

APPENDIX F

TRAFFIC IMPACT ASSESSMENT

PICERNE RESIDENTIAL (1300 BRISTOL STREET NORTH) TRAFFIC IMPACT ANALYSIS

City of Newport Beach

November 23, 2021



Traffic Engineering • Transportation Planning • Parking • Noise & Vibration
Air Quality • Global Climate Change • Health Risk Assessment

PICERNE RESIDENTIAL (1300 BRISTOL STREET NORTH) TRAFFIC IMPACT ANALYSIS

City of Newport Beach

November 23, 2021

prepared by

Bryan Crawford
Giancarlo Ganddini, PE, PTP



GANDDINI GROUP, INC.

555 Parkcenter Drive, Suite 225
Santa Ana, California 92705
(714) 795-3100 | ganddini.com



Project No. 19410

TABLE OF CONTENTS

EXECUTIVE SUMMARY	IV
1. INTRODUCTION.....	1
Project Description.....	1
Study Area.....	1
Analysis Scenarios	1
2. METHODOLOGY	5
Traffic Phasing Ordinance Analytical Methodology (Non-CEQA)	5
Intersection Capacity Utilization Methodology	5
Performance Standards	5
Substantial Operational Deficiency Criteria.....	6
Cumulative and General Plan Analytical Methodology (CEQA).....	6
Thresholds of Significance for General Plan EIR Addendum	6
Vehicle Miles Traveled Analytical Methodology (CEQA)	6
3. EXISTING CONDITIONS.....	7
Existing Roadway System	7
Pedestrian Facilities.....	7
Bicycle Routes	7
Transit Facilities.....	7
General Plan Context	7
Existing Traffic Volumes	7
Existing Intersection Level of Service.....	8
4. PROJECT FORECASTS	17
Project Trip Generation	17
Project Trip Distribution and Assignment	17
5. FUTURE VOLUME FORECASTS	25
City of Newport Beach Approved Projects	25
Ambient Growth	25
TPO Year 2026 Volume Forecasts	25
6. TPO ANALYSIS.....	31
TPO Year 2026 One-Percent Threshold Analysis	31
TPO Impact Assessment.....	31
7. CEQA ANALYSIS.....	34
Cumulative Projects	34
CEQA Year 2026 Without Project Volume Forecasts	34
CEQA Year 2026 With Project Volume Forecasts.....	34
CEQA Year 2026 Impact Assessment	34
8. GENERAL PLAN COMPARISON ANALYSIS	44
General Plan Comparison Methodology	44
General Plan Comparison Trip Generation and Trip Distribution	44
Post 2030 General Plan Buildout Without Project Volume Forecasts	44
Post 2030 General Plan Buildout With Project Volume Forecasts.....	44
General Plan Comparison Impact Assessment	44

9. CONGESTION MANAGEMENT PROGRAM	52
Background	52
CMP-Monitored Intersections	52
Requirements for Improvements.....	52
Criteria for Preparation of CMP Impact Analysis	52
10. SITE ACCESS AND CIRCULATION	53
Site Access.....	53
On-Site Circulation.....	53
11. VEHICLE MILES TRAVELED (VMT)	54
Background	54
VMT Assessment and Screening	54
12. CONCLUSIONS	55
Project Trip Generation	55
TPO Impact Analysis.....	55
CEQA Year 2026 Impact Analysis.....	55
CEQA General Plan Comparison Impact Analysis	55
VMT Screening.....	55
Congestion Management Program	55
Site Access and Circulation	55

APPENDICES

Appendix A Glossary
Appendix B Volume Count Worksheets
Appendix C Level of Service Worksheets
Appendix D Approved Projects List and Cumulative Projects
Appendix E TPO One-Percent Threshold Analysis

LIST OF TABLES

Table 1. Existing (2021) Intersection Levels of Service	10
Table 2. Project Trip Generation.....	18
Table 3. TPO One-Percent Threshold Analysis Summary.....	32
Table 4. TPO Year 2026 Intersection Levels of Service and Impact Assessment	33
Table 5. Cumulative Projects Trip Generation	35
Table 6. CEQA Year 2026 Intersection Levels of Service and Impact Assessment.....	36
Table 7. General Plan Comparison Trip Generation	46
Table 8. General Plan Comparison: Post 2030 General Plan Buildout Intersection Levels of Service and Impact Assessment.....	47

LIST OF FIGURES

Figure 1. Project Location Map.....	3
Figure 2. Site Plan.....	4
Figure 3. Existing Lane Geometry and Intersection Traffic Controls.....	9
Figure 4. Existing Pedestrian Facilities	11
Figure 5. Orange County Transportation Authority System Map	12
Figure 6. City of Newport Beach General Plan Master Plan of Streets and Highways	13
Figure 7. City of Newport Beach General Plan Roadway Cross-Sections	14

Figure 8.	Existing AM Peak Hour Intersection Turning Movement Volumes.....	15
Figure 9.	Existing PM Peak Hour Intersection Turning Movement Volumes	16
Figure 10.	Project Outbound Trip Distribution – Existing General Office Building	19
Figure 11.	Project Inbound Trip Distribution – Existing General Office Building.....	20
Figure 12.	Project Outbound Trip Distribution – Proposed Residential	21
Figure 13.	Project Inbound Trip Distribution – Proposed Residential	22
Figure 14.	Project (Net) AM Peak Hour Intersection Turning Movement Volumes	23
Figure 15.	Project (Net) PM Peak Hour Intersection Turning Movement Volumes.....	24
Figure 16.	TPO Year 2026 Without Project AM Peak Hour Intersection Turning Movement Volumes.....	27
Figure 17.	TPO Year 2026 Without Project PM Peak Hour Intersection Turning Movement Volumes.....	28
Figure 18.	TPO Year 2026 With Project AM Peak Hour Intersection Turning Movement Volumes.....	29
Figure 19.	TPO Year 2026 With Project PM Peak Hour Intersection Turning Movement Volumes.....	30
Figure 20.	Cumulative Projects Location Map	37
Figure 21.	Cumulative Projects AM Peak Hour Intersection Turning Movement Volumes.....	38
Figure 22.	Cumulative Projects PM Peak Hour Intersection Turning Movement Volumes.....	39
Figure 23.	CEQA Year 2026 Without Project AM Peak Hour Intersection Turning Movement Volumes.....	40
Figure 24.	CEQA Year 2026 Without Project PM Peak Hour Intersection Turning Movement Volumes.....	41
Figure 25.	CEQA Year 2026 With Project AM Peak Hour Intersection Turning Movement Volumes.....	42
Figure 26.	CEQA Year 2026 With Project PM Peak Hour Intersection Turning Movement Volumes.....	43
Figure 29.	Post 2030 General Plan Buildout Without Project AM Peak Hour Intersection Turning Movement Volumes	48
Figure 30.	Post 2030 General Plan Buildout Without Project PM Peak Hour Intersection Turning Movement Volumes	49
Figure 31.	Post 2030 General Plan Buildout With Project AM Peak Hour Intersection Turning Movement Volumes	50
Figure 32.	Post 2030 General Plan Buildout With Project PM Peak Hour Intersection Turning Movement Volumes	51

EXECUTIVE SUMMARY

The purpose of this study is to evaluate the potential for transportation impacts resulting from development of the proposed project both in the context of the City of Newport Beach's discretionary authority for conformance with locally established operational standards and the California Environmental Quality Act (CEQA). Although this is a technical report, effort has been made to write the report clearly and concisely. A glossary is provided in Appendix A to assist the reader with terms related to transportation engineering.

This study was prepared in consultation with City of Newport Beach staff and in accordance with the procedures and methodologies for assessing transportation impacts established by the City of Newport Beach. To assess the project's conformance with local operational standards, this study evaluates the project's effect on traffic operations in accordance with the City's Traffic Phasing Ordinance (TPO) and, if necessary, identifies recommended improvements or corrective measures to alleviate operational deficiencies substantially caused or worsened by the proposed project. In addition to existing (2021) conditions, this report analyzes forecast traffic conditions for year 2026 (one year after project opening).

For CEQA purposes, this study also evaluates the significance of project-related transportation impacts using cumulative methodology as well as vehicle miles traveled (VMT) analysis relative to criteria established by the City of Newport Beach as the lead agency and, if necessary, identifies any feasible mitigation measures to mitigate any significant impacts. Additionally, analysis was also prepared for Year 2026 cumulative and Post 2030 General Plan Buildout conditions in support of the project's proposed addendum to the 2006 General Plan Environmental Impact Report (EIR).

Project Description

The project site is addressed at 1300 Bristol Street North, located at the northeast corner of Bristol Street North and Spruce Street, in the City of Newport Beach, California. The project site is currently developed with an existing office building totaling 33,292 square feet.

The proposed project involves a demolition of the existing 33,292 square foot building. The proposed redevelopment includes a new six-floor apartment building comprised of 193 residential dwelling units on five floors above at-grade parking and two levels of subterranean parking. Vehicular access is proposed to be maintained at Bristol Street North and Spruce Street. The proposed project is anticipated to be fully operational by year 2025.

The proposed project involves a Transfer of Development Rights (TDR) which includes the transfer of 77 units from Uptown Newport.

Existing Conditions

The study intersections currently operate at Levels of Service D or better during the peak hours for Existing conditions.

Project Trip Generation

The existing project site land use is estimated to generate approximately 324 daily trips, including 38 trips during the AM peak hour and 38 trips during the PM peak hour. The proposed project site land use is forecast to generate a total of approximately 1,050 daily trips, including 69 trips during the AM peak hour and 85 trips during the PM peak hour. Therefore, the proposed project is forecast to result in net increase of approximately 726 net new daily trips, including 31 net new trips during the AM peak hour and 47 net new trips during the PM peak hour.

TPO Impact Analysis

The addition of project-generated trips is not forecast to cause any study intersection to operate deficiently (Level of Service E or F) or worsen a deficient intersection operation by more than one percent of capacity; therefore, the proposed project is forecast to result in no Level of Service impacts at the study intersections for TPO Year 2026 With Project conditions and no improvements are required.

CEQA Impact Analysis

The addition of project-generated trips is not forecast to cause any study intersection to operate deficiently (Level of Service E or F) or worsen a deficient intersection operation by more than one percent of capacity; therefore, the proposed project is forecast to result in no significant Level of Service impacts at the study intersections for CEQA Year 2026 With Project conditions and no new mitigation measures are required.

CEQA General Plan Comparison Impact Analysis

The addition of project-generated trips is not forecast to cause any study intersection to operate deficiently (Level of Service E or F) or worsen a deficient intersection operation by more than one percent of capacity; therefore, the proposed project is forecast to result in no significant Level of Service impacts at the study intersections for Post 2030 General Plan Buildout With Project conditions and no new mitigation measures are required.

VMT Screening

The proposed project is located in a City defined low-VMT area for residential use (lower than 85 percent of Countywide average VMT per capita). Per the City VMT guidelines and screening criteria, the project is considered to have a less than significant impact on VMT.

Congestion Management Program

Since the proposed project has indirect access to a CMP facility (e.g., MacArthur Boulevard or Jamboree Road) and is forecast to generate less than 2,400 daily trips, the proposed project does not satisfy the criteria for preparation of a separate CMP impact analysis.

Site Access and Circulation

Vehicular access is proposed to be maintained at Bristol Street North and Spruce Street. Since Bristol Street North is a one-way street, the project driveway at Bristol Street North will continue to provide right turn in/out only access. The project driveway at Spruce Street will continue to provide full access. Based on review of the adjacent development and lane configurations along Bristol Street North and Spruce Street, the existing lane configurations are anticipated to be adequate. The final parking and circulation will be reviewed and approved by the City of Newport Beach.

1. INTRODUCTION

This section describes the project location, project description, study area, and analysis scenarios.

PROJECT DESCRIPTION

The project site is addressed at 1300 Bristol Street North, located at the northeast corner of Bristol Street North and Spruce Street, in the City of Newport Beach, California. The project site is currently developed with an existing office building totaling 33,292 square feet. Figure 1 shows the project location map.

The proposed project involves demolition of the existing 33,292 square foot building. The redevelopment includes a new six-floor apartment building comprised of 193 residential dwelling units on five floors above at-grade parking and two levels of subterranean parking. Vehicular access is proposed to be maintained at Bristol Street North and Spruce Street. The proposed project is anticipated to be fully operational by year 2025. Figure 2 illustrates the project site plan.

The proposed project involves a Transfer of Development Rights (TDR) which includes the proposed transfer of 77 units from Uptown Newport.

STUDY AREA

Based on scoping discussions with City of Newport Beach staff, the study area consists of the following study intersections within the City of Newport Beach, three of which share jurisdiction with the City of Irvine:

Study Intersections ¹	Jurisdiction
1. Campus Drive (NS) at Bristol Street North (EW)	Newport Beach
2. Irvine Avenue/Campus Drive (NS) at Bristol Street South (EW)	Newport Beach
3. Birch Street (NS) at Bristol Street North (EW)	Newport Beach
4. Birch Street (NS) at Bristol Street South (EW)	Newport Beach
5. MacArthur Boulevard (NS) at Campus Drive (EW)	Newport Beach/Irvine
6. MacArthur Boulevard (NS) at Birch Street (EW)	Newport Beach
7. MacArthur Boulevard (NS) at Newport Place Dr/Von Karman Avenue (EW)	Newport Beach
8. MacArthur Boulevard (NS) at Jamboree Road (EW)	Newport Beach/Irvine
9. MacArthur Boulevard (NS) at Bison Avenue (EW)	Newport Beach
10. Jamboree Road (NS) at Campus Drive (EW)	Newport Beach/Irvine
11. Jamboree Road (NS) at Bristol Street North (EW)	Newport Beach
12. Jamboree Road (NS) at Bristol Street South (EW)	Newport Beach
13. Jamboree Road (NS) at Eastbluff Drive/University Drive (EW)	Newport Beach

ANALYSIS SCENARIOS

In accordance with the City of Newport Beach Traffic Phasing Ordinance (TPO), this traffic report evaluates the following analysis scenarios based on one year after the anticipated project opening year:

- Existing Conditions;
- TPO Year 2026 Without Project; and
- TPO Year 2026 With Project

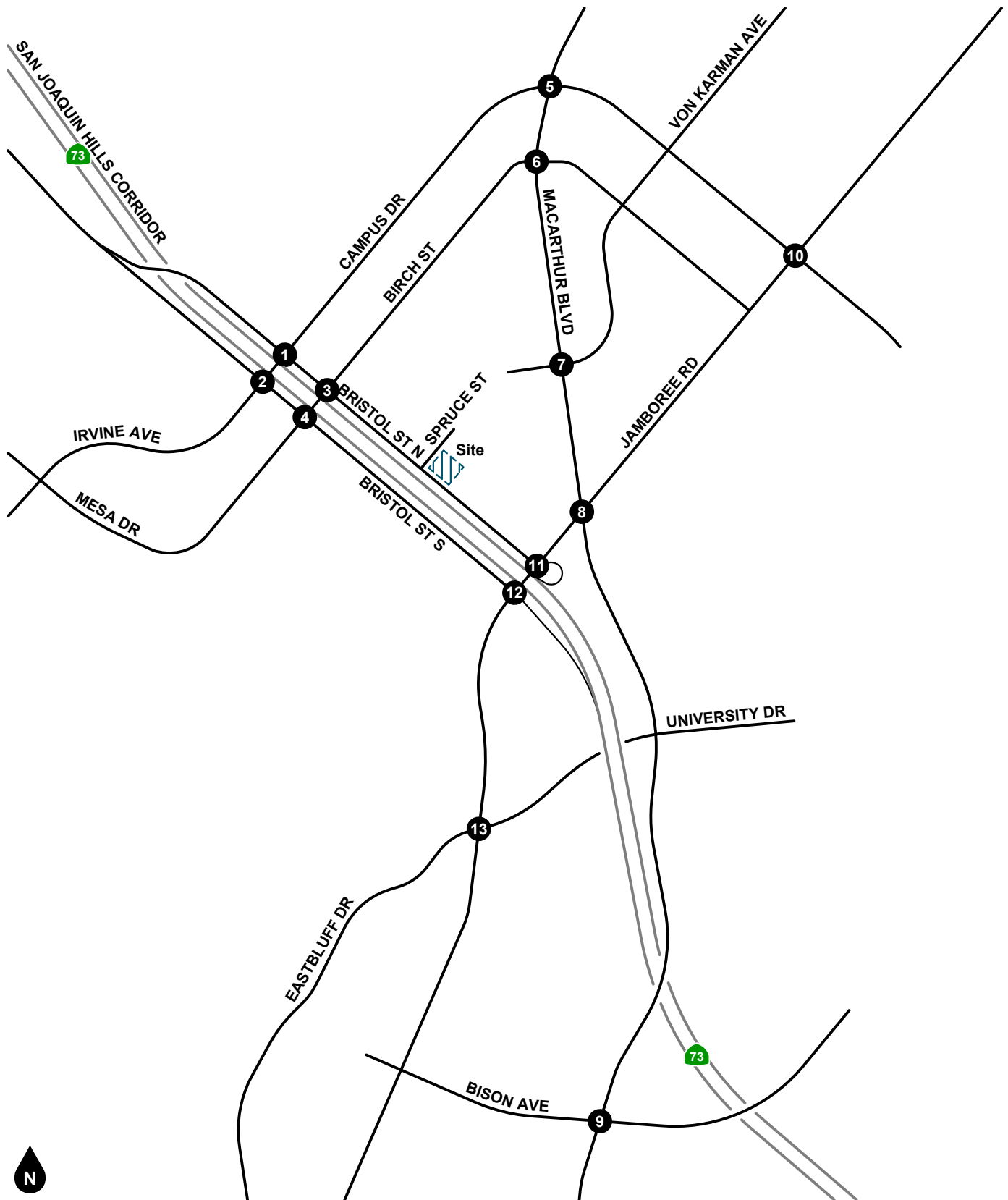
¹ (NS) = North-South roadway; (EW) = East-West roadway

Additionally, this study also evaluates the following analysis scenarios in support of the project's proposed cumulative CEQA analysis:

- d) CEQA Year 2026 Without Project;
- e) CEQA Year 2026 With Project;

Lastly, this study evaluates the following analysis scenarios in support of the project's proposed addendum to the 2006 General Plan Environmental Impact Report (EIR):

- f) General Plan Comparison: Post 2030 General Plan Buildout Without Project; and
- g) General Plan Comparison: Post 2030 General Plan Buildout With Project.



Legend
 # Study Intersection

Figure 1
Project Location Map

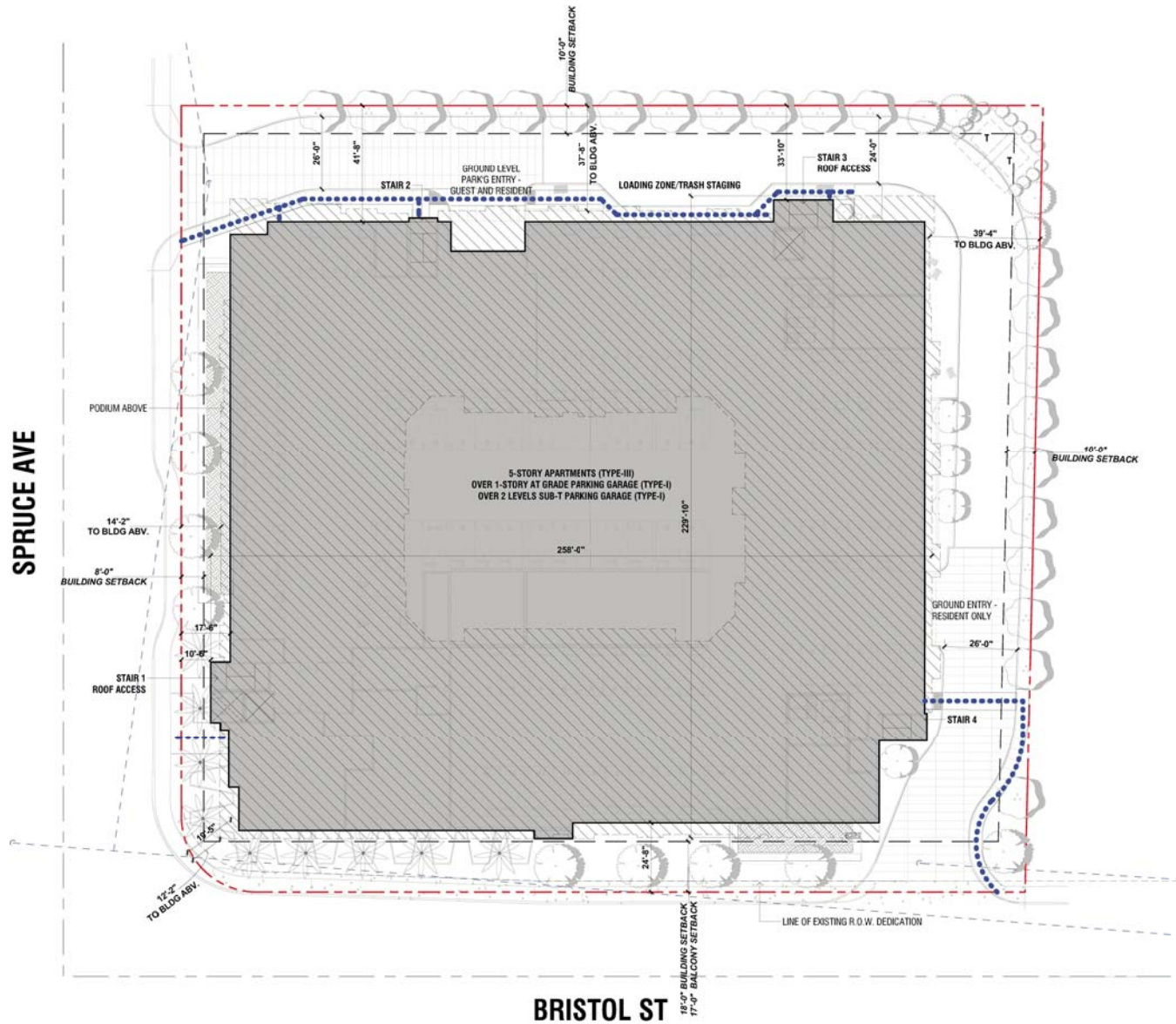


Figure 2
Site Plan

2. METHODOLOGY

This section discusses the analysis methodologies used to assess transportation facility performance as adopted by the respective jurisdictional agencies.

TRAFFIC PHASING ORDINANCE ANALYTICAL METHODOLOGY (Non-CEQA)

To establish consistency with the City of Newport Beach General Plan and other City requirements, all proposed land use projects generating 300 or more daily trips are required to prepare a Level of Service analysis for transportation impacts consistent with Chapter 15.40 (Traffic Phasing Ordinance) of the City of Newport Beach Municipal Code. The TPO requires assessment of development project impacts on the City's arterial circulation system based on the Intersection Capacity Utilization (ICU) methodology. While operational ICU analysis is required for conformance with the City's TPO requirements, it is noted that a project's effect on automobile delay (as measured by Level of Service) shall not constitute a significant environmental impact in accordance with current CEQA provisions.

Intersection Capacity Utilization Methodology

In accordance with City of Newport Beach requirements, level of service analysis of signalized intersections is based on the ICU methodology. The ICU methodology compares the volume of traffic using the intersection to the capacity of the intersection. The resulting volume-to-capacity (V/C) ratio represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity. The volume-to-capacity ratio is then correlated to a performance measure known as level of service based on the following thresholds:

Level of Service	Volume/Capacity Ratio
A	≤ 0.60
B	> 0.60 to ≤ 0.70
C	> 0.70 to ≤ 0.80
D	> 0.80 to ≤ 0.90
E	> 0.90 to ≤ 1.00
F	> 1.00

Source: Transportation Research Board, Interim Materials on Highway Capacity, Transportation Research Circular No. 212, January 1980.

Level of service is used to qualitatively describe the performance of a roadway facility, ranging from Level of service A (free-flow conditions) to Level of Service F (extreme congestion and system failure).

The ICU and Level of Service calculations for this study were performed using the Traffix software. In accordance with City of Newport Beach TPO requirements, the ICU calculations assume a lane capacity of 1,600 vehicles per hour per lane and no factor for yellow time. The project-related increase in ICU is rounded to three decimal places and then rounded to two decimal places.

Performance Standards

The City of Newport Beach has established Level of Service D as the minimum acceptable Level of Service for its arterial roadway system, except at the following locations where Level of Service E or better is acceptable:

- Any intersection in the Airport Area shared with City of Irvine;
- Dover Drive at Coast Highway;
- Marguerite Avenue at Coast Highway; and
- Goldenrod Avenue at Coast Highway.

Substantial Operational Deficiency Criteria

In accordance with the City's TPO, the following criteria are used to determine if a proposed project will result in a substantial Level of Service impact and is required to provide improvements/corrective measures:

- A substantial project impact is defined to occur if the addition of project-generated trips is forecast to cause/worsen a deficient intersection operation (generally Level of Service E or F) and increase the intersection capacity utilization by one percent or more of capacity (i.e., V/C increases by 0.010 or more).

If a project is forecast to cause or worsen a substantial Level of Service impact, the project must construct or provide funding for improvements, to the extent feasible, such that the project-related increase in capacity utilization does not exceed the City-established criteria.

CUMULATIVE AND GENERAL PLAN ANALYTICAL METHODOLOGY (CEQA)

Although Level of Service impacts no longer constitute a significant environmental impact based on current CEQA provisions, a Level of Service analysis and significant impact evaluation were also prepared for Year 2026 cumulative and Post 2030 General Plan Buildout conditions, which did include evaluation of Level of Service impacts based on relevant thresholds of significance at the time of preparation. The purpose of the General Plan Comparison analysis is to document whether any new traffic-related impacts would occur compared to the 2006 General Plan EIR based on the proposed project.

Thresholds of Significance for General Plan EIR Addendum

Year 2026 cumulative and Post 2030 General Plan Buildout conditions are analyzed based on the same ICU methodology used for the TPO analysis. Based on the 2006 General Plan EIR, the following criteria are used to determine if the proposed project would result in a significant Level of Service impact requiring new mitigation measures.

- A significant transportation impact is defined to occur if the addition of project-generated trips is forecast to cause/worsen a deficient intersection operation (generally Level of Service E or F) and increase the intersection capacity utilization by one percent or more of capacity (i.e., V/C increases by 0.010 or more).

VEHICLE MILES TRAVELED ANALYTICAL METHODOLOGY (CEQA)

The metric used to evaluate the transportation impact of land use and transportation projects under CEQA is known as vehicle miles traveled (VMT). In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. Additional information and a detailed project assessment is provided in the Vehicle Miles Traveled section presented later in this report.

3. EXISTING CONDITIONS

This section describes the existing transportation setting in the project vicinity.

EXISTING ROADWAY SYSTEM

Figure 3 identifies the lane geometry and intersection traffic controls for existing conditions based on a field survey of the study area. Regional access to the project area is provided by the San Joaquin Hills Corridor (State Route 73) freeway south of the project site running between Bristol Street North and Bristol Street South. The key north-south roadways providing local circulation are Irvine Avenue, Campus Drive, Birch Street, MacArthur Boulevard, and Jamboree Road. The key east-west roadways providing local circulation are Bristol Street North, Bristol Street South, Newport Place Drive, Von Karman Avenue, Bison Avenue, Eastbluff Drive, and University Avenue.

PEDESTRIAN FACILITIES

Existing pedestrian facilities in the project vicinity are shown on Figure 4.

BICYCLE ROUTES

On-street bicycle facilities are provided in the project area along Bristol Street North. Bristol Street North adjacent to the project site has Class II Bike Lane (On-Road Striped) and also is classified as a Class I (Off-Road Paved) Bikeway (sidewalk riding is permitted). Roadways that provide on-street bicycle facilities near the project site include Bristol Street South, Birch Street, and intermittent areas of Jamboree Road and Campus Road.

TRANSIT FACILITIES

Figure 5 shows the existing transit routes available in the project vicinity. As shown on Figure 5, Orange County Transportation Authority Route 57 services Bristol Street North adjacent to the project site. A bus stop is located along Bristol Street North adjacent to the project site at the northwest corner of the Spruce Street and Bristol Street North intersection.

GENERAL PLAN CONTEXT

Figure 6 shows the City of Newport Beach General Plan Master Plan of Streets and Highways roadway classifications map. This figure shows the nature and extent of arterial and collector highways that are needed to adequately serve the ultimate development depicted by the Land Use Element of the General Plan. The City of Newport Beach General Plan roadway cross-sections are depicted on Figure 7.

EXISTING TRAFFIC VOLUMES

Existing peak hour intersection volumes were developed from intersection turning movement counts primarily collected in January/February 2019 during typical weekday AM and PM peak periods of commuter traffic, with exception of the MacArthur Boulevard at Bison Avenue intersection that was counted in May 2018. The AM peak period was counted between 7:00 AM and 9:00 AM and the PM peak period was counted between 4:30 PM and 6:30 PM. The actual peak hour within the peak period is the four consecutive 15-minute periods with the highest total volume of all approaches. Thus, the PM peak hour at one intersection may occur at 4:45 PM to 5:45 PM if those four consecutive 15-minute periods have the highest combined volume. Count worksheets are provided in Appendix B.

Based on the project's application date, existing volume and Level of Service conditions were established for year 2021. Existing (2021) intersection volumes were developed by applying the City's Regional Traffic Annual

Growth Rate of one percent (1.0%) per year to the measured volumes along applicable arterial highways (Irvine Avenue, Jamboree Road, and MacArthur Boulevard). This equates to a growth factor of 1.02 along those arterials with counts conducted in 2019 and a growth factor of 1.03 along those arterials with counts conducted in 2018. Intersection volumes shown in the figures and Level of Service calculations throughout this report are based on the measured count data with the adjustments for Existing (2021) conditions as described herein.

The current COVID-19 pandemic and associated public health orders have generally resulted in a decrease in traffic volumes. Additionally, it is anticipated that the pandemic may have a lasting effect on travel behavior, such as an increase in telecommuting that may sustain lower peak hour volumes compared to pre-pandemic conditions. Therefore, use of the 2018/2019 counts with application the City's Regional Traffic Annual Growth Rate along the applicable arterials is considered to provide a conservative estimate of Existing (2021) conditions.

Figure 8 and Figure 9 show the Existing AM peak hour and PM peak hour intersection turning movement volumes.

EXISTING INTERSECTION LEVEL OF SERVICE

Existing intersection Levels of Service are summarized in Table 1. Detailed Level of Service worksheets are provided in Appendix C.

As shown in Table 1, the study intersections currently operate at Levels of Service D or better during the peak hours for Existing (2021) conditions.

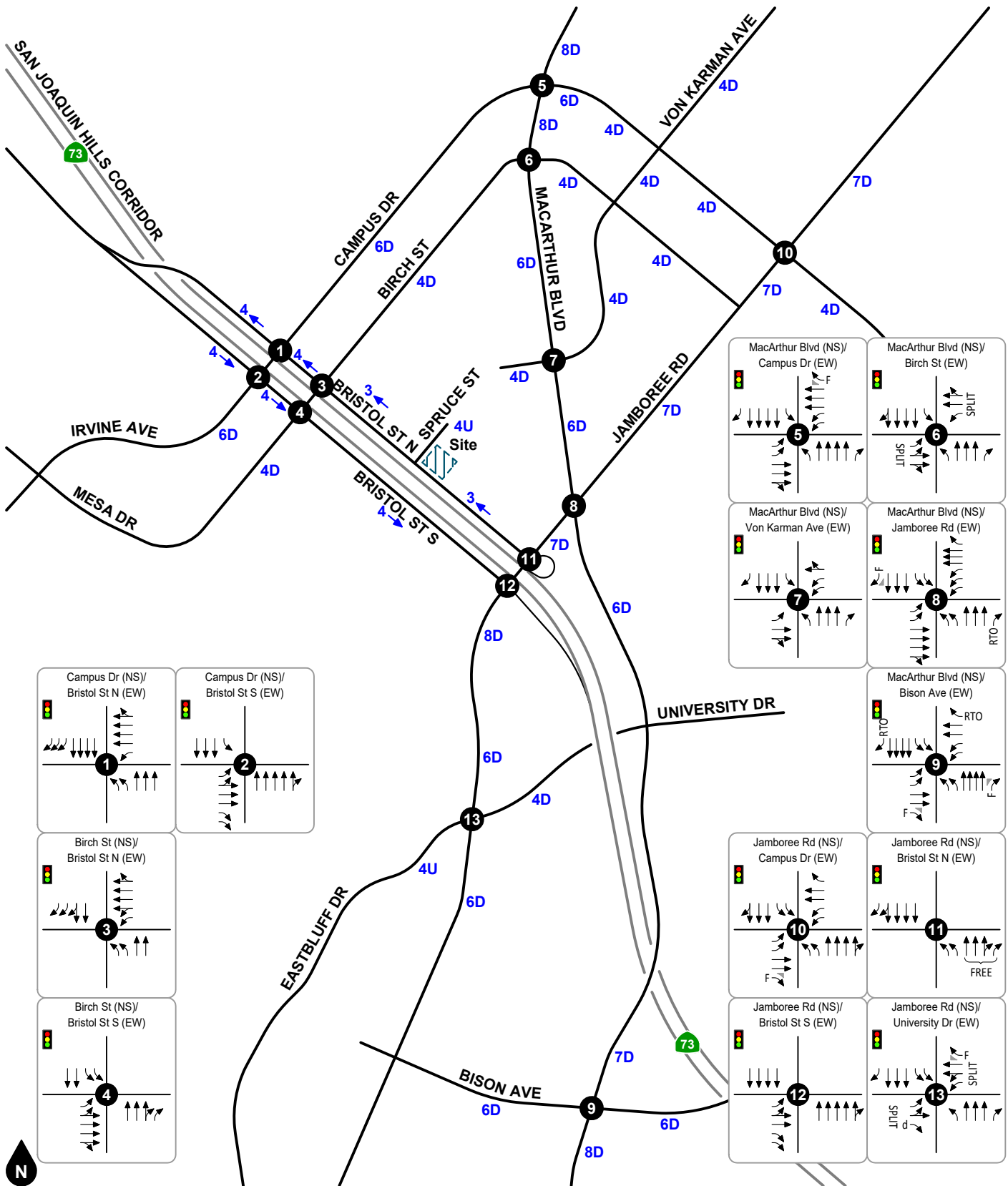


Figure 3
Existing Lane Geometry and Intersection Traffic Controls

Table 1
Existing (2021) Intersection Levels of Service

ID	Study Intersection	Traffic Control ¹	AM Peak Hour		PM Peak Hour	
			V/C ²	LOS ³	V/C ²	LOS ³
1.	Campus Dr (NS) at Bristol St North (EW)	TS	0.54	A	0.68	B
2.	Irvine Ave/Campus Dr (NS) at Bristol St South (EW)	TS	0.67	B	0.52	A
3.	Birch St (NS) at Bristol St North (EW)	TS	0.64	B	0.55	A
4.	Birch St (NS) at Bristol St South (EW)	TS	0.48	A	0.48	A
5.	MacArthur Blvd (NS) at Campus Dr (EW) ⁴	TS	0.48	A	0.81	D
6.	MacArthur Blvd (NS) at Birch St (EW)	TS	0.36	A	0.59	A
7.	MacArthur Blvd (NS) at Newport Pl Dr/Von Karman Ave (EW)	TS	0.55	A	0.52	A
8.	MacArthur Blvd (NS) at Jamboree Rd (EW) ⁴	TS	0.59	A	0.68	B
9.	MacArthur Blvd (NS) at Bison Ave (EW)	TS	0.68	B	0.59	A
10.	Jamboree Rd (NS) at Campus Dr (EW) ⁴	TS	0.60	A	0.61	B
11.	Jamboree Rd (NS) at Bristol St North (EW)	TS	0.37	A	0.47	A
12.	Jamboree Rd (NS) at Bristol St South (EW)	TS	0.67	B	0.62	B
13.	Jamboree Rd (NS) at Eastbluff Dr/University Dr (EW)	TS	0.62	B	0.53	A

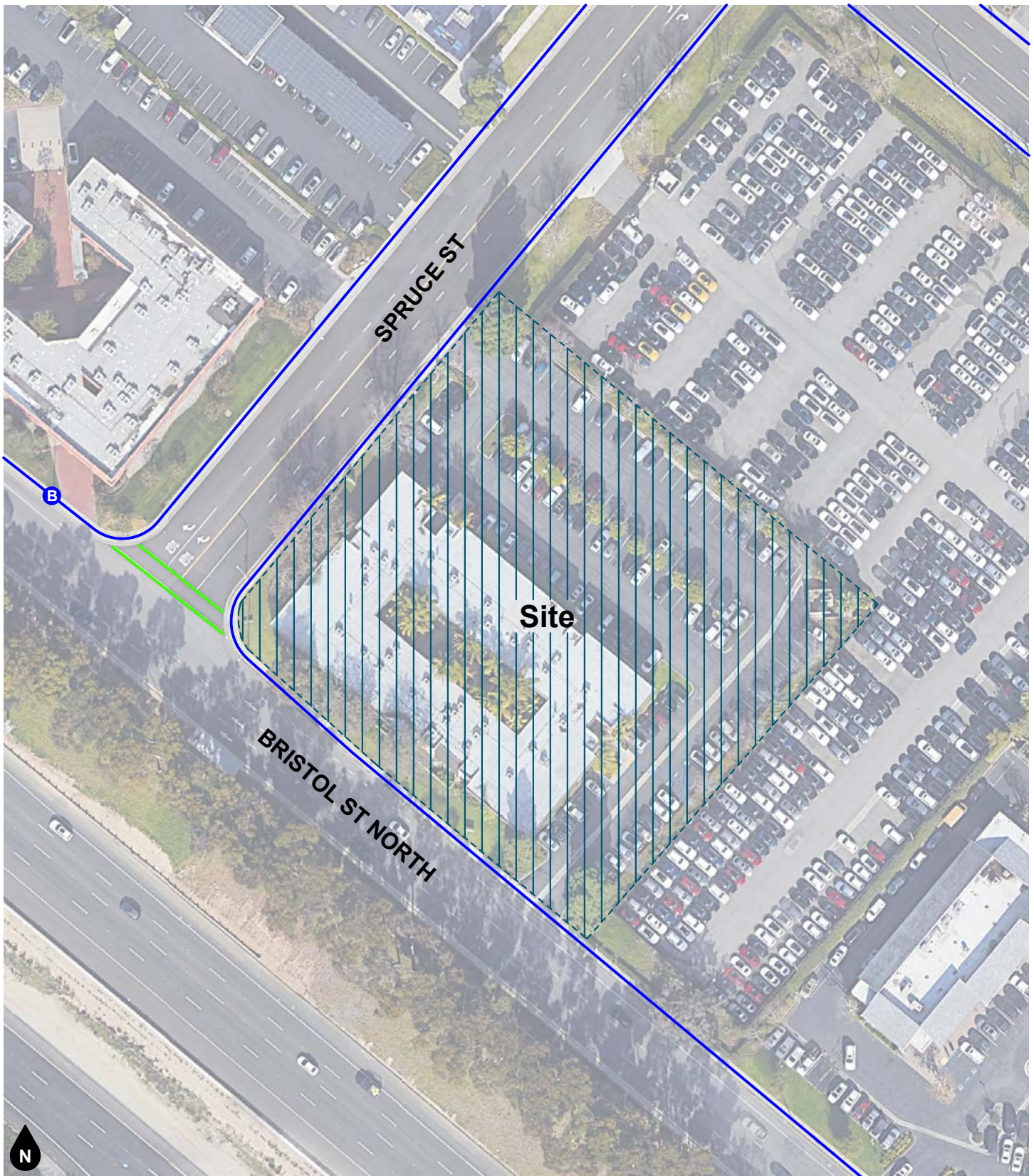
Notes:

(1) TS = Traffic Signal

(2) V/C = Volume/Capacity

(3) LOS = Level of Service

(4) Level of Service E is acceptable; shared jurisdiction with City of Irvine.



Legend

- Sidewalk
- Cross Walk
- B Bus Stop

Figure 4
Existing Pedestrian Facilities



Figure 5
Orange County Transportation Authority System Map

Source: Orange County Transportation Authority

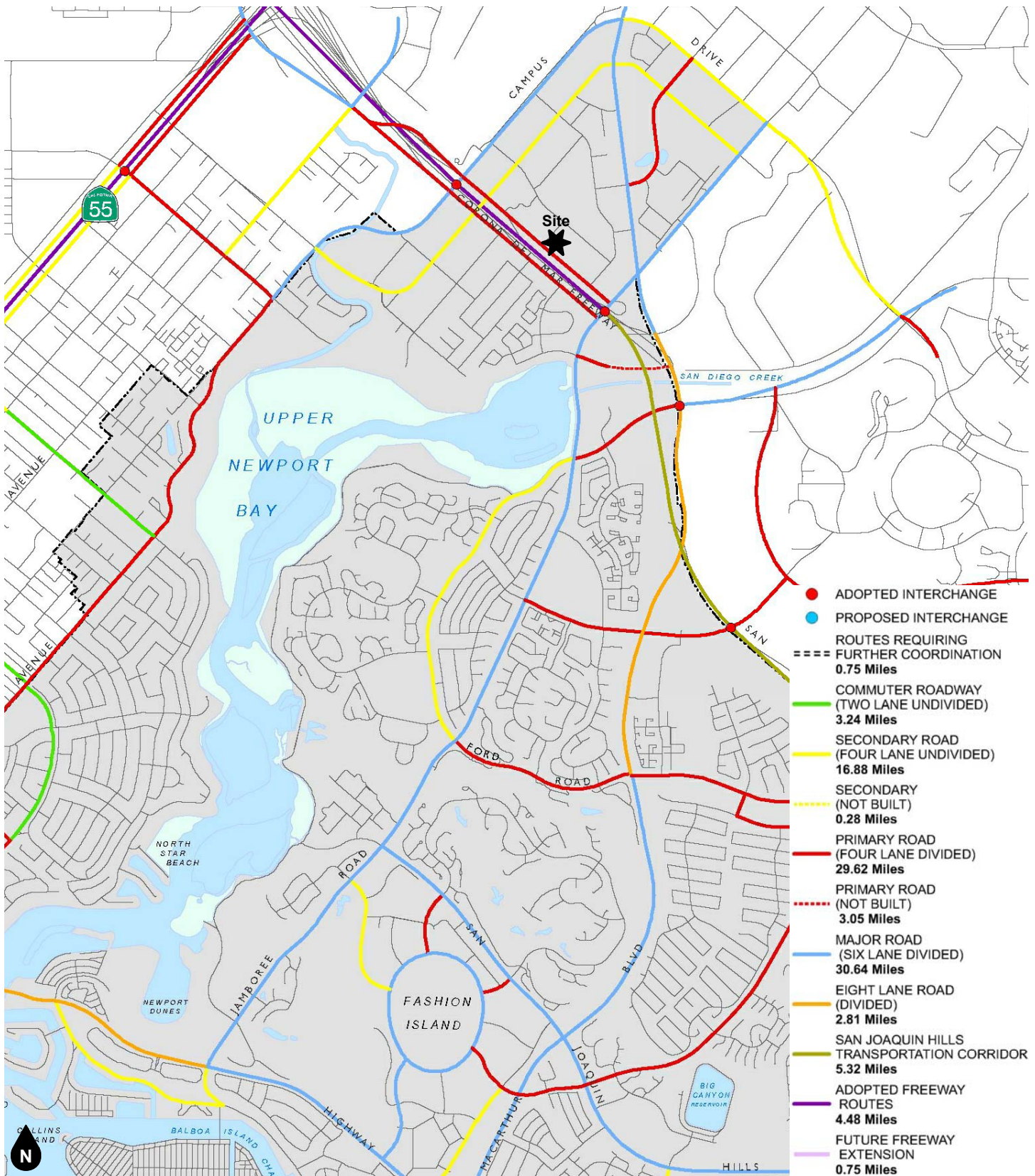


Figure 6
City of Newport Beach General Plan
Master Plan of Streets and Highways

Source: City of Newport Beach

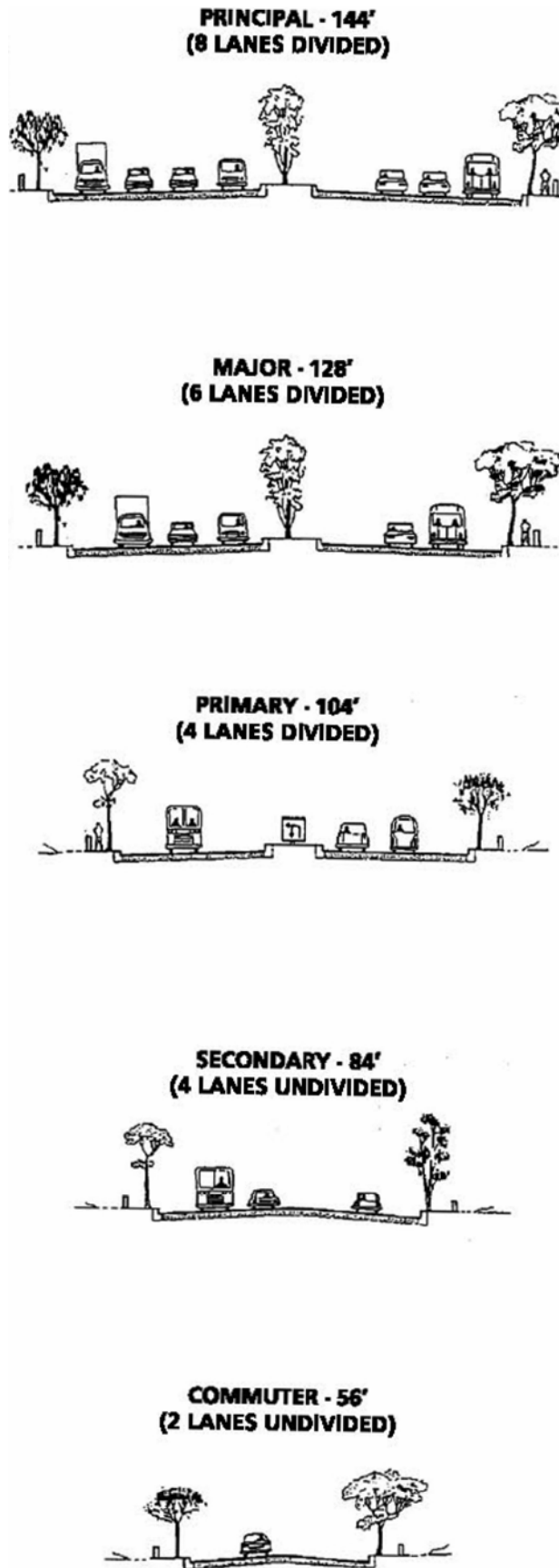
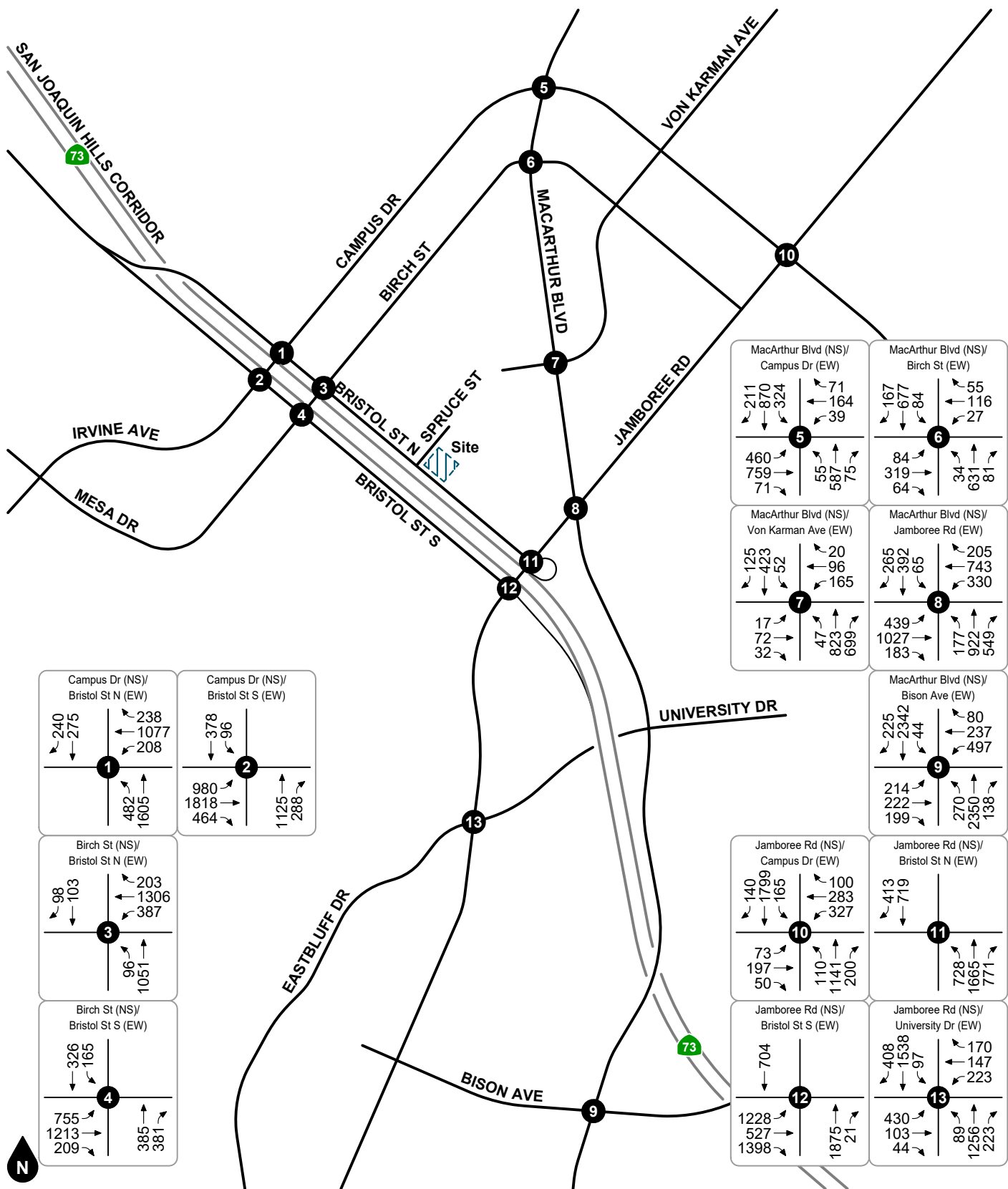


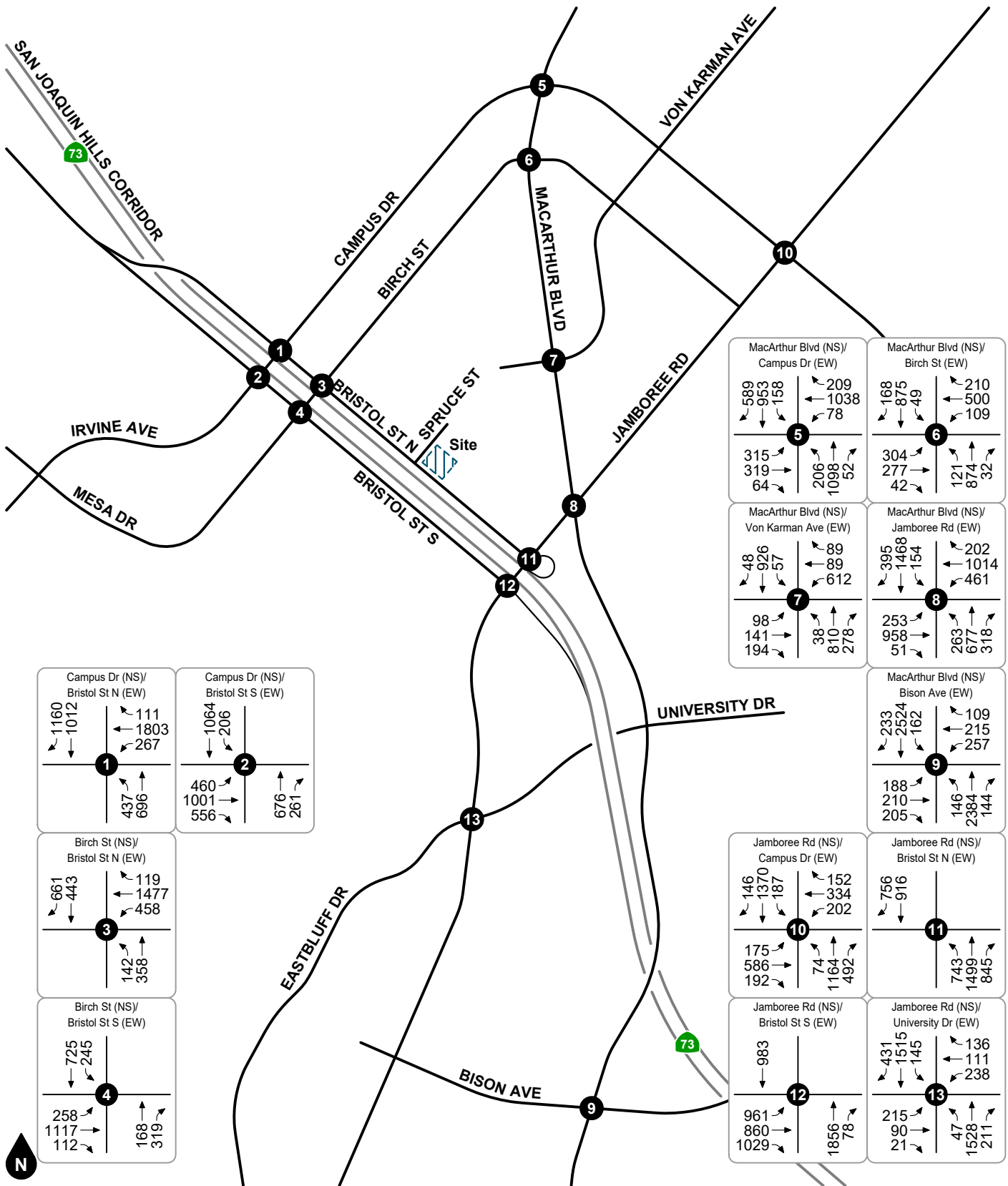
Figure 7
City of Newport Beach General Plan Roadway Cross-Sections

Source: City of Newport Beach



Legend
Study Intersection

Figure 8
Existing AM Peak Hour Intersection Turning Movement Volumes



Legend
 # Study Intersection

Figure 9
 Existing PM Peak Hour Intersection Turning Movement Volumes

4. PROJECT FORECASTS

This section describes how project trip generation, trip distribution, and trip assignment forecasts were developed. The forecast project volumes are illustrated on figures contained in this section.

PROJECT TRIP GENERATION

Table 2 shows the project trip generation based upon trip generation rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition, 2017). Based on review of the ITE land use description, trip generation rates for general office building (Land Use Code 710) and multifamily housing (mid-rise) (Land Use Code 221) were determined to adequately represent the existing and proposed land uses and were selected for use in this analysis. The project trip generation forecast is determined by multiplying the trip generation rates by the land use quantities.

As shown in Table 2, the existing project site land use is estimated to generate approximately 324 daily trips, including 38 trips during the AM peak hour and 38 trips during the PM peak hour. The proposed project site land use is forecast to generate approximately 1,050 daily trips, including 69 trips during the AM peak hour and 85 trips during the PM peak hour. Therefore, the proposed project is forecast to result in net increase of approximately 726 net new daily trips, including 31 net new trips during the AM peak hour and 47 net new trips during the PM peak hour.

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

Figure 10 thru Figure 13 show the forecast directional distribution patterns for the project generated trips. The project trip distribution patterns were developed in consultation with City of Newport Beach staff based on review of existing volume data, surrounding land uses, and the local and regional roadway facilities in the project vicinity.

The project-generated AM and PM peak hour intersection turning movement volumes are shown on Figure 14 and Figure 15.

Table 2
Project Trip Generation

Trip Generation Rates									
Land Use	Source ¹	Unit ²	AM Peak Hour			PM Peak Hour			Daily
			% In	% Out	Rate	% In	% Out	Rate	
General Office Building	ITE 710	TSF	86%	14%	1.16	16%	84%	1.15	9.74
Multifamily Housing (Mid-Rise)	ITE 221	DU	26%	74%	0.36	61%	39%	0.44	5.44

Trips Generated									
Land Use	Quantity	Unit ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
<u>Existing</u>									
General Office Building	33,292	TSF	33	5	38	6	32	38	324
<u>Proposed</u>									
Multifamily Housing (Mid-Rise)	193	DU	17	52	69	52	33	85	1,050
NET PROJECT TRIPS GENERATED			-16	+47	+31	+46	+1	+47	+726

Notes:

(1) ITE = Institute of Transportation Engineers *Trip Generation Manual* (10th Edition, 2017); ### = Land Use Code

(2) TSF = Thousand Square Feet; DU = Dwelling Units

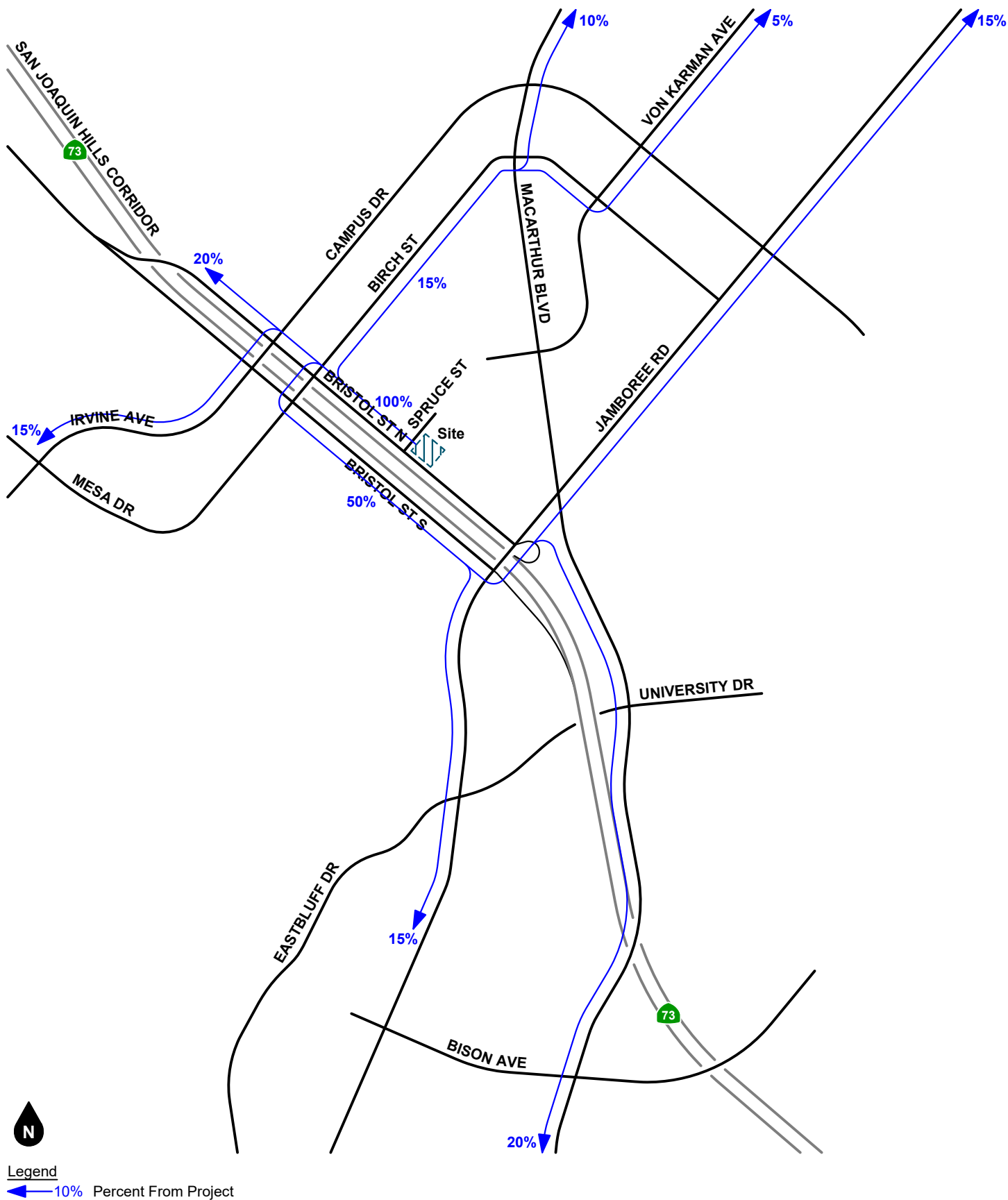


Figure 10
Project Outbound Trip Distribution - Existing General Office Building

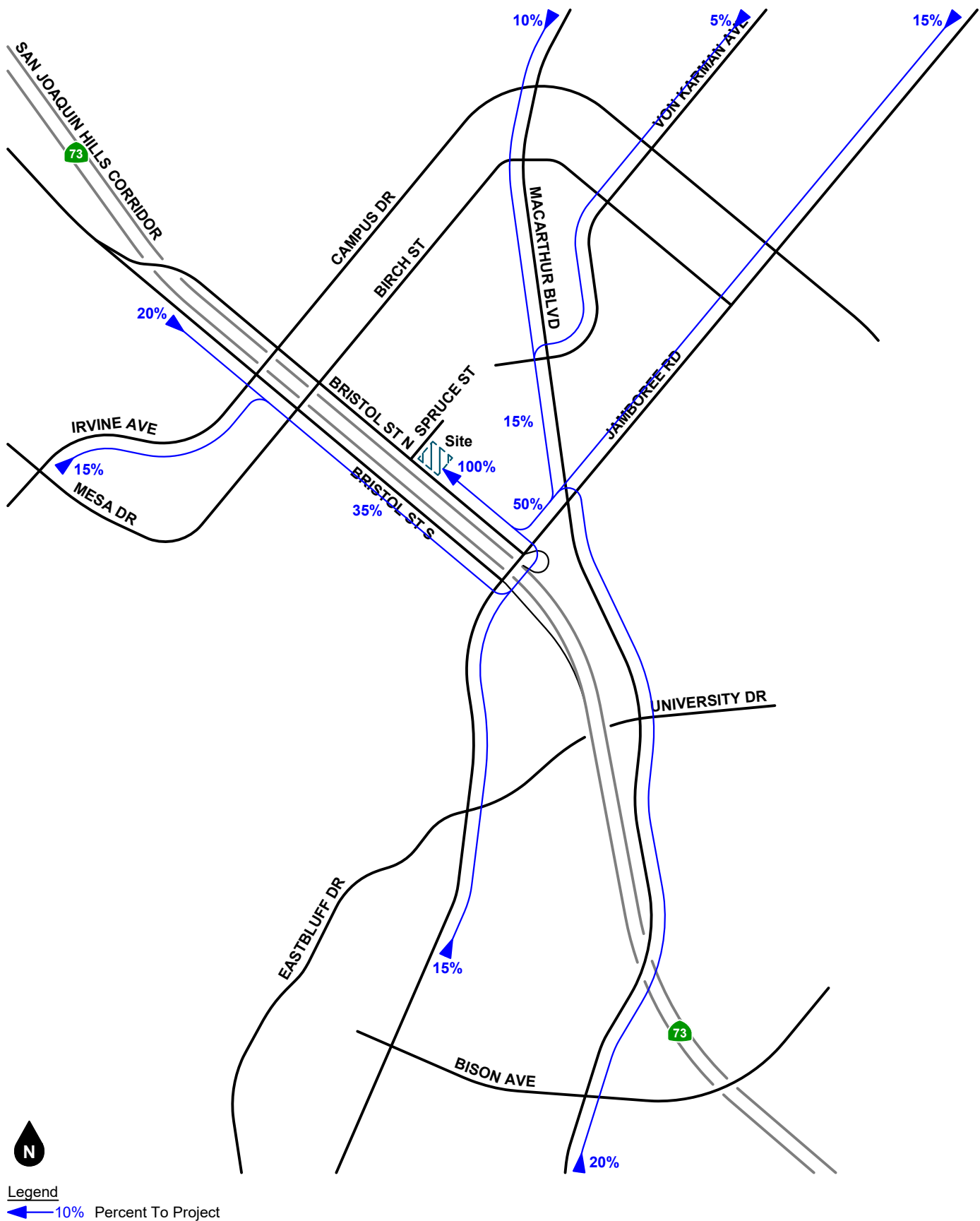


Figure 11
Project Inbound Trip Distribution - Existing General Office Building

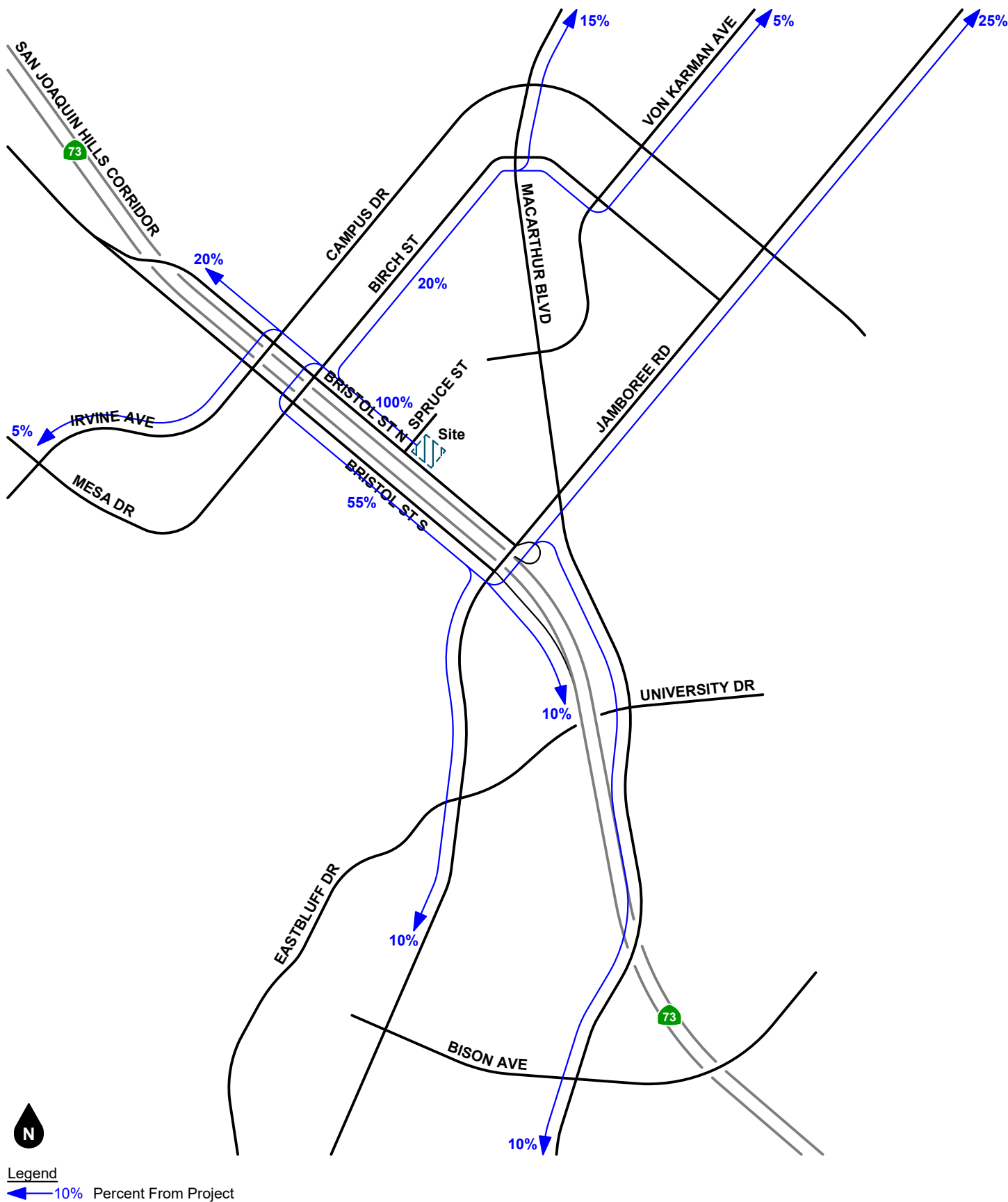
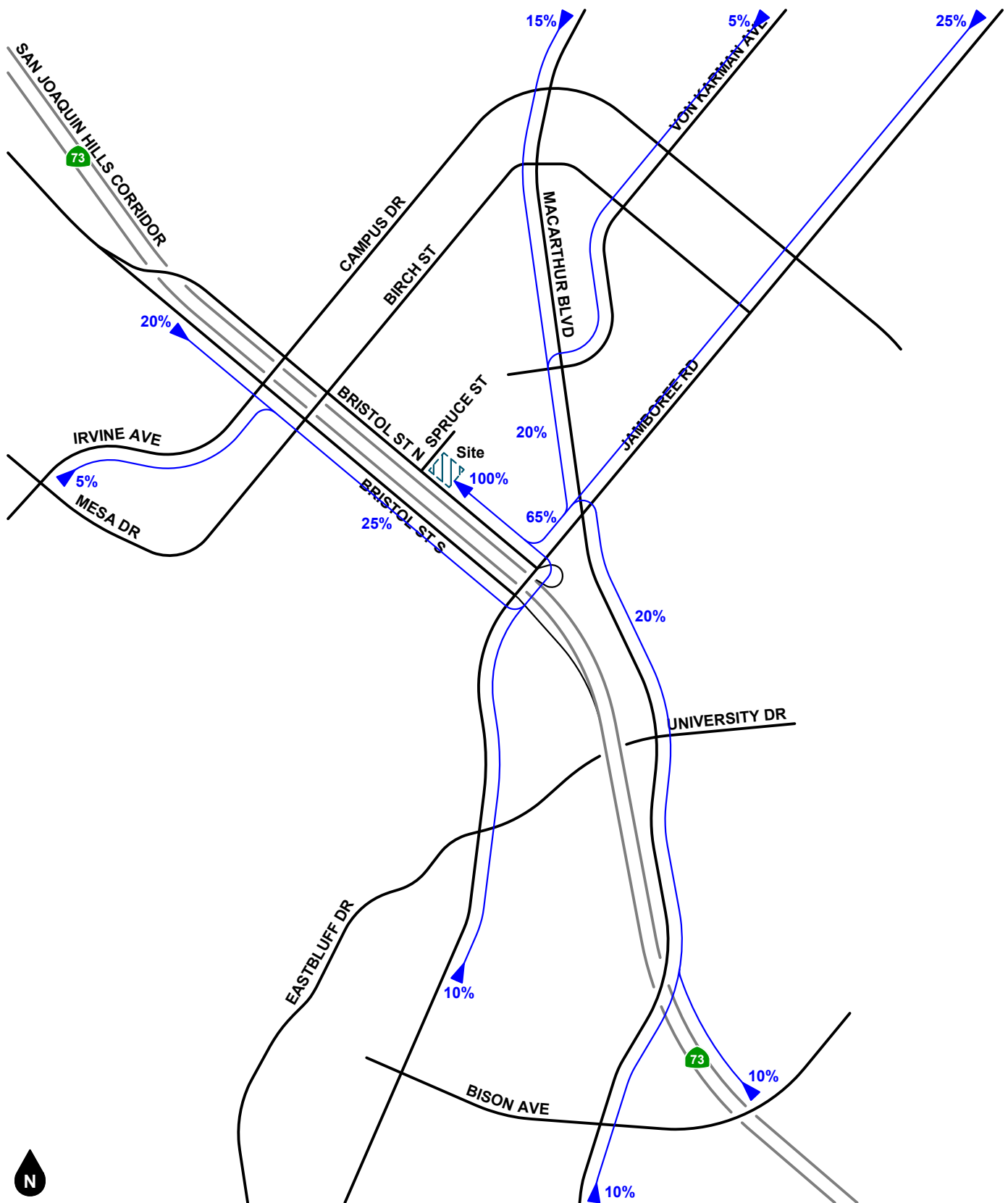
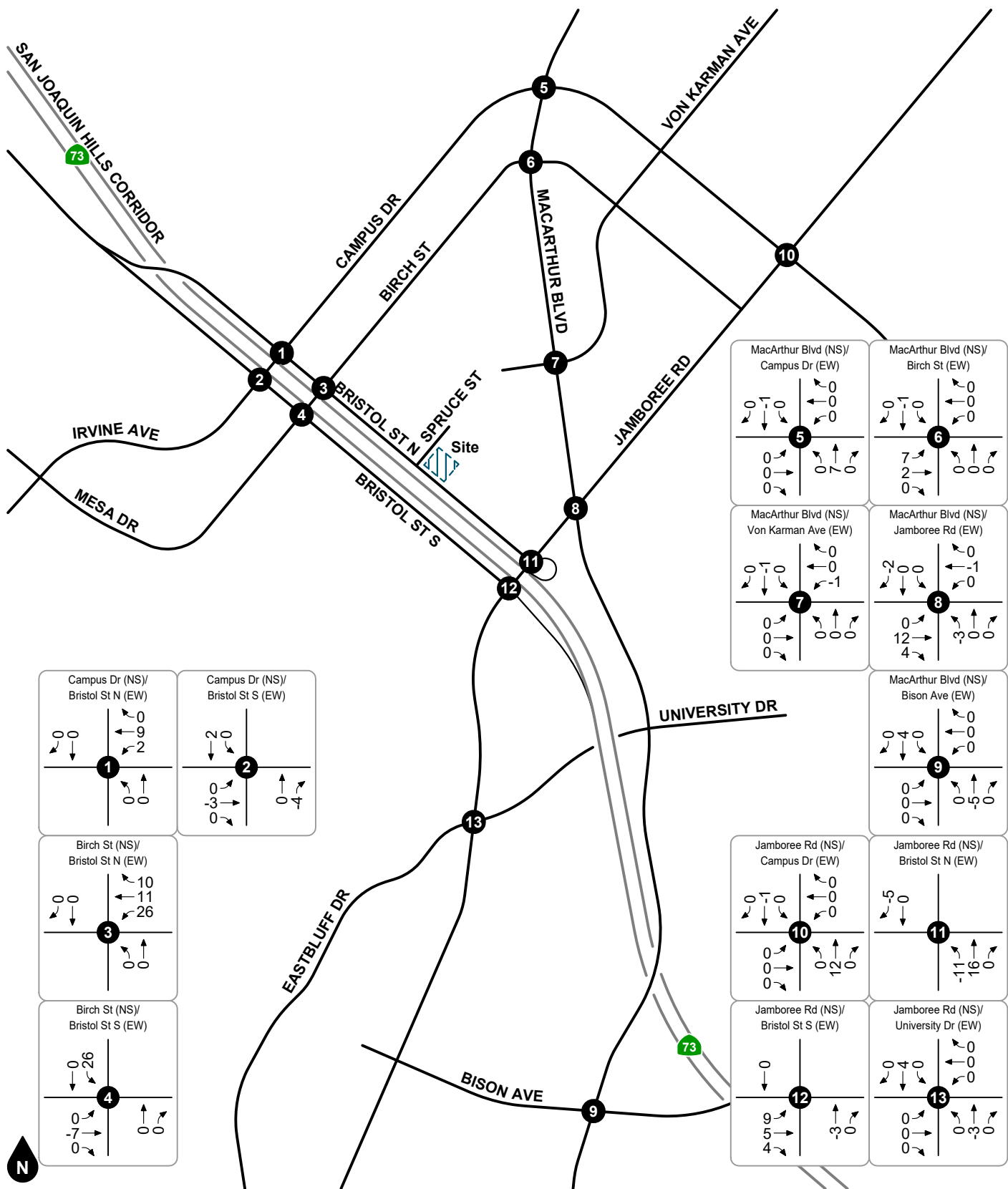


