Traffic Impact Study

for:

Sunset Ridge Park

In the City of Newport Beach

Prepared for:

The City of Newport Beach

October, 2009

Kimley-Horn
and Associates, Inc.

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TRAFFIC IMPACT STUDY
FOR
SUNSET RIDGE PARK

IN THE CITY OF NEWPORT BEACH

Prepared for:

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Prepared by:
Kimley-Horn and Associates, Inc.
765 The City Drive, Suite 400
Orange, California 92868

October, 2009

SUNSET RIDGE PARK
TRAFFIC IMPACT ANALYSIS

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TRAFFIC IMPACT ANALYSIS

INTRODUCTION

This report has been prepared to provide an analysis of the traffic-related impacts associated with the proposed Sunset Ridge Park in the City of Newport Beach. This report has been prepared in support of the environmental documentation for the project per the requirements of the California Environmental Quality Act (CEQA).

PROJECT DESCRIPTION

The proposed Sunset Ridge Park site is located at the corner of West Coast Highway and Superior Avenue in the City of Newport Beach. The proposed 18.9-acre active park will include a Pony League baseball field, two youth soccer fields, a 2,700-square-foot play area, gardens and walking trails, and a 75-space surface parking lot. The site is currently undeveloped. A vicinity map is provided on **Figure 1**. A copy of the project site plan is provided on **Figure 2**.

Pedestrian access to the park is proposed to be provided from West Coast Highway and from Superior Avenue. Vehicular access to the park would be provided via a new park access road from West Coast Highway through the adjacent Banning Ranch property. The park access road is located generally in the location and along the alignment of the future Bluff Road which is shown on the Orange County Master Plan of Arterial Highways (MPAH) and the City of Newport Beach Circulation Element. For ease of reference in this traffic report, the intersection of the park access road with West Coast Highway is referred to as the intersection of Bluff Road and West Coast Highway.

STUDY METHODOLOGY

Intersection analysis has been conducted using the Intersection Capacity Utilization (ICU) methodology, which provides a comparison of the theoretical hourly vehicular capacity of an intersection to the number of vehicles actually passing through that intersection during a given hour. A capacity of 1,600 vehicles per lane per hour is assumed.

Intersections on State Highway facilities, which are controlled by Caltrans, are also analyzed using the Highway Capacity Manual (HCM) methodology. In the vicinity of the project, Coast Highway and Newport Boulevard are Caltrans facilities. Therefore, study intersections on these roadways will also be analyzed using the HCM intersection analysis methodology.

The HCM methodology measures average seconds of delay per vehicle based on a number of technical parameters, such as peak hourly traffic volumes, number of lanes, type of signal operation, and signal timing and phasing in the calculations.

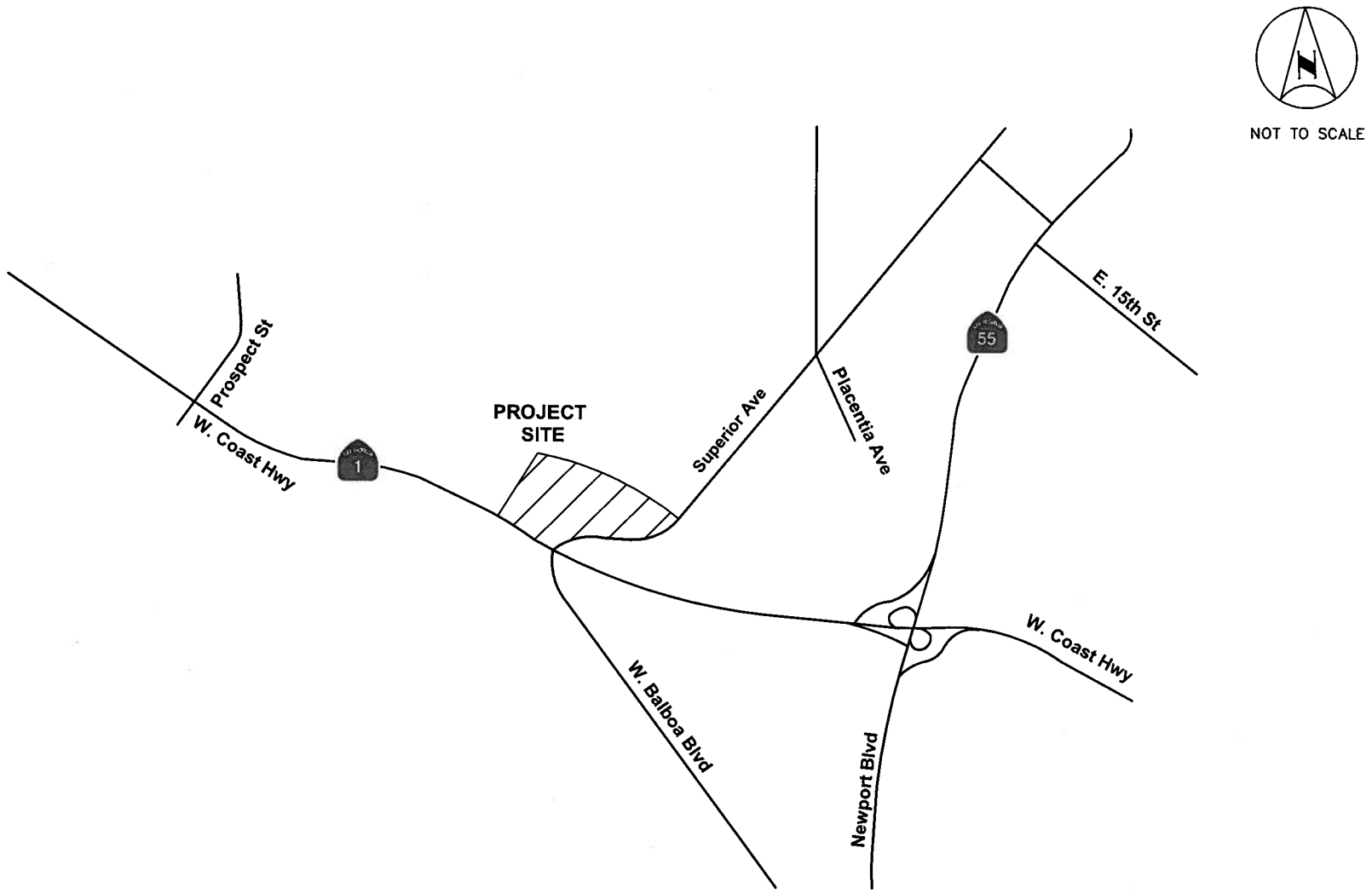
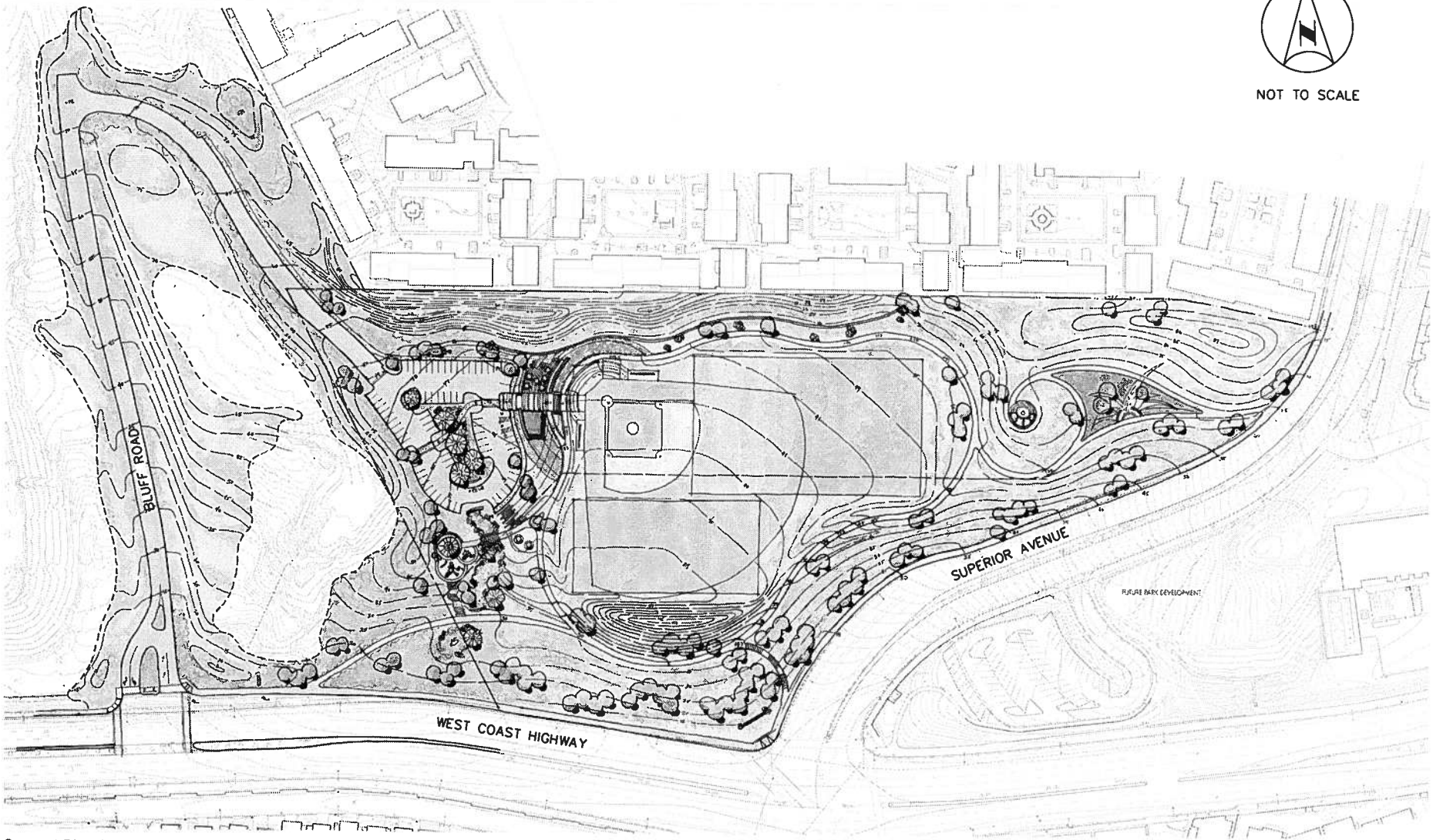


FIGURE 1
PROJECT VICINITY MAP



Concept Plan: EIR-1

Sunset Ridge Park
Newport Beach, California

FIGURE 2
SITE PLAN

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Under both methodologies, operating conditions are expressed in terms of "Level of Service" which is also known by its acronym, LOS. The ICU calculation returns a volume-to-capacity (V/C) ratio that translates into a corresponding Level of Service measure, ranging from LOS "A", representing uncongested, free-flowing conditions, to LOS "F", representing congested, over-capacity conditions. The HCM methodology returns a delay value, expressed in terms of the average seconds of delay per vehicle, which also corresponds to a level of service measure. A summary description of each level of service and the corresponding V/C ratio and delay is provided in the chart below:

LEVEL OF SERVICE DESCRIPTIONS

Level of Service	ICU	HCM [1]	Description
	V/C Ratio	Average Delay per Vehicle (sec)	
A	0.00 - 0.60	≤10	EXCELLENT – No vehicle waits longer than one red light and no approach phase is fully used.
B	0.61 - 0.70	> 10 and ≤ 20	VERY GOOD – An occasional approach phase is fully utilized; drivers begin to feel somewhat restricted within groups of vehicles.
C	0.71 - 0.80	> 20 and ≤ 35	GOOD – Occasionally drivers may have to wait through more than one red light; back-ups may develop behind turning vehicles
D	0.81 - 0.90	> 35 and ≤ 55	FAIR – Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive back-ups.
E	0.91 - 1.00	> 55 and ≤ 80	POOR – Represents the most vehicles that the intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.00	> 80	FAILURE – Back-ups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: [1] Highway Capacity Manual, 2000

The City of Newport Beach target Level of Service for intersection peak hour operation is LOS "D".

For State-controlled intersections, LOS standards and impact criteria specified by Caltrans will apply. The Caltrans Guide for the Preparation of Traffic Impact Studies states that "Caltrans endeavors to maintain a target Level of Service at the transition between LOS "C" and LOS "D" on State highway facilities. If an existing State highway facility is operating at less than the target LOS, the existing Level of Service is to be maintained.

Traffic Impact Criteria

The project impact at an intersection would be considered to be significant under the following condition:

- For City-controlled intersections, ICU and change in ICU values are calculated to three decimal places then rounded to two decimal places. If the project traffic causes an unacceptable level of service, or causes the ICU value at an intersection already operating at an unacceptable level of service to increase by 0.01 or more, the project impact would be significant.

- Caltrans Intersections: A significant project impact occurs at a State Highway study intersection when the addition of project-generated trips causes the peak hour level of service of the study intersection to change from acceptable operation (LOS A, B, or C) to deficient operation (LOS D, E, or F).

Study Intersections

Based on discussions with City of Newport Beach Traffic Engineering staff, the following intersections will be analyzed in this traffic study:

1. Placentia Avenue at Superior Avenue
2. W. Coast Highway at Prospect Avenue
3. W. Coast Highway at Bluff Road / Project Entrance (future intersection)
4. W. Coast Highway at Superior Avenue
5. W. Coast Highway at Newport Boulevard

Study Scenarios

Each of the study intersections will be analyzed for the following scenarios:

- Existing Conditions (2009)
- Year 2013 without Project Conditions
- Year 2013 with Project Conditions

A separate analysis of Existing plus Project conditions will be provided for CEQA purposes.

EXISTING CONDITIONS

Field observations of all study intersections were conducted. Existing lane configurations and intersection controls at the study intersections are shown on **Figure 3**. Existing turning movement counts were collected in February, 2009. Existing peak hour traffic volumes for the study intersections are shown on **Figure 4**. Traffic volume data collection sheets are provided in ***Appendix A***.

Peak hour intersection analysis was conducted for the study intersections. A summary of the existing morning and evening peak hour results for both the ICU and HCM analyses at the study intersections is provided on **Table 1**. Review of Table 1 shows that all study intersections are currently operating at acceptable levels of service in both peak hours.

FUTURE CONDITIONS

In accordance with City requirements, future traffic forecasts have been developed for the year following project opening. The project opening year is planned for 2012, therefore; the analysis year for this study is Year 2013. According to the City's traffic impact study guidelines, an ambient growth rate of 1.0 percent per year is applied to selected key arterials in the City. In the project vicinity, W. Coast Highway and Newport Boulevard are considered key arterials; therefore an ambient growth rate of 4.06% (1% per year, compounded for four years) was applied to the existing traffic volumes on these arterials to develop year 2013 forecast volumes.

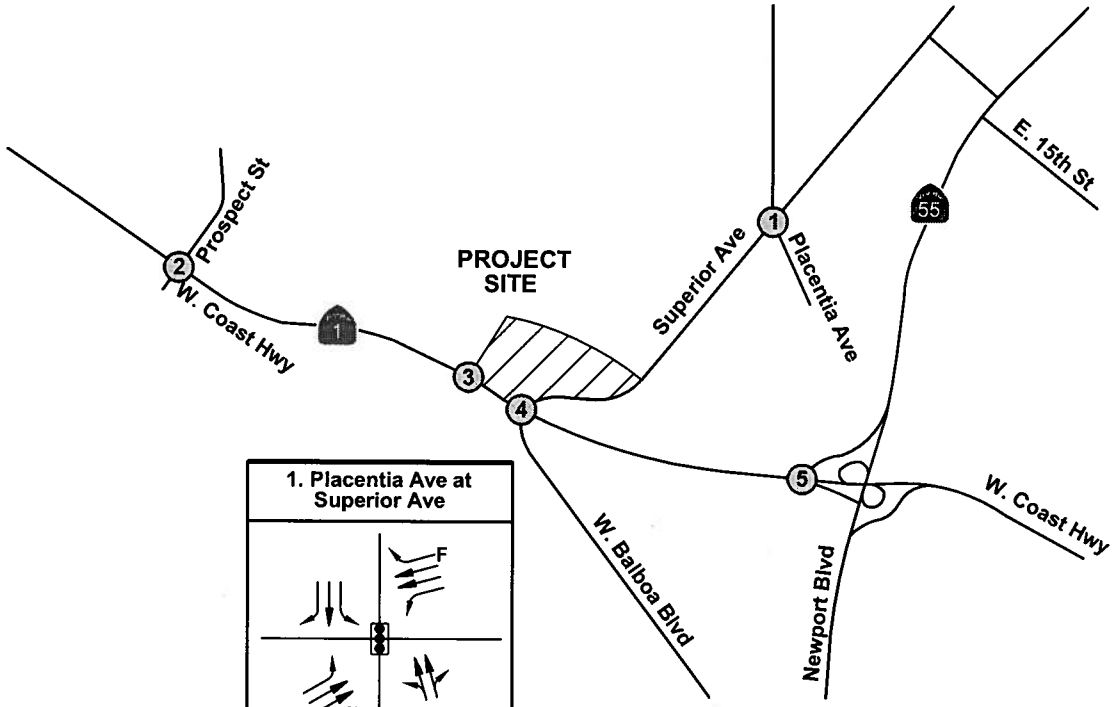
Committed Projects

Information about Committed Projects was provided by the City of Newport Beach staff. Committed Projects are projects that have been approved, but are either not yet built, or are built but not yet fully occupied. A summary of the Committed Projects in the City of Newport Beach is provided on **Table 2**. A copy of the Committed Projects data sheets provided by the City of Newport Beach is included in ***Appendix B.***

Cumulative Projects

CEQA requires that a cumulative analysis, which also includes traffic from reasonably foreseeable projects in the vicinity of the project and committed projects, be conducted. Reasonably foreseeable projects are projects that are in various stages of the application and approval process, but have not yet been approved. These projects are considered to be "reasonably foreseeable," and must therefore be included in the cumulative analysis. Cumulative Project traffic information was provided by the City of Newport Beach staff. A summary of the Cumulative Projects included in this analysis is provided on **Table 3.** Traffic data sheets provided by the City of Newport Beach for each Cumulative Project are provided in ***Appendix B***.

Peak hour traffic volumes generated by the Committed and Cumulative Projects at each study intersection are shown in **Figure 5**.



