



March 9, 2020

Mr. Michael Holman, VP, Investments & Finance
Overland Group
14034 South 145 East, Suite 100
Draper, Utah 84020



**Re: Trip Generation Comparison Statement for Crismon Commons –
Southwest Quadrant Crismon Road & US 60/Superstition Freeway, Mesa, Arizona**

Dear Mr. Holman:

Thank you for retaining CivTech Inc. to prepare this Trip Generation Comparison Statement for the Crismon Commons, a mixed-use development in the City of Mesa, Arizona. The proposed development site occupies two parcels located on 1756 and 1810 South Crismon Road in the southwest quadrant of the interchange of Crismon Road and the Superstition Freeway (United States Highway 60).

PURPOSE

The purpose of this statement is to document the anticipated trip generation for two separate "build" scenarios for the multi-building development. The first build scenario consists of 98,525 SF of medical/dental office space and 8,000 SF of retail space, and is the development scenario that was originally proposed in 2008. The second build scenario is described in detail below. Both scenarios are allowed under the current zoning.

BACKGROUND

CivTech's review of Maricopa County Assessor aerial parcel mapping and the plats for these site revealed that the site was platted in early 2008 as the Odyssey Medical and Professional Center, a medical/dental office condominium complex at 1810 South Crismon Road. Two of the condominium buildings (numbered 10 and 11), the site driveways, and all of the drive aisles and parking areas were built in 2008.

PROPOSED DEVELOPMENT

The development proposed to complete Crismon Commons will consist of 240 dwelling units (DUs) of Multifamily (Mid-Rise) Housing, a hotel with 115 rooms, and a 3,700-square foot (SF) fast food restaurant with drive through window. The proposed site plan is included as **Attachment A**.

SITE ACCESS

Crismon Commons will be served by two existing (2) access points:

- Access A is the northern most driveway located along Crismon Road approximately 1,4550 feet north of Baseline Road and is a restricted by the existing median in Crismon Road to right-in/right-out movements only with free movements in the northbound and southbound approaches and stop controlled in the eastbound approach. This driveway currently serves as the main driveway to Graham Real Estate One LLC and will be shared between the two properties upon full build out.
- Access B is the southernmost signalized driveway located along Crismon Road approximately 1,100 feet north of Baseline Road and allowed full access movements. This access currently serves as the main access for A to Z Pediatric Dentistry and Children's Learning Adventure.

TRIP GENERATION AND COMPARISON

A generally accepted method of calculating trip generation rates for a proposed development is to use regression equations and/or average rates developed by the Institute of Transportation Engineers (ITE) through the compilation of the field data collected at sites throughout the United States. The 10th edition of ITE's *Trip Generation Manual* was used for reference to calculate the trip generation for all three land uses proposed.

Trip Generation. The proposed development will consist of 240 dwelling units (DUs) of Multifamily (Mid-Rise) Housing, a hotel with 115 rooms, and a 3,700-SF fast food restaurant with drive through window. *Please note that the shopping center and fast-food uses attract trips from vehicles already passing by the site, a phenomenon known as pass-by trips, and do not add new trips to the roadway; thus, the trips shown for these uses are net of pass-by trips.* The external trips generated by the multi-building development are summarized in **Table 1**. Detailed trip generation calculations for each of the build scenarios are included as **Attachment B**. The calculations include the derivation of the pass-by trips for the fast-food restaurant.

Table 1 – Trip Generation and Comparison

Proposed Use	ITE	Size Units*		Daily	AM Peak Hour			PM Peak Hour		
	LUC			Total	In	Out	Total	In	Out	Total
Original Build Scenario										
Medical-Dental Office Building	720	98.525	KSF	3,698	172	48	220	94	242	336
Retail Center	820	8.000	KSF	1,080	97	59	156	26	30	56
Total External Trips				4,778	269	107	376	120	272	392
Proposed Build Scenario										
Multifamily (Mid-Rise) Housing	221	240	DUs	1,306	21	60	81	63	40	103
Hotel	310	115	Rooms	872	31	21	52	31	29	60
Fast Food Restaurant with Drive Through Window	934	3.700	KSF	1,742	39	36	75	31	30	61
Total External Trips				3,920	91	117	208	125	99	224
Difference of Total Trips (Proposed - Original)				-858	-178	10	-168	5	-173	-168

* KSF = 1,000 Square Feet; DUs = Dwelling Units

A review of the trip generation for the original build scenario at the top of **Table 1** reveals that a medical/dental office building and a retail center could have generated approximately 4,778 weekday daily trips with 376 new trips (269 in/107 out) generated during the AM peak hour and 392 net new trips (120 in/272 out) during the PM peak hour.