Figure 12
Project Outbound Trip Distribution - Proposed Residential



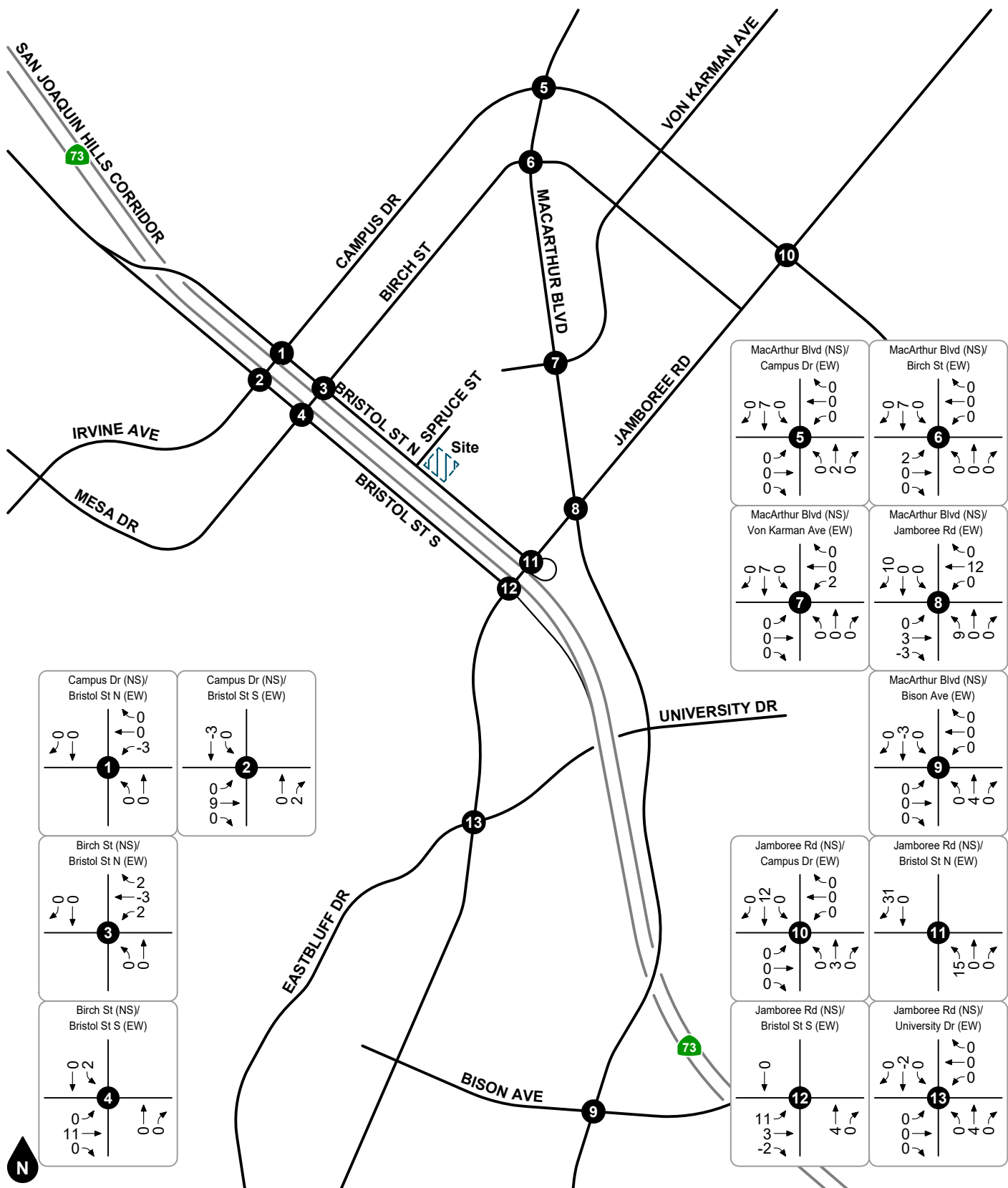
Legend
 10% Percent To Project

Figure 13
Project Inbound Trip Distribution - Proposed Residential



Legend
 # Study Intersection

Figure 14
 Project (Net) AM Peak Hour Intersection Turning Movement Volumes



Legend
 # Study Intersection

Figure 15
 Project (Net) PM Peak Hour Intersection Turning Movement Volumes

5. FUTURE VOLUME FORECASTS

This section describes how future volume forecasts for the TPO scenarios were developed. Forecast study area volumes are illustrated on figures contained in this section.

CITY OF NEWPORT BEACH APPROVED PROJECTS

The City of Newport Beach staff provided a list of approved projects within the study area for use in the TPO analysis. The approved project list consists of future developments that have been approved, but have not been fully constructed and occupied. The approved project data is contained in Appendix D.

Trips associated with the following 18 projects are included in the TPO analysis:

- Fashion Island Expansion
- Temple Bat Yahm Expansion
- Hoag Hospital Phase III
- St. Mark Presbyterian Church
- 2300 Newport Blvd (Vue)
- Hoag Health Center 500-540 Superior
- North Newport Center
- 328 Old Newport Medical Office GPA
- Mariner's Pointe 23,105 SQ FT Commercial Center
- Back Bay Landing 300 ECH
- Birch Newport Executive Center
- Ebb Tide Residential
- ENC Pre-School
- Balboa Marina West
- Newport Crossings
- Museum House – Vivante Senior Center
- Uptown Newport: Phase 1 – Trans Devel Rights (TDR)
- Uptown Newport: Phase 2 only
- Residences at 4400 VK

The proposed project involves a Transfer of Development Rights (TDR) which includes the transfer of 77 units from Uptown Newport. The Uptown Newport project volumes have been reduced by 77 apartment units.

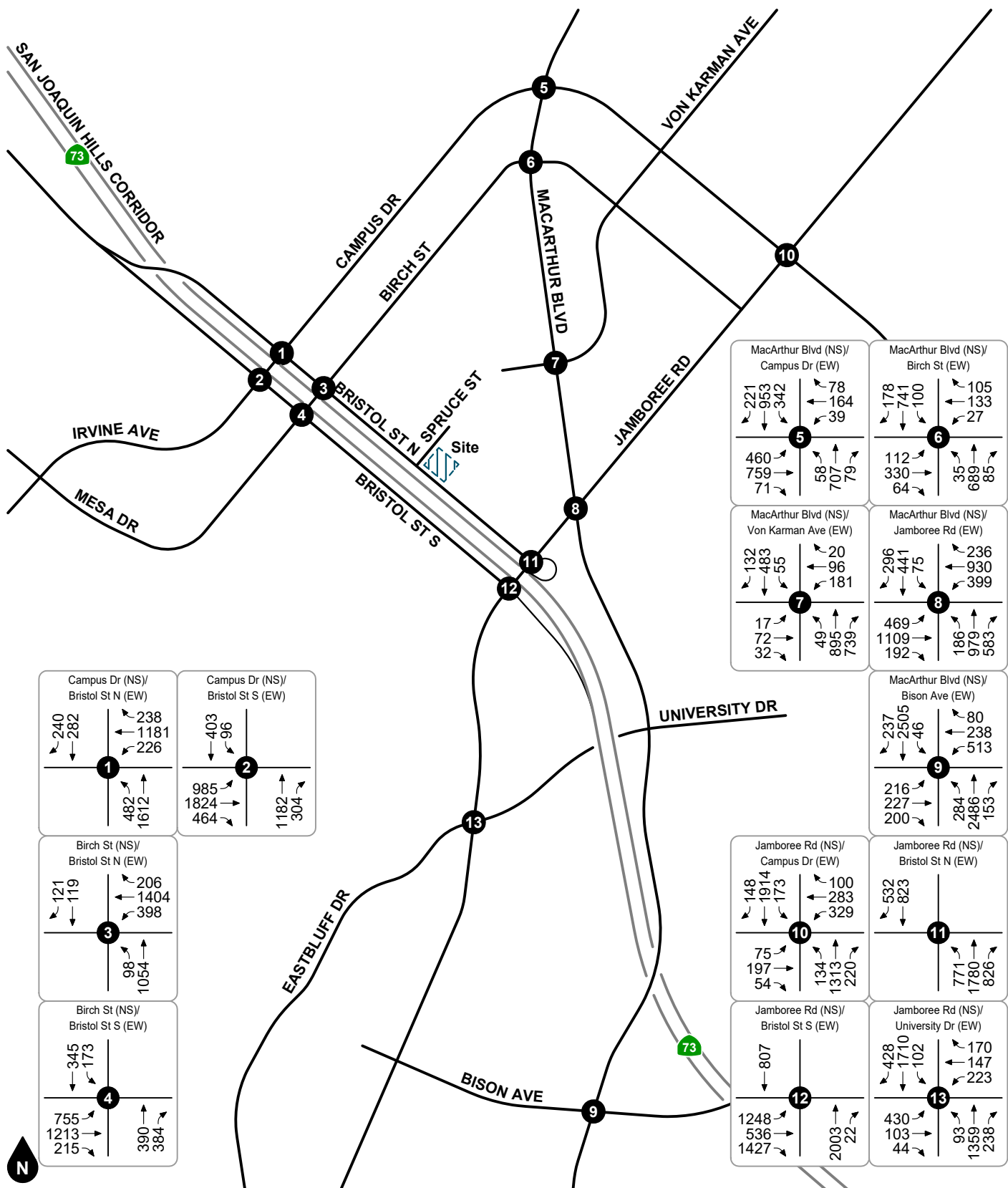
AMBIENT GROWTH

To account for ambient growth on roadways, existing volumes were increased by a growth rate of one percent (1.0%) per year through year 2026 along applicable arterial highways (Irvine Avenue, Jamboree Road, and MacArthur Boulevard) in accordance with the City of Newport Beach Regional Traffic Annual Growth Rate. This equates to a growth factor of 1.07 along arterials with counts conducted in 2019 and a growth factor of 1.08 along arterials with counts conducted in 2018.

TPO YEAR 2026 VOLUME FORECASTS

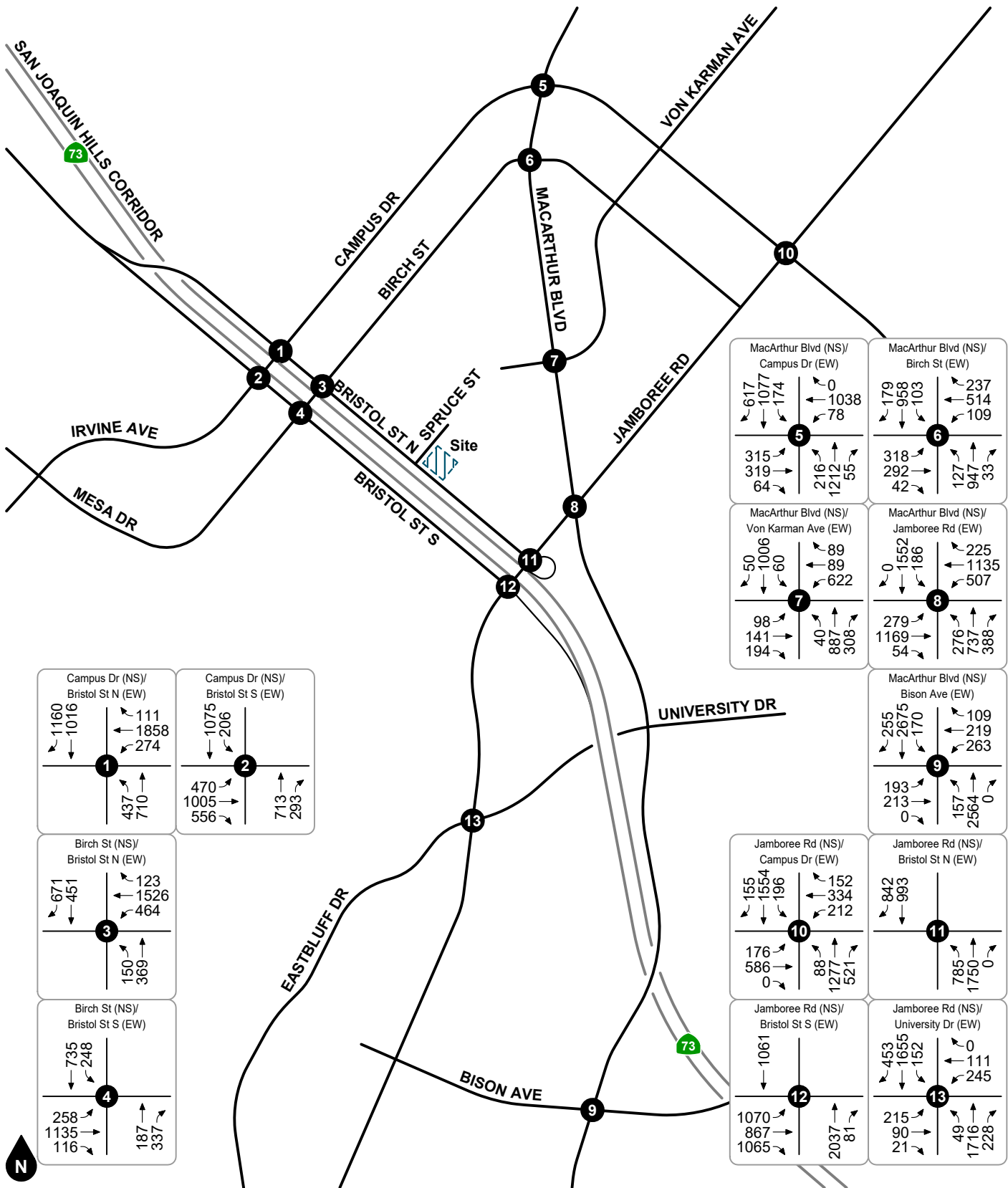
TPO Year 2026 Without Project volume forecasts were developed by adding ambient growth and approved projects trips to existing volumes. TPO Year 2026 Without Project AM and PM peak hour intersection turning movement volumes are shown on Figure 16 and Figure 17.

TPO Year 2026 With Project volume forecasts were developed by adding project-generated trips to TPO Year 2026 Without Project volumes. TPO Year 2026 With Project AM and PM peak hour intersection turning movement volumes are shown on Figure 18 and Figure 19.



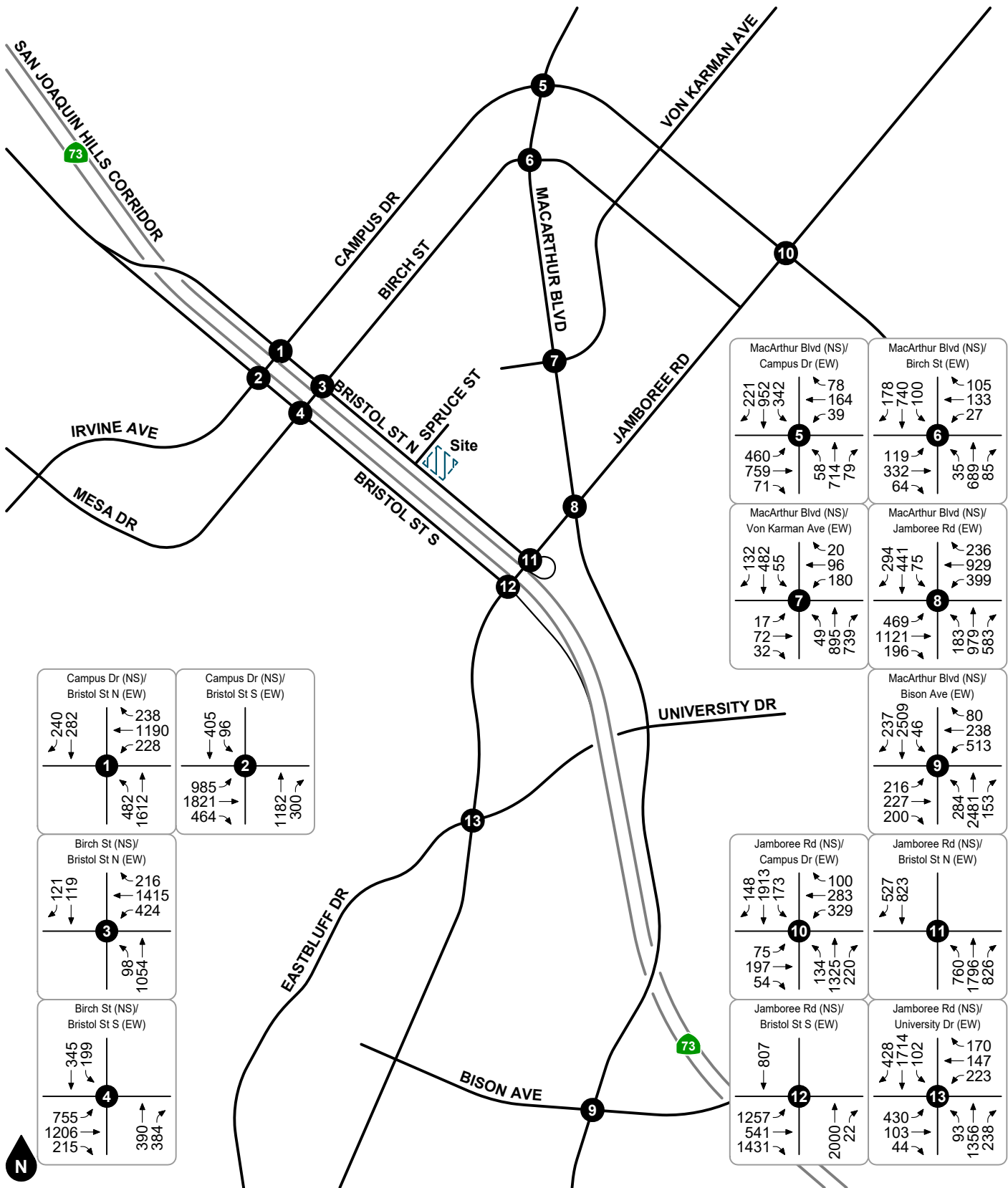
Legend
Study Intersection

Figure 16
TPO Year 2026 Without Project
AM Peak Hour Intersection Turning Movement Volumes



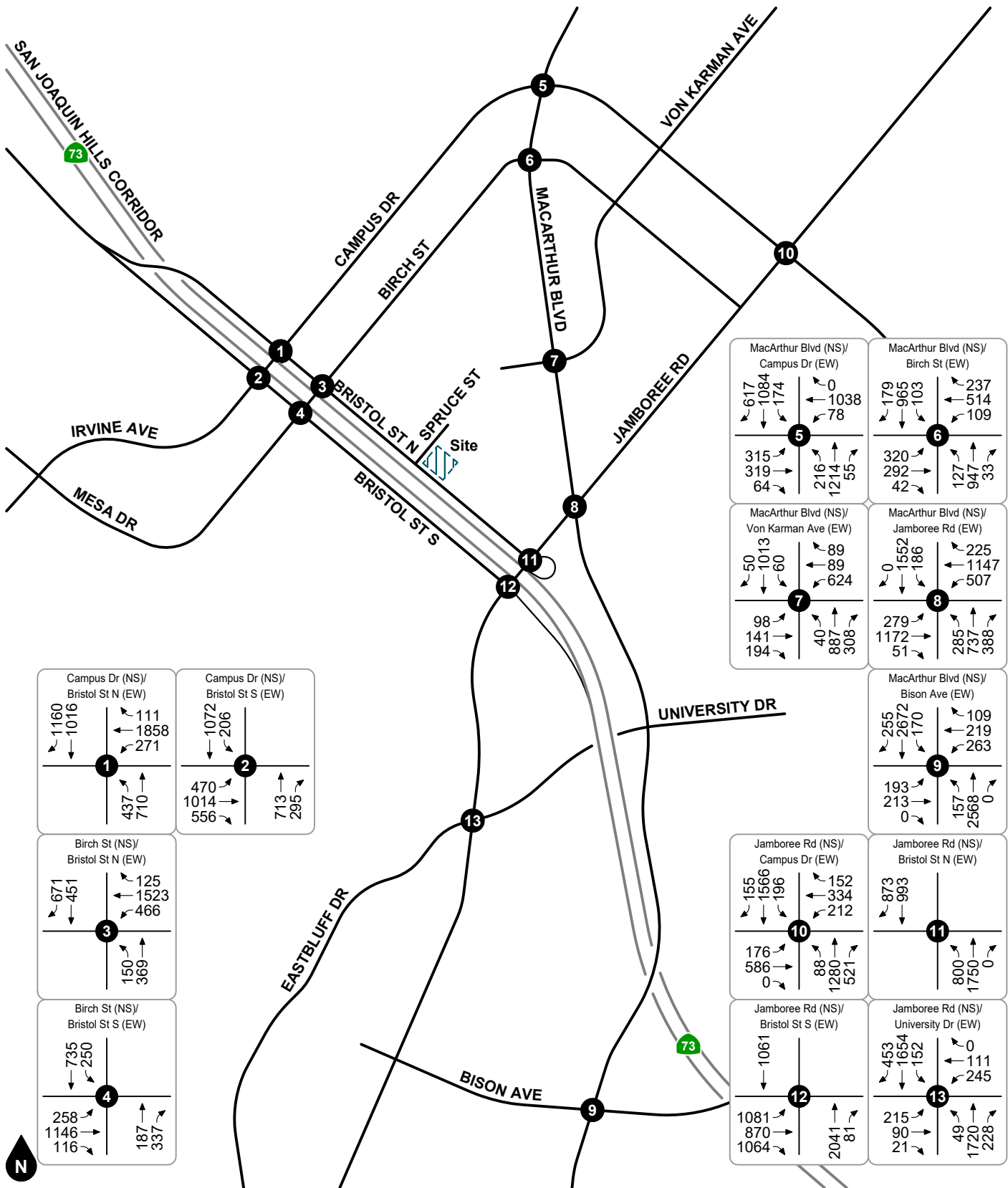
Legend
Study Intersection

Figure 17
TPO Year 2026 Without Project
PM Peak Hour Intersection Turning Movement Volumes



Legend
Study Intersection

Figure 18
TPO Year 2026 With Project
AM Peak Hour Intersection Turning Movement Volumes



Legend
Study Intersection

Figure 19
TPO Year 2026 With Project
PM Peak Hour Intersection Turning Movement Volumes

6. TPO ANALYSIS

Detailed intersection Level of Service calculation worksheets for each of the following analysis scenarios are provided in Appendix C.

TPO YEAR 2026 ONE-PERCENT THRESHOLD ANALYSIS

Table 3 summarizes the City of Newport Beach TPO one-percent threshold analysis. In accordance with the City of Newport Beach TPO requirements, if project-generated peak hour approach volumes are greater than or equal to one percent of the forecast peak hour volumes on any approach of an intersection, then a detailed ICU analysis is required to assess the project-related change in ICU. The TPO one-percent analysis calculation worksheets are contained in Appendix E.

The following four study intersections are forecast to exceed the TPO one-percent threshold and require ICU analysis:

3. Birch Street (NS) at Bristol Street North (EW)
4. Birch Street (NS) at Bristol Street South (EW)
6. MacArthur Boulevard (NS) at Birch Street (EW)
11. Jamboree Road (NS) at Bristol Street North (EW)

TPO IMPACT ASSESSMENT

ICU and Levels of Service at the applicable study intersections for TPO Year 2026 Without and With Project conditions are shown in Table 4. As shown in Table 4, the study intersections are forecast to operate at Levels of Service D or better during the peak hours for TPO Year 2026 Without and With Project conditions.

Table 4 also calculates the net change in ICU at the applicable study intersections for TPO Year 2026 With Project conditions. As shown in Table 4, the addition of project-generated trips is not forecast to cause any study intersection to operate deficiently (Level of Service E or F) or worsen a deficient intersection operation by more than one percent of capacity; therefore, the proposed project is forecast to result in no Level of Service impacts at the study intersections for TPO Year 2026 With Project conditions and no improvements are required.

Table 3
TPO One-Percent Threshold Analysis Summary

ID	Study Intersection	Peak Hour	Project Trips Exceed One Percent? ¹			
			Northbound	Southbound	Eastbound	Westbound
1. Campus Dr (NS) at Bristol St North (EW)		AM	No	No	No	No
		PM	No	No	No	No
2. Irvine Ave/Campus Dr (NS) at Bristol St South (EW)		AM	No	No	No	No
		PM	No	No	No	No
3. Birch St (NS) at Bristol St North (EW)		AM	No	No	No	Yes
		PM	No	No	No	No
4. Birch St (NS) at Bristol St South (EW)		AM	No	Yes	No	No
		PM	No	No	No	No
5. MacArthur Blvd (NS) at Campus Dr (EW)		AM	No	No	No	No
		PM	No	No	No	No
6. MacArthur Blvd (NS) at Birch St (EW)		AM	No	No	Yes	No
		PM	No	No	No	No
7. MacArthur Blvd (NS) at Newport PI Dr/Von Karman Ave (EW)		AM	No	No	No	No
		PM	No	No	No	No
8. MacArthur Blvd (NS) at Jamboree Rd (EW)		AM	No	No	No	No
		PM	No	No	No	No
9. MacArthur Blvd (NS) at Bison Ave (EW)		AM	No	No	No	No
		PM	No	No	No	No
10. Jamboree Rd (NS) at Campus Dr (EW)		AM	No	No	No	No
		PM	No	No	No	No
11. Jamboree Rd (NS) at Bristol St North (EW)		AM	No	No	No	No
		PM	No	Yes	No	No
12. Jamboree Rd (NS) at Bristol St South (EW)		AM	No	No	No	No
		PM	No	No	No	No
13. Jamboree Rd (NS) at Eastbluff Dr/University Dr (EW)		AM	No	No	No	No
		PM	No	No	No	No

Notes:

(1) If the project is forecast to contribute 1% or more of the projected TPO analysis year peak hour volume, then detailed Intersection Capacity Utilization analysis is required in accordance with the City of Newport Beach Traffic Phasing Ordinance.

Table 4
TPO Year 2026 Intersection Levels of Service and Impact Assessment

IDStudy Intersection		Traffic Control ¹	TPO Without Project				TPO With Project				V/C Increase		Significant Impact
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour				
			V/C ²	LOS ³	V/C ²	LOS ³	V/C ²	LOS ³	V/C ²	LOS ³	AM	PM	
3. Birch St (NS) at Bristol St North (EW)		TS	0.67	B	0.57	A	0.67	B	0.57	A	0.00	0.00	No
4. Birch St (NS) at Bristol St South (EW)		TS	0.48	A	0.49	A	0.49	A	0.49	A	+0.01	0.00	No
6. MacArthur Blvd (NS) at Birch St (EW)		TS	0.41	A	0.63	B	0.41	A	0.63	B	0.00	0.00	No
11. Jamboree Rd (NS) at Bristol St North (EW)		TS	0.41	A	0.51	A	0.41	A	0.52	A	0.00	+0.01	No

Notes:

(1) TS = Traffic Signal

(2) V/C = Volume/Capacity

(3) LOS = Level of Service

(4) Level of Service E is acceptable; shared jurisdiction with City of Irvine.

7. CEQA ANALYSIS

This section presents analysis of Year 2026 cumulative conditions. Detailed intersection Level of Service calculation worksheets for each of the following analysis scenarios are provided in Appendix C.

CUMULATIVE PROJECTS

In addition to the approved projects in the City of Newport Beach (addressed in the TPO analysis), CEQA requires analysis of cumulative conditions. This CEQA analysis also includes traffic from pending projects in the Cities of Newport Beach and Irvine, in addition to the approved projects. Pending projects consist of projects that are in various stages of the application and approval process but are not yet approved. These projects are considered to be reasonably foreseeable projects in the vicinity of the project and must be included in the Cumulative conditions analysis for CEQA purposes. The Cities of Newport Beach and Irvine were consulted and provided the list of cumulative projects to be included in this analysis.

Table 5 includes the trip generation for cumulative projects as provided by the City of Newport Beach, University of California, Irvine, and City of Irvine. Figure 20 shows the cumulative projects location map. Cumulative Projects AM and PM peak hour intersection turning movement volumes are shown on Figure 21 and Figure 22.

CEQA YEAR 2026 WITHOUT PROJECT VOLUME FORECASTS

CEQA Year 2026 Without Project volume forecasts were developed by adding cumulative projects trips to TPO Year 2026 Without Project volumes. CEQA Year 2026 Without Project AM and PM peak hour intersection turning movement volumes are shown on Figure 23 and Figure 24.

CEQA YEAR 2026 WITH PROJECT VOLUME FORECASTS

CEQA Year 2026 With Project volume forecasts were developed by adding project trips to CEQA Year 2026 Without Project volumes. CEQA Year 2026 With Project AM and PM peak hour intersection turning movement volumes are shown on Figure 25 and Figure 26.

CEQA YEAR 2026 IMPACT ASSESSMENT

ICU and Levels of Service at the applicable study intersections for CEQA Year 2026 Without and With Project conditions are shown in Table 6. As shown in Table 6, the study intersections are forecast to operate at Levels of Service D or better during the peak hours for CEQA Year 2026 Without and With Project conditions.

Table 6 also calculates the net change in ICU at the applicable study intersections for CEQA Year 2026 With Project conditions. As shown in Table 6, the addition of project-generated trips is not forecast to cause any study intersection to operate deficiently (Level of Service E or F) or worsen a deficient intersection operation by more than one percent of capacity; therefore, the proposed project is forecast to result in no significant Level of Service impacts at the study intersections for CEQA Year 2026 With Project conditions and no new mitigation measures are required.

Table 5
Cumulative Projects Trip Generation

Project ID	Project Name	Land Use	Quantity	Units	Net Trips Generated ¹						
					AM Peak Hour			PM Peak Hour			Daily
					In	Out	Total	In	Out	Total	
City of Newport Beach											
NB1	1400 Bristol St. Medical Offices	General Office Building (Existing)	37.515	TSF	43	17	60	29	57	86	941
		Medical-Dental Office Building (Proposed)	37.515	TSF							
NB2	Newport Beach Porsche	Auto Dealership	143.494	TSF	195	72	267	139	208	347	3,995
NB3	The Garden Restaurant	Quality Restaurant	10.240	TSF	6	2	8	55	29	84	971
		Commercial Retail	0.747	TSF							
NB4	Newport Village	Existing Uses			108	55	163	77	105	182	2,238
		John Siple/Johnson Yacht Sales	0.500	TSF							
		Sun Country Marine	1.000	TSF							
		Powerhouse Vehicle Sales	17.000	TSF							
		WCH-Duffield Marine	2.000	TSF							
		General Office Building	7.185	TSF							
		WCH-A'Maree's	8.100	TSF							
		Marina	68	Berths							
		Proposed Uses									
		Multifamily Housing (Mid-Rise)	108	DU							
		General Office	55.280	TSF							
		Car Show Room	7.900	TSF							
		Single-Family Detached Residential	14	DU							
		General Office	36.620	TSF							
		Duffield Marine Sales/Office	2.000	TSF							
		Boat Show Room	10	EMP							
		High-Turnover Sit-Down Restaurant	3.815	TSF							
		Quality Restaurant	9.100	TSF							
		Marina	63	Berths							
NB5	Residences at Newport Center	Condominiums	28	DU	Nominal						
NB6	Starbucks-Birch	Fast-Food Restaurant w/ Drive-Thru (Existing)	2.565	TSF	63	62	125	12	16	28	896
		Coffee Shop w/ Drive Thru (Proposed)	2.565	TSF							
NB7	Newport Coast	Multifamily Housing	564	DU	413	932	1,345	926	557	1,483	14,778
		Single-Family Detached Residential	954	DU							
University of California, Irvine											
UCI	UCI North Campus Hospital Project	Hospital	144	BEDS	526	163	689	202	520	722	8,550
		Ambulatory Care	225.000	TSF							
	UCI North Campus Child Health/Medical Office	Medical Office Building	168.000	TSF	331	79	410	162	414	576	5,531
City of Irvine											
IPA36-2	00850007-PPA	Warehouse Facility	138.230	TSF	66	13	79	14	51	65	573
	00821827-PCPM	Automotive Repair	10.309	TSF	15	8	23	15	17	32	245
IPA36-13	00832529-PMPC	Quality Restaurant	2.500	TSF	1	1	2	13	7	20	210
IPA36-15	00830587-PCPM	Private School (Office for Trip Gen Purposes)	5.621	TSF	6	1	7	1	6	7	55
Total					1,773	1,405	3,178	1,645	1,987	3,632	38,983

Source: Data provided by City of Newport Beach, City of Irvine, and UCI traffic studies.

Table 6
CEQA Year 2026 Intersection Levels of Service and Impact Assessment

ID	Study Intersection	Traffic Control ¹	CEQA Without Project				CEQA With Project				V/C Increase		Significant Impact
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour				
			V/C ²	LOS ³	V/C ²	LOS ³	V/C ²	LOS ³	V/C ²	LOS ³	AM	PM	
1.	Campus Dr (NS) at Bristol St North (EW)	TS	0.562	A	0.700	B	0.564	A	0.700	B	+0.002	0.000	No
2.	Irvine Ave/Campus Dr (NS) at Bristol St South (EW)	TS	0.710	C	0.551	A	0.707	C	0.554	A	- 0.003	+0.003	No
3.	Birch St (NS) at Bristol St North (EW)	TS	0.688	B	0.590	A	0.692	B	0.589	A	+0.004	- 0.001	No
4.	Birch St (NS) at Bristol St South (EW)	TS	0.515	A	0.502	A	0.522	A	0.504	A	+0.007	+0.002	No
5.	MacArthur Blvd (NS) at Campus Dr (EW) ⁴	TS	0.524	A	0.836	D	0.525	A	0.836	D	+0.001	0.000	No
6.	MacArthur Blvd (NS) at Birch St (EW)	TS	0.460	A	0.680	B	0.461	A	0.680	B	+0.001	0.000	No
7.	MacArthur Blvd (NS) at Newport Pl Dr/Von Karman Ave (EW)	TS	0.587	A	0.569	A	0.587	A	0.571	A	0.000	+0.002	No
8.	MacArthur Blvd (NS) at Jamboree Rd (EW) ⁴	TS	0.742	C	0.806	D	0.741	C	0.811	D	- 0.001	+0.005	No
9.	MacArthur Blvd (NS) at Bison Ave (EW)	TS	0.727	C	0.660	B	0.728	C	0.659	B	+0.001	- 0.001	No
10.	Jamboree Rd (NS) at Campus Dr (EW) ⁴	TS	0.677	B	0.670	B	0.677	B	0.673	B	0.000	+0.003	No
11.	Jamboree Rd (NS) at Bristol St North (EW)	TS	0.437	A	0.531	A	0.433	A	0.545	A	- 0.004	+0.014	No
12.	Jamboree Rd (NS) at Bristol St South (EW)	TS	0.732	C	0.695	B	0.733	C	0.698	B	+0.001	+0.003	No
13.	Jamboree Rd (NS) at Eastbluff Dr/University Dr (EW)	TS	0.690	B	0.625	B	0.691	B	0.626	B	+0.001	+0.001	No

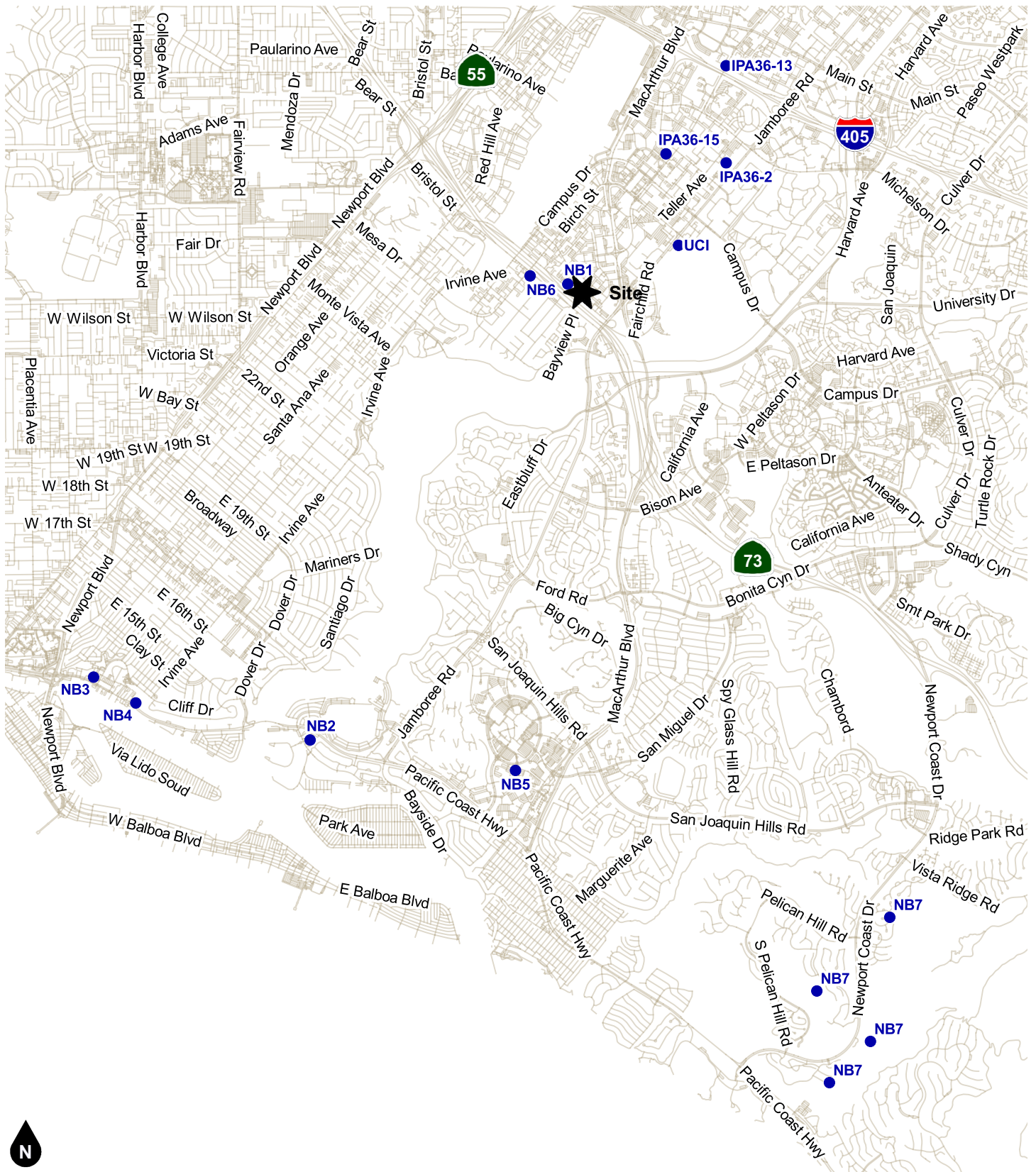
Notes:

(1) TS = Traffic Signal

(2) V/C = Volume/Capacity

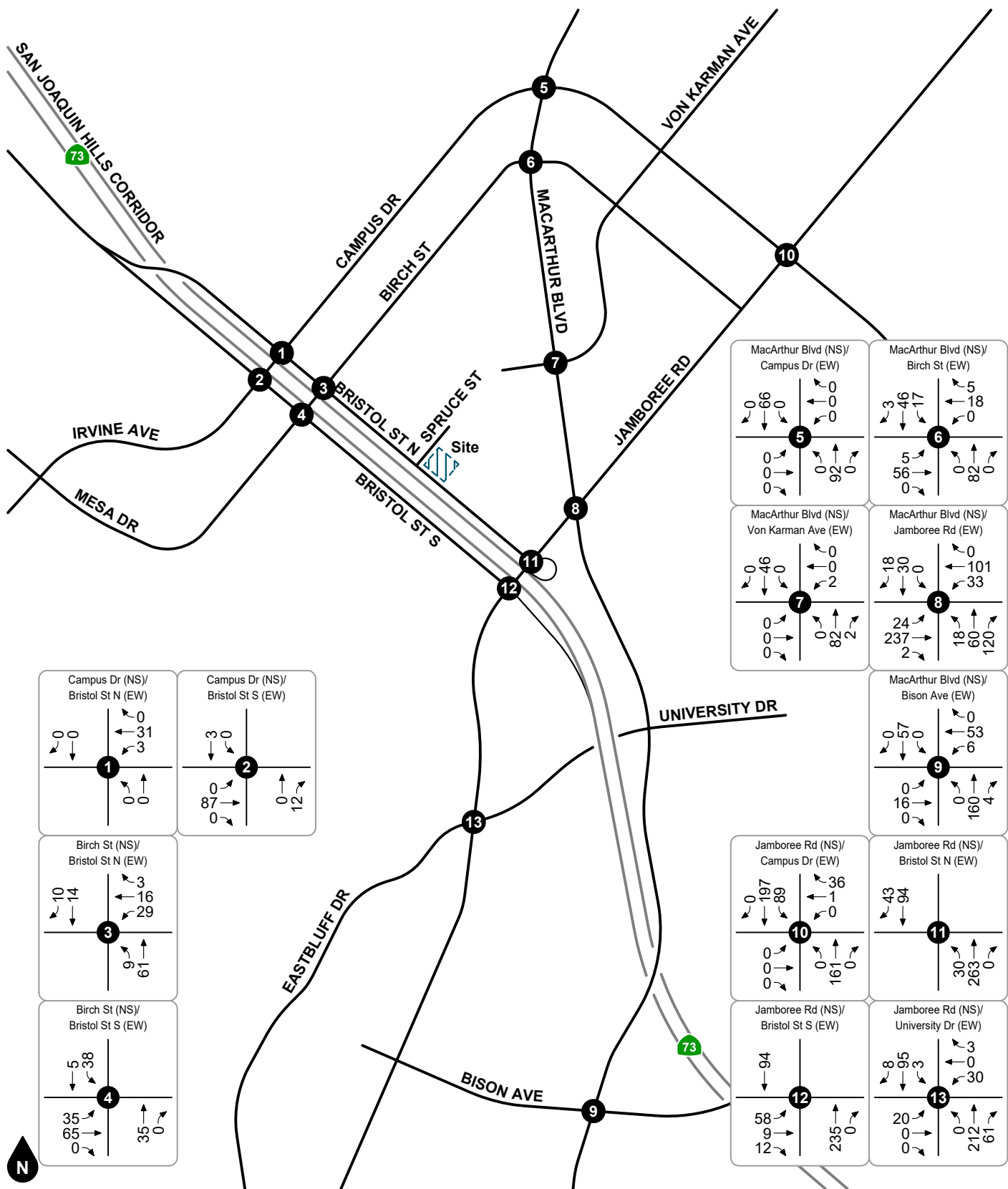
(3) LOS = Level of Service

(4) Level of Service E is acceptable; shared jurisdiction with City of Irvine.



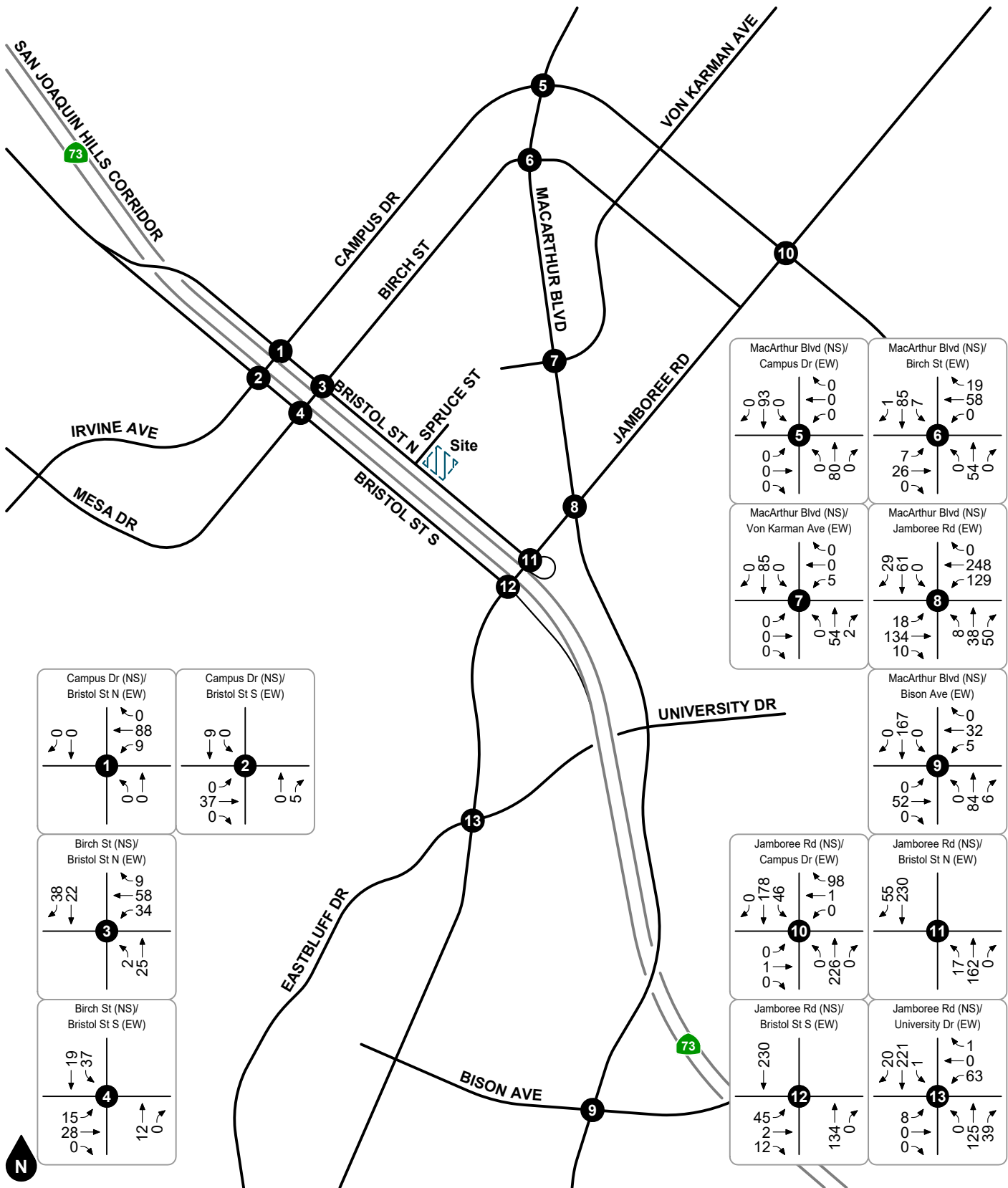
Legend
 ● Other Development

Figure 20
Cumulative Projects Location Map



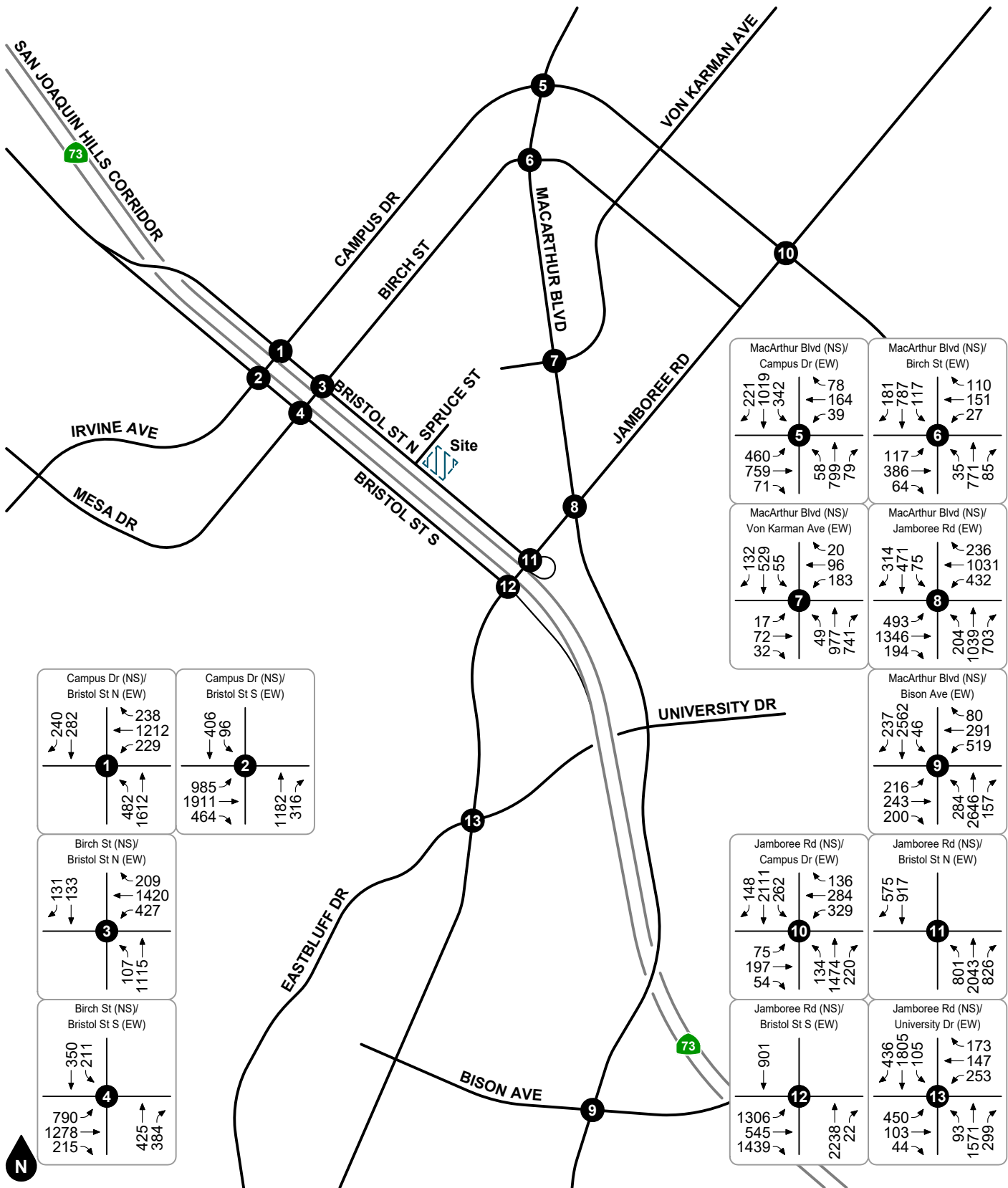
Legend
Study Intersection

Figure 21
Cumulative Projects
AM Peak Hour Intersection Turning Movement Volumes



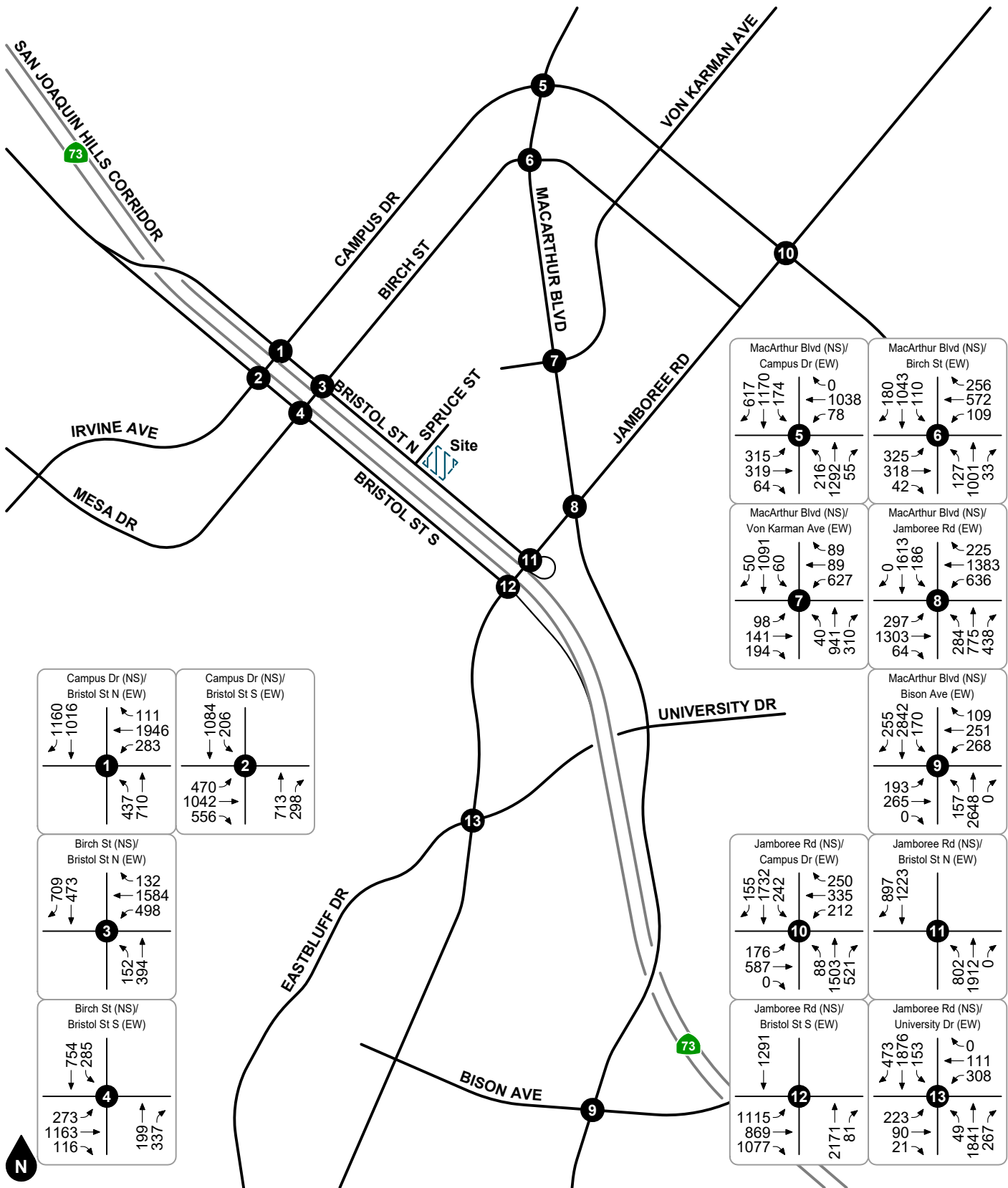
Legend
Study Intersection

Figure 22
Cumulative Projects
PM Peak Hour Intersection Turning Movement Volumes



Legend
Study Intersection

Figure 23
CEQA Year 2026 Without Project
AM Peak Hour Intersection Turning Movement Volumes



Legend
 # Study Intersection

Figure 24
CEQA Year 2026 Without Project
PM Peak Hour Intersection Turning Movement Volumes

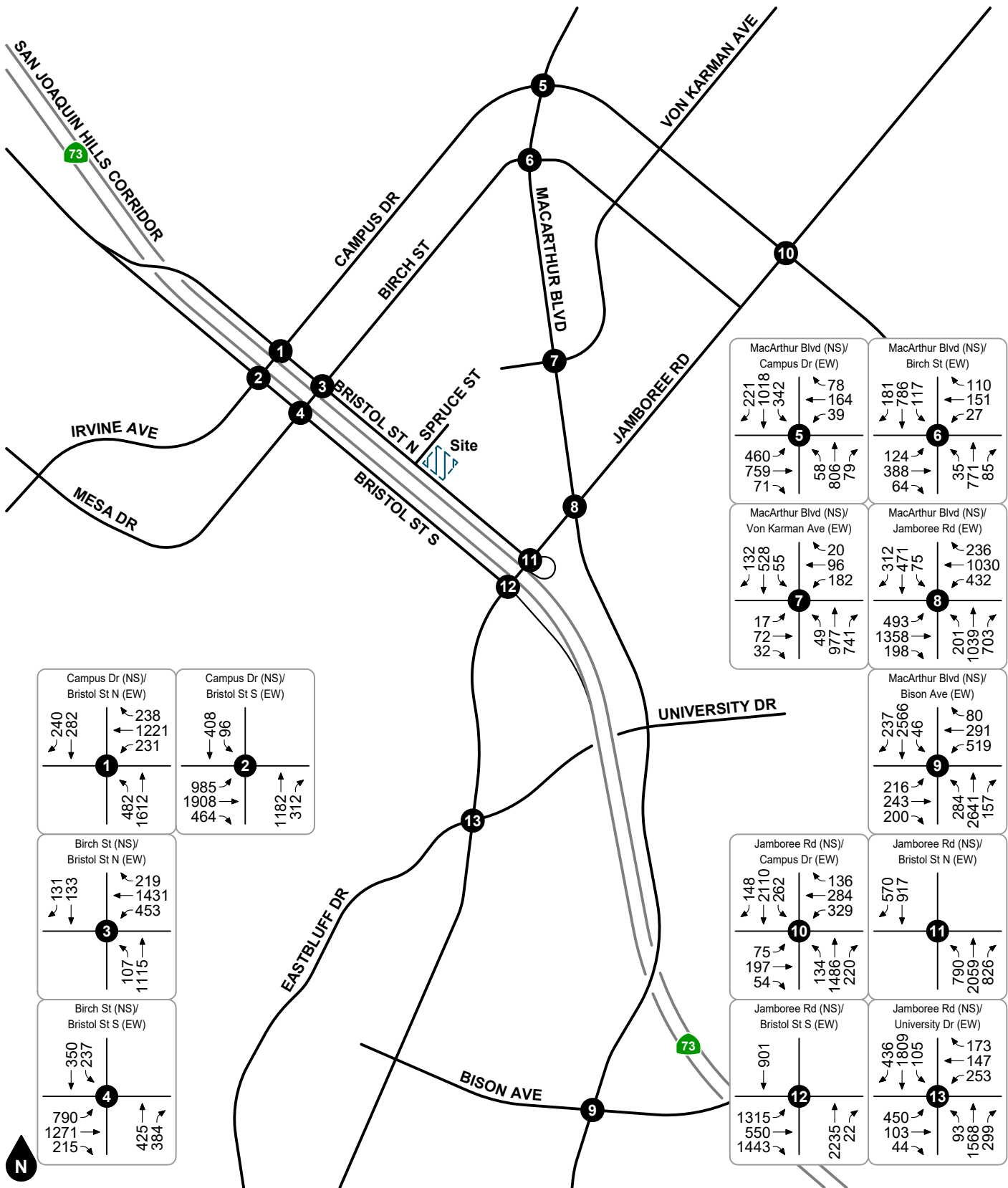
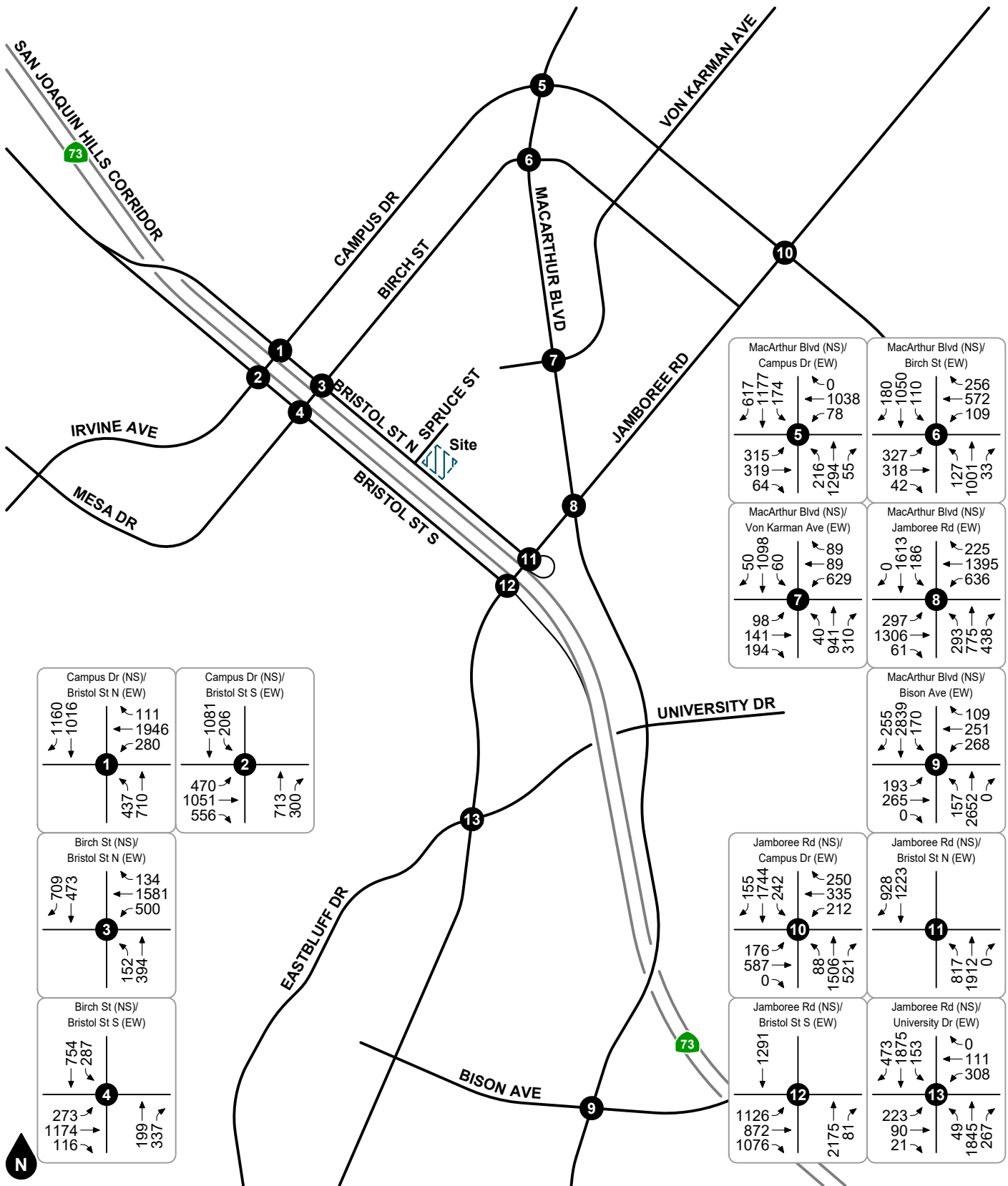


Figure 25
CEQA Year 2026 With Project
AM Peak Hour Intersection Turning Movement Volumes



Legend
Study Intersection

Figure 26
CEQA Year 2026 With Project
PM Peak Hour Intersection Turning Movement Volumes

8. GENERAL PLAN COMPARISON ANALYSIS

This section presents analysis of Post 2030 General Plan Buildout conditions in support of the project's proposed addendum to the 2006 General Plan EIR. Detailed intersection Level of Service calculation worksheets for each of the following analysis scenarios are provided in Appendix C.

