10	1	76	25	0	11	14	470	22	116	787	25	1,557
Distrito La Novia Traffic Study (2008)	11	2	73	25	3	5	15	600	16	67	789	19	1,626
DELTA	-1	-1	3	0	-3	6	-1	-130	6	49	-2	6	-68
% DELTA	-9.09%	-50.00%	4.11%	0.00%	-100.00%	120.00%	-6.67%	-21.67%	37.50%	73.13%	-0.25%	31.58%	-4.18%

Rancho Viejo Road (NS) at Paseo Espada (EW)													
SOURCE	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Urban Crossroads (2009)	19	238	36	67	353	136	149	7	31	38	6	82	1,162
Distrito La Novia Traffic Study (2008)	22	258	34	67	353	124	157	7	34	36	3	85	1,180
DELTA	-3	-20	2	0	0	12	-8	0	-3	2	3	-3	-18
% DELTA	-13.64%	-7.75%	5.88%	0.00%	0.00%	9.68%	-5.10%	0.00%	-8.82%	5.56%	100.00%	-3.53%	-1.53%

Rancho Viejo Road (NS) at Calle Arroyo (EW)													
SOURCE	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Urban Crossroads (2009)	0	0	0	347	0	62	112	65	0	0	33	183	802
Distrito La Novia Traffic Study (2008)	0	0	0	375	0	68	100	48	0	0	30	205	826
DELTA	0	0	0	-28	0	-6	12	-17	0	0	3	-22	-24
% DELTA	0.00%	0.00%	0.00%	-7.47%	0.00%	-8.82%	12.00%	35.42%	0.00%	0.00%	10.00%	-10.73%	-2.91%

TOTAL FOR ALL FIVE (5) INTERSECTIONS													
SOURCE	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Urban Crossroads (2009)	143	309	306	588	397	280	284	1,431	152	325	1,918	476	6,609
Distrito La Novia Traffic Study (2008)	144	339	311	615	392	265	278	1,643	144	263	1,908	465	6,767
DELTA	-1	-30	-5	-27	5	15	6	-212	8	62	10	11	-158
% DELTA	-0.69%	-8.85%	-1.61%	-4.39%	1.28%	5.66%	2.16%	-12.90%	5.56%	23.57%	0.52%	2.37%	-2.33%