Under the scenario now proposed for Crismon Commons in the middle of **Table 1**, the multifamily housing, hotel, and fast-food restaurant uses could be expected to generate net new trips of approximately 3,920 weekday trips daily with 208 trips (91 in/117 out) generated during the AM peak hour and 224 trips (125 in/99 out) generated during the PM peak hour.

Trip Generation Comparison. CivTech was asked to provide a comparison of the trips expected from the two different “build” scenarios. The last row of **Table 1** provides the numeric differences in trips expected between build the original build scenario and the proposed build scenario.

A review of the results summarized at the bottom of **Table 1** reveals that the land uses in the newly-proposed build scenario would generate fewer overall trips than the originally proposed build scenario from 2008 generating approximately 858 fewer weekday daily trips with a net 168 fewer trips (-178 in/+10 out) during the AM peak hour and 168 fewer trips (+5 in/-173 out) during the PM peak hour.

VEHICLE TRIP DISTRIBUTION AND ASSIGNMENT

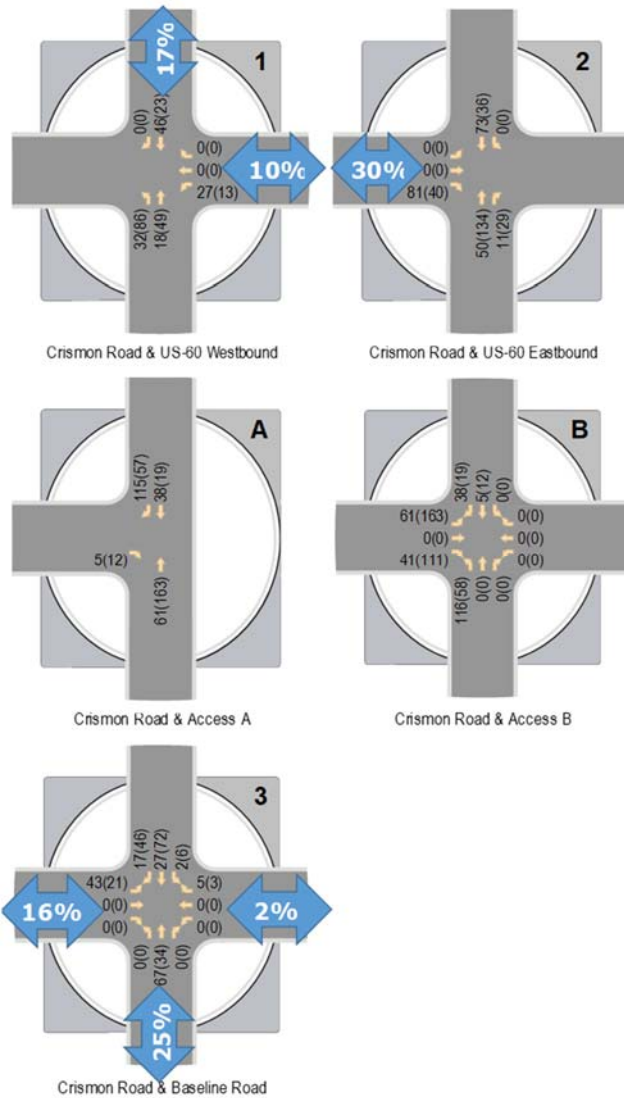
A single trip distribution pattern was assumed for the proposed development. It is expected that the proposed development will generate trips based on future population within a 10-mile radius of the site. Future total population within a 10-mile radius of the site, as predicted by the 2030 socio-economic data compiled by the Maricopa Association of Governments (MAG), was used as a basis to estimate trip distribution. The resulting trip distribution percentages for the study area are shown in **Table 2**. The trip distribution calculations are included as **Attachment C**.