GENERAL PLAN COMPARISON METHODOLOGY

This analysis compares the traffic analysis zone (TAZ) as analyzed in the Post 2030 General Plan Buildout traffic analysis with the proposed project. The Newport Beach Traffic Model (NBTM) TAZ 1389 was analyzed with 132 dwelling units of multifamily housing, 16,191 square feet of general commercial, and 105,807 square feet of general office in the 2006 General Plan EIR. Since the project is constructing 193 multifamily housing dwelling units, the project is proposing 61 additional dwelling units compared to the 2006 General Plan EIR analysis. Therefore, Post 2030 General Plan Buildout With Project conditions were determined by adding the net increase in dwelling units proposed within TAZ 1389 to the Post 2030 General Plan Buildout forecasts originally evaluated in the 2006 General Plan EIR. The general office and general commercial square footages stayed unchanged in this analysis.

GENERAL PLAN COMPARISON TRIP GENERATION AND TRIP DISTRIBUTION

Table 7 shows the project trip generation based upon trip generation rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition, 2017). Based on review of the ITE land use description, trip generation rates for multifamily housing (mid-rise) (Land Use Code 221) were determined to adequately represent the proposed land use and was selected for use in this analysis. The project trip generation forecast is determined by multiplying the trip generation rates by the land use quantity.

As shown in Table 7, the proposed increase in General Plan buildout units is estimated to generate approximately 332 additional daily trips, including 21 additional trips during the AM peak hour and 26 additional trips during the PM peak hour.

Project residential trip distribution patterns (see Figure 12 and Figure 13) were used for this analysis.

POST 2030 GENERAL PLAN BUILDOUT WITHOUT PROJECT VOLUME FORECASTS

Post 2030 General Plan Buildout Without Project volume forecasts were provided by the City of Newport Beach. Post 2030 General Plan Buildout Without Project AM and PM peak hour intersection turning movement volumes are shown on Figure 27 and Figure 28.

POST 2030 GENERAL PLAN BUILDOUT WITH PROJECT VOLUME FORECASTS

Post 2030 General Plan Buildout With Project volume forecasts were developed by adding the General Plan Comparison project trips to Post 2030 General Plan Buildout Without Project traffic volumes. Post 2030 General Plan Buildout With Project AM and PM peak hour intersection turning movement volumes are shown on Figure 29 and Figure 30.

GENERAL PLAN COMPARISON IMPACT ASSESSMENT

ICU and Levels of Service at the applicable study intersections for General Plan Comparison: Post 2030 General Plan Buildout Without and With Project conditions are shown in Table 8. As shown in Table 8, the study intersections are forecast to operate at Levels of Service D or better during the peak hours for Post 2030 General Plan Buildout Without and With Project conditions, except for the following intersections:

1. Campus Drive (NS) at Bristol Street North (EW) (Both AM/PM Peak Hours)

- | | |
|---|-------------------------|
| 3. Birch Street (NS) at Bristol Street North (EW) | (AM Peak Hour) |
| 5. MacArthur Boulevard (NS) at Campus Drive (EW) | (PM Peak Hour) |
| 6. MacArthur Boulevard (NS) at Birch Street (EW) | (PM Peak Hour) |
| 10. Jamboree Road (NS) at Campus Drive (EW) | (Both AM/PM Peak Hours) |
| 12. Jamboree Road (NS) at Bristol Street South (EW) | (AM Peak Hour) |

Table 8 also calculates the net change in ICU at the study intersections for Post 2030 General Plan Buildout With Project conditions. As shown in Table 8, the addition of project-generated trips is not forecast to cause any study intersection to operate deficiently (Level of Service E or F) or worsen a deficient intersection operation by more than one percent of capacity; therefore, the proposed project is forecast to result in no significant Level of Service impacts at the study intersections for Post General Plan Buildout With Project conditions and no new mitigation measures are required.

Table 7
General Plan Comparison Trip Generation

Trip Generation Rates									
Land Use	Source ¹	Unit ²	AM Peak Hour			PM Peak Hour			Daily
			% In	% Out	Rate	% In	% Out	Rate	
Multifamily Housing (Mid-Rise)	ITE 221	DU	26%	74%	0.36	61%	39%	0.44	5.44

Trips Generated									
Land Use	Quantity	Unit ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Multifamily Housing (Mid-Rise) ³	61	DU	5	16	21	16	10	26	332

Notes:

(1) ITE = Institute of Transportation Engineers *Trip Generation Manual* (10th Edition, 2017); ### = Land Use Code

(2) DU = Dwelling Units

(3) The General Plan comparison analysis evaluates an additional 61 DU to NBTM TAZ 1389. Project (193 DU) - TAZ 1389 (132 DU) = 61 DU.

Table 8
General Plan Comparison: Post 2030 General Plan Buildout Intersection Levels of Service and Impact Assessment

ID	Study Intersection	Traffic Control ¹	General Plan Buildout Without Project				General Plan Buildout With Project				V/C Increase		Significant Impact
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour				
			V/C ²	LOS ³	V/C ²	LOS ³	V/C ²	LOS ³	V/C ²	LOS ³	AM	PM	
	1. Campus Dr (NS) at Bristol St North (EW)	TS	1.024	F	0.948	E	1.024	F	0.949	E	0.000	+0.001	No
	2. Irvine Ave/Campus Dr (NS) at Bristol St South (EW)	TS	0.893	D	0.774	C	0.893	D	0.775	C	0.000	+0.001	No
	3. Birch St (NS) at Bristol St North (EW)	TS	0.916	E	0.811	D	0.917	E	0.812	D	+0.001	+0.001	No
	4. Birch St (NS) at Bristol St South (EW)	TS	0.547	A	0.625	B	0.550	A	0.626	B	+0.003	+0.001	No
	5. MacArthur Blvd (NS) at Campus Dr (EW) ⁴	TS	0.809	D	1.241	F	0.809	D	1.241	F	0.000	0.000	No
	6. MacArthur Blvd (NS) at Birch St (EW)	TS	0.796	C	1.016	F	0.796	C	1.017	F	0.000	+0.001	No
	7. MacArthur Blvd (NS) at Newport Pl Dr/Von Karman Ave (EW)	TS	0.562	A	0.682	B	0.562	A	0.683	B	0.000	+0.001	No
	8. MacArthur Blvd (NS) at Jamboree Rd (EW) ⁴	TS	0.877	D	0.858	D	0.877	D	0.859	D	0.000	+0.001	No
	9. MacArthur Blvd (NS) at Bison Ave (EW)	TS	0.775	C	0.792	C	0.775	C	0.792	C	0.000	0.000	No
	10. Jamboree Rd (NS) at Campus Dr (EW) ⁴	TS	0.930	E	1.180	F	0.930	E	1.181	F	0.000	+0.001	No
	11. Jamboree Rd (NS) at Bristol St North (EW)	TS	0.681	B	0.606	B	0.683	B	0.611	B	+0.002	+0.005	No
	12. Jamboree Rd (NS) at Bristol St South (EW)	TS	0.942	E	0.867	D	0.944	E	0.869	D	+0.002	+0.002	No
	13. Jamboree Rd (NS) at Eastbluff Dr/University Dr (EW)	TS	0.681	B	0.667	B	0.681	B	0.667	B	0.000	0.000	No

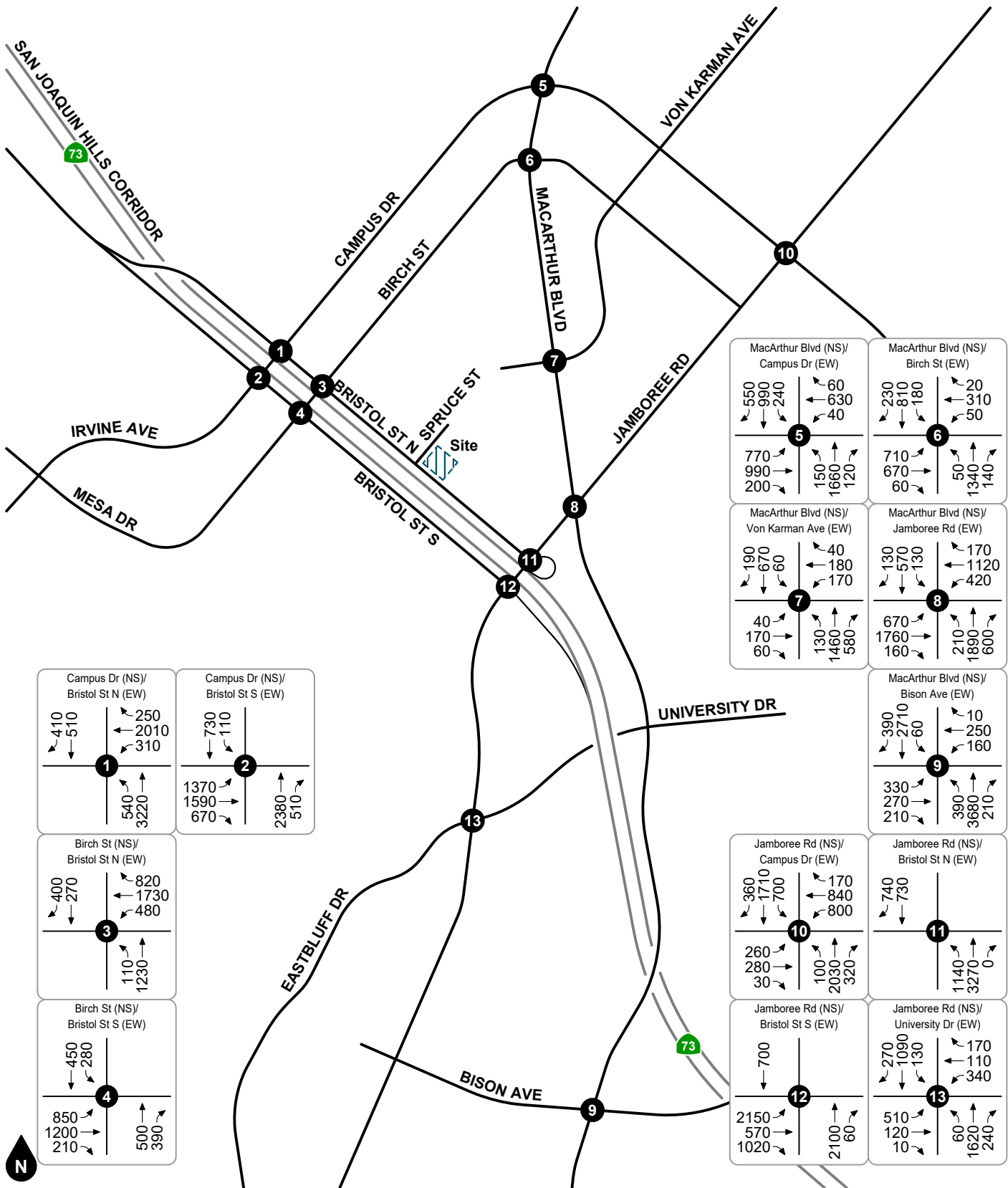
Notes:

(1) TS = Traffic Signal

(2) V/C = Volume/Capacity

(3) LOS = Level of Service

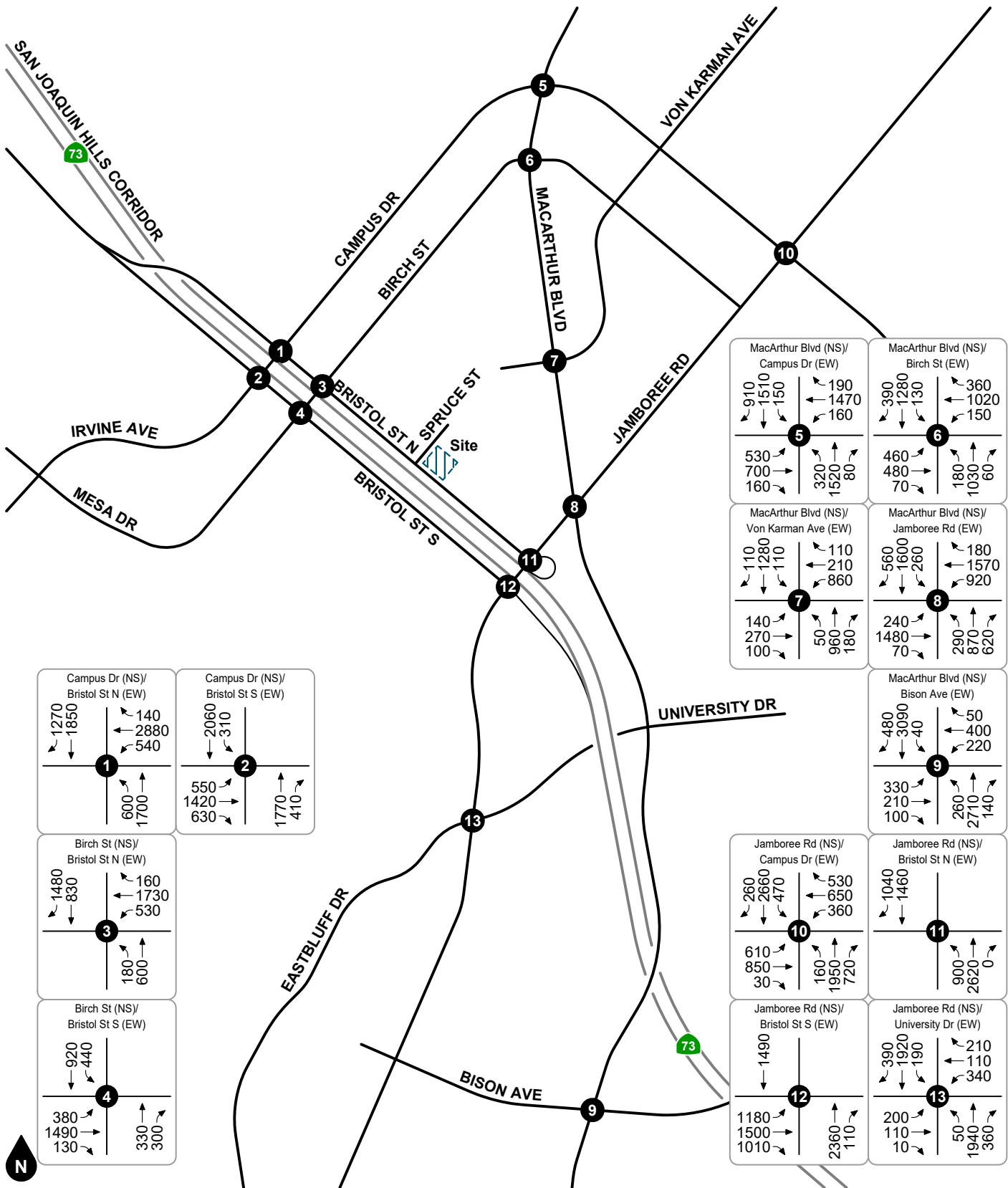
(4) Level of Service E is acceptable; shared jurisdiction with City of Irvine.



Legend
Study Intersection

Figure 27
Post 2030 General Plan Buildout Without Project
AM Peak Hour Intersection Turning Movement Volumes

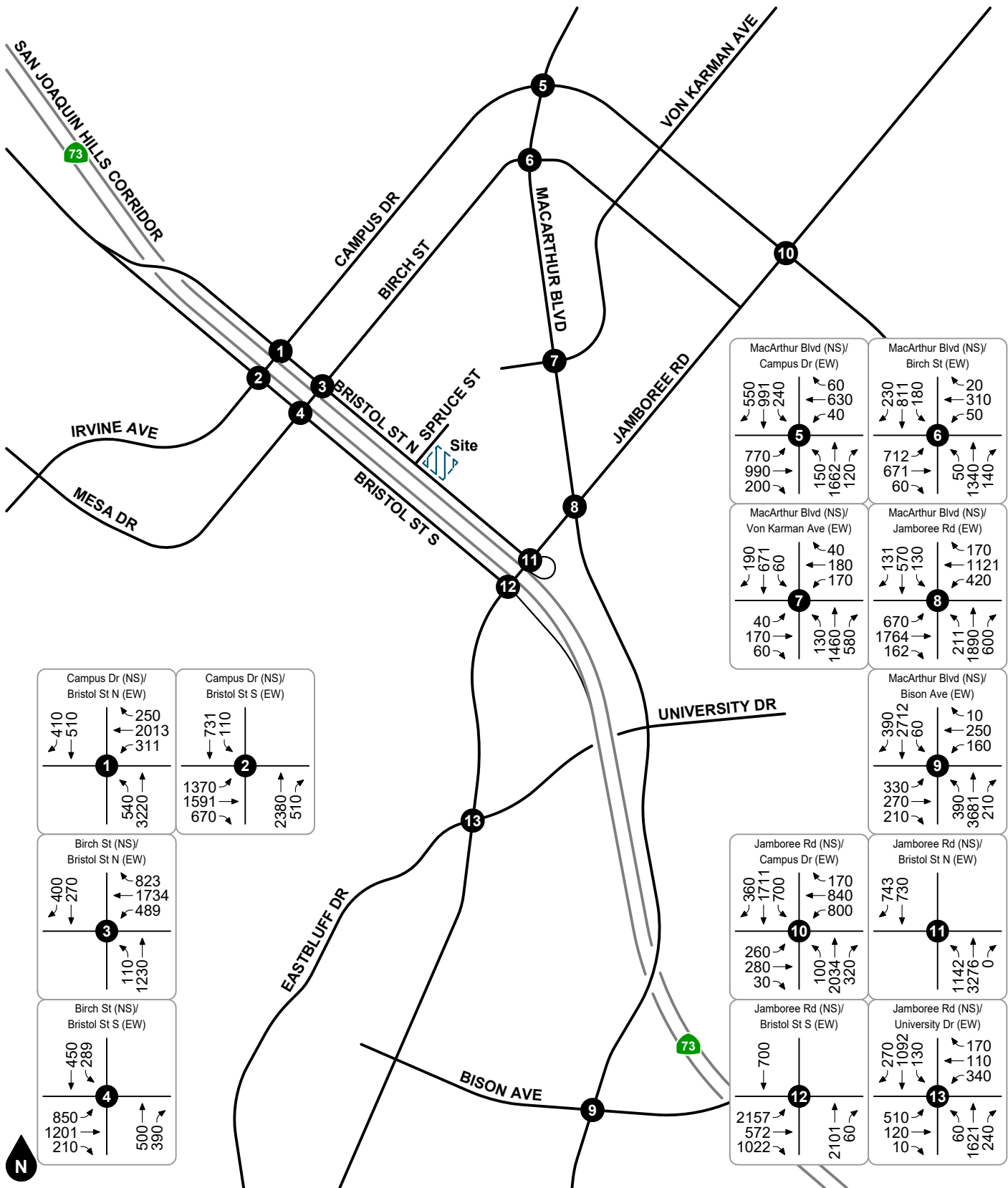
Source: 2006 General Plan EIR



Legend
Study Intersection

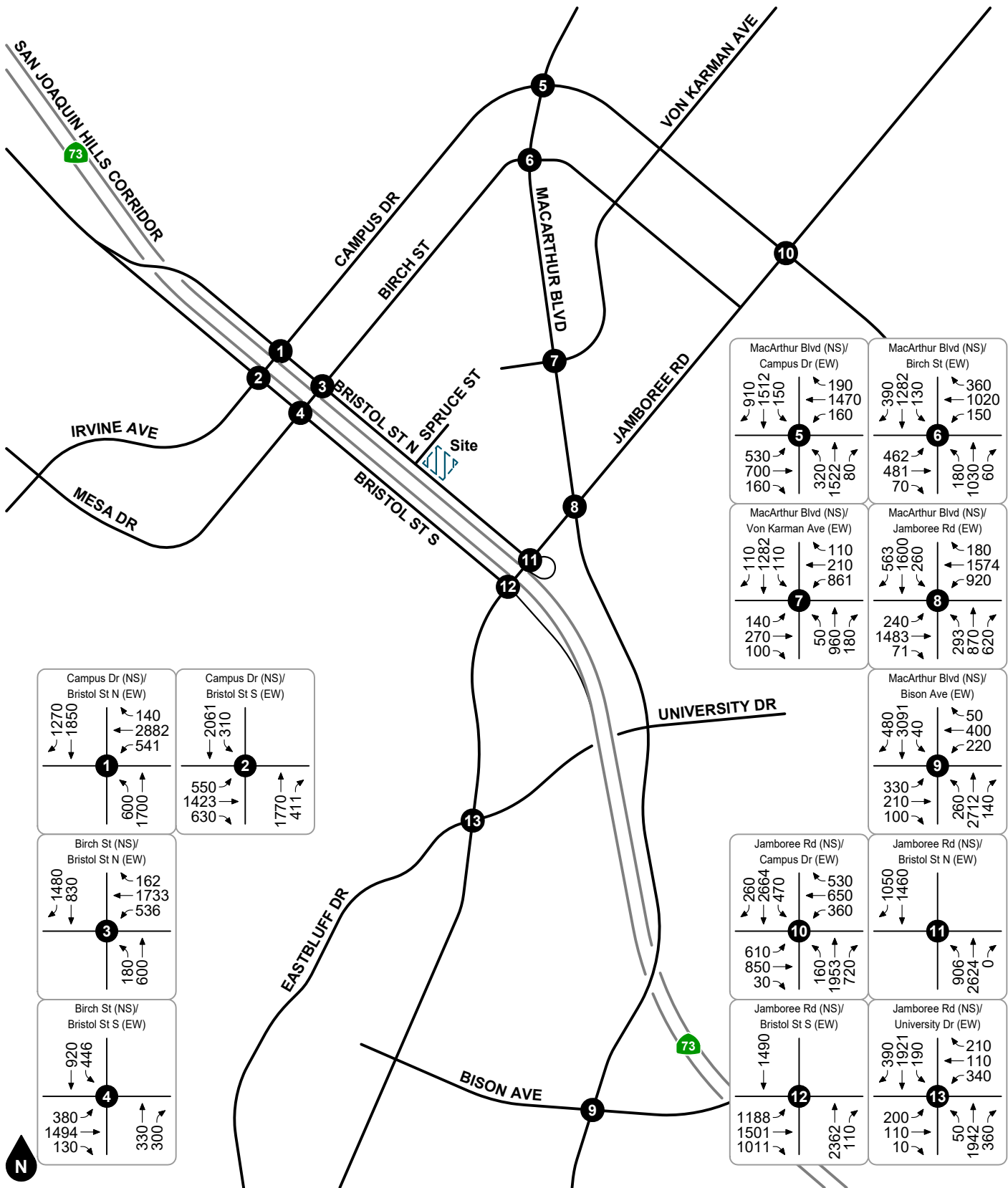
Figure 28
Post 2030 General Plan Buildout Without Project
PM Peak Hour Intersection Turning Movement Volumes

Source: 2006 General Plan EIR



Legend
Study Intersection

Figure 29
Post 2030 General Plan Buildout With Project
AM Peak Hour Intersection Turning Movement Volumes



Legend
Study Intersection

Figure 30
Post 2030 General Plan Buildout With Project
PM Peak Hour Intersection Turning Movement Volumes

9. CONGESTION MANAGEMENT PROGRAM

This section provides analysis of the project impacts at County facilities in accordance with typical Orange County Congestion Management Program (CMP) requirements.

BACKGROUND

The Orange County CMP is a result of Proposition 111, which was a statewide initiative approved by the voters in June 1990. To prevent gas tax revenues from being used to promote future development, the legislation requires that a traffic impact analysis be prepared for new development. The traffic impact analysis is prepared to monitor and mitigate traffic impacts caused by new development. In Orange County, the Measure M Growth Management Program requires similar efforts; however, compliance with the CMP is required for local jurisdictions to receive Measure M2 funds.

The Legislature requires that adjacent jurisdictions use a standard methodology for conducting a traffic impact analysis. Although details vary from one county to another, the general approach selected by each county for conducting traffic impact analyses has common elements. The Orange County CMP uses the Intersection Capacity Utilization methodology for analysis of intersections within the designated CMP roadway system.

CMP-MONITORED INTERSECTIONS

The following intersections in the City of Newport Beach are part of the CMP Highway System that require monitoring to ensure that Level of Service standards are maintained:

- Newport Boulevard at Coast Highway
- MacArthur Boulevard at Jamboree Road
- MacArthur Boulevard at Coast Highway

REQUIREMENTS FOR IMPROVEMENTS

To determine whether the addition of project-generated trips results in an operational impact at a CMP study intersection, and thus requires improvements, the Orange County CMP utilizes the following requirements:

- An operational project impact is defined to occur when a proposed project is forecast to increase traffic demand at a CMP study facility by more than three percent of capacity ($V/C > 0.03$), causing or worsening Level of Service F ($V/C > 1.00$).

CRITERIA FOR PREPARATION OF CMP IMPACT ANALYSIS

The Orange County CMP uses the following criteria to determine if a proposed development requires analysis:

- Development projects forecast to generate 2,400 daily trips or more and have indirect access to a CMP facility; or development projects forecast to generate 1,600 daily trips or more and have direct access to a CMP facility; or
- Projects with a potential to create an impact of more than three percent of Level of Service E capacity.

Since the proposed project has indirect access to a CMP facility (e.g., MacArthur Boulevard or Jamboree Road) and is forecast to generate less than 2,400 daily trips, the proposed project does not satisfy the criteria for preparation of a separate CMP impact analysis.

10. SITE ACCESS AND CIRCULATION

This section includes a description of project improvements necessary to provide site access and an evaluation of site access and circulation. The following section is based on the site plan used in this traffic impact analysis.

SITE ACCESS

Vehicular access is proposed to be maintained at both Bristol Street North and Spruce Street. Since Bristol Street North is a one-way street, the project driveway at Bristol Street North will continue to provide right turn in/out only access. The project driveway at Spruce Street will continue to provide full access. Based on review of the adjacent development and lane configurations along Bristol Street North and Spruce Street, the existing lane configurations are anticipated to be adequate.

Based on the forecast project trip distribution patterns, the majority the project trips, particularly resident trips during the AM/PM peak hours, are expected to access the site via the project driveway at Bristol Street North. Bristol Street North is a three-lane arterial roadway at the project driveway that connects with other arterial and regional roadway facilities. Westbound traffic along Bristol Street North at the project driveway will operate in free-flow conditions. Right turns into the project site from Bristol Street North will have no conflicting vehicular movements and are therefore expected to cause minimal to no delays along Bristol Street North.

ON-SITE CIRCULATION

The proposed project site plan indicates on-site subterranean drive aisles will be a typical minimum of 26 feet along the drive aisles with perpendicular parking spaces, which is generally adequate for two-way circulation and provides sufficient spaces for most vehicles to back out and conveniently exit the parking stall. The project site plan proposes two drive aisles circulating the site on the northern and eastern project boundaries with perpendicular parking and drive aisles within the parking garage. The final parking layout and circulation will be reviewed and approved by the City of Newport Beach.

In accordance with the City of Newport Beach Municipal Code development standards for parking areas (Section 20.40.070.A.1c), both project driveways provide a minimum set back of five (5) feet between the property line and the first parking space accessed from a public street. Additionally, any dead-end drive aisles would require turnaround areas.

11. VEHICLE MILES TRAVELED (VMT)

BACKGROUND

California Senate Bill 743 (SB 743) directs the State Office of Planning and Research (OPR) to amend the California Environmental Quality Act (CEQA) Guidelines for evaluating transportation impacts to provide alternatives to Level of Service that “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” In December 2018, the California Natural Resources Agency certified and adopted the updated CEQA Guidelines package. The amended CEQA Guidelines, specifically Section 15064.3, recommend the use of Vehicle Miles Travelled (VMT) as the primary metric for the evaluation of transportation impacts associated with land use and transportation projects. In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. All agencies and projects State-wide are required to utilize the updated CEQA guidelines recommending use of VMT for evaluating transportation impacts as of July 1, 2020.

The updated CEQA Guidelines allow for lead agency discretion in establishing methodologies and thresholds provided there is substantial evidence to demonstrate that the established procedures promote the intended goals of the legislation. Where quantitative models or methods are unavailable, Section 15064.3 allows agencies to assess VMT qualitatively using factors such as availability of transit and proximity to other destinations. The Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (State of California, December 2018) [“OPR Technical Advisory”] provides technical considerations regarding methodologies and thresholds with a focus on office, residential, and retail developments as these projects tend to have the greatest influence on VMT.

VMT ASSESSMENT AND SCREENING

The project VMT impact has been assessed in accordance with guidance provided by the City of Newport Beach *SB743 Implementation* (April 6, 2020) [“the City VMT Guidelines”]. The transportation guidelines provide a framework for “screening thresholds” for certain projects that are expected to cause a less than significant impact without conducting a detailed VMT study. The proposed project is considered a residential land use.

The City VMT Guidelines contain a map of VMT per capita for all existing Newport Beach residential areas. VMT per capita in each area is compared to the regional average VMT per capita for Orange County. This map shows areas where residential development have a VMT per capita lower than the Orange County regional average and may therefore be presumed to result in a less than significant VMT impact based on guidance provided in the OPR Technical Advisory.

The proposed project is located at OCTAM 5 TAZ 1366 and is in an area with low residential VMT per capita. Therefore, the proposed project is presumed to have a less than significant impact on VMT since it satisfies the City-established screening criteria. No additional VMT modeling or mitigation measures are required.

12. CONCLUSIONS

This section summarizes the findings and mitigation measures (if any) identified in previous sections of this study.

PROJECT TRIP GENERATION

The existing project site land use is estimated per Table 2 to generate approximately 324 daily trips, including 38 trips during the AM peak hour and 38 trips during the PM peak hour. The proposed project site land use is forecast to generate approximately 1,050 daily trips, including 69 trips during the AM peak hour and 85 trips during the PM peak hour. Therefore, the proposed project is forecast to result in net increase of approximately 726 net new daily trips, including 31 net new trips during the AM peak hour and 47 net new trips during the PM peak hour.

TPO IMPACT ANALYSIS

The addition of project-generated trips is not forecast to cause any study intersection to operate deficiently (Level of Service E or F) or worsen a deficient intersection operation by more than one percent of capacity; therefore, the proposed project is forecast to result in no Level of Service impacts at the study intersections for TPO Year 2026 With Project conditions and no improvements are required.

CEQA YEAR 2026 IMPACT ANALYSIS

The addition of project-generated trips is not forecast to cause any study intersection to operate deficiently (Level of Service E or F) or worsen a deficient intersection operation by more than one percent of capacity; therefore, the proposed project is forecast to result in no significant Level of Service impacts at the study intersections for CEQA Year 2026 With Project conditions and no new mitigation measures are required.

CEQA GENERAL PLAN COMPARISON IMPACT ANALYSIS

The addition of project-generated trips is not forecast to cause any study intersection to operate deficiently (Level of Service E or F) or worsen a deficient intersection operation by more than one percent of capacity; therefore, the proposed project is forecast to result in no significant Level of Service impacts at the study intersections for General Plan Comparison: Post 2030 General Plan Buildout With Project conditions and no new mitigation measures are required.

VMT SCREENING

The proposed project is located in a City defined low-VMT area for residential use and is therefore presumed to have a less than significant impact on VMT.

CONGESTION MANAGEMENT PROGRAM

Since the proposed project has indirect access to a CMP facility (e.g., MacArthur Boulevard or Jamboree Road) and is forecast to generate less than 2,400 daily trips, the proposed project does not satisfy the criteria for preparation of a separate CMP impact analysis.

SITE ACCESS AND CIRCULATION

The site plan is being revised by the project applicant and driveway access is still under review. Therefore, the following conclusions are based on the current site plan used in this traffic impact analysis.

Vehicular access is proposed to be maintained at both Bristol Street North and Spruce Street. Since Bristol Street North is a one-way street, the project driveway at Bristol Street North will continue to provide right turn in/out only access. The project driveway at Spruce Street will continue to provide full access. Based on review of the adjacent development and lane configurations along Bristol Street North and Spruce Street, the existing lane configurations are anticipated to be adequate.

APPENDICES

Appendix A Glossary
Appendix B Volume Count Worksheets
Appendix C Level of Service Worksheets
Appendix D Approved Projects List and Cumulative Projects
Appendix E TPO One-Percent Threshold Analysis

APPENDIX A

GLOSSARY

ACRONYMS

AC	Acres
ADT	Average Daily Traffic
Caltrans	California Department of Transportation
DU	Dwelling Unit
ICU	Intersection Capacity Utilization
GFA	Gross Floor Area
LOS	Level of Service
PCE	Passenger Car Equivalent
SP	Service Population
TSF	Thousand Square Feet
V/C	Volume/Capacity
VMT	Vehicle Miles Traveled

TERMS

AVERAGE DAILY TRAFFIC: The average 24-hour volume for a stated period divided by the number of days in that period. For example, Annual Average Daily Traffic is the total volume during a year divided by 365 days.

BANDWIDTH: The number of seconds of green time available for through traffic in a signal progression.

BOTTLENECK: A point of constriction along a roadway that limits the amount of traffic that can proceed downstream from its location.

CAPACITY: The maximum number of vehicles that can be reasonably expected to pass over a given section of a lane or a roadway in a given time period.

CHANNELIZATION: The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movements of both vehicles and pedestrians.

CLEARANCE INTERVAL: Equal to the yellow plus all-red time, if any, when a traffic signal changes between phases (i.e., the amount of time between the end of a green light from one movement to the beginning of a green light for the next).

Nearly same as yellow time. If there is an all red interval after the end of a yellow, then that is also added into the clearance interval.

CONTROL DELAY: The component of delay, typically expressed in seconds per vehicle, resulting from the type of traffic control at an intersection. Control delay is measured by comparison with the uncontrolled condition; it includes delay incurred by slowing down, stopping/waiting, and speeding up.

CORDON: An imaginary line around an area across which vehicles, persons, or other items are counted (in and out).

CORNER SIGHT DISTANCE: The minimum sight distance required by the driver of a vehicle to cross or enter the lanes of the major roadway without requiring approaching traffic traveling at a given speed to radically alter their speed or trajectory.

CYCLE LENGTH: The time period (in seconds) required for a traffic signal to complete one full cycle of indications.

CUL-DE-SAC: A local street open at one end only and with special provisions for turning around.

DAILY CAPACITY: A theoretical value representing the daily traffic volume that will typically result in a peak hour volume equal to the capacity of the roadway.

DELAY: The time consumed while traffic is impeded in its movement by some element over which it has no control, usually expressed in seconds per vehicle.

DEMAND RESPONSIVE SIGNAL: Same as traffic-actuated signal.

DENSITY: The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.

DETECTOR: A device that responds to a physical stimulus and transmits a resulting impulse to the signal controller.

DESIGN SPEED: A speed selected for purposes of design. Features of a highway, such as curvature, superelevation, and sight distance (upon which the safe operation of vehicles is dependent) are correlated to design speed.

DIRECTIONAL SPLIT: The percent of traffic in the peak direction at any point in time.

DIVERSION: The rerouting of peak hour traffic to avoid congestion.

FORCED FLOW: Opposite of free flow.

FREE FLOW: Volumes are well below capacity. Vehicles can maneuver freely and travel is unimpeded by other traffic.

GAP: Time or distance between successive vehicles in a traffic stream, rear bumper to front bumper.

HEADWAY: Time or distance spacing between successive vehicles in a traffic stream, front bumper to front bumper.

INTERCONNECTED SIGNAL SYSTEM: A number of intersections that are connected to achieve signal progression.

LEVEL OF SERVICE: A qualitative measure of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.

LOOP DETECTOR: A vehicle detector consisting of a loop of wire embedded in the roadway, energized by alternating current and producing an output circuit closure when passed over by a vehicle.

MINIMUM ACCEPTABLE GAP: Smallest time headway between successive vehicles in a traffic stream into which another vehicle is willing and able to cross or merge.

MULTI-MODAL: More than one mode; such as automobile, bus transit, rail rapid transit, and bicycle transportation modes.

OFFSET: The time interval in seconds between the beginning of green at one intersection and the beginning of green at an adjacent intersection.

PLATOON: A closely grouped component of traffic that is composed of several vehicles moving, or standing ready to move, with clear spaces ahead and behind.

PASSENGER CAR EQUIVALENT: A metric used to assess the impact of larger vehicles, such as trucks, recreational vehicles, and buses, by converting the traffic volume of larger vehicles to an equivalent number of passenger cars.

PEAK HOUR: The 60 consecutive minutes with the highest number of vehicles.

PRETIMED SIGNAL: A traffic signal that allocates right-of-way (i.e., green and red lights) based on a predetermined timing/phasing plan, regardless of actual traffic demand at any given moment. Also known as a fixed time signal.

PROGRESSION: A term used to describe the progressive movement of traffic through several signalized intersections.

QUEUE: The number of vehicles waiting at a service area such as a traffic signal, stop sign, or access gate.

QUEUE LENGTH: The length of vehicle queue, typically expressed in feet, waiting at a service area such as a traffic signal, stop sign, or access gate.

SCREEN-LINE: An imaginary line or physical feature across which all trips are counted, normally to verify the validity of mathematical traffic models.

SHARED/RECIPROCAL PARKING AGREEMENT: A written binding document executed between property owners to provide a designated number of off-street parking stalls within a designated area to be available for specified businesses or land uses.

SIGHT DISTANCE: The continuous length of roadway visible to a driver or roadway user.

SIGNAL CYCLE: The time period in seconds required for one complete sequence of signal indications.

SIGNAL PHASE: The part of the signal cycle allocated to one or more traffic movements.

STACKING DISTANCE: The length of area available behind a service area, such as a traffic signal or gate, for vehicle queueing to occur.

STARTING DELAY: The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through an intersection.

STOPPING SIGHT DISTANCE: The minimum distance required by the driver of a vehicle traveling at a given speed to bring the vehicle to a stop after an object on the road becomes visible, including reaction and response time.

TRAFFIC-ACTUATED SIGNAL: A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors.

TRIP: The movement of a person or vehicle from one location (origin) to another (destination). For example, travel from home to work then work to home consists of two trips, not one.

TRIP-END: One end of a trip at either the origin or destination (i.e., each trip has two trip-ends). A trip-end occurs when a person, object, or message is transferred to or from a vehicle.

TRIP GENERATION RATE: The rate at which a land use generates trips for a given variable, such as per dwelling unit or per thousand square feet. It is calculated as the number of trips entering and exiting a site divided by the land use quantity.

TRUCK: A vehicle having dual tires on one or more axles or having more than two axles.

TURNING RADIUS: The circular arc formed by the smallest turning path radius of the front outside tire of a vehicle, such as that performed by a U-turn maneuver. This is based on the length and width of the wheel base as well as the steering mechanism of the vehicle.

UNBALANCED FLOW: Heavier traffic flow in one direction than the other. On a daily basis, most facilities have balanced flow. During the peak hours, flow is seldom balanced in an urban area.

VEHICLE MILES OF TRAVEL: A measure of the amount and distance of automobile travel attributable to a project or region. Calculated by multiplying the number of trips by the average trip length.

APPENDIX B

VOLUME COUNT WORKSHEETS

City: NEWPORT BEACH
N-S Direction: CAMPUS DRIVE
E-W Direction: N. BRISTOL STREET

File Name : H1901006
Site Code : 00000000
Start Date : 1/23/2019
Page No : 1

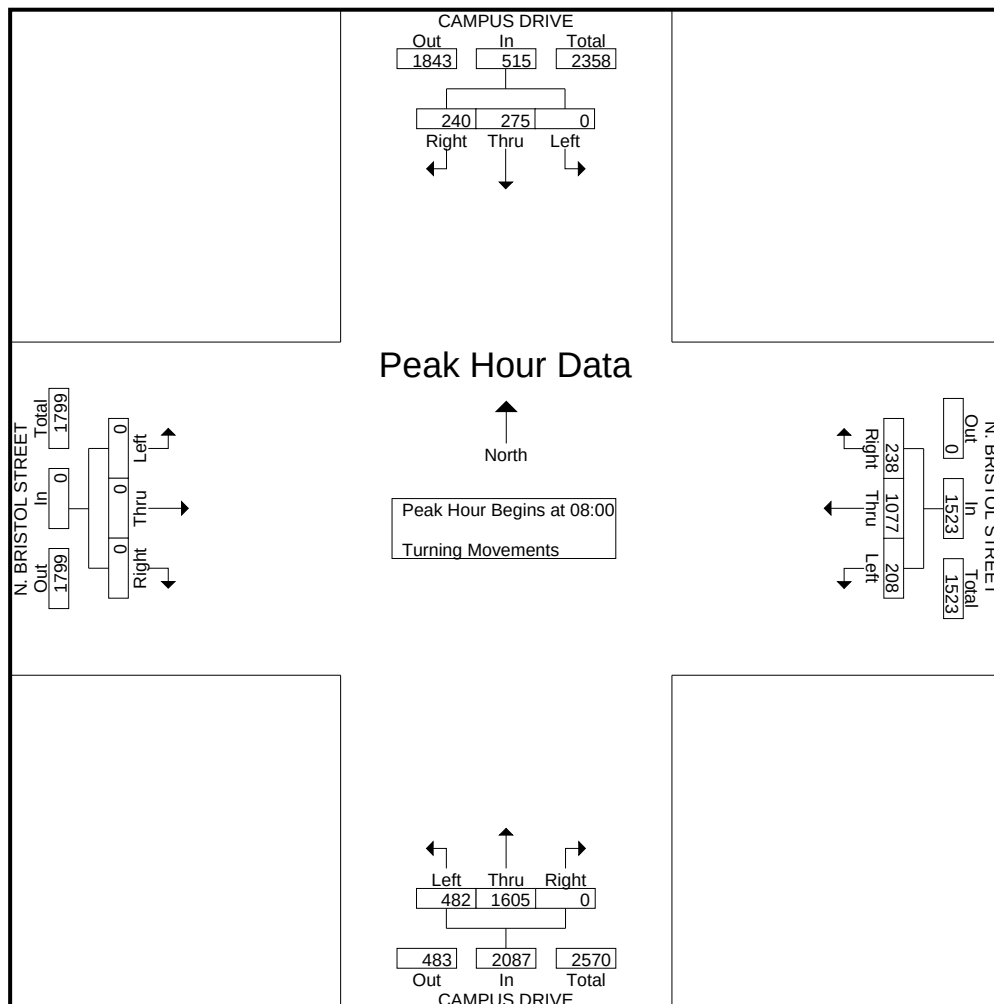
Groups Printed- Turning Movements

	CAMPUS DRIVE Southbound			N. BRISTOL STREET Westbound			CAMPUS DRIVE Northbound			N. BRISTOL STREET Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00	43	45	0	33	126	22	0	229	98	0	0	0	596
07:15	33	36	0	30	131	36	0	272	97	0	0	0	635
07:30	31	34	0	33	168	45	0	305	122	0	0	0	738
07:45	43	62	0	53	225	37	0	397	114	0	0	0	931
Total	150	177	0	149	650	140	0	1203	431	0	0	0	2900
08:00	57	64	0	51	231	46	0	426	117	0	0	0	992
08:15	62	71	0	72	264	52	0	424	126	0	0	0	1071
08:30	52	64	0	55	311	54	0	390	132	0	0	0	1058
08:45	69	76	0	60	271	56	0	365	107	0	0	0	1004
Total	240	275	0	238	1077	208	0	1605	482	0	0	0	4125
16:30	273	183	0	31	455	61	0	165	130	0	0	0	1298
16:45	302	181	0	37	449	79	0	168	111	0	0	0	1327
Total	575	364	0	68	904	140	0	333	241	0	0	0	2625
17:00	290	212	0	33	505	67	0	180	133	0	0	0	1420
17:15	285	318	0	25	427	60	0	167	98	0	0	0	1380
17:30	283	301	0	16	422	61	0	181	95	0	0	0	1359
17:45	268	280	0	16	428	50	0	153	109	0	0	0	1304
Total	1126	1111	0	90	1782	238	0	681	435	0	0	0	5463
18:00	250	172	0	12	420	65	0	162	117	0	0	0	1198
18:15	212	127	0	16	383	67	0	164	112	0	0	0	1081
Grand Total	2553	2226	0	573	5216	858	0	4148	1818	0	0	0	17392
Apprch %	53.4	46.6	0	8.6	78.5	12.9	0	69.5	30.5	0	0	0	
Total %	14.7	12.8	0	3.3	30	4.9	0	23.9	10.5	0	0	0	

City: NEWPORT BEACH
N-S Direction: CAMPUS DRIVE
E-W Direction: N. BRISTOL STREET

File Name : H1901006
Site Code : 00000000
Start Date : 1/23/2019
Page No : 2

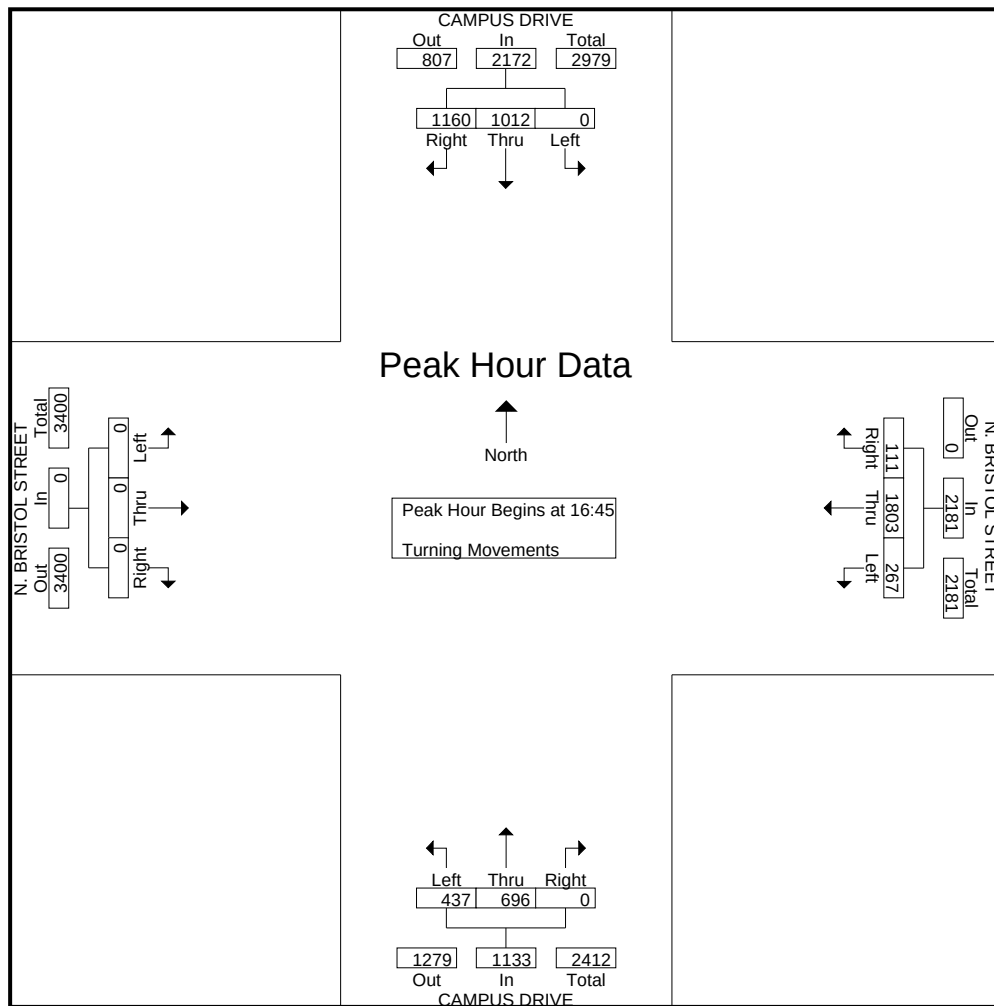
	CAMPUS DRIVE Southbound				N. BRISTOL STREET Westbound				CAMPUS DRIVE Northbound				N. BRISTOL STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	57	64	0	121	51	231	46	328	0	426	117	543	0	0	0	0	992
08:15	62	71	0	133	72	264	52	388	0	424	126	550	0	0	0	0	1071
08:30	52	64	0	116	55	311	54	420	0	390	132	522	0	0	0	0	1058
08:45	69	76	0	145	60	271	56	387	0	365	107	472	0	0	0	0	1004
Total Volume	240	275	0	515	238	1077	208	1523	0	1605	482	2087	0	0	0	0	4125
% App. Total	46.6	53.4	0		15.6	70.7	13.7		0	76.9	23.1		0	0	0		
PHF	.870	.905	.000	.888	.826	.866	.929	.907	.000	.942	.913	.949	.000	.000	.000	.000	.963



City: NEWPORT BEACH
N-S Direction: CAMPUS DRIVE
E-W Direction: N. BRISTOL STREET

File Name : H1901006
Site Code : 00000000
Start Date : 1/23/2019
Page No : 3

	CAMPUS DRIVE Southbound				N. BRISTOL STREET Westbound				CAMPUS DRIVE Northbound				N. BRISTOL STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	302	181	0	483	37	449	79	565	0	168	111	279	0	0	0	0	1327
17:00	290	212	0	502	33	505	67	605	0	180	133	313	0	0	0	0	1420
17:15	285	318	0	603	25	427	60	512	0	167	98	265	0	0	0	0	1380
17:30	283	301	0	584	16	422	61	499	0	181	95	276	0	0	0	0	1359
Total Volume	1160	1012	0	2172	111	1803	267	2181	0	696	437	1133	0	0	0	0	5486
% App. Total	53.4	46.6	0		5.1	82.7	12.2		0	61.4	38.6		0	0	0		
PHF	.960	.796	.000	.900	.750	.893	.845	.901	.000	.961	.821	.905	.000	.000	.000	.000	.966



City: NEWPORT BEACH
N-S Direction: CAMPUS DR / IRVINE AVE
E-W Direction: S. BRISTOL STREET

File Name : H1901002
Site Code : 00000000
Start Date : 1/23/2019
Page No : 1

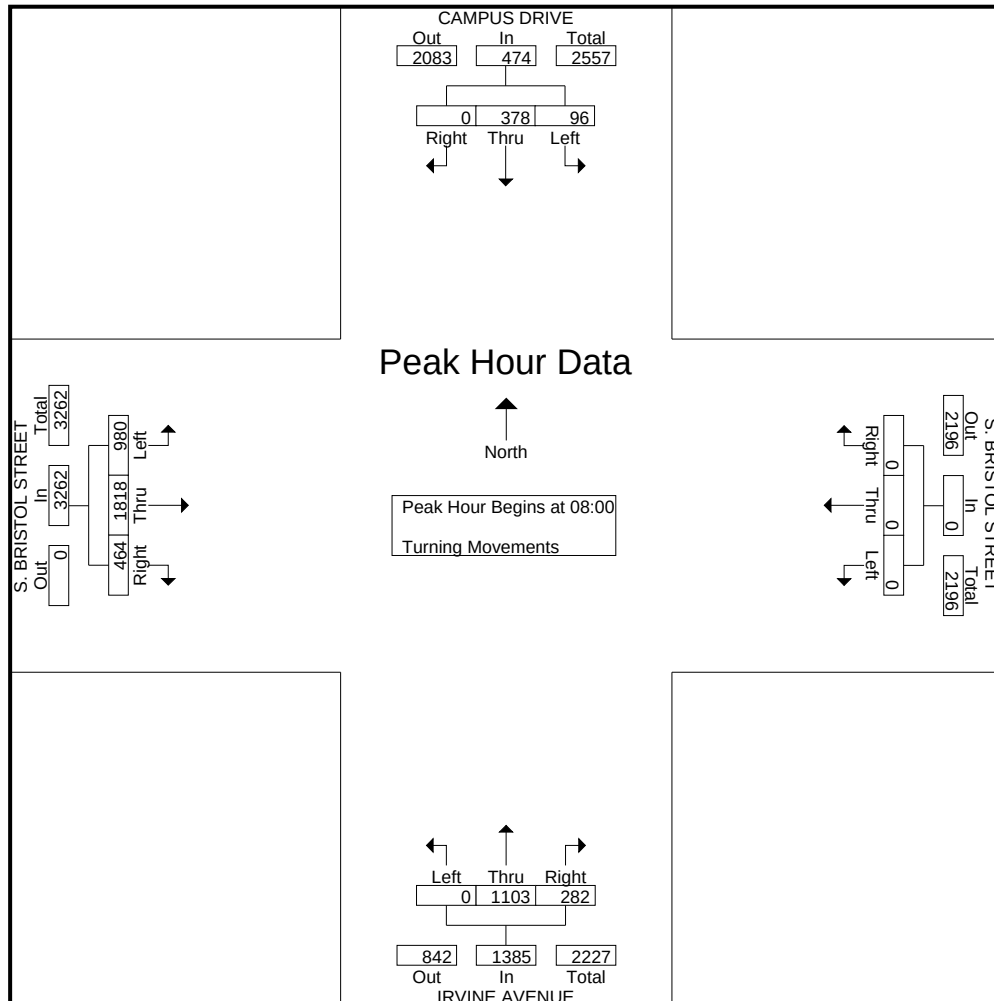
Groups Printed- Turning Movements

	CAMPUS DRIVE Southbound			S. BRISTOL STREET Westbound			IRVINE AVENUE Northbound			S. BRISTOL STREET Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00	0	57	18	0	0	0	33	153	0	110	253	177	801
07:15	0	54	18	0	0	0	38	172	0	110	319	205	916
07:30	0	69	12	0	0	0	56	244	0	88	375	206	1050
07:45	0	70	18	0	0	0	75	266	0	108	429	240	1206
Total	0	250	66	0	0	0	202	835	0	416	1376	828	3973
08:00	0	82	23	0	0	0	60	280	0	114	475	251	1285
08:15	0	104	26	0	0	0	68	283	0	108	478	255	1322
08:30	0	92	26	0	0	0	83	317	0	106	418	230	1272
08:45	0	100	21	0	0	0	71	223	0	136	447	244	1242
Total	0	378	96	0	0	0	282	1103	0	464	1818	980	5121
16:30	0	184	58	0	0	0	57	175	0	156	282	117	1029
16:45	0	214	36	0	0	0	61	143	0	159	278	132	1023
Total	0	398	94	0	0	0	118	318	0	315	560	249	2052
17:00	0	239	37	0	0	0	55	176	0	127	287	130	1051
17:15	0	314	67	0	0	0	80	178	0	135	214	92	1080
17:30	0	297	66	0	0	0	60	166	0	135	222	106	1052
17:45	0	281	45	0	0	0	46	138	0	135	232	116	993
Total	0	1131	215	0	0	0	241	658	0	532	955	444	4176
18:00	0	203	32	0	0	0	47	162	0	154	245	104	947
18:15	0	159	44	0	0	0	42	172	0	127	178	105	827
Grand Total	0	2519	547	0	0	0	932	3248	0	2008	5132	2710	17096
Apprch %	0	82.2	17.8	0	0	0	22.3	77.7	0	20.4	52.1	27.5	
Total %	0	14.7	3.2	0	0	0	5.5	19	0	11.7	30	15.9	

City: NEWPORT BEACH
N-S Direction: CAMPUS DR / IRVINE AVE
E-W Direction: S. BRISTOL STREET

File Name : H1901002
Site Code : 00000000
Start Date : 1/23/2019
Page No : 2

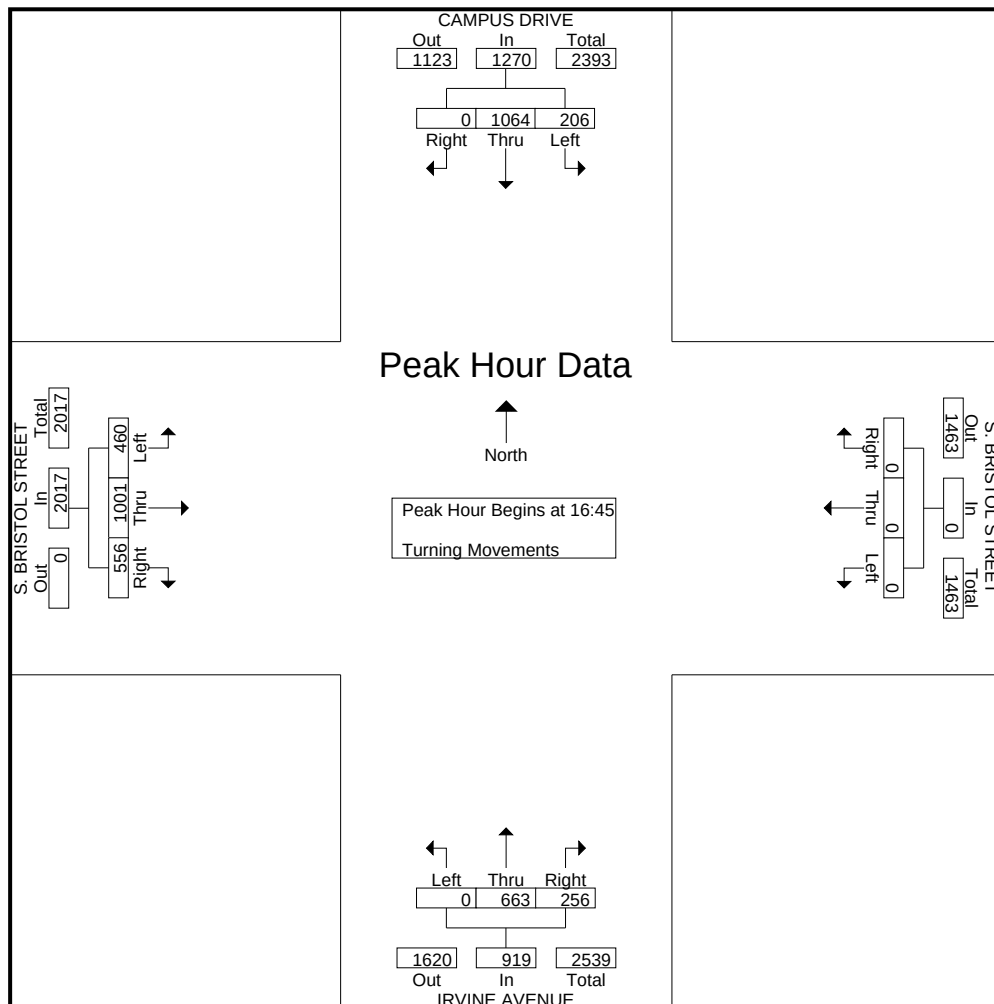
	CAMPUS DRIVE Southbound				S. BRISTOL STREET Westbound				IRVINE AVENUE Northbound				S. BRISTOL STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	0	82	23	105	0	0	0	0	60	280	0	340	114	475	251	840	1285
08:15	0	104	26	130	0	0	0	0	68	283	0	351	108	478	255	841	1322
08:30	0	92	26	118	0	0	0	0	83	317	0	400	106	418	230	754	1272
08:45	0	100	21	121	0	0	0	0	71	223	0	294	136	447	244	827	1242
Total Volume	0	378	96	474	0	0	0	0	282	1103	0	1385	464	1818	980	3262	5121
% App. Total	0	79.7	20.3		0	0	0		20.4	79.6	0		14.2	55.7	30		
PHF	.000	.909	.923	.912	.000	.000	.000	.000	.849	.870	.000	.866	.853	.951	.961	.970	.968



City: NEWPORT BEACH
N-S Direction: CAMPUS DR / IRVINE AVE
E-W Direction: S. BRISTOL STREET

File Name : H1901002
Site Code : 00000000
Start Date : 1/23/2019
Page No : 3

	CAMPUS DRIVE Southbound				S. BRISTOL STREET Westbound				IRVINE AVENUE Northbound				S. BRISTOL STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	0	214	36	250	0	0	0	0	61	143	0	204	159	278	132	569	1023
17:00	0	239	37	276	0	0	0	0	55	176	0	231	127	287	130	544	1051
17:15	0	314	67	381	0	0	0	0	80	178	0	258	135	214	92	441	1080
17:30	0	297	66	363	0	0	0	0	60	166	0	226	135	222	106	463	1052
Total Volume	0	1064	206	1270	0	0	0	0	256	663	0	919	556	1001	460	2017	4206
% App. Total	0	83.8	16.2		0	0	0		27.9	72.1	0		27.6	49.6	22.8		
PHF	.000	.847	.769	.833	.000	.000	.000	.000	.800	.931	.000	.891	.874	.872	.871	.886	.974



City: NEWPORT BEACH
N-S Direction: BIRCH STREET
E-W Direction: N. BRISTOL STREET

File Name : H1901007
Site Code : 00000000
Start Date : 1/23/2019
Page No : 1

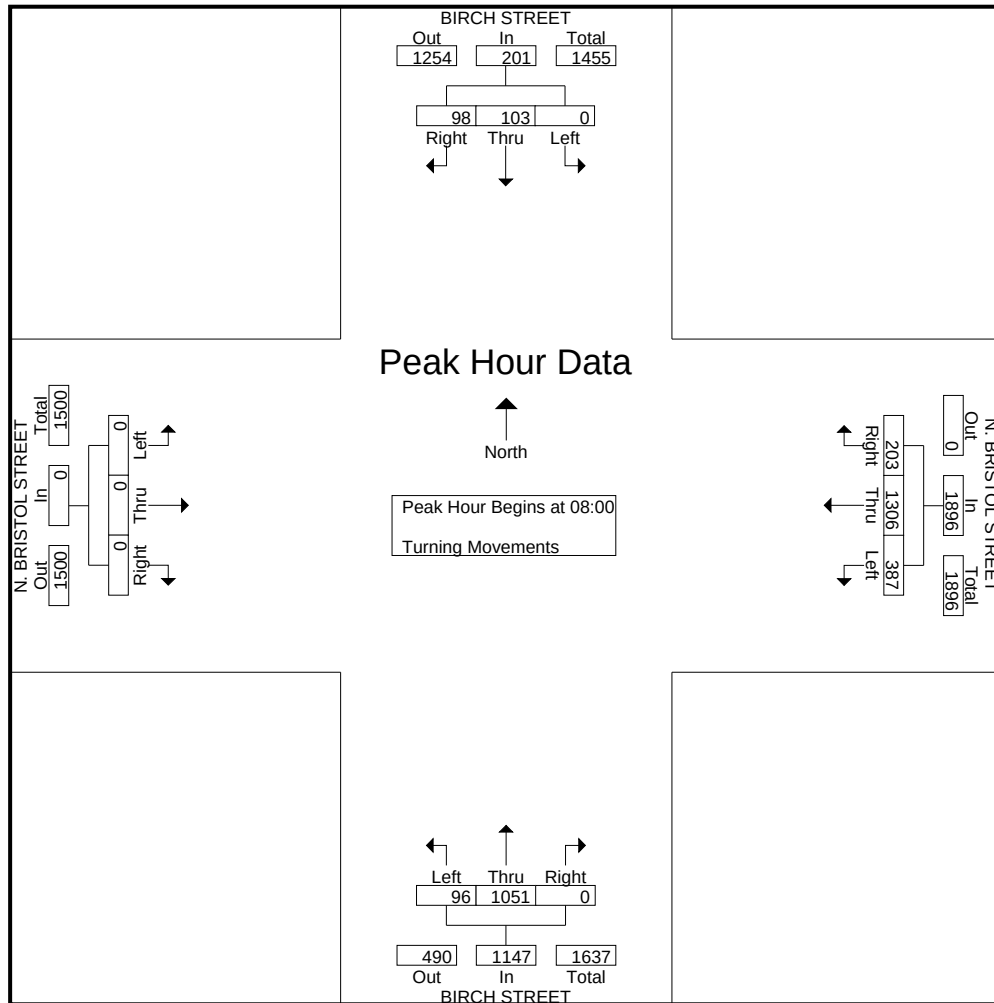
Groups Printed- Turning Movements

	BIRCH STREET Southbound			N. BRISTOL STREET Westbound			BIRCH STREET Northbound			N. BRISTOL STREET Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00	18	16	0	30	148	29	0	111	15	0	0	0	367
07:15	12	14	0	32	165	40	0	135	20	0	0	0	418
07:30	17	22	0	38	197	57	0	178	19	0	0	0	528
07:45	23	22	0	48	289	83	0	227	9	0	0	0	701
Total	70	74	0	148	799	209	0	651	63	0	0	0	2014
08:00	26	21	0	45	280	91	0	270	23	0	0	0	756
08:15	21	22	0	52	344	102	0	265	24	0	0	0	830
08:30	22	38	0	50	347	94	0	259	25	0	0	0	835
08:45	29	22	0	56	335	100	0	257	24	0	0	0	823
Total	98	103	0	203	1306	387	0	1051	96	0	0	0	3244
16:30	145	85	0	31	403	102	0	82	43	0	0	0	891
16:45	137	106	0	32	406	105	0	112	25	0	0	0	923
Total	282	191	0	63	809	207	0	194	68	0	0	0	1814
17:00	213	118	0	28	336	116	0	95	45	0	0	0	951
17:15	166	134	0	28	332	135	0	69	29	0	0	0	893
17:30	152	124	0	32	331	148	0	63	11	0	0	0	861
17:45	188	108	0	25	292	119	0	64	27	0	0	0	823
Total	719	484	0	113	1291	518	0	291	112	0	0	0	3528
18:00	119	85	0	26	299	128	0	60	32	0	0	0	749
18:15	120	93	0	23	271	115	0	56	27	0	0	0	705
Grand Total	1408	1030	0	576	4775	1564	0	2303	398	0	0	0	12054
Apprch %	57.8	42.2	0	8.3	69.1	22.6	0	85.3	14.7	0	0	0	
Total %	11.7	8.5	0	4.8	39.6	13	0	19.1	3.3	0	0	0	