NOT TO SCALE

1. Placentia Ave at Superior Ave	2. Prospect St at W. Coast Hwy	3. Bluff Road at W. Coast Hwy	4. Superior Ave at W. Coast Hwy	5. Newport Blvd at W. Coast Hwy
F, F		Future Intersection	OVL	F, F

LEGEND:

- = Signal
- X = Study Intersection
- F = Free Right-Turn Lane
- OVL = Right-Turn Overlap

FIGURE 3
EXISTING LANE CONFIGURATION AND TRAFFIC CONTROL

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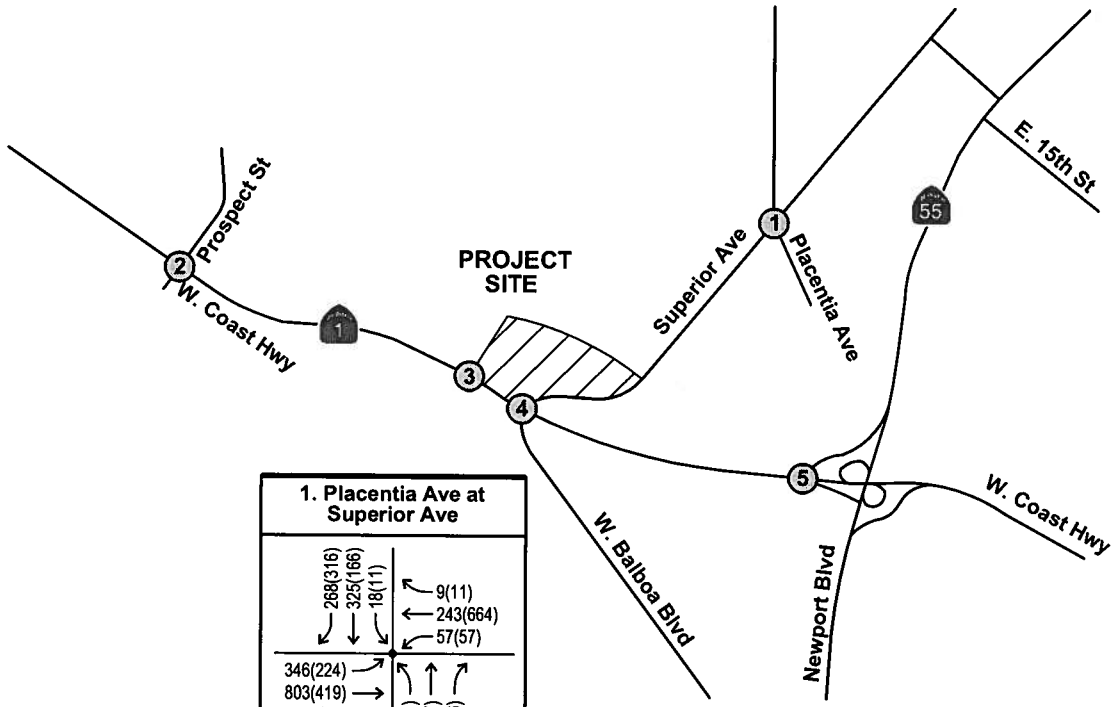

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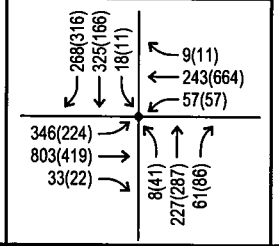
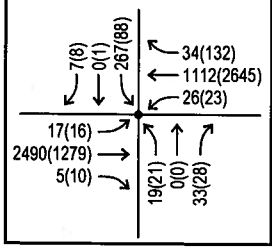
1. Placentia Ave at Superior Ave



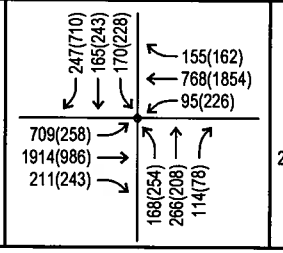
2. Prospect St at W. Coast Hwy



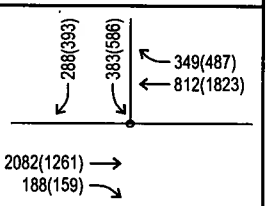
3. Bluff Road at W. Coast Hwy

Future Intersection

4. Superior Ave at W. Coast Hwy



5. Newport Blvd at W. Coast Hwy



LEGEND:

(X) = Study Intersection

XX(YY)= AM(PM) Peak Hour Volumes

FIGURE 4
EXISTING PEAK HOUR TRAFFIC VOLUMES

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TABLE 1
SUMMARY OF INTERSECTION OPERATION
EXISTING CONDITIONS

Int. #	Intersection	Control	AM Peak Hour				PM Peak Hour			
			Delay [1]	LOS	ICU	LOS	Delay [1]	LOS	ICU	LOS
Superior Avenue at:										
1	Placentia Avenue	S	n/a	n/a	0.50	A	n/a	n/a	0.57	A
W. Coast Highway at:										
2	Prospect Street	S	11.7	B	0.72	C	3.9	A	0.63	B
3	Bluff Road	Future Intersection								
4	Superior Avenue	S	22.1	C	0.65	B	27.8	C	0.65	B
5	Newport Boulevard	S	12.4	B	0.83	D	15.5	B	0.64	B

S = Signalized, U = Unsignalized

Intersection operation is expressed in volume-to-capacity (v/c) ratio for the ICU Methodology, and in average seconds of delay per vehicle during the peak hour for HCM 2000 Methodology.

[1] HCM delay analysis is conducted for Caltrans-controlled intersections.

TABLE 2 LIST OF COMMITTED PROJECTS		
City Project Number	**Project Name**	**Percent Complete**
148	Fashion Island Expansion	40%
154	Temple Bat Yahm Expansion	65%
555	Ciosa – Irvine Project	91%
910	Newport Dunes	0%
936	1401 Dove Street	0%
944	1901 Westcliff Surgical Center	0%
945	Hoag Hospital Phase III	0%
947	Birch Medical Office Complex	0%
949	St. Mark Presbyterian Church	77%
951	Corporate Plaza West	0%
952	Mariner's Mile Gateway	0%
953	Land Rover NB Service Center	0%
954	OLQA Church Expansion	0%
955	2300 Newport Blvd	0%
957	Newport Executive Court	0%
958	Hoag Healthcare Center	0%
959	North Newport Center	0%
960	Santa Barbara Condo	0%

Source: City of Newport Beach – Traffic Phasing Data – Includes approved projects less than 100% complete

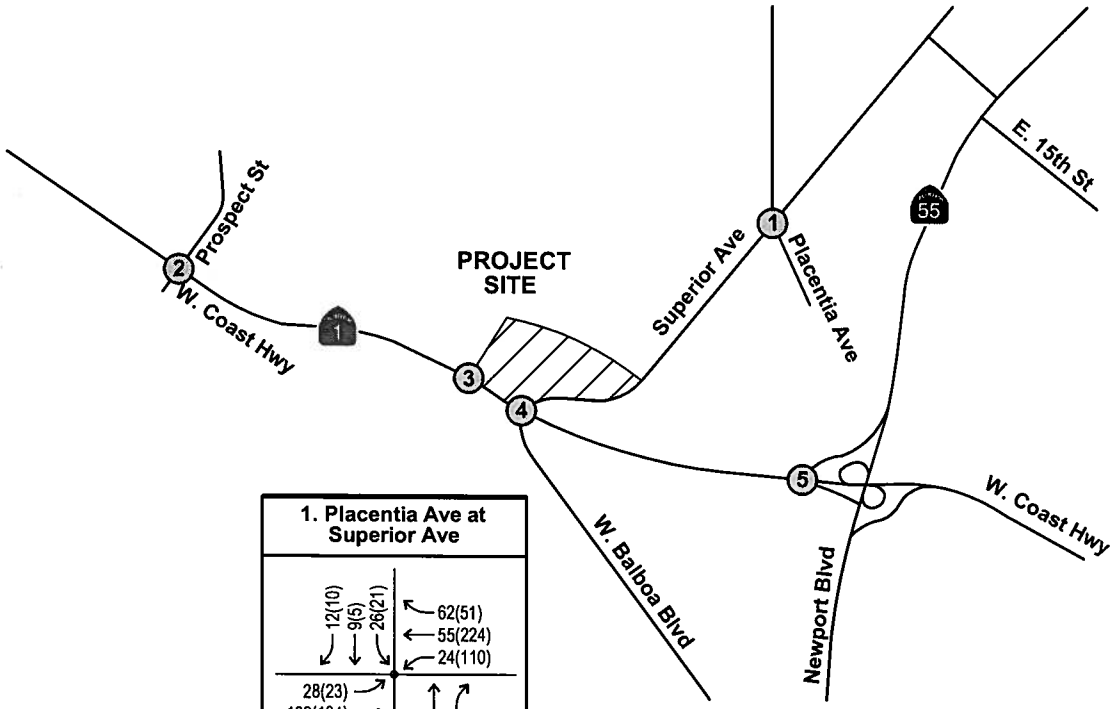
TABLE 3
SUMMARY OF CUMULATIVE PROJECTS

Project Name	Project Description
Newport Banning Ranch	75-Room Resort Hotel 439 DU Residential Condominium/Townhouse 806 DU High-Rise Residential Condominium/Townhouse 130 DU Single-Family Detached Housing 75,000 SF Shopping Center
City Hall & Park Development	98,000 SF Government Office Complex 17,135 SF Library 15-Acre Park
Coast Community College	67,000 GSF Higher Education Learning Center
Marina Park	4.89-Acre Park 21,300 GSF Recreational Community Center 23-Berth Marina
Mariner's Medical Arts	12,245 GSF Medical Office Addition
Newport Beach Mormon Temple	17,460 SF Church
Newport Coast	1,298 DU Condominium/Townhouse (1) 3,180 DU Single-Family Detached Residential (1) 582 DU Multi-Family Residential (1)
Newport Ridge	2,107 DU Single-Family Detached Residential (1) 1,281 DU Multi-Family Residential (1) 102,959 SF Commercial
Old Newport GPA	25,725 GSF Medical Office

(1) Assumes 70% of DU Occupied.
DU = Dwelling Unit SF = Square Feet GSF = Gross Square Feet

Source: City of Newport Beach

Note: The preliminary project schedule for the Newport Banning Ranch project indicates that the construction for the project would not begin before the Sunset Ridge Park Opening Year 2013.



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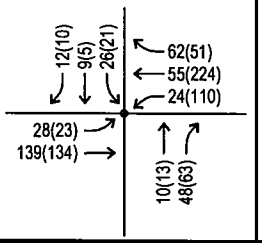
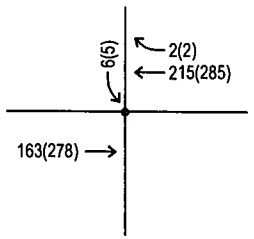
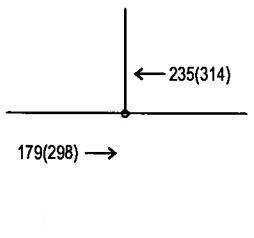
1. Placentia Ave at Superior Ave



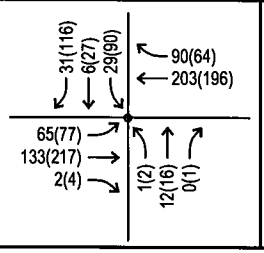
2. Prospect St at W. Coast Hwy



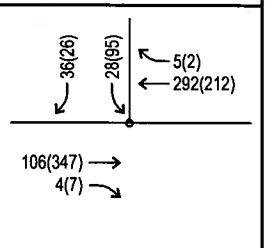
3. Bluff Road at W. Coast Hwy



4. Superior Ave at W. Coast Hwy



5. Newport Blvd at W. Coast Hwy



LEGEND:

(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Volumes

FIGURE 5
CUMULATIVE AND COMMITTED PROJECTS PEAK HOUR TRAFFIC VOLUMES

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YEAR 2013 WITHOUT PROJECT CONDITIONS

Peak hour traffic volumes for Year 2013 without Project conditions (consisting of Existing plus Growth plus Committed and Cumulative Projects traffic) are shown on **Figure 6**.

Intersection analysis was conducted for Year 2013 without Project conditions for the study intersections. Intersection analysis worksheets for the HCM methodology are provided in ***Appendix C***. Worksheets for the ICU methodology are provided in ***Appendix D***. The resulting peak hour intersection operation is summarized on **Table 4**. As shown on Table 4, the intersection of West Coast Highway at Newport Boulevard is forecasted to operate at LOS E in the morning peak hour under Year 2013 without Project conditions. All other study intersections are forecasted to operate at acceptable levels of service.

PROJECT TRAFFIC

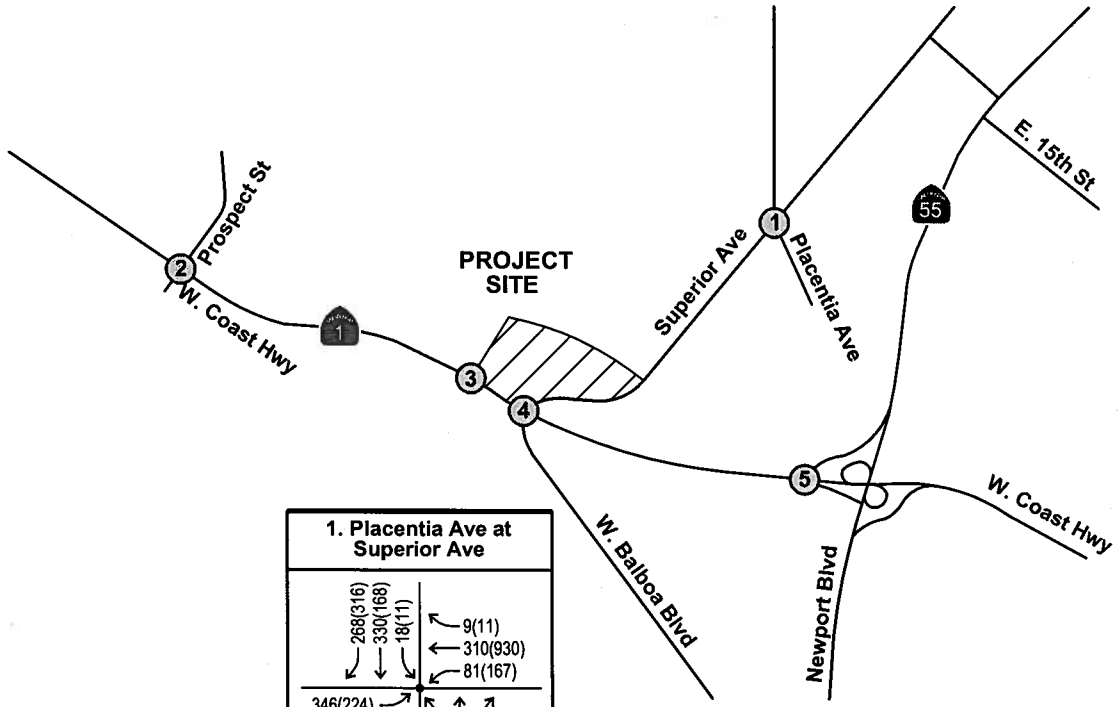
Trip Generation

The traffic expected to be generated by the proposed Sunset Ridge Park was calculated using the Institute of Transportation Engineers (ITE) publication Trip Generation, 8th Edition. The main components of the proposed park project are a Pony League baseball field, two youth soccer fields, playground, and a garden and walking trails. Due to the layout of the sports fields, the baseball field and the soccer fields may not be used simultaneously. Furthermore, the City has indicated that only one soccer field will be used at a time for organized games, even though the playing fields do not overlap. In order to conduct a more conservative analysis, this report will analyze trip generation for two soccer fields using ITE Land Use category "Soccer Complex" (488), and ITE Land Use category "City Park" (411) for the entire 18.9 acres. Daily, morning and evening peak hour trip generation rates and project-related trips for the proposed Sunset Ridge Park are presented on **Table 5**.

Based on ITE trip rates, Sunset Ridge Park is estimated to generate 173 new trips on a typical weekday basis, with 2 trips in the morning peak hour and 42 trips in the evening peak hour.

Trip Distribution and Assignment

Project trip distribution assumptions for the project site were developed after consultation with the City's Recreation and Senior Services Department, and based on knowledge of traffic flow patterns and the roadway system in the area, and the location of area trip producers, such as residential neighborhoods. Trip distribution assumptions were submitted to City traffic engineering staff for review and concurrence. Final trip distribution assumptions accepted by the City are shown on **Figure 7**. Based on these trip distribution patterns, the new trips to be added to the street system by the proposed project were calculated, and are shown on **Figure 8**.



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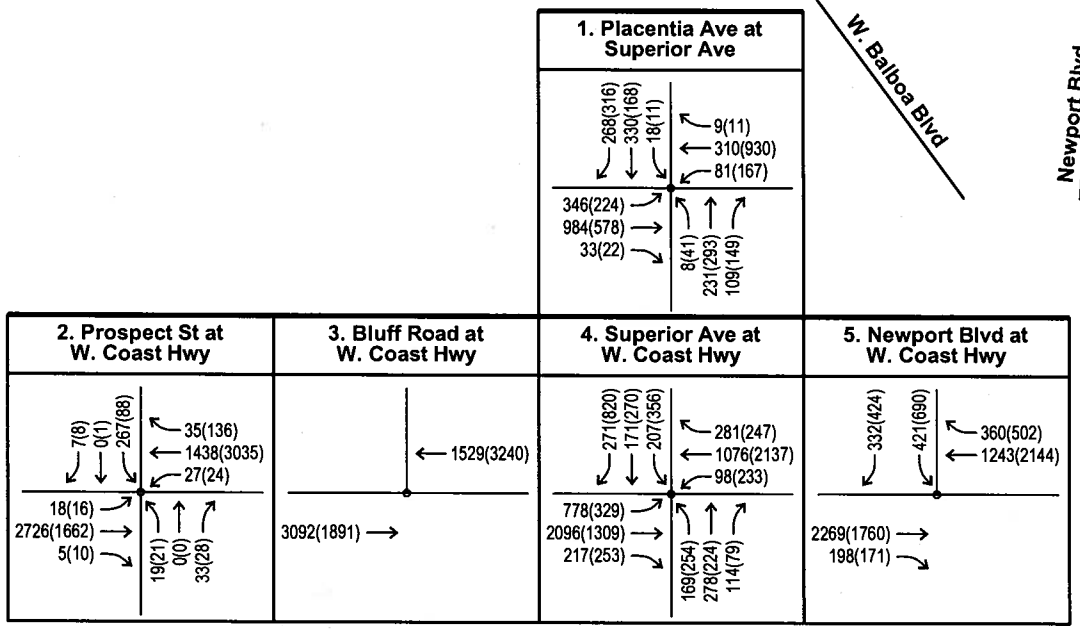

LEGEND:

(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Volumes

FIGURE 6
YEAR 2013 WITHOUT PROJECT PEAK HOUR TRAFFIC VOLUMES

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TABLE 4
SUMMARY OF INTERSECTION OPERATION
YEAR 2013 WITHOUT PROJECT CONDITIONS

Int. #	Intersection	Control	AM Peak Hour				PM Peak Hour			
			Delay [1]	LOS	ICU	LOS	Delay [1]	LOS	ICU	LOS
Superior Avenue at:										
1	Placentia Avenue	S	n/a	n/a	0.56	A	n/a	n/a	0.66	B
W. Coast Highway at:										
2	Prospect Street	S	11.8	B	0.78	C	3.9	A	0.72	C
3	Bluff Road	Future Intersection								
4	Superior Avenue	S	23.0	C	0.70	B	28.8	C	0.74	C
5	Newport Boulevard	S	14.3	B	0.92	E	16.3	B	0.79	C

S = Signalized, U = Unsignalized

Intersection operation is expressed in volume-to-capacity (v/c) ratio for the ICU Methodology, and in average seconds of delay per vehicle during the peak hour for HCM 2000 Methodology.

[1] HCM delay analysis is conducted for Caltrans-controlled intersections.

