

FINAL REPORT

Osuna Equestrian Facility Focused Traffic Impact Study

Prepared for:



Rancho Santa Fe Association
17022 Avenida de Acacias
Rancho Santa Fe, CA 92067-0359

**WILSON
& COMPANY**

August 3, 2009

Focused Traffic Impact Study

Osuna Equestrian Facility

(Project Number: 08100600.00)

Final Report

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Prepared by:

WILSON
& COMPANY

701 B Street
Suite 1220
San Diego, CA 92101

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Table of Contents

<u>Section</u>	<u>Page</u>
1.0 Introduction.....	1
1.1 Study Purpose	1
1.2 Study Area and Project Background.....	1
1.3 Report Organization.....	4
2.0 Analysis Methodology.....	5
2.1 Roadway Segment Level of Service Standards and Thresholds.....	5
2.2 Determination of Significant Impacts.....	6
3.0 Existing Conditions.....	8
3.1 Existing Roadway Network.....	8
3.2 Existing Roadway Volumes and Analysis.....	8
4.0 Project Description.....	12
4.1 Project Description.....	12
4.2 Project Trip Generation, Distribution, and Assignment	12
4.2.1 Project Trip Generation.....	12
4.2.2 Project Trip Distribution	12
4.2.3 Project Trip Assignment.....	12
5.0 Existing Plus Project Conditions.....	16
5.1 Existing Plus Project Roadway Network and Traffic Volumes.....	16
5.2 Existing Plus Project Traffic Conditions	16
6.0 Existing Plus Cumulative Project Traffic Conditions.....	19
6.1 Cumulative Project Traffic	19
6.1.1 Description of Cumulative Projects	19
6.1.2 Cumulative Project Trip Generation	21
6.1.3 Cumulative Trip Distribution and Assignment.....	21
6.2 Existing Plus Cumulative Projects Roadway Network and Traffic Volumes.....	23
6.3 Existing Plus Cumulative Projects Traffic Conditions	23
6.4 Existing Plus Cumulative Projects Plus Project Roadway Network and Traffic Volumes	23
6.5 Existing Plus Cumulative Projects Plus Project Traffic Conditions.....	25
7.0 Findings and Recommendations.....	27
7.1 Summary of Roadway Analyses.....	27
7.2 Summary of Mitigation Measures	28

Appendices

- Appendix A Roadway Daily Traffic Counts
- Appendix B Project Driveway 7-day Traffic Counts

List of Tables

Table 2.1	Level of Service (LOS) Definitions	5
Table 2.2	County of San Diego Roadway Segment Daily Capacity and LOS Standards	6
Table 2.3	Measures of Significant Project Impacts to Congestions on Road Segments: Allowable Increases on Congested Road Segments.....	7
Table 3.1	Roadway Segment LOS Results - Existing Conditions	11
Table 5.1	Roadway Segment LOS Results - Existing Plus Project Conditions	16
Table 6.1	Cumulative Projects Trip Generation.....	21
Table 6.2	Roadway Segment LOS Results - Existing Plus Cumulative Projects Conditions	23
Table 6.3	Roadway Segment LOS Results - Existing Plus Cumulative Projects Plus Project Conditions	25
Table 7.1	Summary of Roadway Segment LOS Results.....	27

List of Figures

Figure 1-1	Project Regional Location.....	2
Figure 1-2	Project Study Area	3
Figure 3-1	Roadway Geometrics – Existing Conditions	9
Figure 3-2	Traffic Volumes – Existing Conditions	10
Figure 4-1	Tentative Parcel Subdivision Map	13
Figure 4-2	Project Trip Distribution	14
Figure 4-3	Project Trip Assignment.....	15
Figure 5-1	Traffic Volumes – Existing Plus Project Conditions	17
Figure 6-1	Cumulative Project Locations	20
Figure 6-2	Cumulative Project Trip Assignment.....	22
Figure 6-3	Traffic Volumes – Existing Plus Cumulative Projects Conditions	24
Figure 6-4	Traffic Volumes – Existing Plus Cumulative Projects Plus Project Conditions	25

1.0 Introduction

1.1 Study Purpose

The purpose of this Focused Traffic Impact Study (TIS) is to identify and document traffic impacts related to the continuing operation of the Osuna Equestrian Facility project, as well as to recommend mitigation measures for any identified roadway deficiencies associated with the project.

1.2 Study Area and Project Background

The Osuna Equestrian Facility is an existing equestrian facility located on 27 acres at 16332 Via de Santa Fe in the community of Rancho Santa Fe within the County of San Diego. **Figure 1-1** displays the project regional location and **Figure 1-2** illustrates the project study area. Site access (gated entrance) is via a stop-controlled driveway off of Via de Santa Fe, aligned with El Sicomoro Street.

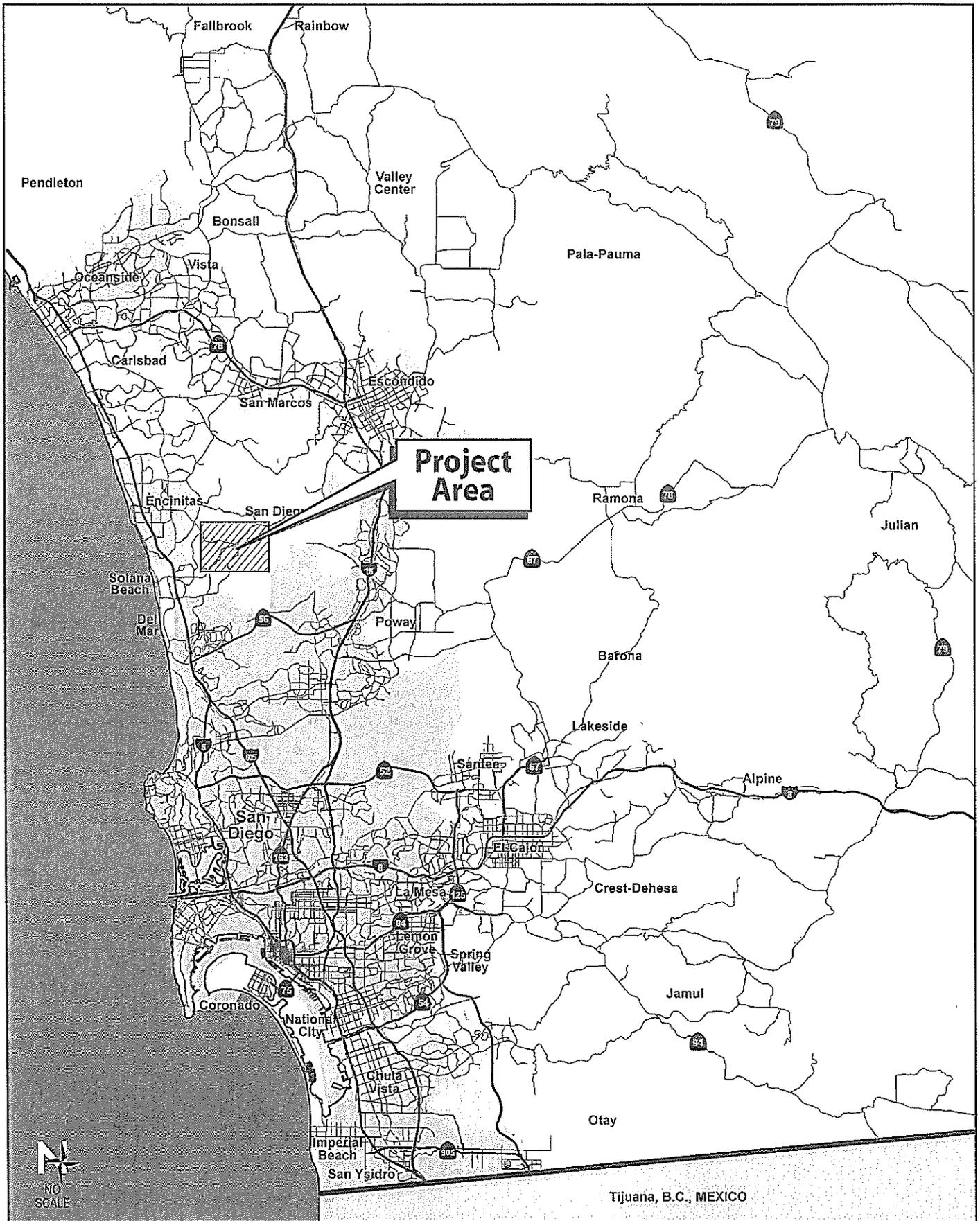
In 1938, this facility was accepted into the Covenant of the Rancho Santa Fe Association (Association) with a condition allowing for the keeping of 25 horses and other livestock. This original acceptance also allowed a riding academy which was a commercial venture and lodging for employees. Subsequently, on December 24, 1964, the Association modified the acceptance condition to allow the keeping of 50 horses. Most recently in 2006, the Association purchased the property with the intention to preserve the historical adobe and maintain the equestrian operations.

Although this facility may qualify as a legal non-conforming use, the Association is currently applying for a Major Use Permit (MUP) for the continuing operation of Osuna Equestrian Facility. Osuna Equestrian Facility is a private equestrian boarding and training facility and is not open to the general public. While horse boarding by definition occurs around-the-clock, the hours of operation for horse training are from 9:00 am to 3:30 pm, by appointment only. In addition, horsing training is limited to just those horses that are boarded at the facility. Given the nature of the existing and planned uses of the site, and that the hours of operation occur during off-peak hours, peak hour intersection analysis was not conducted as part of this focused traffic study. Field observations were conducted to validate the study approach. Based on one field observation (4:30 – 5:00 PM) on Tuesday January 6th of 2009, the intersection of Via de Santa Fe and El Sicomorro Street/Osuna Equestrian Facility driveway operates at acceptable LOS with no delay (less than one vehicle at the time) at all four approaches.

The study focused on arterial roadway operations within the vicinity of the project.

Four (4) scenarios were analyzed in this study, including:

- Existing Conditions – utilized to establish the existing baseline of traffic operations within the study area. Existing project trips were included as a worst case analysis.