Table 2 – Site Trip Distribution

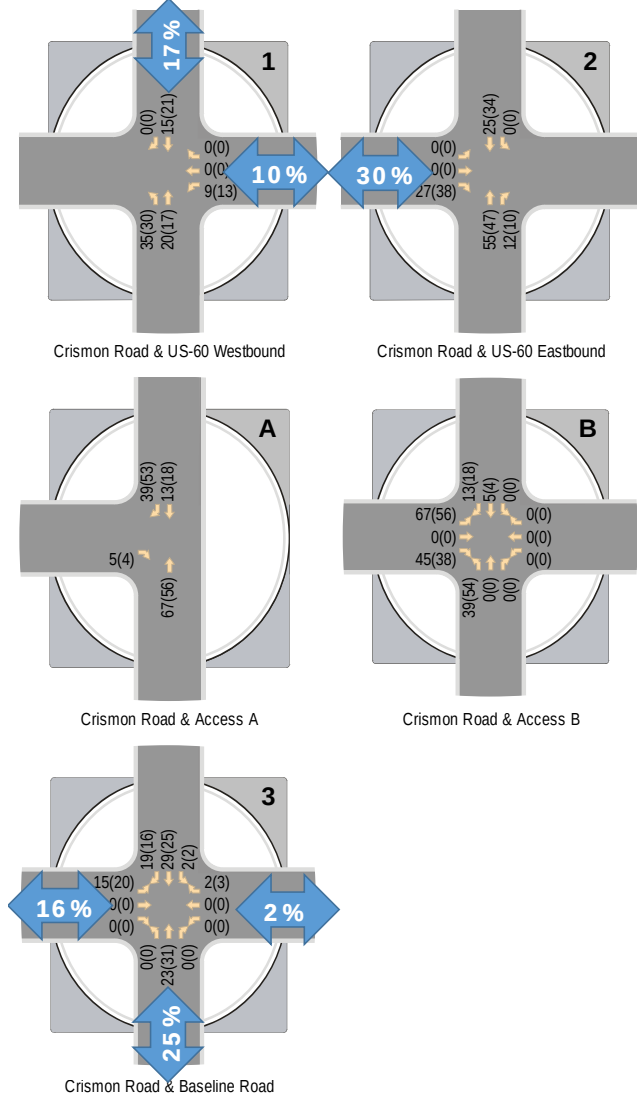
Direction (To/From)	Percentage
North on Crismon Road (north of US 60)	17
East on US 60 (east of Crismon Road)	10
West on US 60 (west of Crismon Road)	30
South on Crismon Road (south of Baseline Road)	25
East on Baseline Road (east of Crismon Road)	2
West on Baseline Road (west of Crismon Road)	16
Total	100 %

The percentages presented in **Table 2** were applied to the site trips generated to determine the AM and PM peak hour site traffic at the intersections within the study area for each scenario. The Original build scenario trips at surrounding intersections are shown in **Figure 1**. Proposed build scenario trips at surrounding intersections are shown in **Figure 2**.

**Figure 1 – Original Build Scenario
Site Generated Trips**



**Figure 2 – Proposed Build Scenario
Site Generated Trips**



CONCLUSIONS

From the two build scenarios, the following could be concluded:

- A review of the trip generation reveals that the original build scenario with a medical/dental office building and a retail center would generate approximately a total of 4,778 weekday daily trips with 376 trips (269 in/107 out) generated during the AM peak hour and 392 net new trips (120 in/272 out) during the PM peak hour.
- A review of the trip generation reveals that the proposed build scenario of the mid-rise multi-family apartments, hotel, and fast food restaurant with a drive through window is anticipated to generate

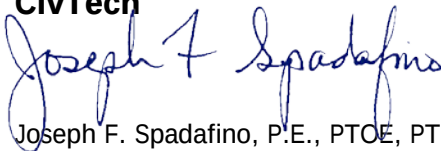
approximately a total of 3,920 weekday daily trips with 208 trips (91 in/117 out) generated during the AM peak hour and 224 trips (125 in/99 out) generated during the PM peak hour.

- The results of the trip generation comparison reveal that the land uses in the newly proposed build scenario would overall generate fewer trips than the originally proposed build scenario from 2008 generating approximately 858 fewer weekday daily trips with 168 fewer trips (-178 in/10 out) during the AM peak hour and 196 fewer trips (-9 in/-187 out) during the PM peak hour.

In closing, this trip generation comparison statement has been prepared to meet ADOT requirements and to permit the City to assess the potential impacts of the development on the surrounding transportation network. Should you wish to discuss this information further, please contact me at (480) 659-4250.