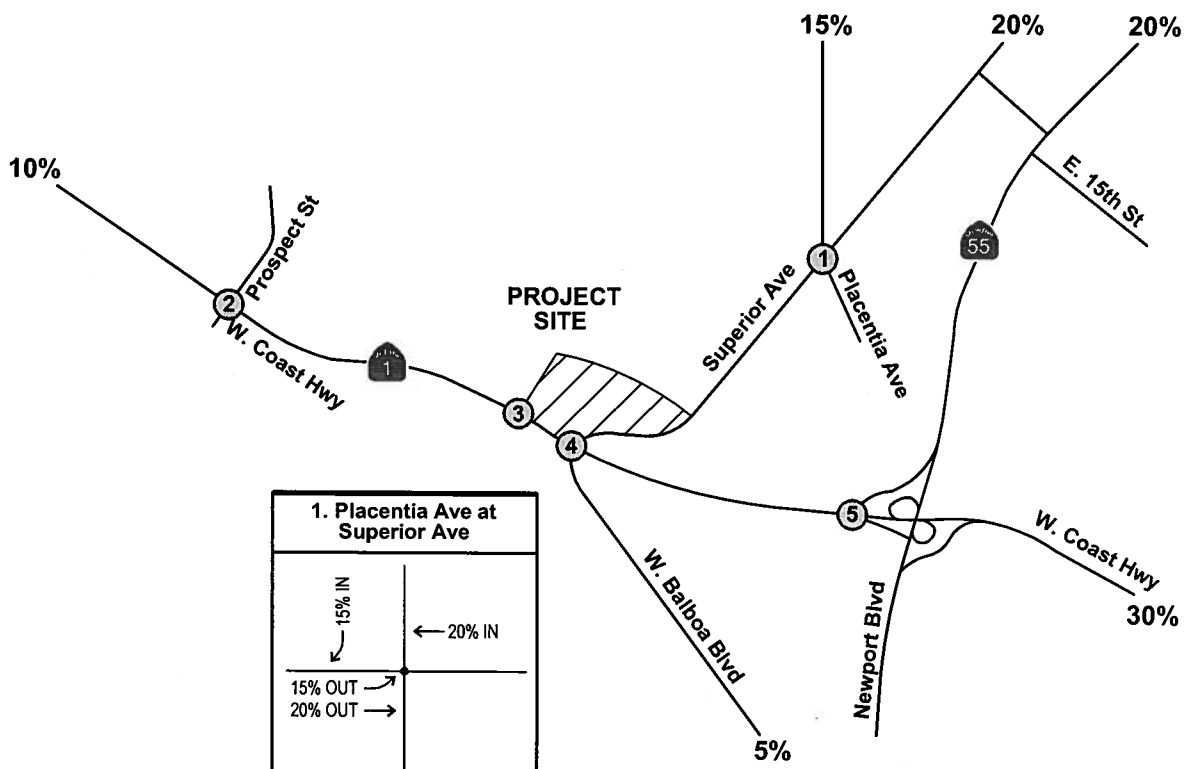
TABLE 5
SUNSET RIDGE PARK
SUMMARY OF PROJECT TRIP GENERATION

Land Use	ITE Code	Unit	Trip Generation Rates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
City Park	411	Acre	1.59	*	*	*	*	*	*
Soccer Complex	488	Field	71.33	0.70	0.70	1.40	14.26	6.41	20.67

Land Use	Quantity	Trip Generation Estimates						
		Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
City Park	18.9 Acres	30	N/A	N/A	N/A	N/A	N/A	N/A
Soccer Complex	2 Fields	143	1	1	2	29	13	42
TOTAL		**173**	**1**	**1**	**2**	**29**	**13**	**42**

Source: Institute of Transportation Engineers publication "Trip Generation", 8th Edition

* No peak hour trip generation rates given for this land use.



NOT TO SCALE

1. Placentia Ave at Superior Ave	2. Prospect St at W. Coast Hwy	3. Bluff Road at W. Coast Hwy	4. Superior Ave at W. Coast Hwy	5. Newport Blvd at W. Coast Hwy
15% IN ↓ ← 20% IN 15% OUT → 20% OUT →	← 10% OUT 10% IN →	10% OUT ↓ 90% OUT ↓ ← 90% IN 10% OUT →	35% IN ↓ ← 50% IN 35% OUT → 50% OUT → 5% OUT ↓ 5% IN ↑	20% IN ↓ ← 30% IN 50% OUT →

LEGEND:

Ⓧ = Study Intersection

XX% = Trip Distribution Percentage

FIGURE 7
PROJECT TRIP DISTRIBUTION

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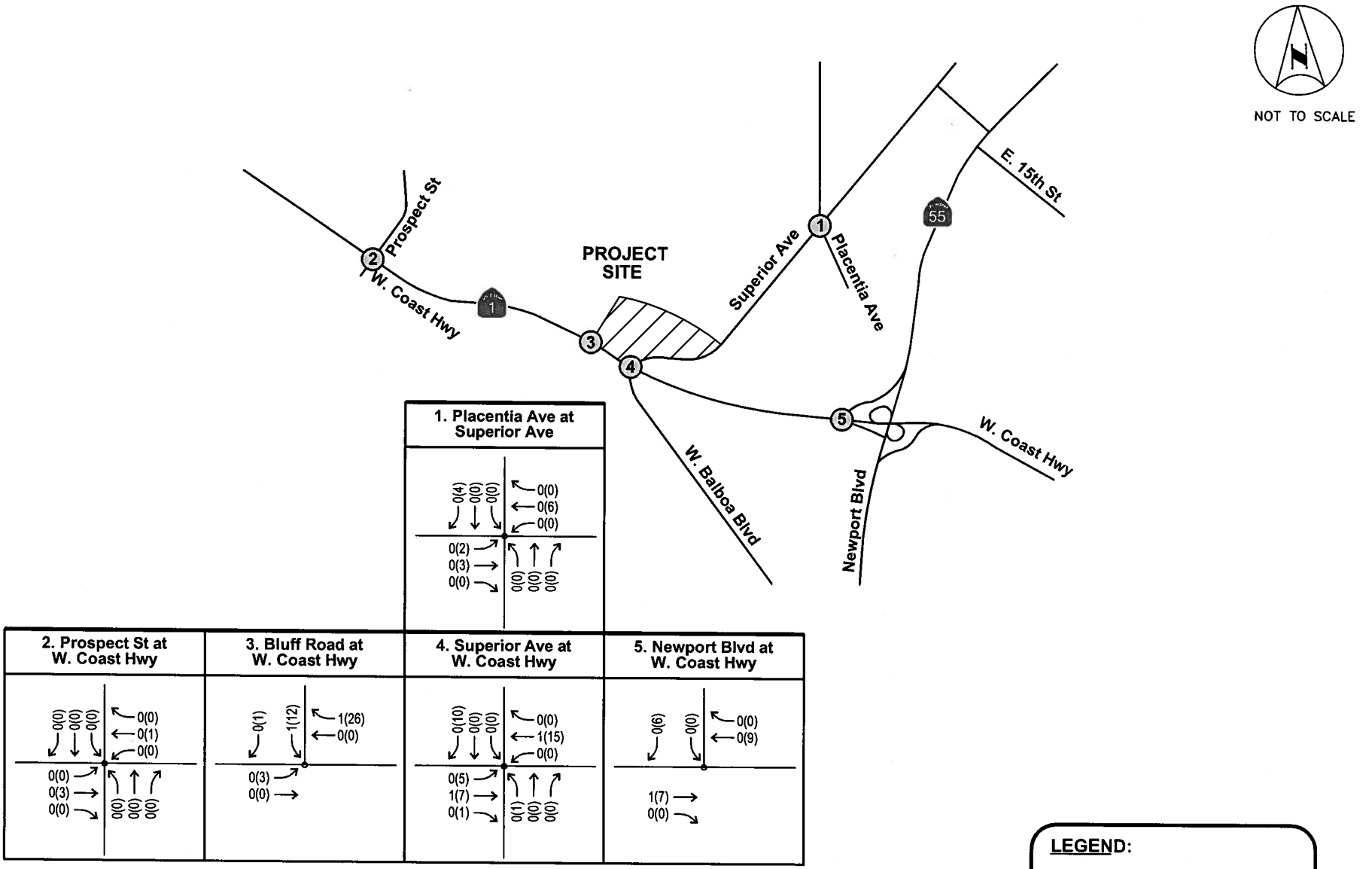

FIGURE 8
PROJECT-RELATED PEAK HOUR TRAFFIC VOLUMES

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YEAR 2013 WITH PROJECT CONDITIONS

Project-related peak hour traffic volumes were added to the Year 2013 without Project traffic volumes to develop Year 2013 with Project forecasts, which are shown on **Figure 9**. All study intersections were re-analyzed with these forecasted volumes. The results of the intersection analysis are shown on **Table 6**. With the addition of project traffic, the intersection of Newport Boulevard at West Coast Highway is forecasted to continue to operate at LOS E in the morning peak hour; however, the project does not significantly impact this intersection. All other study intersections are forecasted to continue to operate at acceptable levels of service in both the morning and evening peak hours. Intersection analysis worksheets for the HCM methodology are provided in ***Appendix C***. Worksheets for the ICU methodology are provided in ***Appendix D***.

SIGNIFICANT IMPACTS AND RECOMMENDED MITIGATION MEASURES

The proposed Sunset Ridge Park project is not forecasted to cause any significant traffic impacts at any study intersection. Therefore, no traffic-related mitigation measures are required of the project.

EXISTING PLUS PROJECT CONDITIONS

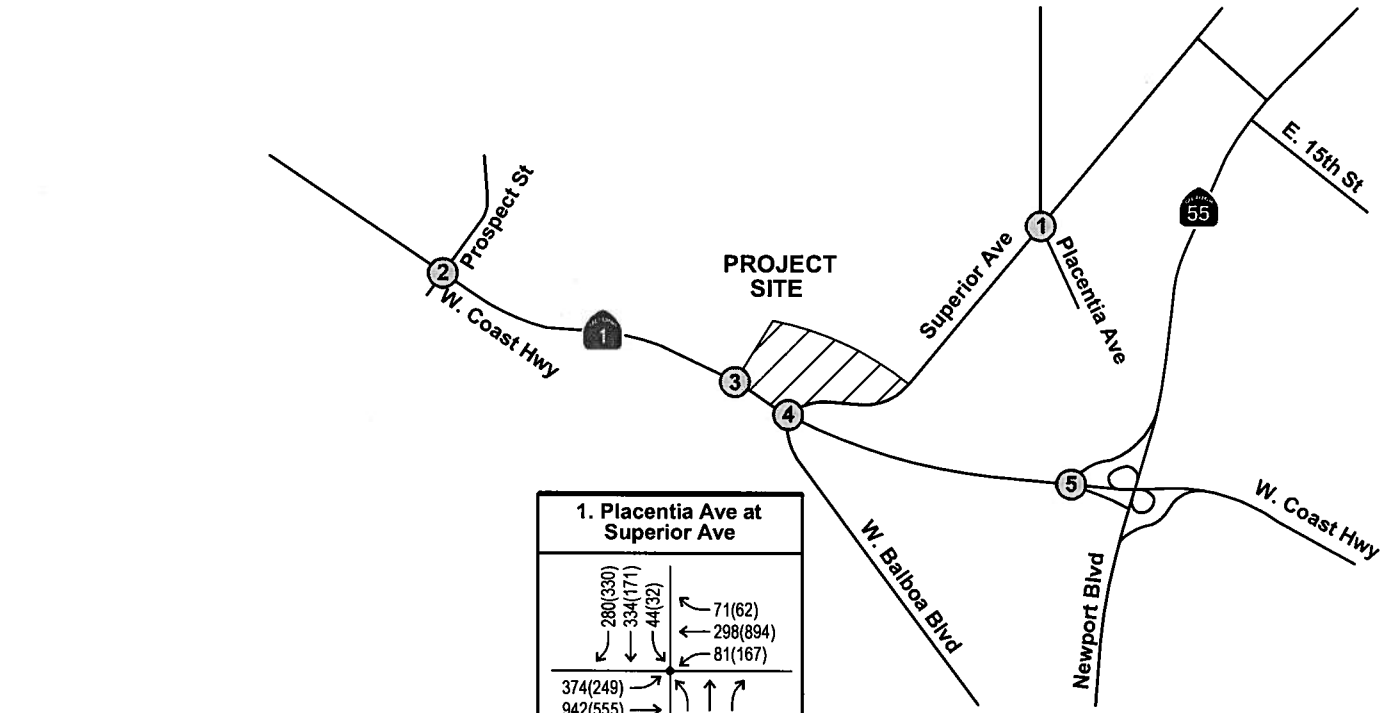
An analysis of Existing plus Project conditions was conducted to comply with CEQA requirements. A summary of the intersection analysis results and copies of the intersection worksheets for the Existing plus Project analysis are provided in ***Appendix E***.

SITE ACCESS, CIRCULATION, AND PARKING

Access and Circulation

Access to the Sunset Ridge Park site is proposed to be provided via a park access road constructed from West Coast Highway through the adjacent Banning Ranch property. Because West Coast Highway is a State facility, Caltrans approval for this entrance would be required. The access road would intersect West Coast Highway approximately 960 feet west of Superior Avenue. The road would extend northward from West Coast Highway for about 850 feet, and then would follow a northwest-to-southeast alignment for about 550 feet to connect to the parking lot at the northwest corner of the park site.

The north-south leg of the access road would be constructed as a 28-foot-wide undivided roadway with two travel lanes. The east-west leg of the road would vary in width, with a portion being 28 feet with two lanes, and a portion being 44 feet wide with two travel lanes and parallel parking along the north side.



NOT TO SCALE

1. Placentia Ave at Superior Ave

280(330) 334(171) 44(32) → 71(62) ← 298(894) ← 81(167)

374(249) → 942(555) → 33(22) ↘

8(41) ↑ 237(300) ↑ 109(149) ↑

2. Prospect St at W. Coast Hwy

7(8) ↙ 0(1) ↓ 273(93) ↘ → 37(139) ← 1372(3038) ← 27(24) ↖

18(17) → 2754(1612) → 5(10) ↘

19(21) ↑ 0(0) ↑ 33(28) ↑

3. Bluff Road at W. Coast Hwy

0(1) ↙ 1(12) ↓ → 1(26) ← 1466(3246)

0(3) → 3128(1845) →

4. Superior Ave at W. Coast Hwy

278(836) ↓ 171(270) ↓ 199(318) ↓ → 251(233) ← 1003(2140) ← 99(235)

803(349) → 2106(1250) → 222(257) ↘

169(257) ↑ 278(224) ↑ 114(79) ↑

5. Newport Blvd at W. Coast Hwy

337(441) ↓ 427(705) ↓ → 368(509) ← 1137(2118)

2273(1665) → 200(172) ↘

LEGEND:

(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Volumes

FIGURE 9
YEAR 2013 WITH PROJECT PEAK HOUR TRAFFIC VOLUMES

FILENAME: Oct 20, 2009 - 8:44am \\ORAFP01\Project\ORA_TPTO\ZSAC\Projects\Sunset Ridge Park\CADD\Figures.dwg

Kimley-Horn and Associates, Inc.

TABLE 6
SUMMARY OF INTERSECTION OPERATION
YEAR 2013 WITH PROJECT CONDITIONS

Int. #	Intersection	Control	AM Peak Hour				PM Peak Hour			
			Delay [1]	LOS	ICU	LOS	Delay [1]	LOS	ICU	LOS
Superior Avenue at:										
1	Placentia Avenue	S	n/a	n/a	0.56	A	n/a	n/a	0.67	B
W. Coast Highway at:										
2	Prospect Street	S	11.8	B	0.78	C	3.9	A	0.72	C
3	Bluff Road	S	0.1	A	0.65	B	0.6	A	0.69	B
4	Superior Avenue	S	23.0	C	0.70	B	28.9	C	0.75	C
5	Newport Boulevard	S	14.3	B	0.92	E	16.4	B	0.80	C

S = Signalized, U = Unsignalized

Intersection operation is expressed in volume-to-capacity (v/c) ratio for the ICU Methodology, and in average seconds of delay per vehicle during the peak hour for HCM 2000 Methodology.

[1] HCM delay analysis is conducted for Caltrans-controlled intersections.

The City is proposing a signal at the Bluff Road intersection with West Coast Highway. Coordination with Caltrans would be required to achieve signalization at the proposed Bluff Road location. If signalized, all turning movements to and from Bluff Road would be allowed. A signal warrant analysis has been conducted for the intersection, and a discussion of the results is provided in the next section. Two alternative access options have also been evaluated, in the event that a signal is not provided at this location.

Pedestrian connections to and from the public street system are proposed to be provided from West Coast Highway and from Superior Avenue.

Signal Warrant Analysis

A signal warrant analysis was conducted for the future intersection of Bluff Road and West Coast Highway – the proposed entrance to Sunset Ridge Park. In the future, Bluff Road is shown on the City's Circulation Element to extend north through the Banning Ranch property to 19th Street, with additional connections at 15th and 17th Street. Bluff Road would also serve as one of the access points from the public street system to any future development on the Banning Ranch property.

The *City of Newport Beach General Plan* designates the Banning Ranch property as Open Space/Residential Village (OS[RV]). The OS(RV) land use designation provides land use regulations and development standards for both the Primary Use (open space via public acquisition) and an Alternative Use (residential village). As the open space acquisition option is described in the General Plan, it would include consolidation of oil operations; restoration of wetlands; the provision of nature education and interpretative facilities and an active park containing playfields and other facilities to serve residents of adjoining neighborhoods; and the construction of the north-south Primary Arterial extending from Coast Highway to a connection with an east/west arterial roadway.

If the Banning Ranch site is not acquired for open space (OS) within a time period and pursuant to terms agreed to by both the City and property owner, the site could be developed as a residential village (RV) containing a mix of housing types, limited supporting retail, visitor accommodations, a school, and active community parklands with a majority of the property preserved as open space. The General Plan identifies the maximum intensity of development allowed on the property to include 1,375 dwelling units, 75,000 square feet of retail commercial uses oriented to serve the needs of local and nearby residents, and 75 hotel rooms in a small boutique hotel or other type of overnight visitor accommodations. Roadway improvements would also be required.

General Plan Build-out forecast volumes were used to conduct the signal warrant analysis for future conditions. The forecasts were developed using the current version of the Newport Beach Traffic Analysis Model (NBTAM), which is maintained and operated by Urban Crossroads. The forecasts assume build-out of the City of Newport Beach as well as the surrounding areas in accordance with General Plan Land Use and Circulation plans, including the General Plan designations for Open Space and Residential Village development on the Banning Ranch property.

Caltrans Signal Warrants 1 and 2 (Figure 9-4 of the Caltrans Traffic Manual) were conducted to determine if the future intersection of Bluff Road and West Coast Highway would meet the criteria for signalization under either General Plan designation. A summary of the results of the signal warrant analysis is provided on **Table 7**. Copies of the signal warrant worksheets are provided in ***Appendix E***.

TABLE 7
SUMMARY OF SIGNAL WARRANT ANALYSIS
FOR THE FUTURE INTERSECTION OF BLUFF ROAD AND W. COAST HIGHWAY

Factor	Warrant 1 Minimum Vehicular Warrant		Warrant 2 Interruption of Continuous Traffic	
	Major Street	**Minor Street**	**Major Street**	**Minor Street**
Minimum ADT Requirements [1]	9,600	3,200	14,400	1,600
Forecast Conditions ADT [2]				
Banning Ranch Property developed as Open Space	45,450	5,225	45,450	5,225
- Minimum Requirement Met?	YES	YES	YES	YES
- Warrant Satisfied?	YES		YES	
Banning Ranch Property developed as Residential Village	50,000	7,500	50,000	7,500
- Minimum Requirement Met?	YES	YES	YES	YES
- Warrant Satisfied?	YES		YES	

[1] Based on Figure 9-4 of the Caltrans Traffic Manual

[2] Source: All traffic forecasts were developed using the City of Newport Beach Traffic Analysis Model (NBTAM) - General Plan Conditions, Urban Crossroads

Review of Table 7 shows that the Bluff Road / Coast Highway intersection would satisfy both the Caltrans Warrant #1 – Minimum Vehicular Warrant, and Caltrans Warrant #2 – Interruption of Continuous Traffic Warrant, under either General Plan designation (open space or residential village) for the Banning Ranch property. The estimated average daily traffic (EADT) volume on the Bluff Road approach to West Coast Highway is forecasted to exceed the minimum volume requirement to satisfy Warrant 1 (3,200 vpd) and the minimum requirement to satisfy Warrant 2 (1,600 vpd). The intersection of Bluff Road at West Coast Highway would, therefore, warrant signalization under future General Plan build-out conditions, assuming build-out of Sunset Ridge Park under either General Plan designation for the Banning Ranch property.