City: NEWPORT BEACH
N-S Direction: BIRCH STREET
E-W Direction: N. BRISTOL STREET

File Name : H1901007
Site Code : 00000000
Start Date : 1/23/2019
Page No : 2

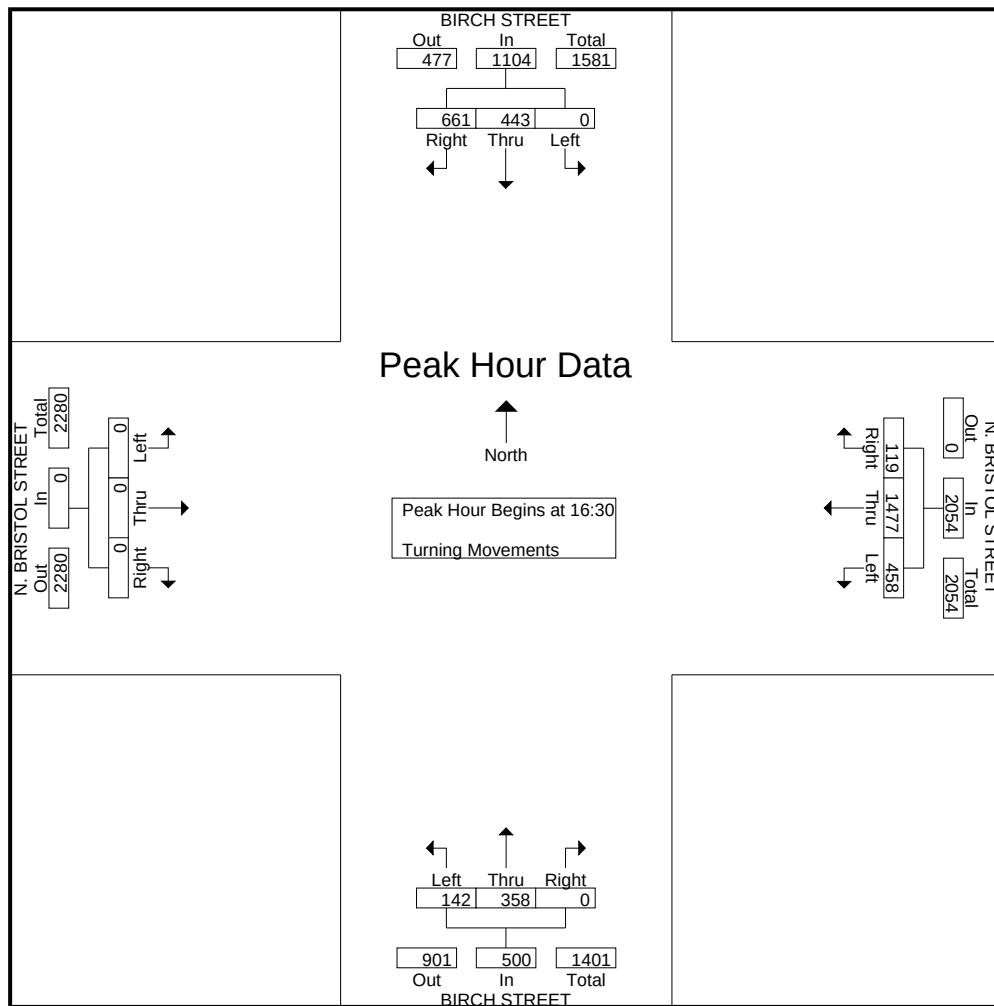
	BIRCH STREET Southbound				N. BRISTOL STREET Westbound				BIRCH STREET Northbound				N. BRISTOL STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	26	21	0	47	45	280	91	416	0	270	23	293	0	0	0	0	756
08:15	21	22	0	43	52	344	102	498	0	265	24	289	0	0	0	0	830
08:30	22	38	0	60	50	347	94	491	0	259	25	284	0	0	0	0	835
08:45	29	22	0	51	56	335	100	491	0	257	24	281	0	0	0	0	823
Total Volume	98	103	0	201	203	1306	387	1896	0	1051	96	1147	0	0	0	0	3244
% App. Total	48.8	51.2	0		10.7	68.9	20.4		0	91.6	8.4		0	0	0		
PHF	.845	.678	.000	.838	.906	.941	.949	.952	.000	.973	.960	.979	.000	.000	.000	.000	.971



City: NEWPORT BEACH
N-S Direction: BIRCH STREET
E-W Direction: N. BRISTOL STREET

File Name : H1901007
Site Code : 00000000
Start Date : 1/23/2019
Page No : 3

	BIRCH STREET Southbound				N. BRISTOL STREET Westbound				BIRCH STREET Northbound				N. BRISTOL STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	145	85	0	230	31	403	102	536	0	82	43	125	0	0	0	0	891
16:45	137	106	0	243	32	406	105	543	0	112	25	137	0	0	0	0	923
17:00	213	118	0	331	28	336	116	480	0	95	45	140	0	0	0	0	951
17:15	166	134	0	300	28	332	135	495	0	69	29	98	0	0	0	0	893
Total Volume	661	443	0	1104	119	1477	458	2054	0	358	142	500	0	0	0	0	3658
% App. Total	59.9	40.1	0		5.8	71.9	22.3		0	71.6	28.4		0	0	0		
PHF	.776	.826	.000	.834	.930	.909	.848	.946	.000	.799	.789	.893	.000	.000	.000	.000	.962



City: NEWPORT BEACH
N-S Direction: BIRCH STREET
E-W Direction: S. BRISTOL STREET

File Name : H1901003
Site Code : 00000000
Start Date : 1/30/2019
Page No : 1

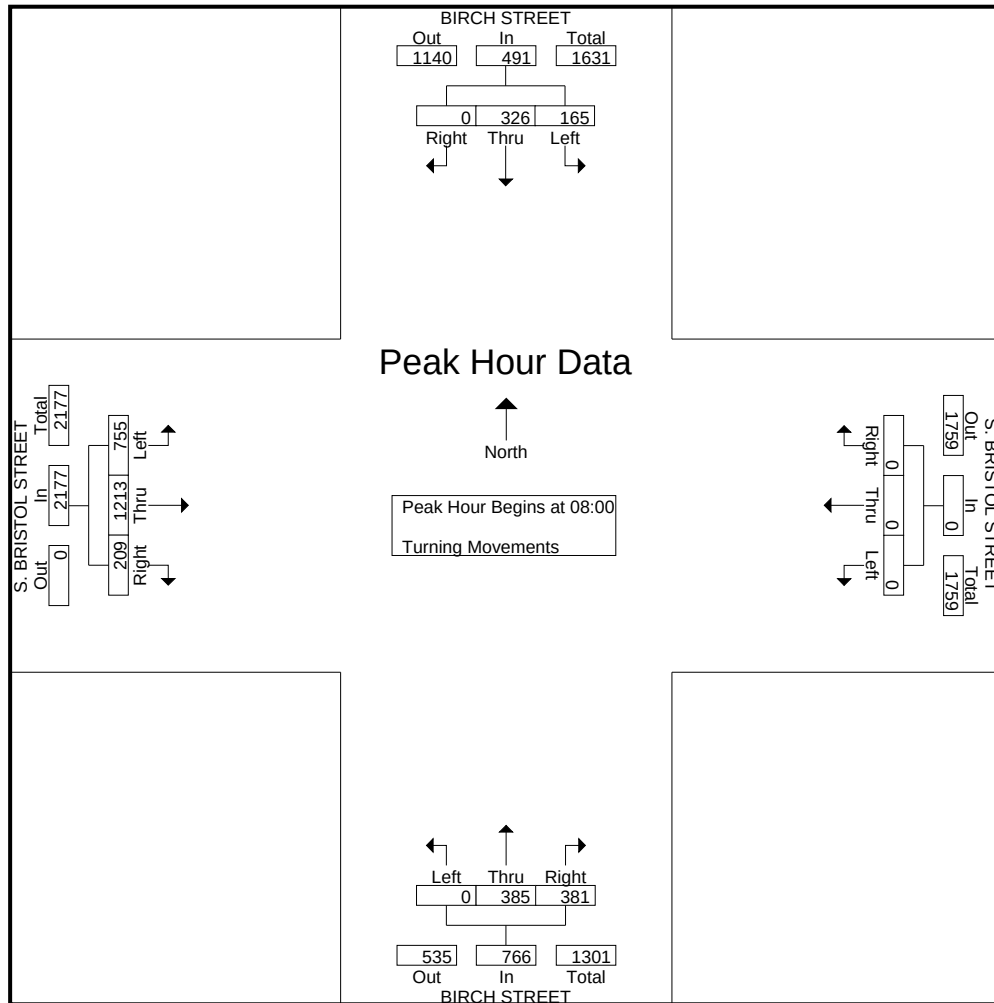
Groups Printed- Turning Movements

	BIRCH STREET Southbound			S. BRISTOL STREET Westbound			BIRCH STREET Northbound			S. BRISTOL STREET Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00	0	30	11	0	0	0	24	24	0	39	127	109	364
07:15	0	45	21	0	0	0	52	47	0	35	239	130	569
07:30	0	55	18	0	0	0	93	33	0	44	289	125	657
07:45	0	78	25	0	0	0	109	57	0	44	293	195	801
Total	0	208	75	0	0	0	278	161	0	162	948	559	2391
08:00	0	78	47	0	0	0	102	88	0	59	281	186	841
08:15	0	84	39	0	0	0	101	99	0	40	287	195	845
08:30	0	74	48	0	0	0	93	104	0	55	306	164	844
08:45	0	90	31	0	0	0	85	94	0	55	339	210	904
Total	0	326	165	0	0	0	381	385	0	209	1213	755	3434
16:30	0	133	64	0	0	0	72	22	0	29	282	89	691
16:45	0	142	50	0	0	0	77	37	0	32	301	68	707
Total	0	275	114	0	0	0	149	59	0	61	583	157	1398
17:00	0	181	73	0	0	0	84	44	0	17	259	79	737
17:15	0	220	59	0	0	0	72	41	0	32	261	62	747
17:30	0	182	63	0	0	0	86	46	0	31	296	49	753
17:45	0	169	58	0	0	0	66	31	0	34	280	57	695
Total	0	752	253	0	0	0	308	162	0	114	1096	247	2932
18:00	0	164	60	0	0	0	61	53	0	24	280	53	695
18:15	0	157	40	0	0	0	52	27	0	18	221	39	554
Grand Total	0	1882	707	0	0	0	1229	847	0	588	4341	1810	11404
Apprch %	0	72.7	27.3	0	0	0	59.2	40.8	0	8.7	64.4	26.9	
Total %	0	16.5	6.2	0	0	0	10.8	7.4	0	5.2	38.1	15.9	

City: NEWPORT BEACH
N-S Direction: BIRCH STREET
E-W Direction: S. BRISTOL STREET

File Name : H1901003
Site Code : 00000000
Start Date : 1/30/2019
Page No : 2

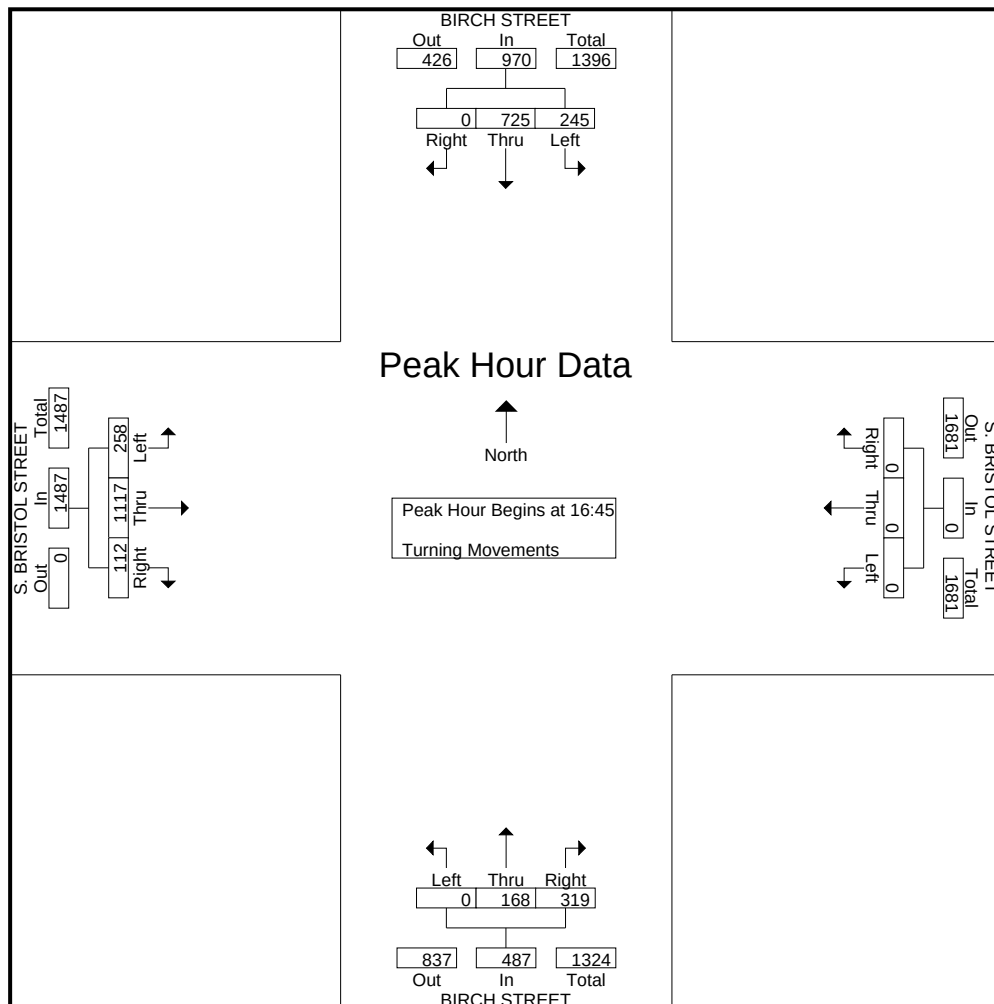
	BIRCH STREET Southbound				S. BRISTOL STREET Westbound				BIRCH STREET Northbound				S. BRISTOL STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	0	78	47	125	0	0	0	0	102	88	0	190	59	281	186	526	841
08:15	0	84	39	123	0	0	0	0	101	99	0	200	40	287	195	522	845
08:30	0	74	48	122	0	0	0	0	93	104	0	197	55	306	164	525	844
08:45	0	90	31	121	0	0	0	0	85	94	0	179	55	339	210	604	904
Total Volume	0	326	165	491	0	0	0	0	381	385	0	766	209	1213	755	2177	3434
% App. Total	0	66.4	33.6		0	0	0		49.7	50.3	0		9.6	55.7	34.7		
PHF	.000	.906	.859	.982	.000	.000	.000	.000	.934	.925	.000	.958	.886	.895	.899	.901	.950



City: NEWPORT BEACH
N-S Direction: BIRCH STREET
E-W Direction: S. BRISTOL STREET

File Name : H1901003
Site Code : 00000000
Start Date : 1/30/2019
Page No : 3

	BIRCH STREET Southbound				S. BRISTOL STREET Westbound				BIRCH STREET Northbound				S. BRISTOL STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	0	142	50	192	0	0	0	0	77	37	0	114	32	301	68	401	707
17:00	0	181	73	254	0	0	0	0	84	44	0	128	17	259	79	355	737
17:15	0	220	59	279	0	0	0	0	72	41	0	113	32	261	62	355	747
17:30	0	182	63	245	0	0	0	0	86	46	0	132	31	296	49	376	753
Total Volume	0	725	245	970	0	0	0	0	319	168	0	487	112	1117	258	1487	2944
% App. Total	0	74.7	25.3		0	0	0		65.5	34.5	0		7.5	75.1	17.4		
PHF	.000	.824	.839	.869	.000	.000	.000	.000	.927	.913	.000	.922	.875	.928	.816	.927	.977



City: NEWPORT BEACH
N-S Direction: MACARTHUR BOULEVARD
E-W Direction: CAMPUS DRIVE

File Name : H1901026
Site Code : 00000000
Start Date : 2/27/2019
Page No : 1

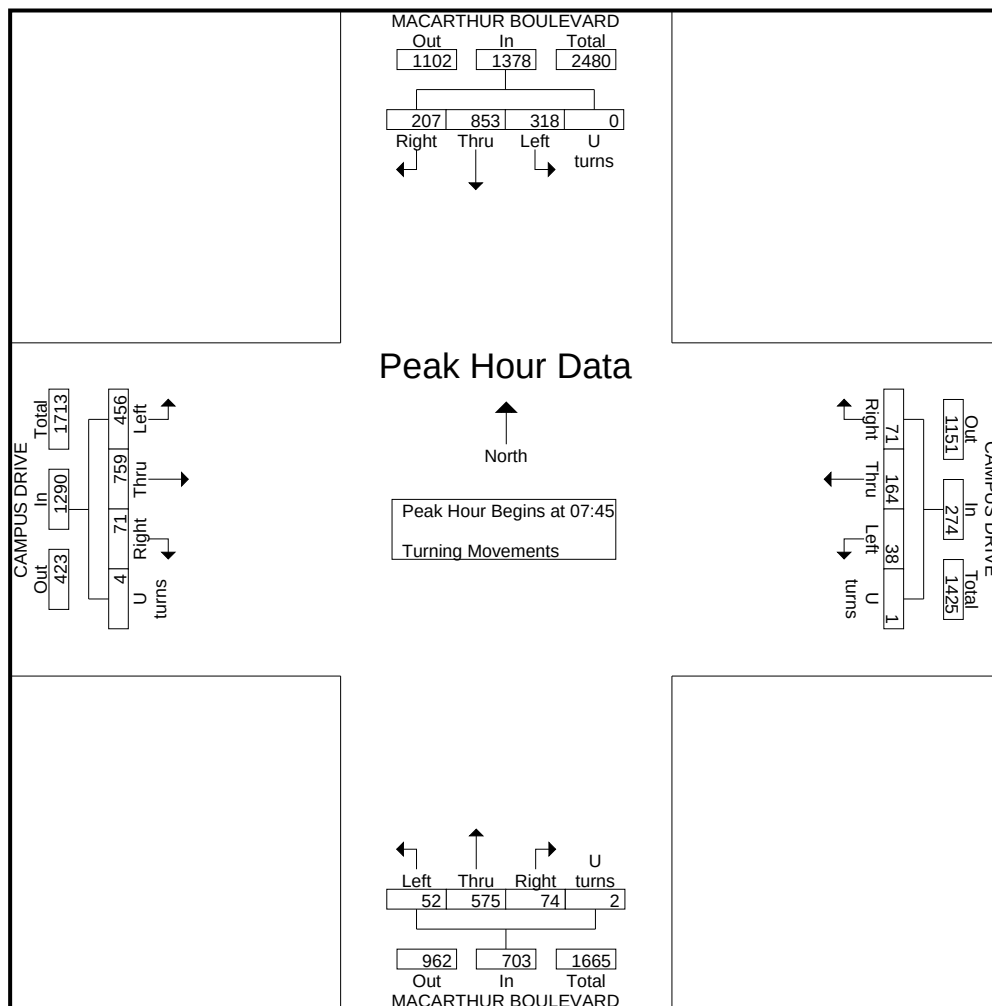
Groups Printed- Turning Movements

	MACARTHUR BOULEVARD Southbound				CAMPUS DRIVE Westbound				MACARTHUR BOULEVARD Northbound				CAMPUS DRIVE Eastbound				
Start Time	Right	Thru	Left	U turns	Right	Thru	Left	U turns	Right	Thru	Left	U turns	Right	Thru	Left	U turns	Int. Total
07:00	16	157	52	0	6	28	4	0	8	79	9	0	9	100	83	0	551
07:15	27	154	49	0	6	34	7	0	10	100	9	1	8	120	76	1	602
07:30	36	180	60	0	11	30	13	0	13	112	6	2	11	145	99	1	719
07:45	42	207	69	0	13	42	9	0	18	150	8	1	16	217	112	0	904
Total	121	698	230	0	36	134	33	0	49	441	32	4	44	582	370	2	2776
08:00	65	213	88	0	14	42	10	0	22	135	16	0	28	190	121	1	945
08:15	44	222	83	0	21	34	10	0	12	140	10	0	12	170	115	0	873
08:30	56	211	78	0	23	46	9	1	22	150	18	1	15	182	108	3	923
08:45	49	212	83	0	13	44	12	0	21	160	7	0	12	135	80	1	829
Total	214	858	332	0	71	166	41	1	77	585	51	1	67	677	424	5	3570
16:30	102	217	19	0	48	241	13	0	15	214	43	0	18	80	65	10	1085
16:45	116	215	28	0	44	256	20	0	10	216	30	0	17	79	69	5	1105
Total	218	432	47	0	92	497	33	0	25	430	73	0	35	159	134	15	2190
17:00	175	229	37	0	53	278	23	0	19	292	66	0	22	81	87	8	1370
17:15	147	254	33	0	68	311	28	0	14	287	45	1	13	68	58	6	1333
17:30	134	220	29	0	44	231	11	0	7	255	54	0	12	98	75	2	1172
17:45	121	231	56	0	44	218	16	0	11	242	36	0	17	72	74	5	1143
Total	577	934	155	0	209	1038	78	0	51	1076	201	1	64	319	294	21	5018
18:00	108	164	30	0	41	194	16	0	17	199	26	0	17	90	69	2	973
18:15	101	151	33	0	40	155	10	0	5	203	36	0	8	51	59	6	858
Grand Total	1339	3237	827	0	489	2184	211	1	224	2934	419	6	235	1878	1350	51	15385
Apprch %	24.8	59.9	15.3	0	16.9	75.7	7.3	0	6.3	81.9	11.7	0.2	6.7	53.4	38.4	1.5	
Total %	8.7	21	5.4	0	3.2	14.2	1.4	0	1.5	19.1	2.7	0	1.5	12.2	8.8	0.3	

City: NEWPORT BEACH
N-S Direction: MACARTHUR BOULEVARD
E-W Direction: CAMPUS DRIVE

File Name : H1901026
Site Code : 00000000
Start Date : 2/27/2019
Page No : 2

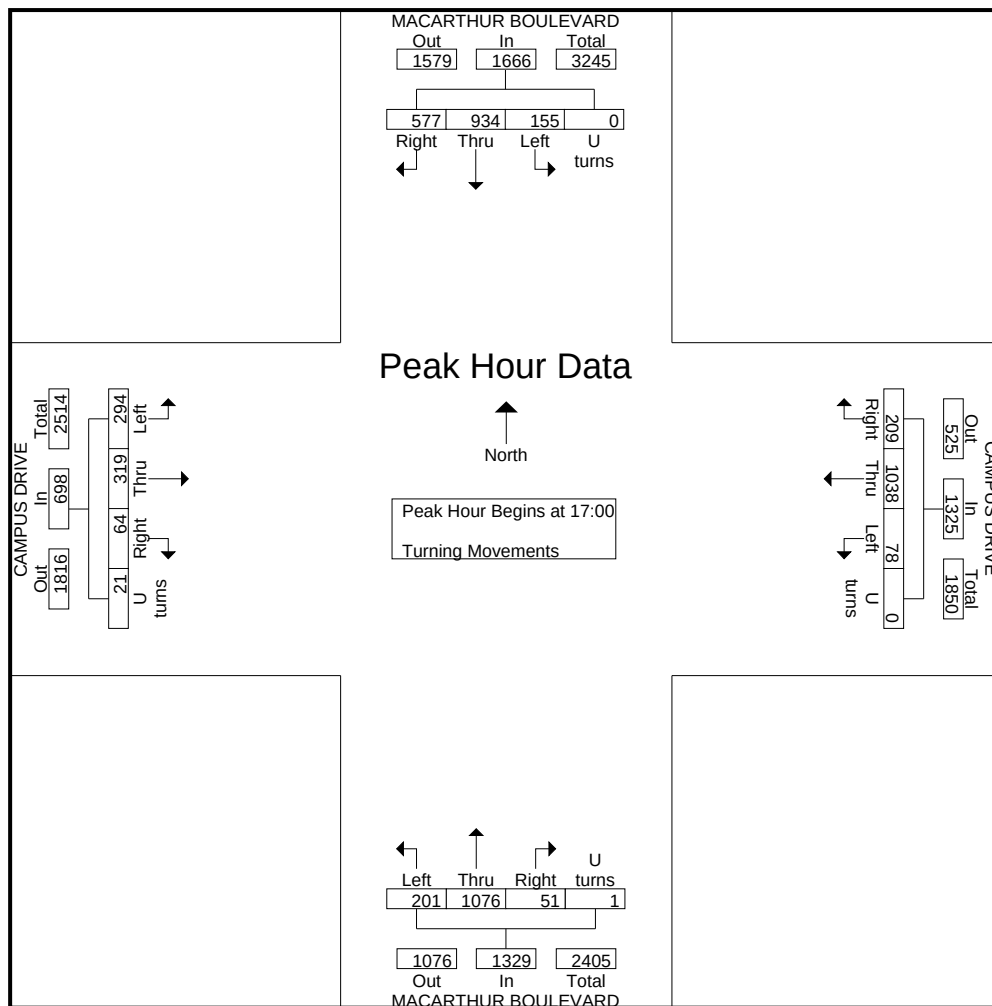
	MACARTHUR BOULEVARD Southbound					CAMPUS DRIVE Westbound					MACARTHUR BOULEVARD Northbound					CAMPUS DRIVE Eastbound					
Start Time	Right	Thru	Left	U turns	App. Total	Right	Thru	Left	U turns	App. Total	Right	Thru	Left	U turns	App. Total	Right	Thru	Left	U turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	42	207	69	0	318	13	42	9	0	64	18	150	8	1	177	16	217	112	0	345	904
08:00	65	213	88	0	366	14	42	10	0	66	22	135	16	0	173	28	190	121	1	340	945
08:15	44	222	83	0	349	21	34	10	0	65	12	140	10	0	162	12	170	115	0	297	873
08:30	56	211	78	0	345	23	46	9	1	79	22	150	18	1	191	15	182	108	3	308	923
Total Volume	207	853	318	0	1378	71	164	38	1	274	74	575	52	2	703	71	759	456	4	1290	3645
% App. Total	15	61.9	23.1	0		25.9	59.9	13.9	0.4		10.5	81.8	7.4	0.3		5.5	58.8	35.3	0.3		
PHF	.796	.961	.903	.000	.941	.772	.891	.950	.250	.867	.841	.958	.722	.500	.920	.634	.874	.942	.333	.935	.964



City: NEWPORT BEACH
N-S Direction: MACARTHUR BOULEVARD
E-W Direction: CAMPUS DRIVE

File Name : H1901026
Site Code : 00000000
Start Date : 2/27/2019
Page No : 3

	MACARTHUR BOULEVARD Southbound					CAMPUS DRIVE Westbound					MACARTHUR BOULEVARD Northbound					CAMPUS DRIVE Eastbound					
Start Time	Right	Thru	Left	U turns	App. Total	Right	Thru	Left	U turns	App. Total	Right	Thru	Left	U turns	App. Total	Right	Thru	Left	U turns	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1 Peak Hour for Entire Intersection Begins at 17:00																					
17:00	175	229	37	0	441	53	278	23	0	354	19	292	66	0	377	22	81	87	8	198	1370
17:15	147	254	33	0	434	68	311	28	0	407	14	287	45	1	347	13	68	58	6	145	1333
17:30	134	220	29	0	383	44	231	11	0	286	7	255	54	0	316	12	98	75	2	187	1172
17:45	121	231	56	0	408	44	218	16	0	278	11	242	36	0	289	17	72	74	5	168	1143
Total Volume	577	934	155	0	1666	209	1038	78	0	1325	51	1076	201	1	1329	64	319	294	21	698	5018
% App. Total	34.6	56.1	9.3	0		15.8	78.3	5.9	0		3.8	81	15.1	0.1		9.2	45.7	42.1	3		
PHF	.824	.919	.692	.000	.944	.768	.834	.696	.000	.814	.671	.921	.761	.250	.881	.727	.814	.845	.656	.881	.916



City: NEWPORT BEACH
N-S Direction: MACARTHUR BOULEVARD
E-W Direction: BIRCH STREET

File Name : H1901028
Site Code : 00000000
Start Date : 2/27/2019
Page No : 1

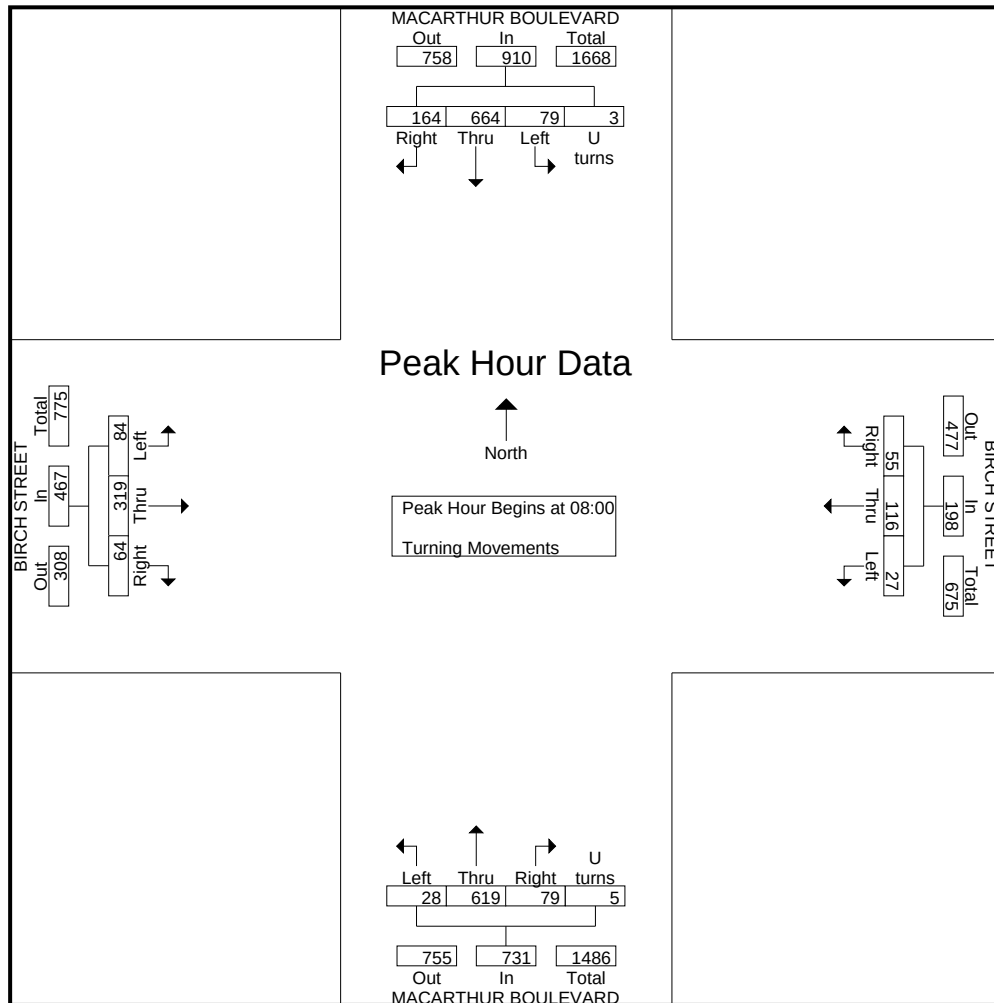
Groups Printed- Turning Movements

	MACARTHUR BOULEVARD Southbound				BIRCH STREET Westbound			MACARTHUR BOULEVARD Northbound				BIRCH STREET Eastbound			
Start Time	Right	Thru	Left	U turns	Right	Thru	Left	Right	Thru	Left	U turns	Right	Thru	Left	Int. Total
07:00	44	111	11	2	8	18	3	7	80	5	0	17	38	18	362
07:15	39	113	10	1	5	12	4	14	93	6	1	13	47	15	373
07:30	53	135	16	0	10	20	5	7	97	8	0	14	56	24	445
07:45	49	189	22	0	11	27	8	19	135	7	1	12	80	26	586
Total	185	548	59	3	34	77	20	47	405	26	2	56	221	83	1766
08:00	45	165	22	0	16	16	6	25	148	7	3	16	108	18	595
08:15	39	158	18	0	13	32	9	18	151	8	0	16	76	21	559
08:30	33	151	19	0	14	28	6	19	169	8	1	17	64	16	545
08:45	47	190	20	3	12	40	6	17	151	5	1	15	71	29	607
Total	164	664	79	3	55	116	27	79	619	28	5	64	319	84	2306
16:30	26	176	13	0	32	99	16	5	158	17	2	9	67	85	705
16:45	33	219	21	0	30	99	19	7	179	18	3	9	77	74	788
Total	59	395	34	0	62	198	35	12	337	35	5	18	144	159	1493
17:00	33	208	18	2	57	124	19	3	213	35	1	12	75	94	894
17:15	44	206	11	0	51	136	32	5	237	29	1	11	75	75	913
17:30	50	215	7	0	56	123	31	13	203	19	1	13	79	77	887
17:45	38	229	8	2	46	117	27	10	204	31	2	6	48	58	826
Total	165	858	44	4	210	500	109	31	857	114	5	42	277	304	3520
18:00	27	161	3	2	24	83	21	4	157	24	7	13	55	70	651
18:15	32	139	13	0	36	75	19	3	171	18	2	10	33	71	622
Grand Total	632	2765	232	12	421	1049	231	176	2546	245	26	203	1049	771	10358
Apprch %	17.4	75.9	6.4	0.3	24.8	61.7	13.6	5.9	85.1	8.2	0.9	10	51.9	38.1	
Total %	6.1	26.7	2.2	0.1	4.1	10.1	2.2	1.7	24.6	2.4	0.3	2	10.1	7.4	

City: NEWPORT BEACH
N-S Direction: MACARTHUR BOULEVARD
E-W Direction: BIRCH STREET

File Name : H1901028
Site Code : 00000000
Start Date : 2/27/2019
Page No : 2

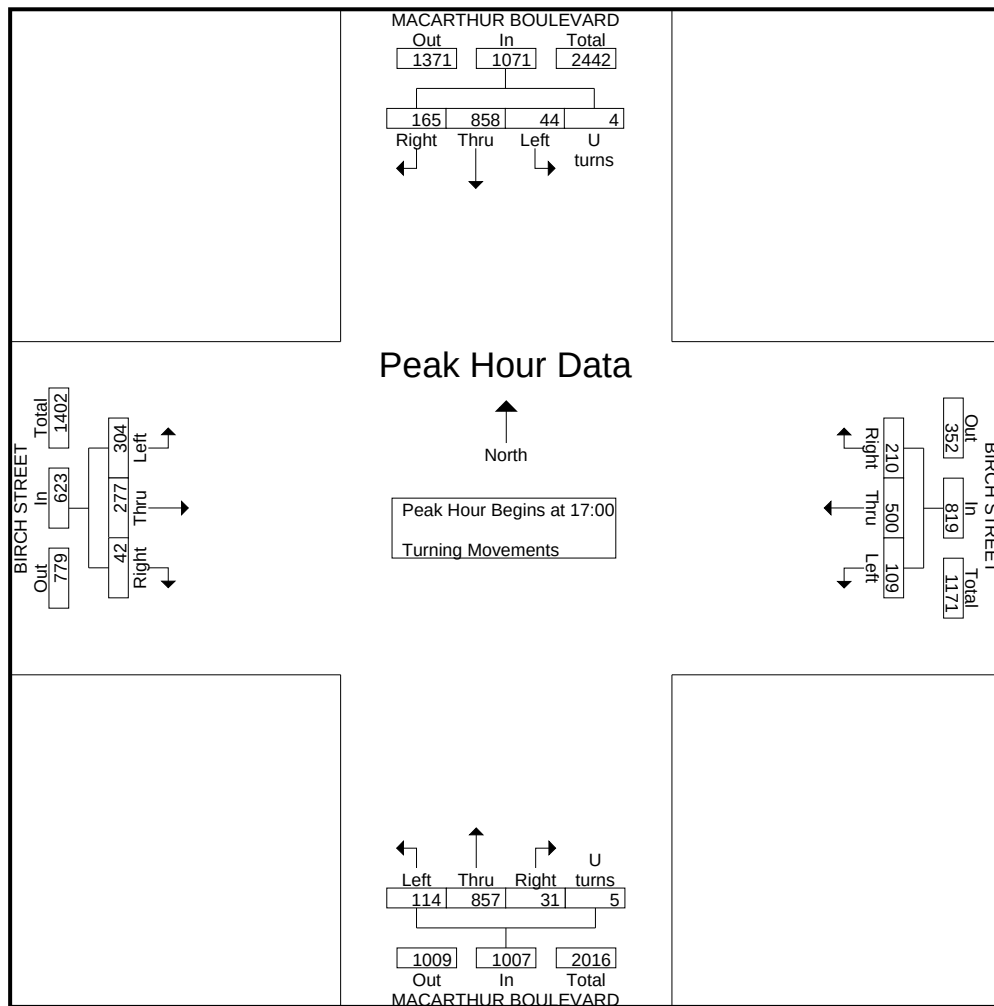
	MACARTHUR BOULEVARD Southbound					BIRCH STREET Westbound				MACARTHUR BOULEVARD Northbound					BIRCH STREET Eastbound				
Start Time	Right	Thru	Left	U turns	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	U turns	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 08:00																			
08:00	45	165	22	0	232	16	16	6	38	25	148	7	3	183	16	108	18	142	595
08:15	39	158	18	0	215	13	32	9	54	18	151	8	0	177	16	76	21	113	559
08:30	33	151	19	0	203	14	28	6	48	19	169	8	1	197	17	64	16	97	545
08:45	47	190	20	3	260	12	40	6	58	17	151	5	1	174	15	71	29	115	607
Total Volume	164	664	79	3	910	55	116	27	198	79	619	28	5	731	64	319	84	467	2306
% App. Total	18	73	8.7	0.3		27.8	58.6	13.6		10.8	84.7	3.8	0.7		13.7	68.3	18		
PHF	.872	.874	.898	.250	.875	.859	.725	.750	.853	.790	.916	.875	.417	.928	.941	.738	.724	.822	.950



City: NEWPORT BEACH
N-S Direction: MACARTHUR BOULEVARD
E-W Direction: BIRCH STREET

File Name : H1901028
Site Code : 00000000
Start Date : 2/27/2019
Page No : 3

	MACARTHUR BOULEVARD Southbound					BIRCH STREET Westbound				MACARTHUR BOULEVARD Northbound					BIRCH STREET Eastbound				
Start Time	Right	Thru	Left	U turns	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	U turns	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 18:15 - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 17:00																			
17:00	33	208	18	2	261	57	124	19	200	3	213	35	1	252	12	75	94	181	894
17:15	44	206	11	0	261	51	136	32	219	5	237	29	1	272	11	75	75	161	913
17:30	50	215	7	0	272	56	123	31	210	13	203	19	1	236	13	79	77	169	887
17:45	38	229	8	2	277	46	117	27	190	10	204	31	2	247	6	48	58	112	826
Total Volume	165	858	44	4	1071	210	500	109	819	31	857	114	5	1007	42	277	304	623	3520
% App. Total	15.4	80.1	4.1	0.4		25.6	61.1	13.3		3.1	85.1	11.3	0.5		6.7	44.5	48.8		
PHF	.825	.937	.611	.500	.967	.921	.919	.852	.935	.596	.904	.814	.625	.926	.808	.877	.809	.860	.964



City: NEWPORT BEACH
N-S Direction: MACARTHUR BOULEVARD
E-W Direction: VON KARMAN AVENUE

File Name : H1901027
Site Code : 00000000
Start Date : 2/27/2019
Page No : 1

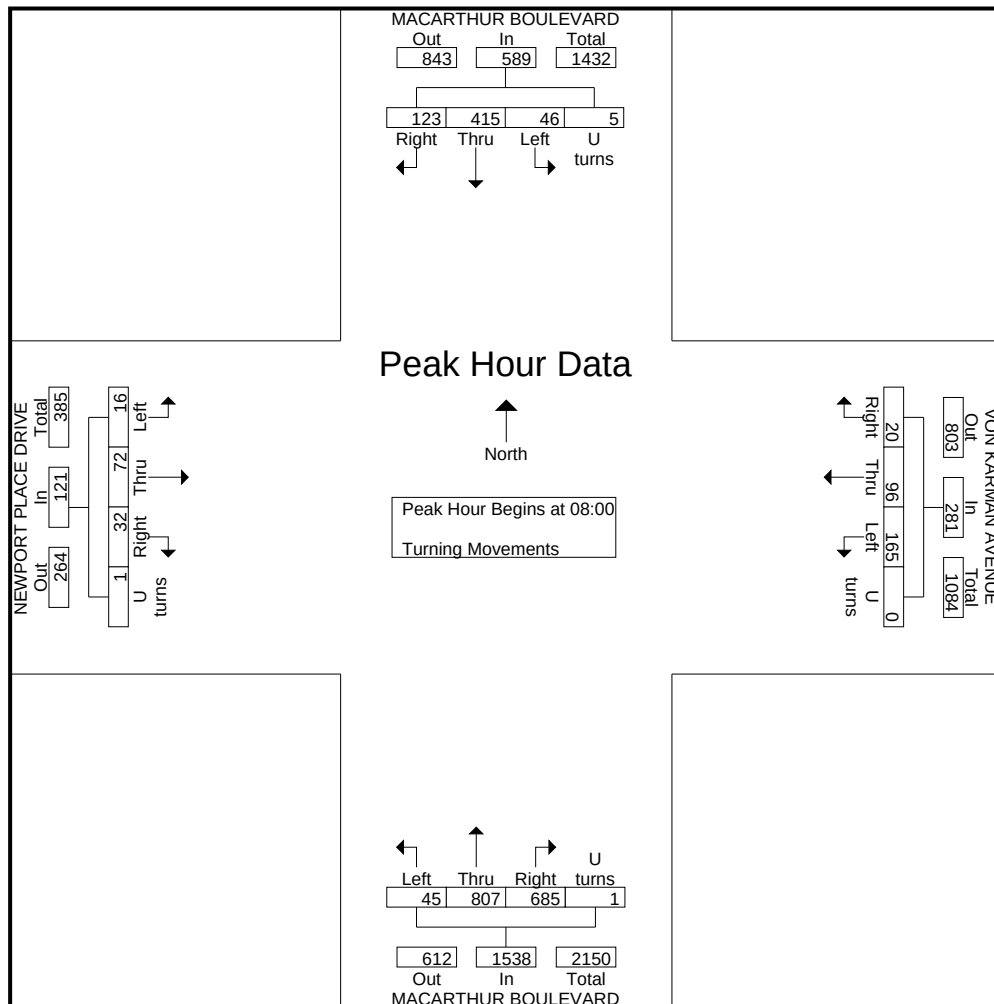
Groups Printed- Turning Movements

	MACARTHUR BOULEVARD Southbound				VON KARMAN AVENUE Westbound				MACARTHUR BOULEVARD Northbound				NEWPORT PLACE DRIVE Eastbound				
Start Time	Right	Thru	Left	U turns	Right	Thru	Left	U turns	Right	Thru	Left	U turns	Right	Thru	Left	U turns	Int. Total
07:00	22	78	10	1	3	15	21	0	55	93	4	0	4	8	3	1	318
07:15	18	84	5	2	1	19	18	0	104	131	3	1	3	8	3	0	400
07:30	21	80	9	0	7	18	31	0	123	134	9	2	8	14	2	1	459
07:45	39	96	12	1	3	21	43	0	145	194	7	2	3	16	1	0	583
Total	100	338	36	4	14	73	113	0	427	552	23	5	18	46	9	2	1760
08:00	28	101	11	1	2	26	41	0	166	211	11	1	12	17	4	0	632
08:15	34	96	10	1	4	21	42	0	180	194	12	0	7	18	0	0	619
08:30	19	107	7	1	9	32	44	0	169	182	12	0	5	22	9	0	618
08:45	42	111	18	2	5	17	38	0	170	220	10	0	8	15	3	1	660
Total	123	415	46	5	20	96	165	0	685	807	45	1	32	72	16	1	2529
16:30	19	212	19	3	13	14	115	0	39	171	10	0	39	40	16	4	714
16:45	16	168	14	3	23	20	147	0	56	165	8	0	46	39	25	1	731
Total	35	380	33	6	36	34	262	0	95	336	18	0	85	79	41	5	1445
17:00	12	241	19	3	24	32	137	0	67	203	11	1	70	60	36	2	918
17:15	6	189	12	2	23	25	174	0	57	203	8	1	58	33	29	3	823
17:30	13	249	6	2	20	19	159	0	71	222	9	0	43	22	12	1	848
17:45	16	229	9	3	22	13	142	0	78	166	7	0	23	26	15	0	749
Total	47	908	46	10	89	89	612	0	273	794	35	2	194	141	92	6	3338
18:00	3	195	13	3	18	10	136	0	61	176	5	1	34	22	11	1	689
18:15	5	140	5	3	14	14	100	0	54	146	1	0	24	18	7	0	531
Grand Total	313	2376	179	31	191	316	1388	0	1595	2811	127	9	387	378	176	15	10292
Apprch %	10.8	82	6.2	1.1	10.1	16.7	73.2	0	35.1	61.9	2.8	0.2	40.5	39.5	18.4	1.6	
Total %	3	23.1	1.7	0.3	1.9	3.1	13.5	0	15.5	27.3	1.2	0.1	3.8	3.7	1.7	0.1	

City: NEWPORT BEACH
N-S Direction: MACARTHUR BOULEVARD
E-W Direction: VON KARMAN AVENUE

File Name : H1901027
Site Code : 00000000
Start Date : 2/27/2019
Page No : 2

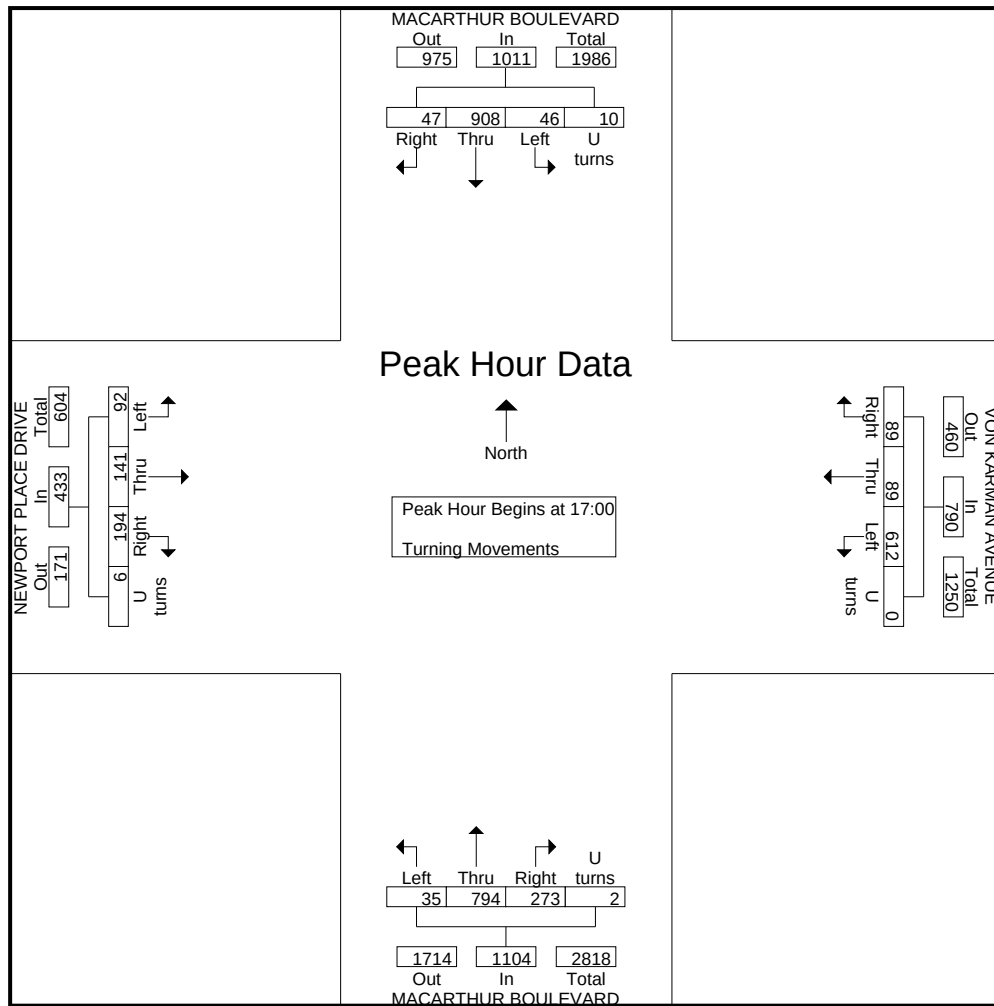
	MACARTHUR BOULEVARD Southbound					VON KARMAN AVENUE Westbound					MACARTHUR BOULEVARD Northbound					NEWPORT PLACE DRIVE Eastbound					
Start Time	Right	Thru	Left	U turns	App. Total	Right	Thru	Left	U turns	App. Total	Right	Thru	Left	U turns	App. Total	Right	Thru	Left	U turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	28	101	11	1	141	2	26	41	0	69	166	211	11	1	389	12	17	4	0	33	632
08:15	34	96	10	1	141	4	21	42	0	67	180	194	12	0	386	7	18	0	0	25	619
08:30	19	107	7	1	134	9	32	44	0	85	169	182	12	0	363	5	22	9	0	36	618
08:45	42	111	18	2	173	5	17	38	0	60	170	220	10	0	400	8	15	3	1	27	660
Total Volume	123	415	46	5	589	20	96	165	0	281	685	807	45	1	1538	32	72	16	1	121	2529
% App. Total	20.9	70.5	7.8	0.8		7.1	34.2	58.7	0		44.5	52.5	2.9	0.1		26.4	59.5	13.2	0.8		
PHF	.732	.935	.639	.625	.851	.556	.750	.938	.000	.826	.951	.917	.938	.250	.961	.667	.818	.444	.250	.840	.958



City: NEWPORT BEACH
N-S Direction: MACARTHUR BOULEVARD
E-W Direction: VON KARMAN AVENUE

File Name : H1901027
Site Code : 00000000
Start Date : 2/27/2019
Page No : 3

	MACARTHUR BOULEVARD Southbound					VON KARMAN AVENUE Westbound					MACARTHUR BOULEVARD Northbound					NEWPORT PLACE DRIVE Eastbound					
Start Time	Right	Thru	Left	U turns	App. Total	Right	Thru	Left	U turns	App. Total	Right	Thru	Left	U turns	App. Total	Right	Thru	Left	U turns	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 18:15 - Peak 1 of 1 Peak Hour for Entire Intersection Begins at 17:00																					
17:00	12	241	19	3	275	24	32	137	0	193	67	203	11	1	282	70	60	36	2	168	918
17:15	6	189	12	2	209	23	25	174	0	222	57	203	8	1	269	58	33	29	3	123	823
17:30	13	249	6	2	270	20	19	159	0	198	71	222	9	0	302	43	22	12	1	78	848
17:45	16	229	9	3	257	22	13	142	0	177	78	166	7	0	251	23	26	15	0	64	749
Total Volume	47	908	46	10	1011	89	89	612	0	790	273	794	35	2	1104	194	141	92	6	433	3338
% App. Total	4.6	89.8	4.5	1		11.3	11.3	77.5	0		24.7	71.9	3.2	0.2		44.8	32.6	21.2	1.4		
PHF	.734	.912	.605	.833	.919	.927	.695	.879	.000	.890	.875	.894	.795	.500	.914	.693	.588	.639	.500	.644	.909



City: NEWPORT BEACH
N-S Direction: MACARTHUR BOULEVARD
E-W Direction: JAMBOREE ROAD

File Name : h1901024
Site Code : 00000000
Start Date : 2/27/2019
Page No : 1

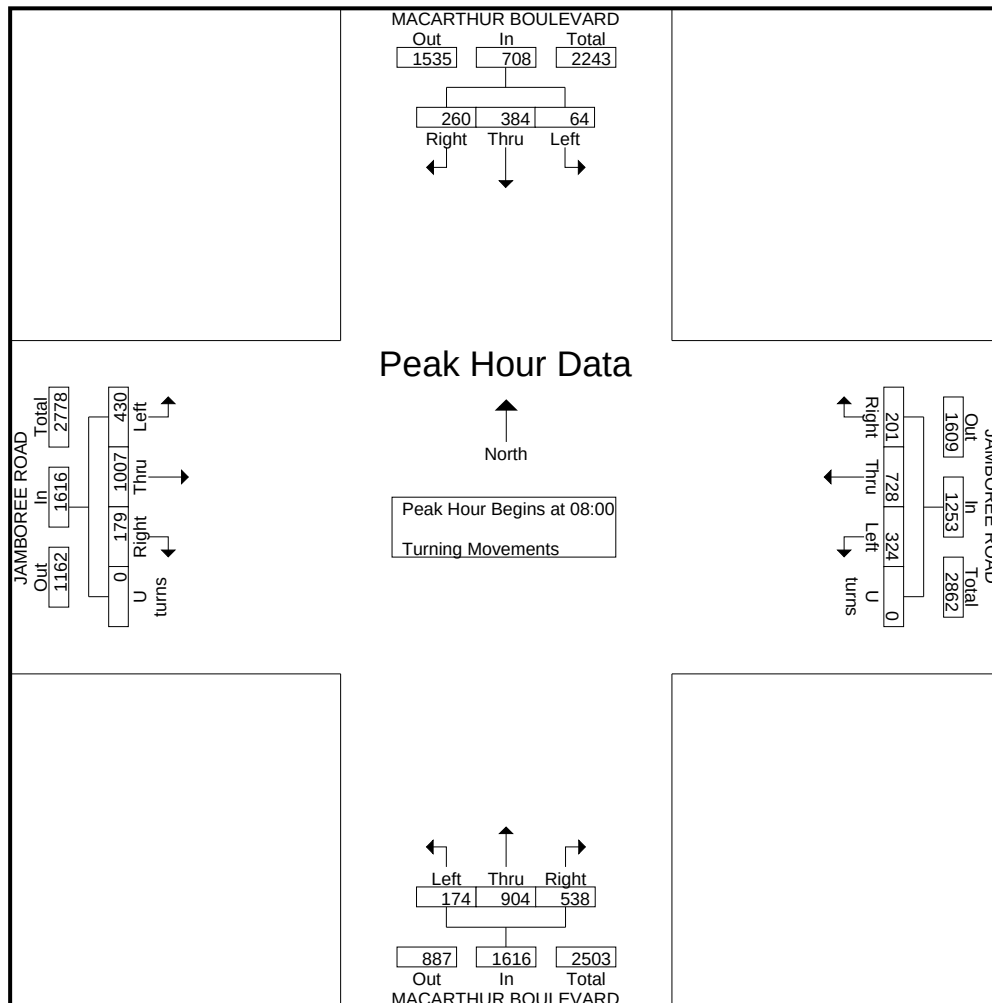
Groups Printed- Turning Movements

	MACARTHUR BOULEVARD Southbound			JAMBOREE ROAD Westbound				MACARTHUR BOULEVARD Northbound			JAMBOREE ROAD Eastbound				Int. Total
Start Time	Right	Thru	Left	Right	Thru	Left	U turns	Right	Thru	Left	Right	Thru	Left	U turns	
07:00	34	51	9	24	132	60	0	46	66	20	23	205	49	0	719
07:15	24	77	17	36	170	84	0	62	142	20	24	229	76	0	961
07:30	34	69	11	37	204	81	0	95	152	19	28	227	86	0	1043
07:45	34	118	11	44	207	95	0	126	261	33	49	244	75	0	1297
Total	126	315	48	141	713	320	0	329	621	92	124	905	286	0	4020
08:00	40	95	14	43	163	84	0	166	217	44	43	295	122	0	1326
08:15	38	104	12	51	204	87	0	138	234	30	46	252	120	0	1316
08:30	38	104	25	58	182	66	0	132	227	62	49	206	91	0	1240
08:45	144	81	13	49	179	87	0	102	226	38	41	254	97	0	1311
Total	260	384	64	201	728	324	0	538	904	174	179	1007	430	0	5193
16:30	84	290	33	41	230	116	0	93	122	42	11	329	58	0	1449
16:45	86	330	35	34	199	87	0	85	153	58	12	317	60	0	1456
Total	170	620	68	75	429	203	0	178	275	100	23	646	118	0	2905
17:00	105	291	53	39	270	125	0	75	159	73	15	233	66	0	1504
17:15	113	426	25	61	264	140	0	81	176	61	14	192	60	0	1613
17:30	83	392	38	64	261	100	0	71	176	66	9	197	62	0	1519
17:45	92	306	34	64	267	135	0	76	146	41	10	204	72	0	1447
Total	393	1415	150	228	1062	500	0	303	657	241	48	826	260	0	6083
18:00	97	311	36	31	235	111	0	82	159	37	10	164	52	0	1325
18:15	78	223	44	25	279	121	0	72	120	52	9	211	59	0	1293
Grand Total	1124	3268	410	701	3446	1579	0	1502	2736	696	393	3759	1205	0	20819
Apprch %	23.4	68.1	8.5	12.2	60.2	27.6	0	30.4	55.5	14.1	7.3	70.2	22.5	0	
Total %	5.4	15.7	2	3.4	16.6	7.6	0	7.2	13.1	3.3	1.9	18.1	5.8	0	

City: NEWPORT BEACH
N-S Direction: MACARTHUR BOULEVARD
E-W Direction: JAMBOREE ROAD

File Name : h1901024
Site Code : 00000000
Start Date : 2/27/2019
Page No : 2

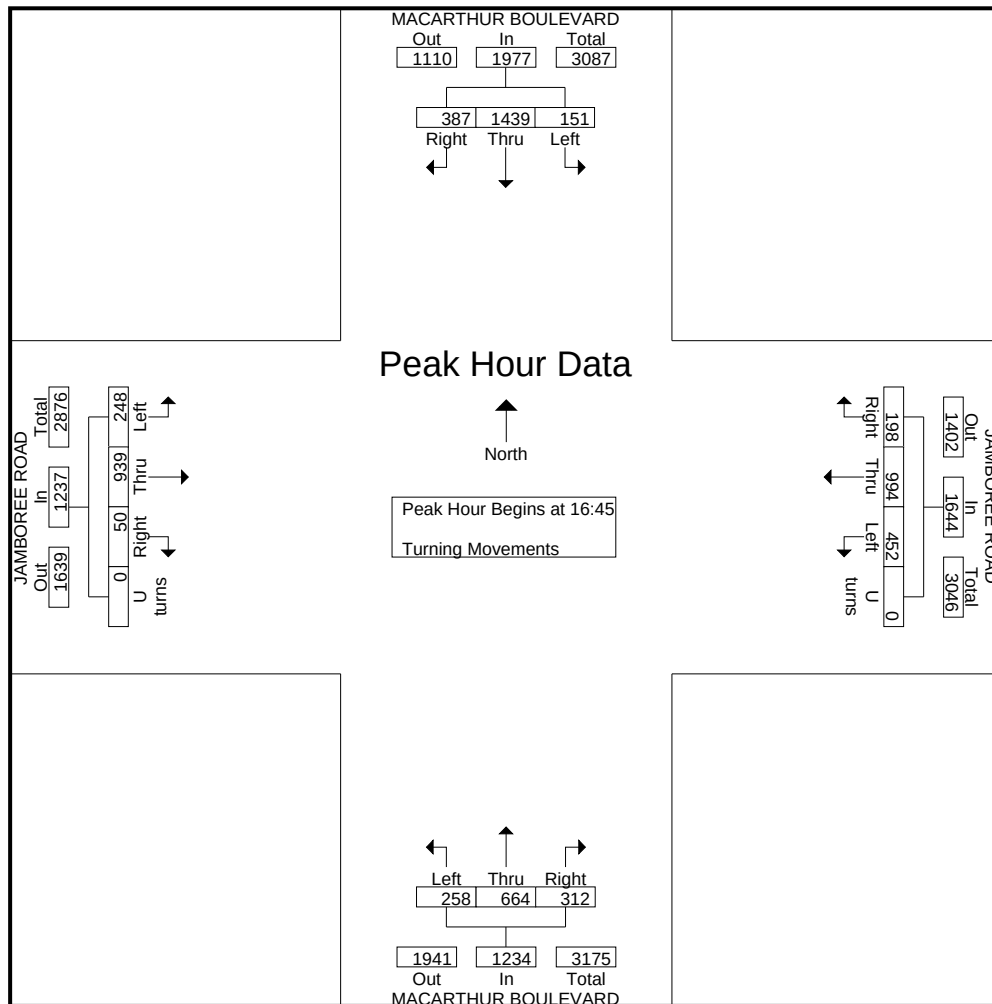
	MACARTHUR BOULEVARD Southbound				JAMBOREE ROAD Westbound					MACARTHUR BOULEVARD Northbound				JAMBOREE ROAD Eastbound					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	U turns	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	U turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 08:00																			
08:00	40	95	14	149	43	163	84	0	290	166	217	44	427	43	295	122	0	460	1326
08:15	38	104	12	154	51	204	87	0	342	138	234	30	402	46	252	120	0	418	1316
08:30	38	104	25	167	58	182	66	0	306	132	227	62	421	49	206	91	0	346	1240
08:45	144	81	13	238	49	179	87	0	315	102	226	38	366	41	254	97	0	392	1311
Total Volume	260	384	64	708	201	728	324	0	1253	538	904	174	1616	179	1007	430	0	1616	5193
% App. Total																			
PHF	.451	.923	.640	.744	.866	.892	.931	.000	.916	.810	.966	.702	.946	.913	.853	.881	.000	.878	.979



City: NEWPORT BEACH
N-S Direction: MACARTHUR BOULEVARD
E-W Direction: JAMBOREE ROAD

File Name : h1901024
Site Code : 00000000
Start Date : 2/27/2019
Page No : 3

	MACARTHUR BOULEVARD Southbound				JAMBOREE ROAD Westbound					MACARTHUR BOULEVARD Northbound				JAMBOREE ROAD Eastbound					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	U turns	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	U turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 18:15 - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 16:45																			
16:45	86	330	35	451	34	199	87	0	320	85	153	58	296	12	317	60	0	389	1456
17:00	105	291	53	449	39	270	125	0	434	75	159	73	307	15	233	66	0	314	1504
17:15	113	426	25	564	61	264	140	0	465	81	176	61	318	14	192	60	0	266	1613
17:30	83	392	38	513	64	261	100	0	425	71	176	66	313	9	197	62	0	268	1519
Total Volume	387	1439	151	1977	198	994	452	0	1644	312	664	258	1234	50	939	248	0	1237	6092
% App. Total																			
PHF	.856	.844	.712	.876	.773	.920	.807	.000	.884	.918	.943	.884	.970	.833	.741	.939	.000	.795	.944



City: NEWPORT BEACH
N-S Direction: MACARTHUR BOULEVARD
E-W Direction: BISON AVENUE

File Name : H1803060
Site Code : 00000000
Start Date : 5/1/2018
Page No : 1

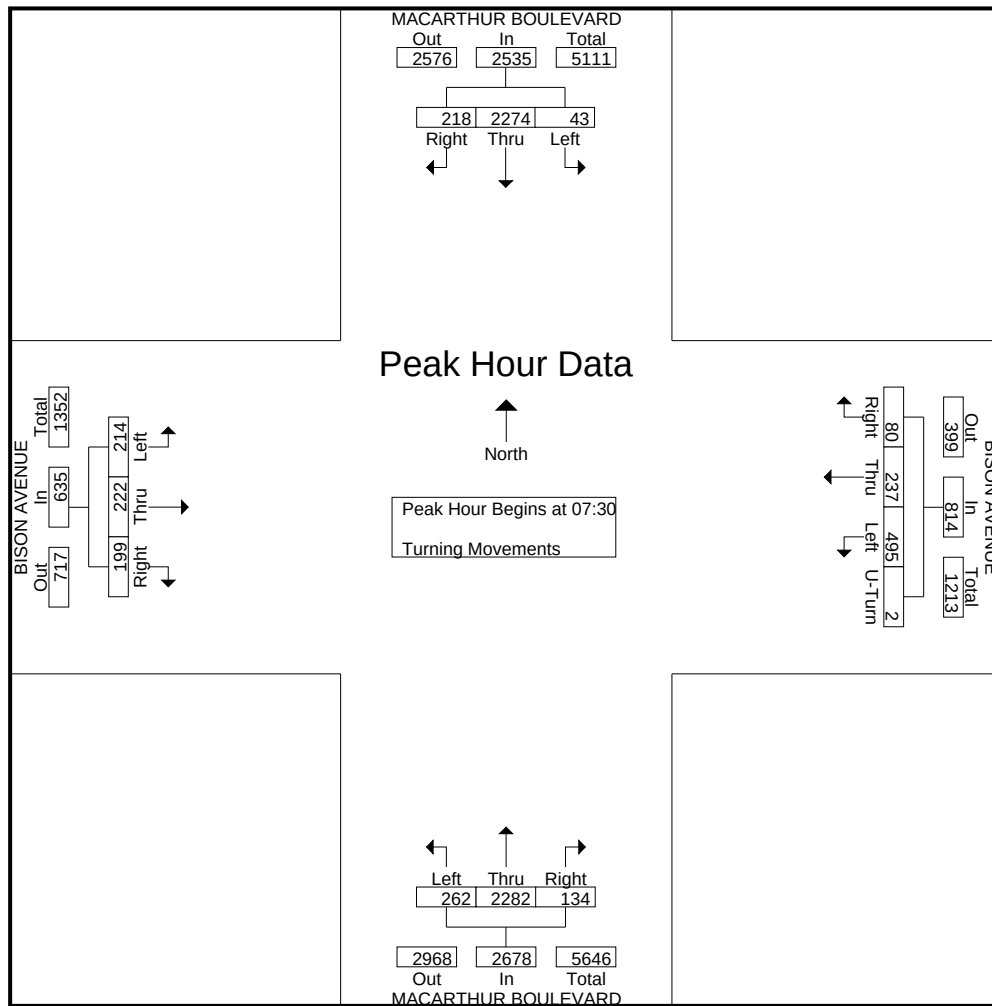
Groups Printed- Turning Movements

	MACARTHUR BOULEVARD Southbound			BISON AVENUE Westbound				MACARTHUR BOULEVARD Northbound			BISON AVENUE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	U-Turn	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00	46	503	4	12	40	112	1	30	311	18	33	29	23	1162
07:15	58	537	9	19	33	65	0	32	468	31	27	25	26	1330
07:30	62	587	9	21	52	105	1	35	542	78	42	56	59	1649
07:45	62	536	13	13	60	152	0	33	592	68	67	58	68	1722
Total	228	2163	35	65	185	434	2	130	1913	195	169	168	176	5863
08:00	46	593	12	20	64	100	1	35	600	54	46	59	44	1674
08:15	48	558	9	26	61	138	0	31	548	62	44	49	43	1617
08:30	50	607	4	22	49	93	1	32	542	58	41	40	42	1581
08:45	60	572	18	25	48	141	0	32	568	45	59	43	36	1647
Total	204	2330	43	93	222	472	2	130	2258	219	190	191	165	6519
*** BREAK ***														
16:30	68	505	25	26	48	47	0	16	548	39	41	52	54	1469
16:45	85	549	38	21	51	45	0	27	542	41	48	36	47	1530
Total	153	1054	63	47	99	92	0	43	1090	80	89	88	101	2999
17:00	52	659	41	32	66	74	1	30	575	40	57	58	54	1739
17:15	75	580	37	29	50	62	3	32	570	35	51	62	47	1633
17:30	50	628	41	25	47	44	1	40	580	30	56	42	34	1618
17:45	49	583	38	23	52	71	1	38	590	37	41	48	53	1624
Total	226	2450	157	109	215	251	6	140	2315	142	205	210	188	6614
18:00	54	567	29	28	56	73	4	30	575	40	49	34	45	1584
18:15	42	567	41	19	53	50	1	32	540	48	31	45	46	1515
Grand Total	907	9131	368	361	830	1372	15	505	8691	724	733	736	721	25094
Apprch %	8.7	87.7	3.5	14	32.2	53.2	0.6	5.1	87.6	7.3	33.5	33.6	32.9	
Total %	3.6	36.4	1.5	1.4	3.3	5.5	0.1	2	34.6	2.9	2.9	2.9	2.9	

City: NEWPORT BEACH
N-S Direction: MACARTHUR BOULEVARD
E-W Direction: BISON AVENUE