Sincerely,

CivTech



Joseph F. Spadafino, P.E., PTOE, PTP
Project Manager/Senior Traffic Engineer

Attachments:

- A. Site Plan
- B. Trip Generation Worksheets
- C. Trip Distribution

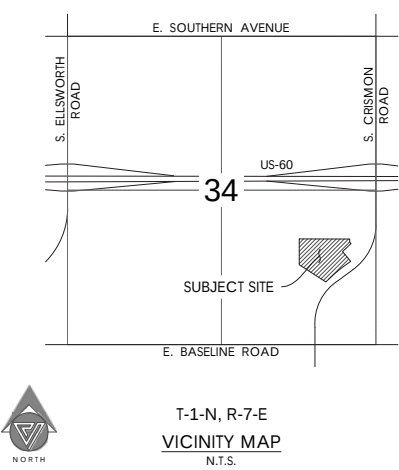
CRISMON COMMONS
1810 S. CRISMON ROAD - MESA, ARIZONA 85209
PRELIMINARY SITE PLAN

OWNER
OMPC UNIT OWNERS ASSOC.
PO BOX 4029
TUSTIN, CA 92781
PH: (XXX) XXX-XXXX
CONTACT: KEITH WARBURTON

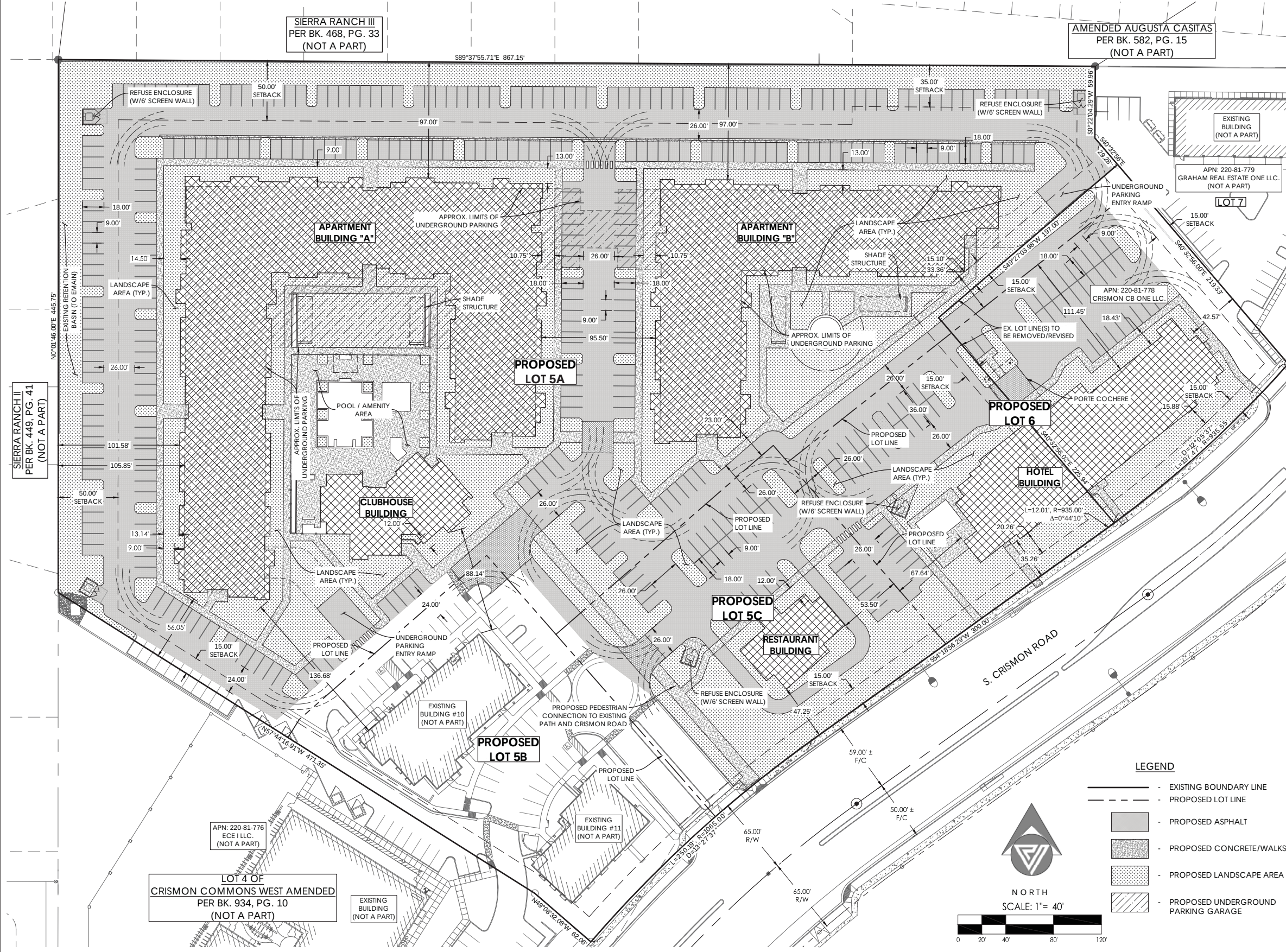
ARCHITECT
CURTIS MINER ARCHITECTURE
233 S. PLEASANT GROVE, BLVD., 105
PLEASANT GROVE, UT 84062
PH: (801) 769-3000
CONTACT: CURTIS MINER