ATTACHMENT A

Distrito La Novia (September 2008) Traffic Counts

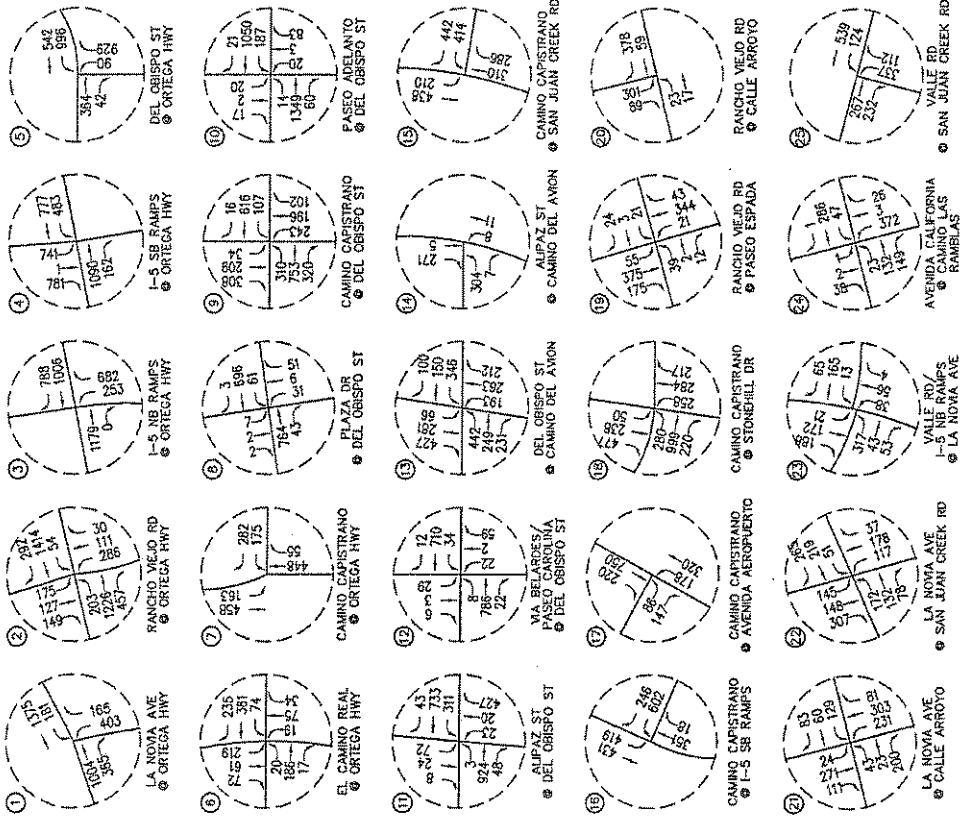
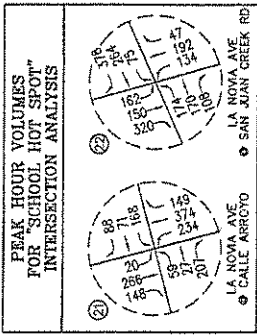
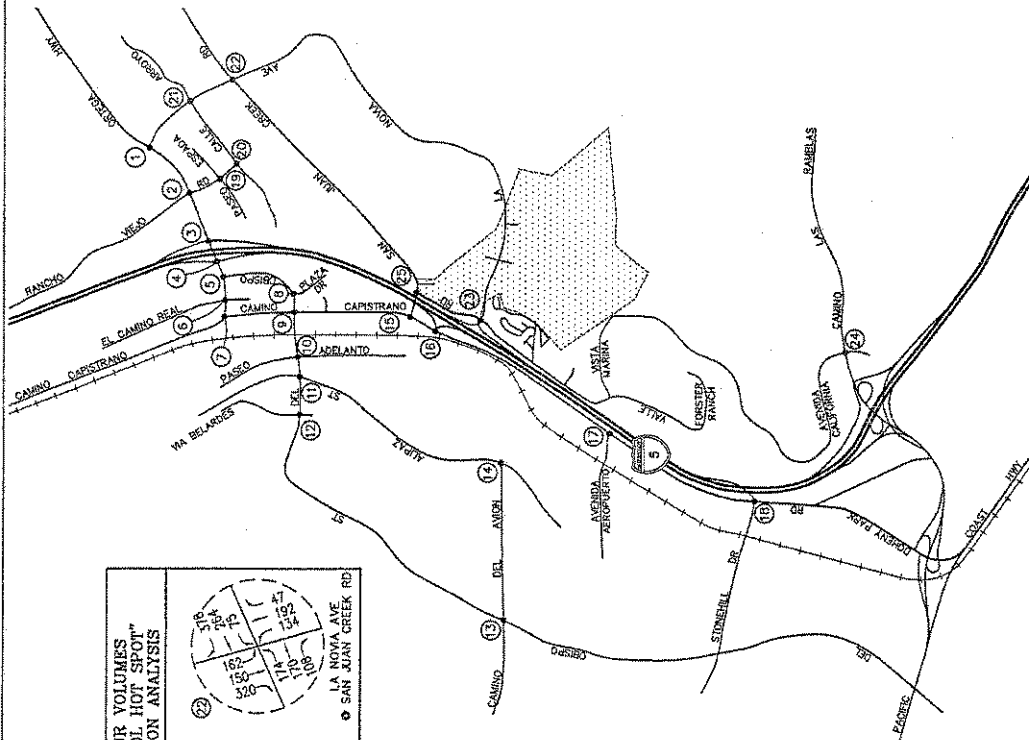