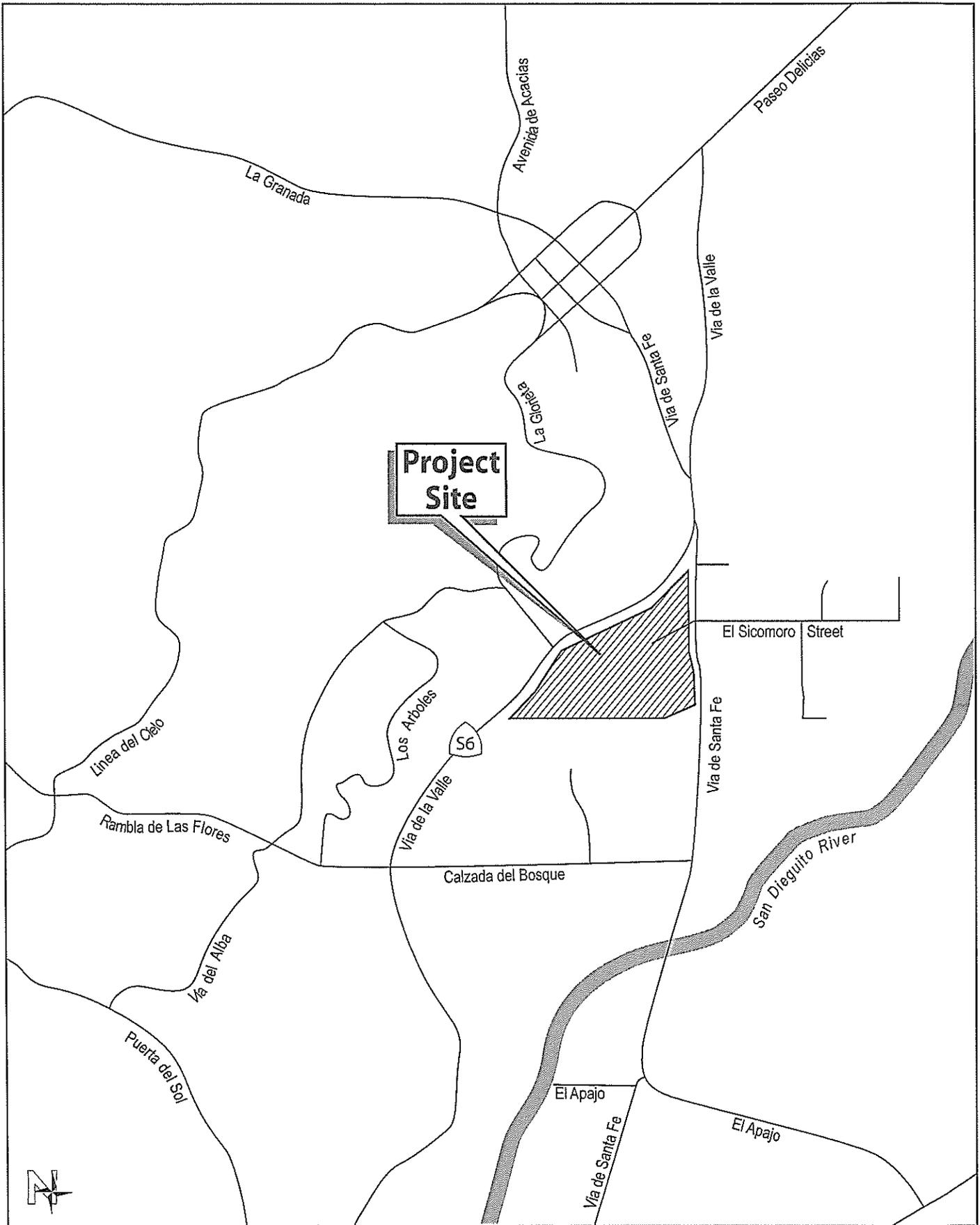


Source: Wilson & Company, Inc., Engineers & Architects; August 2009



Osuna Equestrian Facility
 Focused Traffic Study

Figure 1-1
 Regional Location Map



Source: Wilson & Company, Inc., Engineers & Architects; January 2009



Osuna Equestrian Facility
 Focused Traffic Study

Figure 1-2
 Project Study Area

-
- Existing Plus Project Conditions – represents existing traffic conditions with the addition of traffic from Osuna Equestrian Facility. Since the Osuna Equestrian Facility is currently in operation, and thus, traffic generated by this facility is a part of baseline traffic (existing count). As a result, no additional traffic would be added to the project area roadway network.
 - Existing Plus Cumulative Projects Conditions – establishes a near-term non-project baseline against which traffic generated by Osuna Equestrian Facility can be compared.
 - Existing Plus Cumulative Projects Plus Project Conditions – represents near-term baseline traffic conditions with the addition of traffic generated by Osuna Equestrian Facility. Since the Osuna Equestrian Facility is currently in operation, and thus, traffic generated by this facility is a part of baseline traffic. As a result, no additional traffic would be added to the project area roadway network.

The roadway segment analyses included herein are based upon the Level of Service (LOS) criteria adopted by the County of San Diego in the Circulation Element of the General Plan. The County's LOS standards are included in Chapter 2.

1.3 Report Organization

Following this Introduction chapter, this report is organized into the following sections:

- 2.0 Analysis Methodology – This chapter describes the methodologies and standards utilized to analyze roadway traffic conditions.
- 3.0 Existing Conditions – This chapter describes the existing traffic network within the study area and provides analysis results for existing traffic conditions. Note that the Osuna Equestrian Facility is currently in operation, and thus, traffic generated by this facility is a part of baseline traffic (existing counts). Rather than modifying the existing conditions, the project traffic was left in the existing counts for a worst case scenario analysis.
- 4.0 Project Description – This chapter describes the proposed project including project traffic generation, trip distribution patterns, and roadway assignment.
- 5.0 Existing Plus Project Conditions - This chapter describes the existing traffic network with the addition of the Osuna Equestrian Facility project traffic. Mitigation measures, if necessary, for project-related impacts are also identified.
- 6.0 Existing Plus Cumulative Projects Conditions – This chapter describes near-term anticipated developments which would generate additional trips in the study area. Analysis results are provided for the Existing Plus Cumulative Projects and Existing Plus Cumulative Projects Plus Project conditions, along with recommended mitigation measures (if necessary).
- 7.0 Findings and Recommendations – Outlines overall study findings, identifies recommended project-related mitigation measures.

2.0 Analysis Methodology

This Focused Traffic Impact Study (TIS) was performed in accordance with the requirements of the County of San Diego traffic impact guidelines.

The concept of Level of Service (LOS) is defined as a qualitative measure describing operational conditions within a traffic stream, and the motorist's and/or passengers' perception of operations. A Level of Service definition generally describes these conditions in terms of such factors as speed, travel time, freedom to maneuver, comfort, convenience, and safety. **Table 2.1** describes generalized definitions of urban transportation systems at LOS A through F.

**TABLE 2.1
LEVEL OF SERVICE DEFINITIONS**

LOS	Congestion/Delay	Traffic Flow Quality
A	None	Low volumes, high speeds; Speed not restricted by other vehicles; All signal cycles clear with no vehicles waiting through more than one signal.
B	None	Operating speeds beginning to be affected by other traffic; Less than 10% of signal cycles have vehicles waiting through more than one signal cycle.
C	None to minimal	Operating speed and maneuverability closely controlled by other traffic; Between 10% and 30% of signal cycles have vehicles waiting through more than one signal cycle.
D	Minimal to substantial	Tolerable operating speeds; Between 30% and 70% of signal cycles have vehicles waiting through more than one signal cycle.
E	Significant	Capacity; Maximum traffic volume an intersection can accommodate; 70% to 100% of signal cycles have vehicles waiting through more than one signal cycle.
F	Considerable	Long queues of traffic; unstable flows; travel speeds can drop to zero.

Source: Highway Capacity Manual 2000

2.1 Roadway Segment Level of Service Standards and Thresholds

Roadway segment Level of Service (LOS) standards and thresholds provide the basis for analysis of arterial roadway segment performance. The analysis of roadway segment Level of Service is based on the functional classification of the roadway, the maximum capacity, roadway geometrics, and existing or forecast Average Daily Traffic (ADT) volumes. **Table 2.2** presents the roadway segment capacity and Level of Service standards utilized to analyze arterial roadways. This table was developed based on similar standards currently utilized by jurisdictions throughout the San Diego region, and has been approved for use in the County of San Diego.

**TABLE 2.2
COUNTY OF SAN DIEGO
ROADWAY SEGMENT DAILY CAPACITY AND LEVEL OF SERVICE STANDARDS**

Circulation Element Roadway Classification	Level of Service				
	A	B	C	D	E
Expressway (6 – Lane)	36,000	54,000	70,000	86,000	108,000
Prime Arterial (6 - Lane)	22,200	37,000	44,600	50,000	57,000
Major Road (4 Lane)	14,800	24,700	29,600	33,400	37,000
Collector (4 - Lane)	13,700	22,800	27,400	30,800	34,200
Town Collector (3 – Lane)	3,000	6,000	9,500	13,500	19,000
Light Collector (2 - Lane)	1,900	4,100	7,100	10,900	16,200
Rural Collector (2 - Lane)	1,900	4,100	7,100	10,900	16,200
Rural Light Collector (2 - Lane)	1,900	4,100	7,100	10,900	16,200
Rural Mountain Road (2 - Lane)	1,900	4,100	7,100	10,900	16,200
Recreation Parkway (2 - Lane)	1,900	4,100	7,100	10,900	16,200

Source: County of San Diego, Public Road Standards (Table 1), as revised on July 14, 1999.

For the purposes of this traffic analysis, LOS D is considered acceptable for circulation element roadway segments.

2.2 Determination of Significant Impacts

Roadway Segments

Exceeding the following significance guidelines is considered substantial evidence that private development and public improvement projects will have a significant traffic volume and/or Level of Service traffic impact on a road segment if:

- *The additional or redistributed ADT generated by the proposed project will significantly increase congestion on a Circulation Element Road or State Highway currently operating at LOS E or LOS F, or will cause a Circulation Element Road or State Highway to operate at a LOS E or LOS F as a result of the proposed project as identified in Table 2.3, or*
- *The additional or redistributed ADT generated by the proposed project will cause a residential street to exceed its design capacity.*

TABLE 2.3
MEASURES OF SIGNIFICANT PROJECT IMPACTS TO CONGESTIONS ON ROAD SEGMENTS:
ALLOWABLE INCREASES ON CONGESTED ROAD SEGMENTS

Level of Service	Two-Lane road	Four-Lane road	Six-Lane road
LOSE	200 ADT	400 ADT	600 ADT
LOS F	100 ADT	200 ADT	300 ADT

Source: County of San Diego, December 2007

Notes:

1. By adding proposed project trips to all other trips from a list of projects, this same table must be used to determine if total cumulative impacts are significant. If cumulative impacts are found to be significant, each project that contributes any trips must mitigate a share of the cumulative impacts.
2. The County may also determine impacts have occurred on roads even when a project's traffic or cumulative impacts do not trigger an unacceptable level of service, when such traffic uses a significant amount of remaining road capacity.

3.0 Existing Conditions

This section describes key roadway segments, existing daily roadway traffic volume information, and Level of Service (LOS) analysis results under Existing conditions.

3.1 Existing Roadway Network

Several locally significant roadways traverse the study area, and each of the key roadways within the study area is discussed below:

Via de la Valle – Via de la Valle is currently a 2-lane roadway with bike lanes and posted speed limit of 45 mph within the study area. This facility has no sidewalk, parking and curb and gutter. Via de la Valle is classified as a 2-lane Light Collector in the current General Plan Circulation Element.

Via de Santa Fe – Via de Santa Fe is not a designated Circulation Element roadway in the County's current General Plan. Within the study area, this facility is currently a 2-lane roadway with bike lanes and posted speed limit of 45 mph.

Calzada del Bosque – Calzada del Bosque is currently a 2-lane roadway with a posted speed limit of 35 mph. This facility is not a designated Circulation Element roadway.