DEVELOPER
OVERLAND DEVELOPMENT CORP.
14034 S. 145 E. SUITE 100
DRAPER, UT 84020
PH: (801) 971-6650
CONTACT: MICHAEL HOLMAN

CIVIL ENGINEER
VESPRO
8502 E. VIA DE VENTURA, SUITE 101
SCOTTSDALE, AZ 85258
PH: (480) 393-3640
CONTACT: CASEY PENNINGTON



VESPRO
8502 E. Via de Ventura, Suite 101
Scottsdale, AZ 85258
Ph: (480) 393-3640 Fax: (480) 393-3639
www.Vespro.net



ZONING
LC (LIMITED COMMERCIAL)
PROPOSED USES ARE PERMITTED OR ALLOWED WITH COUNCIL USE PERMIT

AREA

EXISTING LOT 5	=	476,531 FT ² (10.9396 ACRES) NET
EXISTING LOT 6	=	44,545 FT ² (1.0226 ACRES) NET
PROPOSED LOT 5A	=	340,455 FT ² (7.8158 ACRES) NET
PROPOSED LOT 5B	=	54,058 FT ² (1.2410 ACRES) NET
PROPOSED LOT 5C	=	50,416 FT ² (1.1574 ACRES) NET
PROPOSED LOT 6	=	76,147 FT ² (1.7481 ACRES) NET

BUILDING DATA

APARTMENT BUILDING 'A'	APARTMENT BUILDING 'B'
UNITS PER FLOOR: 39	UNITS PER FLOOR: 21
NUMBER OF FLOORS: 4	NUMBER OF FLOORS: 4
TOTAL UNITS: 156	TOTAL UNITS: 84
GROUND FLOOR AREA: 49,300 FT ²	GROUND FLOOR AREA: 28,215 FT ²
TOTAL FLOOR AREA: 197,200 FT ²	TOTAL FLOOR AREA: 112,860 FT ²

APARTMENT UNIT MATRIX

1 BED / 1 BATH: 100 UNITS (42%)	APARTMENT CLUBHOUSE
2 BED / 2 BATH: 120 UNITS (50%)	TOTAL FLOOR AREA: 6,900 FT ²
3 BED / 2 BATH: 20 UNITS (8%)	
TOTAL: 240 UNITS	

HOTEL BUILDING
ROOMS PER FLOOR: 22 (FLOOR 1)
31 (FLOORS 2-4)
NUMBER OF FLOORS: 4
TOTAL ROOMS: 115
GROUND FLOOR AREA: 16,900 FT²
TOTAL FLOOR AREA: 63,700 FT²

RESTAURANT BUILDING
TOTAL FLOOR AREA: 3,700 FT²

AVG. ROOF HEIGHTS: 45' - 8" (APARTMENT)
22' - 0" (CLUBHOUSE)
52' - 8" (HOTEL)
20' - 0" (RESTAURANT)

CONSTRUCTION TYPE: V-A, V-B
OCCUPANCY TYPES: A-2, R-1, R-2

LANDSCAPE / OPEN SPACE
TOTAL LANDSCAPE AREA: 143,425 FT²
124,024 / 521,076 = 0.2380 = 23.80% COVERAGE (EXISTING LOTS 5 & 6)
(THE SUBJECT PROPOSED DEVELOPMENT SHARES LOT AREA WITH OTHER BUILDINGS TOGETHER AS A COMBINED SITE. AREAS REPRESENTED HEREON MAY NOT BE APPLICABLE TO SPECIFIC USAGE CALCULATIONS. REFER TO SEPARATE LANDSCAPE SHEET L100 FOR ADDITIONAL INFO)

PARKING REQUIRED

EX. COMM.:	1.0 SPACE PER 375 SF.
HOTEL:	1.0 SPACE PER ROOM
APARTMENT:	2.1 SPACES PER UNIT
RESTAURANT:	1.0 SPACE PER 100 SF.