File Name : H1803060
Site Code : 00000000
Start Date : 5/1/2018
Page No : 2

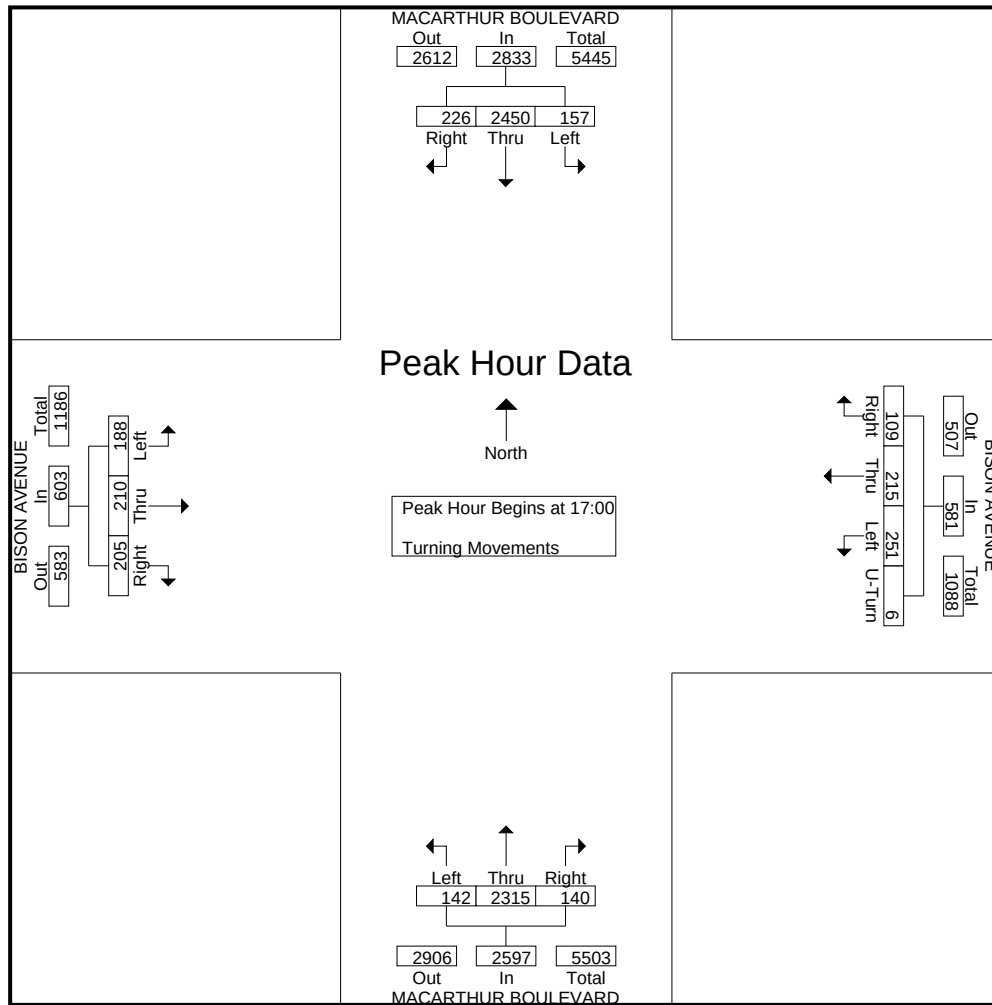
	MACARTHUR BOULEVARD Southbound				BISON AVENUE Westbound					MACARTHUR BOULEVARD Northbound				BISON AVENUE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:30																		
07:30	62	587	9	658	21	52	105	1	179	35		78						
07:45	62	536	13	611	13	60	152	0	225	33	592	68	693	67	58	68	193	1722
08:00	46	593	12	651	20	64	100	1	185	35	600	54	689	46	59	44	149	1674
08:15	48	558	9	615	26	61	138	0	225	31	548	62	641	44	49	43	136	1617
Total Volume	218	2274	43	2535	80	237	495	2	814	134	2282	262	2678	199	222	214	635	6662
% App. Total	8.6	89.7	1.7		9.8	29.1	60.8	0.2		5	85.2	9.8		31.3	35	33.7		
PHF	.879	.959	.827	.963	.769	.926	.814	.500	.904	.957	.951	.840	.966	.743	.941	.787	.823	.967



City: NEWPORT BEACH
N-S Direction: MACARTHUR BOULEVARD
E-W Direction: BISON AVENUE

File Name : H1803060
Site Code : 00000000
Start Date : 5/1/2018
Page No : 3

	MACARTHUR BOULEVARD Southbound				BISON AVENUE Westbound					MACARTHUR BOULEVARD Northbound				BISON AVENUE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 17:00																		
17:00	52	659	41	752	32	66	74	1	173	30	575	40	637	57	58	54	169	1739
17:15	75	580	37	692	29	50	62	3	144	32	570	35	637	51	62	47	160	1633
17:30	50	628	41	719	25	47	44	1	117	40								
17:45	49	583	38	670	23	52	71	1	147	38	590	37	665	41	48	53	142	1624
Total Volume	226	2450	157	2833	109	215	251	6	581	140	2315	142	2597	205	210	188	603	6614
% App. Total	8	86.5	5.5		18.8	37	43.2	1		5.4	89.1	5.5		34	34.8	31.2		
PHF	.753	.929	.957	.942	.852	.814	.848	.500	.840	.875	.981	.888	.976	.899	.847	.870	.892	.951



City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: CAMPUS DRIVE

File Name : H1901029
Site Code : 00000000
Start Date : 2/27/2019
Page No : 1

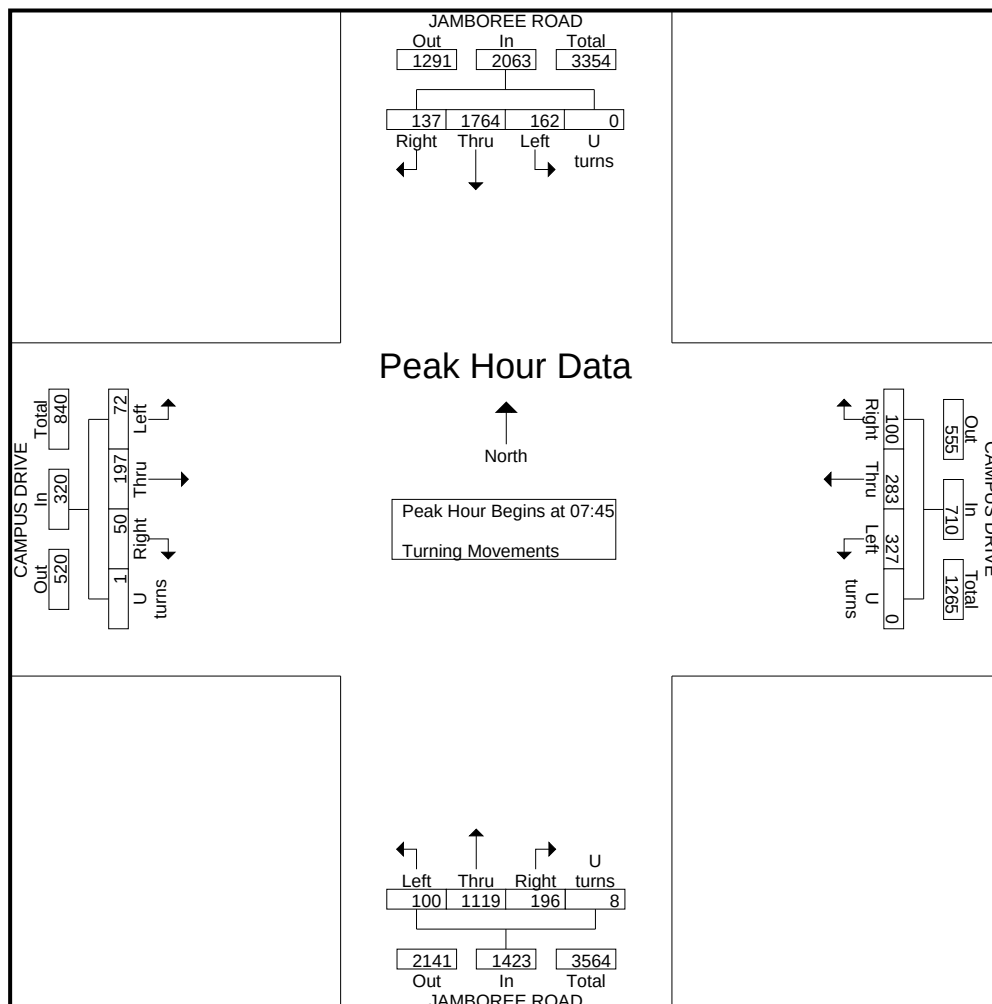
Groups Printed- Turning Movements

	JAMBOREE ROAD Southbound				CAMPUS DRIVE Westbound				JAMBOREE ROAD Northbound				CAMPUS DRIVE Eastbound				
Start Time	Right	Thru	Left	U turns	Right	Thru	Left	U turns	Right	Thru	Left	U turns	Right	Thru	Left	U turns	Int. Total
07:00	25	336	67	0	9	19	20	0	18	161	15	2	8	27	8	0	715
07:15	26	360	32	1	22	38	46	0	11	212	15	1	5	36	10	0	815
07:30	35	477	33	0	18	38	67	0	33	246	15	2	6	44	18	0	1032
07:45	33	476	35	0	30	80	83	0	43	272	33	0	20	41	15	0	1161
Total	119	1649	167	1	79	175	216	0	105	891	78	5	39	148	51	0	3723
08:00	38	398	37	0	28	77	67	0	61	275	15	1	15	51	17	0	1080
08:15	28	462	45	0	25	50	92	0	53	277	31	5	5	49	13	0	1135
08:30	38	428	45	0	17	76	85	0	39	295	21	2	10	56	27	1	1140
08:45	34	431	45	0	27	93	73	0	37	290	22	0	8	48	15	1	1124
Total	138	1719	172	0	97	296	317	0	190	1137	89	8	38	204	72	2	4479
16:30	31	336	36	1	40	67	32	0	106	403	14	4	24	95	69	0	1258
16:45	30	250	31	1	24	71	40	0	80	395	15	0	25	110	35	0	1107
Total	61	586	67	2	64	138	72	0	186	798	29	4	49	205	104	0	2365
17:00	30	310	45	0	35	95	50	0	128	247	8	0	58	192	67	0	1265
17:15	47	366	57	0	43	84	55	0	110	240	24	0	51	116	38	1	1232
17:30	31	320	52	0	33	82	60	0	94	220	30	1	43	143	26	4	1139
17:45	35	347	29	0	41	73	36	1	150	434	9	1	40	135	39	0	1370
Total	143	1343	183	0	152	334	201	1	482	1141	71	2	192	586	170	5	5006
18:00	29	290	37	0	40	50	29	0	116	353	13	1	37	115	43	1	1154
18:15	34	257	31	0	42	79	38	0	84	330	9	0	21	92	36	2	1055
Grand Total	524	5844	657	3	474	1072	873	1	1163	4650	289	20	376	1350	476	10	17782
Apprch %	7.5	83.2	9.3	0	19.6	44.3	36.1	0	19	76	4.7	0.3	17	61	21.5	0.5	
Total %	2.9	32.9	3.7	0	2.7	6	4.9	0	6.5	26.2	1.6	0.1	2.1	7.6	2.7	0.1	

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: CAMPUS DRIVE

File Name : H1901029
Site Code : 00000000
Start Date : 2/27/2019
Page No : 2

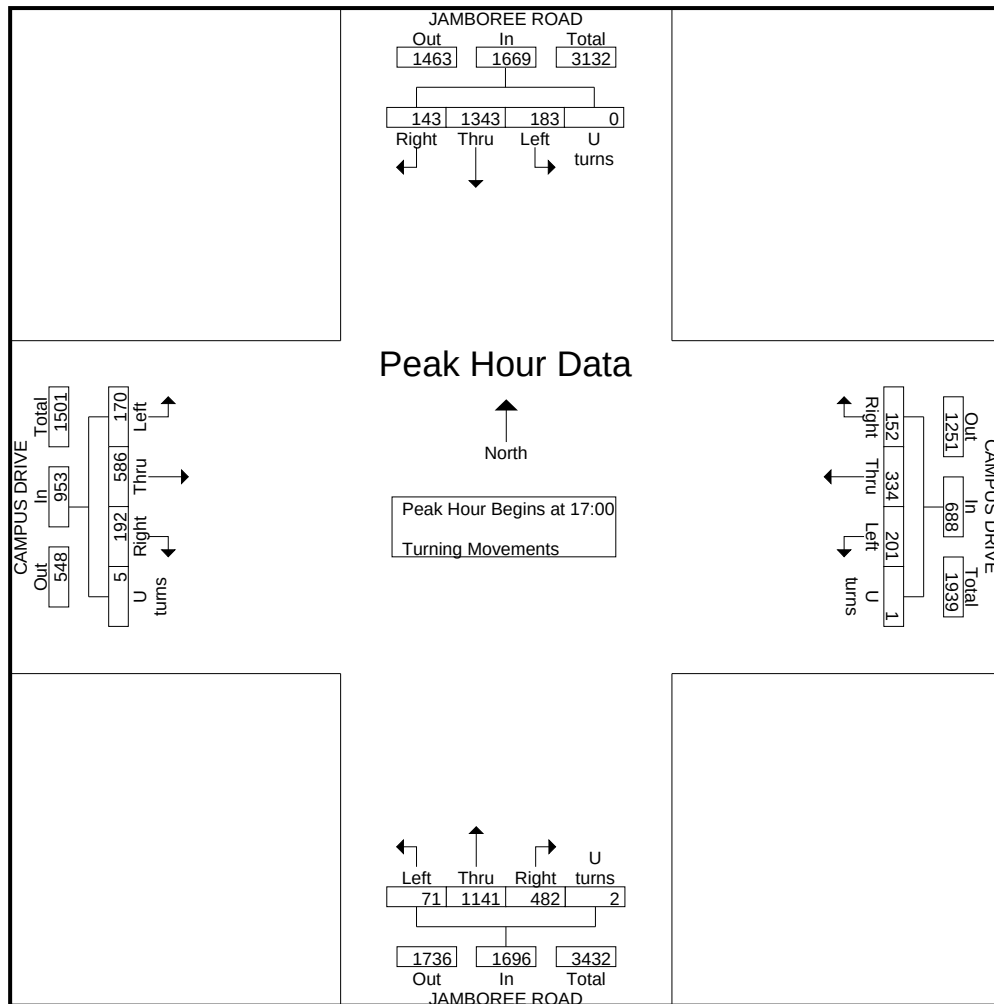
	JAMBOREE ROAD Southbound					CAMPUS DRIVE Westbound					JAMBOREE ROAD Northbound					CAMPUS DRIVE Eastbound					
Start Time	Right	Thru	Left	U turns	App. Total	Right	Thru	Left	U turns	App. Total	Right	Thru	Left	U turns	App. Total	Right	Thru	Left	U turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	33	476	35	0	544	30	80	83	0	193	43	272	33	0	348	20	41	15	0	76	1161
08:00	38	398	37	0	473	28	77	67	0	172	61	275	15	1	352	15	51	17	0	83	1080
08:15	28	462	45	0	535	25	50	92	0	167	53	277	31	5	366	5	49	13	0	67	1135
08:30	38	428	45	0	511	17	76	85	0	178	39	295	21	2	357	10	56	27	1	94	1140
Total Volume	137	1764	162	0	2063	100	283	327	0	710	196	1119	100	8	1423	50	197	72	1	320	4516
% App. Total	6.6	85.5	7.9	0		14.1	39.9	46.1	0		13.8	78.6	7	0.6		15.6	61.6	22.5	0.3		
PHF	.901	.926	.900	.000	.948	.833	.884	.889	.000	.920	.803	.948	.758	.400	.972	.625	.879	.667	.250	.851	.972



City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: CAMPUS DRIVE

File Name : H1901029
Site Code : 00000000
Start Date : 2/27/2019
Page No : 3

	JAMBOREE ROAD Southbound					CAMPUS DRIVE Westbound					JAMBOREE ROAD Northbound					CAMPUS DRIVE Eastbound					
Start Time	Right	Thru	Left	U turns	App. Total	Right	Thru	Left	U turns	App. Total	Right	Thru	Left	U turns	App. Total	Right	Thru	Left	U turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 18:15 - Peak 1 of 1 Peak Hour for Entire Intersection Begins at 17:00																					
17:00	30	310	45	0	385	35	95	50	0	180	128	247	8	0	383	58	192	67	0	317	1265
17:15	47	366	57	0	470	43	84	55	0	182	110	240	24	0	374	51	116	38	1	206	1232
17:30	31	320	52	0	403	33	82	60	0	175	94	220	30	1	345	43	143	26	4	216	1139
17:45	35	347	29	0	411	41	73	36	1	151	150	434	9	1	594	40	135	39	0	214	1370
Total Volume	143	1343	183	0	1669	152	334	201	1	688	482	1141	71	2	1696	192	586	170	5	953	5006
% App. Total	8.6	80.5	11	0		22.1	48.5	29.2	0.1		28.4	67.3	4.2	0.1		20.1	61.5	17.8	0.5		
PHF	.761	.917	.803	.000	.888	.884	.879	.838	.250	.945	.803	.657	.592	.500	.714	.828	.763	.634	.313	.752	.914



City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: N. BRISTOL STREET

File Name : H1901008
Site Code : 00000000
Start Date : 1/23/2019
Page No : 1

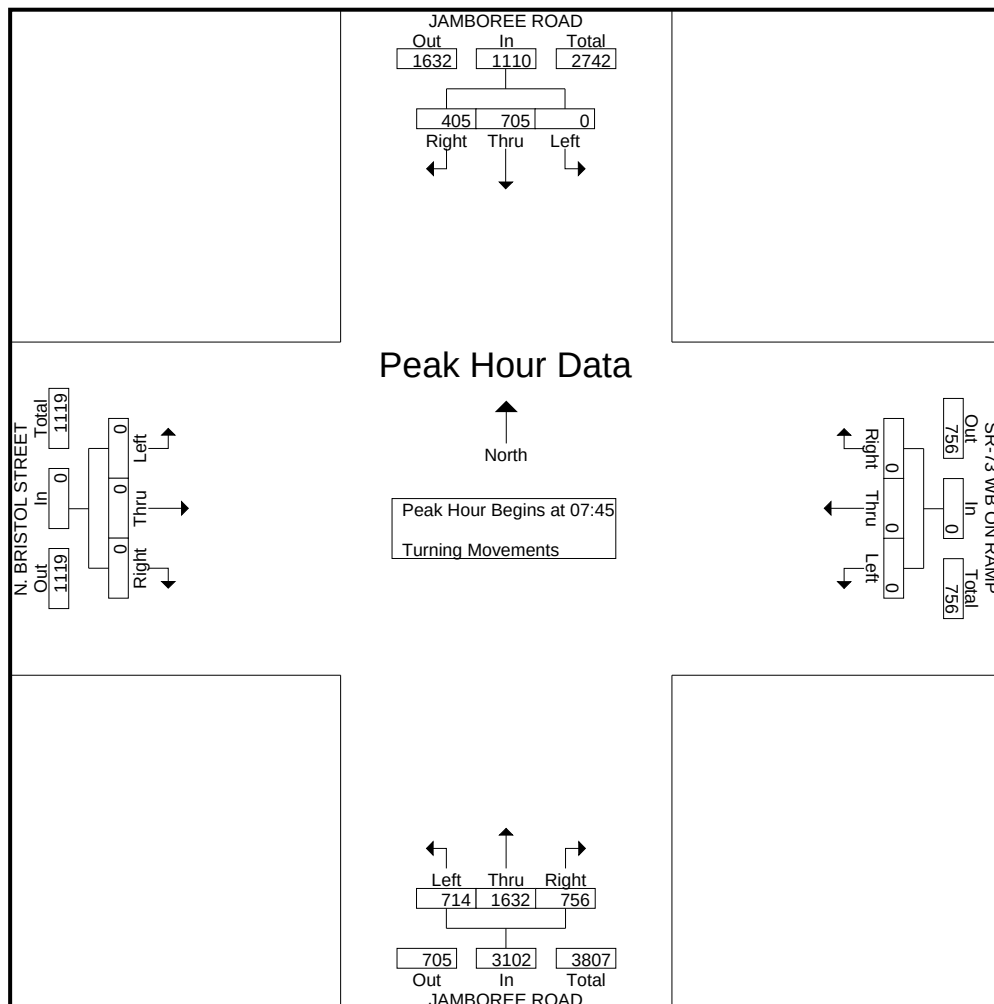
Groups Printed- Turning Movements

	JAMBOREE ROAD Southbound			SR-73 WB ON RAMP Westbound			JAMBOREE ROAD Northbound			N. BRISTOL STREET Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00	46	118	0	0	0	0	115	255	91	0	0	0	625
07:15	59	150	0	0	0	0	129	314	99	0	0	0	751
07:30	72	174	0	0	0	0	142	355	110	0	0	0	853
07:45	85	180	0	0	0	0	210	405	175	0	0	0	1055
Total	262	622	0	0	0	0	596	1329	475	0	0	0	3284
08:00	97	166	0	0	0	0	170	386	147	0	0	0	966
08:15	120	180	0	0	0	0	199	453	201	0	0	0	1153
08:30	103	179	0	0	0	0	177	388	191	0	0	0	1038
08:45	103	180	0	0	0	0	150	374	183	0	0	0	990
Total	423	705	0	0	0	0	696	1601	722	0	0	0	4147
16:30	171	172	0	0	0	0	165	377	167	0	0	0	1052
16:45	177	207	0	0	0	0	207	411	191	0	0	0	1193
Total	348	379	0	0	0	0	372	788	358	0	0	0	2245
17:00	213	234	0	0	0	0	209	325	189	0	0	0	1170
17:15	180	285	0	0	0	0	247	357	181	0	0	0	1250
17:30	161	278	0	0	0	0	226	254	131	0	0	0	1050
17:45	158	206	0	0	0	0	237	240	154	0	0	0	995
Total	712	1003	0	0	0	0	919	1176	655	0	0	0	4465
18:00	174	239	0	0	0	0	192	305	124	0	0	0	1034
18:15	133	209	0	0	0	0	189	272	126	0	0	0	929
Grand Total	2052	3157	0	0	0	0	2964	5471	2460	0	0	0	16104
Apprch %	39.4	60.6	0	0	0	0	27.2	50.2	22.6	0	0	0	
Total %	12.7	19.6	0	0	0	0	18.4	34	15.3	0	0	0	

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: N. BRISTOL STREET

File Name : H1901008
Site Code : 00000000
Start Date : 1/23/2019
Page No : 2

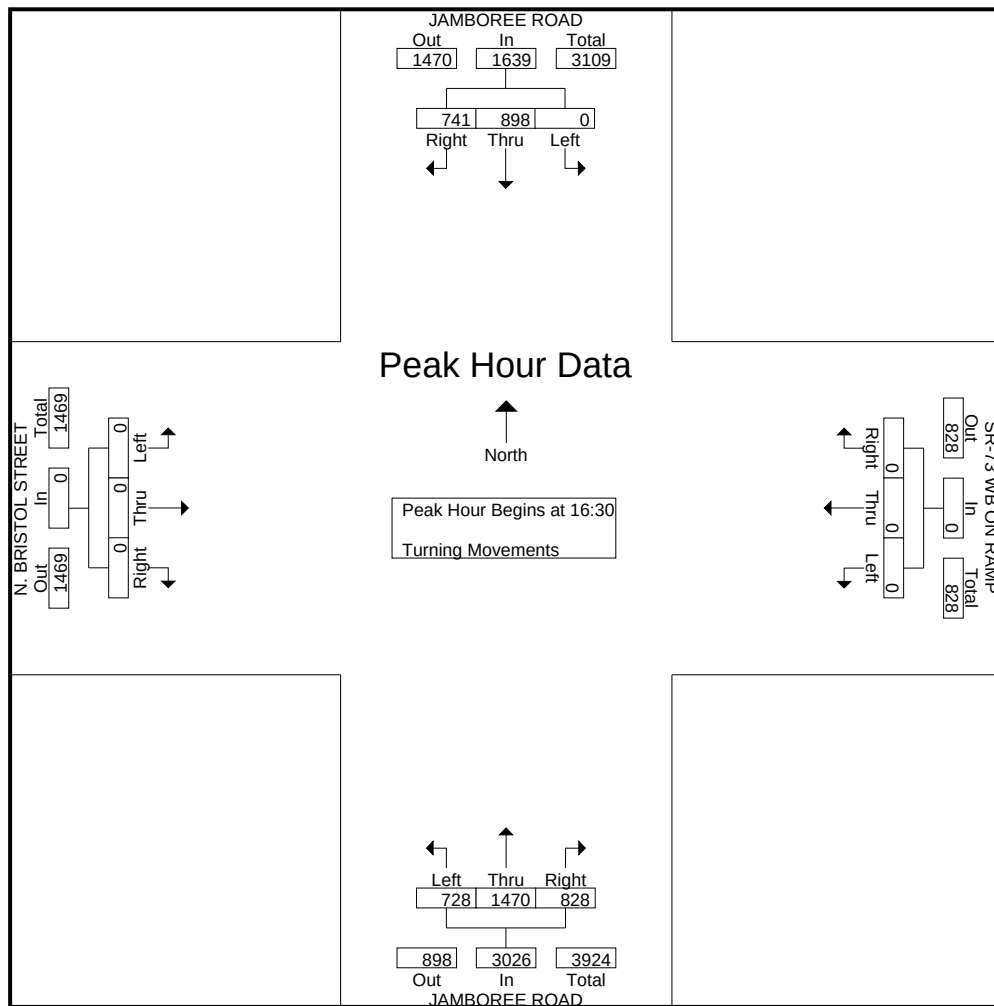
	JAMBOREE ROAD Southbound				SR-73 WB ON RAMP Westbound				JAMBOREE ROAD Northbound				N. BRISTOL STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	85	180	0	265	0	0	0	0	210	405	175	790	0	0	0	0	1055
08:00	97	166	0	263	0	0	0	0	170	386	147	703	0	0	0	0	966
08:15	120	180	0	300	0	0	0	0	199	453	201	853	0	0	0	0	1153
08:30	103	179	0	282	0	0	0	0	177	388	191	756	0	0	0	0	1038
Total Volume	405	705	0	1110	0	0	0	0	756	1632	714	3102	0	0	0	0	4212
% App. Total	36.5	63.5	0		0	0	0		24.4	52.6	23		0	0	0		
PHF	.844	.979	.000	.925	.000	.000	.000	.000	.900	.901	.888	.909	.000	.000	.000	.000	.913



City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: N. BRISTOL STREET

File Name : H1901008
Site Code : 00000000
Start Date : 1/23/2019
Page No : 3

	JAMBOREE ROAD Southbound				SR-73 WB ON RAMP Westbound				JAMBOREE ROAD Northbound				N. BRISTOL STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	171	172	0	343	0	0	0	0	165	377	167	709	0	0	0	0	1052
16:45	177	207	0	384	0	0	0	0	207	411	191	809	0	0	0	0	1193
17:00	213	234	0	447	0	0	0	0	209	325	189	723	0	0	0	0	1170
17:15	180	285	0	465	0	0	0	0	247	357	181	785	0	0	0	0	1250
Total Volume	741	898	0	1639	0	0	0	0	828	1470	728	3026	0	0	0	0	4665
% App. Total	45.2	54.8	0		0	0	0		27.4	48.6	24.1		0	0	0		
PHF	.870	.788	.000	.881	.000	.000	.000	.000	.838	.894	.953	.935	.000	.000	.000	.000	.933



City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: S. BRISTOL STREET

File Name : h1901005
Site Code : 00000000
Start Date : 1/23/2019
Page No : 1

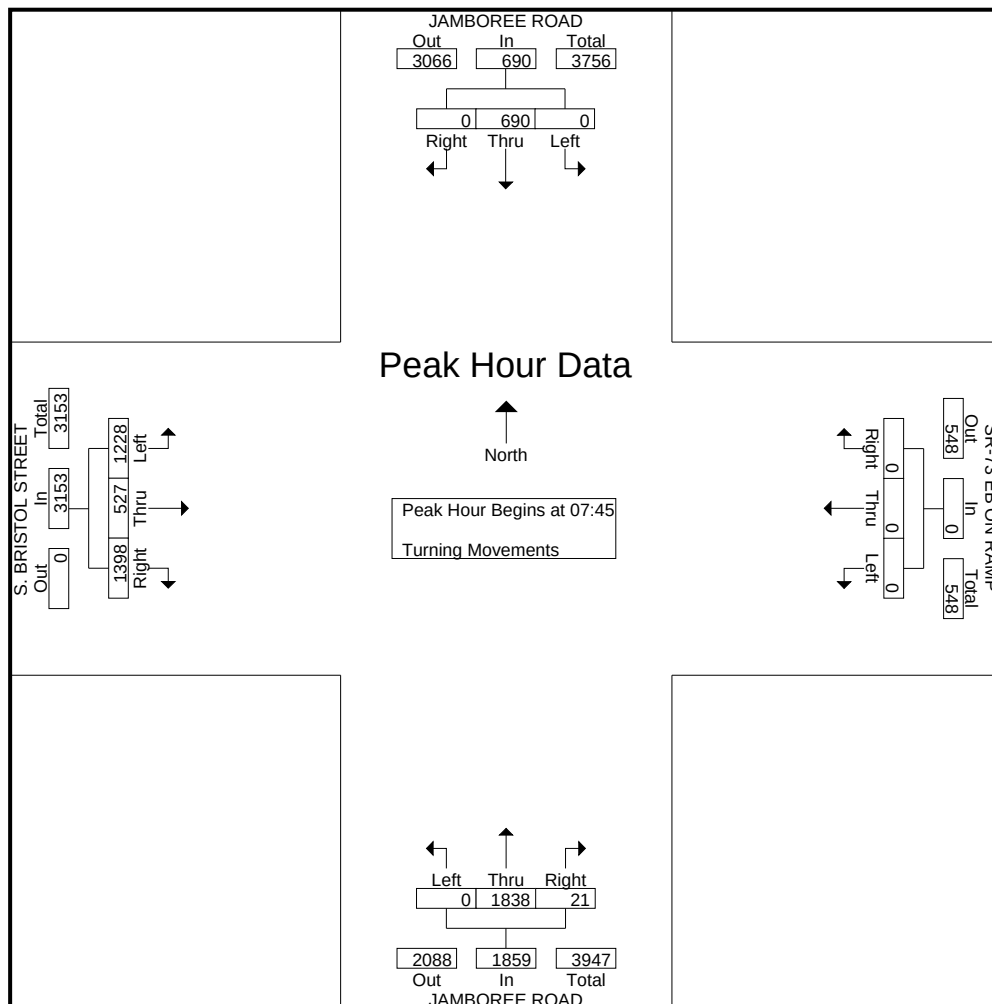
Groups Printed- Turning Movements

	JAMBOREE ROAD Southbound			SR-73 EB ON RAMP Westbound			JAMBOREE ROAD Northbound			S. BRISTOL STREET Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00	0	114	0	0	0	0	1	284	0	279	61	177	916
07:15	0	146	0	0	0	0	3	289	0	346	71	249	1104
07:30	0	171	0	0	0	0	0	323	0	384	102	272	1252
07:45	0	180	0	0	0	0	1	487	0	358	119	295	1440
Total	0	611	0	0	0	0	5	1383	0	1367	353	993	4712
08:00	0	169	0	0	0	0	3	415	0	351	131	311	1380
08:15	0	190	0	0	0	0	8	460	0	359	115	323	1455
08:30	0	151	0	0	0	0	9	476	0	330	162	299	1427
08:45	0	192	0	0	0	0	11	432	0	365	132	290	1422
Total	0	702	0	0	0	0	31	1783	0	1405	540	1223	5684
16:30	0	185	0	0	0	0	16	485	0	256	175	207	1324
16:45	0	180	0	0	0	0	19	525	0	278	201	267	1470
Total	0	365	0	0	0	0	35	1010	0	534	376	474	2794
17:00	0	247	0	0	0	0	20	435	0	267	211	279	1459
17:15	0	293	0	0	0	0	26	439	0	223	216	228	1425
17:30	0	244	0	0	0	0	11	421	0	261	232	187	1356
17:45	0	243	0	0	0	0	15	445	0	218	142	176	1239
Total	0	1027	0	0	0	0	72	1740	0	969	801	870	5479
18:00	0	233	0	0	0	0	14	421	0	254	192	193	1307
18:15	0	203	0	0	0	0	12	431	0	248	155	148	1197
Grand Total	0	3141	0	0	0	0	169	6768	0	4777	2417	3901	21173
Apprch %	0	100	0	0	0	0	2.4	97.6	0	43.1	21.8	35.2	
Total %	0	14.8	0	0	0	0	0.8	32	0	22.6	11.4	18.4	

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: S. BRISTOL STREET

File Name : h1901005
Site Code : 00000000
Start Date : 1/23/2019
Page No : 2

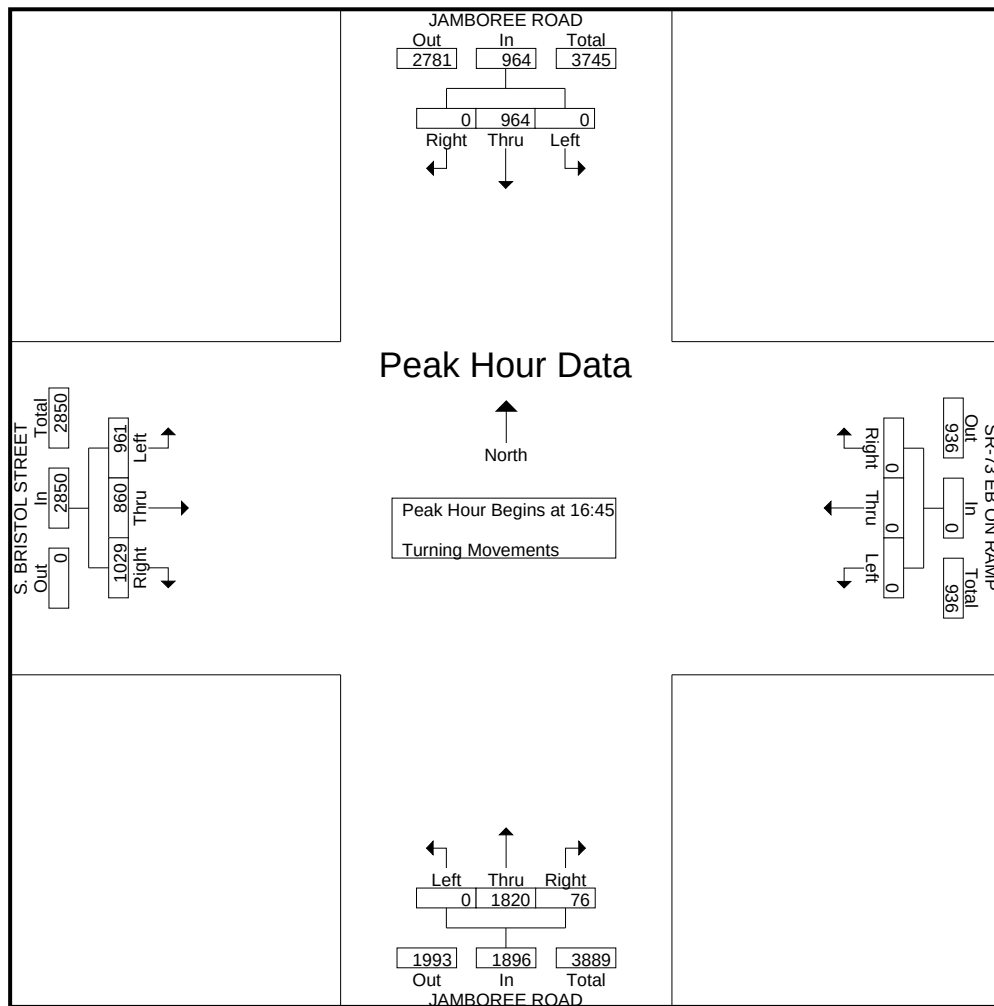
	JAMBOREE ROAD Southbound				SR-73 EB ON RAMP Westbound				JAMBOREE ROAD Northbound				S. BRISTOL STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	0	180	0	180	0	0	0	0	1	487	0	488	358	119	295	772	1440
08:00	0	169	0	169	0	0	0	0	3	415	0	418	351	131	311	793	1380
08:15	0	190	0	190	0	0	0	0	8	460	0	468	359	115	323	797	1455
08:30	0	151	0	151	0	0	0	0	9	476	0	485	330	162	299	791	1427
Total Volume	0	690	0	690	0	0	0	0	21	1838	0	1859	1398	527	1228	3153	5702
% App. Total	0	100	0		0	0	0		1.1	98.9	0		44.3	16.7	38.9		
PHF	.000	.908	.000	.908	.000	.000	.000	.000	.583	.944	.000	.952	.974	.813	.950	.989	.980



City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: S. BRISTOL STREET

File Name : h1901005
Site Code : 00000000
Start Date : 1/23/2019
Page No : 3

	JAMBOREE ROAD Southbound				SR-73 EB ON RAMP Westbound				JAMBOREE ROAD Northbound				S. BRISTOL STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	0	180	0	180	0	0	0	0	19	525	0	544	278	201	267	746	1470
17:00	0	247	0	247	0	0	0	0	20	435	0	455	267	211	279	757	1459
17:15	0	293	0	293	0	0	0	0	26	439	0	465	223	216	228	667	1425
17:30	0	244	0	244	0	0	0	0	11	421	0	432	261	232	187	680	1356
Total Volume	0	964	0	964	0	0	0	0	76	1820	0	1896	1029	860	961	2850	5710
% App. Total	0	100	0		0	0	0		4	96	0		36.1	30.2	33.7		
PHF	.000	.823	.000	.823	.000	.000	.000	.000	.731	.867	.000	.871	.925	.927	.861	.941	.971



City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: EASTBLUFF DRIVE

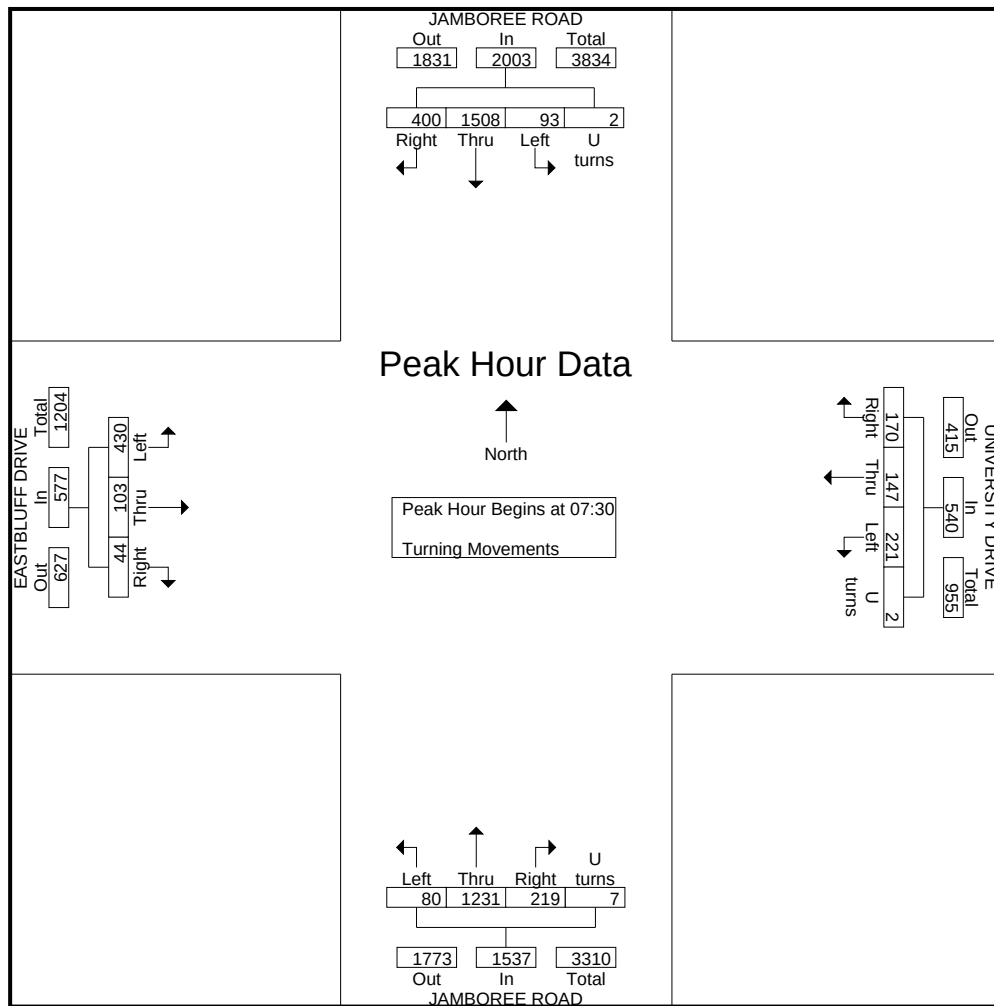
File Name : H1901022
Site Code : 00000000
Start Date : 2/27/2019
Page No : 1

Groups Printed- Turning Movements

	JAMBOREE ROAD Southbound				UNIVERSITY DRIVE Westbound				JAMBOREE ROAD Northbound				EASTBLUFF DRIVE Eastbound			
Start Time	Right	Thru	Left	U turns	Right	Thru	Left	U turns	Right	Thru	Left	U turns	Right	Thru	Left	Int. Total
07:00	52	332	10	0	21	13	31	0	25	188	0	0	3	14	60	749
07:15	89	342	17	0	29	27	35	0	25	231	4	1	4	17	62	883
07:30	135	401	21	1	38	61	35	0	61	257	30	0	7	25	102	1174
07:45	97	397	26	0	38	46	52	0	63	298	33	2	24	34	130	1240
Total	373	1472	74	1	126	147	153	0	174	974	67	3	38	90	354	4046
08:00	92	345	23	1	44	20	64	0	43	345	7	4	7	29	113	1137
08:15	76	365	23	0	50	20	70	2	52	331	10	1	6	15	85	1106
08:30	59	416	29	1	34	22	47	0	36	318	2	0	5	37	99	1105
08:45	67	422	35	1	44	10	59	0	34	307	1	2	3	20	91	1096
Total	294	1548	110	3	172	72	240	2	165	1301	20	7	21	101	388	4444
16:30	75	262	22	0	28	21	36	0	63	309	8	1	2	23	56	906
16:45	122	372	34	0	37	30	54	0	48	385	10	3	5	18	48	1166
Total	197	634	56	0	65	51	90	0	111	694	18	4	7	41	104	2072
17:00	83	319	36	0	35	28	59	1	53	355	12	6	4	22	68	1081
17:15	132	443	43	0	27	27	55	1	58	386	5	1	5	22	51	1256
17:30	86	351	28	1	37	26	68	0	48	372	7	2	7	28	48	1109
17:45	86	402	53	1	33	18	62	0	45	338	6	1	2	25	58	1130
Total	387	1515	160	2	132	99	244	2	204	1451	30	10	18	97	225	4576
18:00	97	349	45	1	42	20	60	1	48	314	7	0	6	22	54	1066
18:15	75	319	45	3	37	20	54	0	53	311	7	3	0	19	46	992
Grand Total	1423	5837	490	10	574	409	841	5	755	5045	149	27	90	370	1171	17196
Apprch %	18.3	75.2	6.3	0.1	31.4	22.4	46	0.3	12.6	84.4	2.5	0.5	5.5	22.7	71.8	
Total %	8.3	33.9	2.8	0.1	3.3	2.4	4.9	0	4.4	29.3	0.9	0.2	0.5	2.2	6.8	

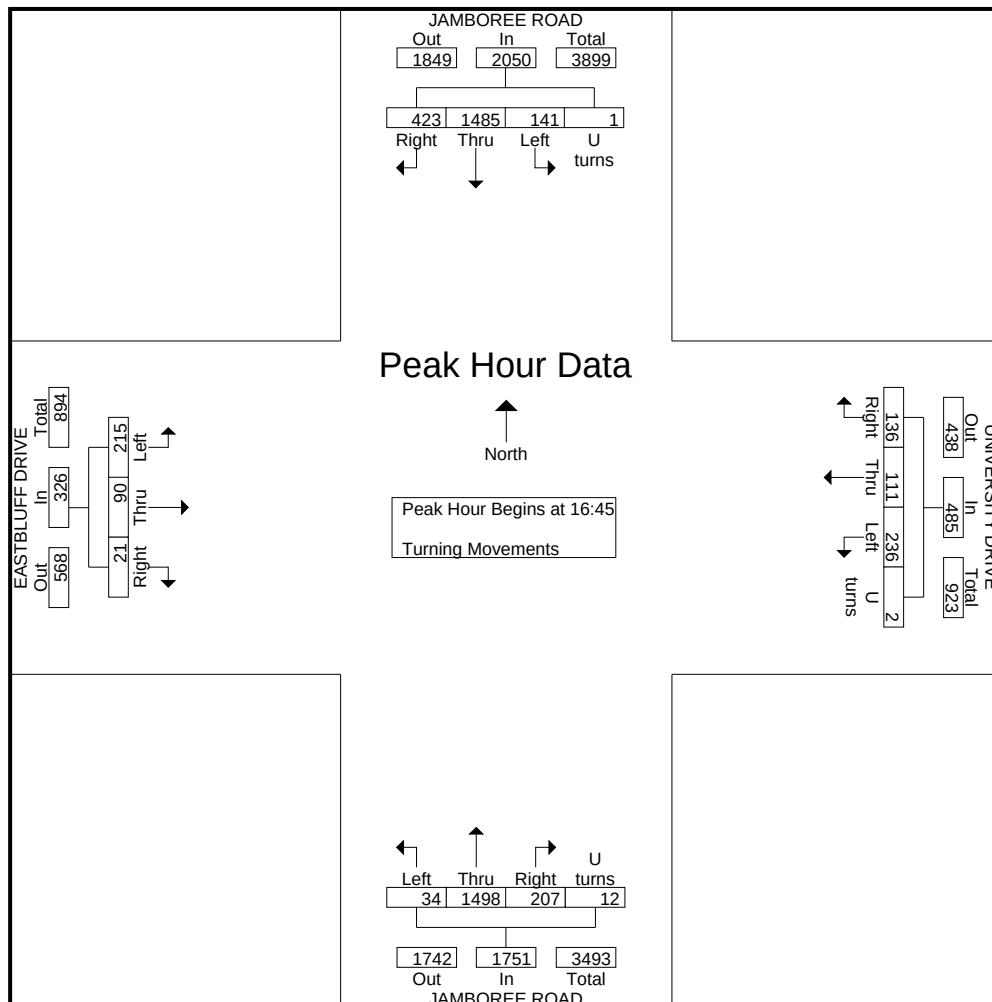
File Name : H1901022
Site Code : 00000000
Start Date : 2/27/2019
Page No : 2

	JAMBOREE ROAD Southbound					UNIVERSITY DRIVE Westbound					JAMBOREE ROAD Northbound					EASTBLUFF DRIVE Eastbound					
Start Time	Right	Thru	Left	U turns	App. Total	Right	Thru	Left	U turns	App. Total	Right	Thru	Left	U turns	App. Total	Right	Thru	Left	App. Total	Int. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	135	401	21	1	558	38	61	35	0	134	61	257	30	0	348	7	25	102	134	1174	
07:45	97	397	26	0	520	38	46	52	0	136	63	298	33	2	396	24	34	130	188	1240	
08:00	92	345	23	1	461	44	20	64	0	128	43	345	7	4	399	7	29	113	149	1137	
08:15	76	365	23	0	464	50	20	70	2	142	52	331	10	1	394	6	15	85	106	1106	
Total Volume	400	1508	93	2	2003	170	147	221	2	540	219	1231	80	7	1537	44	103	430	577	4657	
% App. Total	20	75.3	4.6	0.1		31.5	27.2	40.9	0.4		14.2	80.1	5.2	0.5		7.6	17.9	74.5			
PHF	.741	.940	.894	.500	.897	.850	.602	.789	.250	.951	.869	.892	.606	.438	.963	.458	.757	.827	.767	.939	



File Name : H1901022
Site Code : 00000000
Start Date : 2/27/2019
Page No : 3

	JAMBOREE ROAD Southbound					UNIVERSITY DRIVE Westbound					JAMBOREE ROAD Northbound					EASTBLUFF DRIVE Eastbound					
Start Time	Right	Thru	Left	U turns	App. Total	Right	Thru	Left	U turns	App. Total	Right	Thru	Left	U turns	App. Total	Right	Thru	Left	App. Total	Int. Total	
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	122	372	34	0	528	37	30	54	0	121	48	385	10	3	446	5	18	48	71	1166	
17:00	83	319	36	0	438	35	28	59	1	123	53	355	12	6	426	4	22	68	94	1081	
17:15	132	443	43	0	618	27	27	55	1	110	58	386	5	1	450	5	22	51	78	1256	
17:30	86	351	28	1	466	37	26	68	0	131	48	372	7	2	429	7	28	48	83	1109	
Total Volume	423	1485	141	1	2050	136	111	236	2	485	207	1498	34	12	1751	21	90	215	326	4612	
% App. Total	20.6	72.4	6.9	0		28	22.9	48.7	0.4		11.8	85.6	1.9	0.7		6.4	27.6	66			
PHF	.801	.838	.820	.250	.829	.919	.925	.868	.500	.926	.892	.970	.708	.500	.973	.750	.804	.790	.867	.918	



APPENDIX C

LEVEL OF SERVICE WORKSHEETS

CITY OF NEWPORT BEACH
REGIONAL TRAFFIC ANNUAL GROWTH RATE

COAST HIGHWAY

East city limit to MacArthur Boulevard	1%
MacArthur Boulevard to Jamboree Road	1%
Jamboree Road to Newport Boulevard	1%
Newport Boulevard to west city limit	1%

IRVINE AVENUE

All	1%
-----	----

JAMBOREE ROAD

Coast Highway to San Joaquin Hills Road	1%
San Joaquin Hills Road to Bison Avenue	1%
Bison Ave to Bristol Street	1%
Bristol Street to Campus Drive	1%

MACARTHUR BOULEVARD

Coast Highway to San Joaquin Hills Road	1%
San Joaquin Hills Road to north city limit	1%

NEWPORT BOULEVARD

Coast Highway to north city limit	1%
-----------------------------------	----

Street segments not listed are assumed to have 0% regional growth.

EXISTING

Picerne Residential (1300 Bristol Street North)
Existing
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Campus Dr (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	0	4	0	3	0	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	482	1605	0	0	275	240	0	0	0	208	1077	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	482	1605	0	0	275	240	0	0	0	208	1077	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	482	1605	0	0	275	240	0	0	0	208	1077	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	1605	0	0	275	240	0	0	0	208	1077	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	482	1605	0	0	275	240	0	0	0	208	1077	238

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	3.00	0.00	0.00	0.00	1.00	3.28	0.72
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	5242	1158

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.15	0.33	0.00	0.00	0.04	0.05	0.00	0.00	0.00	0.13	0.21	0.21
Crit Moves:	****									****		

Picerne Residential (1300 Bristol Street North)
Existing
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Campus Dr/Irvine Ave (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.673

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	1	1	2	0	2	0

Volume Module:

Base Vol:	0	1103	282	96	378	0	980	1818	464	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1125	288	96	378	0	980	1818	464	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1125	288	96	378	0	980	1818	464	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1125	288	96	378	0	980	1818	464	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1125	288	96	378	0	980	1818	464	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	3.00	0.00	1.40	2.60	2.00	0.00	0.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	2242	4158	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.18	0.18	0.06	0.08	0.00	0.44	0.44	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****					

Picerne Residential (1300 Bristol Street North)
Existing
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Birch St (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.643
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	0	1	1	2	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	96	1051	0	0	103	98	0	0	0	387	1306	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	1051	0	0	103	98	0	0	0	387	1306	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	1051	0	0	103	98	0	0	0	387	1306	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	1051	0	0	103	98	0	0	0	387	1306	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	96	1051	0	0	103	98	0	0	0	387	1306	203

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	3.60	0.40
Final Sat.:	3200	3200	0	0	3200	3200	0	0	0	1600	5754	646

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.33	0.00	0.00	0.03	0.03	0.00	0.00	0.00	0.24	0.23	0.31
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
Existing
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Birch St (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.479
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Protected			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	2	1	1	2	0	2	0	0	1	1	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	385	381	165	326	0	755	1213	209	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	385	381	165	326	0	755	1213	209	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	385	381	165	326	0	755	1213	209	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	385	381	165	326	0	755	1213	209	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	385	381	165	326	0	755	1213	209	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.01	1.99	2.00	2.00	0.00	1.53	3.03	0.44	0.00	0.00	0.00
Final Sat.:	0	3217	3183	3200	3200	0	2455	4839	705	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.12	0.12	0.05	0.10	0.00	0.31	0.25	0.30	0.00	0.00	0.00
Crit Moves:	****			****			****					

Picerne Residential (1300 Bristol Street North)
Existing
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 MacArthur Blvd (NS) at Campus Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.479
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Ignore										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	1	0	4	0	1	1	0	4	0	1	2	0	2	1	0	2	0	3	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	54	575	74	318	853	207	460	759	71	39	164	71
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	587	75	324	870	211	460	759	71	39	164	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	55	587	75	324	870	211	460	759	71	39	164	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	587	75	324	870	211	460	759	71	39	164	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	55	587	75	324	870	211	460	759	71	39	164	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.74	0.26	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	4389	411	3200	4800	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.09	0.05	0.20	0.14	0.13	0.14	0.17	0.17	0.01	0.03	0.00
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
Existing
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 MacArthur Blvd (NS) at Birch St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.363
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	0	1	1	0	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	33	619	79	82	664	164	84	319	64	27	116	55
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	631	81	84	677	167	84	319	64	27	116	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	631	81	84	677	167	84	319	64	27	116	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	631	81	84	677	167	84	319	64	27	116	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	34	631	81	84	677	167	84	319	64	27	116	55

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.21	0.79	1.00	1.59	0.41	1.00	1.36	0.64
Final Sat.:	1600	4800	1600	1600	5132	1268	1600	2546	654	1600	2171	1029

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.13	0.05	0.05	0.13	0.13	0.05	0.13	0.10	0.02	0.05	0.05
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
Existing
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 MacArthur Blvd (NS) at Von Karman Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.553

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	3	0	1	1	0	1	1	0	2	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	46	807	685	51	415	123	17	72	32	165	96	20
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	823	699	52	423	125	17	72	32	165	96	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	823	699	52	423	125	17	72	32	165	96	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	823	699	52	423	125	17	72	32	165	96	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	47	823	699	52	423	125	17	72	32	165	96	20

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.38	0.62	2.00	0.83	0.17
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	2215	985	3200	1324	276

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.17	0.44	0.03	0.09	0.08	0.01	0.03	0.03	0.05	0.07	0.07
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
Existing
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #8 MacArthur Blvd (NS) at Jamboree Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1		2	0	3	1	0	

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	174	904	538	64	384	260	430	1007	179	324	728	201
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	177	922	549	65	392	265	439	1027	183	330	743	205
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	922	549	65	392	0	439	1027	183	330	743	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	922	549	65	392	0	439	1027	183	330	743	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	177	922	549	65	392	0	439	1027	183	330	743	205
OvlAdjVol:	439											

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.40	0.60	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	5434	966	4800	4800	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.06	0.19	0.34	0.02	0.08	0.00	0.14	0.19	0.19	0.07	0.15	0.13
OvlAdjV/S:	0.27											
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
Existing
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 MacArthur Blvd (NS) at Bison Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.675

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	4	0	1		2	0	2	0	1	

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	262	2282	134	43	2274	218	214	222	199	497	237	80
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	2350	138	44	2342	225	214	222	199	497	237	80
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	270	2350	0	44	2342	225	214	222	0	497	237	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	2350	0	44	2342	225	214	222	0	497	237	80
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	270	2350	0	44	2342	225	214	222	0	497	237	80
OvlAdjVol:						118						58

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.08	0.37	0.00	0.01	0.37	0.14	0.07	0.07	0.00	0.16	0.07	0.05
OvlAdjV/S:						0.07						0.04
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
Existing
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Jamboree Dr (NS) at Campus Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	1	0	0	2	0	2	0	1	0

Volume Module:

Base Vol:	108	1119	196	162	1764	137	73	197	50	327	283	100
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1141	200	165	1799	140	73	197	50	327	283	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	110	1141	200	165	1799	140	73	197	0	327	283	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1141	200	165	1799	140	73	197	0	327	283	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	110	1141	200	165	1799	140	73	197	0	327	283	100

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.40	0.60	2.00	2.78	0.22	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5446	954	3200	4454	346	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.21	0.21	0.05	0.40	0.40	0.02	0.06	0.00	0.10	0.09	0.06
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
Existing
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #11 Jamboree Rd (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.369

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Permitted			Permitted			Permitted			
Rights:	Ignore			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	2	0	2	1	1	0	0	3	1	1	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	714	1632	756	0	705	405	0	0	0	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	728	1665	771	0	719	413	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	728	1665	0	0	719	413	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	728	1665	0	0	719	413	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	728	1665	0	0	719	413	0	0	0	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.18	1.82	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	4800	1600	0	5081	2919	0	0	0	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.23	0.35	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****								

Picerne Residential (1300 Bristol Street North)
Existing
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #12 Jamboree Rd (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	0	0	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1838	21	0	690	0	1228	527	1398	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1875	21	0	704	0	1228	527	1398	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1875	21	0	704	0	1228	527	1398	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1875	21	0	704	0	1228	527	1398	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1875	21	0	704	0	1228	527	1398	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.94	0.06	0.00	4.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7910	90	0	6400	0	3200	1600	3200	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.24	0.24	0.00	0.11	0.00	0.38	0.33	0.44	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
Existing
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #13 Jamboree Rd (NS) at Eastbluff Dr/University Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.620

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected			Protected			Split Phase			Split Phase				
Rights:	Include			Include			Include			Ignore				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	3	0	1	2	0	3	0	1	1	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	87	1231	219	95	1508	400	430	103	44	223	147	170
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	1256	223	97	1538	408	430	103	44	223	147	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	89	1256	223	97	1538	408	430	103	44	223	147	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	1256	223	97	1538	408	430	103	44	223	147	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	89	1256	223	97	1538	408	430	103	44	223	147	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.61	0.39	1.00	1.81	1.19	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2582	618	1600	2893	1907	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.06	0.26	0.14	0.03	0.32	0.26	0.17	0.17	0.03	0.08	0.08	0.00
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
Existing
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Campus Dr (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	0	4	0	3	0	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	437	696	0	0	1012	1160	0	0	0	267	1803	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	437	696	0	0	1012	1160	0	0	0	267	1803	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	437	696	0	0	1012	1160	0	0	0	267	1803	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	437	696	0	0	1012	1160	0	0	0	267	1803	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	437	696	0	0	1012	1160	0	0	0	267	1803	111

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	3.00	0.00	0.00	0.00	1.00	3.77	0.23
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	6029	371

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.14	0.15	0.00	0.00	0.16	0.24	0.00	0.00	0.00	0.17	0.30	0.30
Crit Moves:	****					****					****	

Picerne Residential (1300 Bristol Street North)
Existing
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Campus Dr/Irvine Ave (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.520
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	1	0	3	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	663	256	206	1064	0	460	1001	556	0	0	0
Growth Adj:	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	676	261	206	1064	0	460	1001	556	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	676	261	206	1064	0	460	1001	556	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	676	261	206	1064	0	460	1001	556	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	676	261	206	1064	0	460	1001	556	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	3.00	0.00	1.26	2.74	2.00	0.00	0.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	2015	4385	3200	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.11	0.16	0.13	0.22	0.00	0.23	0.23	0.17	0.00	0.00	0.00
Crit Moves:	****			****			****					

Picerne Residential (1300 Bristol Street North)
Existing
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Birch St (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.549
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	0	1	1	2	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	142	358	0	0	443	661	0	0	0	458	1477	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	358	0	0	443	661	0	0	0	458	1477	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	358	0	0	443	661	0	0	0	458	1477	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	358	0	0	443	661	0	0	0	458	1477	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	142	358	0	0	443	661	0	0	0	458	1477	119

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.61	2.39	0.00	0.00	0.00	1.00	3.78	0.22
Final Sat.:	3200	3200	0	0	2568	3832	0	0	0	1600	6042	358

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.04	0.11	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.29	0.24	0.33
Crit Moves:	****			****								****

Picerne Residential (1300 Bristol Street North)
Existing
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Birch St (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.483

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Protected			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	2	1	1	2	0	2	0	0	1	1	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	168	319	245	725	0	258	1117	112	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	168	319	245	725	0	258	1117	112	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	168	319	245	725	0	258	1117	112	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	168	319	245	725	0	258	1117	112	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	168	319	245	725	0	258	1117	112	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	1.00	3.73	0.27	0.00	0.00	0.00
Final Sat.:	0	3200	3200	3200	3200	0	1600	5963	437	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.05	0.10	0.08	0.23	0.00	0.16	0.19	0.26	0.00	0.00	0.00
Crit Moves:				****						****		

Picerne Residential (1300 Bristol Street North)
Existing
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 MacArthur Blvd (NS) at Campus Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.811
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Ignore										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	1	0	4	0	1	1	0	4	0	1	2	0	2	1	0	2	0	3	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	202	1076	51	155	934	577	315	319	64	78	1038	209
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	1098	52	158	953	589	315	319	64	78	1038	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	206	1098	52	158	953	589	315	319	64	78	1038	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	1098	52	158	953	589	315	319	64	78	1038	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	206	1098	52	158	953	589	315	319	64	78	1038	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.50	0.50	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	3998	802	3200	4800	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.13	0.17	0.03	0.10	0.15	0.37	0.10	0.08	0.08	0.02	0.22	0.00
Crit Moves:	****					****	****				****	

Picerne Residential (1300 Bristol Street North)
Existing
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 MacArthur Blvd (NS) at Birch St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.591

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	0	1	1	0	1	0	1

Volume Module:

Base Vol:	119	857	31	48	858	165	304	277	42	109	500	210
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	874	32	49	875	168	304	277	42	109	500	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	874	32	49	875	168	304	277	42	109	500	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	874	32	49	875	168	304	277	42	109	500	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	121	874	32	49	875	168	304	277	42	109	500	210

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.35	0.65	1.47	1.33	0.20	1.00	1.41	0.59
Final Sat.:	1600	4800	1600	1600	5368	1032	2345	2132	323	1600	2254	946

Capacity Analysis Module:

Vol/Sat:	0.08	0.18	0.02	0.03	0.16	0.16	0.13	0.13	0.13	0.07	0.22	0.22
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
Existing
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 MacArthur Blvd (NS) at Von Karman Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.517

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	3	0	1	1	0	1	1	0	2	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	37	794	273	56	908	47	98	141	194	612	89	89
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	810	278	57	926	48	98	141	194	612	89	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	810	278	57	926	48	98	141	194	612	89	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	810	278	57	926	48	98	141	194	612	89	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	38	810	278	57	926	48	98	141	194	612	89	89

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.50	0.50
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1600	1600	3200	800	800

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.17	0.17	0.04	0.19	0.03	0.06	0.09	0.12	0.19	0.11	0.11
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
Existing
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #8 MacArthur Blvd (NS) at Jamboree Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1		2	0	3	1	0	

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	258	664	312	151	1439	387	248	939	50	452	994	198
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	263	677	318	154	1468	395	253	958	51	461	1014	202
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	263	677	318	154	1468	0	253	958	51	461	1014	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	677	318	154	1468	0	253	958	51	461	1014	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	263	677	318	154	1468	0	253	958	51	461	1014	202
OvlAdjVol:	165											

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.80	0.20	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	6076	324	4800	4800	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.08	0.14	0.20	0.05	0.31	0.00	0.08	0.16	0.16	0.10	0.21	0.13
OvlAdjV/S:	0.10											
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
Existing
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 MacArthur Blvd (NS) at Bison Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.586
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	4	0	1		2	0	2	0	1	

Volume Module:

Base Vol:	142	2315	140	157	2450	226	188	210	205	257	215	109
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	2384	144	162	2524	233	188	210	205	257	215	109
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	146	2384	0	162	2524	233	188	210	0	257	215	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	2384	0	162	2524	233	188	210	0	257	215	109
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	146	2384	0	162	2524	233	188	210	0	257	215	109
OvlAdjVol:						139						28

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.05	0.37	0.00	0.05	0.39	0.15	0.06	0.07	0.00	0.08	0.07	0.07
OvlAdjV/S:						0.09						0.02
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
Existing
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Jamboree Dr (NS) at Campus Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	1	0	0	2	0	2	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	73	1141	482	183	1343	143	175	586	192	202	334	152
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	1164	492	187	1370	146	175	586	192	202	334	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	74	1164	492	187	1370	146	175	586	0	202	334	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	1164	492	187	1370	146	175	586	0	202	334	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	74	1164	492	187	1370	146	175	586	0	202	334	152

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.71	0.29	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4338	462	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.24	0.31	0.06	0.32	0.32	0.05	0.18	0.00	0.06	0.10	0.10
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
Existing
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #11 Jamboree Rd (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.468

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Permitted			Permitted			Permitted			
Rights:	Ignore			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	2	0	2	1	1	0	0	3	1	1	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	728	1470	828	0	898	741	0	0	0	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	743	1499	845	0	916	756	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	743	1499	0	0	916	756	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	743	1499	0	0	916	756	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	743	1499	0	0	916	756	0	0	0	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	4800	1600	0	4800	3200	0	0	0	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.23	0.31	0.00	0.00	0.19	0.24	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****					****						

Picerne Residential (1300 Bristol Street North)
Existing
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #12 Jamboree Rd (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.621

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	0	0	4	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1820	76	0	964	0	961	860	1029	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1856	78	0	983	0	961	860	1029	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1856	78	0	983	0	961	860	1029	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1856	78	0	983	0	961	860	1029	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1856	78	0	983	0	961	860	1029	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.80	0.20	0.00	4.00	0.00	1.58	1.42	2.00	0.00	0.00	0.00
Final Sat.:	0	7679	321	0	6400	0	2533	2267	3200	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.24	0.24	0.00	0.15	0.00	0.38	0.38	0.32	0.00	0.00	0.00
Crit Moves:	****			****			****					

Picerne Residential (1300 Bristol Street North)
Existing
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #13 Jamboree Rd (NS) at Eastbluff Dr/University Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected			Protected			Split Phase			Split Phase				
Rights:	Include			Include			Include			Ignore				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	3	0	1	2	0	3	0	1	1	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	46	1498	207	142	1485	423	215	90	21	238	111	136
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	1528	211	145	1515	431	215	90	21	238	111	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	47	1528	211	145	1515	431	215	90	21	238	111	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1528	211	145	1515	431	215	90	21	238	111	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	47	1528	211	145	1515	431	215	90	21	238	111	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.41	0.59	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2256	944	1600	3200	1600	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.32	0.13	0.05	0.32	0.27	0.10	0.10	0.01	0.07	0.07	0.00
Crit Moves:	****			****			****			****		

TPO YEAR 2026 WITHOUT PROJECT

Picerne Residential (1300 Bristol Street North)
TPO 2026 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Campus Dr (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.558

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	0	4	0	3	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	482	1605	0	0	275	240	0	0	0	208	1077	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	482	1605	0	0	275	240	0	0	0	208	1077	238
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	7	0	0	7	0	0	0	0	18	104	0
Initial Fut:	482	1612	0	0	282	240	0	0	0	226	1181	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	482	1612	0	0	282	240	0	0	0	226	1181	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	1612	0	0	282	240	0	0	0	226	1181	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	482	1612	0	0	282	240	0	0	0	226	1181	238

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	3.00	0.00	0.00	0.00	1.00	3.33	0.67
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	5327	1073

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.15	0.34	0.00	0.00	0.04	0.05	0.00	0.00	0.00	0.14	0.22	0.22
Crit Moves:	****									****		

Picerne Residential (1300 Bristol Street North)
TPO 2026 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Campus Dr/Irvine Ave (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.689

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	1	0	3	0	0	0

Volume Module:

Base Vol:	0	1103	282	96	378	0	980	1818	464	0	0	0
Growth Adj:	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1180	302	96	378	0	980	1818	464	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	2	2	0	25	0	5	6	0	0	0	0
Initial Fut:	0	1182	304	96	403	0	985	1824	464	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1182	304	96	403	0	985	1824	464	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1182	304	96	403	0	985	1824	464	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1182	304	96	403	0	985	1824	464	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	3.00	0.00	1.40	2.60	2.00	0.00	0.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	2244	4156	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.18	0.19	0.06	0.08	0.00	0.44	0.44	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****					