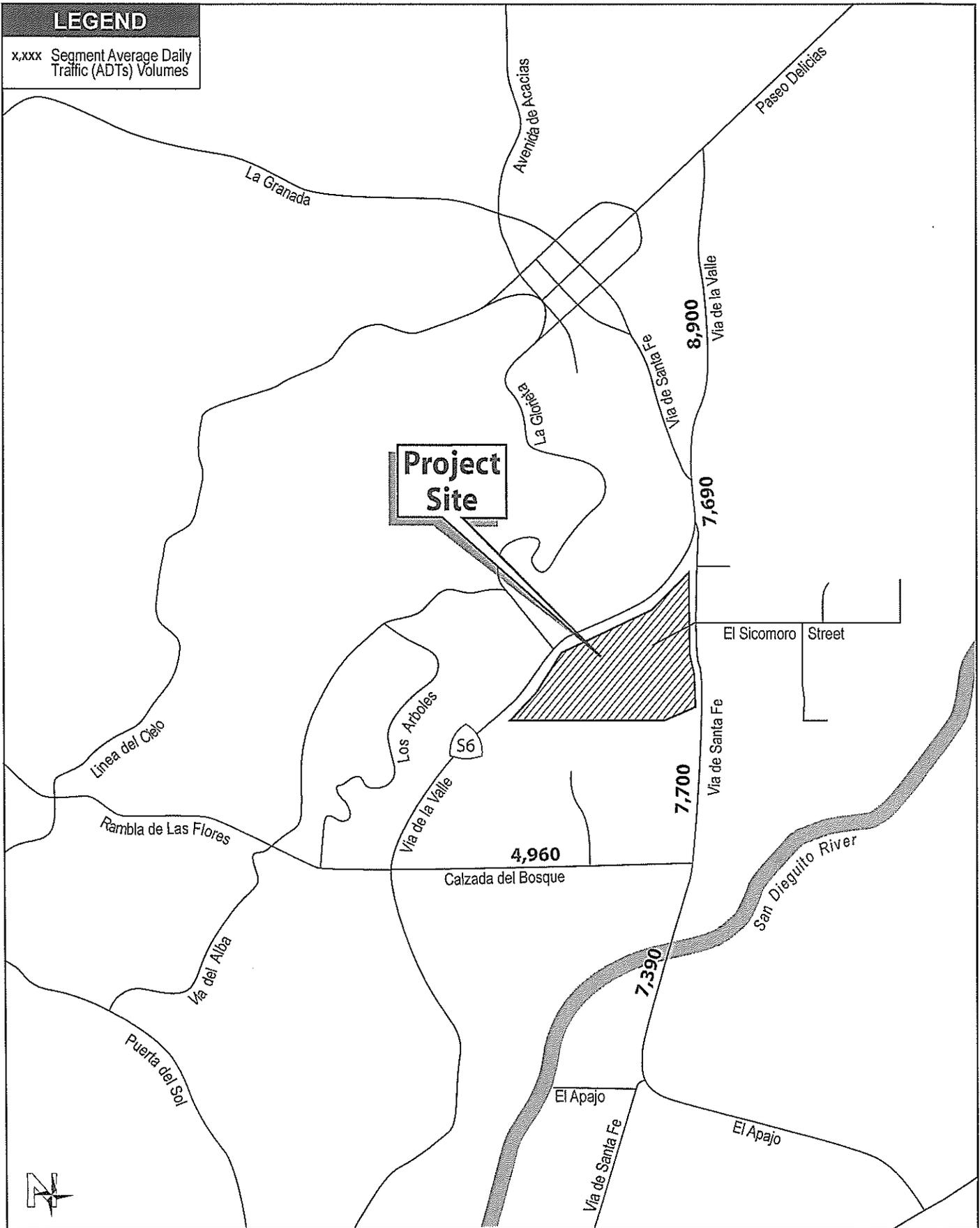
The existing roadway traffic geometrics are shown in **Figure 3-1**.

3.2 Existing Roadway Volumes and Analysis

Figure 3-2 shows existing Average Daily Traffic (ADT) volumes for the study area roadway segments. Traffic counts were conducted in March 2008 and are provided in **Appendix A**.

Level of Service analyses under Existing conditions were conducted using the methodologies described in Chapter 2.0. Roadway segment Level of Service results are discussed below.

Table 3.1 displays the Level of Service analysis results for key study area roadway segments under Existing conditions. As noted in Section 1.3, the Osuna Equestrian Facility is currently in operation, and thus, traffic generated by this facility is a part of the baseline traffic (existing counts). Rather than modifying the existing conditions, the project traffic was not extracted from the existing counts for a worst case scenario analysis.



Source: Wilson & Company, Inc., Engineers & Architects; January 2009

Figure 3-2
 Traffic Volumes
 Existing Conditions

**TABLE 3.1
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
EXISTING CONDITIONS**

Roadway	Segment	Cross-Section	Average Daily Traffic (ADT)	LOS Threshold (LOS D)	Level of Service (LOS)
Via de la Valle	From Paseo Delicias to Via de Santa Fe	2-Lane	8,900	10,900	D
Via de Santa Fe	From Via de la Valle to project driveway/El Sicomoro St	2-Lane	7,690	10,900	D
	From project driveway/El Sicomoro St to Calzada del Bosque		7,700		D
	From Calzada del Bosque to El Apajo		7,390		D
Calzada del Bosque	From Via de la Valle to Via de Santa Fe	2-Lane	4,960	10,900	C

Source: Southland Car Counters; Wilson & Company, Inc., Engineers & Architects; May 2008

Note:

The Osuna Equestrian Facility is currently in operation, and thus, traffic generated by this facility is a part of baseline traffic (existing counts). As a result, no additional traffic would be added to the project area roadway network.

As shown in Table 3.1, all key study area roadway segments are currently operating at acceptable LOS D or better.

4.0 Project Description

This section describes the Osuna Equestrian Facility project, including project land uses and trip generation, trip distribution, and trip assignment.

4.1 Project Description

The Osuna Equestrian Facility is an existing equestrian facility located on 27 acres at 16332 Via de Santa Fe in the community of Rancho Santa Fe within the County of San Diego. Existing number of horse stalls and the maximum proposed horse stalls with the Major Use Permit is 50. Site access (gated entrance) is via a stop-controlled driveway off of Via de Santa Fe, aligned with El Sicomoro Street. A tentative parcel subdivision map is displayed in **Figure 4-1**.

4.2 Project Trip Generation, Distribution, and Assignment

4.2.1 Project Trip Generation

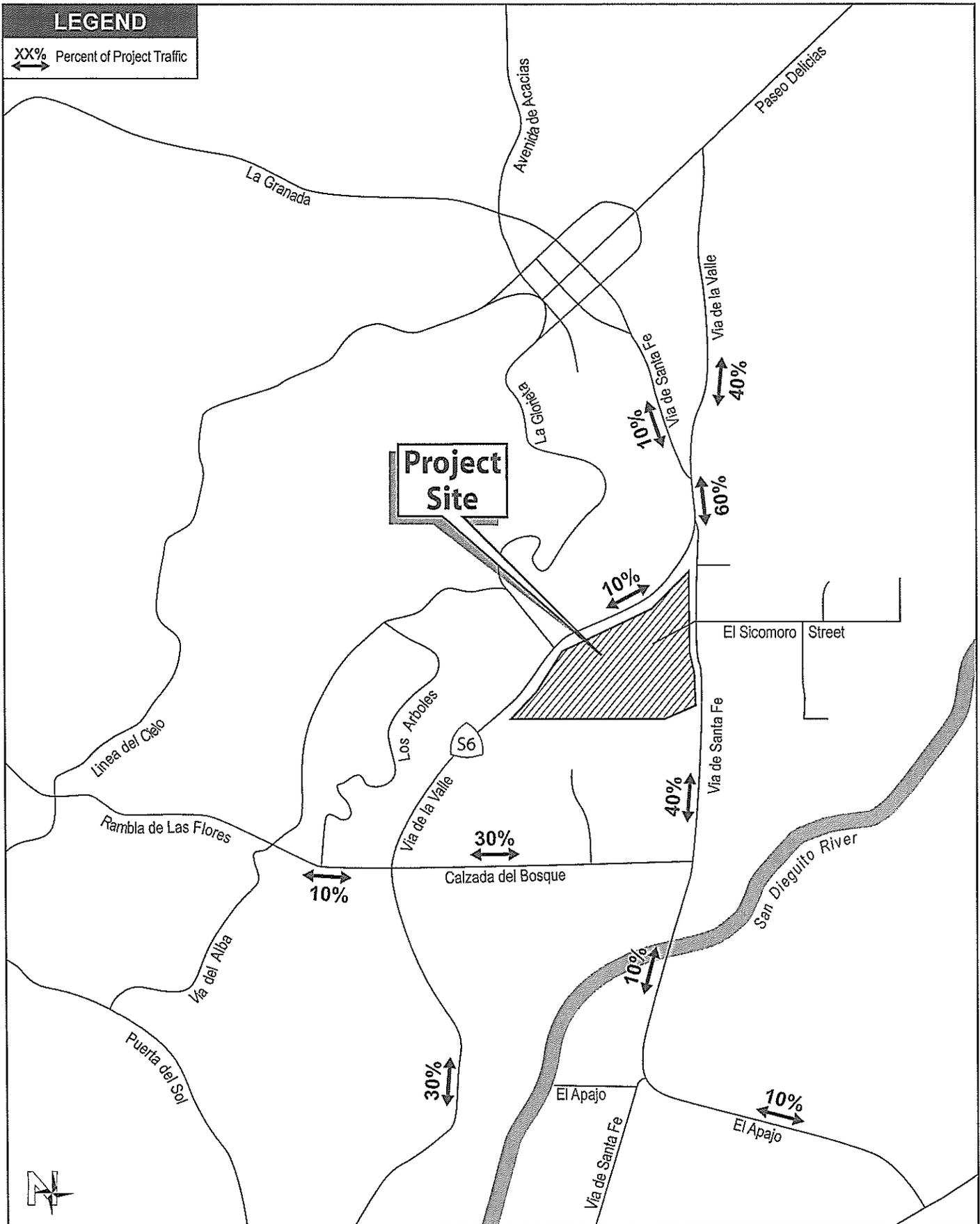
This facility is currently in operation (9:00 am - 3:30 pm). 7-day machine counts were conducted at the project driveway to determine the actual project trip generation. The average of the three highest weekday counts (Tuesday, Wednesday, and Thursday) was calculated as the daily project trip generation, resulting in 56 trips per day for the project. 7-day project driveway traffic count sheets are provided in **Appendix B**.

4.2.2 Project Trip Distribution

The project trip distribution was developed in conjunction with the Rancho Santa Fe Association staff to reflect the likely distribution of project traffic given the adjacent roadway network and surrounding land uses. **Figure 4-2** displays the trip distribution pattern associated with the Osuna Equestrian Facility project.

4.2.3 Project Trip Assignment

Based upon the project trip distribution, daily project trips were assigned to the adjacent roadway network, as displayed in **Figure 4-3**.



Source: Wilson & Company, Inc., Engineers & Architects; January 2009

Figure 4-2
Project Trip Distribution

5.0 Existing Plus Project Conditions

This section provides an analysis of existing traffic conditions with the addition of the Osuna Equestrian Facility project.

5.1 Existing Plus Project Roadway Network and Traffic Volumes

This scenario includes existing traffic volumes with the addition of Osuna Equestrian Facility project traffic. Since the Osuna Equestrian Facility is currently in operation, and thus, traffic generated by this facility is a part of baseline traffic (existing count). As a result, no additional traffic would be added to the project area roadway network.

Roadway geometrics under Existing Plus Project conditions were assumed to be identical to the Existing Conditions geometrics, as previously shown in Figure 3-1. Daily roadway volumes for this scenario are displayed in Figure 5-1.

5.2 Existing Plus Project Traffic Conditions

Analyses were conducted using the methodologies described in Chapter 2.0. Roadway segment Level of Service results are discussed below.