FIGURE 3-2

EXISTING AM PEAK HOUR TRAFFIC VOLUMES
 DISTRITO LA NOVIA, SAN JUAN CAPISTRANO

KEY
 PROJECT SITE

NO SCALE

**LINSCOTT
 LAW &
 GREENSPAN**
engineers

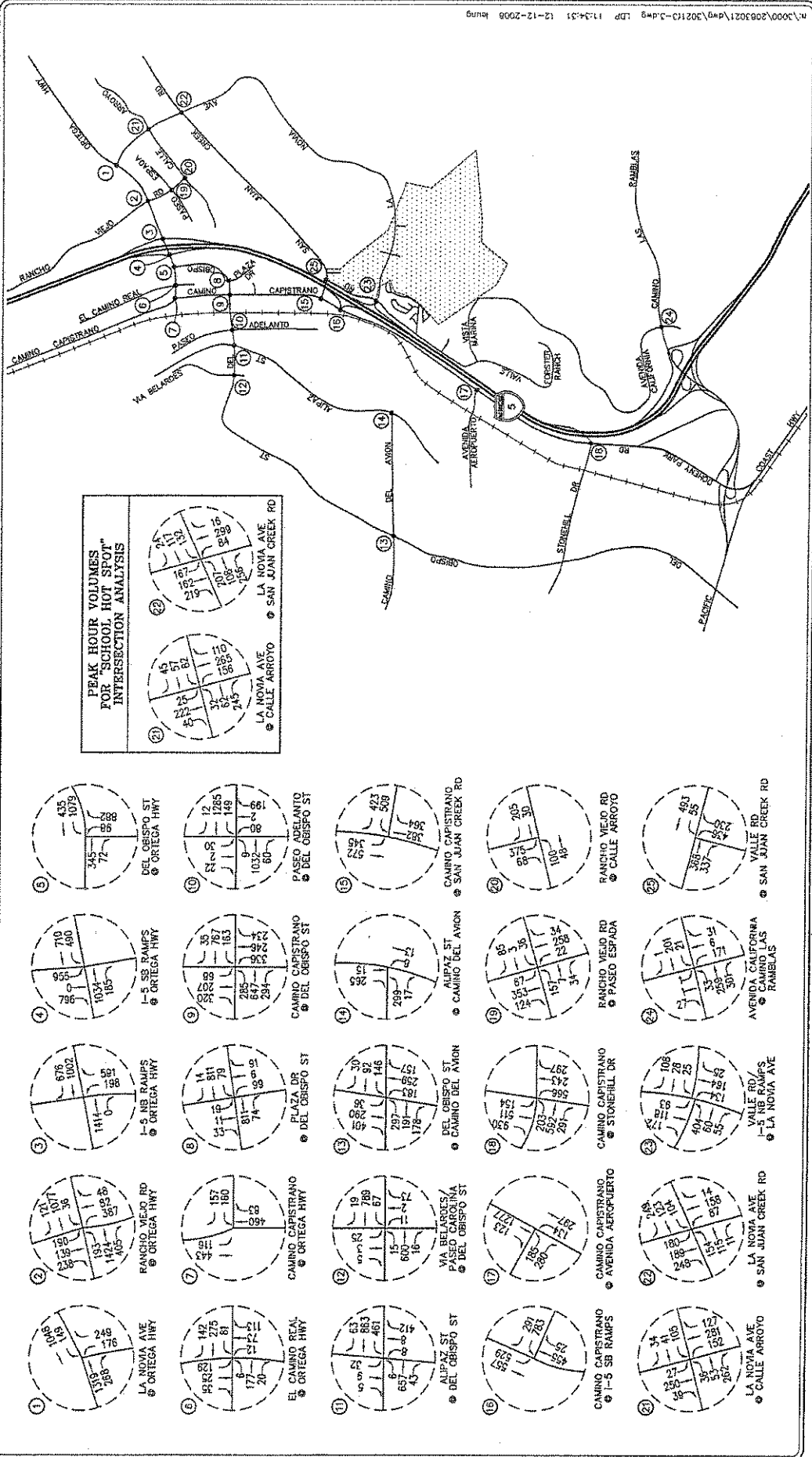


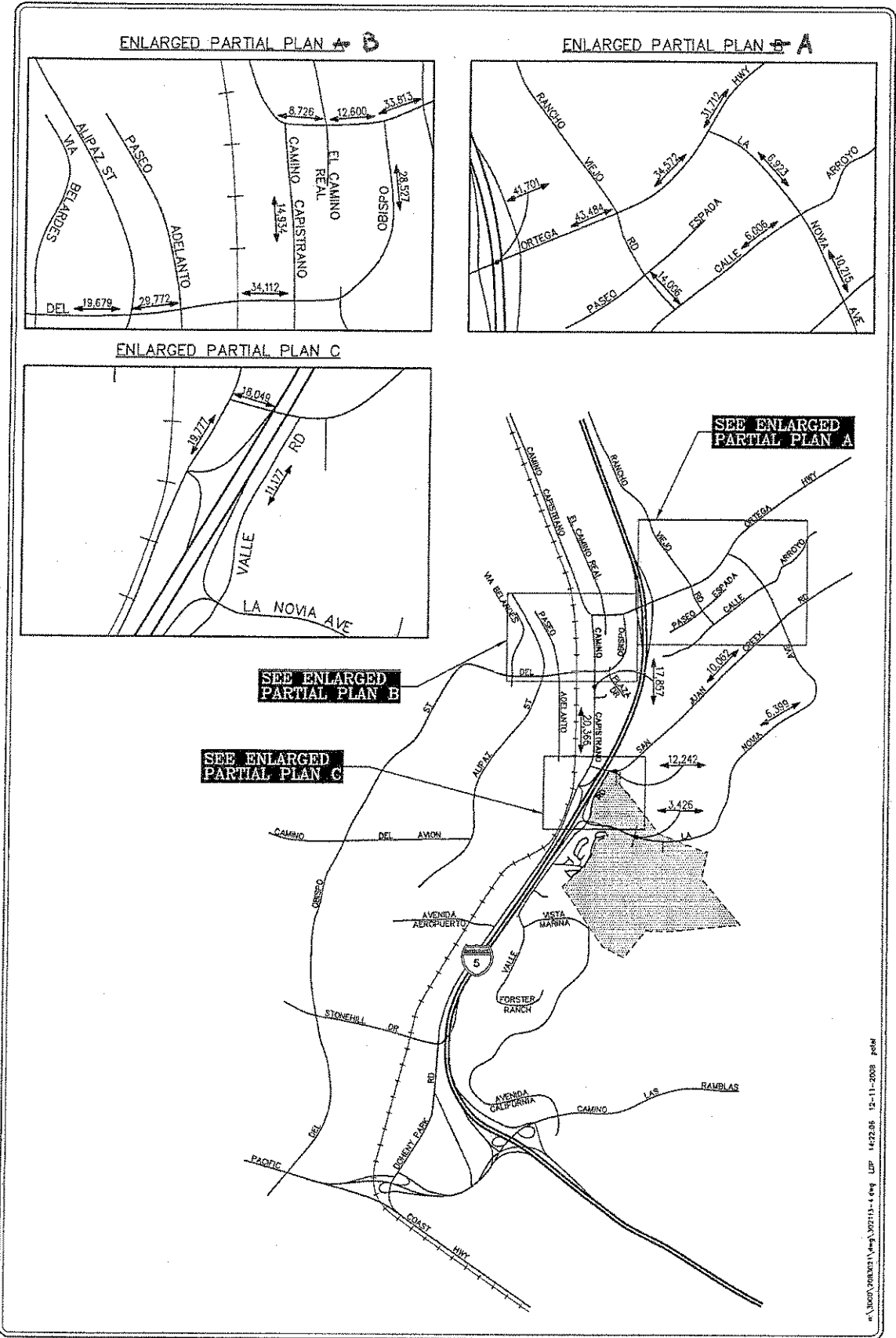
FIGURE 3-3

EXISTING PM PEAK HOUR TRAFFIC VOLUMES
 DISTRITO LA NOVA, SAN JUAN CAPITRANO

KEY
 = PROJECT SITE

LINSOTT
 LAW &
 GREENSPAN
 engineers

N
 NO SCALE



1472.00 11-12-2008 10:49 AM 1472.00 11-12-2008 10:49 AM 1472.00 11-12-2008 10:49 AM

**LINSCOTT
LAW &
GREENSPAN**
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