Picerne Residential (1300 Bristol Street North)
TPO 2026 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Birch St (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	0	1	1	2	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	96	1051	0	0	103	98	0	0	0	387	1306	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	1051	0	0	103	98	0	0	0	387	1306	203
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	2	3	0	0	16	23	0	0	0	11	98	3
Initial Fut:	98	1054	0	0	119	121	0	0	0	398	1404	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	1054	0	0	119	121	0	0	0	398	1404	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1054	0	0	119	121	0	0	0	398	1404	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	1054	0	0	119	121	0	0	0	398	1404	206

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.98	2.02	0.00	0.00	0.00	1.00	3.62	0.38
Final Sat.:	3200	3200	0	0	3173	3227	0	0	0	1600	5786	614

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.33	0.00	0.00	0.04	0.04	0.00	0.00	0.00	0.25	0.24	0.34
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
TPO 2026 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Birch St (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.483

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Protected			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	2	1	1	2	0	2	0	0	1	1	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	385	381	165	326	0	755	1213	209	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	385	381	165	326	0	755	1213	209	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	5	3	8	19	0	0	0	6	0	0	0
Initial Fut:	0	390	384	173	345	0	755	1213	215	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	390	384	173	345	0	755	1213	215	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	390	384	173	345	0	755	1213	215	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	390	384	173	345	0	755	1213	215	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.02	1.98	2.00	2.00	0.00	1.53	3.02	0.45	0.00	0.00	0.00
Final Sat.:	0	3225	3175	3200	3200	0	2455	4822	723	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.12	0.12	0.05	0.11	0.00	0.31	0.25	0.30	0.00	0.00	0.00
Crit Moves:	****			****			****					

Picerne Residential (1300 Bristol Street North)
TPO 2026 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 MacArthur Blvd (NS) at Campus Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.510
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Ignore										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	1	0	4	0	1	1	0	4	0	1	2	0	2	1	0	2	0	3	0	1

Volume Module:

Base Vol:	54	575	74	318	853	207	460	759	71	39	164	71
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	615	79	340	913	221	460	759	71	39	164	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	92	0	2	40	0	0	0	0	0	0	7
Initial Fut:	58	707	79	342	953	221	460	759	71	39	164	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	58	707	79	342	953	221	460	759	71	39	164	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	707	79	342	953	221	460	759	71	39	164	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	58	707	79	342	953	221	460	759	71	39	164	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.74	0.26	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	4389	411	3200	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.04	0.11	0.05	0.21	0.15	0.14	0.14	0.17	0.17	0.01	0.03	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Picerne Residential (1300 Bristol Street North)
TPO 2026 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 MacArthur Blvd (NS) at Birch St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.407

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	0	1	1	0	1	0	1

Volume Module:

Base Vol:	33	619	79	82	664	164	84	319	64	27	116	55
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	662	85	88	710	175	84	319	64	27	116	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	27	0	12	31	3	28	11	0	0	17	50
Initial Fut:	35	689	85	100	741	178	112	330	64	27	133	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	689	85	100	741	178	112	330	64	27	133	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	689	85	100	741	178	112	330	64	27	133	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	689	85	100	741	178	112	330	64	27	133	105

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.22	0.78	1.00	1.62	0.38	1.00	1.12	0.88
Final Sat.:	1600	4800	1600	1600	5158	1242	1600	2596	604	1600	1788	1412

Capacity Analysis Module:

Vol/Sat:	0.02	0.14	0.05	0.06	0.14	0.14	0.07	0.13	0.11	0.02	0.07	0.07
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
TPO 2026 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 MacArthur Blvd (NS) at Von Karman Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.585

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	3	0	1	1	0	1	1	0	2	0	0

Volume Module:

Base Vol:	46	807	685	51	415	123	17	72	32	165	96	20
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	863	733	55	444	132	17	72	32	165	96	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	32	6	0	39	0	0	0	0	16	0	0
Initial Fut:	49	895	739	55	483	132	17	72	32	181	96	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	895	739	55	483	132	17	72	32	181	96	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	895	739	55	483	132	17	72	32	181	96	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	895	739	55	483	132	17	72	32	181	96	20

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.38	0.62	2.00	0.83	0.17
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	2215	985	3200	1324	276

Capacity Analysis Module:

Vol/Sat:	0.03	0.19	0.46	0.03	0.10	0.08	0.01	0.03	0.03	0.06	0.07	0.07
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
TPO 2026 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 MacArthur Blvd (NS) at Jamboree Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.645

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1		2	0	3	1	0	

Volume Module:

Base Vol:	174	904	538	64	384	260	430	1007	179	324	728	201
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	186	967	576	68	411	278	460	1077	192	347	779	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	12	7	7	30	18	9	32	0	52	151	21
Initial Fut:	186	979	583	75	441	296	469	1109	192	399	930	236
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	979	583	75	441	0	469	1109	192	399	930	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	979	583	75	441	0	469	1109	192	399	930	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	979	583	75	441	0	469	1109	192	399	930	236
OvlAdjVol:	450											

-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.41	0.59	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	5458	942	4800	4800	1600

-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.06 0.20 0.36 0.02 0.09 0.00 0.15 0.20 0.20 0.08 0.19 0.15

OvlAdjV/S: 0.28

Crit Moves: **** *

Picerne Residential (1300 Bristol Street North)
TPO 2026 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 MacArthur Blvd (NS) at Bison Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.711

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	4	0	1		2	0	2	0	1	

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	262	2282	134	43	2274	218	214	222	199	497	237	80
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	283	2465	145	46	2456	235	214	222	199	497	237	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	1	21	8	0	49	2	2	5	1	16	1	0
Initial Fut:	284	2486	153	46	2505	237	216	227	200	513	238	80
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	284	2486	0	46	2505	237	216	227	0	513	238	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	2486	0	46	2505	237	216	227	0	513	238	80
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	284	2486	0	46	2505	237	216	227	0	513	238	80
OvlAdjVol:						129						57

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.09	0.39	0.00	0.01	0.39	0.15	0.07	0.07	0.00	0.16	0.07	0.05
OvlAdjV/S:						0.08						0.04
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
TPO 2026 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Jamboree Dr (NS) at Campus Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	1	0	0	2	0	2	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	108	1119	196	162	1764	137	73	197	50	327	283	100
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	1197	210	173	1887	147	73	197	50	327	283	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	18	116	10	0	27	1	2	0	4	2	0	0
Initial Fut:	134	1313	220	173	1914	148	75	197	54	329	283	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	134	1313	220	173	1914	148	75	197	0	329	283	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1313	220	173	1914	148	75	197	0	329	283	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	134	1313	220	173	1914	148	75	197	0	329	283	100

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.43	0.57	2.00	2.79	0.21	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5483	917	3200	4456	344	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.04	0.24	0.24	0.05	0.43	0.43	0.02	0.06	0.00	0.10	0.09	0.06
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
TPO 2026 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Jamboree Rd (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.410

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Permitted			Permitted			Permitted			
Rights:	Ignore			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	2	0	2	1	1	0	0	3	1	1	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	714	1632	756	0	705	405	0	0	0	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	764	1746	809	0	754	433	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	7	34	17	0	69	99	0	0	0	0	0	0
Initial Fut:	771	1780	826	0	823	532	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	771	1780	0	0	823	532	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	771	1780	0	0	823	532	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	771	1780	0	0	823	532	0	0	0	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.04	1.96	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	4800	1600	0	4859	3141	0	0	0	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.24	0.37	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

Picerne Residential (1300 Bristol Street North)
TPO 2026 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Jamboree Rd (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.699

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	0	0	4	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1838	21	0	690	0	1228	527	1398	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1967	22	0	738	0	1228	527	1398	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	36	0	0	69	0	20	9	29	0	0	0
Initial Fut:	0	2003	22	0	807	0	1248	536	1427	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2003	22	0	807	0	1248	536	1427	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2003	22	0	807	0	1248	536	1427	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2003	22	0	807	0	1248	536	1427	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.94	0.06	0.00	4.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7911	89	0	6400	0	3200	1600	3200	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.25	0.25	0.00	0.13	0.00	0.39	0.34	0.45	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
TPO 2026 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Jamboree Rd (NS) at Eastbluff Dr/University Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.658

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected			Protected			Split Phase			Split Phase				
Rights:	Include			Include			Include			Ignore				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	3	0	1	2	0	3	0	1	1	1	0	1

Volume Module:

Base Vol:	87	1231	219	95	1508	400	430	103	44	223	147	170
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	1317	234	102	1614	428	430	103	44	223	147	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	42	4	0	96	0	0	0	0	0	0	0
Initial Fut:	93	1359	238	102	1710	428	430	103	44	223	147	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	93	1359	238	102	1710	428	430	103	44	223	147	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1359	238	102	1710	428	430	103	44	223	147	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	93	1359	238	102	1710	428	430	103	44	223	147	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.61	0.39	1.00	1.81	1.19	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2582	618	1600	2893	1907	1600

Capacity Analysis Module:

Vol/Sat:	0.06	0.28	0.15	0.03	0.36	0.27	0.17	0.17	0.03	0.08	0.08	0.00
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
TPO 2026 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Campus Dr (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.686
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	0	4	0	3	0	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	437	696	0	0	1012	1160	0	0	0	267	1803	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	437	696	0	0	1012	1160	0	0	0	267	1803	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	14	0	0	4	0	0	0	0	7	55	0
Initial Fut:	437	710	0	0	1016	1160	0	0	0	274	1858	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	437	710	0	0	1016	1160	0	0	0	274	1858	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	437	710	0	0	1016	1160	0	0	0	274	1858	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	437	710	0	0	1016	1160	0	0	0	274	1858	111

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	3.00	0.00	0.00	0.00	1.00	3.77	0.23
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	6039	361

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.14	0.15	0.00	0.00	0.16	0.24	0.00	0.00	0.00	0.17	0.31	0.31
Crit Moves:	****					****					****	

Picerne Residential (1300 Bristol Street North)
TPO 2026 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Campus Dr/Irvine Ave (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.542
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	1	1	2	0	2	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	663	256	206	1064	0	460	1001	556	0	0	0
Growth Adj:	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	709	274	206	1064	0	460	1001	556	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	4	19	0	11	0	10	4	0	0	0	0
Initial Fut:	0	713	293	206	1075	0	470	1005	556	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	713	293	206	1075	0	470	1005	556	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	713	293	206	1075	0	470	1005	556	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	713	293	206	1075	0	470	1005	556	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	3.00	0.00	1.27	2.73	2.00	0.00	0.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	2039	4361	3200	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.11	0.18	0.13	0.22	0.00	0.23	0.23	0.17	0.00	0.00	0.00
Crit Moves:	****			****			****					

Picerne Residential (1300 Bristol Street North)
TPO 2026 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Birch St (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.566
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	0	1	1	2	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	142	358	0	0	443	661	0	0	0	458	1477	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	358	0	0	443	661	0	0	0	458	1477	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	8	11	0	0	8	10	0	0	0	6	49	4
Initial Fut:	150	369	0	0	451	671	0	0	0	464	1526	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	369	0	0	451	671	0	0	0	464	1526	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	369	0	0	451	671	0	0	0	464	1526	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	369	0	0	451	671	0	0	0	464	1526	123

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.61	2.39	0.00	0.00	0.00	1.00	3.78	0.22
Final Sat.:	3200	3200	0	0	2573	3827	0	0	0	1600	6042	358

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.05	0.12	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.29	0.25	0.34
Crit Moves:	****				****							****

Picerne Residential (1300 Bristol Street North)
TPO 2026 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Birch St (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.490

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Permitted			Protected			Permitted			Permitted							
Rights:	Include			Include			Include			Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	0	0	2	1	1	2	0	2	0	0	1	2	1	0	0	0	0

Volume Module:

Base Vol:	0	168	319	245	725	0	258	1117	112	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	168	319	245	725	0	258	1117	112	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	19	18	3	10	0	0	18	4	0	0	0
Initial Fut:	0	187	337	248	735	0	258	1135	116	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	187	337	248	735	0	258	1135	116	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	187	337	248	735	0	258	1135	116	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	187	337	248	735	0	258	1135	116	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	1.00	3.72	0.28	0.00	0.00	0.00
Final Sat.:	0	3200	3200	3200	3200	0	1600	5955	445	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.06	0.11	0.08	0.23	0.00	0.16	0.19	0.26	0.00	0.00	0.00
Crit Moves:	****						****					

Picerne Residential (1300 Bristol Street North)
TPO 2026 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 MacArthur Blvd (NS) at Campus Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.836
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Ignore										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	1	0	4	0	1	1	0	4	0	1	2	0	2	1	0	2	0	3	0	1

Volume Module:

Base Vol:	202	1076	51	155	934	577	315	319	64	78	1038	209
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	216	1151	55	166	999	617	315	319	64	78	1038	209
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	61	0	8	78	0	0	0	0	0	0	4
Initial Fut:	216	1212	55	174	1077	617	315	319	64	78	1038	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	216	1212	55	174	1077	617	315	319	64	78	1038	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	1212	55	174	1077	617	315	319	64	78	1038	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	216	1212	55	174	1077	617	315	319	64	78	1038	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.50	0.50	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	3998	802	3200	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.14	0.19	0.03	0.11	0.17	0.39	0.10	0.08	0.08	0.02	0.22	0.00
Crit Moves:	****					****	****				****	

Picerne Residential (1300 Bristol Street North)
TPO 2026 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 MacArthur Blvd (NS) at Birch St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.628

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	0	1	1	0	1	0	1

Volume Module:

Base Vol:	119	857	31	48	858	165	304	277	42	109	500	210
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	917	33	51	918	177	304	277	42	109	500	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	30	0	52	40	2	14	15	0	0	14	27
Initial Fut:	127	947	33	103	958	179	318	292	42	109	514	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	947	33	103	958	179	318	292	42	109	514	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	947	33	103	958	179	318	292	42	109	514	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	947	33	103	958	179	318	292	42	109	514	237

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.37	0.63	1.47	1.34	0.19	1.00	1.37	0.63
Final Sat.:	1600	4800	1600	1600	5395	1005	2340	2150	309	1600	2190	1010

Capacity Analysis Module:

Vol/Sat:	0.08	0.20	0.02	0.06	0.18	0.18	0.14	0.14	0.14	0.07	0.23	0.23
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
TPO 2026 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 MacArthur Blvd (NS) at Von Karman Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.546

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	3	0	1	1	0	1	1	0	2	0	0

Volume Module:

Base Vol:	37	794	273	56	908	47	98	141	194	612	89	89
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	850	292	60	972	50	98	141	194	612	89	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	37	16	0	34	0	0	0	0	10	0	0
Initial Fut:	40	887	308	60	1006	50	98	141	194	622	89	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	887	308	60	1006	50	98	141	194	622	89	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	887	308	60	1006	50	98	141	194	622	89	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	887	308	60	1006	50	98	141	194	622	89	89

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.50	0.50
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1600	1600	3200	800	800

Capacity Analysis Module:

Vol/Sat:	0.02	0.18	0.19	0.04	0.21	0.03	0.06	0.09	0.12	0.19	0.11	0.11
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
TPO 2026 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 MacArthur Blvd (NS) at Jamboree Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.733
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1		2	0	3	1	0	

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	258	664	312	151	1439	387	248	939	50	452	994	198
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	276	710	334	162	1540	414	265	1005	54	484	1064	212
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	27	54	24	12	12	14	164	0	23	71	13
Initial Fut:	276	737	388	186	1552	426	279	1169	54	507	1135	225
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	276	737	388	186	1552	0	279	1169	54	507	1135	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	737	388	186	1552	0	279	1169	54	507	1135	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	276	737	388	186	1552	0	279	1169	54	507	1135	225
OvlAdjVol:	219											

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.82	0.18	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	6120	280	4800	4800	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.09	0.15	0.24	0.06	0.32	0.00	0.09	0.19	0.19	0.11	0.24	0.14
OvlAdjV/S:	0.14											
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
TPO 2026 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 MacArthur Blvd (NS) at Bison Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	4	0	1		2	0	2	0	1	

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	142	2315	140	157	2450	226	188	210	205	257	215	109
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	2500	151	170	2646	244	188	210	205	257	215	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	4	64	18	0	29	11	5	3	2	6	4	0
Initial Fut:	157	2564	169	170	2675	255	193	213	207	263	219	109
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	157	2564	0	170	2675	255	193	213	0	263	219	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	2564	0	170	2675	255	193	213	0	263	219	109
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	157	2564	0	170	2675	255	193	213	0	263	219	109
OvlAdjVol:						159						24

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.05	0.40	0.00	0.05	0.42	0.16	0.06	0.07	0.00	0.08	0.07	0.07
OvlAdjV/S:						0.10						0.02
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
TPO 2026 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Jamboree Dr (NS) at Campus Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.636

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	1	0	0	2	0	2	0	1	0

Volume Module:

Base Vol:	73	1141	482	183	1343	143	175	586	192	202	334	152
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	1221	516	196	1437	153	175	586	192	202	334	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	10	56	5	0	117	2	1	0	20	10	0	0
Initial Fut:	88	1277	521	196	1554	155	176	586	212	212	334	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	88	1277	521	196	1554	155	176	586	0	212	334	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	1277	521	196	1554	155	176	586	0	212	334	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	88	1277	521	196	1554	155	176	586	0	212	334	152

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.73	0.27	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4365	435	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.27	0.33	0.06	0.36	0.36	0.06	0.18	0.00	0.07	0.10	0.10
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
TPO 2026 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Jamboree Rd (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.508

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Permitted			Permitted			Permitted			
Rights:	Ignore			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	2	0	2	1	1	0	0	3	1	1	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	728	1470	828	0	898	741	0	0	0	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	779	1573	886	0	961	793	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	6	177	30	0	32	49	0	0	0	0	0	0
Initial Fut:	785	1750	916	0	993	842	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	785	1750	0	0	993	842	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	785	1750	0	0	993	842	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	785	1750	0	0	993	842	0	0	0	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	4800	1600	0	4800	3200	0	0	0	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.25	0.36	0.00	0.00	0.21	0.26	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****					****						

Picerne Residential (1300 Bristol Street North)
TPO 2026 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Jamboree Rd (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	0	0	4	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1820	76	0	964	0	961	860	1029	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1947	81	0	1031	0	961	860	1029	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	90	0	0	30	0	109	7	36	0	0	0
Initial Fut:	0	2037	81	0	1061	0	1070	867	1065	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2037	81	0	1061	0	1070	867	1065	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2037	81	0	1061	0	1070	867	1065	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2037	81	0	1061	0	1070	867	1065	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.81	0.19	0.00	4.00	0.00	1.66	1.34	2.00	0.00	0.00	0.00
Final Sat.:	0	7693	307	0	6400	0	2652	2148	3200	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.26	0.26	0.00	0.17	0.00	0.40	0.40	0.33	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
TPO 2026 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Jamboree Rd (NS) at Eastbluff Dr/University Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.577

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected			Protected			Split Phase			Split Phase				
Rights:	Include			Include			Include			Ignore				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	3	0	1	2	0	3	0	1	1	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	46	1498	207	142	1485	423	215	90	21	238	111	136
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	1603	221	152	1589	453	215	90	21	238	111	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	113	7	0	66	0	0	0	0	7	0	0
Initial Fut:	49	1716	228	152	1655	453	215	90	21	245	111	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	49	1716	228	152	1655	453	215	90	21	245	111	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1716	228	152	1655	453	215	90	21	245	111	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	49	1716	228	152	1655	453	215	90	21	245	111	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.41	0.59	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2256	944	1600	3200	1600	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.36	0.14	0.05	0.34	0.28	0.10	0.10	0.01	0.08	0.07	0.00
Crit Moves:	****			****			****			****		

TPO YEAR 2026 WITH PROJECT

Picerne Residential (1300 Bristol Street North)
TPO 2026 With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Campus Dr (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	0	4	0	3	0	0	0	0

Volume Module:

Base Vol:	482	1605	0	0	275	240	0	0	0	208	1077	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	482	1605	0	0	275	240	0	0	0	208	1077	238
Added Vol:	0	0	0	0	0	0	0	0	0	2	9	0
PasserByVol:	0	7	0	0	7	0	0	0	0	18	104	0
Initial Fut:	482	1612	0	0	282	240	0	0	0	228	1190	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	482	1612	0	0	282	240	0	0	0	228	1190	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	1612	0	0	282	240	0	0	0	228	1190	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	482	1612	0	0	282	240	0	0	0	228	1190	238

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	3.00	0.00	0.00	0.00	1.00	3.33	0.67
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	5333	1067

Capacity Analysis Module:

Vol/Sat:	0.15	0.34	0.00	0.00	0.04	0.05	0.00	0.00	0.00	0.14	0.22	0.22
Crit Moves:	****									****		

Picerne Residential (1300 Bristol Street North)
TPO 2026 With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Campus Dr/Irvine Ave (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.686

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	1	1	2	0	2	0

Volume Module:

Base Vol:	0	1103	282	96	378	0	980	1818	464	0	0	0
Growth Adj:	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1180	302	96	378	0	980	1818	464	0	0	0
Added Vol:	0	0	-4	0	2	0	0	-3	0	0	0	0
PasserByVol:	0	2	2	0	25	0	5	6	0	0	0	0
Initial Fut:	0	1182	300	96	405	0	985	1821	464	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1182	300	96	405	0	985	1821	464	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1182	300	96	405	0	985	1821	464	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1182	300	96	405	0	985	1821	464	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	3.00	0.00	1.40	2.60	2.00	0.00	0.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	2247	4153	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.18	0.19	0.06	0.08	0.00	0.44	0.44	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****					

Picerne Residential (1300 Bristol Street North)
TPO 2026 With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Birch St (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.669

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	0	1	1	2	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	96	1051	0	0	103	98	0	0	0	387	1306	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	1051	0	0	103	98	0	0	0	387	1306	203
Added Vol:	0	0	0	0	0	0	0	0	0	26	11	10
PasserByVol:	2	3	0	0	16	23	0	0	0	11	98	3
Initial Fut:	98	1054	0	0	119	121	0	0	0	424	1415	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	1054	0	0	119	121	0	0	0	424	1415	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1054	0	0	119	121	0	0	0	424	1415	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	1054	0	0	119	121	0	0	0	424	1415	216

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.98	2.02	0.00	0.00	0.00	1.00	3.60	0.40
Final Sat.:	3200	3200	0	0	3173	3227	0	0	0	1600	5764	636

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.33	0.00	0.00	0.04	0.04	0.00	0.00	0.00	0.27	0.25	0.34
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
TPO 2026 With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Birch St (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.490

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Protected			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	2	1	1	2	0	2	0	0	1	1	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	385	381	165	326	0	755	1213	209	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	385	381	165	326	0	755	1213	209	0	0	0
Added Vol:	0	0	0	26	0	0	0	-7	0	0	0	0
PasserByVol:	0	5	3	8	19	0	0	0	6	0	0	0
Initial Fut:	0	390	384	199	345	0	755	1206	215	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	390	384	199	345	0	755	1206	215	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	390	384	199	345	0	755	1206	215	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	390	384	199	345	0	755	1206	215	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.02	1.98	2.00	2.00	0.00	1.54	3.01	0.45	0.00	0.00	0.00
Final Sat.:	0	3225	3175	3200	3200	0	2464	4810	726	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.12	0.12	0.06	0.11	0.00	0.31	0.25	0.30	0.00	0.00	0.00
Crit Moves:	****			****			****					

Picerne Residential (1300 Bristol Street North)
TPO 2026 With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 MacArthur Blvd (NS) at Campus Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.511

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Ignore										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	1	0	4	0	1	1	0	4	0	1	2	0	2	1	0	2	0	3	0	1

Volume Module:

Base Vol:	54	575	74	318	853	207	460	759	71	39	164	71
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	615	79	340	913	221	460	759	71	39	164	71
Added Vol:	0	7	0	0	-1	0	0	0	0	0	0	0
PasserByVol:	0	92	0	2	40	0	0	0	0	0	0	7
Initial Fut:	58	714	79	342	952	221	460	759	71	39	164	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	58	714	79	342	952	221	460	759	71	39	164	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	714	79	342	952	221	460	759	71	39	164	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	58	714	79	342	952	221	460	759	71	39	164	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.74	0.26	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	4389	411	3200	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.04	0.11	0.05	0.21	0.15	0.14	0.14	0.17	0.17	0.01	0.03	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Picerne Residential (1300 Bristol Street North)
TPO 2026 With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 MacArthur Blvd (NS) at Birch St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.408

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	0	1	1	0	1	0	0

Volume Module:

Base Vol:	33	619	79	82	664	164	84	319	64	27	116	55
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	662	85	88	710	175	84	319	64	27	116	55
Added Vol:	0	0	0	0	-1	0	7	2	0	0	0	0
PasserByVol:	0	27	0	12	31	3	28	11	0	0	17	50
Initial Fut:	35	689	85	100	740	178	119	332	64	27	133	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	689	85	100	740	178	119	332	64	27	133	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	689	85	100	740	178	119	332	64	27	133	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	689	85	100	740	178	119	332	64	27	133	105

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.22	0.78	1.00	1.63	0.37	1.00	1.12	0.88
Final Sat.:	1600	4800	1600	1600	5157	1243	1600	2607	593	1600	1788	1412

Capacity Analysis Module:

Vol/Sat:	0.02	0.14	0.05	0.06	0.14	0.14	0.07	0.13	0.11	0.02	0.07	0.07
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
TPO 2026 With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 MacArthur Blvd (NS) at Von Karman Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.585

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	3	0	1	1	0	1	1	0	2	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	46	807	685	51	415	123	17	72	32	165	96	20
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	863	733	55	444	132	17	72	32	165	96	20
Added Vol:	0	0	0	0	-1	0	0	0	0	-1	0	0
PasserByVol:	0	32	6	0	39	0	0	0	0	16	0	0
Initial Fut:	49	895	739	55	482	132	17	72	32	180	96	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	895	739	55	482	132	17	72	32	180	96	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	895	739	55	482	132	17	72	32	180	96	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	895	739	55	482	132	17	72	32	180	96	20

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.38	0.62	2.00	0.83	0.17
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	2215	985	3200	1324	276

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.19	0.46	0.03	0.10	0.08	0.01	0.03	0.03	0.06	0.07	0.07
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
TPO 2026 With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 MacArthur Blvd (NS) at Jamboree Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.645

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1		2	0	3	1	0	

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	174	904	538	64	384	260	430	1007	179	324	728	201
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	186	967	576	68	411	278	460	1077	192	347	779	215
Added Vol:	-3	0	0	0	0	-2	0	12	4	0	-1	0
PasserByVol:	0	12	7	7	30	18	9	32	0	52	151	21
Initial Fut:	183	979	583	75	441	294	469	1121	196	399	929	236
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	979	583	75	441	0	469	1121	196	399	929	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	979	583	75	441	0	469	1121	196	399	929	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	979	583	75	441	0	469	1121	196	399	929	236
OvlAdjVol:	450											

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.41	0.59	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	5450	950	4800	4800	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.06	0.20	0.36	0.02	0.09	0.00	0.15	0.21	0.21	0.08	0.19	0.15
OvlAdjV/S:	0.28											
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
TPO 2026 With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 MacArthur Blvd (NS) at Bison Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.712
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	4	0	1		2	0	2	0	1	

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	262	2282	134	43	2274	218	214	222	199	497	237	80
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	283	2465	145	46	2456	235	214	222	199	497	237	80
Added Vol:	0	-5	0	0	4	0	0	0	0	0	0	0
PasserByVol:	1	21	8	0	49	2	2	5	1	16	1	0
Initial Fut:	284	2481	153	46	2509	237	216	227	200	513	238	80
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	284	2481	0	46	2509	237	216	227	0	513	238	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	2481	0	46	2509	237	216	227	0	513	238	80
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	284	2481	0	46	2509	237	216	227	0	513	238	80
OvlAdjVol:						129						57

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.09	0.39	0.00	0.01	0.39	0.15	0.07	0.07	0.00	0.16	0.07	0.05
OvlAdjV/S:						0.08						0.04
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
TPO 2026 With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Jamboree Dr (NS) at Campus Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.636

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	1	0	0	2	0	2	0	1	0

Volume Module:

Base Vol:	108	1119	196	162	1764	137	73	197	50	327	283	100
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	1197	210	173	1887	147	73	197	50	327	283	100
Added Vol:	0	12	0	0	-1	0	0	0	0	0	0	0
PasserByVol:	18	116	10	0	27	1	2	0	4	2	0	0
Initial Fut:	134	1325	220	173	1913	148	75	197	54	329	283	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	134	1325	220	173	1913	148	75	197	0	329	283	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1325	220	173	1913	148	75	197	0	329	283	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	134	1325	220	173	1913	148	75	197	0	329	283	100

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.43	0.57	2.00	2.79	0.21	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5490	910	3200	4456	344	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.04	0.24	0.24	0.05	0.43	0.43	0.02	0.06	0.00	0.10	0.09	0.06
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
TPO 2026 With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Jamboree Rd (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.406

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Permitted			Permitted			Permitted			
Rights:	Ignore			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	2	0	2	1	1	0	0	3	1	1	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	714	1632	756	0	705	405	0	0	0	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	764	1746	809	0	754	433	0	0	0	0	0	0
Added Vol:	-11	16	0	0	0	-5	0	0	0	0	0	0
PasserByVol:	7	34	17	0	69	99	0	0	0	0	0	0
Initial Fut:	760	1796	826	0	823	527	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	760	1796	0	0	823	527	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	760	1796	0	0	823	527	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	760	1796	0	0	823	527	0	0	0	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.05	1.95	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	4800	1600	0	4877	3123	0	0	0	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.24	0.37	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

Picerne Residential (1300 Bristol Street North)
TPO 2026 With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Jamboree Rd (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.700

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	0	0	4	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1838	21	0	690	0	1228	527	1398	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1967	22	0	738	0	1228	527	1398	0	0	0
Added Vol:	0	-3	0	0	0	0	9	5	4	0	0	0
PasserByVol:	0	36	0	0	69	0	20	9	29	0	0	0
Initial Fut:	0	2000	22	0	807	0	1257	541	1431	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2000	22	0	807	0	1257	541	1431	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2000	22	0	807	0	1257	541	1431	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2000	22	0	807	0	1257	541	1431	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.94	0.06	0.00	4.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7911	89	0	6400	0	3200	1600	3200	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.25	0.25	0.00	0.13	0.00	0.39	0.34	0.45	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
TPO 2026 With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Jamboree Rd (NS) at Eastbluff Dr/University Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected			Protected			Split Phase			Split Phase				
Rights:	Include			Include			Include			Ignore				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	3	0	1	2	0	3	0	1	1	1	0	1

Volume Module:

Base Vol:	87	1231	219	95	1508	400	430	103	44	223	147	170
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	1317	234	102	1614	428	430	103	44	223	147	170
Added Vol:	0	-3	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	42	4	0	96	0	0	0	0	0	0	0
Initial Fut:	93	1356	238	102	1714	428	430	103	44	223	147	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	93	1356	238	102	1714	428	430	103	44	223	147	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1356	238	102	1714	428	430	103	44	223	147	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	93	1356	238	102	1714	428	430	103	44	223	147	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.61	0.39	1.00	1.81	1.19	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2582	618	1600	2893	1907	1600

Capacity Analysis Module:

Vol/Sat:	0.06	0.28	0.15	0.03	0.36	0.27	0.17	0.17	0.03	0.08	0.08	0.00
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
TPO 2026 With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Campus Dr (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.686

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	0	4	0	3	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	437	696	0	0	1012	1160	0	0	0	267	1803	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	437	696	0	0	1012	1160	0	0	0	267	1803	111
Added Vol:	0	0	0	0	0	0	0	0	0	-3	0	0
PasserByVol:	0	14	0	0	4	0	0	0	0	7	55	0
Initial Fut:	437	710	0	0	1016	1160	0	0	0	271	1858	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	437	710	0	0	1016	1160	0	0	0	271	1858	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	437	710	0	0	1016	1160	0	0	0	271	1858	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	437	710	0	0	1016	1160	0	0	0	271	1858	111

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	3.00	0.00	0.00	0.00	1.00	3.77	0.23
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	6039	361

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.14	0.15	0.00	0.00	0.16	0.24	0.00	0.00	0.00	0.17	0.31	0.31
Crit Moves:	****					****					****	

Picerne Residential (1300 Bristol Street North)
TPO 2026 With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Campus Dr/Irvine Ave (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.545
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	1	1	2	0	2	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	663	256	206	1064	0	460	1001	556	0	0	0
Growth Adj:	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	709	274	206	1064	0	460	1001	556	0	0	0
Added Vol:	0	0	2	0	-3	0	0	9	0	0	0	0
PasserByVol:	0	4	19	0	11	0	10	4	0	0	0	0
Initial Fut:	0	713	295	206	1072	0	470	1014	556	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	713	295	206	1072	0	470	1014	556	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	713	295	206	1072	0	470	1014	556	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	713	295	206	1072	0	470	1014	556	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	3.00	0.00	1.27	2.73	2.00	0.00	0.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	2027	4373	3200	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.11	0.18	0.13	0.22	0.00	0.23	0.23	0.17	0.00	0.00	0.00
Crit Moves:	****			****			****					

Picerne Residential (1300 Bristol Street North)
TPO 2026 With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Birch St (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.566
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	0	1	1	2	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	142	358	0	0	443	661	0	0	0	458	1477	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	358	0	0	443	661	0	0	0	458	1477	119
Added Vol:	0	0	0	0	0	0	0	0	0	2	-3	2
PasserByVol:	8	11	0	0	8	10	0	0	0	6	49	4
Initial Fut:	150	369	0	0	451	671	0	0	0	466	1523	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	369	0	0	451	671	0	0	0	466	1523	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	369	0	0	451	671	0	0	0	466	1523	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	369	0	0	451	671	0	0	0	466	1523	125

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.61	2.39	0.00	0.00	0.00	1.00	3.77	0.23
Final Sat.:	3200	3200	0	0	2573	3827	0	0	0	1600	6036	364

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.05	0.12	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.29	0.25	0.34
Crit Moves:	****				****							****

Picerne Residential (1300 Bristol Street North)
TPO 2026 With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Birch St (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.493
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Protected			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	2	1	1	2	0	2	0	0	1	1	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	168	319	245	725	0	258	1117	112	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	168	319	245	725	0	258	1117	112	0	0	0
Added Vol:	0	0	0	2	0	0	0	11	0	0	0	0
PasserByVol:	0	19	18	3	10	0	0	18	4	0	0	0
Initial Fut:	0	187	337	250	735	0	258	1146	116	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	187	337	250	735	0	258	1146	116	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	187	337	250	735	0	258	1146	116	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	187	337	250	735	0	258	1146	116	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	1.00	3.72	0.28	0.00	0.00	0.00
Final Sat.:	0	3200	3200	3200	3200	0	1600	5959	441	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.06	0.11	0.08	0.23	0.00	0.16	0.19	0.26	0.00	0.00	0.00
Crit Moves:				****						****		

Picerne Residential (1300 Bristol Street North)
TPO 2026 With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 MacArthur Blvd (NS) at Campus Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.836

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Ignore										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	1	0	4	0	1	1	0	4	0	1	2	0	2	1	0	2	0	3	0	1

Volume Module:

Base Vol:	202	1076	51	155	934	577	315	319	64	78	1038	209
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	216	1151	55	166	999	617	315	319	64	78	1038	209
Added Vol:	0	2	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	61	0	8	78	0	0	0	0	0	0	4
Initial Fut:	216	1214	55	174	1084	617	315	319	64	78	1038	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	216	1214	55	174	1084	617	315	319	64	78	1038	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	1214	55	174	1084	617	315	319	64	78	1038	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	216	1214	55	174	1084	617	315	319	64	78	1038	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.50	0.50	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	3998	802	3200	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.14	0.19	0.03	0.11	0.17	0.39	0.10	0.08	0.08	0.02	0.22	0.00
Crit Moves:	****					****	****				****	

Picerne Residential (1300 Bristol Street North)
TPO 2026 With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 MacArthur Blvd (NS) at Birch St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.629

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	0	1	1	0	1	0	0

Volume Module:

Base Vol:	119	857	31	48	858	165	304	277	42	109	500	210
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	917	33	51	918	177	304	277	42	109	500	210
Added Vol:	0	0	0	0	7	0	2	0	0	0	0	0
PasserByVol:	0	30	0	52	40	2	14	15	0	0	14	27
Initial Fut:	127	947	33	103	965	179	320	292	42	109	514	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	947	33	103	965	179	320	292	42	109	514	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	947	33	103	965	179	320	292	42	109	514	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	947	33	103	965	179	320	292	42	109	514	237

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.38	0.62	1.47	1.34	0.19	1.00	1.37	0.63
Final Sat.:	1600	4800	1600	1600	5401	999	2344	2146	309	1600	2190	1010

Capacity Analysis Module:

Vol/Sat:	0.08	0.20	0.02	0.06	0.18	0.18	0.14	0.14	0.14	0.07	0.23	0.23
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
TPO 2026 With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 MacArthur Blvd (NS) at Von Karman Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.546

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	3	0	1	1	0	1	1	0	2	0	0

Volume Module:

Base Vol:	37	794	273	56	908	47	98	141	194	612	89	89
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	850	292	60	972	50	98	141	194	612	89	89
Added Vol:	0	0	0	0	7	0	0	0	0	2	0	0
PasserByVol:	0	37	16	0	34	0	0	0	0	10	0	0
Initial Fut:	40	887	308	60	1013	50	98	141	194	624	89	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	887	308	60	1013	50	98	141	194	624	89	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	887	308	60	1013	50	98	141	194	624	89	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	887	308	60	1013	50	98	141	194	624	89	89

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.50	0.50
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1600	1600	3200	800	800

Capacity Analysis Module:

Vol/Sat:	0.02	0.18	0.19	0.04	0.21	0.03	0.06	0.09	0.12	0.20	0.11	0.11
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
TPO 2026 With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 MacArthur Blvd (NS) at Jamboree Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.739

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1		2	0	3	1	0	

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	258	664	312	151	1439	387	248	939	50	452	994	198
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	276	710	334	162	1540	414	265	1005	54	484	1064	212
Added Vol:	9	0	0	0	0	10	0	3	-3	0	12	0
PasserByVol:	0	27	54	24	12	12	14	164	0	23	71	13
Initial Fut:	285	737	388	186	1552	436	279	1172	51	507	1147	225
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	737	388	186	1552	0	279	1172	51	507	1147	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	737	388	186	1552	0	279	1172	51	507	1147	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	285	737	388	186	1552	0	279	1172	51	507	1147	225
OvlAdjVol:	219											

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.83	0.17	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	6136	264	4800	4800	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.09	0.15	0.24	0.06	0.32	0.00	0.09	0.19	0.19	0.11	0.24	0.14
OvlAdjV/S:	0.14											
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
TPO 2026 With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 MacArthur Blvd (NS) at Bison Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.615

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	4	0	1		2	0	4	0	1	

Volume Module:

Base Vol:	142	2315	140	157	2450	226	188	210	205	257	215	109
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	2500	151	170	2646	244	188	210	205	257	215	109
Added Vol:	0	4	0	0	-3	0	0	0	0	0	0	0
PasserByVol:	4	64	18	0	29	11	5	3	2	6	4	0
Initial Fut:	157	2568	169	170	2672	255	193	213	207	263	219	109
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	157	2568	0	170	2672	255	193	213	0	263	219	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	2568	0	170	2672	255	193	213	0	263	219	109
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	157	2568	0	170	2672	255	193	213	0	263	219	109
OvlAdjVol:						159						24

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.05	0.40	0.00	0.05	0.42	0.16	0.06	0.07	0.00	0.08	0.07	0.07
OvlAdjV/S:						0.10						0.02
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
TPO 2026 With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Jamboree Dr (NS) at Campus Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.636

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	1	0	0	2	0	2	0	1	0

Volume Module:

Base Vol:	73	1141	482	183	1343	143	175	586	192	202	334	152
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	1221	516	196	1437	153	175	586	192	202	334	152
Added Vol:	0	3	0	0	12	0	0	0	0	0	0	0
PasserByVol:	10	56	5	0	117	2	1	0	20	10	0	0
Initial Fut:	88	1280	521	196	1566	155	176	586	212	212	334	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	88	1280	521	196	1566	155	176	586	0	212	334	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	1280	521	196	1566	155	176	586	0	212	334	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	88	1280	521	196	1566	155	176	586	0	212	334	152

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.73	0.27	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4368	432	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:

Vol/Sat: 0.03 0.27 0.33 0.06 0.36 0.36 0.06 0.18 0.00 0.07 0.10 0.10

Crit Moves: **** *

Picerne Residential (1300 Bristol Street North)
TPO 2026 With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Jamboree Rd (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.523
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Permitted			Permitted			Permitted			
Rights:	Ignore			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	2	0	2	1	1	0	0	3	1	1	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	728	1470	828	0	898	741	0	0	0	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	779	1573	886	0	961	793	0	0	0	0	0	0
Added Vol:	15	0	0	0	0	31	0	0	0	0	0	0
PasserByVol:	6	177	30	0	32	49	0	0	0	0	0	0
Initial Fut:	800	1750	916	0	993	873	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	800	1750	0	0	993	873	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	800	1750	0	0	993	873	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	800	1750	0	0	993	873	0	0	0	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	4800	1600	0	4800	3200	0	0	0	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.25	0.36	0.00	0.00	0.21	0.27	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****					****						

Picerne Residential (1300 Bristol Street North)
TPO 2026 With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Jamboree Rd (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.672

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	0	0	4	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1820	76	0	964	0	961	860	1029	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1947	81	0	1031	0	961	860	1029	0	0	0
Added Vol:	0	4	0	0	0	0	11	3	-2	0	0	0
PasserByVol:	0	90	0	0	30	0	109	7	36	0	0	0
Initial Fut:	0	2041	81	0	1061	0	1081	870	1063	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2041	81	0	1061	0	1081	870	1063	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2041	81	0	1061	0	1081	870	1063	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2041	81	0	1061	0	1081	870	1063	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.81	0.19	0.00	4.00	0.00	1.66	1.34	2.00	0.00	0.00	0.00
Final Sat.:	0	7694	306	0	6400	0	2660	2140	3200	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.27	0.27	0.00	0.17	0.00	0.41	0.41	0.33	0.00	0.00	0.00
Crit Moves:	****			****			****					

Picerne Residential (1300 Bristol Street North)
TPO 2026 With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Jamboree Rd (NS) at Eastbluff Dr/University Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.578

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected			Protected			Split Phase			Split Phase				
Rights:	Include			Include			Include			Ignore				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	3	0	1	2	0	3	0	1	1	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	46	1498	207	142	1485	423	215	90	21	238	111	136
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	1603	221	152	1589	453	215	90	21	238	111	136
Added Vol:	0	4	0	0	-2	0	0	0	0	0	0	0
PasserByVol:	0	113	7	0	66	0	0	0	0	7	0	0
Initial Fut:	49	1720	228	152	1653	453	215	90	21	245	111	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	49	1720	228	152	1653	453	215	90	21	245	111	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1720	228	152	1653	453	215	90	21	245	111	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	49	1720	228	152	1653	453	215	90	21	245	111	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.41	0.59	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2256	944	1600	3200	1600	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.36	0.14	0.05	0.34	0.28	0.10	0.10	0.01	0.08	0.07	0.00
Crit Moves:	****			****			****			****		

CEQA YEAR 2026 WITHOUT PROJECT

Picerne Residential (1300 Bristol Street North)
CEQA 2026 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Campus Dr (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.562

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	0	4	0	3	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	482	1605	0	0	275	240	0	0	0	208	1077	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	482	1605	0	0	275	240	0	0	0	208	1077	238
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	7	0	0	7	0	0	0	0	21	135	0
Initial Fut:	482	1612	0	0	282	240	0	0	0	229	1212	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	482	1612	0	0	282	240	0	0	0	229	1212	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	1612	0	0	282	240	0	0	0	229	1212	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	482	1612	0	0	282	240	0	0	0	229	1212	238

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	3.00	0.00	0.00	0.00	1.00	3.34	0.66
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	5350	1050

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.15	0.34	0.00	0.00	0.04	0.05	0.00	0.00	0.00	0.14	0.23	0.23
Crit Moves:	****									****		

Picerne Residential (1300 Bristol Street North)
CEQA 2026 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Campus Dr/Irvine Ave (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.710

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	1	1	2	0	2	0

Volume Module:

Base Vol:	0	1103	282	96	378	0	980	1818	464	0	0	0
Growth Adj:	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1180	302	96	378	0	980	1818	464	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	2	14	0	28	0	5	93	0	0	0	0
Initial Fut:	0	1182	316	96	406	0	985	1911	464	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1182	316	96	406	0	985	1911	464	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1182	316	96	406	0	985	1911	464	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1182	316	96	406	0	985	1911	464	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	3.00	0.00	1.36	2.64	2.00	0.00	0.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	2177	4223	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.18	0.20	0.06	0.08	0.00	0.45	0.45	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****					

Picerne Residential (1300 Bristol Street North)
CEQA 2026 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Birch St (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.688

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	0	1	1	2	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	96	1051	0	0	103	98	0	0	0	387	1306	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	1051	0	0	103	98	0	0	0	387	1306	203
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	11	64	0	0	30	33	0	0	0	40	114	6
Initial Fut:	107	1115	0	0	133	131	0	0	0	427	1420	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	1115	0	0	133	131	0	0	0	427	1420	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1115	0	0	133	131	0	0	0	427	1420	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	1115	0	0	133	131	0	0	0	427	1420	209

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	3.62	0.38
Final Sat.:	3200	3200	0	0	3200	3200	0	0	0	1600	5784	616

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.35	0.00	0.00	0.04	0.04	0.00	0.00	0.00	0.27	0.25	0.34
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
CEQA 2026 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Birch St (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.515

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Protected			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	2	1	1	2	0	2	0	0	1	1	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	385	381	165	326	0	755	1213	209	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	385	381	165	326	0	755	1213	209	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	40	3	46	24	0	35	65	6	0	0	0
Initial Fut:	0	425	384	211	350	0	790	1278	215	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	425	384	211	350	0	790	1278	215	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	425	384	211	350	0	790	1278	215	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	425	384	211	350	0	790	1278	215	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.10	1.90	2.00	2.00	0.00	1.53	3.04	0.43	0.00	0.00	0.00
Final Sat.:	0	3362	3038	3200	3200	0	2445	4864	691	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.13	0.13	0.07	0.11	0.00	0.32	0.26	0.31	0.00	0.00	0.00
Crit Moves:	****			****			****					

Picerne Residential (1300 Bristol Street North)
CEQA 2026 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 MacArthur Blvd (NS) at Campus Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.524

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Ignore										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	1	0	4	0	1	1	0	4	0	1	2	0	2	1	0	2	0	3	0	1

Volume Module:

Base Vol:	54	575	74	318	853	207	460	759	71	39	164	71
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	615	79	340	913	221	460	759	71	39	164	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	184	0	2	106	0	0	0	0	0	0	7
Initial Fut:	58	799	79	342	1019	221	460	759	71	39	164	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	58	799	79	342	1019	221	460	759	71	39	164	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	799	79	342	1019	221	460	759	71	39	164	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	58	799	79	342	1019	221	460	759	71	39	164	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.74	0.26	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	4389	411	3200	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.04	0.12	0.05	0.21	0.16	0.14	0.14	0.17	0.17	0.01	0.03	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Picerne Residential (1300 Bristol Street North)
CEQA 2026 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 MacArthur Blvd (NS) at Birch St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.460

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	0	1	1	0	1	0	0

Volume Module:

Base Vol:	33	619	79	82	664	164	84	319	64	27	116	55
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	662	85	88	710	175	84	319	64	27	116	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	109	0	29	77	6	33	67	0	0	35	55
Initial Fut:	35	771	85	117	787	181	117	386	64	27	151	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	771	85	117	787	181	117	386	64	27	151	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	771	85	117	787	181	117	386	64	27	151	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	771	85	117	787	181	117	386	64	27	151	110

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.25	0.75	1.00	1.66	0.34	1.00	1.16	0.84
Final Sat.:	1600	4800	1600	1600	5201	1199	1600	2662	538	1600	1851	1349

Capacity Analysis Module:

Vol/Sat:	0.02	0.16	0.05	0.07	0.15	0.15	0.07	0.15	0.12	0.02	0.08	0.08
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
CEQA 2026 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 MacArthur Blvd (NS) at Von Karman Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.587

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	3	0	1	1	0	1	1	0	2	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	46	807	685	51	415	123	17	72	32	165	96	20
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	863	733	55	444	132	17	72	32	165	96	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	114	8	0	85	0	0	0	0	18	0	0
Initial Fut:	49	977	741	55	529	132	17	72	32	183	96	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	977	741	55	529	132	17	72	32	183	96	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	977	741	55	529	132	17	72	32	183	96	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	977	741	55	529	132	17	72	32	183	96	20

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.38	0.62	2.00	0.83	0.17
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	2215	985	3200	1324	276

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.20	0.46	0.03	0.11	0.08	0.01	0.03	0.03	0.06	0.07	0.07
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
CEQA 2026 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 MacArthur Blvd (NS) at Jamboree Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.742

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1		2	0	3	1	0	

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	174	904	538	64	384	260	430	1007	179	324	728	201
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	186	967	576	68	411	278	460	1077	192	347	779	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	18	72	127	7	60	36	33	269	2	85	252	21
Initial Fut:	204	1039	703	75	471	314	493	1346	194	432	1031	236
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	1039	703	75	471	0	493	1346	194	432	1031	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	1039	703	75	471	0	493	1346	194	432	1031	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	1039	703	75	471	0	493	1346	194	432	1031	236
OvlAdjVol:	559											

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.50	0.50	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	5596	804	4800	4800	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.06	0.22	0.44	0.02	0.10	0.00	0.15	0.24	0.24	0.09	0.21	0.15
OvlAdjV/S:	0.35											
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
CEQA 2026 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 MacArthur Blvd (NS) at Bison Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.727

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	4	0	1		2	0	2	0	1	

Volume Module:												
Base Vol:	262	2282	134	43	2274	218	214	222	199	497	237	80
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	283	2465	145	46	2456	235	214	222	199	497	237	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	1	181	12	0	106	2	2	21	1	22	54	0
Initial Fut:	284	2646	157	46	2562	237	216	243	200	519	291	80
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	284	2646	0	46	2562	237	216	243	0	519	291	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	2646	0	46	2562	237	216	243	0	519	291	80
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	284	2646	0	46	2562	237	216	243	0	519	291	80
OvlAdjVol:						129						57

Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:												
Vol/Sat:	0.09	0.41	0.00	0.01	0.40	0.15	0.07	0.08	0.00	0.16	0.09	0.05
OvlAdjV/S:						0.08						0.04
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
CEQA 2026 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Jamboree Dr (NS) at Campus Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	1	0	0	2	0	2	0	1	0

Volume Module:

Base Vol:	108	1119	196	162	1764	137	73	197	50	327	283	100
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	1197	210	173	1887	147	73	197	50	327	283	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	18	277	10	89	224	1	2	0	4	2	1	36
Initial Fut:	134	1474	220	262	2111	148	75	197	54	329	284	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	134	1474	220	262	2111	148	75	197	0	329	284	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1474	220	262	2111	148	75	197	0	329	284	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	134	1474	220	262	2111	148	75	197	0	329	284	136

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.48	0.52	2.00	2.80	0.20	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5570	830	3200	4486	314	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.04	0.26	0.26	0.08	0.47	0.47	0.02	0.06	0.00	0.10	0.09	0.09
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
CEQA 2026 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Jamboree Rd (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.437

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Permitted			Permitted			Permitted			
Rights:	Ignore			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	2	0	2	1	1	0	0	3	1	1	0	0	0

Volume Module:												
Base Vol:	714	1632	756	0	705	405	0	0	0	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	764	1746	809	0	754	433	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	37	297	17	0	163	142	0	0	0	0	0	0
Initial Fut:	801	2043	826	0	917	575	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	801	2043	0	0	917	575	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	801	2043	0	0	917	575	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	801	2043	0	0	917	575	0	0	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.07	1.93	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	4800	1600	0	4916	3084	0	0	0	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.25	0.43	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

Picerne Residential (1300 Bristol Street North)
CEQA 2026 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Jamboree Rd (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.732

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	0	0	4	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1838	21	0	690	0	1228	527	1398	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1967	22	0	738	0	1228	527	1398	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	271	0	0	163	0	78	18	41	0	0	0
Initial Fut:	0	2238	22	0	901	0	1306	545	1439	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2238	22	0	901	0	1306	545	1439	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2238	22	0	901	0	1306	545	1439	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2238	22	0	901	0	1306	545	1439	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.95	0.05	0.00	4.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7920	80	0	6400	0	3200	1600	3200	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.28	0.28	0.00	0.14	0.00	0.41	0.34	0.45	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
CEQA 2026 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Jamboree Rd (NS) at Eastbluff Dr/University Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.690

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected			Protected			Split Phase			Split Phase				
Rights:	Include			Include			Include			Ignore				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	3	0	1	2	0	3	0	1	1	1	0	1

Volume Module:

Base Vol:	87	1231	219	95	1508	400	430	103	44	223	147	170
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	1317	234	102	1614	428	430	103	44	223	147	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	254	65	3	191	8	20	0	0	30	0	3
Initial Fut:	93	1571	299	105	1805	436	450	103	44	253	147	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	93	1571	299	105	1805	436	450	103	44	253	147	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1571	299	105	1805	436	450	103	44	253	147	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	93	1571	299	105	1805	436	450	103	44	253	147	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.63	0.37	1.00	1.90	1.10	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2604	596	1600	3036	1764	1600

Capacity Analysis Module:

Vol/Sat:	0.06	0.33	0.19	0.03	0.38	0.27	0.17	0.17	0.03	0.08	0.08	0.00
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
CEQA 2026 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Campus Dr (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.700

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	0	4	0	3	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	437	696	0	0	1012	1160	0	0	0	267	1803	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	437	696	0	0	1012	1160	0	0	0	267	1803	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	14	0	0	4	0	0	0	0	16	143	0
Initial Fut:	437	710	0	0	1016	1160	0	0	0	283	1946	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	437	710	0	0	1016	1160	0	0	0	283	1946	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	437	710	0	0	1016	1160	0	0	0	283	1946	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	437	710	0	0	1016	1160	0	0	0	283	1946	111

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	3.00	0.00	0.00	0.00	1.00	3.78	0.22
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	6055	345

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.14	0.15	0.00	0.00	0.16	0.24	0.00	0.00	0.00	0.18	0.32	0.32
Crit Moves:	****					****					****	

Picerne Residential (1300 Bristol Street North)
CEQA 2026 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Campus Dr/Irvine Ave (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.551

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	1	0	3	0	0	0

Volume Module:

Base Vol:	0	663	256	206	1064	0	460	1001	556	0	0	0
Growth Adj:	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	709	274	206	1064	0	460	1001	556	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	4	24	0	20	0	10	41	0	0	0	0
Initial Fut:	0	713	298	206	1084	0	470	1042	556	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	713	298	206	1084	0	470	1042	556	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	713	298	206	1084	0	470	1042	556	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	713	298	206	1084	0	470	1042	556	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	3.00	0.00	1.24	2.76	2.00	0.00	0.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	1989	4411	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.11	0.19	0.13	0.23	0.00	0.24	0.24	0.17	0.00	0.00	0.00
Crit Moves:	****			****			****					

Picerne Residential (1300 Bristol Street North)
CEQA 2026 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Birch St (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.590

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	0	1	1	2	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	142	358	0	0	443	661	0	0	0	458	1477	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	358	0	0	443	661	0	0	0	458	1477	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	10	36	0	0	30	48	0	0	0	40	107	13
Initial Fut:	152	394	0	0	473	709	0	0	0	498	1584	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	394	0	0	473	709	0	0	0	498	1584	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	394	0	0	473	709	0	0	0	498	1584	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	394	0	0	473	709	0	0	0	498	1584	132

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.60	2.40	0.00	0.00	0.00	1.00	3.77	0.23
Final Sat.:	3200	3200	0	0	2561	3839	0	0	0	1600	6031	369

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.05	0.12	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.31	0.26	0.36
Crit Moves:	****				****							****

Picerne Residential (1300 Bristol Street North)
CEQA 2026 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Birch St (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.502

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Protected			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	2	1	1	2	0	2	0	0	1	1	2

Volume Module:

Base Vol:	0	168	319	245	725	0	258	1117	112	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	168	319	245	725	0	258	1117	112	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	31	18	40	29	0	15	46	4	0	0	0
Initial Fut:	0	199	337	285	754	0	273	1163	116	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	199	337	285	754	0	273	1163	116	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	199	337	285	754	0	273	1163	116	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	199	337	285	754	0	273	1163	116	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	1.00	3.73	0.27	0.00	0.00	0.00
Final Sat.:	0	3200	3200	3200	3200	0	1600	5965	435	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.06	0.11	0.09	0.24	0.00	0.17	0.19	0.27	0.00	0.00	0.00
Crit Moves:	****						****					

Picerne Residential (1300 Bristol Street North)
CEQA 2026 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 MacArthur Blvd (NS) at Campus Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.836
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Ignore										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	1	0	4	0	1	1	0	4	0	1	2	0	2	1	0	2	0	3	0	1

Volume Module:

Base Vol:	202	1076	51	155	934	577	315	319	64	78	1038	209
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	216	1151	55	166	999	617	315	319	64	78	1038	209
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	141	0	8	171	0	0	0	0	0	0	4
Initial Fut:	216	1292	55	174	1170	617	315	319	64	78	1038	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	216	1292	55	174	1170	617	315	319	64	78	1038	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	1292	55	174	1170	617	315	319	64	78	1038	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	216	1292	55	174	1170	617	315	319	64	78	1038	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.50	0.50	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	3998	802	3200	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.14	0.20	0.03	0.11	0.18	0.39	0.10	0.08	0.08	0.02	0.22	0.00
Crit Moves:	****					****	****				****	

Picerne Residential (1300 Bristol Street North)
CEQA 2026 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 MacArthur Blvd (NS) at Birch St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	0	1	1	0	1	0	0

Volume Module:

Base Vol:	119	857	31	48	858	165	304	277	42	109	500	210
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	917	33	51	918	177	304	277	42	109	500	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	84	0	59	125	3	21	41	0	0	72	46
Initial Fut:	127	1001	33	110	1043	180	325	318	42	109	572	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	1001	33	110	1043	180	325	318	42	109	572	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1001	33	110	1043	180	325	318	42	109	572	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	1001	33	110	1043	180	325	318	42	109	572	256

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.41	0.59	1.43	1.39	0.18	1.00	1.38	0.62
Final Sat.:	1600	4800	1600	1600	5460	940	2284	2224	293	1600	2211	989

Capacity Analysis Module:

Vol/Sat:	0.08	0.21	0.02	0.07	0.19	0.19	0.14	0.14	0.14	0.07	0.26	0.26
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Picerne Residential (1300 Bristol Street North)
CEQA 2026 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 MacArthur Blvd (NS) at Von Karman Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.569

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	3	0	1	1	0	1	1	0	2	0	0

Volume Module:

Base Vol:	37	794	273	56	908	47	98	141	194	612	89	89
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	850	292	60	972	50	98	141	194	612	89	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	91	18	0	119	0	0	0	0	15	0	0
Initial Fut:	40	941	310	60	1091	50	98	141	194	627	89	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	941	310	60	1091	50	98	141	194	627	89	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	941	310	60	1091	50	98	141	194	627	89	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	941	310	60	1091	50	98	141	194	627	89	89

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.50	0.50
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1600	1600	3200	800	800

Capacity Analysis Module:

Vol/Sat:	0.02	0.20	0.19	0.04	0.23	0.03	0.06	0.09	0.12	0.20	0.11	0.11
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
CEQA 2026 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 MacArthur Blvd (NS) at Jamboree Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.806

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1		2	0	3	1	0	

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	258	664	312	151	1439	387	248	939	50	452	994	198
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	276	710	334	162	1540	414	265	1005	54	484	1064	212
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	8	65	104	24	73	41	32	298	10	152	319	13
Initial Fut:	284	775	438	186	1613	455	297	1303	64	636	1383	225
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	775	438	186	1613	0	297	1303	64	636	1383	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	775	438	186	1613	0	297	1303	64	636	1383	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	284	775	438	186	1613	0	297	1303	64	636	1383	225
OvlAdjVol:	226											

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.81	0.19	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	6103	297	4800	4800	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.09	0.16	0.27	0.06	0.34	0.00	0.09	0.21	0.21	0.13	0.29	0.14
OvlAdjV/S:	0.14											
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
CEQA 2026 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 MacArthur Blvd (NS) at Bison Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.660

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	4	0	1		2	0	2	0	1	

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	142	2315	140	157	2450	226	188	210	205	257	215	109
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	2500	151	170	2646	244	188	210	205	257	215	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	4	148	24	0	196	11	5	55	2	11	36	0
Initial Fut:	157	2648	175	170	2842	255	193	265	207	268	251	109
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	157	2648	0	170	2842	255	193	265	0	268	251	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	2648	0	170	2842	255	193	265	0	268	251	109
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	157	2648	0	170	2842	255	193	265	0	268	251	109
OvlAdjVol:						159						24

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.05	0.41	0.00	0.05	0.44	0.16	0.06	0.08	0.00	0.08	0.08	0.07
OvlAdjV/S:						0.10						0.02
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
CEQA 2026 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Jamboree Dr (NS) at Campus Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.670

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	1	0	0	2	0	2	0	1	0

Volume Module:

Base Vol:	73	1141	482	183	1343	143	175	586	192	202	334	152
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	1221	516	196	1437	153	175	586	192	202	334	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	10	282	5	46	295	2	1	1	20	10	1	98
Initial Fut:	88	1503	521	242	1732	155	176	587	212	212	335	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	88	1503	521	242	1732	155	176	587	0	212	335	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	1503	521	242	1732	155	176	587	0	212	335	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	88	1503	521	242	1732	155	176	587	0	212	335	250

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.75	0.25	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4406	394	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.31	0.33	0.08	0.39	0.39	0.06	0.18	0.00	0.07	0.10	0.16
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
CEQA 2026 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Jamboree Rd (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.531

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Permitted			Permitted			Permitted			
Rights:	Ignore			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	2	0	2	1	1	0	0	3	1	1	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	728	1470	828	0	898	741	0	0	0	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	779	1573	886	0	961	793	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	23	339	30	0	262	104	0	0	0	0	0	0
Initial Fut:	802	1912	916	0	1223	897	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	802	1912	0	0	1223	897	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	802	1912	0	0	1223	897	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	802	1912	0	0	1223	897	0	0	0	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	4800	1600	0	4800	3200	0	0	0	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.25	0.40	0.00	0.00	0.25	0.28	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****					****						

Picerne Residential (1300 Bristol Street North)
CEQA 2026 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Jamboree Rd (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.695

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	0	0	4	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1820	76	0	964	0	961	860	1029	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1947	81	0	1031	0	961	860	1029	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	224	0	0	260	0	154	9	48	0	0	0
Initial Fut:	0	2171	81	0	1291	0	1115	869	1077	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2171	81	0	1291	0	1115	869	1077	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2171	81	0	1291	0	1115	869	1077	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2171	81	0	1291	0	1115	869	1077	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.82	0.18	0.00	4.00	0.00	1.69	1.31	2.00	0.00	0.00	0.00
Final Sat.:	0	7711	289	0	6400	0	2698	2102	3200	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.28	0.28	0.00	0.20	0.00	0.41	0.41	0.34	0.00	0.00	0.00
Crit Moves:	****			****			****					

Picerne Residential (1300 Bristol Street North)
CEQA 2026 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Jamboree Rd (NS) at Eastbluff Dr/University Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected			Protected			Split Phase			Split Phase				
Rights:	Include			Include			Include			Ignore				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	3	0	1	2	0	3	0	1	1	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	46	1498	207	142	1485	423	215	90	21	238	111	136
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	1603	221	152	1589	453	215	90	21	238	111	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	238	46	1	287	20	8	0	0	70	0	1
Initial Fut:	49	1841	267	153	1876	473	223	90	21	308	111	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	49	1841	267	153	1876	473	223	90	21	308	111	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1841	267	153	1876	473	223	90	21	308	111	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	49	1841	267	153	1876	473	223	90	21	308	111	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.42	0.58	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2280	920	1600	3200	1600	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.38	0.17	0.05	0.39	0.30	0.10	0.10	0.01	0.10	0.07	0.00
Crit Moves:	****			****			****			****		

CEQA YEAR 2026 WITH PROJECT

Picerne Residential (1300 Bristol Street North)
CEQA 2026 With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Campus Dr (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.564

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	0	4	0	3	0	0	0	1

Volume Module:

Base Vol:	482	1605	0	0	275	240	0	0	0	208	1077	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	482	1605	0	0	275	240	0	0	0	208	1077	238
Added Vol:	0	0	0	0	0	0	0	0	0	2	9	0
PasserByVol:	0	7	0	0	7	0	0	0	0	21	135	0
Initial Fut:	482	1612	0	0	282	240	0	0	0	231	1221	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	482	1612	0	0	282	240	0	0	0	231	1221	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	1612	0	0	282	240	0	0	0	231	1221	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	482	1612	0	0	282	240	0	0	0	231	1221	238

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	3.00	0.00	0.00	0.00	1.00	3.35	0.65
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	5356	1044

Capacity Analysis Module:

Vol/Sat:	0.15	0.34	0.00	0.00	0.04	0.05	0.00	0.00	0.00	0.14	0.23	0.23
Crit Moves:	****									****		

Picerne Residential (1300 Bristol Street North)
CEQA 2026 With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Campus Dr/Irvine Ave (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	1	0	3	0	0	0

Volume Module:

Base Vol:	0	1103	282	96	378	0	980	1818	464	0	0	0
Growth Adj:	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1180	302	96	378	0	980	1818	464	0	0	0
Added Vol:	0	0	-4	0	2	0	0	-3	0	0	0	0
PasserByVol:	0	2	14	0	28	0	5	93	0	0	0	0
Initial Fut:	0	1182	312	96	408	0	985	1908	464	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1182	312	96	408	0	985	1908	464	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1182	312	96	408	0	985	1908	464	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1182	312	96	408	0	985	1908	464	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	3.00	0.00	1.36	2.64	2.00	0.00	0.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	2179	4221	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.18	0.19	0.06	0.09	0.00	0.45	0.45	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****					

Picerne Residential (1300 Bristol Street North)
CEQA 2026 With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Birch St (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.692

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	0	1	1	2	0	0	0	0
	2	0	2	0	0	1	1	2	0	0	0	0

Volume Module:

Base Vol:	96	1051	0	0	103	98	0	0	0	387	1306	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	1051	0	0	103	98	0	0	0	387	1306	203
Added Vol:	0	0	0	0	0	0	0	0	0	26	11	10
PasserByVol:	11	64	0	0	30	33	0	0	0	40	114	6
Initial Fut:	107	1115	0	0	133	131	0	0	0	453	1431	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	1115	0	0	133	131	0	0	0	453	1431	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1115	0	0	133	131	0	0	0	453	1431	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	1115	0	0	133	131	0	0	0	453	1431	219

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	3.60	0.40
Final Sat.:	3200	3200	0	0	3200	3200	0	0	0	1600	5763	637

Capacity Analysis Module:

Vol/Sat:	0.03	0.35	0.00	0.00	0.04	0.04	0.00	0.00	0.00	0.28	0.25	0.34
Crit Moves:	*****											

Picerne Residential (1300 Bristol Street North)
CEQA 2026 With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Birch St (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.522

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Protected			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	2	1	1	2	0	2	0	0	1	1	2

Volume Module:

Base Vol:	0	385	381	165	326	0	755	1213	209	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	385	381	165	326	0	755	1213	209	0	0	0
Added Vol:	0	0	0	26	0	0	0	-7	0	0	0	0
PasserByVol:	0	40	3	46	24	0	35	65	6	0	0	0
Initial Fut:	0	425	384	237	350	0	790	1271	215	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	425	384	237	350	0	790	1271	215	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	425	384	237	350	0	790	1271	215	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	425	384	237	350	0	790	1271	215	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.10	1.90	2.00	2.00	0.00	1.53	3.04	0.43	0.00	0.00	0.00
Final Sat.:	0	3362	3038	3200	3200	0	2453	4852	694	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.13	0.13	0.07	0.11	0.00	0.32	0.26	0.31	0.00	0.00	0.00
Crit Moves:	****			****			****					