Roadway Segment Analysis

Table 5.1 displays the Level of Service analysis results for key roadway segments under Existing Plus Project conditions.

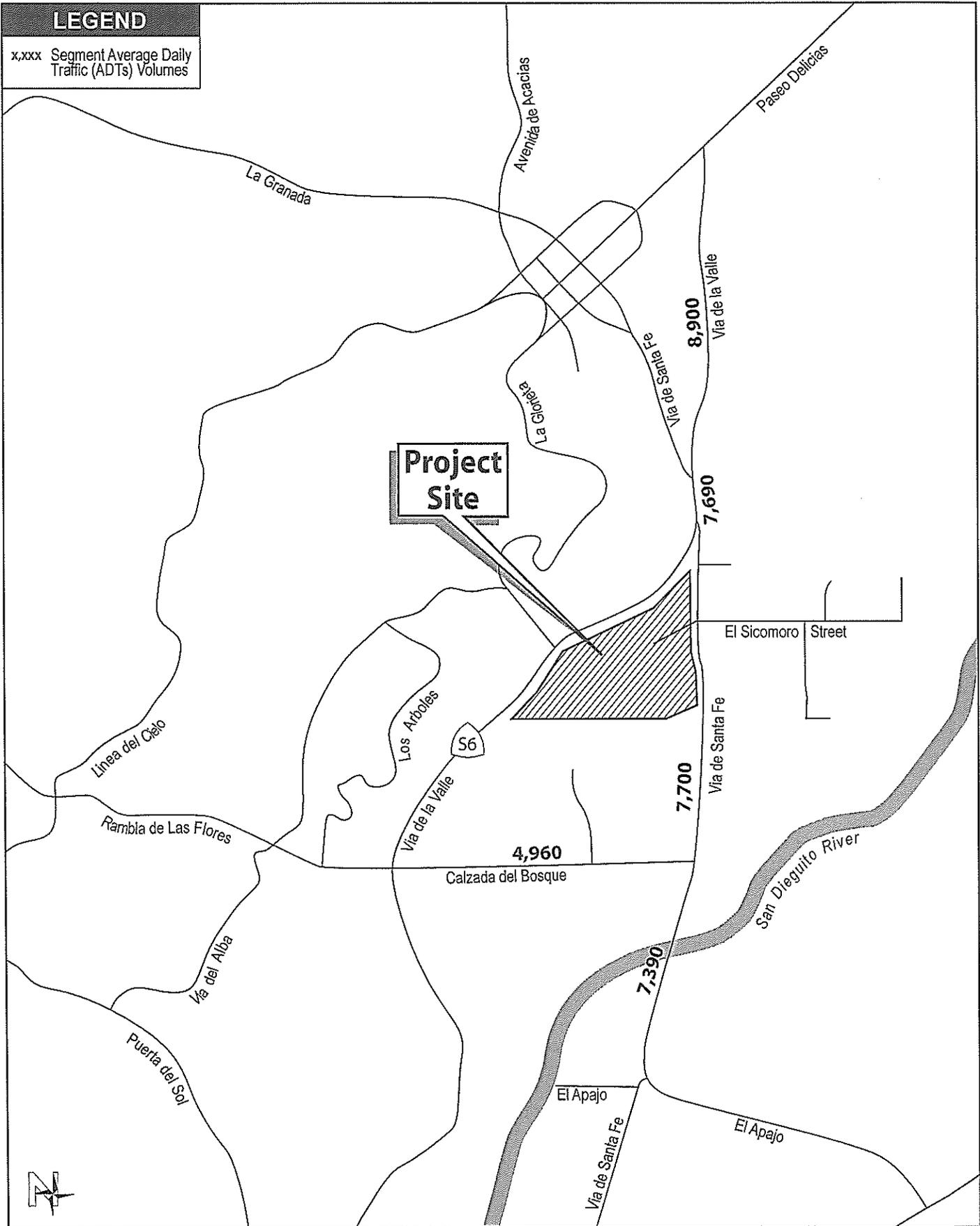
TABLE 5.1
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
EXISTING PLUS PROJECT CONDITIONS

Roadway	Segment	Cross-Section	Average Daily Traffic (ADT)	LOS Threshold (LOS D)	LOS with Project	LOS w/o Project	Project Direct Impact?
Via de la Valle	From Paseo Delicias to Via de Santa Fe	2-Lane	8,900	10,900	D	D	No
Via de Santa Fe	From Via de la Valle to project driveway/El Sicomoro St	2-Lane	7,690	10,900	D	D	No
	From project driveway/El Sicomoro St to Calzada del Bosque		7,700		D	D	No
	From Calzada del Bosque to El Apajo		7,390		D	D	No
Calzada del Bosque	From Via de la Valle to Via de Santa Fe	2-Lane	4,960	10,900	C	C	No

Source: Wilson & Company, Inc., Engineers & Architects; July 2009

Note:

The Osuna Equestrian Facility is currently in operation, and thus, traffic generated by this facility is a part of baseline traffic (existing counts). As a result, no additional traffic would be added to the project area roadway network.



Source: Wilson & Company, Inc., Engineers & Architects; August 2009



Osuna Equestrian Facility
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Figure 5-1
Traffic Volumes
Existing Plus Project Conditions

As shown in Table 5.1, all of the study area roadway segments would continue to operate at acceptable LOS D or better under Existing Plus Project conditions. The Osuna Equestrian Facility project traffic would not cause any direct significant impacts to the study area roadway segments.

Impact Significance and Mitigation

Based upon the significance criteria presented in Section 2.2 of this report, the Osuna Equestrian Facility project traffic would not have any identified significant traffic impacts to the project study area under Existing Plus Project conditions. Therefore, no mitigation would be required under Existing Plus Project conditions.

6.0 Existing Plus Cumulative Project Traffic Conditions

This section provides an analysis of the Existing Plus Cumulative traffic conditions both with and without the Osuna Equestrian Facility project. The scenarios analyzed in this section include:

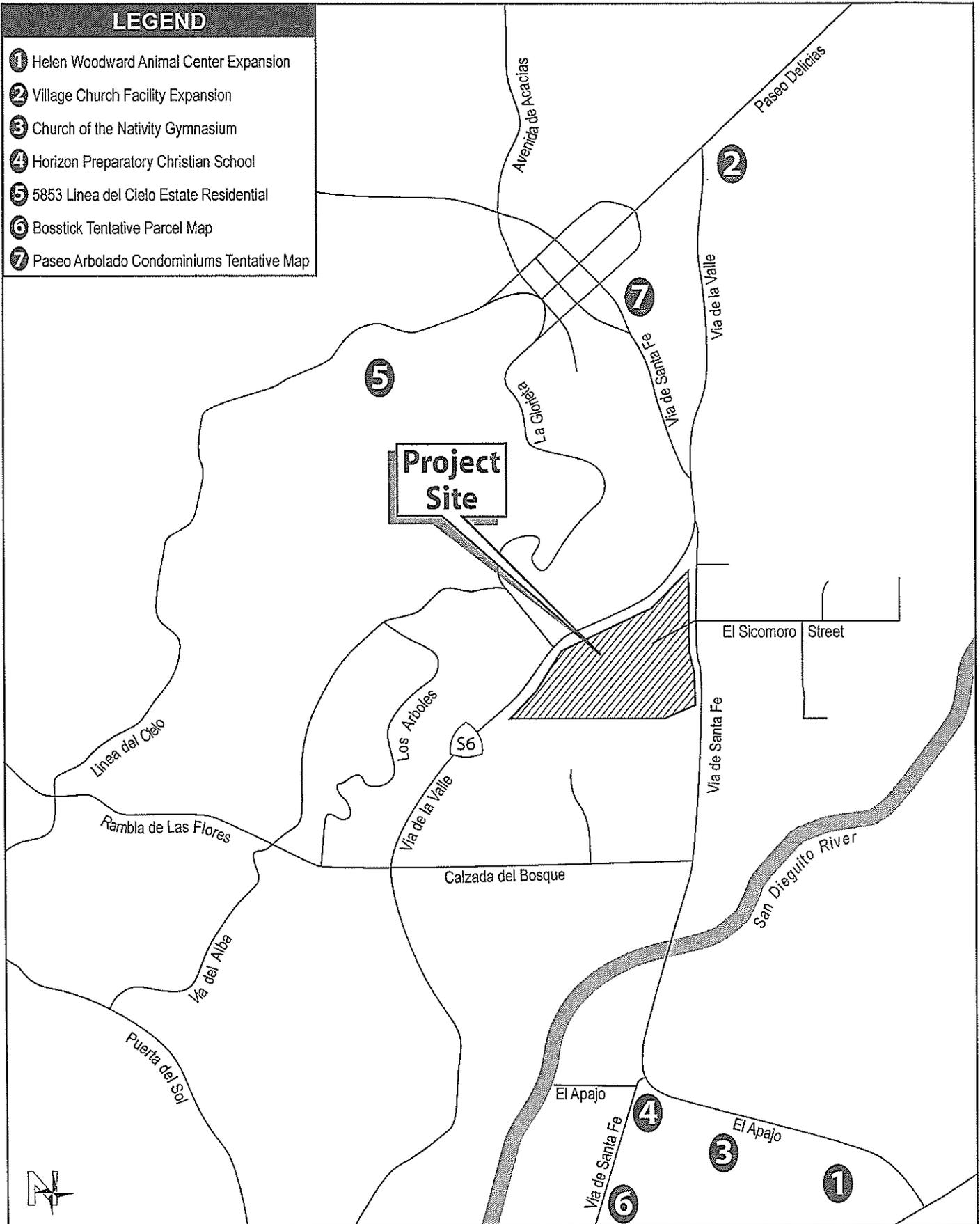
- Existing Plus Cumulative Projects
- Existing Plus Cumulative Projects Plus Project

6.1 Cumulative Project Traffic

6.1.1 Description of Cumulative Projects

The Osuna Equestrian Facility is currently in operation and technically no additional cumulative projects would need to be included for the analysis. However, with the intent of conducting a worst case analysis, seven (7) cumulative projects were identified and included in the background for comparing traffic impacts associated with the Osuna Equestrian Facility. **Figure 6-1** displays the location of the cumulative projects. These projects include:

1. *Helen Woodward Animal Center Expansion* – This project is located southwest of El Apajo and northwest of San Dieguito Road in the County of San Diego. The project consists of an additional 20,958 gross square feet (GSF) of expansion over the existing 120,710 GSF.
2. *Village Church Facility Expansion* – This project is located in the southeast quadrant of the intersection of Via de la Valle and Paseo Delicias within the County of San Diego. The project consists of 23,819 square feet of expansion, with a 22,660 square foot sanctuary and administrative building, a 9,876 square foot Sunday school education building, and demolition of 8,717 square feet of existing building space.
3. *Church of Nativity Gymnasium* – This project is located at 6309 EL Apajo in the County of San Diego. The project includes the addition of an 11,823 square foot gymnasium and a 925 square foot art classroom. The proposed art classroom will not generate any additional traffic, since no associated new student enrollment is anticipated.
4. *Horizon Prep K-12 Christian School Expansion* – This project is located at 6233 El Apajo in the County of San Diego. The project proposes a student enrollment expansion from 250 to 750.
5. *5853 Linea del Cielo Estate Residential* – This project is located at 5853 Linea de Cielo in the County of San Diego. The project proposes boundary adjustment of approximately 31,000 square feet for two adjacent lots. Only one single family dwelling is proposed on the existing lot, and the existing adjacent lot will remain as open space.
6. *Bosstick Tentative Parcel Map (TPM)* – This project is located at 15557 Via de Santa Fe in the County of San Diego. The project includes 2-lot TPM with an existing home to be remained on one of the lots, while the other lot to be developed for 1-dwelling unit of single family.