Analysis of Access Options

In the event that the park access road intersection with West Coast Highway is not signalized, full turning movements at the intersection would not be allowed. Two options for unsignalized operation of this intersection were evaluated:

- Access Option 1: Unsignalized, with right-in/right-out only movements to and from Bluff Road;
- Access Option 2: Unsignalized, with right-in/right-out to and from Bluff Road, plus left-turn-in provisions on West Coast Highway.

Project traffic movements at the park entrance and at the next closest intersections to the east and the west on Coast Highway would change slightly, in response to turn restrictions imposed by these options. Under Option 1 (right-in/right-out only movements allowed to and from Bluff Road), traffic approaching on Coast Highway from the west would be required to pass the entrance and make a u-turn at Superior Avenue, and make a right turn onto Bluff Road. Under both options, traffic exiting Bluff Road destined to the east on Coast Highway (toward Superior Avenue) would be required to turn right onto West Coast Highway and make a u-turn at Prospect Street.

The unsignalized operation of Bluff Road at West Coast Highway and the impact of the associated changes in project traffic patterns were analyzed for each study intersection, and the results are summarized on **Table 8**. Review of Table 8 shows that the changes in project traffic that would occur as a result of Access Option 1 would not cause the Level of Service at any study intersection to change, compared to the proposed signalized access condition. Under Access Option 2, the left-turn-in movement from eastbound West Coast Highway would experience Level of Service "E" delays in the evening peak hour, due to the heavy westbound through movement on West Coast Highway.

Project Parking

Parking for the park is proposed to consist of a surface parking lot with 75 parking spaces, and 22 parallel parking spaces along the park access road, for a total of 97 parking spaces.

The City's Zoning Code (Chapter 20.66.030 Off-Street Parking and Loading Spaces Required) does not specify a parking rate for city parks, but rather indicates that the parking requirement for Park and Recreation Facilities will be "As specified by Use Permit". An internet search revealed that most local cities do not provide a parking code requirement in their Zoning Code for park uses.

The Institute of Transportation Engineers (ITE) Parking Generation publication contains parking information for a City Park (Land Use Category 411). Parking data was provided for one 25-acre city park in Santa Barbara. The park contained three softball fields, two soccer fields, and an outdoor group area. Peak parking demand at this park was observed to be 5.1 parked vehicles per acre. The peak occurred between 1:00 and 2:00 PM on a weekend.

TABLE 8
SUMMARY OF INTERSECTION OPERATION
WITH UNSIGNALIZED ACCESS OPTIONS
FOR BLUFF ROAD

Int. #	Intersection	Control	AM Peak Hour				PM Peak Hour			
			Delay [1]	LOS	ICU	LOS	Delay [1]	LOS	ICU	LOS
1. Superior Avenue at Placentia Avenue										
	Proposed Signalized Access	S	n/a	n/a	0.56	A	n/a	n/a	0.67	B
	Access Option 1	S	n/a	n/a	0.56	A	n/a	n/a	0.67	B
	Access Option 2	S	n/a	n/a	0.56	A	n/a	n/a	0.67	B
2. W. Coast Highway at Prospect Street										
	Proposed Signalized Access	S	11.8	B	0.78	C	3.9	A	0.72	C
	Access Option 1	S	11.8	B	0.78	C	4.2	A	0.72	C
	Access Option 2	S	11.8	B	0.78	C	4.2	A	0.72	C
3. W. Coast Highway at Bluff Road										
	Proposed Signalized Access	S	0.1	A	0.65	B	0.6	A	0.69	B
	Access Option 1	U	11.8	B	n/a	n/a	22.7	C	n/a	n/a
	Access Option 2	U	11.8	B	n/a	n/a	45.8	**E**	n/a	n/a
4. W. Coast Highway at Superior Avenue										
	Proposed Signalized Access	S	23.0	C	0.70	B	28.9	C	0.75	C
	Access Option 1	S	23.0	C	0.70	B	28.9	C	0.75	C
	Access Option 2	S	23.0	C	0.70	B	28.9	C	0.75	C
5. W. Coast Highway at Newport Boulevard										
	Proposed Signalized Access	S	14.3	B	0.92	**E**	16.4	B	0.80	C
	Access Option 1	S	14.3	B	0.92	**E**	16.4	B	0.80	C
	Access Option 2	S	14.3	B	0.92	**E**	16.4	B	0.80	C

S = Signalized, U = Unsignalized

Access Option 1 = Right-In / Right-Out Only
Access Option 2 = Right-In / Right-Out / Left-In Only

Intersection operation is expressed in volume-to-capacity (v/c) ratio for the ICU Methodology, and in average seconds of delay per vehicle during the peak hour for HCM 2000 Methodology.

[1] HCM delay analysis is conducted for Caltrans-controlled intersections.

If the peak parking rate reported in the ITE Parking Generation publication is applied to the Sunset Ridge Park project, the parking requirement for Sunset Ridge Park would be 96 spaces (18.9 acres x 5.1 spaces per acre = 96.4 spaces). This would seem to be more than adequate for Sunset Ridge Park, since of the three sports fields planned for the site (one baseball and two soccer fields), only one field will be in use at a time, and more of the Sunset Ridge Park site will be passive park area than the Santa Barbara study site. The 97-space parking supply proposed for Sunset Ridge Park appears to be reasonable, based on this discussion.

CONSTRUCTION TRAFFIC

Construction of Sunset Ridge Park will generate construction traffic. Duration of construction is expected to be five months for site clearing, excavation and grading activities, and ten months for construction.

Large construction equipment such as bulldozers, loaders, scrapers, and backhoes would be required during various construction phases. This equipment is generally brought to the site at the start of the construction phase and kept on site until its term of use ends. A staging area will be designated on-site for construction equipment and supplies to be stored during construction. No construction vehicles would be allowed to stage on West Coast Highway during the grading and construction period.

Throughout the construction, the size of the work crew reporting to the site each day would vary, depending on the different phases of the project. Parking for workers would be provided on-site during all phases of construction. Construction workers will not be allowed to park on local streets.

It is estimated that earthwork for the site would require approximately 34,000 cubic yards of dirt export, which would require approximately 2,125 truckloads of dirt removal over the course of the construction period. The city is proposing to use the adjacent Banning Ranch property for stockpile of the export dirt from the Sunset Ridge Park site. The haul route for trucks carrying dirt from the park site to the stockpile sites would be through the Banning Ranch property. The proposed stockpile locations for the dirt are shown on **Figure 10**.

Temporary delays in traffic may occur due to oversized vehicles traveling at lower speeds on West Coast Highway. Such delays will be occasional, and of short duration. An air and noise analysis is being prepared by others to determine any further potential impacts due to construction.

NOT TO SCALE

FIGURE 10
DIRT STOCKPILE LOCATIONS

FILENAME: Aug 28, 2009 - 10:38am K:\ORA_TPTO\ZSAC\Projects\Sunset Ridge Park\CADD\Figures.dwg

Kimley-Horn and Associates, Inc.

SUMMARY

- The City of Newport Beach proposes to develop a new 18.9-acre park, Sunset Ridge Park, at the corner of W. Coast Highway and Superior Avenue in the City of Newport Beach. The proposed park will include a Pony League baseball field, two youth soccer fields, a 2,700-square-foot play area, a garden, walking trails, and a 75-space surface parking lot.

- Five (5) local intersections were analyzed for potential traffic impacts from the proposed project. All intersections were analyzed using the City's Intersection Capacity Utilization (ICU) methodology. In addition, four (4) intersections along West Coast Highway were also analyzed using the Highway Capacity Manual (HCM) methodology to satisfy Caltrans requirements.

- All study intersections are currently operating at an acceptable level of service in both the AM and PM peak hours, under both analysis methodologies.

- In the Year 2013 without Project scenario, the intersection of West Coast Highway and Newport Boulevard is forecasted to operate at Level of Service E in the morning peak hour.

- The proposed project is forecasted to generate 173 daily trips, with 2 AM peak hour trips and 42 PM peak hour trips.

- In the Year 2013 with Project scenario, the intersection of West Coast Highway and Newport Boulevard would continue to operate at Level of Service E in the morning peak hour. The addition of traffic from the Sunset Ridge Park project will not significantly impact the intersection.

- The analysis indicates that the proposed project would not cause a significant impact at any study intersection.

- Access to Sunset Ridge Park is proposed to be provided via a park access road constructed from West Coast Highway through the adjacent Banning Ranch property. The access road would intersection West Coast Highway approximately 700 feet west of Superior Avenue.

- A signal warrant analysis was conducted for the future intersection of Bluff Road and West Coast Highway using the Caltrans Warrants 1 and 2 (Figure 9-4 of the Caltrans Traffic Manual). The intersection would satisfy both warrants and would, therefore, warrant signalization under future General Plan conditions, assuming build-out of Sunset Ridge Park, with or without development on the Banning Ranch property.

- Parking for the park will consist of a surface parking lot with 75 parking spaces, and 22 parallel parking spaces along the park access road, for a total of 97 parking spaces. The City's Zoning Code does not specify a parking rate for city parks. The Institute of Transportation Engineers (ITE) Parking Generation publication provides a peak parking rate of 5.1 spaces per acre for a city park. Using this rate, the parking requirement for Sunset Ridge Park would be 96 spaces.

APPENDIX A

TRAFFIC DATA COLLECTION WORKSHEETS

Transportation Studies, Inc.

2860 Walnut Avenue, Suite C
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: PROSPECT STREET
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0902156
Site Code : 00000000
Start Date : 2/12/2009
Page No : 1

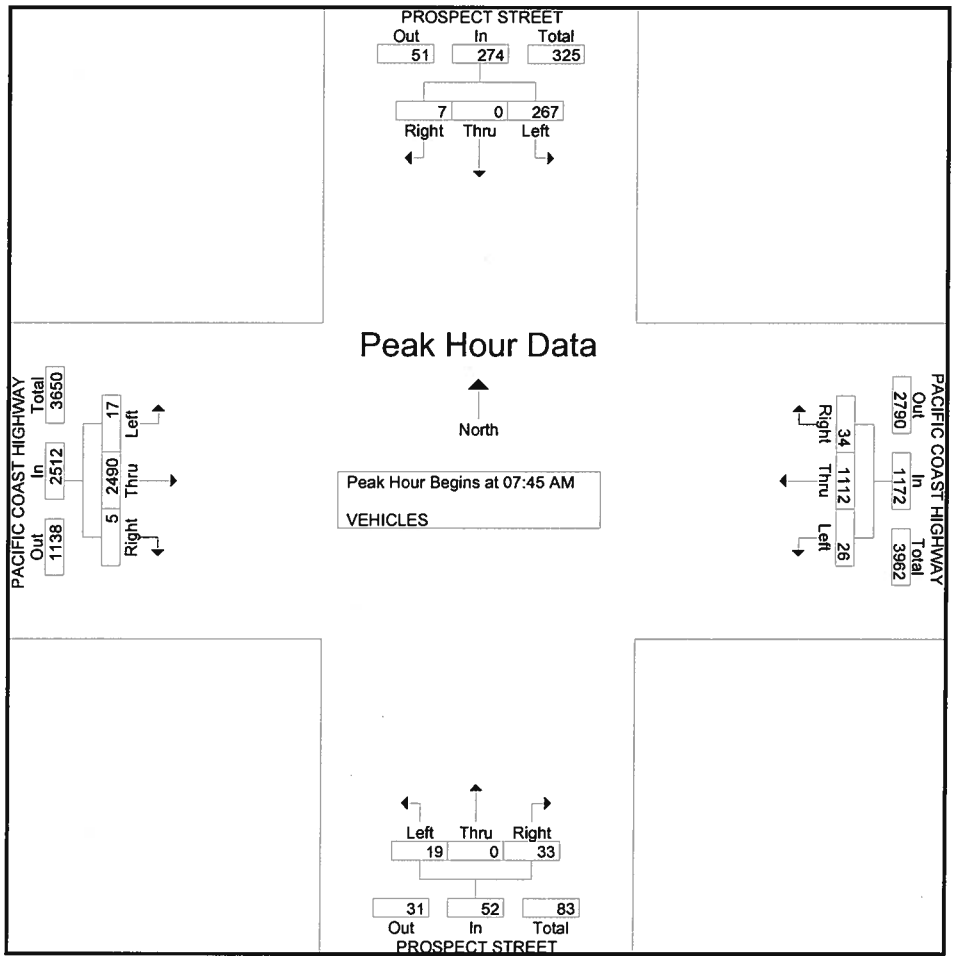
Groups Printed- VEHICLES

	PROSPECT STREET Southbound			PACIFIC COAST HIGHWAY Westbound			PROSPECT STREET Northbound			PACIFIC COAST HIGHWAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	1	0	41	11	184	5	6	0	3	1	541	2	795
07:15 AM	0	0	49	7	245	6	9	0	3	1	610	3	933
07:30 AM	0	0	63	7	246	6	5	0	5	3	614	2	951
07:45 AM	1	0	70	9	256	6	8	0	4	1	617	4	976
Total	2	0	223	34	931	23	28	0	15	6	2382	11	3655
08:00 AM	3	0	77	9	299	8	10	0	5	1	617	2	1031
08:15 AM	2	0	69	7	282	5	9	0	4	2	623	4	1007
08:30 AM	1	0	51	9	275	7	6	0	6	1	633	7	996
08:45 AM	2	0	65	7	262	4	8	0	3	2	614	3	970
Total	8	0	262	32	1118	24	33	0	18	6	2487	16	4004
*** BREAK ***													
04:30 PM	2	0	19	27	627	0	11	0	9	4	277	6	982
04:45 PM	1	1	16	30	614	2	9	0	3	3	302	3	984
Total	3	1	35	57	1241	2	20	0	12	7	579	9	1966
05:00 PM	4	0	21	32	640	3	10	0	2	2	298	2	1014
05:15 PM	2	0	17	27	666	9	8	0	7	2	315	4	1057
05:30 PM	2	0	19	36	675	4	9	0	4	5	323	5	1082
05:45 PM	1	0	28	32	656	6	6	0	7	2	308	3	1049
Total	9	0	85	127	2637	22	33	0	20	11	1244	14	4202
06:00 PM	3	1	24	37	648	4	5	0	3	1	333	4	1063
06:15 PM	3	0	20	31	610	3	2	1	6	1	316	3	996
Grand Total	28	2	649	318	7185	78	121	1	74	32	7341	57	15886
Apprch %	4.1	0.3	95.6	4.2	94.8	1	61.7	0.5	37.8	0.4	98.8	0.8	
Total %	0.2	0	4.1	2	45.2	0.5	0.8	0	0.5	0.2	46.2	0.4	

Transportation Studies, Inc.
2860 Walnut Avenue, Suite C
Tustin, CA. 92780

File Name : H0902156
Site Code : 00000000
Start Date : 2/12/2009
Page No : 2

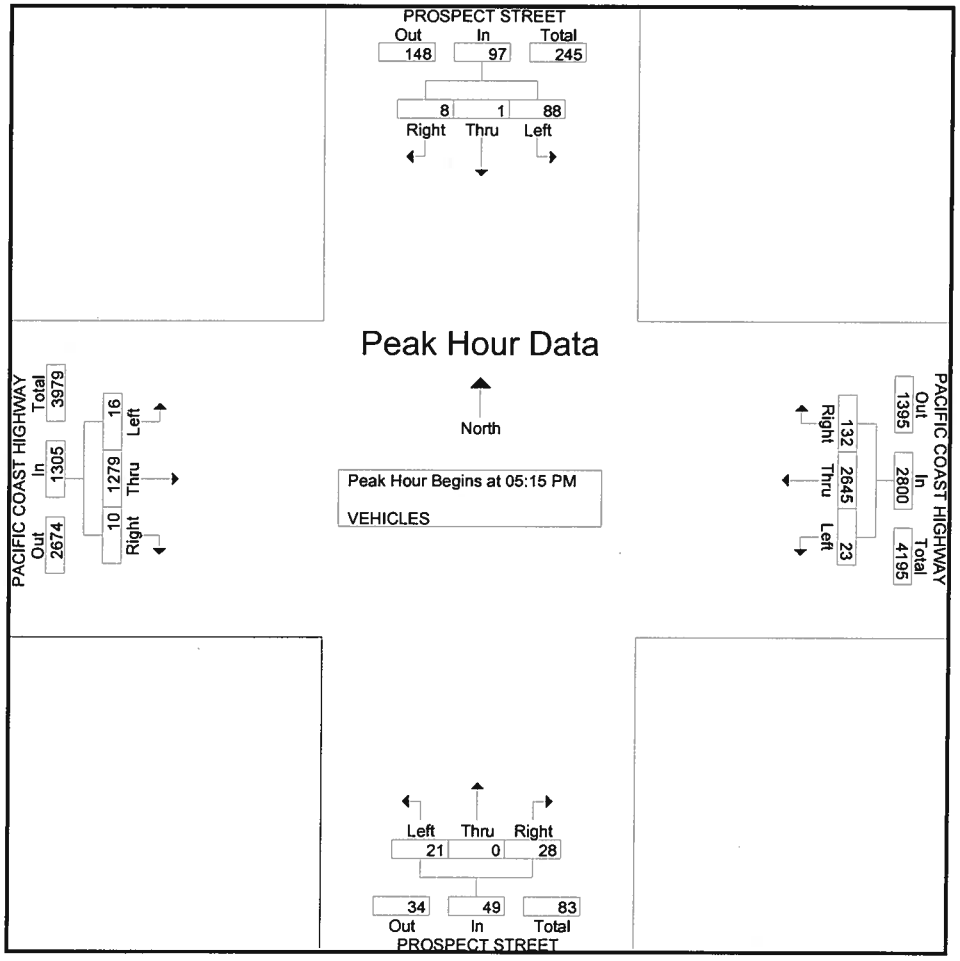
	PROSPECT STREET Southbound				PACIFIC COAST HIGHWAY Westbound				PROSPECT STREET Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	0	70	71	**9**	256	6	271	8	0	4	12	1	617	4	622	976
08:00 AM	**3**	0	**77**	**80**	9	**299**	**8**	**316**	**10**	0	5	**15**	1	617	2	620	**1031**
08:15 AM	2	0	69	71	7	282	5	294	9	0	4	13	**2**	623	4	629	1007
08:30 AM	1	0	51	52	9	275	7	291	6	0	**6**	12	1	**633**	7	**641**	996
Total Volume	7	0	267	274	34	1112	26	1172	33	0	19	52	5	2490	17	2512	4010
% App. Total	2.6	0	97.4		2.9	94.9	2.2		63.5	0	36.5		0.2	99.1	0.7		
PHF	.583	.000	.867	.856	.944	.930	.813	.927	.825	.000	.792	.867	.625	.983	.607	.980	.972



Transportation Studies, Inc.
2860 Walnut Avenue, Suite C
Tustin, CA. 92780

File Name : H0902156
Site Code : 00000000
Start Date : 2/12/2009
Page No : 3

	PROSPECT STREET Southbound				PACIFIC COAST HIGHWAY Westbound				PROSPECT STREET Northbound				PACIFIC COAST HIGHWAY 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 04:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	2	0	17	19	27	666	**9**	702	8	0	**7**	**15**	2	315	4	321	1057
05:30 PM	2	0	19	21	36	**675**	4	**715**	**9**	0	4	13	**5**	323	**5**	333	**1082**
05:45 PM	1	0	**28**	**29**	32	656	6	694	6	0	7	13	2	308	3	313	1049
06:00 PM	**3**	**1**	24	28	**37**	648	4	689	5	0	3	8	1	**333**	4	**338**	1063
Total Volume	8	1	88	97	132	2645	23	2800	28	0	21	49	10	1279	16	1305	4251
% App. Total	8.2	1	90.7		4.7	94.5	0.8		57.1	0	42.9		0.8	98	1.2		
PHF	.667	.250	.786	.836	.892	.980	.639	.979	.778	.000	.750	.817	.500	.960	.800	.965	.982



Transportation Studies, Inc.