1.0 x 13,482 S.F. = 36 SPACES
1.0 x 100 ROOMS = 100 SPACES
2.1 x 240 UNITS = 504 SPACES
1.0 x 3,700 S.F. = 37 SPACES
TOTAL SPACES REQUIRED = 677 SPACES

PARKING PROVIDED
439 - SPACES (SURFACE)
245 - SPACES (UNDERGROUND)
684 - TOTAL PARKING SPACES

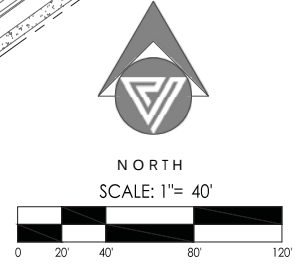
NOTE:
SOME PARKING MAY BE SHARED WITH ADJACENT USERS OF THE SAME LOT, GOVERNED BY SHARED RIGHTS UNDER OVERLYING CC&S FROM PRIOR DEVELOPMENT.

GENERAL NOTES

- ALL DIMENSIONS ARE TO FACE-OF-CURB OR FACE-OF-BUILDING UNLESS OTHERWISE NOTED.
- THE LAYOUT AND INFORMATION SHOWN HEREON IS CONCEPTUAL ONLY AND SUBJECT TO CHANGE BASED ON JURISDICTIONAL REVIEW AND OWNER REVISIONS.
- ROOF DRAINAGE WILL BE PIPED DIRECTLY UNDERGROUND WITH ONLY EMERGENCY OVERFLOW OUTLETS DAYLIGHTING AT FINISHED GRADE AND SURFACE DRAIN AS NECESSARY.
- PRIOR SURROUNDING INFRASTRUCTURE AND DEVELOPMENT WILL BE MAINTAINED IN-PLACE EXCEPT FOR PORTIONS IN CONFLICT WITH THE PROPOSED IMPROVEMENTS AS SHOWN HEREON.

LEGEND

---	EXISTING BOUNDARY LINE
- - -	PROPOSED LOT LINE
[Pattern]	PROPOSED ASPHALT
[Pattern]	PROPOSED CONCRETE/WALKS
[Pattern]	PROPOSED LANDSCAPE AREA
[Pattern]	PROPOSED UNDERGROUND PARKING GARAGE



CRISMON COMMONS
1810 S. CRISMON ROAD - MESA, ARIZONA 85209
PRELIMINARY SITE PLAN

1402
PETER
VESECKY
Professional Engineer
Arizona, U.S.A.

PROJECT NO:	18016
DRAWING DATE:	11/01/19
DRAWN BY:	MEC
CHECKED BY:	CAP
DRAWING SCALE:	AS SHOWN
DRAWING FILE:	18016_SPO1.dwg

SITE PLAN
SP01

Crismon Commons, Mesa, Arizona

Methodology Overview

This form facilitates trip generation estimation using data within the Institute of Transportation Engineer's (ITE) *Trip Generation Manual*, 10th Edition and *method Generation Handbook*, 3rd Edition. These references will be referred to as *Manual and Handbook*, respectively. The *Manual* contains data collected by various wide range of different land uses, with each land use category represented by a land use code (LUC). Average rates and equations have been established that an independent variable that describes the development size and generated trips for each categorized LUC in various settings and time periods. The *Handbook* methodology for how to use data contained within the Manual when to use the fitted curve instead of the average rate and when to adjustments to the volume of do so. The methodology steps are represented visually in boxes in Figure 3.1. This worksheet applies calculations for each box if applicable.

Box 1 - Define Study Site Land Use Type & Site Characteristics

The analyst is to pick an appropriate LUC(s) based on the subject's zoning/land use(s)/future land use(s). The size of the land use(s) is described in reference to specific to (each) the land use (example: 1,000 square feet of building area is relatively common).