Source: Wilson & Company, Inc., Engineers & Architects; January 2009

Figure 6-1
 Cumulative Project Locations

7. *Paseo Arbolado Condo Tentative Map* – This project is located at 6180 Paseo Arbolado in the County of San Diego. The project proposes the development of a 6-unit condominium complex and has been approved by the Planning Commission on August 22, 2008.

6.1.2 Cumulative Project Trip Generation

Table 6.1 displays the trip generation for the cumulative projects. Daily trip generation for the first three cumulative projects was obtained from previous traffic studies which were provided by the Rancho Santa Fe Association. Trip generation rates for cumulative projects 5-7 (as listed) were developed utilizing SANDAG’s *Guide to Vehicular Traffic Generation Rates for the San Diego Region* (SANDAG, April 2002). Since trip generation rate for private school is not specified in the SANDAG Trip Generation Manual, ITE Trip Generation was utilized to determine rate for the Horizon Prep K-12 Christian School Expansion project.

**TABLE 6.1
CUMULATIVE PROJECTS TRIP GENERATION**

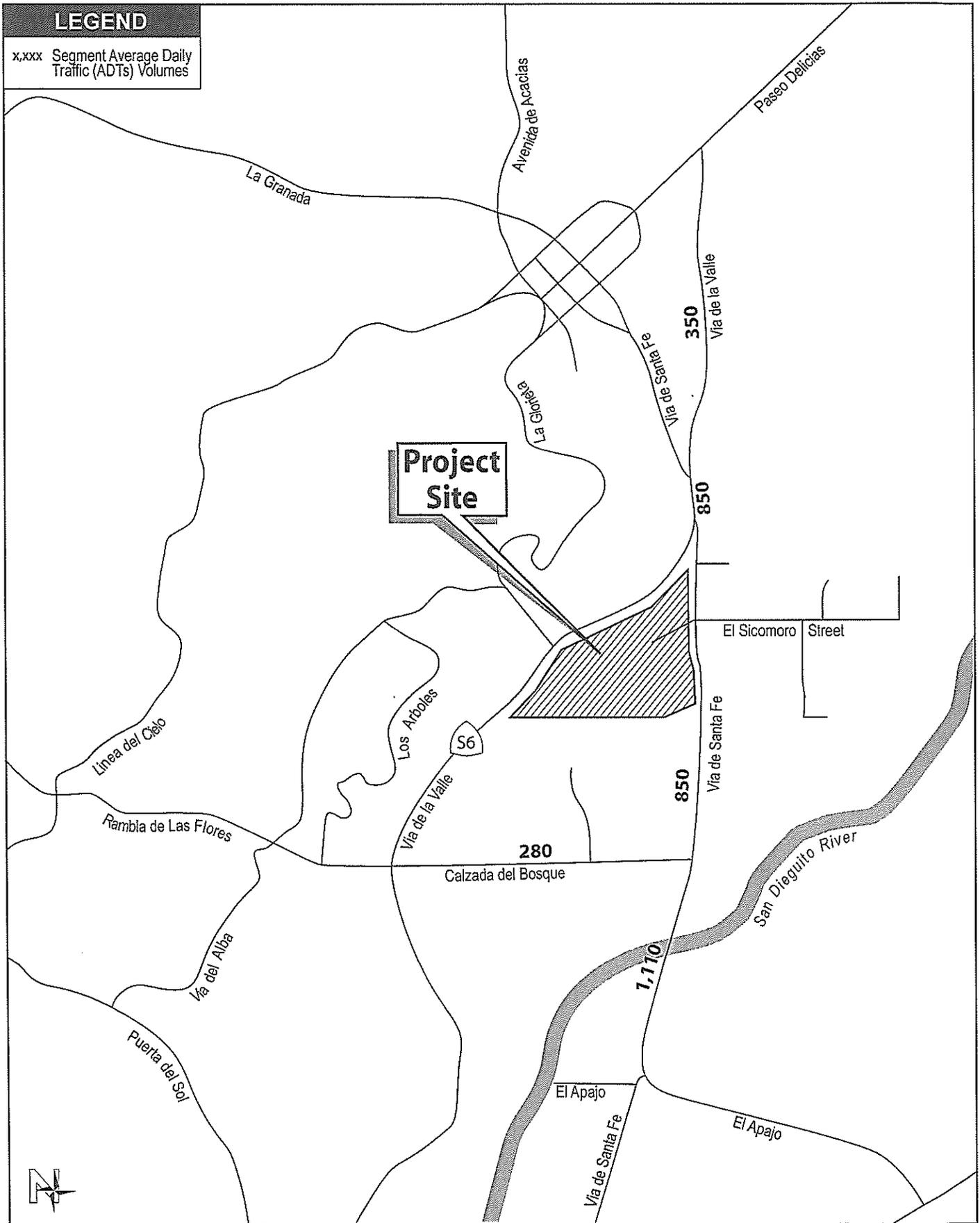
Cumulative Project	Land Use	Quantity	Daily Trip Generation
1. Helen Woodward Animal Center Expansion (prepared by LLG, 9/24/07)	Animal Center	20,958 SF	130
2. Village Church Facility Expansion (prepared by Kimley-Horn, 2/6/2007)	Church	23,819 SF	214
3. Church of Nativity Gymnasium (prepared by LLG, 11/3/06)	Gymnasium	11,823 SF	52
4. Horizon Prep K-12 Christian School Expansion	Private School*	500 Students	1,240
5. 5853 Linea del Cielo Estate Residential	Estate Residential	1 DU	12
6. Bosstick Tentative Parcel Map	Single Family	1 DU	10
7. Paseo Arbolado Condo Tentative Map	Condominium	6 DU	48
Total			1,706

Source: Rancho Santa Fe Association, SANDAG Trip Generation Manual, ITE Trip Generation 8th Edition; January 2009

As shown in Table 6.1, the cumulative projects will generate an estimated total of 1,706 daily trips, with the highest traffic generation stemming from the Horizon Prep K-12 Christian School Expansion project.

6.1.3 Cumulative Trip Distribution and Assignment

Separate distributions were developed for each of the cumulative projects in order to accurately reflect the associated travel patterns. The distribution patterns were based on the location of cumulative project access points to the regional roadway network and predicted travel patterns. The cumulative project trip distributions were derived from previous traffic studies conducted by other consultants and provided by the Rancho Santa Fe Association. **Figure 6-2** displays the assignment of the cumulative project trips to the study area roadways.



Source: Wilson & Company, Inc., Engineers & Architects; January 2009



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 Focused Traffic Study

Figure 6-2
 Cumulative Projects Trip Assignment

6.2 Existing Plus Cumulative Projects Roadway Network and Traffic Volumes

Roadway geometrics under the Existing Plus Cumulative Projects conditions were assumed to be identical to the Existing conditions geometrics, as shown previously in Figure 3-1. Figure 6-3 shows average daily traffic volumes for study roadway segments under the Existing Plus Cumulative Projects conditions. These volumes were developed by adding the cumulative project traffic volumes to existing traffic volumes, and applying a 10% growth factor to account for any potential regional growth affecting the study area.

6.3 Existing Plus Cumulative Projects Traffic Conditions

Level of Service analyses for the Existing Plus Cumulative Projects were conducted using the methodologies described in Chapter 2.0. Roadway segment Level of Service results are discussed below.

Table 6.2 displays the Level of Service analysis results for key roadway segments under Existing Plus Cumulative Projects conditions. As shown in the table, all of the study area roadway segments would operate at acceptable LOS D or better under Existing Plus Cumulative Projects conditions.

**TABLE 6.2
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
EXISTING PLUS CUMULATIVE PROJECTS CONDITIONS**

Roadway	Segment	Cross-Section	Average Daily Traffic (ADT)	LOS Threshold (LOS D)	Level of Service (LOS)
Via de la Valle	From Paseo Delicias to Via de Santa Fe	2-Lane	10,140	10,900	D
Via de Santa Fe	From Via de la Valle to project driveway/El Sicomoro St	2-Lane	9,310	10,900	D
	From project driveway/El Sicomoro St to Calzada del Bosque		9,320		D
	From Calzada del Bosque to El Apajo		9,240		D
Calzada del Bosque	From Via de la Valle to Via de Santa Fe	2-Lane	5,740	10,900	C

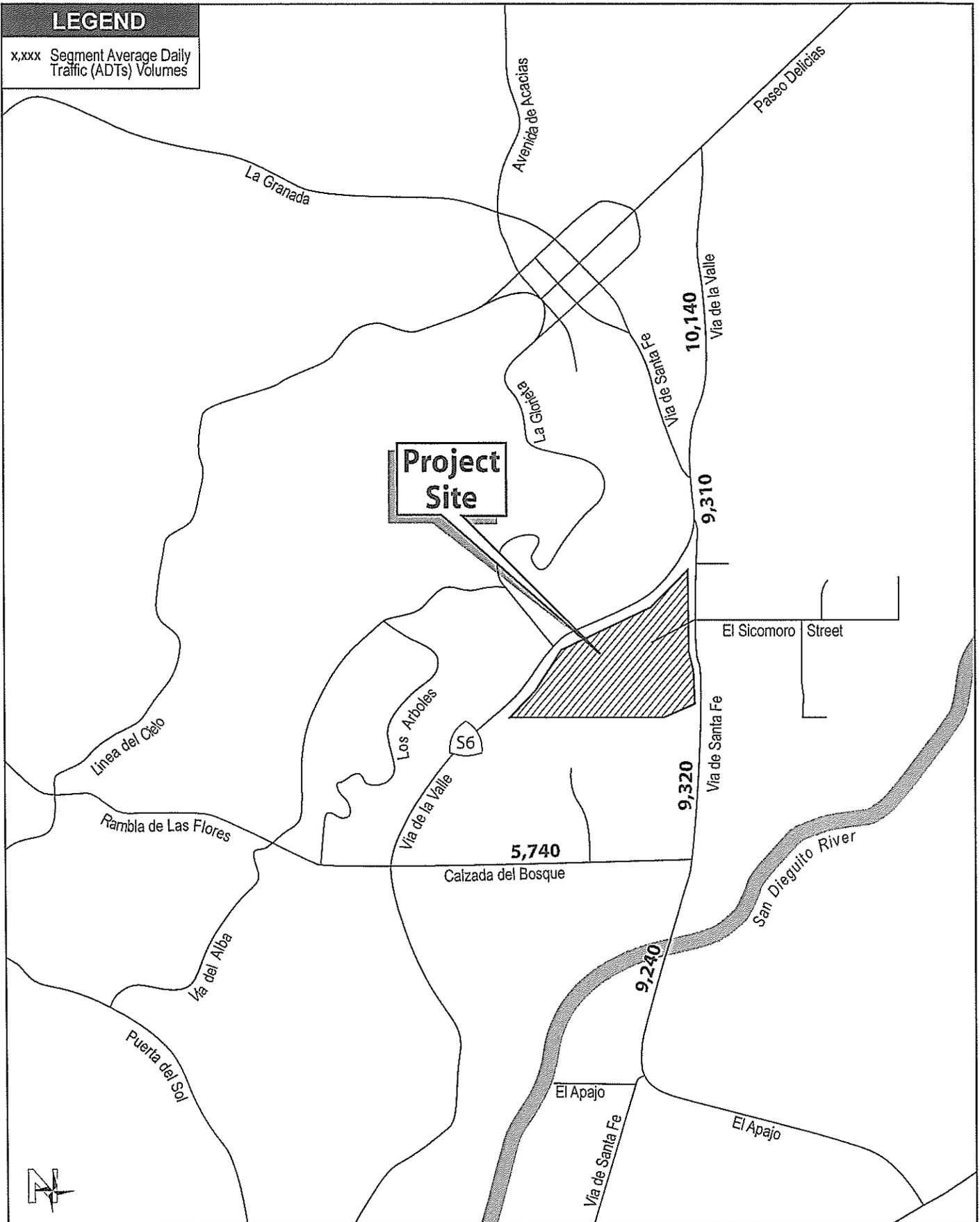
Source: Wilson & Company, Inc., Engineers & Architects; January 2009

Note:

The Osuna Equestrian Facility is currently in operation, and thus, traffic generated by this facility is a part of baseline traffic. As a result, no additional traffic would be added to the project area roadway network.