2860 Walnut Avenue, Suite C
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: SUPERIOR AVENUE
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0902157
Site Code : 00000000
Start Date : 2/12/2009
Page No : 1

Groups Printed- VEHICLES

	SUPERIOR AVENUE Southbound			PACIFIC COAST HIGHWAY Westbound			SUPERIOR AVENUE Northbound			PACIFIC COAST HIGHWAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	48	31	37	18	158	11	18	49	27	38	409	119	963
07:15 AM	56	36	31	27	163	18	23	57	29	51	447	168	1106
07:30 AM	43	29	38	29	156	20	21	67	38	41	469	150	1101
07:45 AM	59	37	42	31	166	22	24	61	37	50	462	171	1162
Total	206	133	148	105	643	71	86	234	131	180	1787	608	4332
08:00 AM	61	44	43	39	197	24	29	64	42	57	506	187	1293
08:15 AM	68	37	45	47	207	27	30	72	48	53	497	181	1312
08:30 AM	59	47	40	38	198	22	31	69	41	51	449	170	1215
08:45 AM	47	41	36	29	191	26	30	64	39	49	421	159	1132
Total	235	169	164	153	793	99	120	269	170	210	1873	697	4952
*** BREAK ***													
04:30 PM	166	42	47	33	437	41	16	37	53	44	210	56	1182
04:45 PM	147	57	53	38	456	47	19	40	59	49	222	59	1246
Total	313	99	100	71	893	88	35	77	112	93	432	115	2428
05:00 PM	144	46	51	35	470	52	14	52	51	53	230	62	1260
05:15 PM	176	57	59	38	448	58	19	53	62	59	240	63	1332
05:30 PM	189	66	51	42	467	61	21	46	62	66	257	67	1395
05:45 PM	174	61	62	40	458	56	18	53	69	61	251	64	1367
Total	683	230	223	155	1843	227	72	204	244	239	978	256	5354
06:00 PM	171	59	56	42	481	51	20	56	61	57	238	64	1356
06:15 PM	157	51	54	37	464	52	33	64	59	59	233	57	1320
Grand Total	1765	741	745	563	5117	588	366	904	777	838	5541	1797	19742
Apprch %	54.3	22.8	22.9	9	81.6	9.4	17.9	44.2	38	10.2	67.8	22	
Total %	8.9	3.8	3.8	2.9	25.9	3	1.9	4.6	3.9	4.2	28.1	9.1	

Transportation Studies, Inc.
2860 Walnut Avenue, Suite C
Tustin, CA. 92780

File Name : H0902157
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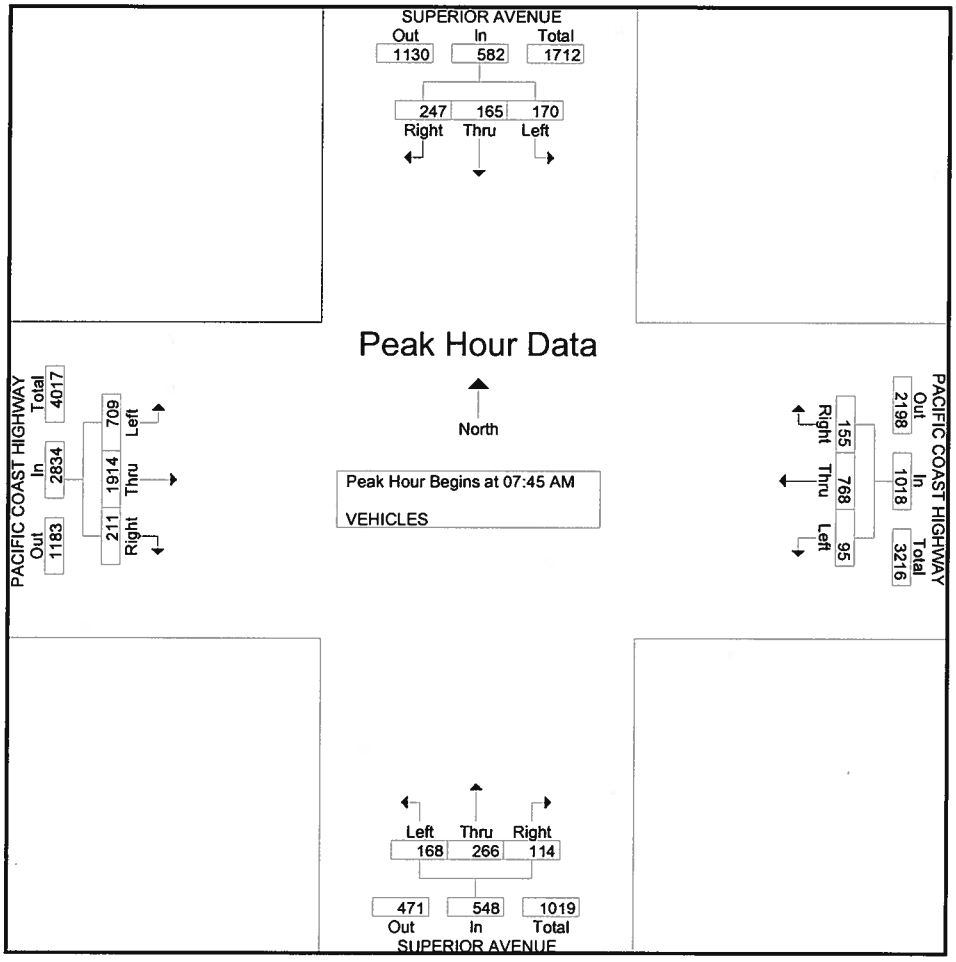
	SUPERIOR AVENUE Southbound				PACIFIC COAST HIGHWAY Westbound				SUPERIOR AVENUE Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	59	37	42	138	31	166	22	219	24	61	37	122	50	462	171	683	1162
08:00 AM	61	44	43	148	39	197	24	260	29	64	42	135	**57**	**506**	**187**	**750**	1293
08:15 AM	**68**	37	**45**	**150**	**47**	**207**	**27**	**281**	30	**72**	**48**	**150**	53	497	181	731	**1312**
08:30 AM	59	**47**	40	146	38	198	22	258	**31**	69	41	141	51	449	170	670	1215
Total Volume	247	165	170	582	155	768	95	1018	114	266	168	548	211	1914	709	2834	4982
% App. Total	42.4	28.4	29.2		15.2	75.4	9.3		20.8	48.5	30.7		7.4	67.5	25		
PHF	.908	.878	.944	.970	.824	.928	.880	.906	.919	.924	.875	.913	.925	.946	.948	.945	.949



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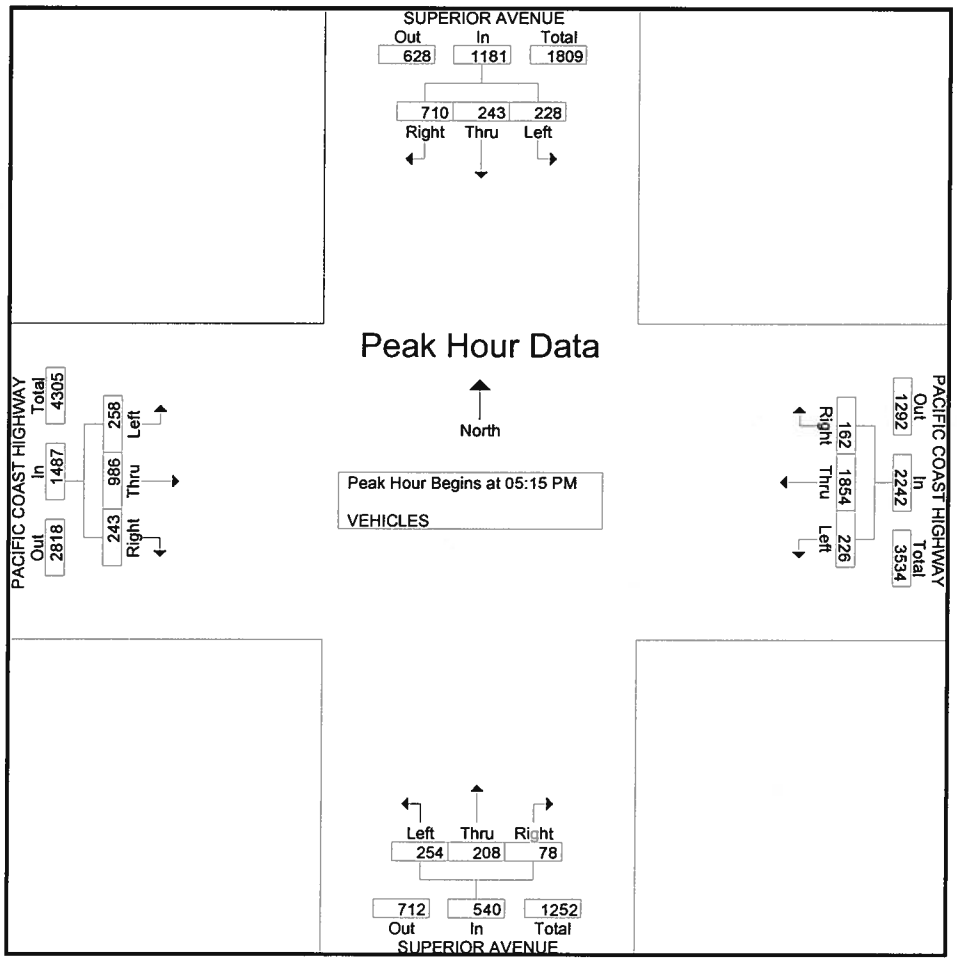
	SUPERIOR AVENUE Southbound				PACIFIC COAST HIGHWAY Westbound				SUPERIOR AVENUE Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	176	57	59	292	38	448	58	544	19	53	62	134	59	240	63	362	1332
05:30 PM	**189**	**66**	51	**306**	**42**	467	**61**	570	**21**	46	62	129	**66**	**257**	**67**	**390**	**1395**
05:45 PM	174	61	**62**	297	40	458	56	554	18	53	**69**	**140**	61	251	64	376	1367
06:00 PM	171	59	56	286	42	**481**	51	**574**	20	**56**	61	137	57	238	64	359	1356
Total Volume	710	243	228	1181	162	1854	226	2242	78	208	254	540	243	986	258	1487	5450
% App. Total	60.1	20.6	19.3		7.2	82.7	10.1		14.4	38.5	47		16.3	66.3	17.4		
PHF	.939	.920	.919	.965	.964	.964	.926	.976	.929	.929	.920	.964	.920	.959	.963	.953	.977



Transportation Studies, Inc.

2860 Walnut Avenue, Suite C
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: NEWPORT BOULEVARD
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H0902158
Site Code : 00000000
Start Date : 2/12/2009
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Groups Printed- VEHICLES

	NEWPORT BOULEVARD ON/OFF RAMPS Southbound			PACIFIC COAST HIGHWAY Westbound			NEWPORT BOULEVARD ON RAMP Northbound			PACIFIC COAST HIGHWAY Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	44	0	73	55	123	0	0	0	0	12	320	0	627
07:15 AM	41	0	77	55	144	0	0	0	0	24	373	0	714
07:30 AM	53	0	86	49	168	0	0	0	0	40	468	0	864
07:45 AM	64	0	99	75	210	0	0	0	0	46	547	0	1041
Total	202	0	335	234	645	0	0	0	0	122	1708	0	3246
08:00 AM	73	0	106	87	197	0	0	0	0	53	524	0	1040
08:15 AM	80	0	92	97	214	0	0	0	0	40	504	0	1027
08:30 AM	71	0	86	90	191	0	0	0	0	49	507	0	994
08:45 AM	63	0	87	79	199	0	0	0	0	46	487	0	961
Total	287	0	371	353	801	0	0	0	0	188	2022	0	4022
*** BREAK ***													
04:30 PM	87	0	140	122	413	0	0	0	0	33	287	0	1082
04:45 PM	104	0	138	113	444	0	0	0	0	37	328	0	1164
Total	191	0	278	235	857	0	0	0	0	70	615	0	2246
05:00 PM	122	0	153	127	456	0	0	0	0	31	322	0	1211
05:15 PM	110	0	139	108	472	0	0	0	0	44	310	0	1183
05:30 PM	57	0	156	139	451	0	0	0	0	47	301	0	1151
05:45 PM	119	0	140	120	428	0	0	0	0	44	307	0	1158
Total	408	0	588	494	1807	0	0	0	0	166	1240	0	4703
06:00 PM	104	0	137	119	437	0	0	0	0	37	310	0	1144
06:15 PM	93	0	127	101	420	0	0	0	0	39	314	0	1094
Grand Total	1285	0	1836	1536	4967	0	0	0	0	622	6209	0	16455
Apprch %	41.2	0	58.8	23.6	76.4	0	0	0	0	9.1	90.9	0	
Total %	7.8	0	11.2	9.3	30.2	0	0	0	0	3.8	37.7	0	

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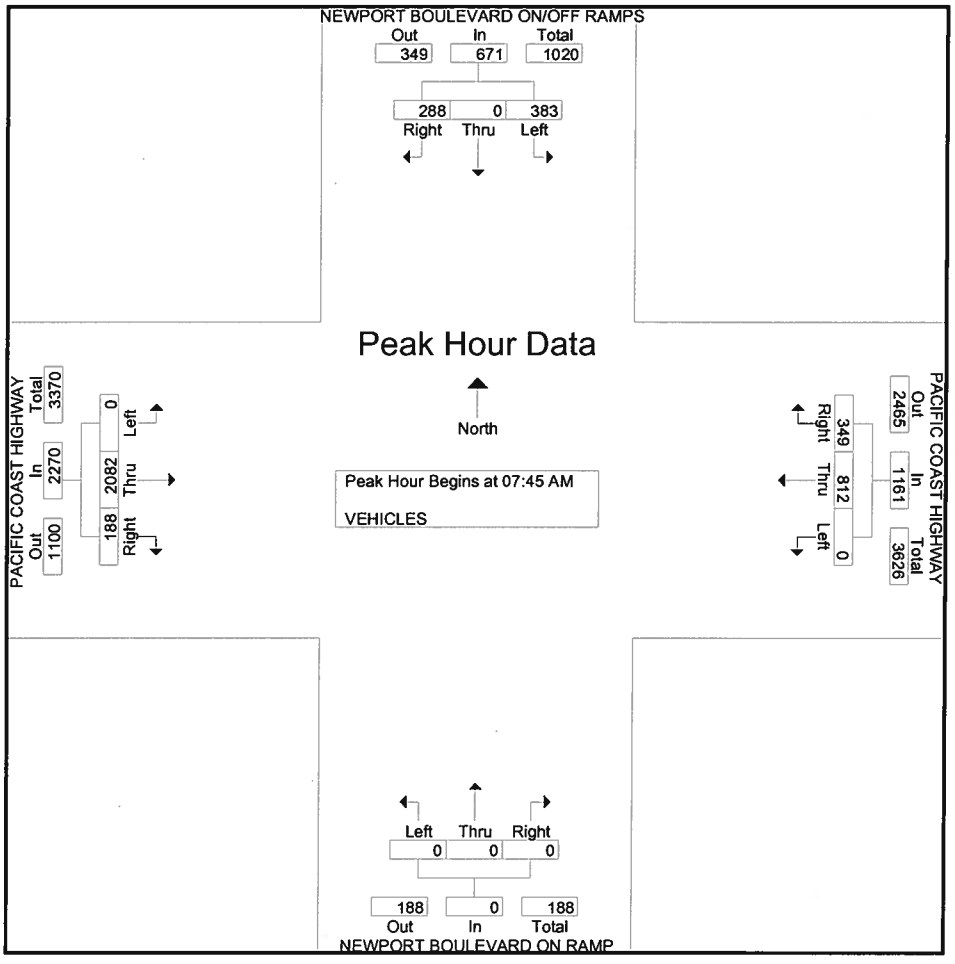
	NEWPORT BOULEVARD ON/OFF RAMPS Southbound				PACIFIC COAST HIGHWAY Westbound				NEWPORT BOULEVARD ON RAMP Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	64	0	99	163	75	210	0	285	0	0	0	0	46	**547**	0	**593**	**1041**
08:00 AM	73	0	**106**	**179**	87	197	0	284	0	0	0	0	**53**	524	0	577	1040
08:15 AM	**80**	0	92	172	**97**	**214**	0	**311**	0	0	0	0	40	504	0	544	1027
08:30 AM	71	0	86	157	90	191	0	281	0	0	0	0	49	507	0	556	994
Total Volume	288	0	383	671	349	812	0	1161	0	0	0	0	188	2082	0	2270	4102
% App. Total	42.9	0	57.1		30.1	69.9	0		0	0	0		8.3	91.7	0		
PHF	.900	.000	.903	.937	.899	.949	.000	.933	.000	.000	.000	.000	.887	.952	.000	.957	.985



Transportation Studies, Inc.
2860 Walnut Avenue, Suite C
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File Name : H0902158
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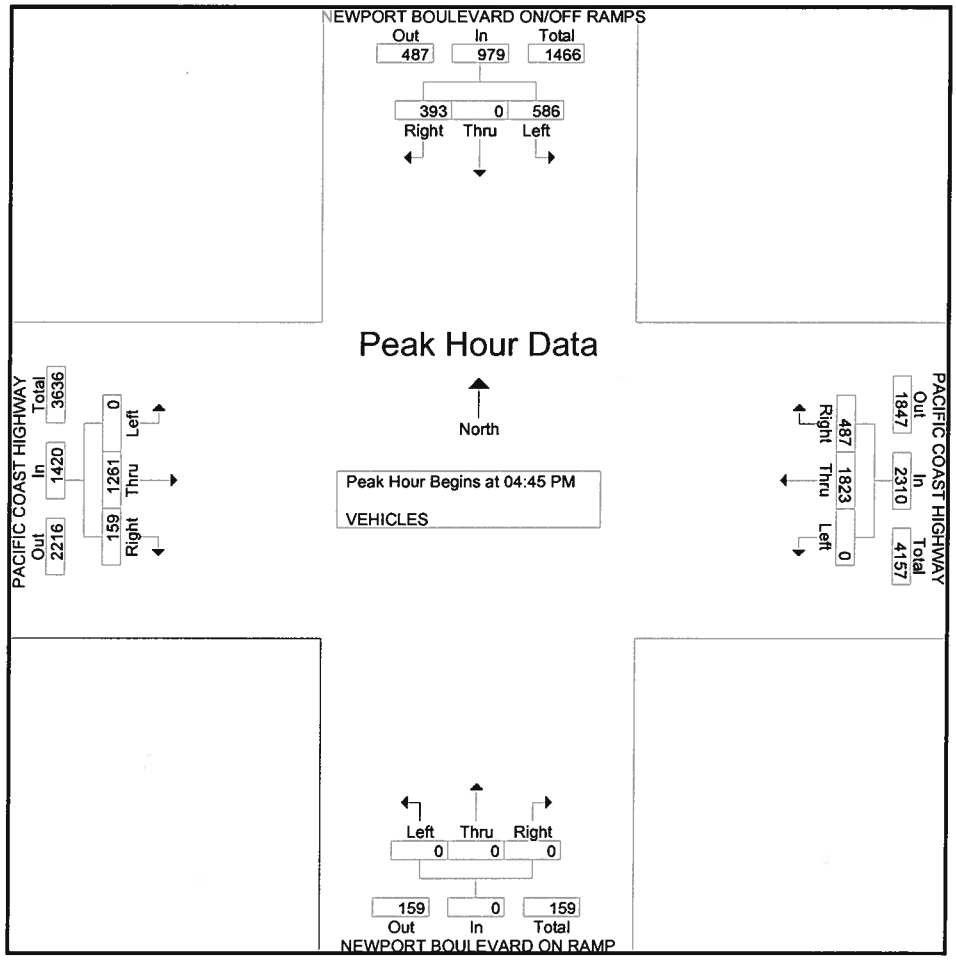
	NEWPORT BOULEVARD ON/OFF RAMPS Southbound				PACIFIC COAST HIGHWAY Westbound				NEWPORT BOULEVARD ON RAMP Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	104	0	138	242	113	444	0	557	0	0	0	0	37	**328**	0	**365**	1164
05:00 PM	**122**	0	153	**275**	127	456	0	583	0	0	0	0	31	322	0	353	**1211**
05:15 PM	110	0	139	249	108	**472**	0	580	0	0	0	0	44	310	0	354	1183
05:30 PM	57	0	**156**	213	**139**	451	0	**590**	0	0	0	0	**47**	301	0	348	1151
Total Volume	393	0	586	979	487	1823	0	2310	0	0	0	0	159	1261	0	1420	4709
% App. Total	40.1	0	59.9		21.1	78.9	0		0	0	0		11.2	88.8	0		
PHF	.805	.000	.939	.890	.876	.966	.000	.979	.000	.000	.000	.000	.846	.961	.000	.973	.972



Transportation Studies, Inc.