Land Use Types and Size

Proposed Use	Amount Units	ITE LUC	ITE Land Use Name
Original Development			
Medical, Dental or Health Office Buildings and Clinics	98.525 1,000 square feet	720	Medical-Dental Office Building
Shopping Center	8.000 1,000 square feet	820	Shopping Center
Proposed Development			
Multifamily Housing	240.000 Dwelling Units	221	Multifamily Housing (Mid-Rise)
Hotel or Motel	115 Rooms	310	Hotel
Fast Food Restaurant with Drive Through Window	3.700 1,000 square feet	934	Fast Food Restaurant with Drive Through Window

Box 2 - Define Site Context

Context assessment is to "simply determine whether the study sites is in a multimodal setting" and "could have persons accessing the site by walking, bicycling, assessment is used in Box 4. The *Manual* separates data into 4 setting categories - **Rural**, **General Urban/Suburban**, **Dense Multi-Urban Use** and **Center City** uses the following abbreviations, respectively: **R**, **G**, **D**, and **C**. The *Manual* does not have data for all settings of all land use codes. See the table on the next Time Periods" - if this table is not provided, the "General Urban/Suburban" setting is used by default.

Box 3 - Define Analysis Objectives Types of Trips & Time Period

This tool will focus on vehicular trips for a 24-hour period on a typical weekday as well as its AM peak hour and PM peak hour. Other time period(s) may be of in

Site Context and Time Periods - Actual Setting, Setting Data Available for LUC, Setting Used in Analyses

Proposed Use	Setting	ADT Available	Used	AM Peak Hour Available	Used	PM Peak Hour Available	Used
Original Development							
Medical, Dental or Health Office Buildings and Clinics	General Urban/Suburban G	G	G	G	G	G	G
Shopping Center	General Urban/Suburban G	G	G	G D	G	G D	G
Proposed Development							
Multifamily Housing	General Urban/Suburban G	G D	G	G D	G	G D	G
Hotel or Motel	General Urban/Suburban G	G C	G	G D C	G	G C	G
Fast Food Restaurant with Drive Through Window	General Urban/Suburban G	G D	G	G D	G	G D	G

If the desired setting is not available within the *Manual*, adjustments may be made in Boxes 6 through 8.

Box 5/Box 9 - Estimate Baseline Trips/Estimate Vehicular Trips (Determine Equation)

Vehicle trips are estimated using rates/equations applicable to each LUC. When the appropriate graph has a fitted curve, the *Handbook* has a process (Figure 4 versus using the weighted average rate or collecting local data. The methodology requires for engineering judgement in some circumstances and permits engine make adjustments when appropriate to best project (example 1: study site is expected to operate differently than data in the applicable land use code - such as morning or in the evening; example 2: LUC data in a localized area fails to be represented by the typically selected fitted curve/weighted average rate - a small s skewed by the high y-intercept).

Crismon Commons, Mesa, Arizona

Equation Type: Equation Used [Equated Rate] (Type Abbreviations: Weighted Average Rate ("WA"), Fitted Curve ("FC"), or Custom ("C"))

Proposed Use	ADT	R ²	AM Peak Hour	PM Peak Hour
Original Development				
Buildings and Clinics	FC: T=38.42*X-87.62 [37.53]	0.95	FC: LN(T)=0.89*LN(X)+1.31 [2.24]	FC: T=3.39*X+2.02 [3.41]
Shopping Center	LN(T)=0.68*LN(X)+5.57 [134]	0.76	FC: T=0.5*X+151.78 [19.47]	FC: LN(T)=0.74*LN(X)+2.89 [10.48]
Proposed Development				
Multifamily Housing	FC: T=5.45*X-1.75 [5.44]	0.77	FC: LN(T)=0.98*LN(X)-0.98 [0.34]	FC: LN(T)=0.96*LN(X)-0.63 [0.43]
Hotel or Motel	FC: T=11.29*X-426.97 [7.58]	0.92	FC: T=0.5*X-5.34 [0.45]	FC: T=0.75*X-26.02 [0.52]
Through Window	WA: T=X*470.95 [470.95]	N/A	WA: T=X*40.19 [40.19]	WA: T=X*32.67 [32.67]

Box 5/Box 9 - Estimate Baseline Trips/Estimate Vehicular Trips (Apply Equations and in/out Distributions)