6.4 Existing Plus Cumulative Projects Plus Project Roadway Network and Traffic Volumes

This scenario included Existing Plus Cumulative Projects traffic volumes with the addition of Osuna Equestrian Facility project traffic. Since the Osuna Equestrian Facility is currently in operation, and thus, traffic generated by this facility is a part of baseline traffic. As a result, no additional traffic would be added to the project area roadway network.



Source: Wilson & Company, Inc., Engineers & Architects; January 2009



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Figure 6-3
Traffic Volumes
Existing Plus Cumulative Projects Conditions

Roadway geometrics under Existing Plus Cumulative Projects Plus Project conditions were assumed to be identical to the Existing conditions geometrics, as shown in Figure 3-1. Daily traffic volumes for this scenario are displayed in Figure 6-4.

6.5 Existing Plus Cumulative Projects Plus Project Traffic Conditions

Analyses were conducted using the methodologies described in Chapter 2.0. Roadway segment Level of Service results are discussed below.

Table 6.3 displays the Level of Service analysis results for key roadway segments under Existing Plus Cumulative Projects Plus Project conditions. As shown in the table, all of the roadway segments would continue to operate at acceptable LOS D or better under Existing Plus Cumulative Projects Plus Project conditions. The Osuna Equestrian Facility project traffic would not cause any significant impacts to the study area roadway segments.

**TABLE 6.3
ROADWAY SEGMENT LEVEL OF SERVICE RESULTS
EXISTING PLUS CUMULATIVE PROJECTS PLUS PROJECT CONDITIONS**

Roadway	Segment	Cross-Section	Average Daily Traffic (ADT)	LOS Threshold (LOS D)	LOS with Project	LOS w/o Project	Cumulative Impact?
Via de la Valle	From Paseo Delicias to Via de Santa Fe	2-Lane	10,140	10,900	D	D	No
Via de Santa Fe	From Via de la Valle to project driveway/El Sicomoro St	2-Lane	9,310	10,900	D	D	No
	From project driveway/El Sicomoro St to Calzada del Bosque		9,320		D	D	No
	From Calzada del Bosque to El Apajo		9,240		D	D	No
Calzada del Bosque	From Via de la Valle to Via de Santa Fe	2-Lane	5,740	10,900	C	C	No

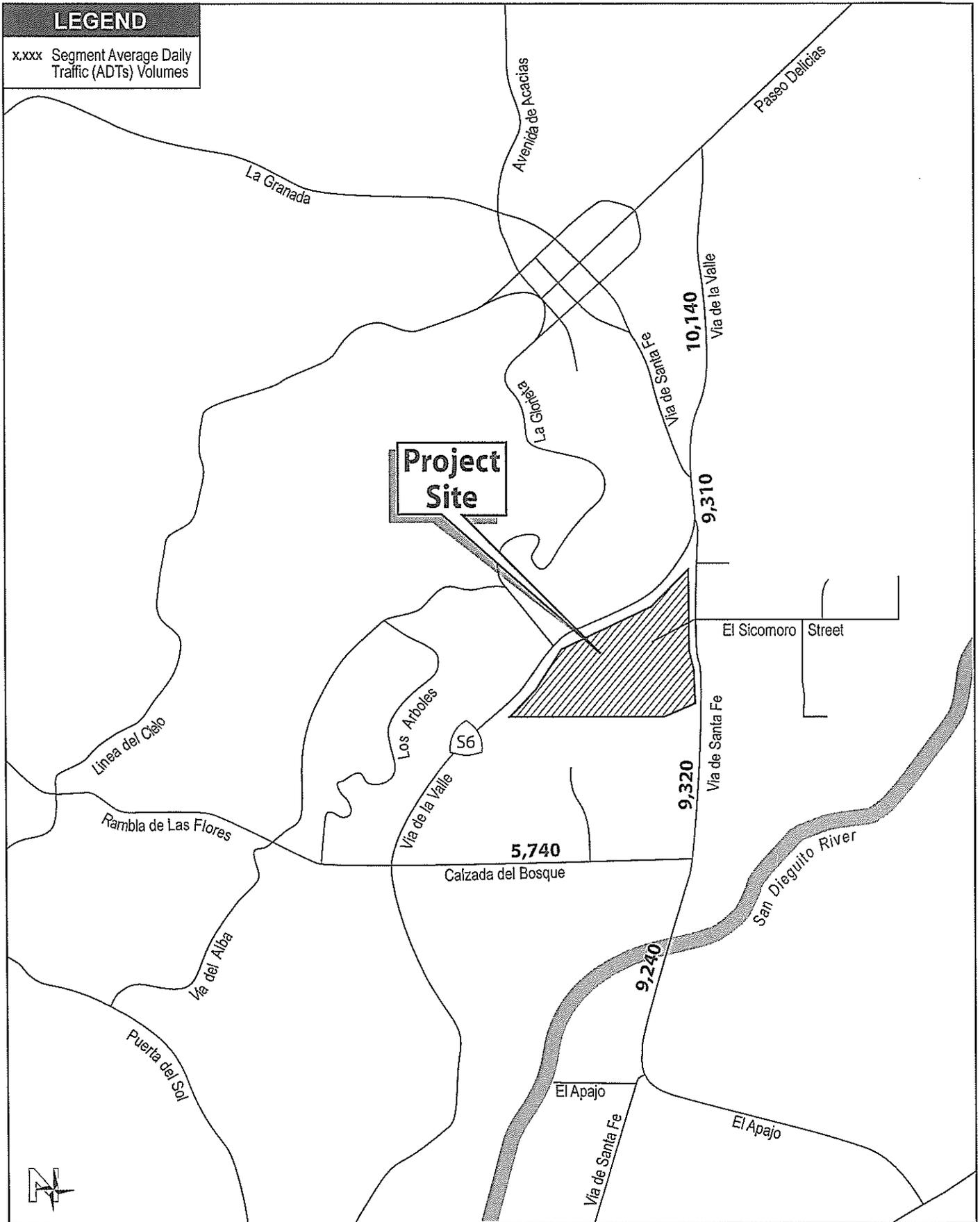
Source: Wilson & Company, Inc., Engineers & Architects; July 2009

Note:

The Osuna Equestrian Facility is currently in operation, and thus, traffic generated by this facility is a part of baseline traffic. As a result, no additional traffic would be added to the project area roadway network.

Impact Significance and Mitigation

Based upon the significance criteria presented in Section 2.2 of this report, the Osuna Equestrian Facility project traffic would not have any identified direct or cumulative traffic impacts in the project study area. Therefore, no traffic mitigation measures would be required under Existing Plus Cumulative Projects Plus Project conditions.



Source: Wilson & Company, Inc., Engineers & Architects; August 2009



Osuna Equestrian Facility
 Focused Traffic Study

Figure 6-4
 Traffic Volumes
 Existing Plus Cumulative Projects Plus Project Conditions

7.0 Findings and Recommendations

This chapter provides a summary of the key findings and study recommendations, including the Level of Service results for each scenario analyzed. Specific recommendations related to mitigation of Osuna Equestrian Facility project traffic impacts on the roadway network are listed.

7.1 Summary of Roadway Analyses

Table 7.1 displays roadway segment Level of Service results for each scenario analyzed. The following key points summarize the roadway segment analyses:

1. Under the Existing and Existing Plus Project conditions, all of the roadway segments currently operate and would continue to operate at acceptable LOS D or better. The Osuna Equestrian Facility project traffic would not cause any direct project traffic impacts to the study area roadway segments.

**TABLE 7.1
SUMMARY OF ROADWAY SEGMENT LEVEL OF SERVICE RESULTS**

Roadway	Segment	Existing	Existing Plus Project	Existing Plus Cumulative Projects	Existing Plus Cumulative Projects Plus Project
Via de la Valle	From Paseo Delicias to Via de Santa Fe	D	D	D	D
Via de Santa Fe	From Via de la Valle to project driveway/El Sicomoro St	D	D	D	D
	From project driveway/El Sicomoro St to Calzada del Bosque	D	D	D	D
	From Calzada del Bosque to El Apajo	D	D	D	D
Calzada del Bosque	From Via de la Valle to Via de Santa Fe	C	C	C	C

Source: Wilson & Company, Inc., Engineers & Architects; May 2008

2. Under Existing Plus Cumulative Projects scenario, all of the roadway segments would operate at acceptable LOS D or better. The Osuna Equestrian Facility project traffic would not cause any direct or cumulative traffic impacts to the study area roadway segments.

7.2 Summary of Mitigation Measures

This section summarizes the Direct Project Impact and Cumulative Impact mitigation measures at study area roadway segments under the various timeframes analyzed.

Existing Plus Project

Direct Project Impact Mitigation: None.

Existing Plus Cumulative Projects Plus Project

Cumulative Impact Mitigation: None.

In addition, the Osuna Equestrian Facility is currently in operation (with the MUP proposed maximum of 50 horses) and would not cause an increase in daily traffic in the future, and therefore, participation in the County's TIF program is not required.