2860 Walnut Avenue, Suite C
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: SUPERIOR AVENUE
E-W Direction: PLACENTIA AVENUE

File Name : H0902159
Site Code : 00000000
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Groups Printed- VEHICLES

	SUPERIOR AVENUE Southbound			PLACENTIA AVENUE Westbound			SUPERIOR AVENUE Northbound			PLACENTIA AVENUE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	1	55	8	6	23	2	4	141	43	59	36	4	382
07:15 AM	0	40	7	5	34	1	4	160	56	50	44	2	403
07:30 AM	1	67	15	19	53	3	6	197	60	49	82	3	555
07:45 AM	3	61	9	11	62	2	12	197	110	77	104	8	656
Total	5	223	39	41	172	8	26	695	269	235	266	17	1996
08:00 AM	4	57	16	9	69	0	6	183	90	75	65	2	576
08:15 AM	1	58	17	22	43	3	9	226	86	67	74	5	611
08:30 AM	2	67	12	11	33	6	12	193	81	64	59	3	543
08:45 AM	1	58	16	8	35	3	11	200	102	53	67	1	555
Total	8	240	61	50	180	12	38	802	359	259	265	11	2285
*** BREAK ***													
04:30 PM	2	181	14	26	65	13	4	98	61	80	38	3	585
04:45 PM	3	144	14	14	65	8	7	104	55	94	41	4	553
Total	5	325	28	40	130	21	11	202	116	174	79	7	1138
05:00 PM	2	181	17	27	98	8	5	113	54	75	51	1	632
05:15 PM	4	158	12	19	59	12	6	104	54	67	36	3	534
05:30 PM	1	175	4	22	64	9	4	117	57	79	44	2	578
05:45 PM	2	161	5	10	40	12	3	107	55	77	34	0	506
Total	9	675	38	78	261	41	18	441	220	298	165	6	2250
06:00 PM	0	171	9	11	37	9	2	102	33	59	32	1	466
06:15 PM	1	158	6	12	34	10	2	96	37	64	28	1	449
Grand Total	28	1792	181	232	814	101	97	2338	1034	1089	835	43	8584
Apprch %	1.4	89.6	9	20.2	71	8.8	2.8	67.4	29.8	55.4	42.5	2.2	
Total %	0.3	20.9	2.1	2.7	9.5	1.2	1.1	27.2	12	12.7	9.7	0.5	

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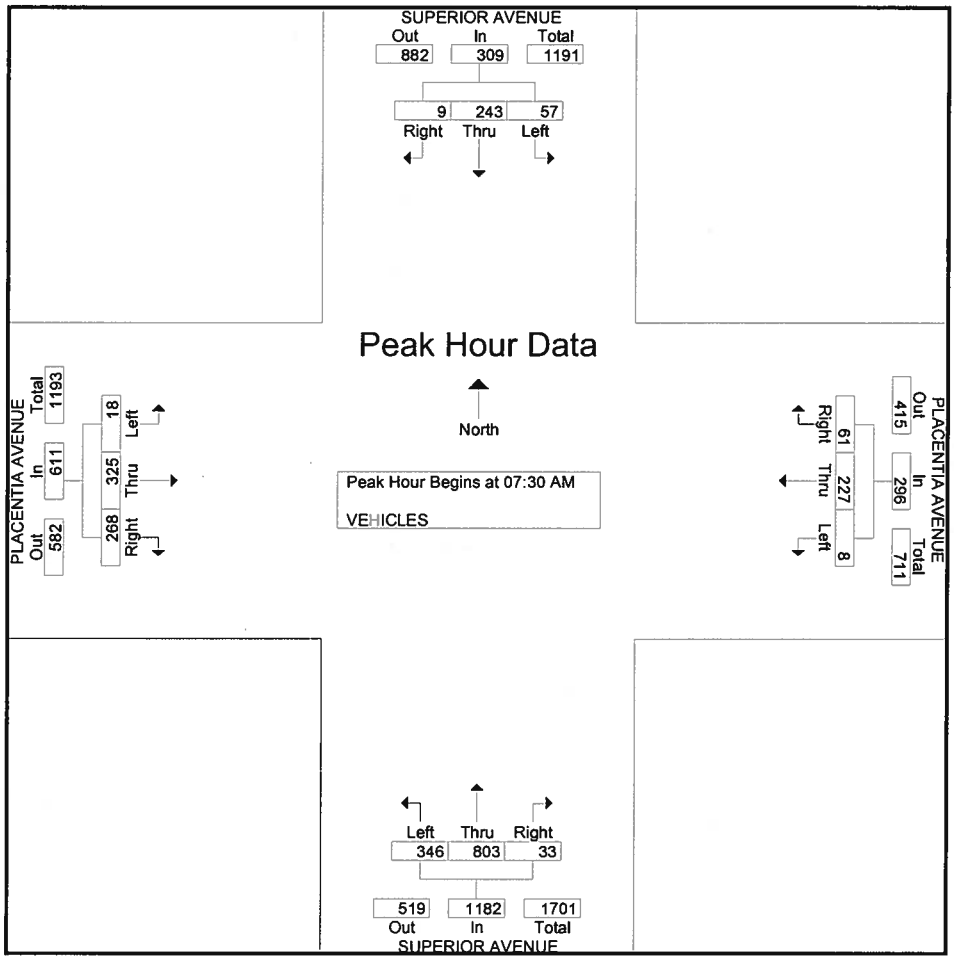
	SUPERIOR AVENUE Southbound				PLACENTIA AVENUE Westbound				SUPERIOR AVENUE Northbound				PLACENTIA AVENUE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	**67**	15	**83**	19	53	**3**	75	6	197	60	263	49	82	3	134	555
07:45 AM	3	61	9	73	11	62	2	75	**12**	197	**110**	319	**77**	**104**	**8**	**189**	**656**
08:00 AM	**4**	57	16	77	9	**69**	0	**78**	6	183	90	279	75	65	2	142	576
08:15 AM	1	58	**17**	76	**22**	43	3	68	9	**226**	86	**321**	67	74	5	146	611
Total Volume	9	243	57	309	61	227	8	296	33	803	346	1182	268	325	18	611	2398
% App. Total	2.9	78.6	18.4		20.6	76.7	2.7		2.8	67.9	29.3		43.9	53.2	2.9		
PHF	.563	.907	.838	.931	.693	.822	.667	.949	.688	.888	.786	.921	.870	.781	.563	.808	.914



Transportation Studies, Inc.

2860 Walnut Avenue, Suite C
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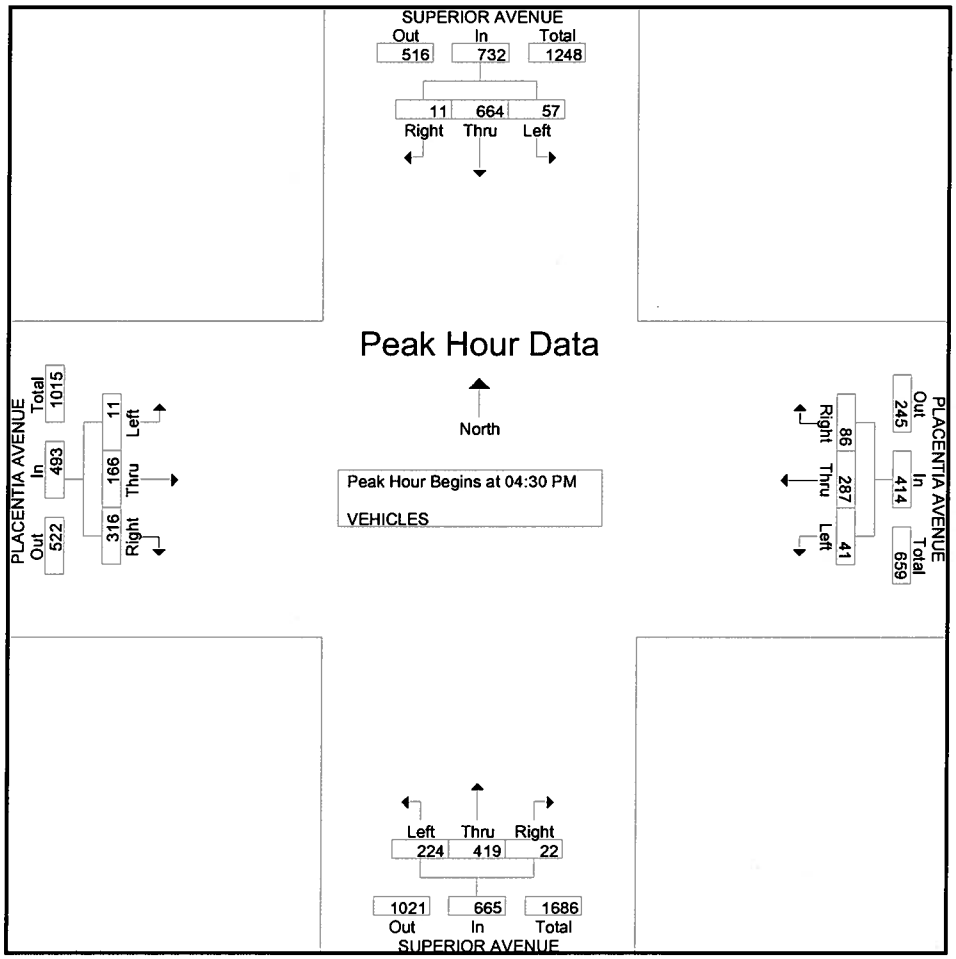
	SUPERIOR AVENUE Southbound				PLACENTIA AVENUE Westbound				SUPERIOR AVENUE Northbound				PLACENTIA AVENUE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	2	**181**	14	197	26	65	**13**	104	4	98	**61**	163	80	38	3	121	585
04:45 PM	3	144	14	161	14	65	8	87	**7**	104	55	166	**94**	41	4	**139**	553
05:00 PM	2	181	**17**	**200**	**27**	**98**	8	**133**	5	**113**	54	**172**	75	**51**	1	127	**632**
05:15 PM	**4**	158	12	174	19	59	12	90	6	104	54	164	67	36	3	106	534
Total Volume	11	664	57	732	86	287	41	414	22	419	224	665	316	166	11	493	2304
% App. Total	1.5	90.7	7.8		20.8	69.3	9.9		3.3	63	33.7		64.1	33.7	2.2		
PHF	.688	.917	.838	.915	.796	.732	.788	.778	.786	.927	.918	.967	.840	.814	.688	.887	.911



APPENDIX B

COMMITTED AND CUMULATIVE PROJECTS INFORMATION

APPROVED PROJECT LIST

Traffic Phasing Data
Projects Less Than 100% Complete

Project Number	Project Name	Percent
148	FASHION ISLAND EXPANSION	40 %
154	TEMPLE BAT YAHM EXPANSION	65 %
555	CIOSA - IRVINE PROJECT	91 %
910	NEWPORT DUNES	0 %
936	1401 DOVE STREET	0 %
944	1901 WESTCLIFF SURGICAL C	0 %
945	HOAG HOSPITAL PHASE III	0 %
947	BIRCH MEDICAL OFFICE CO	0 %
949	ST. MARK PRESBYTERIAN CHU	77 %
951	CORPORATE PLAZA WEST PHAS	0 %
952	MARINER'S MILE GATEWAY	0 %
953	LAND ROVER NB SERVICE CEN	0 %
954	OLQA CHURCH EXPANSION	0 %
955	2300 NEWPORT BLVD	0 %
957	NEWPORT EXECUTIVE COURT	0 %
958	HOAG HEALTH CENTER	0 %
959	NORTH NEWPORT CENTER	0 %
960	SANTA BARBARA CONDO (MARR	0 %

Traffic Phasing Ordinance
Approved Projects 80% Volume Summary
Intersection Report

Int. Number: 1855 — Int. Name: COAST HWY W / SUPERIOR AVE BALBOA BLVD

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	13	30	97	42	1	12			6	24	48	49			42	
PM	17	137	102	67		16	1		27	110	63	36	3		67	

Int. Number: 2565 — Int. Name: SUPERIOR AVE / PLACENTIA AVE

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	52	5	60	54		4	48		5			60		24	30	
PM	70	2	79	247		6	63		2			79		110	138	

Int. Number: 2620 — Int. Name: NEWPORT BLVD / COAST HWY W

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM		61	16	42				26		35		12	4		42	
PM		105	83	26				86		19		76	7		26	

Int. Number: 2260 — Int. Name: COAST HWY W / PROSPECT ST

	1 Hr Peak Totals				1 Hr Peak											
	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM			86	49								86			49	
PM			87	150								87			150	

Coast Hwy / Bluff Rd

AM	0	0	0	0	0	0	0	97	0	0	67	0				
PM	0	0	0	0	0	0	0	102	0	0	177	0				

CUMULATIVE PROJECT LIST

City Hall & Park Development
1100 Avocado Avenue

Trip Generation Rates

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Government Office Complex	ITE-8th		TSF	1.97	0.24	2.21	0.88	1.97	2.85	27.92
Library	ITE-8th		TSF	0.74	0.3	1.04	3.5	3.8	7.30	56.24
City Park*	ITE-8th		ACRES	0.01	0	0.01	0.02	0.04	0.06	1.59
	ITE-8th									

Note: * - City Park AM and PM peak hour trip rates are unavailable. County Park AM and PM peak hour trip generation rates used.

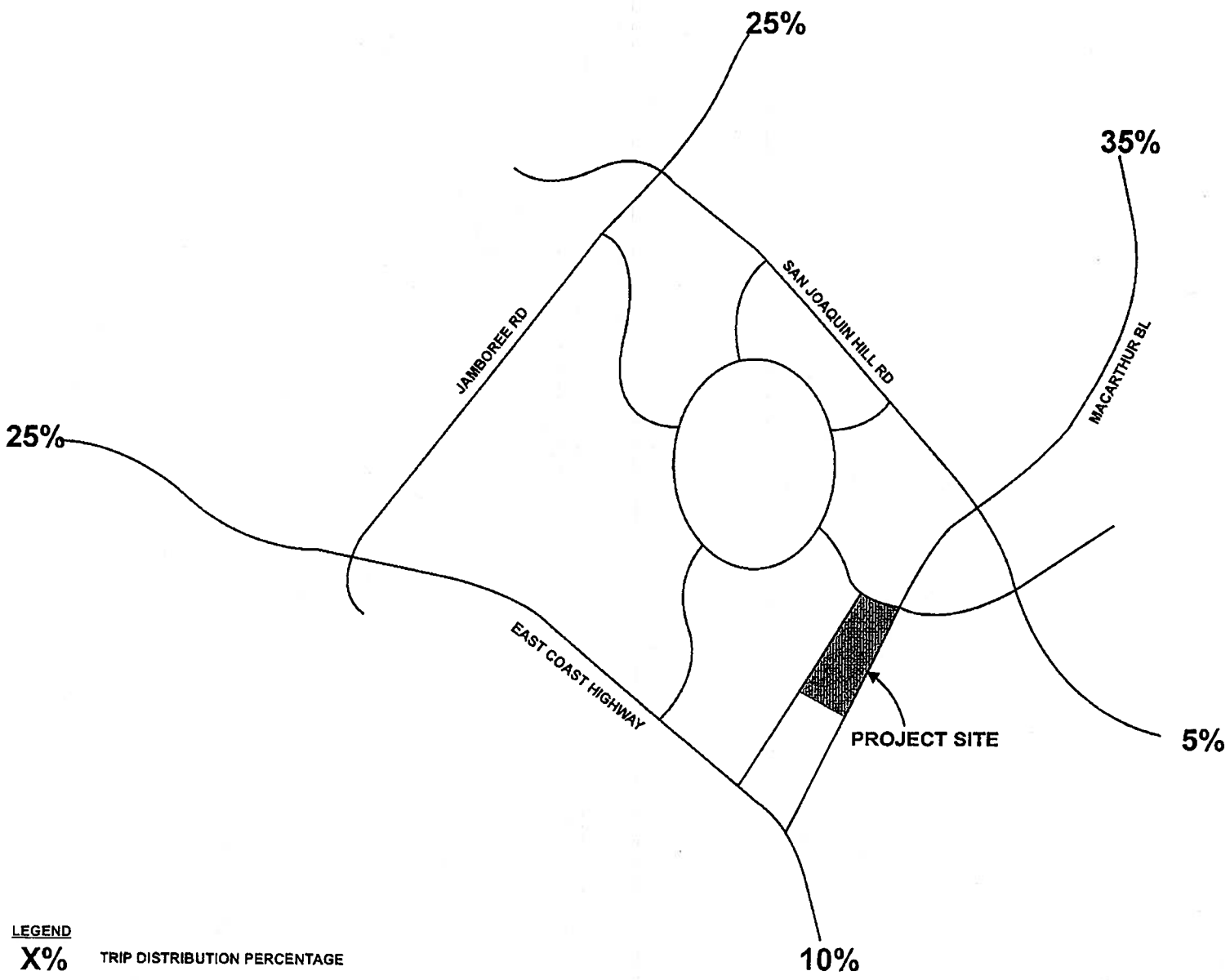
Existing Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
	ITE-8th									
	ITE-8th									
	ITE-8th									
Total						0			0	0

Proposed Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
City Hall	ITE-8th	98	TSF	193	24	217	86	193	279	2736
Library	ITE-8th	17.135	TSF	13	5	18	60	65	125	964
City Park*	ITE-8th	15	ACRES	0	0	0	0	1	1	24
	ITE-8th									
Total				206	29	235	147	259	405	3724