Picerne Residential (1300 Bristol Street North)
CEQA 2026 With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 MacArthur Blvd (NS) at Campus Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.525

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Ignore										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	1	0	4	0	1	1	0	4	0	1	2	0	2	1	0	2	0	3	0	1

Volume Module:

Base Vol:	54	575	74	318	853	207	460	759	71	39	164	71
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	615	79	340	913	221	460	759	71	39	164	71
Added Vol:	0	7	0	0	-1	0	0	0	0	0	0	0
PasserByVol:	0	184	0	2	106	0	0	0	0	0	0	7
Initial Fut:	58	806	79	342	1018	221	460	759	71	39	164	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	58	806	79	342	1018	221	460	759	71	39	164	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	806	79	342	1018	221	460	759	71	39	164	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	58	806	79	342	1018	221	460	759	71	39	164	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.74	0.26	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	4389	411	3200	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.04	0.13	0.05	0.21	0.16	0.14	0.14	0.17	0.17	0.01	0.03	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Picerne Residential (1300 Bristol Street North)
CEQA 2026 With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 MacArthur Blvd (NS) at Birch St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.461

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	0	1	1	0	1	0	0

Volume Module:

Base Vol:	33	619	79	82	664	164	84	319	64	27	116	55
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	662	85	88	710	175	84	319	64	27	116	55
Added Vol:	0	0	0	0	-1	0	7	2	0	0	0	0
PasserByVol:	0	109	0	29	77	6	33	67	0	0	35	55
Initial Fut:	35	771	85	117	786	181	124	388	64	27	151	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	771	85	117	786	181	124	388	64	27	151	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	771	85	117	786	181	124	388	64	27	151	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	771	85	117	786	181	124	388	64	27	151	110

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.25	0.75	1.00	1.67	0.33	1.00	1.16	0.84
Final Sat.:	1600	4800	1600	1600	5200	1200	1600	2667	533	1600	1851	1349

Capacity Analysis Module:

Vol/Sat:	0.02	0.16	0.05	0.07	0.15	0.15	0.08	0.15	0.12	0.02	0.08	0.08
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
CEQA 2026 With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 MacArthur Blvd (NS) at Von Karman Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.587

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	3	0	1	1	0	1	1	0	2	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	46	807	685	51	415	123	17	72	32	165	96	20
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	863	733	55	444	132	17	72	32	165	96	20
Added Vol:	0	0	0	0	-1	0	0	0	0	-1	0	0
PasserByVol:	0	114	8	0	85	0	0	0	0	18	0	0
Initial Fut:	49	977	741	55	528	132	17	72	32	182	96	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	977	741	55	528	132	17	72	32	182	96	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	977	741	55	528	132	17	72	32	182	96	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	977	741	55	528	132	17	72	32	182	96	20

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.38	0.62	2.00	0.83	0.17
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	2215	985	3200	1324	276

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.20	0.46	0.03	0.11	0.08	0.01	0.03	0.03	0.06	0.07	0.07
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
CEQA 2026 With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 MacArthur Blvd (NS) at Jamboree Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.741

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1		2	0	3	1	0	

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	174	904	538	64	384	260	430	1007	179	324	728	201
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	186	967	576	68	411	278	460	1077	192	347	779	215
Added Vol:	-3	0	0	0	0	-2	0	12	4	0	-1	0
PasserByVol:	18	72	127	7	60	36	33	269	2	85	252	21
Initial Fut:	201	1039	703	75	471	312	493	1358	198	432	1030	236
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	1039	703	75	471	0	493	1358	198	432	1030	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	1039	703	75	471	0	493	1358	198	432	1030	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	1039	703	75	471	0	493	1358	198	432	1030	236
OvlAdjVol:	559											

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.49	0.51	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	5588	812	4800	4800	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.06	0.22	0.44	0.02	0.10	0.00	0.15	0.24	0.24	0.09	0.21	0.15
OvlAdjV/S:	0.35											
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
CEQA 2026 With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 MacArthur Blvd (NS) at Bison Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.728

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	4	0	1		2	0	4	0	1	

Volume Module:

Base Vol:	262	2282	134	43	2274	218	214	222	199	497	237	80
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	283	2465	145	46	2456	235	214	222	199	497	237	80
Added Vol:	0	-5	0	0	4	0	0	0	0	0	0	0
PasserByVol:	1	181	12	0	106	2	2	21	1	22	54	0
Initial Fut:	284	2641	157	46	2566	237	216	243	200	519	291	80
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	284	2641	0	46	2566	237	216	243	0	519	291	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	2641	0	46	2566	237	216	243	0	519	291	80
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	284	2641	0	46	2566	237	216	243	0	519	291	80
OvlAdjVol:						129						57

-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600

-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat:	0.09	0.41	0.00	0.01	0.40	0.15	0.07	0.08	0.00	0.16	0.09	0.05
OvlAdjV/S:						0.08						0.04
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
CEQA 2026 With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Jamboree Dr (NS) at Campus Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	1	0	0	2	0	2	0	1	0

Volume Module:

Base Vol:	108	1119	196	162	1764	137	73	197	50	327	283	100
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	1197	210	173	1887	147	73	197	50	327	283	100
Added Vol:	0	12	0	0	-1	0	0	0	0	0	0	0
PasserByVol:	18	277	10	89	224	1	2	0	4	2	1	36
Initial Fut:	134	1486	220	262	2110	148	75	197	54	329	284	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	134	1486	220	262	2110	148	75	197	0	329	284	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1486	220	262	2110	148	75	197	0	329	284	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	134	1486	220	262	2110	148	75	197	0	329	284	136

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.48	0.52	2.00	2.80	0.20	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5576	824	3200	4486	314	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.04	0.27	0.27	0.08	0.47	0.47	0.02	0.06	0.00	0.10	0.09	0.09
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
CEQA 2026 With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Jamboree Rd (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.433
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Permitted			Permitted			Permitted			
Rights:	Ignore			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	2	0	2	1	1	0	0	3	1	1	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	714	1632	756	0	705	405	0	0	0	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	764	1746	809	0	754	433	0	0	0	0	0	0
Added Vol:	-11	16	0	0	0	-5	0	0	0	0	0	0
PasserByVol:	37	297	17	0	163	142	0	0	0	0	0	0
Initial Fut:	790	2059	826	0	917	570	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	790	2059	0	0	917	570	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	790	2059	0	0	917	570	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	790	2059	0	0	917	570	0	0	0	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.00	1.92	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	4800	1600	0	4933	3067	0	0	0	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.25	0.43	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

Picerne Residential (1300 Bristol Street North)
CEQA 2026 With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Jamboree Rd (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.733

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	0	0	4	0	0	0

Volume Module:

Base Vol:	0	1838	21	0	690	0	1228	527	1398	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1967	22	0	738	0	1228	527	1398	0	0	0
Added Vol:	0	-3	0	0	0	0	9	5	4	0	0	0
PasserByVol:	0	271	0	0	163	0	78	18	41	0	0	0
Initial Fut:	0	2235	22	0	901	0	1315	550	1443	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2235	22	0	901	0	1315	550	1443	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2235	22	0	901	0	1315	550	1443	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2235	22	0	901	0	1315	550	1443	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.95	0.05	0.00	4.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7920	80	0	6400	0	3200	1600	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.28	0.28	0.00	0.14	0.00	0.41	0.34	0.45	0.00	0.00	0.00
Crit Moves:	****			****			****					

Picerne Residential (1300 Bristol Street North)
CEQA 2026 With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Jamboree Rd (NS) at Eastbluff Dr/University Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.691

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected			Protected			Split Phase			Split Phase				
Rights:	Include			Include			Include			Ignore				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	3	0	1	2	0	3	0	1	1	1	0	1

Volume Module:

Base Vol:	87	1231	219	95	1508	400	430	103	44	223	147	170
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	1317	234	102	1614	428	430	103	44	223	147	170
Added Vol:	0	-3	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	254	65	3	191	8	20	0	0	30	0	3
Initial Fut:	93	1568	299	105	1809	436	450	103	44	253	147	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	93	1568	299	105	1809	436	450	103	44	253	147	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1568	299	105	1809	436	450	103	44	253	147	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	93	1568	299	105	1809	436	450	103	44	253	147	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.63	0.37	1.00	1.90	1.10	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2604	596	1600	3036	1764	1600

Capacity Analysis Module:

Vol/Sat:	0.06	0.33	0.19	0.03	0.38	0.27	0.17	0.17	0.03	0.08	0.08	0.00
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
CEQA 2026 With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Campus Dr (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.700
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	0	4	0	3	0	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	437	696	0	0	1012	1160	0	0	0	267	1803	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	437	696	0	0	1012	1160	0	0	0	267	1803	111
Added Vol:	0	0	0	0	0	0	0	0	0	-3	0	0
PasserByVol:	0	14	0	0	4	0	0	0	0	16	143	0
Initial Fut:	437	710	0	0	1016	1160	0	0	0	280	1946	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	437	710	0	0	1016	1160	0	0	0	280	1946	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	437	710	0	0	1016	1160	0	0	0	280	1946	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	437	710	0	0	1016	1160	0	0	0	280	1946	111

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	3.00	0.00	0.00	0.00	1.00	3.78	0.22
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	6055	345

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.14	0.15	0.00	0.00	0.16	0.24	0.00	0.00	0.00	0.17	0.32	0.32
Crit Moves:	****					****					****	

Picerne Residential (1300 Bristol Street North)
CEQA 2026 With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Campus Dr/Irvine Ave (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.554
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	1	1	2	0	2	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	663	256	206	1064	0	460	1001	556	0	0	0
Growth Adj:	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	709	274	206	1064	0	460	1001	556	0	0	0
Added Vol:	0	0	2	0	-3	0	0	9	0	0	0	0
PasserByVol:	0	4	24	0	20	0	10	41	0	0	0	0
Initial Fut:	0	713	300	206	1081	0	470	1051	556	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	713	300	206	1081	0	470	1051	556	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	713	300	206	1081	0	470	1051	556	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	713	300	206	1081	0	470	1051	556	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	3.00	0.00	1.24	2.76	2.00	0.00	0.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	1978	4422	3200	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.11	0.19	0.13	0.23	0.00	0.24	0.24	0.17	0.00	0.00	0.00
Crit Moves:	****			****			****					

Picerne Residential (1300 Bristol Street North)
CEQA 2026 With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Birch St (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.589

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	0	1	1	2	0	0	0	0
	2	0	2	0	0	1	1	2	0	0	0	0

Volume Module:

Base Vol:	142	358	0	0	443	661	0	0	0	458	1477	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	358	0	0	443	661	0	0	0	458	1477	119
Added Vol:	0	0	0	0	0	0	0	0	0	2	-3	2
PasserByVol:	10	36	0	0	30	48	0	0	0	40	107	13
Initial Fut:	152	394	0	0	473	709	0	0	0	500	1581	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	394	0	0	473	709	0	0	0	500	1581	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	394	0	0	473	709	0	0	0	500	1581	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	394	0	0	473	709	0	0	0	500	1581	134

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.60	2.40	0.00	0.00	0.00	1.00	3.77	0.23
Final Sat.:	3200	3200	0	0	2561	3839	0	0	0	1600	6025	375

Capacity Analysis Module:

Vol/Sat:	0.05	0.12	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.31	0.26	0.36
Crit Moves:	****				****							****

Picerne Residential (1300 Bristol Street North)
CEQA 2026 With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Birch St (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.504

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Protected			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	2	1	1	2	0	2	0	0	1	1	2

Volume Module:

Base Vol:	0	168	319	245	725	0	258	1117	112	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	168	319	245	725	0	258	1117	112	0	0	0
Added Vol:	0	0	0	2	0	0	0	11	0	0	0	0
PasserByVol:	0	31	18	40	29	0	15	46	4	0	0	0
Initial Fut:	0	199	337	287	754	0	273	1174	116	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	199	337	287	754	0	273	1174	116	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	199	337	287	754	0	273	1174	116	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	199	337	287	754	0	273	1174	116	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	1.00	3.73	0.27	0.00	0.00	0.00
Final Sat.:	0	3200	3200	3200	3200	0	1600	5968	432	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.06	0.11	0.09	0.24	0.00	0.17	0.20	0.27	0.00	0.00	0.00
----------	------	------	------	------	------	------	------	------	------	------	------	------

Crit Moves: *****

Picerne Residential (1300 Bristol Street North)
CEQA 2026 With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 MacArthur Blvd (NS) at Campus Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.836

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Ignore										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	1	0	4	0	1	1	0	4	0	1	2	0	2	1	0	2	0	3	0	1

Volume Module:

Base Vol:	202	1076	51	155	934	577	315	319	64	78	1038	209
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	216	1151	55	166	999	617	315	319	64	78	1038	209
Added Vol:	0	2	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	141	0	8	171	0	0	0	0	0	0	4
Initial Fut:	216	1294	55	174	1177	617	315	319	64	78	1038	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	216	1294	55	174	1177	617	315	319	64	78	1038	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	1294	55	174	1177	617	315	319	64	78	1038	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	216	1294	55	174	1177	617	315	319	64	78	1038	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.50	0.50	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	3998	802	3200	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.14	0.20	0.03	0.11	0.18	0.39	0.10	0.08	0.08	0.02	0.22	0.00
Crit Moves:	****					****	****				****	

Picerne Residential (1300 Bristol Street North)
CEQA 2026 With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 MacArthur Blvd (NS) at Birch St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	0	1	1	0	1	0	0

Volume Module:

Base Vol:	119	857	31	48	858	165	304	277	42	109	500	210
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	917	33	51	918	177	304	277	42	109	500	210
Added Vol:	0	0	0	0	7	0	2	0	0	0	0	0
PasserByVol:	0	84	0	59	125	3	21	41	0	0	72	46
Initial Fut:	127	1001	33	110	1050	180	327	318	42	109	572	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	1001	33	110	1050	180	327	318	42	109	572	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1001	33	110	1050	180	327	318	42	109	572	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	1001	33	110	1050	180	327	318	42	109	572	256

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.42	0.58	1.43	1.39	0.18	1.00	1.38	0.62
Final Sat.:	1600	4800	1600	1600	5465	935	2288	2220	293	1600	2211	989

Capacity Analysis Module:

Vol/Sat:	0.08	0.21	0.02	0.07	0.19	0.19	0.14	0.14	0.14	0.07	0.26	0.26
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Picerne Residential (1300 Bristol Street North)
CEQA 2026 With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 MacArthur Blvd (NS) at Von Karman Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.571

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	3	0	1	1	0	1	1	0	2	0	0

Volume Module:

Base Vol:	37	794	273	56	908	47	98	141	194	612	89	89
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	850	292	60	972	50	98	141	194	612	89	89
Added Vol:	0	0	0	0	7	0	0	0	0	2	0	0
PasserByVol:	0	91	18	0	119	0	0	0	0	15	0	0
Initial Fut:	40	941	310	60	1098	50	98	141	194	629	89	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	941	310	60	1098	50	98	141	194	629	89	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	941	310	60	1098	50	98	141	194	629	89	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	941	310	60	1098	50	98	141	194	629	89	89

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.50	0.50
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1600	1600	3200	800	800

Capacity Analysis Module:

Vol/Sat:	0.02	0.20	0.19	0.04	0.23	0.03	0.06	0.09	0.12	0.20	0.11	0.11
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
CEQA 2026 With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 MacArthur Blvd (NS) at Jamboree Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.811

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1		2	0	3	1	0	

Volume Module:

Base Vol:	258	664	312	151	1439	387	248	939	50	452	994	198
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	276	710	334	162	1540	414	265	1005	54	484	1064	212
Added Vol:	9	0	0	0	0	10	0	3	-3	0	12	0
PasserByVol:	8	65	104	24	73	41	32	298	10	152	319	13
Initial Fut:	293	775	438	186	1613	465	297	1306	61	636	1395	225
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	775	438	186	1613	0	297	1306	61	636	1395	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	775	438	186	1613	0	297	1306	61	636	1395	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	293	775	438	186	1613	0	297	1306	61	636	1395	225
OvlAdjVol:	226											

-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.82	0.18	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	6117	283	4800	4800	1600

-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat:	0.09	0.16	0.27	0.06	0.34	0.00	0.09	0.21	0.21	0.13	0.29	0.14
OvlAdjV/S:	0.14											

Crit Moves: ****

Picerne Residential (1300 Bristol Street North)
CEQA 2026 With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 MacArthur Blvd (NS) at Bison Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	4	0	1		2	0	4	0	1	

Volume Module:

Base Vol:	142	2315	140	157	2450	226	188	210	205	257	215	109
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	2500	151	170	2646	244	188	210	205	257	215	109
Added Vol:	0	4	0	0	-3	0	0	0	0	0	0	0
PasserByVol:	4	148	24	0	196	11	5	55	2	11	36	0
Initial Fut:	157	2652	175	170	2839	255	193	265	207	268	251	109
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	157	2652	0	170	2839	255	193	265	0	268	251	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	2652	0	170	2839	255	193	265	0	268	251	109
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	157	2652	0	170	2839	255	193	265	0	268	251	109
OvlAdjVol:						159						24

-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600

-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat:	0.05	0.41	0.00	0.05	0.44	0.16	0.06	0.08	0.00	0.08	0.08	0.07
OvlAdjV/S:						0.10						0.02

Crit Moves: ****

Picerne Residential (1300 Bristol Street North)
CEQA 2026 With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Jamboree Dr (NS) at Campus Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.673

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	1	0	0	2	0	2	0	1	0

Volume Module:

Base Vol:	73	1141	482	183	1343	143	175	586	192	202	334	152
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	1221	516	196	1437	153	175	586	192	202	334	152
Added Vol:	0	3	0	0	12	0	0	0	0	0	0	0
PasserByVol:	10	282	5	46	295	2	1	1	20	10	1	98
Initial Fut:	88	1506	521	242	1744	155	176	587	212	212	335	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	88	1506	521	242	1744	155	176	587	0	212	335	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	1506	521	242	1744	155	176	587	0	212	335	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	88	1506	521	242	1744	155	176	587	0	212	335	250

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.76	0.24	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4408	392	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.31	0.33	0.08	0.40	0.40	0.06	0.18	0.00	0.07	0.10	0.16
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
CEQA 2026 With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Jamboree Rd (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.545

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Permitted			Permitted			Permitted			
Rights:	Ignore			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	2	0	2	1	1	0	0	3	1	1	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	728	1470	828	0	898	741	0	0	0	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	779	1573	886	0	961	793	0	0	0	0	0	0
Added Vol:	15	0	0	0	0	31	0	0	0	0	0	0
PasserByVol:	23	339	30	0	262	104	0	0	0	0	0	0
Initial Fut:	817	1912	916	0	1223	928	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	817	1912	0	0	1223	928	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	817	1912	0	0	1223	928	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	817	1912	0	0	1223	928	0	0	0	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	4800	1600	0	4800	3200	0	0	0	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.26	0.40	0.00	0.00	0.25	0.29	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****					****						

Picerne Residential (1300 Bristol Street North)
CEQA 2026 With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Jamboree Rd (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.698

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	0	0	4	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1820	76	0	964	0	961	860	1029	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1947	81	0	1031	0	961	860	1029	0	0	0
Added Vol:	0	4	0	0	0	0	11	3	-2	0	0	0
PasserByVol:	0	224	0	0	260	0	154	9	48	0	0	0
Initial Fut:	0	2175	81	0	1291	0	1126	872	1075	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2175	81	0	1291	0	1126	872	1075	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2175	81	0	1291	0	1126	872	1075	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2175	81	0	1291	0	1126	872	1075	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.82	0.18	0.00	4.00	0.00	1.69	1.31	2.00	0.00	0.00	0.00
Final Sat.:	0	7712	288	0	6400	0	2705	2095	3200	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.28	0.28	0.00	0.20	0.00	0.42	0.42	0.34	0.00	0.00	0.00
Crit Moves:	****			****			****					

Picerne Residential (1300 Bristol Street North)
CEQA 2026 With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Jamboree Rd (NS) at Eastbluff Dr/University Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected			Protected			Split Phase			Split Phase				
Rights:	Include			Include			Include			Ignore				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	3	0	1	2	0	3	0	1	1	1	0	1

Volume Module:

Base Vol:	46	1498	207	142	1485	423	215	90	21	238	111	136
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	1603	221	152	1589	453	215	90	21	238	111	136
Added Vol:	0	4	0	0	-2	0	0	0	0	0	0	0
PasserByVol:	0	238	46	1	287	20	8	0	0	70	0	1
Initial Fut:	49	1845	267	153	1874	473	223	90	21	308	111	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	49	1845	267	153	1874	473	223	90	21	308	111	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1845	267	153	1874	473	223	90	21	308	111	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	49	1845	267	153	1874	473	223	90	21	308	111	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.42	0.58	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2280	920	1600	3200	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.38	0.17	0.05	0.39	0.30	0.10	0.10	0.01	0.10	0.07	0.00
Crit Moves:	****			****			****			****		

POST 2030 GENERAL PLAN BUILDOUT WITHOUT PROJECT

Picerne Residential (1300 Bristol Street North)
General Plan Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Campus Dr (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.024
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	0	4	0	3	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	540	3220	0	0	510	410	0	0	0	310	2010	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	3220	0	0	510	410	0	0	0	310	2010	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	540	3220	0	0	510	410	0	0	0	310	2010	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	540	3220	0	0	510	410	0	0	0	310	2010	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	3220	0	0	510	410	0	0	0	310	2010	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	540	3220	0	0	510	410	0	0	0	310	2010	250

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	3.00	0.00	0.00	0.00	1.00	3.56	0.44
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	5692	708

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.17	0.67	0.00	0.00	0.08	0.09	0.00	0.00	0.00	0.19	0.35	0.35
Crit Moves:	****									****		

Picerne Residential (1300 Bristol Street North)
General Plan Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Campus Dr/Irvine Ave (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.893

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	1	0	3	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	2380	510	110	730	0	1370	1590	670	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2380	510	110	730	0	1370	1590	670	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2380	510	110	730	0	1370	1590	670	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2380	510	110	730	0	1370	1590	670	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2380	510	110	730	0	1370	1590	670	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2380	510	110	730	0	1370	1590	670	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.12	0.88	1.00	3.00	0.00	1.85	2.15	2.00	0.00	0.00	0.00
Final Sat.:	0	6588	1412	1600	4800	0	2962	3438	3200	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.36	0.36	0.07	0.15	0.00	0.46	0.46	0.21	0.00	0.00	0.00
Crit Moves:	****			****			****					

Picerne Residential (1300 Bristol Street North)
General Plan Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Birch St (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.916
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	0	1	1	2	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	110	1230	0	0	270	400	0	0	0	480	1730	820
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1230	0	0	270	400	0	0	0	480	1730	820
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1230	0	0	270	400	0	0	0	480	1730	820
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1230	0	0	270	400	0	0	0	480	1730	820
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1230	0	0	270	400	0	0	0	480	1730	820
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1230	0	0	270	400	0	0	0	480	1730	820

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.61	2.39	0.00	0.00	0.00	1.00	3.04	0.96
Final Sat.:	3200	3200	0	0	2579	3821	0	0	0	1600	4856	1544

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.38	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.30	0.36	0.53
Crit Moves:	****									****		

Picerne Residential (1300 Bristol Street North)
General Plan Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Birch St (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Protected			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	2	1	1	2	0	2	0	0	1	1	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	500	390	280	450	0	850	1200	210	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	500	390	280	450	0	850	1200	210	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	500	390	280	450	0	850	1200	210	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	500	390	280	450	0	850	1200	210	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	500	390	280	450	0	850	1200	210	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	500	390	280	450	0	850	1200	210	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.25	1.75	2.00	2.00	0.00	1.66	2.89	0.45	0.00	0.00	0.00
Final Sat.:	0	3596	2804	3200	3200	0	2654	4631	715	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.14	0.14	0.09	0.14	0.00	0.32	0.26	0.29	0.00	0.00	0.00
Crit Moves:	****			****			****					

Picerne Residential (1300 Bristol Street North)
General Plan Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 MacArthur Blvd (NS) at Campus Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.809
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Ignore										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	1	0	4	0	1	1	0	4	0	1	2	0	2	1	0	2	0	3	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	150	1660	120	240	990	550	770	990	200	40	630	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	1660	120	240	990	550	770	990	200	40	630	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	1660	120	240	990	550	770	990	200	40	630	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	150	1660	120	240	990	550	770	990	200	40	630	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1660	120	240	990	550	770	990	200	40	630	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	150	1660	120	240	990	550	770	990	200	40	630	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.50	0.50	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	3993	807	3200	4800	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.09	0.26	0.08	0.15	0.15	0.34	0.24	0.25	0.25	0.01	0.13	0.00
Crit Moves:	****					****	****				****	

Picerne Residential (1300 Bristol Street North)
General Plan Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 MacArthur Blvd (NS) at Birch St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.796

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	0	1	1	0	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	50	1340	140	180	810	230	710	670	60	50	310	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1340	140	180	810	230	710	670	60	50	310	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1340	140	180	810	230	710	670	60	50	310	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1340	140	180	810	230	710	670	60	50	310	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1340	140	180	810	230	710	670	60	50	310	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1340	140	180	810	230	710	670	60	50	310	20

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.12	0.88	1.49	1.39	0.12	1.00	1.88	0.12
Final Sat.:	1600	4800	1600	1600	4985	1415	2372	2229	199	1600	3006	194

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.28	0.09	0.11	0.16	0.16	0.30	0.30	0.30	0.03	0.10	0.10
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
General Plan Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 MacArthur Blvd (NS) at Von Karman Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.562

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	3	0	1	1	0	1	1	0	2	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	130	1460	580	60	670	190	40	170	60	170	180	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1460	580	60	670	190	40	170	60	170	180	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	1460	580	60	670	190	40	170	60	170	180	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1460	580	60	670	190	40	170	60	170	180	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1460	580	60	670	190	40	170	60	170	180	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1460	580	60	670	190	40	170	60	170	180	40

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.48	0.52	2.00	0.82	0.18
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	2365	835	3200	1309	291

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.08	0.30	0.36	0.04	0.14	0.12	0.03	0.07	0.07	0.05	0.14	0.14
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
General Plan Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 MacArthur Blvd (NS) at Jamboree Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.877

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1		2	0	3	1	0	

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	210	1890	600	130	570	130	670	1760	160	420	1120	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	1890	600	130	570	130	670	1760	160	420	1120	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	1890	600	130	570	130	670	1760	160	420	1120	170
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	1890	600	130	570	0	670	1760	160	420	1120	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	1890	600	130	570	0	670	1760	160	420	1120	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	1890	600	130	570	0	670	1760	160	420	1120	170
OvlAdjVol:	460											

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.67	0.33	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	5867	533	4800	4800	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.07	0.39	0.38	0.04	0.12	0.00	0.21	0.30	0.30	0.09	0.23	0.11
OvlAdjV/S:	0.29											
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
General Plan Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 MacArthur Blvd (NS) at Bison Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	4	0	1		2	0	2	0	1	

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	390	3680	210	60	2710	390	330	270	210	160	250	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	3680	210	60	2710	390	330	270	210	160	250	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
0:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	3680	210	60	2710	390	330	270	210	160	250	10
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	390	3680	0	60	2710	390	330	270	0	160	250	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	3680	0	60	2710	390	330	270	0	160	250	10
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	390	3680	0	60	2710	390	330	270	0	160	250	10
OvlAdjVol:						225						0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.12	0.57	0.00	0.02	0.42	0.24	0.10	0.08	0.00	0.05	0.08	0.01
OvlAdjV/S:						0.14						0.00
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
General Plan Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Jamboree Dr (NS) at Campus Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.930

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: E

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Ignore					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	2	0	3	1	0	2	0	2	1	0	2	0	2	0	1	2	0	2	0	1

Volume Module:	North Bound					South Bound					East Bound					West Bound				
Base Vol:	100	2030	320	700	1710	360	260	280	30	800	840	170								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	100	2030	320	700	1710	360	260	280	30	800	840	170								
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	100	2030	320	700	1710	360	260	280	30	800	840	170								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00								
PHF Volume:	100	2030	320	700	1710	360	260	280	0	800	840	170								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	100	2030	320	700	1710	360	260	280	0	800	840	170								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00								
FinalVolume:	100	2030	320	700	1710	360	260	280	0	800	840	170								

Saturation Flow Module:	North Bound					South Bound					East Bound					West Bound				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	2.00	3.46	0.54	2.00	2.48	0.52	2.00	2.00	1.00	2.00	2.00	1.00								
Final Sat.:	3200	5529	871	3200	3965	835	3200	3200	1600	3200	3200	1600								

Capacity Analysis Module:	North Bound					South Bound					East Bound					West Bound				
Vol/Sat:	0.03	0.37	0.37	0.22	0.43	0.43	0.08	0.09	0.00	0.25	0.26	0.11								
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****								

Picerne Residential (1300 Bristol Street North)
General Plan Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Jamboree Rd (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.681

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Permitted			Permitted			Permitted			
Rights:	Ignore			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	2	0	2	1	1	0	0	3	1	1	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	1140	3270	0	0	730	740	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1140	3270	0	0	730	740	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1140	3270	0	0	730	740	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1140	3270	0	0	730	740	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1140	3270	0	0	730	740	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1140	3270	0	0	730	740	0	0	0	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	4800	1600	0	4800	3200	0	0	0	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.36	0.68	0.00	0.00	0.15	0.23	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	*****											

Picerne Residential (1300 Bristol Street North)
General Plan Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Jamboree Rd (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.942

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	0	0	4	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	2100	60	0	700	0	2150	570	1020	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2100	60	0	700	0	2150	570	1020	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2100	60	0	700	0	2150	570	1020	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2100	60	0	700	0	2150	570	1020	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2100	60	0	700	0	2150	570	1020	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2100	60	0	700	0	2150	570	1020	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.86	0.14	0.00	4.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7778	222	0	6400	0	3200	1600	3200	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.27	0.27	0.00	0.11	0.00	0.67	0.36	0.32	0.00	0.00	0.00
Crit Moves:	****			****			****					

Picerne Residential (1300 Bristol Street North)
General Plan Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Jamboree Rd (NS) at Eastbluff Dr/University Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.681

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected			Protected			Split Phase			Split Phase				
Rights:	Include			Include			Include			Ignore				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	3	0	1	2	0	3	0	1	1	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	60	1620	240	130	1090	270	510	120	10	340	110	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1620	240	130	1090	270	510	120	10	340	110	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1620	240	130	1090	270	510	120	10	340	110	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	60	1620	240	130	1090	270	510	120	10	340	110	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1620	240	130	1090	270	510	120	10	340	110	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	60	1620	240	130	1090	270	510	120	10	340	110	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.62	0.38	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2590	610	1600	3200	1600	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.04	0.34	0.15	0.04	0.23	0.17	0.20	0.20	0.01	0.11	0.07	0.00
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
 Gneral Plan Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Campus Dr (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.948
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	0	4	0	3	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	600	1700	0	0	1850	1270	0	0	0	540	2880	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	600	1700	0	0	1850	1270	0	0	0	540	2880	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	600	1700	0	0	1850	1270	0	0	0	540	2880	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	600	1700	0	0	1850	1270	0	0	0	540	2880	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	1700	0	0	1850	1270	0	0	0	540	2880	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	600	1700	0	0	1850	1270	0	0	0	540	2880	140

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	3.00	0.00	0.00	0.00	1.00	3.81	0.19
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	6103	297

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.19	0.35	0.00	0.00	0.29	0.26	0.00	0.00	0.00	0.34	0.47	0.47
Crit Moves:	****				****						****	

Picerne Residential (1300 Bristol Street North)
 Gneral Plan Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Campus Dr/Irvine Ave (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.774

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	1	0	3	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1770	410	310	2060	0	550	1420	630	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1770	410	310	2060	0	550	1420	630	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1770	410	310	2060	0	550	1420	630	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1770	410	310	2060	0	550	1420	630	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1770	410	310	2060	0	550	1420	630	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1770	410	310	2060	0	550	1420	630	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.06	0.94	1.00	3.00	0.00	1.12	2.88	2.00	0.00	0.00	0.00
Final Sat.:	0	6495	1505	1600	4800	0	1787	4613	3200	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.27	0.27	0.19	0.43	0.00	0.31	0.31	0.20	0.00	0.00	0.00
Crit Moves:	****			****			****					

Picerne Residential (1300 Bristol Street North)
 Gneral Plan Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Birch St (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.811
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	0	1	1	2	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	180	600	0	0	830	1480	0	0	0	530	1730	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	600	0	0	830	1480	0	0	0	530	1730	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	600	0	0	830	1480	0	0	0	530	1730	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	600	0	0	830	1480	0	0	0	530	1730	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	600	0	0	830	1480	0	0	0	530	1730	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	600	0	0	830	1480	0	0	0	530	1730	160

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.44	2.56	0.00	0.00	0.00	1.00	3.75	0.25
Final Sat.:	3200	3200	0	0	2300	4100	0	0	0	1600	5994	406

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.06	0.19	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.33	0.29	0.39
Crit Moves:	****				****							****

Picerne Residential (1300 Bristol Street North)
 Gneral Plan Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Birch St (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Protected			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	2	1	1	2	0	2	0	0	1	1	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	330	300	440	920	0	380	1490	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	330	300	440	920	0	380	1490	130	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	330	300	440	920	0	380	1490	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	330	300	440	920	0	380	1490	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	330	300	440	920	0	380	1490	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	330	300	440	920	0	380	1490	130	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.10	1.90	2.00	2.00	0.00	1.00	3.76	0.24	0.00	0.00	0.00
Final Sat.:	0	3352	3048	3200	3200	0	1600	6015	385	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.10	0.10	0.14	0.29	0.00	0.24	0.25	0.34	0.00	0.00	0.00
Crit Moves:				****			****					

Picerne Residential (1300 Bristol Street North)
 Gneral Plan Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 MacArthur Blvd (NS) at Campus Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.241
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Ignore										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	1	0	4	0	1	1	0	4	0	1	2	0	2	1	0	2	0	3	0	1

Volume Module:

Base Vol:	320	1520	80	150	1510	910	530	700	160	160	1470	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	1520	80	150	1510	910	530	700	160	160	1470	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	1520	80	150	1510	910	530	700	160	160	1470	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	320	1520	80	150	1510	910	530	700	160	160	1470	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	1520	80	150	1510	910	530	700	160	160	1470	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	320	1520	80	150	1510	910	530	700	160	160	1470	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.44	0.56	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	3907	893	3200	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.20	0.24	0.05	0.09	0.24	0.57	0.17	0.18	0.18	0.05	0.31	0.00
Crit Moves:	****					****	****				****	

Picerne Residential (1300 Bristol Street North)
 Gneral Plan Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 MacArthur Blvd (NS) at Birch St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.016
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	0	1	1	0	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	180	1030	60	130	1280	390	460	480	70	150	1020	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1030	60	130	1280	390	460	480	70	150	1020	360
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	1030	60	130	1280	390	460	480	70	150	1020	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1030	60	130	1280	390	460	480	70	150	1020	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1030	60	130	1280	390	460	480	70	150	1020	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1030	60	130	1280	390	460	480	70	150	1020	360

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.07	0.93	1.37	1.42	0.21	1.00	1.48	0.52
Final Sat.:	1600	4800	1600	1600	4905	1495	2193	2276	331	1600	2365	835

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.11	0.21	0.04	0.08	0.26	0.26	0.21	0.21	0.21	0.09	0.43	0.43
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
 Gneral Plan Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 MacArthur Blvd (NS) at Von Karman Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.682

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	3	0	1	1	0	1	1	0	2	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	50	960	180	110	1280	110	140	270	100	860	210	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	960	180	110	1280	110	140	270	100	860	210	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	960	180	110	1280	110	140	270	100	860	210	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	960	180	110	1280	110	140	270	100	860	210	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	960	180	110	1280	110	140	270	100	860	210	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	960	180	110	1280	110	140	270	100	860	210	110

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.46	0.54	2.00	0.66	0.34
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	2335	865	3200	1050	550

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.20	0.11	0.07	0.27	0.07	0.09	0.12	0.12	0.27	0.20	0.20
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
 Gneral Plan Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 MacArthur Blvd (NS) at Jamboree Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.858

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1		2	0	3	1	0	

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	290	870	620	260	1600	560	240	1480	70	920	1570	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	870	620	260	1600	560	240	1480	70	920	1570	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	870	620	260	1600	560	240	1480	70	920	1570	180
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	870	620	260	1600	0	240	1480	70	920	1570	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	870	620	260	1600	0	240	1480	70	920	1570	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	290	870	620	260	1600	0	240	1480	70	920	1570	180
OvlAdjVol:	313											

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.82	0.18	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	6111	289	4800	4800	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.09	0.18	0.39	0.08	0.33	0.00	0.08	0.24	0.24	0.19	0.33	0.11
OvlAdjV/S:	0.20											
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
 Gneral Plan Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 MacArthur Blvd (NS) at Bison Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.792

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	4	0	1		2	0	2	0	1	

Volume Module:

Base Vol:	260	2710	140	40	3090	480	330	210	100	220	400	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	2710	140	40	3090	480	330	210	100	220	400	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	2710	140	40	3090	480	330	210	100	220	400	50
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	260	2710	0	40	3090	480	330	210	0	220	400	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	2710	0	40	3090	480	330	210	0	220	400	50
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	260	2710	0	40	3090	480	330	210	0	220	400	50
OvlAdjVol:						315						30

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.08	0.42	0.00	0.01	0.48	0.30	0.10	0.07	0.00	0.07	0.13	0.03
OvlAdjV/S:						0.20						0.02
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
 Gneral Plan Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Jamboree Dr (NS) at Campus Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.180

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	1	0	0	2	0	2	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	160	1950	720	470	2660	260	610	850	30	360	650	530
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1950	720	470	2660	260	610	850	30	360	650	530
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	1950	720	470	2660	260	610	850	30	360	650	530
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	160	1950	720	470	2660	260	610	850	0	360	650	530
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1950	720	470	2660	260	610	850	0	360	650	530
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	160	1950	720	470	2660	260	610	850	0	360	650	530

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.73	0.27	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4373	427	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.05	0.41	0.45	0.15	0.61	0.61	0.19	0.27	0.00	0.11	0.20	0.33
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
 Gneral Plan Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Jamboree Rd (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Permitted			Permitted			Permitted			
Rights:	Ignore			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	2	0	2	1	1	0	0	3	1	1	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	900	2620	0	0	1460	1040	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	900	2620	0	0	1460	1040	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	900	2620	0	0	1460	1040	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	900	2620	0	0	1460	1040	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	900	2620	0	0	1460	1040	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	900	2620	0	0	1460	1040	0	0	0	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	4800	1600	0	4800	3200	0	0	0	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.28	0.55	0.00	0.00	0.30	0.33	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****					****						

Picerne Residential (1300 Bristol Street North)
 Gneral Plan Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Jamboree Rd (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.867

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	0	0	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	2360	110	0	1490	0	1180	1500	1010	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2360	110	0	1490	0	1180	1500	1010	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2360	110	0	1490	0	1180	1500	1010	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2360	110	0	1490	0	1180	1500	1010	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2360	110	0	1490	0	1180	1500	1010	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2360	110	0	1490	0	1180	1500	1010	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.78	0.22	0.00	4.00	0.00	1.32	1.68	2.00	0.00	0.00	0.00
Final Sat.:	0	7644	356	0	6400	0	2113	2687	3200	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.31	0.31	0.00	0.23	0.00	0.56	0.56	0.32	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
 Gneral Plan Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #13 Jamboree Rd (NS) at Eastbluff Dr/University Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.667
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected			Protected			Split Phase			Split Phase				
Rights:	Include			Include			Include			Ignore				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	3	0	1	2	0	3	0	1	1	1	0	1

Volume Module:

Base Vol:	50	1940	360	190	1920	390	200	110	10	340	110	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1940	360	190	1920	390	200	110	10	340	110	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1940	360	190	1920	390	200	110	10	340	110	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	1940	360	190	1920	390	200	110	10	340	110	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1940	360	190	1920	390	200	110	10	340	110	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	1940	360	190	1920	390	200	110	10	340	110	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.29	0.71	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2065	1135	1600	3200	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.40	0.23	0.06	0.40	0.24	0.10	0.10	0.01	0.11	0.07	0.00
Crit Moves:	****			****			****			****		

POST 2030 GENERAL PLAN BUILDOUT WITH PROJECT

Picerne Residential (1300 Bristol Street North)
General Plan With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Campus Dr (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.024
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	0	4	0	3	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	540	3220	0	0	510	410	0	0	0	310	2010	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	3220	0	0	510	410	0	0	0	310	2010	250
Added Vol:	0	0	0	0	0	0	0	0	0	1	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	540	3220	0	0	510	410	0	0	0	311	2013	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	540	3220	0	0	510	410	0	0	0	311	2013	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	3220	0	0	510	410	0	0	0	311	2013	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	540	3220	0	0	510	410	0	0	0	311	2013	250

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	3.00	0.00	0.00	0.00	1.00	3.56	0.44
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	5693	707

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.17	0.67	0.00	0.00	0.08	0.09	0.00	0.00	0.00	0.19	0.35	0.35
Crit Moves:	****									****		

Picerne Residential (1300 Bristol Street North)
General Plan With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Campus Dr/Irvine Ave (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.893

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	1	1	2	0	2	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	2380	510	110	730	0	1370	1590	670	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2380	510	110	730	0	1370	1590	670	0	0	0
Added Vol:	0	0	0	0	1	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2380	510	110	731	0	1370	1591	670	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2380	510	110	731	0	1370	1591	670	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2380	510	110	731	0	1370	1591	670	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2380	510	110	731	0	1370	1591	670	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.12	0.88	1.00	3.00	0.00	1.85	2.15	2.00	0.00	0.00	0.00
Final Sat.:	0	6588	1412	1600	4800	0	2961	3439	3200	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.36	0.36	0.07	0.15	0.00	0.46	0.46	0.21	0.00	0.00	0.00
Crit Moves:	****			****			****					

Picerne Residential (1300 Bristol Street North)
General Plan With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Birch St (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.917
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	0	1	1	2	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	110	1230	0	0	270	400	0	0	0	480	1730	820
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1230	0	0	270	400	0	0	0	480	1730	820
Added Vol:	0	0	0	0	0	0	0	0	0	9	4	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1230	0	0	270	400	0	0	0	489	1734	823
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1230	0	0	270	400	0	0	0	489	1734	823
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1230	0	0	270	400	0	0	0	489	1734	823
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1230	0	0	270	400	0	0	0	489	1734	823

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.61	2.39	0.00	0.00	0.00	1.00	3.03	0.97
Final Sat.:	3200	3200	0	0	2579	3821	0	0	0	1600	4855	1545

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.38	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.31	0.36	0.53
Crit Moves:	****									****		

Picerne Residential (1300 Bristol Street North)
General Plan With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Birch St (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.550

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Protected			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	2	1	1	2	0	2	0	0	1	1	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	500	390	280	450	0	850	1200	210	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	500	390	280	450	0	850	1200	210	0	0	0
Added Vol:	0	0	0	9	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	500	390	289	450	0	850	1201	210	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	500	390	289	450	0	850	1201	210	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	500	390	289	450	0	850	1201	210	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	500	390	289	450	0	850	1201	210	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.25	1.75	2.00	2.00	0.00	1.66	2.89	0.45	0.00	0.00	0.00
Final Sat.:	0	3596	2804	3200	3200	0	2652	4633	714	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.14	0.14	0.09	0.14	0.00	0.32	0.26	0.29	0.00	0.00	0.00
Crit Moves:	****			****			****					

Picerne Residential (1300 Bristol Street North)
General Plan With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 MacArthur Blvd (NS) at Campus Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.809
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Ignore										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	1	0	4	0	1	1	0	4	0	1	2	0	2	1	0	2	0	3	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	150	1660	120	240	990	550	770	990	200	40	630	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	1660	120	240	990	550	770	990	200	40	630	60
Added Vol:	0	2	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	1662	120	240	991	550	770	990	200	40	630	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	150	1662	120	240	991	550	770	990	200	40	630	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1662	120	240	991	550	770	990	200	40	630	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	150	1662	120	240	991	550	770	990	200	40	630	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.50	0.50	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	3993	807	3200	4800	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.09	0.26	0.08	0.15	0.15	0.34	0.24	0.25	0.25	0.01	0.13	0.00
Crit Moves:	****					****	****				****	

Picerne Residential (1300 Bristol Street North)
General Plan With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 MacArthur Blvd (NS) at Birch St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.796

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	0	1	1	0	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	50	1340	140	180	810	230	710	670	60	50	310	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1340	140	180	810	230	710	670	60	50	310	20
Added Vol:	0	0	0	0	1	0	2	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1340	140	180	811	230	712	671	60	50	310	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1340	140	180	811	230	712	671	60	50	310	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1340	140	180	811	230	712	671	60	50	310	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1340	140	180	811	230	712	671	60	50	310	20

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.12	0.88	1.49	1.39	0.12	1.00	1.88	0.12
Final Sat.:	1600	4800	1600	1600	4986	1414	2373	2228	199	1600	3006	194

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.28	0.09	0.11	0.16	0.16	0.30	0.30	0.30	0.03	0.10	0.10
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
General Plan With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 MacArthur Blvd (NS) at Von Karman Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.562

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	3	0	1	1	0	1	1	0	2	0	0

Volume Module:

Base Vol:	130	1460	580	60	670	190	40	170	60	170	180	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1460	580	60	670	190	40	170	60	170	180	40
Added Vol:	0	0	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	1460	580	60	671	190	40	170	60	170	180	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1460	580	60	671	190	40	170	60	170	180	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1460	580	60	671	190	40	170	60	170	180	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1460	580	60	671	190	40	170	60	170	180	40

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.48	0.52	2.00	0.82	0.18
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	2365	835	3200	1309	291

Capacity Analysis Module:

Vol/Sat:	0.08	0.30	0.36	0.04	0.14	0.12	0.03	0.07	0.07	0.05	0.14	0.14
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
General Plan With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 MacArthur Blvd (NS) at Jamboree Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.877

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1		2	0	3	1	0	

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	210	1890	600	130	570	130	670	1760	160	420	1120	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	1890	600	130	570	130	670	1760	160	420	1120	170
Added Vol:	1	0	0	0	0	1	0	4	2	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	1890	600	130	570	131	670	1764	162	420	1121	170
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	211	1890	600	130	570	0	670	1764	162	420	1121	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	1890	600	130	570	0	670	1764	162	420	1121	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	211	1890	600	130	570	0	670	1764	162	420	1121	170
OvlAdjVol:	460											

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.66	0.34	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	5862	538	4800	4800	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.07	0.39	0.38	0.04	0.12	0.00	0.21	0.30	0.30	0.09	0.23	0.11
OvlAdjV/S:	0.29											
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
General Plan With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 MacArthur Blvd (NS) at Bison Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	4	0	1		2	0	2	0	1	

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	390	3680	210	60	2710	390	330	270	210	160	250	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	3680	210	60	2710	390	330	270	210	160	250	10
Added Vol:	0	1	0	0	2	0	0	0	0	0	0	0
0:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	3681	210	60	2712	390	330	270	210	160	250	10
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	390	3681	0	60	2712	390	330	270	0	160	250	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	3681	0	60	2712	390	330	270	0	160	250	10
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	390	3681	0	60	2712	390	330	270	0	160	250	10
OvlAdjVol:						225						0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.12	0.58	0.00	0.02	0.42	0.24	0.10	0.08	0.00	0.05	0.08	0.01
OvlAdjV/S:						0.14						0.00
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
General Plan With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Jamboree Dr (NS) at Campus Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.930
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: E

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Ignore					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	2	0	3	1	0	0	2	0	2	1	0	0	2	0	2	0	1	0		

Volume Module:	North Bound					South Bound					East Bound					West Bound				
Base Vol:	100	2030	320	700	1710	360	260	280	30	800	840	170								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	100	2030	320	700	1710	360	260	280	30	800	840	170								
Added Vol:	0	4	0	0	1	0	0	0	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	100	2034	320	700	1711	360	260	280	30	800	840	170								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00								
PHF Volume:	100	2034	320	700	1711	360	260	280	0	800	840	170								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	100	2034	320	700	1711	360	260	280	0	800	840	170								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00								
FinalVolume:	100	2034	320	700	1711	360	260	280	0	800	840	170								

Saturation Flow Module:	North Bound					South Bound					East Bound					West Bound				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	2.00	3.46	0.54	2.00	2.48	0.52	2.00	2.00	1.00	2.00	2.00	1.00								
Final Sat.:	3200	5530	870	3200	3966	834	3200	3200	1600	3200	3200	1600								

Capacity Analysis Module:	North Bound					South Bound					East Bound					West Bound				
Vol/Sat:	0.03	0.37	0.37	0.22	0.43	0.43	0.08	0.09	0.00	0.25	0.26	0.11								
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****								

Picerne Residential (1300 Bristol Street North)
General Plan With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Jamboree Rd (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.683

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Permitted			Permitted			Permitted			
Rights:	Ignore			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	2	0	2	1	1	0	0	3	1	1	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	1140	3270	0	0	730	740	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1140	3270	0	0	730	740	0	0	0	0	0	0
Added Vol:	2	6	0	0	0	3	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1142	3276	0	0	730	743	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1142	3276	0	0	730	743	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1142	3276	0	0	730	743	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1142	3276	0	0	730	743	0	0	0	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	4800	1600	0	4800	3200	0	0	0	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.36	0.68	0.00	0.00	0.15	0.23	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	*****											

Picerne Residential (1300 Bristol Street North)
General Plan With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Jamboree Rd (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.944

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	0	0	4	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	2100	60	0	700	0	2150	570	1020	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2100	60	0	700	0	2150	570	1020	0	0	0
Added Vol:	0	1	0	0	0	0	7	2	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2101	60	0	700	0	2157	572	1022	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2101	60	0	700	0	2157	572	1022	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2101	60	0	700	0	2157	572	1022	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2101	60	0	700	0	2157	572	1022	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.86	0.14	0.00	4.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7778	222	0	6400	0	3200	1600	3200	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.27	0.27	0.00	0.11	0.00	0.67	0.36	0.32	0.00	0.00	0.00
Crit Moves:	****			****			****					

Picerne Residential (1300 Bristol Street North)
General Plan With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Jamboree Rd (NS) at Eastbluff Dr/University Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.681

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected			Protected			Split Phase			Split Phase				
Rights:	Include			Include			Include			Ignore				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	3	0	1	2	0	3	0	1	1	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	60	1620	240	130	1090	270	510	120	10	340	110	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1620	240	130	1090	270	510	120	10	340	110	170
Added Vol:	0	1	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1621	240	130	1092	270	510	120	10	340	110	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	60	1621	240	130	1092	270	510	120	10	340	110	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1621	240	130	1092	270	510	120	10	340	110	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	60	1621	240	130	1092	270	510	120	10	340	110	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.62	0.38	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2590	610	1600	3200	1600	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.04	0.34	0.15	0.04	0.23	0.17	0.20	0.20	0.01	0.11	0.07	0.00
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
 Gneral Plan With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Campus Dr (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.949

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	0	4	0	3	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	600	1700	0	0	1850	1270	0	0	0	540	2880	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	600	1700	0	0	1850	1270	0	0	0	540	2880	140
Added Vol:	0	0	0	0	0	0	0	0	0	1	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	600	1700	0	0	1850	1270	0	0	0	541	2882	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	600	1700	0	0	1850	1270	0	0	0	541	2882	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	1700	0	0	1850	1270	0	0	0	541	2882	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	600	1700	0	0	1850	1270	0	0	0	541	2882	140

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	3.00	0.00	0.00	0.00	1.00	3.81	0.19
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	6104	296

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.19	0.35	0.00	0.00	0.29	0.26	0.00	0.00	0.00	0.34	0.47	0.47
Crit Moves:	****				****						****	

Picerne Residential (1300 Bristol Street North)
 Gneral Plan With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Campus Dr/Irvine Ave (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	1	0	3	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1770	410	310	2060	0	550	1420	630	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1770	410	310	2060	0	550	1420	630	0	0	0
Added Vol:	0	0	1	0	1	0	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1770	411	310	2061	0	550	1423	630	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1770	411	310	2061	0	550	1423	630	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1770	411	310	2061	0	550	1423	630	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1770	411	310	2061	0	550	1423	630	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.06	0.94	1.00	3.00	0.00	1.12	2.88	2.00	0.00	0.00	0.00
Final Sat.:	0	6492	1508	1600	4800	0	1784	4616	3200	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.27	0.27	0.19	0.43	0.00	0.31	0.31	0.20	0.00	0.00	0.00
Crit Moves:	****			****			****					

Picerne Residential (1300 Bristol Street North)
 Gneral Plan With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Birch St (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.812
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	0	1	1	2	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	180	600	0	0	830	1480	0	0	0	530	1730	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	600	0	0	830	1480	0	0	0	530	1730	160
Added Vol:	0	0	0	0	0	0	0	0	0	6	3	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	600	0	0	830	1480	0	0	0	536	1733	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	600	0	0	830	1480	0	0	0	536	1733	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	600	0	0	830	1480	0	0	0	536	1733	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	600	0	0	830	1480	0	0	0	536	1733	162

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.44	2.56	0.00	0.00	0.00	1.00	3.74	0.26
Final Sat.:	3200	3200	0	0	2300	4100	0	0	0	1600	5990	410

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.06	0.19	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.34	0.29	0.39
Crit Moves:	****				****							****

Picerne Residential (1300 Bristol Street North)
 Gneral Plan With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Birch St (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Protected			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	2	1	1	2	0	2	0	0	1	1	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	330	300	440	920	0	380	1490	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	330	300	440	920	0	380	1490	130	0	0	0
Added Vol:	0	0	0	6	0	0	0	4	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	330	300	446	920	0	380	1494	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	330	300	446	920	0	380	1494	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	330	300	446	920	0	380	1494	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	330	300	446	920	0	380	1494	130	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.10	1.90	2.00	2.00	0.00	1.00	3.76	0.24	0.00	0.00	0.00
Final Sat.:	0	3352	3048	3200	3200	0	1600	6016	384	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.10	0.10	0.14	0.29	0.00	0.24	0.25	0.34	0.00	0.00	0.00
Crit Moves:				****			****					

Picerne Residential (1300 Bristol Street North)
 Gneral Plan With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 MacArthur Blvd (NS) at Campus Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.241
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Ignore										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	1	0	4	0	1	1	0	4	0	1	2	0	2	1	0	2	0	3	0	1

Volume Module:

Base Vol:	320	1520	80	150	1510	910	530	700	160	160	1470	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	1520	80	150	1510	910	530	700	160	160	1470	190
Added Vol:	0	2	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	1522	80	150	1512	910	530	700	160	160	1470	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	320	1522	80	150	1512	910	530	700	160	160	1470	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	1522	80	150	1512	910	530	700	160	160	1470	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	320	1522	80	150	1512	910	530	700	160	160	1470	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.44	0.56	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	3907	893	3200	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.20	0.24	0.05	0.09	0.24	0.57	0.17	0.18	0.18	0.05	0.31	0.00
Crit Moves:	****					****	****				****	

Picerne Residential (1300 Bristol Street North)
 Gneral Plan With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 MacArthur Blvd (NS) at Birch St (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.017

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	0	1	1	0	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	180	1030	60	130	1280	390	460	480	70	150	1020	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1030	60	130	1280	390	460	480	70	150	1020	360
Added Vol:	0	0	0	0	2	0	2	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	1030	60	130	1282	390	462	481	70	150	1020	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1030	60	130	1282	390	462	481	70	150	1020	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1030	60	130	1282	390	462	481	70	150	1020	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1030	60	130	1282	390	462	481	70	150	1020	360

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.07	0.93	1.37	1.42	0.21	1.00	1.48	0.52
Final Sat.:	1600	4800	1600	1600	4907	1493	2195	2275	330	1600	2365	835

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.11	0.21	0.04	0.08	0.26	0.26	0.21	0.21	0.21	0.09	0.43	0.43
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
 Gneral Plan With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 MacArthur Blvd (NS) at Von Karman Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.683

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	3	0	1	1	0	1	1	0	2	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	50	960	180	110	1280	110	140	270	100	860	210	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	960	180	110	1280	110	140	270	100	860	210	110
Added Vol:	0	0	0	0	2	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	960	180	110	1282	110	140	270	100	861	210	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	960	180	110	1282	110	140	270	100	861	210	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	960	180	110	1282	110	140	270	100	861	210	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	960	180	110	1282	110	140	270	100	861	210	110

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.46	0.54	2.00	0.66	0.34
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	2335	865	3200	1050	550

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.20	0.11	0.07	0.27	0.07	0.09	0.12	0.12	0.27	0.20	0.20
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
 Gneral Plan With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 MacArthur Blvd (NS) at Jamboree Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.859

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	1		2	0	3	1	0	

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	290	870	620	260	1600	560	240	1480	70	920	1570	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	870	620	260	1600	560	240	1480	70	920	1570	180
Added Vol:	3	0	0	0	0	3	0	3	1	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	870	620	260	1600	563	240	1483	71	920	1574	180
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	870	620	260	1600	0	240	1483	71	920	1574	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	870	620	260	1600	0	240	1483	71	920	1574	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	293	870	620	260	1600	0	240	1483	71	920	1574	180
OvlAdjVol:	313											

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.82	0.18	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	6108	292	4800	4800	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.09	0.18	0.39	0.08	0.33	0.00	0.08	0.24	0.24	0.19	0.33	0.11
OvlAdjV/S:	0.20											
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
 Gneral Plan With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 MacArthur Blvd (NS) at Bison Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.792

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	4	0	1		2	0	2	0	1	

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	260	2710	140	40	3090	480	330	210	100	220	400	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	2710	140	40	3090	480	330	210	100	220	400	50
Added Vol:	0	2	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	2712	140	40	3091	480	330	210	100	220	400	50
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	260	2712	0	40	3091	480	330	210	0	220	400	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	2712	0	40	3091	480	330	210	0	220	400	50
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	260	2712	0	40	3091	480	330	210	0	220	400	50
OvlAdjVol:						315						30

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.08	0.42	0.00	0.01	0.48	0.30	0.10	0.07	0.00	0.07	0.13	0.03
OvlAdjV/S:						0.20						0.02
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
 Gneral Plan With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Jamboree Dr (NS) at Campus Dr (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.181

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Ignore					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	2	0	3	1	0	0	2	0	2	1	0	0	2	0	2	0	1	0		

Volume Module:	North Bound					South Bound					East Bound					West Bound				
Base Vol:	160	1950	720	470	2660	260	610	850	30	360	650	530								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	160	1950	720	470	2660	260	610	850	30	360	650	530								
Added Vol:	0	3	0	0	4	0	0	0	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	160	1953	720	470	2664	260	610	850	30	360	650	530								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00								
PHF Volume:	160	1953	720	470	2664	260	610	850	0	360	650	530								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	160	1953	720	470	2664	260	610	850	0	360	650	530								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00								
FinalVolume:	160	1953	720	470	2664	260	610	850	0	360	650	530								

Saturation Flow Module:	North Bound					South Bound					East Bound					West Bound				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	2.00	3.00	1.00	2.00	2.73	0.27	2.00	2.00	1.00	2.00	2.00	1.00								
Final Sat.:	3200	4800	1600	3200	4373	427	3200	3200	1600	3200	3200	1600								

Capacity Analysis Module:	North Bound					South Bound					East Bound					West Bound				
Vol/Sat:	0.05	0.41	0.45	0.15	0.61	0.61	0.19	0.27	0.00	0.11	0.20	0.33								
Crit Moves:	****				****		****					****								

Picerne Residential (1300 Bristol Street North)
 Gneral Plan With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Jamboree Rd (NS) at Bristol St North (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Permitted			Permitted			Permitted			
Rights:	Ignore			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	2	0	2	1	1	0	0	3	1	1	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	900	2620	0	0	1460	1040	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	900	2620	0	0	1460	1040	0	0	0	0	0	0
Added Vol:	6	4	0	0	0	10	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	906	2624	0	0	1460	1050	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	906	2624	0	0	1460	1050	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	906	2624	0	0	1460	1050	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	906	2624	0	0	1460	1050	0	0	0	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	4800	1600	0	4800	3200	0	0	0	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.28	0.55	0.00	0.00	0.30	0.33	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****					****						

Picerne Residential (1300 Bristol Street North)
 Gneral Plan With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Jamboree Rd (NS) at Bristol St South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.869

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	0	0	4	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	2360	110	0	1490	0	1180	1500	1010	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2360	110	0	1490	0	1180	1500	1010	0	0	0
Added Vol:	0	2	0	0	0	0	8	1	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2362	110	0	1490	0	1188	1501	1011	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2362	110	0	1490	0	1188	1501	1011	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2362	110	0	1490	0	1188	1501	1011	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2362	110	0	1490	0	1188	1501	1011	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.78	0.22	0.00	4.00	0.00	1.33	1.67	2.00	0.00	0.00	0.00
Final Sat.:	0	7644	356	0	6400	0	2121	2679	3200	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.31	0.31	0.00	0.23	0.00	0.56	0.56	0.32	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

Picerne Residential (1300 Bristol Street North)
 Gneral Plan With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Jamboree Rd (NS) at Eastbluff Dr/University Ave (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.667

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected			Protected			Split Phase			Split Phase				
Rights:	Include			Include			Include			Ignore				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	3	0	1	2	0	3	0	1	1	1	0	1

Volume Module:

Base Vol:	50	1940	360	190	1920	390	200	110	10	340	110	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1940	360	190	1920	390	200	110	10	340	110	210
Added Vol:	0	2	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1942	360	190	1921	390	200	110	10	340	110	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	1942	360	190	1921	390	200	110	10	340	110	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1942	360	190	1921	390	200	110	10	340	110	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	1942	360	190	1921	390	200	110	10	340	110	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.29	0.71	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2065	1135	1600	3200	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.40	0.23	0.06	0.40	0.24	0.10	0.10	0.01	0.11	0.07	0.00
Crit Moves:	****			****			****			****		

APPENDIX D

APPROVED PROJECTS LIST AND CUMULATIVE PROJECTS

Traffic Phasing Data Projects Less than 100% Complete

Project Number	Project Name	Percent Completed
148	FASHION ISLAND EXPANSION	40
154	TEMPLE BAT YAHM EXPANSION	65
945	HOAG HOSPITAL PHASE III	0
949	ST. MARK PRESBYTERIAN CHURCH	77
955	2300 NEWPORT BLVD (VUE)	15
958	HOAG HEALTH CENTER 500-540 SUPERIOR	95
959	NORTH NEWPORT CENTER	0
962	328 OLD NEWPORT MEDICAL OFFICE GPA	0
965	MARINER'S POINTE 23,015 SQ FT COMMERCIAL CENTER	82
971	BACK BAY LANDING 300 ECH	0
974	BIRCH NEWPORT EXECUTIVE CTR	70
975	EBB TIDE RESIDENTIAL	20
976	ENC PRE-SCHOOL	0
977	BALBOA MARINA WEST	0
979	NEWPORT CROSSINGS	0
980	Museum House - Vivante Senior Center	0
981	Uptown Newport: Phase 1 - Trans Devel Rights (TDR)	5
982	Uptown Newport: Phase 2 Only	0
983	Residences at 4400 VK	0

Approved Projects 80% Volume Summary Intersection Report

Intersection (4155 ::: IRVINE AVE / CAMPUS DR BRISTOL ST)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	4	25	11	0	0	2	2	0	25	0	5	6	0	0	0	0
PM	23	11	14	0	0	4	19	0	11	0	10	4	0	0	0	0

Intersection (4160 ::: BRISTOL ST / BIRCH ST)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	8	27	6	0	0	5	3	8	19	0	0	0	6	0	0	0
PM	37	13	22	0	0	19	18	3	10	0	0	18	4	0	0	0

Intersection (4170 ::: JAMBOREE RD / BRISTOL ST)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	36	69	58	0	0	36	0	0	69	0	20	9	29	0	0	0
PM	90	30	152	0	0	90	0	0	30	0	109	7	36	0	0	0

Intersection (4172 ::: CAMPUS DR / BRISTOL ST N)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	7	7	0	122	0	7	0	0	7	0	0	0	0	18	104	0
PM	14	4	0	62	0	14	0	0	4	0	0	0	0	7	55	0

Approved Projects 80% Volume Summary Intersection Report

Intersection (4175 ::: BRISTOL ST N / BIRCH ST)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	5	39	0	112	2	3	0	0	16	23	0	0	0	11	98	3
PM	19	18	0	59	8	11	0	0	8	10	0	0	0	6	49	4

Intersection (4190 ::: JAMBOREE RD / BRISTOL ST N)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	58	168	0	0	7	34	17	0	69	99	0	0	0	0	0	0
PM	213	81	0	0	6	177	30	0	32	49	0	0	0	0	0	0

Intersection (4275 ::: JAMBOREE RD / MACARTHUR BLVD)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	19	55	41	224	0	12	7	7	30	18	9	32	0	52	151	21
PM	81	48	178	107	0	27	54	24	12	12	14	164	0	23	71	13

Intersection (4285 ::: MACARTHUR BLVD / NEWPORT PLACE DR VON KARMAN AVE)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	38	39	0	16	0	32	6	0	39	0	0	0	0	16	0	0
PM	53	34	0	10	0	37	16	0	34	0	0	0	0	10	0	0

Approved Projects 80% Volume Summary Intersection Report

Intersection (4295 ::: BIRCH ST / MACARTHUR BLVD)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	27	46	39	67	0	27	0	12	31	3	28	11	0	0	17	50
PM	30	94	29	41	0	30	0	52	40	2	14	15	0	0	14	27

Intersection (4300 ::: CAMPUS DR / MACARTHUR BLVD)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	92	42	0	7	0	92	0	2	40	0	0	0	0	0	0	7
PM	61	86	0	4	0	61	0	8	78	0	0	0	0	0	0	4

Intersection (4305 ::: JAMBOREE RD / CAMPUS DR)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	144	28	6	2	18	116	10	0	27	1	2	0	4	2	0	0
PM	71	119	21	10	10	56	5	0	117	2	1	0	20	10	0	0

Intersection (4765 ::: JAMBOREE RD / EASTBLUFF DR / UNIVERSITY DR)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	46	96	0	0	0	42	4	0	96	0	0	0	0	0	0	0
PM	120	66	0	7	0	113	7	0	66	0	0	0	0	7	0	0

Approved Projects 80% Volume Summary Intersection Report

Intersection (4995 ::: BISON AVE / MACARTHUR BLVD)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	30	51	8	17	1	21	8	0	49	2	2	5	1	16	1	0
PM	86	40	10	10	4	64	18	0	29	11	5	3	2	6	4	0

Cumulative (Pending) Projects List – September 2021

Projects of significant size to have a potential cumulative impact

1400 Bristol St Medical Offices	1400 Bristol St. North	New: 37,515 SF medical office Existing: 37,515 SF general office
Newport Beach Porsche	445 E. Coast Hwy	New: - Two-level 143,494 SF dealership with 37 service bays Existing: - Single story auto dealership
The Garden Restaurant	2902 W. Coast Hwy	New: 7,705 SF quality restaurant with 2,535 SF rooftop dining 747 SF commercial
Newport Village	2000/2200/2244 West Coast Hwy and 2001-2241 West Coast Hwy	New: North Parcel 108 residential (apartments) DU 55,280 SF office 7,900 SF vehicle showroom South Parcel 14 residential (condominiums) DU 9,100 SF restaurant 3,815 SF café/food service 36,620 SF office 2,000 SF boat office/rental 10,750 SF boat showroom 63 berths marina Existing: - Variety of retail, office, shipyard sales and marina
Residences at Newport Center	150 Newport Center Dr <i>No traffic phasing ordinance study.</i>	New: 28 residential (condominiums) DU Existing: Car wash
1300 Bristol St Residences	1300 Bristol St North	New: 193 residential (apartments) DU Existing: 33,292 SF general office
Starbucks	2122 Bristol St South	New: 2,565 SF coffee shop with drive-through Existing: 2,565 SF fast-food with drive-through
Newport Coast		See Staff for update.