Appendix A

Roadway Daily Traffic Counts

Volumes for: Tuesday, March 25, 2008

City: Rancho Santa Fe

Project #: 08-4077-005

Location: Via de La Valle btwn Paseo Delicias & Via de Santa Fe

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	
00:00	6	2			12:00	59	80			
00:15	3	1			12:15	69	66			
00:30	7	0			12:30	64	83			
00:45	1	17	5	8	12:45	60	252	76	305	
01:00	0	1			13:00	72	58			
01:15	2	1			13:15	74	55			
01:30	3	1			13:30	65	69			
01:45	3	8	1	4	13:45	87	298	75	257	
02:00	3	0			14:00	84	71			
02:15	0	0			14:15	76	88			
02:30	1	3			14:30	99	79			
02:45	1	5	1	4	14:45	113	372	83	321	
03:00	0	1			15:00	125	76			
03:15	4	0			15:15	106	91			
03:30	3	2			15:30	100	94			
03:45	2	9	3	6	15:45	112	443	112	373	
04:00	1	2			16:00	107	87			
04:15	2	3			16:15	108	58			
04:30	2	6			16:30	112	69			
04:45	3	8	10	21	16:45	131	458	76	290	
05:00	3	11			17:00	125	88			
05:15	2	14			17:15	117	81			
05:30	9	22			17:30	95	70			
05:45	16	30	32	79	17:45	82	419	60	299	
06:00	20	31			18:00	80	54			
06:15	21	54			18:15	89	52			
06:30	36	80			18:30	92	40			
06:45	41	118	79	244	18:45	69	330	37	183	
07:00	49	73			19:00	66	32			
07:15	39	111			19:15	51	36			
07:30	41	112			19:30	38	32			
07:45	56	185	93	389	19:45	37	192	21	121	
08:00	36	89			20:00	41	18			
08:15	47	107			20:15	38	13			
08:30	46	126			20:30	27	14			
08:45	61	190	124	446	20:45	29	135	15	60	
09:00	51	101			21:00	35	10			
09:15	57	87			21:15	33	10			
09:30	52	83			21:30	26	18			
09:45	57	217	102	373	21:45	27	121	11	49	
10:00	64	76			22:00	20	8			
10:15	52	84			22:15	17	7			
10:30	57	65			22:30	15	5			
10:45	53	226	80	305	22:45	12	64	7	27	
11:00	61	85			23:00	17	5			
11:15	61	80			23:15	11	4			
11:30	77	73			23:30	9	0			
11:45	54	253	91	329	23:45	4	41	6	15	
Total Vol.	1266	2208		3474		3125	2300		5425	
								Daily Totals		
						NB	SB	EB	WB	Combined
						4391	4508			8899
Split %	36.4%	63.6%		39.0%		57.6%	42.4%			61.0%
Peak Hour	11:30	08:15		08:15		16:30	15:15			15:00
Volume	259	458		663		485	384			816
P.H.F.	0.84	0.91		0.90		0.94	0.86			0.91

Volumes for: Tuesday, March 25, 2008

City: Rancho Santa Fe

Project #: 08-4077-002

Location: Via de Santa Fe btwn Via de la Valle & project Dwy/EI Sicomoro St

AM Period				PM Period				
NB	SB	EB	WB	NB	SB	EB	WB	
00:00	1	0		12:00	38	69		
00:15	3	3		12:15	46	70		
00:30	3	2		12:30	49	52		
00:45	2	9	1 6	12:45	48	181	68 259	
01:00	0	1		13:00	57	44		
01:15	0	0		13:15	57	51		
01:30	1	0		13:30	56	70		
01:45	0	1	2 3	13:45	68	238	44 209	
02:00	0	0		14:00	63	68		
02:15	0	0		14:15	71	57		
02:30	2	1		14:30	85	69		
02:45	3	5	1 2	14:45	84	303	63 257	
03:00	1	0		15:00	97	58		
03:15	0	1		15:15	88	57		
03:30	0	0		15:30	88	66		
03:45	1	2	2 3	15:45	133	406	86 267	
04:00	1	0		16:00	104	67		
04:15	1	1		16:15	114	71		
04:30	0	4		16:30	108	67		
04:45	3	5	1 6	16:45	119	445	69 274	
05:00	1	3		17:00	110	88		
05:15	2	8		17:15	80	84		
05:30	5	12		17:30	135	84		
05:45	1	9	20 43	17:45	130	455	71 327	
06:00	5	19		18:00	111	68		
06:15	10	35		18:15	69	63		
06:30	15	61		18:30	71	55		
06:45	14	44	81 196	18:45	63	314	58 244	
07:00	25	96		19:00	52	46		
07:15	27	97		19:15	49	40		
07:30	29	94		19:30	29	31		
07:45	41	122	119 406	19:45	20	150	23 140	
08:00	50	123		20:00	12	17		
08:15	65	101		20:15	13	16		
08:30	67	97		20:30	10	22		
08:45	60	242	89 410	20:45	8	43	13 68	
09:00	48	90		21:00	13	12		
09:15	55	96		21:15	9	12		
09:30	37	75		21:30	9	15		
09:45	46	186	73 334	21:45	7	38	15 54	
10:00	50	80		22:00	10	15		
10:15	53	70		22:15	8	9		
10:30	46	49		22:30	8	6		
10:45	52	201	57 256	22:45	3	29	6 36	
11:00	45	65		23:00	3	3		
11:15	42	55		23:15	3	4		
11:30	54	58		23:30	2	5		
11:45	54	195	67 245	23:45	4	12	1 13	
Total Vol.	1021	1910	2931	2614	2148			4762
				Daily Totals				
				NB	SB	EB	WB	Combined
				3635	4058			7693
AM				PM				
Split %	34.8%	65.2%	38.1%	54.9%	45.1%			61.9%
Peak Hour	08:00	07:45	07:45	15:45	17:00			17:00
Volume	242	440	663	459	327			782
P.H.F.	0.90	0.89	0.96	0.87	0.93			0.89

Volumes for: Tuesday, March 25, 2008

City: Rancho Santa Fe

Project #: 08-4077-003

Location: Via de Santa Fe btwn proj Dwy/El Sicomoro St & Calzada Del Bosque

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	
00:00	0	0			12:00	81	52			
00:15	3	4			12:15	65	47			
00:30	3	1			12:30	71	47			
00:45	0	6	2	7	12:45	50	267	49	195	
01:00	0	1			13:00	58	50			
01:15	0	1			13:15	57	58			
01:30	0	0			13:30	89	60			
01:45	0	0	2	4	13:45	55	259	53	221	
02:00	0	0			14:00	63	64			
02:15	0	1			14:15	76	61			
02:30	2	2			14:30	89	66			
02:45	0	2	2	5	14:45	120	348	59	250	
03:00	0	1			15:00	99	61			
03:15	0	0			15:15	104	63			
03:30	0	0			15:30	104	75			
03:45	2	2	2	3	15:45	141	448	87	286	
04:00	0	1			16:00	120	64			
04:15	0	1			16:15	112	72			
04:30	3	1			16:30	125	66			
04:45	2	5	2	5	16:45	139	496	74	276	
05:00	2	4			17:00	89	79			
05:15	0	5			17:15	110	85			
05:30	2	13			17:30	110	96			
05:45	3	7	12	34	17:45	87	396	82	342	
06:00	5	17			18:00	113	79			
06:15	8	29			18:15	66	64			
06:30	14	53			18:30	53	69			
06:45	21	48	66	165	18:45	47	279	54	266	
07:00	34	93			19:00	40	40			
07:15	24	74			19:15	32	57			
07:30	33	96			19:30	25	35			
07:45	41	132	110	373	19:45	18	115	28	160	
08:00	50	137			20:00	8	20			
08:15	64	101			20:15	11	15			
08:30	55	112			20:30	8	15			
08:45	50	219	89	439	20:45	6	33	17	67	
09:00	55	83			21:00	5	12			
09:15	36	83			21:15	3	9			
09:30	37	64			21:30	5	13			
09:45	45	173	59	289	21:45	8	21	14	48	
10:00	50	75			22:00	10	15			
10:15	65	54			22:15	6	9			
10:30	62	48			22:30	6	7			
10:45	47	224	52	229	22:45	8	30	5	36	
11:00	65	49			23:00	3	2			
11:15	55	47			23:15	2	4			
11:30	63	53			23:30	3	2			
11:45	75	258	58	207	23:45	2	10	2	10	
Total Vol.	1076	1760		2836		2702	2157		4859	
						NB	SB	Daily Totals	WB	Combined
						3778	3917	EB		7695
Split %	37.9%	62.1%		36.9%		55.6%	44.4%	PM		63.1%
Peak Hour	11:45	07:45		07:45		15:45	17:00			15:45
Volume	292	460		670		498	342			787
P.H.F.	0.90	0.84		0.90		0.86	0.89			0.86

Volumes for: Tuesday, March 25, 2008

City: Rancho Santa Fe

Project #: 08-4077-006

Location: Calzada Del Bosque btwn Via de la Valle & Via de Santa Fe

AM Period					PM Period				
NB	SB	EB	WB		NB	SB	EB	WB	
00:00		4	2		12:00		46	39	
00:15		0	1		12:15		40	57	
00:30		3	2		12:30		33	40	
00:45		1	8	1	12:45		46	165	40
01:00		1		0	13:00		41		44
01:15		0		1	13:15		25		38
01:30		1		1	13:30		39		27
01:45		0	2	0	13:45		42	147	42
02:00		0		0	14:00		43		43
02:15		1		0	14:15		29		63
02:30		1		0	14:30		41		36
02:45		1	3	0	14:45		41	154	56
03:00		0		1	15:00		29		70
03:15		1		1	15:15		23		71
03:30		2		1	15:30		35		89
03:45		0	3	0	15:45		39	126	94
04:00		0		1	16:00		36		84
04:15		1		0	16:15		41		83
04:30		0		1	16:30		43		83
04:45		1	2	0	16:45		26	146	77
05:00		1		0	17:00		51		80
05:15		1		1	17:15		30		83
05:30		4		1	17:30		37		85
05:45		5	11	7	17:45		42	160	58
06:00		10		3	18:00		40		52
06:15		20		4	18:15		23		45
06:30		34		5	18:30		20		43
06:45		45	109	14	18:45		23	106	25
07:00		56		27	19:00		18		32
07:15		39		45	19:15		11		21
07:30		57		30	19:30		16		23
07:45		79	231	34	19:45		10	55	11
08:00		71		52	20:00		4		9
08:15		62		61	20:15		14		9
08:30		60		60	20:30		13		6
08:45		70	263	41	20:45		7	38	8
09:00		62		39	21:00		6		6
09:15		53		42	21:15		6		5
09:30		32		45	21:30		8		3
09:45		38	185	36	21:45		12	32	1
10:00		38		37	22:00		2		9
10:15		43		40	22:15		5		6
10:30		40		39	22:30		0		3
10:45		30	151	38	22:45		2	9	6
11:00		39		32	23:00		1		2
11:15		36		38	23:15		1		1
11:30		38		43	23:30		0		2
11:45		48	161	47	23:45		3	5	0

Total Vol. 1129 874 **2003** 1143 1810 **2953**

		Daily Totals			
	NB	SB	EB	WB	Combined
			2272	2684	4956

Split %	AM			PM		
	56.4%	43.6%	40.4%	38.7%	61.3%	59.6%

Peak Hour	07:45	08:00	07:45	12:00	15:30	15:45
Volume	272	214	479	165	350	503
P.H.F.	0.86	0.88	0.97	0.90	0.93	0.95

Appendix B

Project Driveway 7-day Traffic Counts

Rancho Santa Fe Association

Rancho Santa Fe Patrol

Prepared by Matt Wellhouser

Title1 : Osuna Ranch
 Title2 :
 Title3 :