Net Increase				**206**	**29**	**235**	**147**	**259**	**405**	**3724**



LEGEND

X% TRIP DISTRIBUTION PERCENTAGE

CITY HALL AND PARK DEVELOPMENT
TRIP DISTRIBUTION

Coast Community College
1505-1533 Monrovia Avenue

Trip Generation Rates

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Warehouse	ITE-8th		TSF	0.24	0.06	0.30	0.08	0.24	0.32	3.56
General Light Industrial	ITE-8th		TSF	0.81	0.11	0.92	0.12	0.85	0.97	6.97
Office	ITE-8th		TSF	1.36	0.19	1.55	0.25	1.24	1.49	11.01
Community College	ITE-8th		TSF	2.21	0.78	2.99	1.47	1.07	2.54	27.49

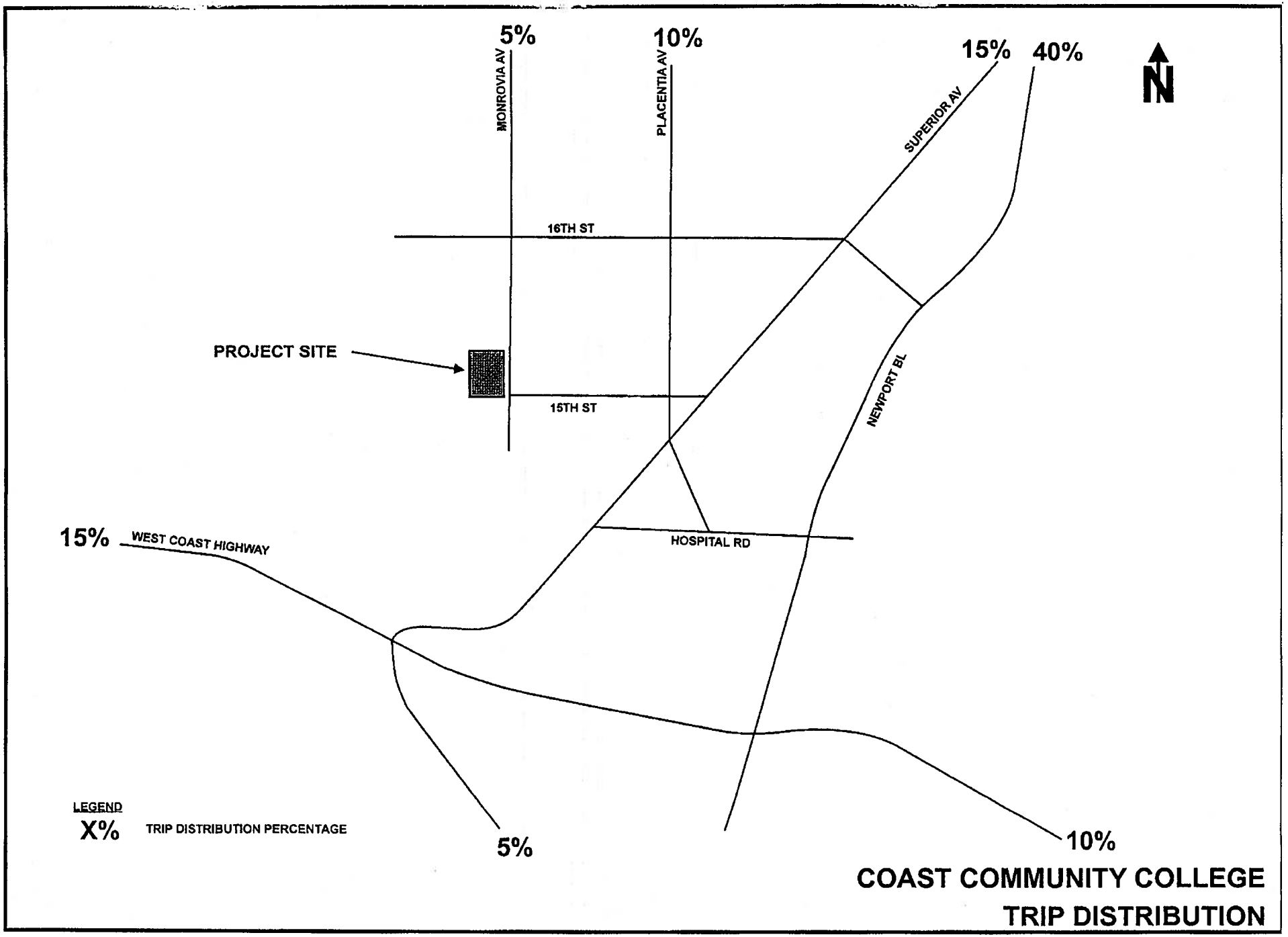
Existing Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Warehouse	ITE-8th	3.6	TSF	1	0	1	0	1	1	13
General Light Industrial	ITE-8th	10	TSF	8	1	9	1	9	10	70
Office	ITE-8th	19.574	TSF	27	4	30	5	24	29	216
	ITE-8th									
Total				36	5	41	6	34	40	298

Proposed Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Community College	ITE-8th	67	TSF	148	52	200	98	72	170	1842
	ITE-8th		TSF	0	0	0	0	0	0	0
	ITE-8th		TSF	0	0	0	0	0	0	0
	ITE-8th		TSF	0	0	0	0	0	0	0
Total				148	52	200	98	72	170	1842

Net Increase				**112**	**47**	**160**	**92**	**38**	**130**	**1544**



COAST COMMUNITY COLLEGE
TRIP DISTRIBUTION

MARINA PARK.

Table 1

TRIP GENERATION SUMMARY

LAND USE	UNITS	AM PEAK HOUR IN	AM PEAK HOUR OUT	AM PEAK HOUR TOTAL	PM PEAK HOUR IN	PM PEAK HOUR OUT	PM PEAK HOUR TOTAL	ADT
TRIP RATES								
Park[1]	Acre	.28	.20	.48	.38	.92	1.30	15.70
Recreational Community Center (ITE 495)[2]	TSF	.99	.63	1.62	.48	1.16	1.64	22.88
Marina (ITE 420)	Berth	.03	.05	.08	.11	.08	.19	2.96
TRIP GENERATION								
Proposed Project								
Park	4.89 Acres	1	1	2	2	4	6	77
Community Ctr/Sailing Ctr/Cafe	21.3 TSF	21	13	34	10	25	35	487
Visitor Marina	23 Berths	1	1	2	3	2	5	68
Sub-Total		23	15	38	15	31	46	632
Existing Use								
Mobile Home Park	57 DU	-5	-13	-18	-7	-7	-14	-194
Park	1.2 Acres	0	0	0	0	-1	-1	-19
Community Ctr	2.9 TSF	-3	-2	-5	-1	-4	-5	-67
NET NEW TRIPS		**15**	**0**	**15**	**7**	**19**	**26**	**352**

Notes:

[1] Park AM and PM trip rates from ITE City Park (411) rate/acre, ADT rate averaged from City (411) and Beach (415) Park ADT rate/acre.

[2] ITE Recreational Community Center (495) trip rates applied to Community Center, Sailing Center, and Café.

The Girl Scout House will be relocated on-site and results in no net change in project trips.

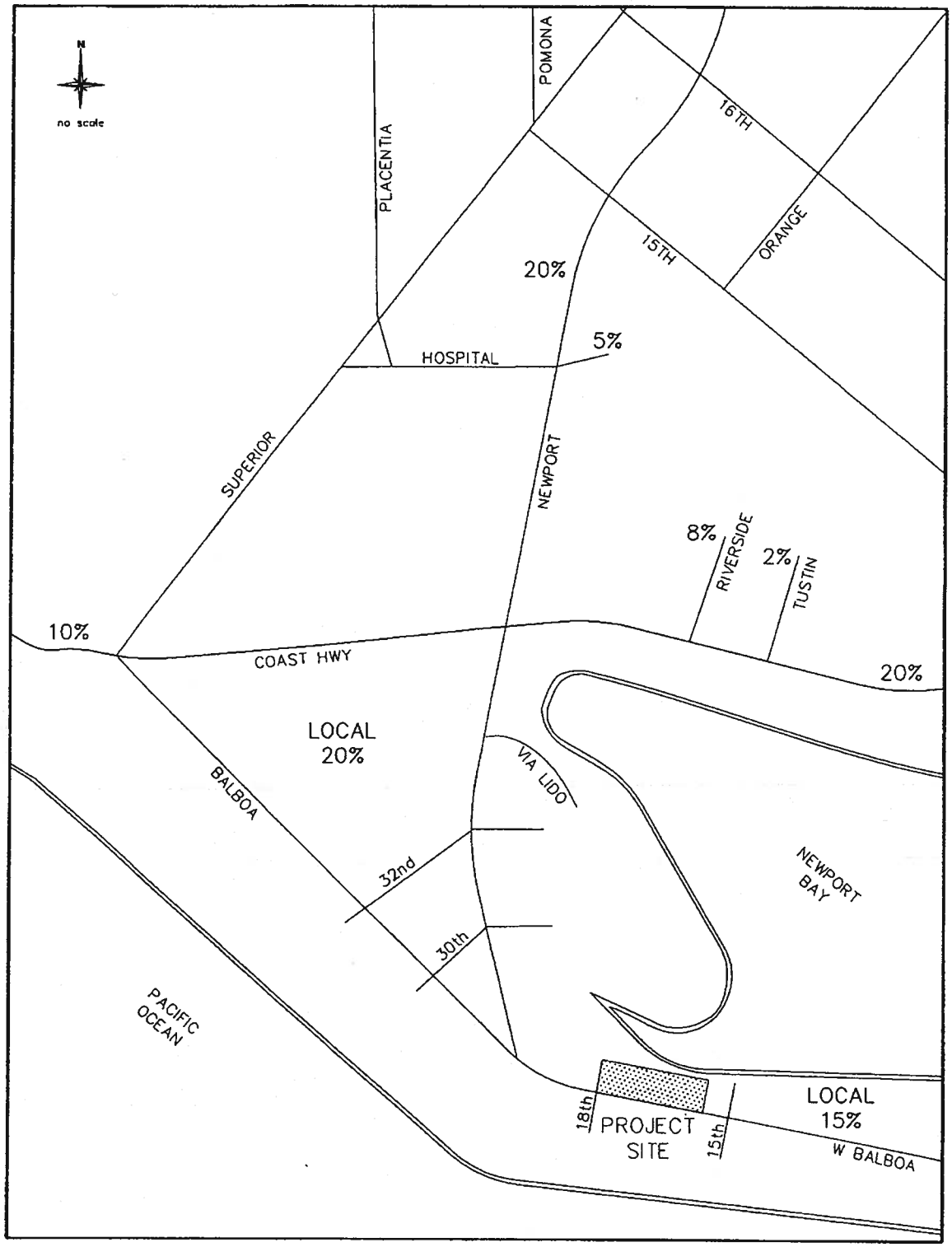


Figure 3

GENERAL PROJECT DISTRIBUTION

Mariner's Medical Arts
1901 Westcliff Drive

Trip Generation Rates

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Medical Office	ITE-8th		TSF	1.82	0.48	2.30	0.93	2.53	3.46	36.13
	ITE-8th									
	ITE-8th									
	ITE-8th									

Existing Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
	ITE-8th									
	ITE-8th									
	ITE-8th									
Total						0			0	0

Proposed Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Medical Office	ITE-8th	12.245	TSF	22	6	28	11	31	42	442
	ITE-8th									
	ITE-8th									
	ITE-8th									
Total				22	6	28	11	31	42	442

Net Increase				**22**	**6**	**28**	**11**	**31**	**42**	**442**

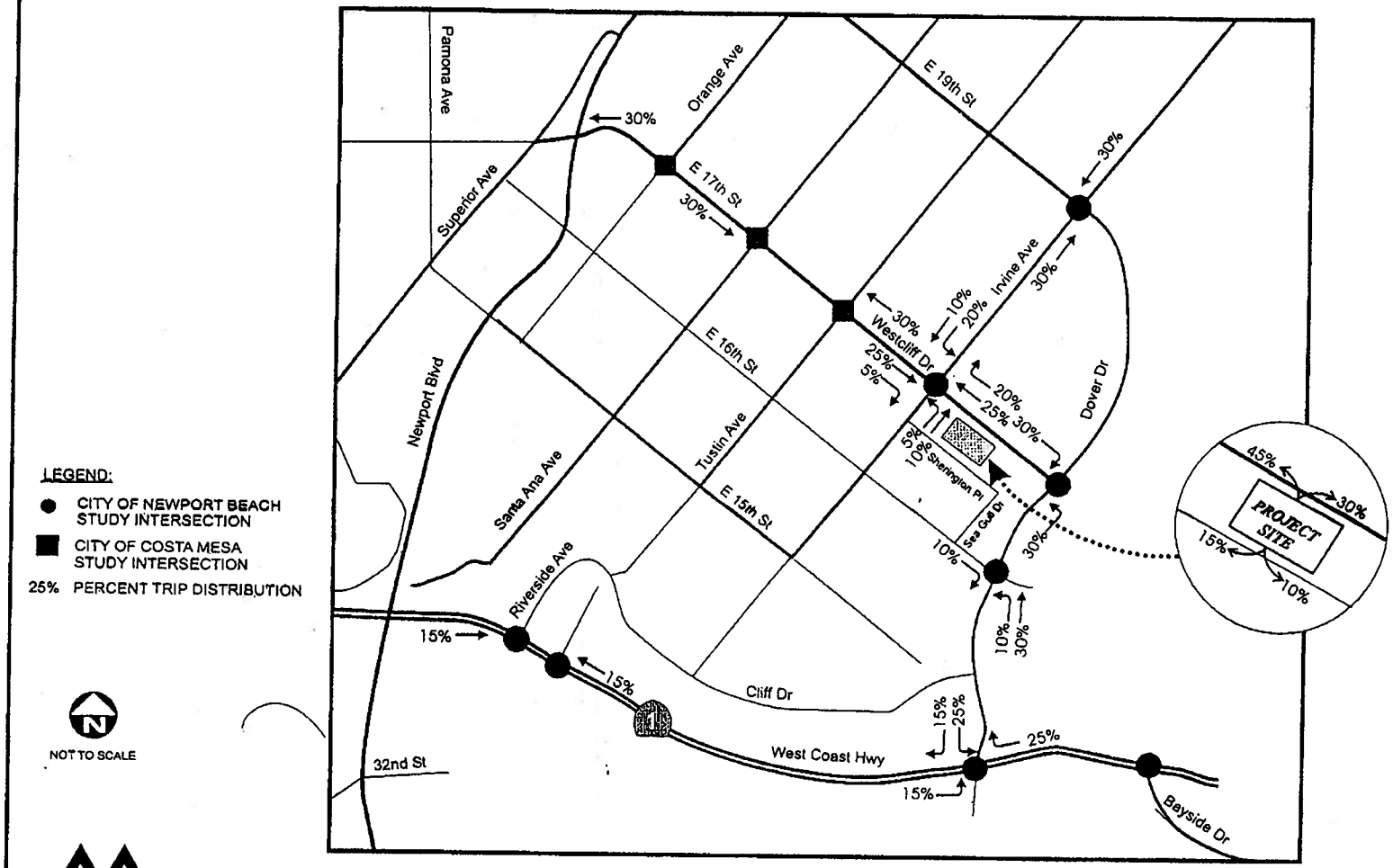

Pamona Ave
Orange Ave
E 19th St
Superior Ave
E 17th St
Irvine Ave
Newport Blvd
E 16th St
Westcliff Dr
Dover Dr
Tustin Ave
Santa Ana Ave
E 15th St
Sea Gull Dr
Riverside Ave
Cliff Dr
West Coast Hwy
32nd St
Bayside Dr
30%
10%
20%
25%
5%
15%
45%
PROJECT SITE
LEGEND:
CITY OF NEWPORT BEACH STUDY INTERSECTION
CITY OF COSTA MESA STUDY INTERSECTION
25% PERCENT TRIP DISTRIBUTION
NOT TO SCALE
Meyer, Mohaddes Associates, Inc.
An Iteris Company
NEWPORT BEACH
1901 WESTCLIFF DRIVE TRAFFIC PHASING ORDINANCE
FIGURE 6
Project Trip Distribution Percentages

TABLE 4-1

TRIP GENERATION RATES[1]

WEEKDAY CONDITIONS

LAND USE	PEAK HOUR TRIP RATES				DAILY RATE
	AM		PM		
	IN	OUT	IN	OUT	
Morman Temple Rates Based on:					
Thousand Square Feet	1.12	0.28	0.93	0.56	23.46

WEEKEND CONDITIONS

LAND USE	PEAK HOUR TRIP		DAILY RATE
	IN	OUT	
Morman Temple Rates Based on:			
Thousand Square Feet	3.12	2.99	44.11

[1] Source: Empirical data collection/trip generation analysis conducted by Solaegui Engineers, LTD (September 15, 2001)

U:\UcJobs\00636\Excel\[00636-02.xls]T4-1

TABLE 4-2

NEWPORT BEACH MORMON TEMPLE TRIP GENERATION SUMMARY

WEEKDAY

LAND USE	QUANTITY	UNITS[1]	PEAK HOUR				DAILY
			AM		PM		
			IN	OUT	IN	OUT	
Mormon Temple							
Thousand Square Feet	17.46	TSF	20	5	16	10	410

WEEKEND

LAND USE	QUANTITY	UNITS[1]	PEAK HOUR		DAILY
			IN	OUT	
Mormon Temple					
Thousand Square Feet	17.46	TSF	54	52	770

[1] TSF = Thousand Square Feet

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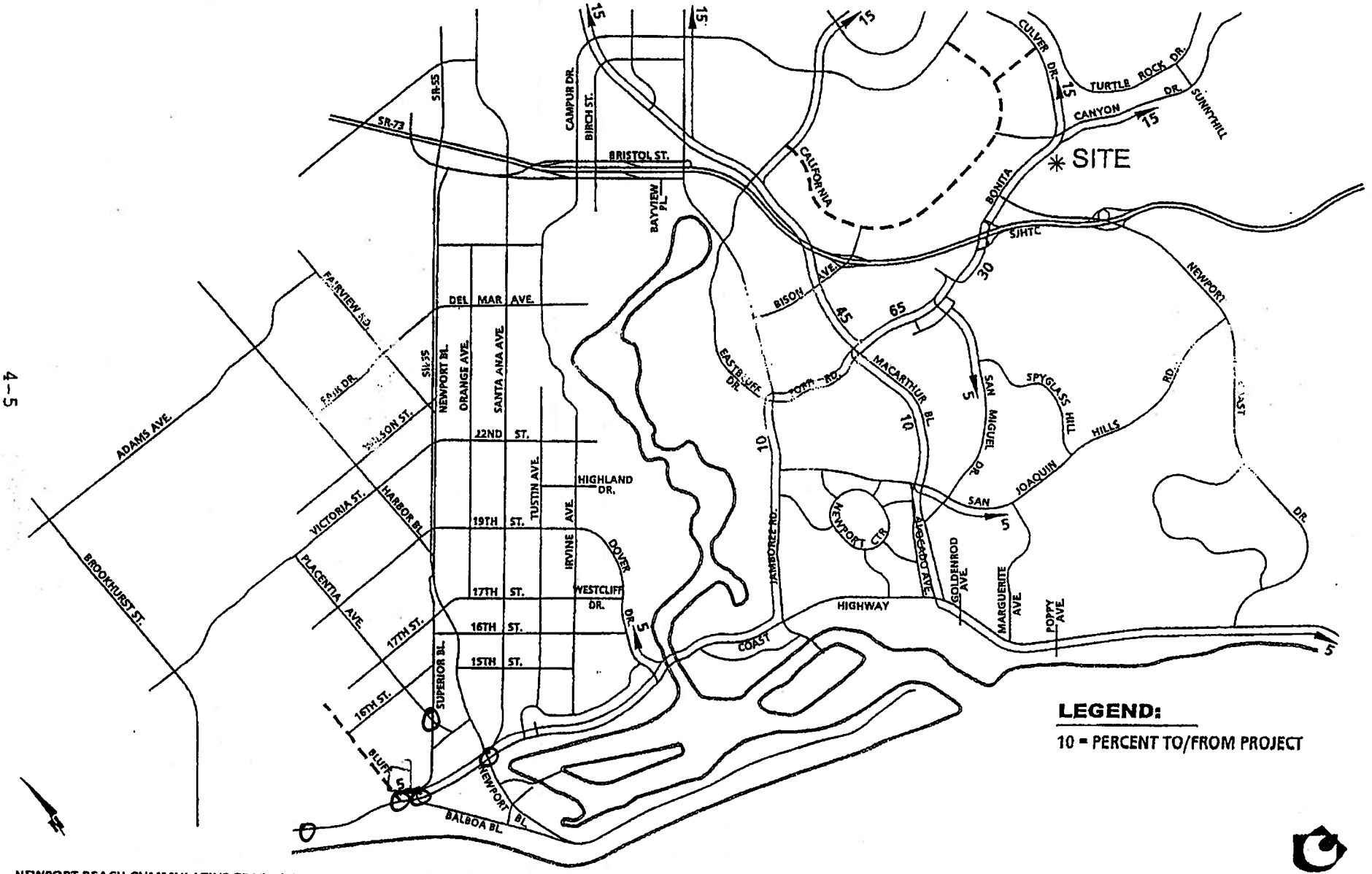
EXHIBIT 4-A