Last Update: 9/8/21

Cumulative Projects List

This list has three parts: Reasonably Foreseeable Projects, CIP (Capital Improvements Program) Reasonably Foreseeable Projects, and Approved Projects

Reasonably Foreseeable Discretionary Projects with CEQA review or Traffic Study:

Project	Proposed Land Uses/Project Description	Location	Determination/Status	Discretionary Actions	Project Planner
1400 Bristol St. Medical Offices	A tentative parcel map, condominium conversion, conditional use permit, modification permit, and traffic study for an office complex that comprises of two, two-story buildings totaling 37,515 square feet. A modification permit is required for the addition of 17 lift parking spaces. A conditional use permit is required since there is a 21-space parking deficit.	1400 Bristol St. N.	Application submitted April 1, 2020. Application continued by the Planning Commission on June 3, 2021. Application incomplete due to revisions required for the parking study.	- Conditional Use Permit No. UP2020-185 - Condominium Conversion No. CC2020-002 - Tentative Parcel Map No. NP2020-003 - Modification Permit No. MD2021-002 - Traffic Study No. TS2021-001	David Lee
Newport Beach Porsche	A coastal development permit, conditional use permit, and major site development review to demolish an existing, single story Porsche dealership and construct a new two-level, 143,494 square-foot dealership building which includes 37 service bays, show room, parts storage, offices, and parking. Parking is also proposed on the rooftop of the building. The existing 3,961-square-foot Bentley dealership is to remain.	445 East Coast Highway	Application submitted November 3, 2020. Application incomplete due to comments from City departments.	- Major Site Development Review SD2020-### - Coastal Development Permit No. CD2020-### - Conditional Use Permit No. UP2020-### (PA2020-319)	David Lee
215 Riverside Office and Parking Structure (PA2019023)	A coastal development permit to demolish an existing restaurant/office building, and associated surface parking lot and to construct a new 41-space two level parking structure and a 2,744-square-foot office building.	215 Riverside Avenue	Class 32 Exemption. Application on appeal to California Coastal Commission. City Council approved on May 12, 2020.	- Conditional Use Permit - Coastal Development Permit	Makana Nova
The Garden Restaurant (PA2019-006)	A coastal development permit, conditional use permit, traffic study, and operator license for conversion of an existing retail building for a new 7,705-gross-square-foot fine restaurant and 2,535-square-foot roof top outdoor dining terrace.	2902 West Coast Highway	Class 32 Exemption under preparation. Traffic study completed. Parking management plan requested from applicant. No current application activity.	- Coastal Development Permit - Conditional Use Permit - Operator License - Site development review - Traffic Study	Makana Nova

Project	Proposed Land Uses/Project Description	Location	Determination/Status	Discretionary Actions	Project Planner
Newport Village (PA2017-253)	A coastal development permit, major site development review, tentative tract map, traffic study, and EIR for the demolition of all structures on-site (with the exception of buildings at 2241 West Coast Highway and 2244 West Coast Highway) and the construction of 128,640 square feet of nonresidential uses (retail, vehicle/boat sales, office and food service), 108 apartment units, 14 condominiums, and subterranean/surface parking garages with 827 parking spaces. The project includes a new public walkway along the waterfront and marina improvements. The maximum height of buildings on the north parcel is 26 feet for a flat roof and 31 feet for a pitched roofline measured from established grade. The maximum height of buildings on the south parcel is 35 feet for a flat roof measured from established grade.	2200-2244 West Coast Highway and 2001-22241 West Coast Highway Newport Village (former Ardeell site)	Application submitted on December 4, 2017. Revised project plans submitted on July 2020, deemed incomplete by Staff September 2020. NOP and EIR Scoping meeting held November of 2019. Draft EIR under preparation.	- Approval in Concept No. AIC2018001 - Coastal Development Permit No. CD2017-108 - Conditional Use Permit No. UP2017-032 - Site Development Review No. SD2017-011 - Traffic Study No. TS2018-001 - Tentative Tract Map No. NT2017-006 - Environmental Impact Report No. ER2017-002	Liz Westmorel and
Residences at Newport Center	Demolition of existing carwash and construction of 28 condominium units. No traffic study (TPO Analysis) required.	150 Newport Center Drive	Application submitted on 01/31/2020, deemed incomplete. DEIR review period ended June 14, 2021. Planning Commission hearing scheduled August 19, 2021.	- Development Agreement No. DA2020-001 - General Plan Amendment No. GP2020-001 - Zoning Code Amendment No. CA2020-008 - Planned Community Development Plan No. PC2020-001 - Major Site Development Review No. SD2020-001 - Tentative Tract Map No. NT2020-001 - Environmental Impact Report ER2021-002	Liz Westmorel and
1300 Bristol Residences	Demolition of existing office building, construction of 193 apartments (24 low income). The podium-style building includes 5 levels of apartments, 1 level of at-grade parking garage, and 2 levels of subterranean parking.	1300 North Bristol Street	Application submitted on June 30, 2021. Deemed incomplete on July 29, 2021. Addendum to 2006 General Plan EIR is anticipated.	- Site Development Review SD2021-003 - Traffic Study - Affordable Housing Implementation Plan - EIR Addendum - Transfer of Development Rights	Rosalinh Ung/Chelsea Crager
*UCI North Campus Hospital Project	Construct new 350,000 sq. ft. hospital that will include emergency services, a 200,000 sq. ft. ambulatory care center, a central plant, and parking structure.	UCI North Campus, West of Jamboree and Birch	Approved January 2021. Construction anticipated to be completed in 2025.	- EIR - LRDP Amendment	University of CA Lead Agency
*UCI North Campus Child Health/Medical Office	Replace buildings near the intersection of Jamboree and Birch Street with 168 k GSF, 5-story Center for Child Health/Medical Office building and 800-space parking garage.	UCI North Campus, West of Jamboree and Birch	Construction planned 2021 -2022. City of Newport Beach will review proposed restriping on Jamboree within the City's boundaries.	IS/MND	University of CA Lead Agency
Starbucks - Birch	Convert an existing fast-food restaurant into a fast-food restaurant specializing in beverages (Starbucks)	2122 Bristol Street	Applied 7/26/2021	- Use Permit - Parking Waiver - Traffic Study	Patrick Achis

Project	Proposed Land Uses/Project Description	Location	Determination/Status	Discretionary Actions	Project Planner
*Not Located within the City of Newport Beach. AELUP: Airport Environs Land Use Plan; CDP: Coastal Development Permit; CUP: Conditional Use Permit; cy: cubic yards; DA: Development Agreement; DTSP: Downtown Specific Plan; EIR: Environmental Impact Report; FAA: Federal Aviation Administration; GPA: General Plan Amendment; gsf: gross square feet; HBGS: Huntington Beach Generating Station; I-405: Interstate 405 freeway; IBC: Irvine Business Complex; IS: Initial Study; ITC: Irvine Technology Center; LAFCO: Local Agency Formation Commission; LCP: Local Coastal Program; LRDP: Long Range Development Plan; MCAS: Marine Corps Air Station; MND: Mitigated Negative Declaration; ND: Negative Declaration; PA: Planning Area; PC: Planned Community; sf: square feet; SP: Specific Plan; SR-73: State Route 73; TDR: transfer of development rights; TPM: Tentative Parcel Map; TTM: Tentative Tract Map; VTTM: Vesting Tentative Tract Map; ZC: Zone Change					

Discretionary Projects with CEQA review and Traffic Study Approved by the City and Percent Occupied:

Project	Proposed Land Uses	Location	Determination/Status	Discretionary Actions	Project Planner	Traffic Study	Percent Occupied
2510 PCH Mixed-Use Development	Demolition of a 4,487 square foot boat sales and construct a new mixed-use development. Project includes a 5,096 square foot office and 36 dwelling units. 33 units will be market rate and 3 will be affordable.	2510 West Coast Hwy 2530 West Coast Hwy	Approved July 27, 2021	- Coastal Development Permit - Tentative Parcel Map - Conditional Use Permit - Major Site Development Review	Matthew Schneider	No	0%
Residences at 4400 Von Karman (PA2020-061)	312 apartment units atop an 825-space parking structure, a separate 294-space, free-standing parking structure, and one-acre public park.	4400 Von Karman Avenue	Application submitted on April 21, 2020. Addendum to 2006 General Plan Program EIR is completed. Planning Commission recommended approval of project on November 5, 2020. City Council approved on January 26, 2021	- Planned Community Development Plan Amendment No. PD2020-001 - Site Development Plan No. SD2020-006 - Lot Line Adjustment No. LA2020-002 - Affordable Housing Implementation Plan No. AAH2020-003 - Traffic Study No. TS2020-001 - Development Agreement No. DA2020-002 - Addendum No. ER2020-003	Rosalinh Ung	Yes	0%
Newport Airport Village Mixed-use (PA2014-225)	General Plan amendment to re-designate 16 acres of Campus Tract from Airport Office and Supporting Uses (AO) to Mixed Use Horizontal 2 (MU-H2) to allow for 329 replacement dwelling units, a zoning code amendment to change the zoning district from Office Airport (OA) to Planned Community (PC) and approval of Planned Community Development Plan and, approval of an Development Agreement.	4341 Birch St 4401 Birch St 4320 Campus Dr 4340 Campus Dr 4360 Campus Dr 4500 Campus Dr 4540 Campus Dr 4570 Campus Dr 4600 Campus Dr 4630 Campus Dr 4647 MacArthur Blvd	Planning Commission recommended approval 06/04/20. City Council approved 09/22/20.	- General Plan Amendment No. GP2014-004 - Code Amendment No. CA2014-225 - Planned Community Development Plan No. PC2020-02 - Development Agreement No. DA2014-003 - EIR Addendum No. ER2020-02	Jim Campbell	No	0%
Newport Crossings (PA2017-107)	A Site Development Review for the development of a mixed-use residential project consisting of 350 rental units, 7,500 square feet of commercial use, and a 0.5-acre public park on a 5.7-acre property known as MacArthur Square. The application includes a request for density bonus and development incentive/waivers.	1701 Corinthian Way, 4251, 4253 & 4255 Martingale Way, 4200, 4220 & 4250 Scott Drive and 1660 Dove Street	Application submitted on May 31, 2017. Draft EIR completed. Approved by Planning Commission on February 21, 2019. Plan check submitted 11/17/20 and under review.	- Site Development Review No. SD2017-004 - Lot Line Adjustment No. LA2018-004 - Affordable Housing Implementation Plan No. AH2018-001	Jaime Murillo	Yes	0%

Project	Proposed Land Uses	Location	Determination/Status	Discretionary Actions	Project Planner	Traffic Study	Percent Occupied
Mesa Drive Town Homes (PA2017-218)	8-unit condominium	1501 Mesa Dr. 20462 Santa Ana Ave.	City Council Upheld Planning Commission Approval on August 18,2019. Class 32 CEQA Exemption. Project is in plan check.	- Tentative Map No. NT2017-003 - Site Development Review No. SD2017-008	Liz Westmoreland	No	0%
Vivante Senior Living (PA2018-185)	General Plan amendment, Planned Community Development Plan amendment, development review, conditional use permit, and lot merger for 90-units of senior housing and 27-bed memory care facility.	850 & 856 San Clemente Drive	Project approved by City Council on September 10, 2019. Projects issued on October 1, 2020 and project is in under construction.	- General Plan Amendment No. GP2018-003 - Planned Community Development Plan No. PC2018-001 - Site Development Review No. SD2018-003 - Conditional Use Permit No. UP2018-019 - Lot Merger No. LM2018-004 - Development Agreement No. DA2018-005 - Addendum to Environmental Impact Report No.ER2016-002	Makana Nova	No	0%
ENC Preschool (PA2015-079)	Environmental Nature Center Preschool	745 Dover Drive	Building finaled and occupied in September of 2019. Building permits issued Jul. 2, 2018; Planning Commission Approved 01/21/2016. Class 32 CEQA Exemption. Permits finaled and school is operational.	- Minor Use Permit No. UP2015-020 - Traffic Study No. TS2015-001	Makana Nova	Yes	100%
Birch Newport Executive Center (PA2014-121)	The project includes the re-subdivision of four lots into three lots for commercial development and for condominium purposes, and the construction of two, 2-story medical office buildings totaling 64,000 square feet in gross floor area and a 324-space surface parking lot.	20350 & 20360 Birch Street (Formerly 20352 – 20412 Birch St)	Application submitted on 08/05/2014. Application and Addendum to MND approved by Planning Commission on 02/19/2015. Shell permits finaled in April 2017. 100% occupied June, 2019	- Site Development Review No. SD2014-005 - Minor Use Permit No. UP2014-032 - Traffic Study No. TS2014-006 - Parcel Map No. NP2014-017 - Addendum to Mitigated Negative Declaration (PA2006-280)	Jaime Murillo	Yes	100%

Project	Proposed Land Uses	Location	Determination/Status	Discretionary Actions	Project Planner	Traffic Study	Percent Occupied
Ebb Tide (PA2014-110)	The project includes a Tentative Tract Map application to subdivide a 4.7-acre site for 83 residential lots and a Site Development Review application for the construction of 83 single-unit residences, private streets, common open space, and landscaping. The Planned Community Development Plan is proposed to establish guidelines for development of the project site consistent with the General Plan. The Code Amendment is proposed to amend the Zoning Map to change the Zoning District from Multiple-Unit Residential (RM) to Planned Community (PC).	1560 Placentia Drive	Application submitted on 06/20/2014. An MND was prepared. The project was approved and the MND was adopted by the Planning Commission on August 6, 2015. Under construction. Initial 4 of 8 phases are complete and occupied and the remaining are under construction; however, a construction defect has rendered the initial phases uninhabitable. The developer is correcting the issue.	- Tentative Tract Map No. NT2014-002 - Traffic Study No. TS2014-007 - Planned Development Permit No. PL2015-001 - Mitigated Negative Declaration No. ND2015-002	Jim Campbell	Yes	20%
Lido Villas (DART) (PA2012-146)	Request for the demolition of an existing church and office building and legislative approvals for the development of 23 attached three-story townhome condominiums.	3303 and 3355 Via Lido Generally bounded by Via Lido, Via Oporto, and Via Malaga.	Project construction is complete and occupied as of November, 2020. Building permits issued Apr. 17, 2018. Discretionary applications are still valid since tract map was submitted to Public Works for recordation. Application approved November 12, 2013. CLUP Amendment approved by CCC on March 12, 2014. CDP application Approved by CCC on 10/09/2014.	- General Plan Amendment - Coastal Land Use Plan Amendment - Zoning Code Amendment - Planned Community Development Plan - Site Development Review - IS/Mitigated Negative Declaration - Tentative Tract Map	Makana Nova/David Lee	No	100%
Uptown Newport Mixed Use Development (PA2011-134)	Development of 1,244 residential units and 11,500 sf. of commercial retail	4311 & 4321 Jamboree Rd	EIR, Tentative Tract Map, Traffic Study, and AHIP were approved by City Council on 2/26/2013. The PC Development Plan and Development Agreement were approved on 3/12/2013. North and South Buildings have been completed with a total of 366 market rate units and 92 affordable units. 1-acre public park completed and occupied. Plan check submitted for a 30-unit condominium development. Commercial component on hold.	- PC Development Plan Amendment and Adoption - Tentative Tract Map - Traffic Study (TPO) - AHIP - DA - Airport Land Use Commission - Environmental Impact Report	Chelsea Crager	Yes	5%
10 Big Canyon (PA2010-092)	Mitigated Negative Declaration for rough grading for development of a single-family residence.	10 Big Canyon	IS/MND approved 12/20/2011. Project has not been constructed.	IS/MND	Makana Nova	No	0%

Project	Proposed Land Uses	Location	Determination/Status	Discretionary Actions	Project Planner	Traffic Study	Percent Occupied
Plaza Corona del Mar (PA2010-061)	Development of 1,750 sf new office space and six (6) detached townhomes.	3900-3928 East Coast Highway	Application approved by Planning Commission on 1/03/13. Staff Approval No. SA2013-015 (PA2013-245) approved December 10, 2013 and Staff Approval No. SA2014-April 10, 2015 to allow the reconstruction of Gallo's and reduction of commercial scope. CEQA Class 32 exemption. Building permits for residential portion issued 03/17/2017. Commercial portion issued Feb. 1, 2018. Under construction.	- Site Development Review - Variance - Conditional Use Permit - Tentative Tract Map - Modification Permit	Makana Nova	No	0%
Old Newport GPA Project (PA2008-047)	Demolition of 3 existing buildings to construct a new 25,000-sf medical office building.	328, 332, and 340 Old Newport Blvd	IS/MND and project approved on March 9, 2010. Shell building completed February 2020. Medical office TI permitted February 19, 2021 and under construction.	- Modification Permit - Traffic Study - Use Permit - GP Amendment - Mitigated Negative Declaration	Jaime Murillo	Yes	0%
Hoag Memorial Hospital Presbyterian Master Plan Update Project (PA2007-073)	Reallocation of up to 225,000 sf of previously approved (but not constructed) square footage from the Lower Campus to the Upper Campus.	1 Hoag Dr; northwest of West Coast Hwy and Newport Blvd	Final EIR certified and project approved on May 13, 2008. No new major development has been constructed or is planned in the near future.	- EIR - GP Amendment - Planned Community Development Plan (PC) Text Amendment - Development Agreement Amendment - CDP (CCC)	Jim Campbell	Yes	0%
AERIE Project (PA2005-196)	Residential development including the following: (a) the demolition of the existing residential structures on the 1.4-acre site; (b) the development of 8 residential condominium units; and (c) the replacement, reconfiguration, and expansion of the existing gangway platform, pier walkway, and dock facilities on the site.	201–207 Carnation Ave and 101 Bayside Pl; southwest of Bayside Drive between Bayside Pl and Carnation Ave, Corona del Mar	Final EIR was certified and project approved by the City on July 14, 2009. A CDP has been approved by the Coastal Commission. Project is under construction with completion anticipated by the end of 2020.	- EIR - GP Amendment - Coastal Land Use Plan (CLUP) Amendment - Zone Change - Tract Map - Modification Permit - CDP (CCC)	Jim Campbell	No	0%

Project	Proposed Land Uses	Location	Determination/Status	Discretionary Actions	Project Planner	Traffic Study	Percent Occupied
Vue Newport (PA2001-210)	A mixed-use development consisting of 27 residential units and approximately 36,000 square feet of retail and office uses	2300 Newport Boulevard	FEIR certified in February 2006. Construction is 100% completed. Leasing of the commercial and sales of the residential are slow	- Site Plan Review - Use Permit - Tentative Tract Map - Environmental Impact Report	Jim Campbell	No	30%
Mariners' Pointe (PA2010-114)	A 19,905-sf, two-story commercial building and a three-story parking structure.	100 West Coast Highway	An IS/MND was released for public review on April 11, 2011. The MND was certified and the project approved by the City Council on August 9, 2011. Last suite TI finalized on 3/18/20.	- GP Amendment - Code Amendment - CUP - Variance - Site Development Review - Traffic Study - Mitigated Negative Declaration	Jaime Murillo	Yes	100%
Saint Mark Presbyterian Church (PA2003-085)	Church complex with sanctuary, fellowship hall, administration building and pre-school. Total square footage is 33,867 square feet.	2200 San Joaquin Hills Road	EIR was released for 45 day public release on July 21, 2004. Project approved by City Council October 12, 2004. Pre-school not entirely constructed.	- GP Amendment - PC Text Amendment - Parcel Map - Use Permit - Traffic Study (TPO) - EIR	Gregg Ramirez	Yes	77%
Mariners' Square (PA2017-248)	Site Development Review, Tentative Tract Map, and Modification Permit to allow the demolition of an existing 114-unit residential apartment complex and redevelopment of the site with a new 92-unit residential condominium complex. The application includes a request to establish grade and allow the residential units facing Irvine Avenue to encroach 2 feet into the 20-foot front setback with portions of the upper levels for architectural relief and articulation.	1244 Irvine Avenue	Approved. Under construction	- Site Development Review No. SD2017-010 - Tentative Tract Map No. NT2017-005 - Modification Permit No. MD2017-009	Chelsea Crager	Yes	0%
Harbor Pointe Senior Living (PA2015-210)	General Plan Amendment, Planned Community Text Amendment, Conditional Use Permit, and Major Site Development Review for a new approximately 85,000-square-foot convalescent and congregate care facility with 121 beds (about 101 care units). As proposed, the facility will be developed with one level of subterranean parking and four levels of living area. The project site is currently developed with a single-story restaurant and supporting surface parking area.	101 Bayview Place	Scoping meeting held on August 15, 2016. Project being revisited and redesigned by applicant/developer. EIR preparation on hold as of June 8, 2017. Approved by Planning Commission on Dec. 6, 2018. Approved by City Council on Feb. 12, 2019.	- General Plan Amendment No. GP2015-004 - Planned Community Text Amendment No. PD2015-005 - Site Development Review No. SD2015-007 - Conditional Use Permit No. UP2015-047 - Mitigated Negative Declaration	Benjamin Zdeba	No	0%

Project	Proposed Land Uses	Location	Determination/Status	Discretionary Actions	Project Planner	Traffic Study	Percent Occupied
Back Bay Landing (PA2011-216)	Request for legislative approvals to accommodate the future redevelopment of a portion of the property with a mixed-use waterfront project. The Planned Community Development Plan would allow for the development of a new enclosed dry stack boat storage facility for 140 boats, 61,534 square feet of visitor-serving retail and recreational marine facilities, and up to 49 attached residential units.	300 E. Coast Highway Generally located at the northwesterly corner of east Coast Highway and Bayside Drive	The project was approved by City Council on February 11, 2014. The Coastal Land Use Plan Amendment for the project was approved by the California Coastal Commission on December 10, 2015. Site Development Review and Coastal Development Permit application stalled due to adjacent OCSD Pump Station Project that may impact project area.	- General Plan Amendment, Coastal Land Use Plan Amendment, Code Amendment, Planned Community Development Plan, Lot Line Adjustment, Traffic Study, and Environmental Impact Report – approved - CLUP Amendment approved - Site Development Review & Coastal Development Permit required	Jaime Murillo	Yes	0%
Balboa Marina Expansion (PA2012-103) (PA2015-113)	City of Newport Beach Public Access and Transient Docks and Expansion of Balboa Marina 24 boat slips 14,252 SF restaurant 664 SF marina restroom	201 E. Coast Highway	IS/MND was approved by City Council on November 25, 2014. SDR and CUP were approved by the City in February 2016. The CDP was approved by the CCC in February 2017. Plan check never submitted.	- IS/MND - Site Development Review - Conditional Use Permit - CDP (Coastal Commission)	Jaime Murillo	Yes	0%
Ullman Sail Lofts (PA2017-059)	A conditional use permit, minor site development review, tentative tract map, and coastal development permit to demolish an existing 9,962-square-foot commercial building and construct a new mixed-use structure with 694 square feet of retail floor area and one 2,347 square foot dwelling unit on Lot 17 and construct three residential dwelling units ranging from 2,484 square feet to 2,515 square feet over Lots 18 and 19.	410 and 412 29 th Street	Planning Commission approved on July 20, 2019. Class 32 CEQA Exemption. Project is under construction with building permits issued September 1, 2020.	- Coastal Development Permit No. CD2017-025 - Site Development and Use Permit No. SD2017-003, - Conditional Use Permit No. UP2017-005 - Tract Map No. NT2017-001 (County Tentative Parcel Map No. 18108)	Makana Nova	No	0%
Newport Beach Country Club-Tennis Club Site (PA2005-140) (PA2016-124) (PA2017-091)	Demolition of existing tennis and golf clubhouses to construct a new 3,735 sf tennis clubhouse and 35,000 sf golf clubhouse. Included in the project are 27 short-term visitor-serving units (bungalows); a bungalow spa/fitness area and concierge and guest meeting facilities; and five single-family residential dwelling units (villas).	1602 East Coast Highway	The project was approved by the City Council on 03/27/2012. CDP is effective through November 20, 2021. Building permits have expired and a new plan check is required for the project. Tentative tract map has been submitted to the City Engineer for review.	- IS/MND - General Plan Amendment - Planned Community Development Plan - Development Agreement - Limited Term Permit - Conditional Use Permit - Site Development Review - Coastal Development Permit - Tentative Parcel Map - Tentative Tract Map	Makana Nova	No	0%
AELUP: Airport Environs Land Use Plan; CDP: Coastal Development Permit; CUP: Conditional Use Permit; cy: cubic yards; DA: Development Agreement; DTSP: Downtown Specific Plan; EIR: Environmental Impact Report; FAA: Federal Aviation Administration; GPA: General Plan Amendment; gsf: gross square feet; HBGS: Huntington Beach Generating Station; I-405: Interstate 405 freeway; IBC: Irvine Business Complex; IS: Initial Study; ITC: Irvine Technology Center; LAFCO: Local Agency Formation Commission; LCP: Local Coastal Program; MCAS: Marine Corps Air Station; MND: Mitigated Negative Declaration; ND: Negative Declaration; PA: Planning Area; PC: Planned Community; sf: square feet; SP: Specific Plan; SR-73: State Route 73; TDR: transfer of development rights; TPM: Tentative Parcel Map; TTM: Tentative Tract Map; VTTM: Vesting Tentative Tract Map; ZC: Zone Change							

CIP Projects with CEQA review:

Project	Proposed Land Uses/Project Description	Location	Determination/Status	Discretionary Actions	Project Planner
Confined Aquatic Disposal (CAD) and Harbor Dredging	An EIR for harbor dredging and safe disposal of unsuitable materials in a confined aquatic disposal facility within Newport Harbor.	Lower Newport Harbor between Lido Isle and Bay Island.	Project initiated in 2019. EIR, NOA/NOC, and public comment period 12-04-20 to 01-20-21. Harbor Commission recommended approval to CC on 04-14-21. City Council approved 05-25-21.	- Focused EIR - Capital Improvement Program, City Council	Makana Nova and Jaime Murillo Chris Miller
Junior Lifeguard	New 4,500 square-foot Junior Lifeguard building and recreation event center.	Balboa Village Parking Lot	Class 32 exemption. Conceptual project plans have been prepared. City Council approved March 9,2021. Application submitted to CCC, review in progress.	- CDP to CCC - PBR recommendation to City Council - Class 32 exemption (TBD)	Makana Nova Peter Tauscher
Fire Station	New fire station	2807 Newport Blvd	Class 32 Exempt Plan check approved. Under construction.	- Class 32 Exemption - CDP and Site Development Review for increased height – to PC	Chelsea Crager Peter Tauscher
Sunset Ridge Park Bridge and parking lot	Pedestrian and Bicycle Bridge across Superior Ave, parking lot, and recreation area	4850 W Coast Hwy	MND NOD to County Clerk 11/21/2020 CDP application submitted, included addendum to MND	- Waiver of Development Standards - Adopt MND - CDP to ZA - Amendment of Park CDP to CCC	Chelsea Crager Andy Tran
Big Canyon Coastal Habitat Restoration and Adaptation Plan-Phase 2A (PA2018-078)	A mitigated negative declaration for Phase 2A of habitat restoration at an 11.3-acre site located at the mouth of Big Canyon.	1900 Back Bay Drive	Final MND adopted on January 29, 2019. CDP approved by Coastal Commission on September 11, 2019. Project under way. Planning work and feasibility studies for Phase 2B/2C have begun.	Mitigated Negative Declaration	Makana Nova Bob Stein, Public Works
Little Corona Infiltration (PA2015-096) (15X14)	Installation of a diversion and infiltration device on a public beach area.	Little Corona Beach	Final MND adopted on March 22, 2016. Project is on hold due to difficulties presented at Coastal Commission review.	- Mitigated Negative Declaration - Capital Improvement Program, City Council	Benjamin Zdeba John Kappeler, Public Works
Old Newport Blvd./West Coast Hwy Widening (15R19)	Widens the westbound side of West Coast Highway at Old Newport Boulevard to accommodate a third through lane, a right turn pocket and a bike lane. Realignment of Old Newport Boulevard maximizes the right turn pocket storage length and improves roadway geometrics.	Intersection of Old Newport Boulevard and West Coast Highway	Consultant was selected for project design in March of 2016. Negative Declaration draft is completed. City is requesting lead agency status from Cal Trans.	- IS/Negative Declaration - Capital Improvement Program, City Council	Patrick Arciniega, Public Works

Project	Proposed Land Uses/Project Description	Location	Determination/Status	Discretionary Actions	Project Planner
Arches Storm Drain Diversion (16X11)	Arches drain outlet is the endpoint for two large storm drains that collect and deliver runoff from neighboring areas to Newport Harbor. The west storm drain collects runoff from Hoag Hospital and areas upstream and the east storm drain runs along Old Newport Boulevard and into Costa Mesa upstream of 15th Street. A conceptual plan to divert dry weather flows from these two subwatersheds to the sanitary sewer system has been prepared.	Newport Boulevard north of Coast Highway	Project initiated in 2015. CEQA determination TBD (exemption?). Anticipated project start date, September 2016.	Capital Improvement Program, City Council	John Kappeler, Public Works
Bayview Heights Drainage Treatment (15X11)	Restores a drainage reach subject to erosion and creates a wetland at the end of the reach to benefit environmental water quality.	Headlands area of Upper Bay downstream of Mesa Drive	City Council authorized project in May of 2015. Agency permit applications were submitted March of 2016. CEQA determination TBD (exemption?)	Capital Improvement Program, City Council	John Kappeler, Public Works
Big Canyon Rehab Project (15X12)	Divert about one third of the dry-weather flow from the creek into a bioreactor. The bioreactor strips selenium and other impurities from the flow. Clean flow is returned to the creek to reduce the concentration of pollutants within the stream by 30-35 percent. Storm flows from Jamboree Road also will be directed to the top level of this bioreactor/wetlands to strip roadway pollutants from the flow before the flow rejoins the creek. Partial streambed and canyon restoration are components of this project.	Big Canyon, downstream of Jamboree Road and south of Big Canyon Creek	Resource agency applications submitted March of 2016. Draft MND issued for public comment March 4, 2016.	- Mitigated Negative Declaration - Capital Improvement Program, City Council	John Kappeler, Public Works
Bay Crossings Water Main Replacement (16W12)	Replaces deteriorating water transmission mains pursuant to the Water Master Plan and Bay Crossing Water Transmission Study.	Newport Harbor	A consultant has been selected for the project design. CEQA TBD	Capital Improvement Program, City Council	Patrick Arciniega, Public Works
Library Lecture Hall	Construct an 8-10k square foot auditorium with approximately 275 seats at the Central Library Site	Central Library near Avocado Avenue and Bamboo Courtyard	An architect has been selected for the project design. Design process ongoing. Public Hearings anticipated fall 2021.	- SLUR Amendment - Zoning Exemptions - Funding Agreement - CEQA Categorical Exemptions	Peter Tauscher, Public Works Liz Westmorel and

CURRENT DISCRETIONARY PROJECTS UNDER REVIEW

Submittal Date	File #	PA	Project Description	Schedule	Decision Maker	Planner
2602 McGaw Avenue						
9/16/2021	00849561-PPA	36	Traffic Study SOW for new IBC residential project to replace Blue Bay Condos	TBD	Staff	Stacy Tran
18582 Teller						
8/23/2021	00850007-PPA	36	Pre-Application review of Access Study for last-mile warehouse/distribution facility	TBD	Staff	Stacy Tran
9800 Muirlands						
8/23/2021	00849986-PPA	35	Pre-Application review to answer questions	TBD	Staff	Stephanie Frady
16200 Sand Canyon						
8/18/2021	00849853-PPA	13	Pre-Application to review gate stacking analysis leading to Hoag Hospital Irvine temporary parking lot	TBD	Staff	Hernan DeSantos
15 Mason						
8/9/2021	00848675-PAR	35	Administrative Relief for parking due to low percentage of usable space	TBD	ZA	Victor Mendez
8/5/2021	00848383-PMPC	51	Minor Modification to Diamond Jamboree for expansion of Coco Ichibanya restaurant	TBD	Staff	Ann Wu
1 Magazine Road						
8/5/2021	00848855-PPA	51	IUP for green waste composting and grinding facility	TBD	Staff	Sherman Jones
15215 Barranca Parkway						

Monday, August 23, 2021

Page 1 of 17

Projects Submitted within last 30 days.

For Additional Information call DAC at (949) 724-6308

PA - Planning Area CC - City Council ZA - Zoning Administrator SC - Subdivision Committee
PC - Planning Commission CSC - Community Services Commission

Submittal Date	File #	PA	Project Description	Schedule	Decision Maker	Planner
7/30/2021	00848382-PSSM	32	Minor modification to sign program for Irvine Station	TBD	Staff	Sherman Jones
16200 Sand Canyon						
7/30/2021	00847699-PTP	13	Tentative Parcel Map 2021-136 to create two parcels	TBD	SC	Hernan DeSantos
16542 Millikan						
7/23/2021	00847594-PCPM	36	3 year extension to 00740304-PCPU	TBD	Staff	Stephanie Frady
Northpark Plaza						
7/22/2021	00847725-PCPM	4	New drive-through restaurant pad building for KFC	TBD	ZA	Victor Mendez
Lots 186, 187 & 333 of Tr 18165						
7/20/2021	00847457-PMP	51	Master Plan for Corner Building in District 5 North	TBD	PC	Victor Mendez
County 100 Acres						
7/19/2021	00844631-PPA	51	Interim Use Permit for Harvest Landscape	TBD	Staff	Sherman Jones
Rise District 5 North Park 4						
7/19/2021	00847430-PPK	51	Modification No. 4 to Rise Private Park Plan	TBD	Staff	Victor Mendez
3600 Walnut						
7/14/2021	00846964-PSSM	10	Minor modification to approved sign program for college park monument sign	TBD	Staff	Ann Wu
VTTM 19016						

Monday, August 23, 2021

Page 2 of 17

Projects Submitted within last 30 days.

For Additional Information call DAC at (949) 724-6308

PA - Planning Area CC - City Council ZA - Zoning Administrator SC - Subdivision Committee
PC - Planning Commission CSC - Community Services Commission

Submittal Date	File #	PA	Project Description	Schedule	Decision Maker	Planner
7/14/2021	00846953-PMP	6	Master Plan for VTTM 19016	TBD	PC	Stephanie Frady
4600 Barranca Parkway						
7/12/2021	00846707-PCPM	15	CUP to convert former Barnes & Noble and Ruby's Diner to childcare at Woodbridge Town Center	TBD	PC	Sherman Jones
VTTM 19162						
7/9/2021	00846598-PTT	6	VTTM 19162 to cover a portion of VTTM 19131 in Neighborhood 5B	TBD	SC, PC	Stephanie Frady
7/9/2021	00846599-PMP	6	Master Plan for VTTM 19162	TBD	PC	Stephanie Frady
Orange County Metrolink Facility						
7/8/2021	00846471-PCPU	51	CUP for Orange County Metrolink Maintenance Facility	TBD	PC	Victor Mendez
Tract 18136 (Lot 7 of Tr 18087)						
7/8/2021	00846396-PMP	6	Master Plan for Tract 18136	TBD	PC	Stephanie Frady
79 Technology Drive						
7/6/2021	00846061-PCPU	32	Use half of building for commercial pickleball courts	TBD	PC	Hernan DeSantos
Five Point Gateway						
6/25/2021	00845528-PPA	51	Change street names within the FivePoint Gateway Campus	TBD	Staff	Victor Mendez
Ridge Valley and Marine Way, NWC						

Monday, August 23, 2021

Page 3 of 17

Projects Submitted within last 30 days.

For Additional Information call DAC at (949) 724-6308

PA - Planning Area CC - City Council ZA - Zoning Administrator SC - Subdivision Committee
PC - Planning Commission CSC - Community Services Commission

Submittal Date	File #	PA	Project Description	Schedule	Decision Maker	Planner
6/22/2021	00844668-PCLE	40	Peer review of environmental document	TBD	PC / CC	Stacy Tran
6000 Irvine Center Drive						
6/16/2021	00844685-PCPM	12	Conditional Use Permit Time Extension for temporary building at Voyagers Bible Church in PA 12.	09/08/2021	ZA	Hernan Desantos
13490 Jamboree Road						
6/10/2021	00844305-PCPM	4	Conditional Use Permit Modification to remodel/update interior spaces including the dining area, kitchen and drive-thru service area for Chick-Fil-A, Jamboree Market Place.	TBD	Staff	Ann Wu
1 Edwards Way						
6/8/2021	00843646-PMPC	36	Master Plan Modification to add a new 80,000 sf office/manufacturing building at 1 Edwards Way in Planning Area 36.	TBD	Staff	Stacy Tran
5001 Newport Coast Drive						
6/4/2021	00843379-PCPM	27	Master Plan Modification for on-site improvements to the Mariners Church Campus in PA 27.	TBD	Staff	Sherman Jones
2525 McGaw Avenue						
6/3/2021	00843710-PCPM	36	Conditional Use Permit Modification for B. Braun for on-site storage containers temporarily housing equipment and materials during construction in PA 36.	TBD	ZA	Sherman Jones
17875 Von Karman						
6/1/2021	00843590-PSSM	36	Minor Modification to the Intersect Campus Sign Program	TBD	Staff	Calvin Mingione
2963 Michelson Drive						
6/1/2021	00843580-PABC	36	ABC License (Type 21) for beer, wine and liquor sales for off-site consumption at Mother's Market, 2963 Michelson Drive E-1 in Planning Area 36.	TBA	ZA	John Van Der Wall
4330 Barranca						

Monday, August 23, 2021

Page 4 of 17

Projects Submitted within last 30 days.

For Additional Information call DAC at (949) 724-6308

PA - Planning Area CC - City Council ZA - Zoning Administrator SC - Subdivision Committee
PC - Planning Commission CSC - Community Services Commission

Submittal Date	File #	PA	Project Description	Schedule	Decision Maker	Planner
5/28/2021	00841902-PSSM	15	Sign Program Modifications	TBD	Staff	Calvin Mingione
6894 Marine Way						
5/24/2021	00842193-PCPM	40	Conditional Use Permit Extension for 00510068-PCPM to allow Metrolink's utility building to remain for two years in PA 40.	TBA	Staff	Victor Mendez
17662 Armstrong Avenue						
5/17/2021	00842561-PSSM	36	Sign Program Modification for Element Hotel in PA 36.	TBA	Staff	Catherine Powers
4445 Alton Parkway						
5/13/2021	00842298-PSS	15	Sign Program with Administrative Relief the the Shepherd's Grove Church in PA 15.	TBD	ZA	Sherman Jones
2801 Main Street						
5/11/2021	00842147-PCPM	36	Minor revisions to building and recreation improvements (no change to park credits)	TBD	Staff	Sherman Jones
1910 Main Street						
5/7/2021	00841915-PCPM	36	Conditional Use Permit for Sol Mexican Cocina	TBD	Staff	Calvin Mingione
4010 Barranca Parkway #220						
5/7/2021	00841571-PAR	15	Administrative Relief from parking requirements at Centerstone Plaza in PA 15.	TBD	ZA	Katie Berg-Curtis
18007 Von Karman Avenue						
5/4/2021	00841600-PMPC	36	Master Plan Modification for a 600 sf kitchen expansion at Lakeshore Towers, 18007 Von Karman Avenue, in Planning Area 36.	TBD	Staff	Catherine Lundberg
9501 Research						

Monday, August 23, 2021

Page 5 of 17

Projects Submitted within last 30 days.

For Additional Information call DAC at (949) 724-6308

PA - Planning Area CC - City Council ZA - Zoning Administrator SC - Subdivision Committee
PC - Planning Commission CSC - Community Services Commission

Submittal Date	File #	PA	Project Description	Schedule	Decision Maker	Planner
5/3/2021	00841230-PSS	34	Sign Program Modification to update the Carmax sign program in PA 34.	TBD	PC	Sherman Jones
184 Technology Drive						
4/28/2021	00841098-PPA	32	Pre-Application to review AT&T right-of-way wireless installation at 184 Technology Drive in PA 32..	TBA	Staff	Victor Mendez
Planning Area 39						
4/27/2021	00840832-PMP	39	Master Plan Modification #1 for development of 845 apartment units in Tract 18132 of Los Olivos, Phase II, in Planning Area 39 (Los Olivos).	TBD	PC	Stacy Tran
Planning Area 39						
4/26/2021	00840850-PPK	39	Park Plan Modification to re-calculate park requirements for additional residential dwelling units in PA 39.	TBD	CSC, PC	Stacy Tran
100 Shady Canyon Drive						
4/8/2021	00839171-PCPM	22	Conditional Use Permit Modification for AT&T to add a back-up power generator at the Shady Canyon Golf Club in Planning Area 22.	TBA	Staff	Victor Mendez
5500 Irvine Center Drive						
4/6/2021	00839179-PPA	12	Pre-application to study the addition of a right out driveway from Irvine Valley College to Irvine Center Drive.	TBD	Staff	Ann Wu
7400 Marine Way RV Storage Depot (PA 51)						
4/6/2021	00839476-PPA	51	Interim Use Permit for 5-years for an RV Storage Depot on the 20-acre County parcel in PA 51.	TBD	Staff	Catherine Lundberg
17875 Von Karman						
4/5/2021	00839442-PCPM	36	Conditional Use Permit for a restaurant with TDR at the Intersect Campus Office Complex, 17875 Von Karman in Planning Area 36.	TBD	ZA	Stacy Tran
5 Ethel Coplen Way						

Monday, August 23, 2021

Page 6 of 17

Projects Submitted within last 30 days.

For Additional Information call DAC at (949) 724-6308

PA - Planning Area CC - City Council ZA - Zoning Administrator SC - Subdivision Committee
PC - Planning Commission CSC - Community Services Commission

Submittal Date	File #	PA	Project Description	Schedule	Decision Maker	Planner
3/30/2021	00839164-PPA	19	Pre-Application for Traffic Study Scope of Work for an Assisted Living Facility at Ethel Coplen Way.	TBD	Staff	Stephanie Frady
43 Auto Center Dr.						
3/16/2021	00838083-PMPC	35	Minor Modification to Master Plan for Tuttle-Click Ford at 43 Auto Center Dr. in Planning Area 35.	TBD	Staff	Hernan DeSantos
4 & 6 Venture						
3/11/2021	00837786-PMPC	33	Master Plan Modification to convert parking spaces into an outdoor courtyard between two existing buildings	TBD	Staff	Calvin Mingione
30 Auto Center Drive						
3/8/2021	00837545-PZC	35	Zoning Code Amendment to extend the 3-year pilot program for 3 years to allow off-site advertising (5-year pilot program) on the Irvine Auto Center Electronic message sign at 30 Auto Center Drive in Planning Area 35.	6/17/2021	PC, CC	Catherine Lundberg
7755 Irvine Center Drive						
3/8/2021	00837524-PMPC	33	Master Plan Modification for parking lot and landscaping improvements for Merchsource at 7755 Irvine Center Drive in PA 33.	TBD	Staff	Ann Wu
38 Thomas						
3/6/2021	00837320-PCPM	35	Conditional Use Permit to establish a car leasing business in an existing tenant space	TBD	ZA	Katie Berg-Curtis
3900 Michelson						
3/4/2021	00837149-PCPM	19	Conditional Use Permit to allow permanent tent structure on the Congregation Beth Jacobs facility in Planning Area 19	TBA	ZA	Victor Mendez
15310 Barranca Parkway						
3/3/2021	00837091-PPA	32	Pre-App for parking easement/agreement for multi-tenant office complex (Lakeview Business Center) in PA 32.	TBD	Staff	Sherman Jones
Planning Area 39						

Monday, August 23, 2021

Page 7 of 17

Projects Submitted within last 30 days.

For Additional Information call DAC at (949) 724-6308

PA - Planning Area CC - City Council ZA - Zoning Administrator SC - Subdivision Committee
PC - Planning Commission CSC - Community Services Commission

Submittal Date	File #	PA	Project Description	Schedule	Decision Maker	Planner
2/12/2021	00833176-PCLE	39	Environmental Review for GPA/ZC to increase the residential unit cap by 330 units in PA 39.	TBD	CC, PC	Stacy Tran
52 Discovery						
1/26/2021	00834474-PCPM	31	Minor Modification for Masimo to add 6,680 sf of laboratory space	TBD	Staff	Calvin Mingione
17802 Gillette						
1/20/2021	00834134-PCPM	36	Conditional Use Permit for Next Gen Pharmaceuticals to add storage containers in Planning Area 36.	TBD	ZA	Katie Berg-Curtis
9740 Irvine Boulevard						
1/20/2021	00834128-PMPC	35	Minor Modification to replace a two-story office building with a light industrial building at 9740 Irvine Boulevard in PA 35.	TBA	Staff	Victor Mendez
Sand Canyon and Great Park Boulevard						
1/20/2021	00834204-PZC	40	Zoning Code Amendment to allow residential uses at the SE corner of Sand Canyon and Great Park Blvd. in PA 40.	TBD	PC, CC	Stephanie Frady
1/20/2021	00834207-PGA	40	General Plan Amendment to allow residential uses at the SE corner of Sand Canyon and Great Park Blvd. in PA 40.	TBD	PC, CC	Stephanie Frady
13200 Jamboree Road						
1/15/2021	00833642-PCLE	4	Environmental Review to analyze the proposed increase in development potential in PA 4.	TBD	PC, CC	Ann Wu
Planning Area 39						
1/14/2021	00832948-PZC	39	To increase residential unit cap by 330 units	TBD	PC, CC	Stacy Tran

Monday, August 23, 2021

Page 8 of 17

Projects Submitted within last 30 days.

For Additional Information call DAC at (949) 724-6308

PA - Planning Area CC - City Council ZA - Zoning Administrator SC - Subdivision Committee
PC - Planning Commission CSC - Community Services Commission

Submittal Date	File #	PA	Project Description	Schedule	Decision Maker	Planner
1/14/2021	00832947-GPA	39	General Plan Amendment to increase the residential unit cap by 330 units in PA 39.	TBD	CC, PC	Stacy Tran
13200 Jamboree Road						
1/12/2021	00833433-PGA	4	General Plan Amendment to increase development potential in PA 4.	TBD	PC, CC	Ann Wu
1/12/2021	00833516-PZC	4	Zoning Code Amendment to increase development potential in PA 4.	TBD	PC, CC	Ann Wu
13200 Jamboree Road						
1/11/2021	00833528-PMPC	4	Master Plan Modification to expand the Target Store at 13200 Jamboree Road in PA 4.	TBD	PC	Ann Wu
18001 Von Karman Avenue						
12/18/2020	00832529-PMPC	36	Master Plan Modification to convert 2,500 sf of accessory retail to restaurant use at Lakeshore Towers	TBD	Staff	Katie Berg-Curtis
1562 Reynolds Avenue						
12/7/2020	00831532-PTP	36	Tentative Parcel Map No. 2020-176 non residential condominium subdivision of building addressed as 1562 Reynolds Avenue and 17475 Gillette Avenue	TBD	SC	Victor Mendez
18881 Von Karman, Suite 900						
11/23/2020	00830587-PCPM	36	Conditional Use Permit to establish the Futures Academy (private school) in the Waterfield Tower in Planning Area 36.	TBD	ZA	Hernan DeSantos
Great Park Neighborhoods						
11/17/2020	00830360-PSSM	51	Sign Program Modification for Great Park Neighborhoods in PA 51.	TBD	Staff	Sherman Jones
2801 Business Center Drive						

Monday, August 23, 2021

Page 9 of 17

Projects Submitted within last 30 days.

For Additional Information call DAC at (949) 724-6308

PA - Planning Area CC - City Council ZA - Zoning Administrator SC - Subdivision Committee
PC - Planning Commission CSC - Community Services Commission

Submittal Date	File #	PA	Project Description	Schedule	Decision Maker	Planner
10/28/2020	00828942-PPA	36	Pre-application for an ADT Waiver a Certified Nursing School at 2801 Business Center Drive, Suite 215, in PA 36.	TBA	Staff	Lynnae Guzman
19722 and 19732 MacArthur						
10/21/2020	00827260-PPA	36	Square footage reconciliation for 19722 and 19732 MacArthur in Planning Area 36.	TBD	Staff	Katie Berg-Curtis
16811 Hale Ave						
10/8/2020	00827775-PCPM	36	Conditional Use Permit to establish a medical office at 16811 Hale Ave. in the IBC.	TBD	ZA	Ann Wu
Modjeska and Walking Stick						
10/2/2020	00826525-PWCF	6	Wireless Communications Facility to install a mono-pine (AT&T) along Modjeska in PA 6.	TBD	Staff	Ann Wu
5500 Irvine Center Drive						
10/1/2020	00827506-PSS	12	Sign Program Modification for monument signs for Irvine Valley College.	TBD	Staff	Ann Wu
14952 Sand Canyon						
9/8/2020	00825614-PSS	31	Sign Program for Knowlwood's restaurant at 14952 Sand Canyon in Old Town Irvine.	TBD	PC	Sherman Jones
Orchard Hills Dr						
8/28/2020	00824692-PPD	1	Park Design for Park 2 (Lot 523), District 4	TBA	Staff	Stephanie Frady
8/28/2020	00824643-PPD	1	Park Design for Park 1 (Lot 522), District 4	TBA	CSC	Stephanie Frady
Ridge Valley and Marine Way, NWC						

Monday, August 23, 2021

Page 10 of 17

Projects Submitted within last 30 days.

For Additional Information call DAC at (949) 724-6308

PA - Planning Area CC - City Council ZA - Zoning Administrator SC - Subdivision Committee
PC - Planning Commission CSC - Community Services Commission

Submittal Date	File #	PA	Project Description	Schedule	Decision Maker	Planner
8/13/2020	00823932-PTP	40	Vesting Tentative Parcel Map 2020-137 to subdivide 3 parcels into 5 parcels in PA 40.	TBD	SC	Stacy Tran
1800 Elements Way						
8/12/2020	00823937-PPD	36	Park Design Modification for Elements Publically Accessible Park	TBD	Staff	Calvin Mingione
SR-133 and Technology						
8/12/2020	00823880-PPA	51	Pre-application for Metrolink Railroad Maintenance Facility	TBA	PC	Victor Mendez
17861 Von Karman						
8/5/2020	00823476-PCPU	36	Conditional Use Permit for two retail suites with drive thru with AR for landscaping	9/22/2021	TC, ZA	Hernan DeSantos
16751 Noyes Avenue						
7/23/2020	00821827-PCPM	36	Conditional Use Permit to establish an automotive repair business in a 10,309 sf suite	TBD	PC	Calvin Mingione
38 Thomas						
7/21/2020	00822619-PCPM	35	Conditional Use Permit to establish a car sales business in an existing tenant space in Planning Area 35.	TBA	Staff	Calvin Minigione
1851 Reynolds						
7/17/2020	00822316-PCPM	36	Conditional Use Permit for the Mandir Cultural Center.	TBA	ZA	Victor Mendez
9300 Toledo Way						
6/26/2020	00821309-PCPM	35	Master Plan Modification for Albertson's Warehouse to add interior warehouse	TBD	Staff	Katie Berg-Curtis
2550 Alton Parkway						

Monday, August 23, 2021

Page 11 of 17

Projects Submitted within last 30 days.

For Additional Information call DAC at (949) 724-6308

PA - Planning Area CC - City Council ZA - Zoning Administrator SC - Subdivision Committee
PC - Planning Commission CSC - Community Services Commission

Submittal Date	File #	PA	Project Description	Schedule	Decision Maker	Planner
3/31/2020	00816420-PPA	36	Pre-application to review Diamond Jamboree Phase 2's mixed use development and parking structure in PA 36.	TBD	Staff	Ann Wu
2055 Main Street						
3/16/2020	00815284-PPD	36	Park Plan Design for a 178 unit residential project at 2055 Main Street in Planning Area 36.	TBD	Staff	John Van Der Wall
Laguna Canyon Road & SR 133						
3/11/2020	00814803-PTP	17	Tentative Parcel Map 2020-120 for Daycare Use.	TBD	SC	Catherine Lundberg
30 Auto Center Drive						
3/5/2020	00814576-PPA	35	Sign Permit #3 to allow off-site advertising on the Irvine Auto Center Electronic message sign at 30 Auto Center Drive in Planning Area 35.	on-going	Staff	Stephen Higa
18582 Teller Ave						
2/10/2020	00811839-PMPC	36	Modification to BANC office and hotel project to remove medical use and add retail	TBD	PC	Stacy Tran
15955 Alton Parkway						
2/3/2020	00811566-PAR	13	Administrative Relief to reduce required parking for an existing office building at the Canon Headquarters; submitted by JCM, Facilities, Planning and Management.	TBD	ZA	Stephanie Frady
17200 Jamboree Rd						
1/27/2020	00810287-PCPM	36	Conditional Use Permit Modification to add class rooms and a youth center for the Irvine Onnuri Church	TBD	Staff	Sherman Jones
SCE Easement in PA 17						
11/21/2019	00804797-PCPU	17	Conditional Use Permit for an AT&T wireless facility on SCE tower in Quail Hill (PA 17).	TBD	Staff	John Van Der Wall
Novel Park						

Monday, August 23, 2021

Page 12 of 17

Projects Submitted within last 30 days.

For Additional Information call DAC at (949) 724-6308

PA - Planning Area CC - City Council ZA - Zoning Administrator SC - Subdivision Committee
PC - Planning Commission CSC - Community Services Commission

Submittal Date	File #	PA	Project Description	Schedule	Decision Maker	Planner
11/4/2019	00802982-PSS	51	Modification to Sign Program for Novel Park Signs in PA 51.	TBD	Staff	Sherman Jones
79 Technology						
10/3/2019	00800614-PCPM	32	Conditional Use Permit for a new drive-thru pad building at Alton Marketplace (Associated with 00730332-PMPC).	TBD	PC	Stephanie Frady
Orchard Hills Dr						
9/12/2019	00798622-PMP	1	Master Landscape and Trails Plan with administrative relief for wall heights for residential development in PA 1, Neighborhood 4.	TBA	PC	Stephanie Frady
Orchard Hills Dr						
8/12/2019	00795650-PTT	1	Vesting Tentative Tract Map 19020 to divide 257 acres into 540 numbered lots and 176 lettered lots for residential development in PA 1, Neighborhood 4.	TBA	SC, TC, PC	Stephanie Frady
10 Marquette						
7/29/2019	00793924-PCPM	24	Conditional Use Permit Mod. to convert 19 units to memory care units at the Brookdale Senior Living Facility in Planning Area 24.	TBD	Staff	Ann Wu
Ridge Valley and Marine Way, NWC						
7/29/2019	00793825-PGA	40	General Plan Amendment to transfer 675,237 square feet of land use intensity from the 3.1H Multi-Use District to the 5.5D Medical and Science District in PA 40.	TBD	PC, CC	Stacy Tran
7/29/2019	00793828-PZC	40	Zoning Code Amendment to transfer land use intensity from the 3.1H Multi-Use District to the 5.5D Medical and Science District in PA 40.	TBD	PC, CC	Stacy Tran
PA 34						
7/26/2019	00793817-PZC	34	Zone Change to transfer intensity from the 4.2D Community Commercial District to the 5.4A General Industrial District in PA 34.	08/19/2021	PC, CC	Ann Wu

Monday, August 23, 2021

Page 13 of 17

Projects Submitted within last 30 days.

For Additional Information call DAC at (949) 724-6308

PA - Planning Area CC - City Council ZA - Zoning Administrator SC - Subdivision Committee
PC - Planning Commission CSC - Community Services Commission

Submittal Date	File #	PA	Project Description	Schedule	Decision Maker	Planner
7/26/2019	00793816-PGA	34	General Plan Amendment to transfer 57,000 square feet of land use intensity from the 4.2D Community Commercial District to the 5.4A General Industrial District in PA 34.	08/19/2021	PC, CC	Ann Wu
14522 Myford (SW corner of Jamboree and Myford)						
6/19/2019	00789713-PCPM	10	Conditional Use Permit modification to add additional sports-related activities, tutoring and physical therapy to the sports center at 14522 Myford Road in the Jamboree Business Center in Planning Area 10.	TBD	PC	Calvin Mingione
19722 and 19732 MacArthur						
6/19/2019	00789718-PTT	36	Tentative Tract Map 18112 for condominium purposes at 19722 MacArthur in Planning Area 36.	TBD	SC	Katie Berg-Curtis
East Ridge Valley North Corsair South Hornet						
5/29/2019	00787843-PTP	51	Tentative Parcel Map for four parcels in PA 51	TBD	SC	Sherman Jones
14725 Alton Parkway						
4/24/2019	00783724-PSS	35	Sign Program Modification with administrative relief for the Irvine Campus of Chapman University to add 14725 Alton in Planning Area 35.	TBD	PC	Stephanie Frady
4/24/2019	00783722-PCPM	35	Conditional Use Permit to modify the Master Plan for the Rinker Health Science Campus for Chapman University to add 14725 Alton in Planning Area 35.	TBD	PC	Stephanie Frady
2 Witherspoon (2 & 6 Witherspoon)						
4/23/2019	00783325-PCLE	15	Environmental Review (Negative Dec.) for TGS office expansion at 2 & 6 Witherspoon in Planning Area 15.	TBD	PC, CC	Stacy Tran
East Bosque South Great Park Blvd						
4/23/2019	00783512-PPA	51	IUP for Accessory Retail and Dining	TBA	Staff	Victor Mendez

Monday, August 23, 2021

Page 14 of 17

Projects Submitted within last 30 days.

For Additional Information call DAC at (949) 724-6308

PA - Planning Area CC - City Council ZA - Zoning Administrator SC - Subdivision Committee
PC - Planning Commission CSC - Community Services Commission

Submittal Date	File #	PA	Project Description	Schedule	Decision Maker	Planner
4/23/2019	00783515-PCPU	51	Conditional Use Permit for Accessory Retail and Dining	TBA	ZA	Victor Mendez
17322 Murphy Ave.						
2/11/2019	00776297-PSS	36	Sign Program for WorkWell, including mural, at 17322 Murphy Ave. in PA 36.	TBD	PC	Ann Wu
2626 Dupont						
1/30/2019	00775207-PAR	36	Administrative Relief for parking requirements at the Jamboree Promenade, 2626, 2636, and 2646 Dupont in PA 36.	TBD	ZA	Ann Wu
Various Locations in Western Sector						
1/18/2019	00698516-PPA	51	Public Facility Review for Western Sector Streetscape Improvements in PA 51.	TBD	Staff	Sherman Jones
9259 Research Drive						
9/28/2018	00763244-PCPM	34	Community Facility to establish live performance space in an industrial office building.	TBD	PC	Sherman Jones
Southeast Chinon and "N" Street						
6/18/2018	00751736-PCPM	51	Conditional Use Permit for Child Care Use	TBD	PC	Hernan DeSantos
Quail Hill SCE easement						
5/30/2018	00749433-PCPU	17	Conditional Use Permit for new wireless (T-Mobile) colocation on SCE transmission tower	09/16/2021	PC	Katie Berg-Curtis
2700 Main Street						
5/3/2018	00746374-PCPM	36	Conditional Use Permit Modification for a resident and guest only rooftop bar with Type 57 ABC license, at 2700 Main Apartments (Luxe) in PA 36.	TBA	Staff	Victor Mendez
North Great Park Blvd btwn Ridge Valley and Bosque						

Monday, August 23, 2021

Page 15 of 17

Projects Submitted within last 30 days.

For Additional Information call DAC at (949) 724-6308

PA - Planning Area CC - City Council ZA - Zoning Administrator SC - Subdivision Committee
PC - Planning Commission CSC - Community Services Commission

Submittal Date	File #	PA	Project Description	Schedule	Decision Maker	Planner
12/6/2017	00731609-PTT	51	District 1 SONO VTTM 18151.	TBD	SC, PC	Catherine Lundberg
51 - 111 Technology Drive						
11/21/2017	00730332-PMPC	32	Master Plan Modification to the Alton Marketplace converting parking spaces into an outdoor dining area near 59, 63 and 67 Technology Drive in Planning Area 32.	TBD	PC	Stephanie Frady
2222 and 2272 Michelson Drive						
9/28/2017	00724855-PPA	36	Pre-application to review and implement parking management strategies for the Michelson Marketplace (Trade) at 2222 & 2272 Michelson Drive in Planning Area 36.	TBD	Staff	Ann Wu
17 Pasteur						
9/12/2017	00723112-PSS	13	Sign Program for a mural on the 405 facing frontage of Tilly's at 17 Pasteur in Planning Area 13.	TBD	PC	Stephanie Frady
North Great Park Blvd btwn Ridge Valley and Bosque						
8/10/2017	00719900-PMP	51	District 1 SONO Master Plan.	TBD	PC	Catherine Lundberg
17662 Armstrong						
8/1/2017	00718807-PPA	36	Pre-application for Traffic Study to analyze the traffic impacts of a new bridge over the Lane Channel connecting MacArthur Boulevard to Armstrong Avenue in Planning Area 36.	TBA	Staff	Sun-Sun Murillo
2 Witherspoon (2 & 6 Witherspoon)						
7/11/2017	00716845-PMPC	15	Master Plan Modification to add 5,000 sf to the TGS office buildings at 2 & 6 Witherspoon in Planning Area 15.	TBD	PC	Stacy Tran
7/11/2017	00716834-PZC	15	Zone Change to transfer 5,000 sf of development intensity to accommodate a 5,000 sf expansion of the existing TGS offices at 2 & 6 Witherspoon in Planning Area 15.	TBD	PC, CC	Stacy Tran

Monday, August 23, 2021

Page 16 of 17

Projects Submitted within last 30 days.

For Additional Information call DAC at (949) 724-6308

PA - Planning Area CC - City Council ZA - Zoning Administrator SC - Subdivision Committee
PC - Planning Commission CSC - Community Services Commission

Submittal Date	File #	PA	Project Description	Schedule	Decision Maker	Planner
7/11/2017	00716842-PGA	15	General Plan Amendment to transfer 5,000 sf of land use intensity to accommodate a 5,000 sf expansion of the existing TGS offices at 2 & 6 Witherspoon in Planning Area 15.	TBD	PC, CC	Stacy Tran
17832 and 17840 Gillette						
1/23/2017	00698921-PCLE	36	Environmental Review for a 336 unit apartment project at 17832 and 17840 Gillette in Planning Area 36.	TBD	PC	Ann Wu
1/23/2017	00698920-PPP	36	Park Plan for a 336 unit apartment project at 17832 and 17840 Gillette in Planning Area 36.	TBD	PC, CSC	Ann Wu
17832 and 17840 Gillette						
12/13/2016	00695549-PGA	36	General Plan Amendment to increase the IBC residential unit cap for a 336 unit apartment project at 17832 and 17840 Gillette in Planning Area 36.	TBD	PC, CC	Ann Wu
12/13/2016	00695550-PZC	36	Zone Change to increase the IBC residential unit cap for a 336 unit apartment project at 17832 and 17840 Gillette in Planning Area 36.	TBD	PC, CC	Ann Wu
17832 and 17840 Gillette						
8/15/2016	00681568-PCPU	36	Conditional Use Permit for a 336 unit apartment project at 17832 and 17840 Gillette in Planning Area 36.	TBD	PC	Ann Wu
15415 Jeffrey Road						
7/28/2016	00679655-PPA	11	Pre-application to study parking alternatives at the Irvine Village Center, 15415 Jeffrey Road, in Planning Area 11.	TBD	Staff	Ann Wu

Monday, August 23, 2021

Page 17 of 17

Projects Submitted within last 30 days.

For Additional Information call DAC at (949) 724-6308

PA - Planning Area CC - City Council ZA - Zoning Administrator SC - Subdivision Committee
PC - Planning Commission CSC - Community Services Commission

APPENDIX E

TPO ONE-PERCENT THRESHOLD ANALYSIS

Traffic Phasing Ordinance (TPO) One-Percent Threshold Calculations

IDStudy Intersection		Approach Totals				1% of TPO Volume				Project Volume				Threshold Met?			
		TPO Year 2026 Without Project															
		NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
1. Campus Dr (NS) at Bristol St North (EW)		2094	522	0	1645	21	6	0	17	0	0	0	11	No	No	No	No
2. Irvine Ave/Campus Dr (NS) at Bristol St South (EW)		1486	499	3273	0	15	6	33	0	-4	2	-3	0	No	No	No	No
3. Birch St (NS) at Bristol St North (EW)		1152	240	0	2008	12	3	0	21	0	0	0	47	No	No	No	Yes
4. Birch St (NS) at Bristol St South (EW)		774	518	2183	0	8	6	22	0	0	26	-7	0	No	Yes	No	No
5. MacArthur Blvd (NS) at Campus Dr (EW)4		844	1516	1290	281	9	16	13	3	7	-1	0	0	No	No	No	No
6. MacArthur Blvd (NS) at Birch St (EW)		809	1019	506	265	9	11	6	3	0	-1	9	0	No	No	Yes	No
7. MacArthur Blvd (NS) at Newport Pl Dr/Von Karman Ave (EW)		1683	670	121	297	17	7	2	3	0	-1	0	-1	No	No	No	No
8. MacArthur Blvd (NS) at Jamboree Rd (EW)4		1748	812	1770	1565	18	9	18	16	-3	-2	12	-1	No	No	No	No
9. MacArthur Blvd (NS) at Bison Ave (EW)		2923	2788	643	831	30	28	7	9	-5	4	0	0	No	No	No	No
10. Jamboree Rd (NS) at Campus Dr (EW)4		1667	2235	326	712	17	23	4	8	12	-1	0	0	No	No	No	No
11. Jamboree Rd (NS) at Bristol St North (EW)		3377	1355	0	0	34	14	0	0	5	-5	0	0	No	No	No	No
12. Jamboree Rd (NS) at Bristol St South (EW)		2025	807	3211	0	21	9	33	0	-3	0	18	0	No	No	No	No
13. Jamboree Rd (NS) at Eastbluff Dr/University Dr (EW)		1690	2240	577	540	17	23	6	6	-3	4	0	0	No	No	No	No

IDStudy Intersection		Approach Totals				1% of TPO Volume				Project Volume				Threshold Met?			
		TPO Year 2026 Without Project															
		NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
1. Campus Dr (NS) at Bristol St North (EW)		1147	2176	0	2243	12	22	0	23	0	0	0	-3	No	No	No	No
2. Irvine Ave/Campus Dr (NS) at Bristol St South (EW)		1006	1281	2031	0	11	13	21	0	2	-3	9	0	No	No	No	No
3. Birch St (NS) at Bristol St North (EW)		519	1122	0	2113	6	12	0	22	0	0	0	1	No	No	No	No
4. Birch St (NS) at Bristol St South (EW)		524	983	1509	0	6	10	16	0	0	2	11	0	No	No	No	No
5. MacArthur Blvd (NS) at Campus Dr (EW)4		1483	1868	698	1329	15	19	7	14	2	7	0	0	No	No	No	No
6. MacArthur Blvd (NS) at Birch St (EW)		1107	1240	652	860	12	13	7	9	0	7	2	0	No	No	No	No
7. MacArthur Blvd (NS) at Newport Pl Dr/Von Karman Ave (EW)		1235	1116	433	800	13	12	5	9	0	7	0	2	No	No	No	No
8. MacArthur Blvd (NS) at Jamboree Rd (EW)4		1401	2164	1502	1867	15	22	16	19	9	10	0	12	No	No	No	No
9. MacArthur Blvd (NS) at Bison Ave (EW)		2890	3100	613	591	29	31	7	6	4	-3	0	0	No	No	No	No
10. Jamboree Rd (NS) at Campus Dr (EW)4		1886	1905	974	698	19	20	10	7	3	12	0	0	No	No	No	No
11. Jamboree Rd (NS) at Bristol St North (EW)		3451	1835	0	0	35	19	0	0	15	31	0	0	No	Yes	No	No
12. Jamboree Rd (NS) at Bristol St South (EW)		2118	1061	3002	0	22	11	31	0	4	0	12	0	No	No	No	No
13. Jamboree Rd (NS) at Eastbluff Dr/University Dr (EW)		1993	2260	326	492	20	23	4	5	4	-2	0	0	No	No	No	No



GANDDINI GROUP INC.

714.795.3100 | ganddini.com