Site: Osuna
 Date: 04/07/08

Directio In+Exit

Interval Begin	Mon 4/7	Tue 4/8	Wed 4/9	Thu 4/10	Fri 4/11	Sat 4/12	Sun 4/13	Weekday Avg	Week Avg
12:AM	*	*	*	*	*	0	2	*	1
1:00	*	*	*	*	*	0	0	*	0
2:00	*	*	*	*	*	0	0	*	0
3:00	*	*	*	*	*	0	0	*	0
4:00	*	*	*	*	*	0	0	*	0
5:00	*	*	*	*	*	0	0	*	0
6:00	*	*	*	*	*	2	1	*	1
7:00	*	*	*	*	*	2	1	*	1
8:00	*	*	*	*	*	5	1	*	3
9:00	*	*	*	*	*	2	3	*	2
10:00	*	*	*	*	*	2	2	*	2
11:00	*	*	*	*	*	2	0	*	1
12:PM	*	*	*	*	*	2	2	*	2
1:00	*	*	*	*	2	2	2	2	2
2:00	*	*	*	*	4	1	2	4	2
3:00	*	*	*	*	1	0	1	1	0
4:00	*	*	*	*	1	3	2	1	2
5:00	*	*	*	*	1	1	4	1	2
6:00	*	*	*	*	0	3	1	0	1
7:00	*	*	*	*	0	1	6	0	2
8:00	*	*	*	*	1	0	1	1	0
9:00	*	*	*	*	0	1	0	0	0
10:00	*	*	*	*	0	0	1	0	0
11:00	*	*	*	*	0	0	0	0	0
Totals	0	0	0	0	10	29	32	10	24
AM Peak	*	*	*	*	*	8:00	9:00	*	8:00
Volume	*	*	*	*	*	5	3	*	3
PM Peak	*	*	*	*	2:00	4:00	7:00	2:00	12:00
Volume	*	*	*	*	4	3	6	4	2

Rancho Santa Fe Association

Rancho Santa Fe Patrol

Prepared by Matt Wellhouser

Title1 : Osuna Ranch

Site: Osuna

Title2 :

Date: 04/14/08

Title3 : Directio In+Exit

Interval	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Week
Begin	4/14	4/15	4/16	4/17	4/18	4/19	4/20	Avg	Avg
12:AM	0	0	0	0	0	*	*	0	0
1:00	0	0	0	0	0	*	*	0	0
2:00	0	0	0	0	0	*	*	0	0
3:00	0	0	0	0	0	*	*	0	0
4:00	0	0	0	0	0	*	*	0	0
5:00	0	0	0	0	0	*	*	0	0
6:00	2	3	3	3	2	*	*	2	2
7:00	3	2	0	3	4	*	*	2	2
8:00	2	1	3	7	6	*	*	3	3
9:00	2	2	8	6	4	*	*	4	4
10:00	2	4	6	3	0	*	*	3	3
11:00	2	4	5	8	7	*	*	5	5
12:PM	0	8	1	5	3	*	*	3	3
1:00	3	6	3	5	0	*	*	3	3
2:00	2	6	7	7	*	*	*	5	5
3:00	3	5	11	5	*	*	*	6	6
4:00	2	5	1	7	*	*	*	3	3
5:00	3	2	0	1	*	*	*	1	1
6:00	1	1	0	0	*	*	*	0	0
7:00	0	5	0	1	*	*	*	1	1
8:00	0	0	1	0	*	*	*	0	0
9:00	0	0	0	0	*	*	*	0	0
10:00	0	0	1	0	*	*	*	0	0
11:00	0	1	0	0	*	*	*	0	0
Totals	27	55	50	61	26	0	0	41	41
AM Peak	7:00	10:00	9:00	11:00	11:00	*	*	11:00	11:00
Volume	3	4	8	8	7	*	*	5	5
PM Peak	1:00	12:00	3:00	2:00	12:00	*	*	3:00	3:00
Volume	3	8	11	7	3	*	*	6	6

Rancho Santa Fe Association

Rancho Santa Fe Patrol

Prepared by Matt Wellhouser

Title1 : Osuna Ranch
 Title2 :
 Title3 :

Site: Osuna
 Date: 04/07/08

Directio In

Interval	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Week
Begin	4/7	4/8	4/9	4/10	4/11	4/12	4/13	Avg	Avg
12:AM	*	*	*	*	*	0	1	*	0
1:00	*	*	*	*	*	0	0	*	0
2:00	*	*	*	*	*	0	0	*	0
3:00	*	*	*	*	*	0	0	*	0
4:00	*	*	*	*	*	0	0	*	0
5:00	*	*	*	*	*	0	0	*	0
6:00	*	*	*	*	*	2	1	*	1
7:00	*	*	*	*	*	1	1	*	1
8:00	*	*	*	*	*	5	1	*	3
9:00	*	*	*	*	*	2	2	*	2
10:00	*	*	*	*	*	1	2	*	1
11:00	*	*	*	*	*	1	0	*	0
12:PM	*	*	*	*	*	2	1	*	1
1:00	*	*	*	*	1	0	2	1	1
2:00	*	*	*	*	3	1	2	3	2
3:00	*	*	*	*	1	0	1	1	0
4:00	*	*	*	*	0	3	2	0	1
5:00	*	*	*	*	1	0	2	1	1
6:00	*	*	*	*	0	2	1	0	1
7:00	*	*	*	*	0	1	3	0	1
8:00	*	*	*	*	1	0	1	1	0
9:00	*	*	*	*	0	1	0	0	0
10:00	*	*	*	*	0	0	1	0	0
11:00	*	*	*	*	0	0	0	0	0
Totals	0	0	0	0	7	22	24	7	16
AM Peak	*	*	*	*	*	8:00	9:00	*	8:00
Volume	*	*	*	*	*	5	2	*	3
PM Peak	*	*	*	*	2:00	4:00	7:00	2:00	2:00
Volume	*	*	*	*	3	3	3	3	2

Rancho Santa Fe Association

Rancho Santa Fe Patrol

Prepared by Matt Wellhouser

Title1 : Osuna Ranch
 Title2 :
 Title3 :

Site: Osuna
 Date: 04/14/08

Directio In

Interval Begin	Mon 4/14	Tue 4/15	Wed 4/16	Thu 4/17	Fri 4/18	Sat 4/19	Sun 4/20	Weekday Avg	Week Avg
12:AM	0	0	0	0	0	*	*	0	0
1:00	0	0	0	0	0	*	*	0	0
2:00	0	0	0	0	0	*	*	0	0
3:00	0	0	0	0	0	*	*	0	0
4:00	0	0	0	0	0	*	*	0	0
5:00	0	0	0	0	0	*	*	0	0
6:00	2	3	3	3	2	*	*	2	2
7:00	2	1	0	3	3	*	*	1	1
8:00	2	1	3	5	4	*	*	3	3
9:00	2	2	8	5	2	*	*	3	3
10:00	2	4	4	2	0	*	*	2	2
11:00	2	2	4	5	6	*	*	3	3
12:PM	0	7	0	3	2	*	*	2	2
1:00	3	3	2	1	0	*	*	1	1
2:00	2	5	5	7	*	*	*	4	4
3:00	2	4	6	3	*	*	*	3	3
4:00	2	1	0	4	*	*	*	1	1
5:00	1	1	0	0	*	*	*	0	0
6:00	1	1	0	0	*	*	*	0	0
7:00	0	3	0	1	*	*	*	1	1
8:00	0	0	1	0	*	*	*	0	0
9:00	0	0	0	0	*	*	*	0	0
10:00	0	0	0	0	*	*	*	0	0
11:00	0	1	0	0	*	*	*	0	0
Totals	23	39	36	42	19	0	0	26	26
AM Peak	6:00	10:00	9:00	8:00	11:00	*	*	8:00	8:00
Volume	2	4	8	5	6	*	*	3	3
PM Peak	1:00	12:00	3:00	2:00	12:00	*	*	2:00	2:00
Volume	3	7	6	7	2	*	*	4	4

Rancho Santa Fe Association
Rancho Santa Fe Patrol
Prepared by Matt Wellhouser

Title1 : Osuna Ranch
Title2 :
Title3 :

Site: Osuna
Date: 04/07/08

Directio Exit

Interval Begin	Mon 4/7	Tue 4/8	Wed 4/9	Thu 4/10	Fri 4/11	Sat 4/12	Sun 4/13	Weekday Avg	Week Avg
12:AM	*	*	*	*	*	0	1	*	0
1:00	*	*	*	*	*	0	0	*	0
2:00	*	*	*	*	*	0	0	*	0
3:00	*	*	*	*	*	0	0	*	0
4:00	*	*	*	*	*	0	0	*	0
5:00	*	*	*	*	*	0	0	*	0
6:00	*	*	*	*	*	0	0	*	0
7:00	*	*	*	*	*	1	0	*	0
8:00	*	*	*	*	*	0	0	*	0
9:00	*	*	*	*	*	0	1	*	0
10:00	*	*	*	*	*	1	0	*	0
11:00	*	*	*	*	*	1	0	*	0
12:PM	*	*	*	*	*	0	1	*	0
1:00	*	*	*	*	1	2	0	1	1
2:00	*	*	*	*	1	0	0	1	0
3:00	*	*	*	*	0	0	0	0	0
4:00	*	*	*	*	1	0	0	1	0
5:00	*	*	*	*	0	1	2	0	1
6:00	*	*	*	*	0	1	0	0	0
7:00	*	*	*	*	0	0	3	0	1
8:00	*	*	*	*	0	0	0	0	0
9:00	*	*	*	*	0	0	0	0	0
10:00	*	*	*	*	0	0	0	0	0
11:00	*	*	*	*	0	0	0	0	0
Totals	0	0	0	0	3	7	8	3	3
AM Peak	*	*	*	*	*	7:00	12:00	*	12:00
Volume	*	*	*	*	*	1	1	*	0
PM Peak	*	*	*	*	1:00	1:00	7:00	1:00	1:00
Volume	*	*	*	*	1	2	3	1	1

Rancho Santa Fe Association

Rancho Santa Fe Patrol

Prepared by Matt Wellhouser

Title1 : Osuna Ranch
 Title2 :
 Title3 :

Site: Osuna
 Date: 04/14/08

Directio Exit

Interval	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Week
Begin	4/14	4/15	4/16	4/17	4/18	4/19	4/20	Avg	Avg
12:AM	0	0	0	0	0	*	*	0	0
1:00	0	0	0	0	0	*	*	0	0
2:00	0	0	0	0	0	*	*	0	0
3:00	0	0	0	0	0	*	*	0	0
4:00	0	0	0	0	0	*	*	0	0
5:00	0	0	0	0	0	*	*	0	0
6:00	0	0	0	0	0	*	*	0	0
7:00	1	1	0	0	1	*	*	0	0
8:00	0	0	0	2	2	*	*	0	0
9:00	0	0	0	1	2	*	*	0	0
10:00	0	0	2	1	0	*	*	0	0
11:00	0	2	1	3	1	*	*	1	1
12:PM	0	1	1	2	1	*	*	1	1
1:00	0	3	1	4	0	*	*	1	1
2:00	0	1	2	0	*	*	*	0	0
3:00	1	1	5	2	*	*	*	2	2
4:00	0	4	1	3	*	*	*	2	2
5:00	2	1	0	1	*	*	*	1	1
6:00	0	0	0	0	*	*	*	0	0
7:00	0	2	0	0	*	*	*	0	0
8:00	0	0	0	0	*	*	*	0	0
9:00	0	0	0	0	*	*	*	0	0
10:00	0	0	1	0	*	*	*	0	0
11:00	0	0	0	0	*	*	*	0	0
Totals	4	16	14	19	7	0	0	8	8
AM Peak	7:00	11:00	10:00	11:00	8:00	*	*	11:00	11:00
Volume	1	2	2	3	2	*	*	1	1
PM Peak	5:00	4:00	3:00	1:00	12:00	*	*	3:00	3:00
Volume	2	4	5	4	1	*	*	2	2