Baseline Vehicular Trips

Proposed Use	ADT				AM Peak Hour				PM Peak Hour			
	% In	In	Out	Total	% In	In	Out	Total	% In	In	Out	Total
Original Development												
Medical, Dental or Health Office												
Buildings and Clinics	50%	1,849	1,849	3,698	78%	172	48	220	28%	94	242	336
Shopping Center	50%	540	540	1,080	62%	97	59	156	48%	40	44	84
Totals		2,389	2,389	4,778		269	107	376		134	286	420
Proposed Development												
Multifamily Housing	50%	653	653	1,306	26%	21	60	81	61%	63	40	103
Hotel or Motel	50%	436	436	872	59%	31	21	52	51%	31	29	60
Fast Food Restaurant with Drive Through Window	50%	871	871	1,742	51%	76	73	149	52%	63	58	121
Totals		1,960	1,960	3,920		128	154	282		157	127	284

If vehicle trip reductions are not applied for internal capture and alternative mode, vehicle trips may be separated into vehicle trip subsets (pass-by trips, divert vehicle trips) as part of Box 10. If vehicle trip reductions are to be applied, continue to Box 6.

Box 10 - Estimate Vehicle Trip Subsets Pass-by/Diverted Trips, Truck Trips (Pass-By Trips)

Some trips may be classified as "pass-by" trips, where some vehicle trips generated by the study site are already traveling on an adjacent road and make a stop not add traffic volume to the roadway. The *Handbook* does not specify that a 'pair' of pass-by trips must enter and exit the same driveway. The current edition of pass-by trips should have directional distribution applied (%in/%out), though reviewers often comment when pass-by trip "pairs" do not occur within a the specific to ease of calculation and traditional methodology found in the first edition of the *Handbook*. As such, the analyst may ignore the direction distribution divide the apply pass-by "pairs". In addition, the analyst may consider pass-by rates at a reduced rate. Data is not available for all land use codes and all periods, assumptic percentage is applied to total external vehicle trips.

Pass-By Trips

Proposed Use	ADT				AM Peak Hour				PM Peak Hour			
	Percent	In	Out	Total	Percent	In	Out	Total	Percent	In	Out	Total
Original Development												
Medical, Dental or Health Office												
Buildings and Clinics	0%	0	0	0	0%	0	0	0	0%	0	0	0
Shopping Center	0%	0	0	0	0%	0	0	0	34%	14	14	28
Totals		0	0	0		0	0	0		14	14	28
Proposed Development												
Multifamily Housing	0%	0	0	0	0%	0	0	0	0%	0	0	0
Hotel or Motel	0%	0	0	0	0%	0	0	0	0%	0	0	0
Fast Food Restaurant with Drive Through Window	0%	0	0	0	49%	37	37	74	50%	32	28	60
Totals		0	0	0		37	37	74		32	28	60

Crismon Commons, Mesa, Arizona

Box 10 - Estimate Vehicle Trip Subsets Pass-by/Diverted Trips, Truck Trips (Other Trips)

Pass-by trips and truck trips may have been separated from the total external vehicle trips, if applicable/data available. Diverted link trips may also be separated grouped with primary trips.

Net Trips (Pass-by Trips applied to Shopping Center and Fast-Food)

Proposed Use	ADT			AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Original Development									
Buildings and Clinics	1,849	1,849	3,698	172	48	220	94	242	336
Shopping Center	540	540	1,080	97	59	156	26	30	56
Totals	2,389	2,389	4,778	269	107	376	120	272	392
Proposed Development									
Mutlifamily Housing	653	653	1,306	21	60	81	63	40	103
Hotel or Motel	436	436	872	31	21	52	31	29	60
Through Window	871	871	1,742	39	36	75	31	30	61
Totals	1,960	1,960	3,920	91	117	208	125	99	224
Differences (Proposed - Original)	(429)	(429)	(858)	(178)	10	(168)	5	(173)	(168)

Quadrant	2030		2040	
	Population	Percent	Population	Percent
North Northwest	79,945	11.0%	82,117	10.4%
North Northeast	42,141	5.8%	43,678	5.5%
North	122,086	16.8%	125,795	15.9%
East Northeast	63,437	8.7%	68,437	8.7%
East Southeast	24,905	3.4%	37,538	4.8%
East	88,342	12.1%	105,976	13.5%
South Southeast	75,064	10.3%	89,240	11.3%
South Southwest	107,682	14.8%	119,122	15.1%
South	182,746	25.1%	208,363	26.4%
West Southwest	161,405	22.1%	169,053	21.4%
West Northwest	175,149	24.0%	180,069	22.8%
West	336,553	46.1%	349,121	44.2%
Totals	729,727	100.1%	789,254	100.0%

Radius

Population radius: 10 miles

Select Analysis Year (2030, 2040, 2050)
2030