MORMAN TEMPLE TRIP DISTRIBUTION



NEWPORT BEACH CUMMULATIVE TRAFFIC ANALYSIS, Newport Beach, California - 00636:20

URBAN CROSSROADS

TABLE 12-1

TRIP GENERATION RATES[1]
Newport Coast

LAND USE	UNITS[2]	PEAK HOUR				DAILY
		AM		PM		
		IN	OUT	IN	OUT	
Condominium/Townhouse	DU	0.17	0.49	0.47	0.36	8.10
Multi Family Dwelling	DU	~~0.90~~	0.42	0.43	0.20	6.47
Single Family Detached Residential	DU	0.20	0.70	0.70	0.40	11.00
State Park (gross acres)	AC	0.21	0.90	0.29	0.31	19.15

0.09

[1] Source: City of Newport Beach Trip Generation Rates

[2] DU = Dwelling Units
AC = Acres

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TABLE 12-2

PROJECT TRIP GENERATION

Newport Coast

TAZ	PLANNING AREA	LAND USE	QUANTITY	UNITS[1]	PEAK HOUR AM IN	PEAK HOUR AM OUT	PEAK HOUR PM IN	PEAK HOUR PM OUT	DAILY
1	1A	Condominium/Townhouse	121	DU	21	59	57	44	980
	1B	Single Family Detached Residential	36	DU	7	25	25	14	396
	1C	Condominium/Townhouse	888	DU	151	435	417	320	7,193
	2A	Single Family Detached Residential	206	DU	41	144	144	82	2,266
	13C	Multi Family Dwelling	116	DU	~~104~~ 10	49	50	23	751
	13D	Multi Family Dwelling	116	DU	~~104~~ 10	49	50	23	751
	13E	Multi Family Dwelling	116	DU	~~104~~ 10	49	50	23	751
TOTAL FOR TAZ 1					532 250	810	793	529	13,088
2	3A	Single Family Detached Residential	347	DU	69	243	243	139	3,817
	3B	Single Family Detached Residential	450	DU	90	315	315	180	4,950
	4B	Single Family Detached Residential	587	DU	117	411	411	235	6,457
	13A	Multi Family Dwelling	117	DU	~~195~~ 11	49	50	23	757
	13B	Multi Family Dwelling	117	DU	~~195~~ 11	49	50	23	757
	14	Single Family Detached Residential	26	DU	5	18	18	10	286
	17	State Park (gross acres)	~~2,807~~	AC	~~589~~	~~2,526~~	~~814~~	~~870~~	~~53,754~~
TOTAL FOR TAZ 2					~~1,080~~ 303	3,611	1,901	1,480	70,778
3	2B	Single Family Detached Residential	62	DU	12	43	43	25	682
	4A	Single Family Detached Residential	784	DU	157	549	549	314	8,624
TOTAL FOR TAZ 3					169	592	592	339	9,306
4	2C	Single Family Detached Residential	307	DU	61	215	215	123	3,377
	5	Single Family Detached Residential	300	DU	60	210	210	120	3,300
	6	Single Family Detached Residential	75	DU	15	53	53	30	825
	8	Condominium/Townhouse	289	DU	49	142	136	104	2,341
TOTAL FOR TAZ 4					185	620	614	377	9,843
TOTAL FOR ALL ZONES					1,966	5,633	3,900	2,725	103,015

5060

[1] DU = Dwelling Units
AC = Acres

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✓ RECALCULATE USING REVISED MULTI-FAMILY RATE

* ASSUME 70% OF DU'S ARE OCCUPIED.

& REMOVE STATE PARK

NEWPORT COAST

TAZ	Planning Area	Land Use	Qty	Units	AM PEAK HOUR IN	AM PEAK HOUR OUT	PM PEAK HOUR IN	PM PEAK HOUR OUT	Daily
1	1A	Condo	121	DU	6	18	17	13	294
	1B	SFH	36	DU	2	8	8	4	119
	1C	Condo	888	DU	45	131	125	96	2,158
	2A	SFH	206	DU	12	43	43	25	680
	13C	Multi Fam	116	DU	3	15	15	7	225
	13D	Multi Fam	116	DU	3	15	15	7	225
	13E	Multi Fam	116	DU	3	15	15	7	225
				TOTAL TAZ 1	**74**	**245**	**238**	**159**	**3,926**
2	3A	SFH	347	DU	21	73	73	42	1,145
	3B	SFH	450	DU	27	95	95	54	1,485
	4B	SFH	587	DU	35	123	123	71	1,937
	13A	Multi Fam	117	DU	3	15	15	7	227
	13B	Multi Fam	117	DU	3	15	15	7	227
	14	SFH	26	DU	2	5	5	3	86
	17	State Park	2807	Ac	0	0	0	0	0
				TOTAL TAZ 2	**91**	**326**	**326**	**184**	**5,107**
3	2B	SFH	62	DU	4	13	13	8	205
	4A	SFH	784	DU	47	165	165	94	2,587
				TOTAL TAZ 3	**51**	**178**	**178**	**102**	**2,792**
4	2C	SFH	307	DU	18	65	65	37	1,013
	5	SFH	300	DU	18	63	63	36	990
	6	SFH	75	DU	5	16	16	9	248
	8	Condo	289	DU	15	43	41	31	702
				TOTAL TAZ 4	**56**	**187**	**185**	**113**	**2,953**
TOTAL ALL TAZ					**272**	**936**	**927**	**558**	**14,778**

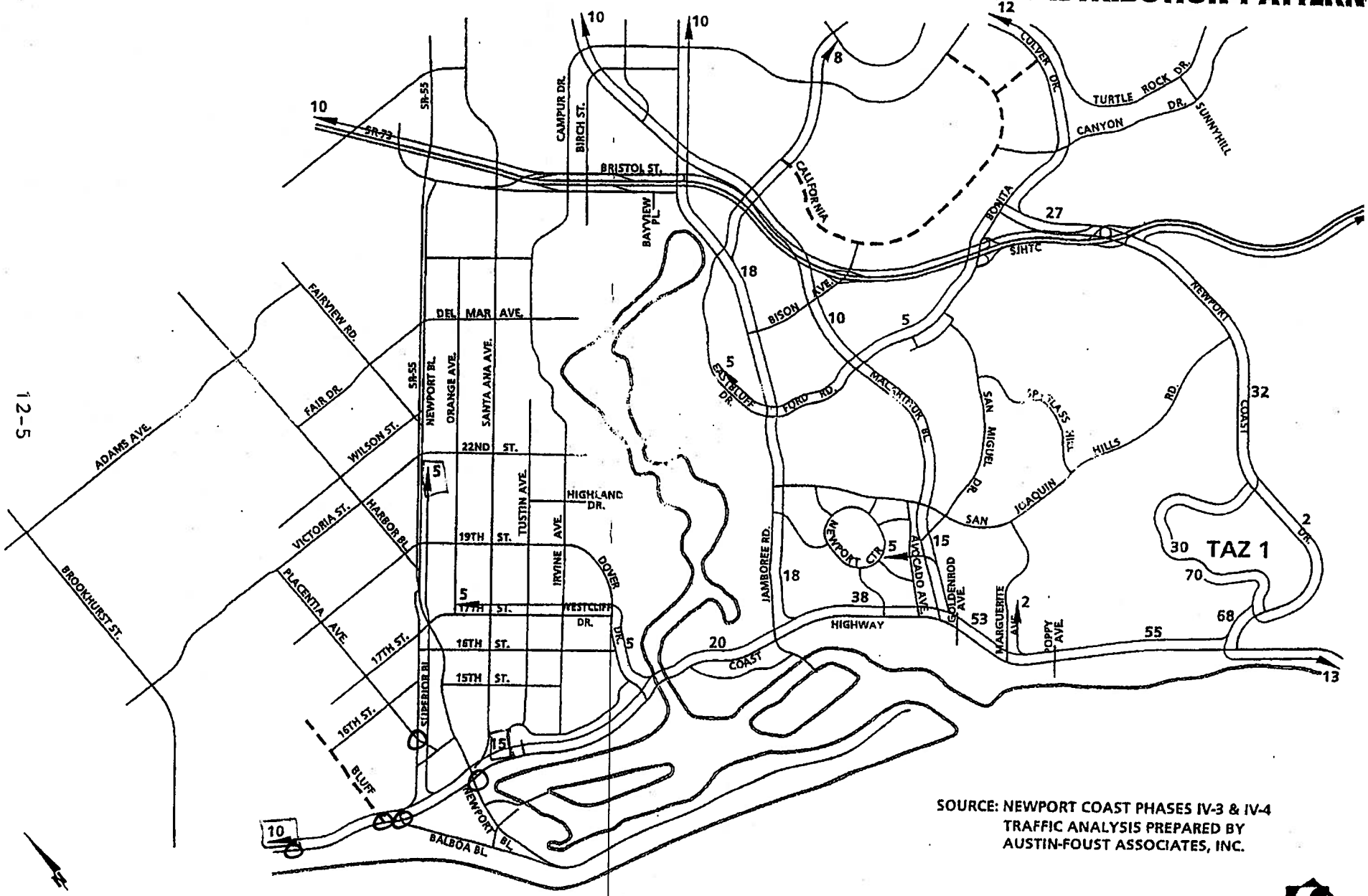
RECALCULATED using revised Multi Family Rate
ASSUMED 70% of DUs are Occupied and REMOVED State Park

7867

total count		
SFH	3180	DU
Condo	1298	Du
Multi Fam	582	DU
State Park	2807	Ac
	7867	

EXHIBIT

NEWPORT COAST TRAFFIC ANALYSIS ZONE TRIP DISTRIBUTION PATTERN

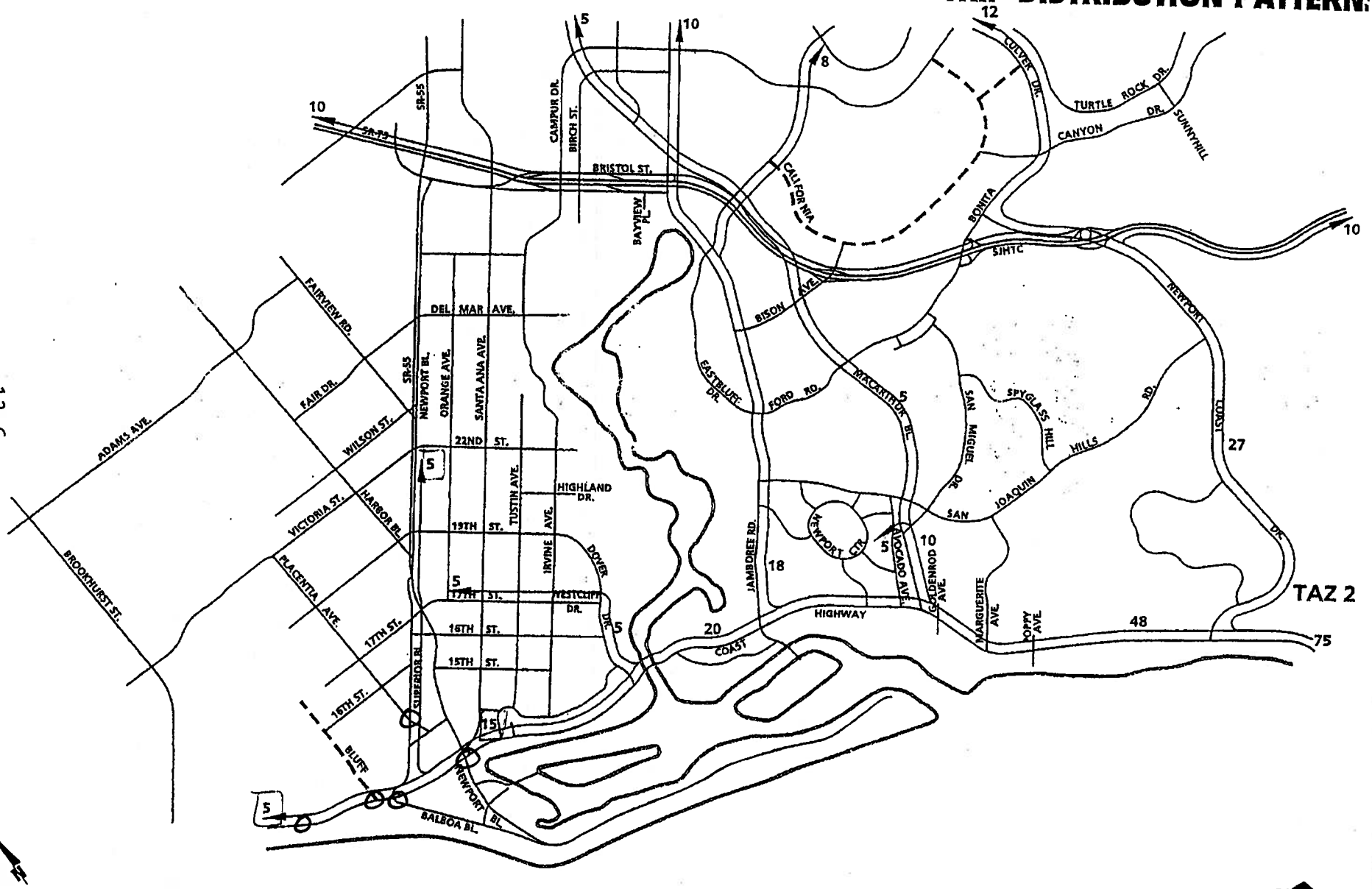


SOURCE: NEWPORT COAST PHASES IV-3 & IV-4
TRAFFIC ANALYSIS PREPARED BY
AUSTIN-FOUST ASSOCIATES, INC.

URBAN

EXHIBI 12-

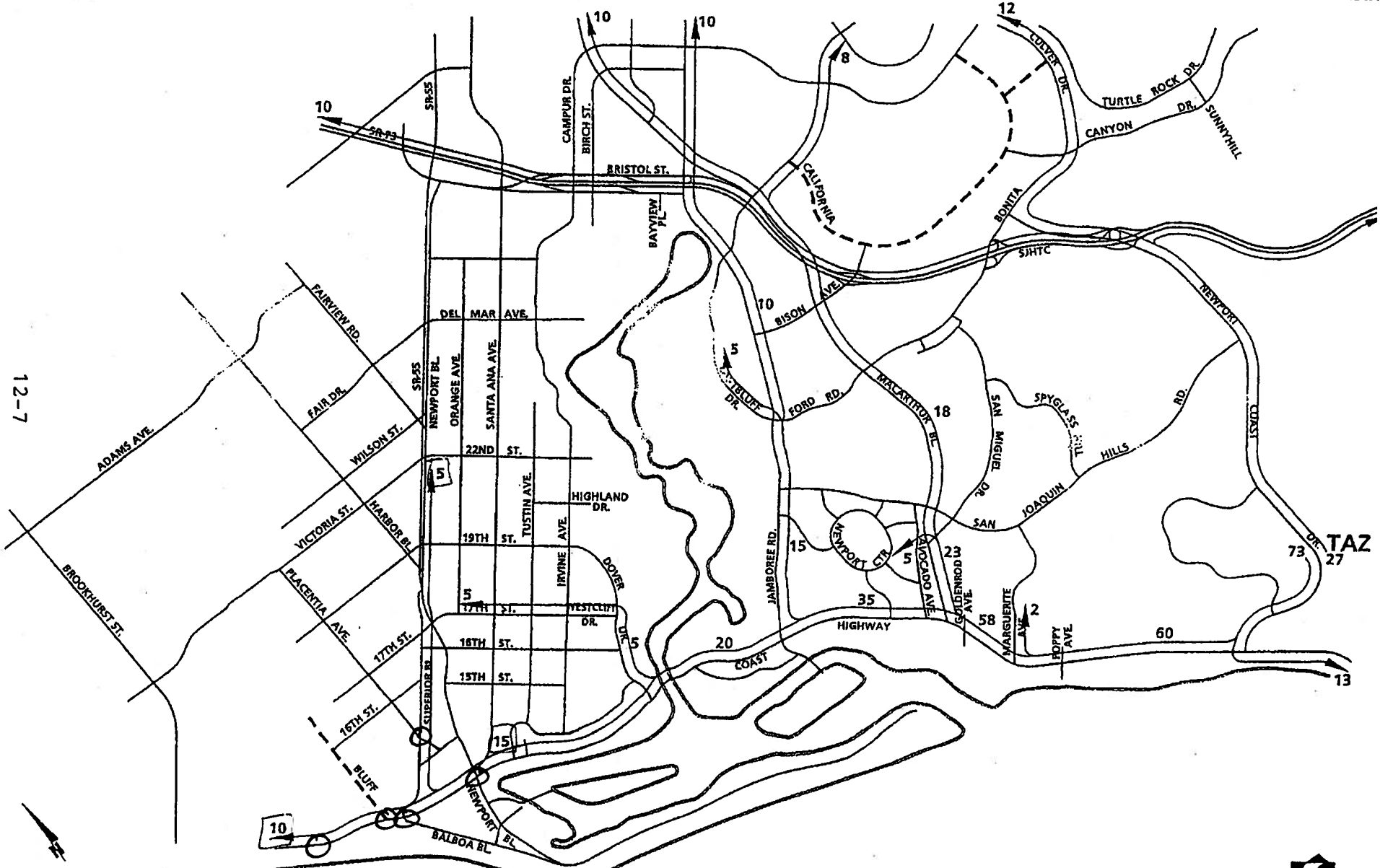
NEWPORT COAST TRAFFIC ANALYSIS ZONE 2
TRIP DISTRIBUTION PATTERNS



URBAN

EXHIBIT 12-

NEWPORT COAST TRAFFIC ANALYSIS ZONE
TRIP DISTRIBUTION PATTERN



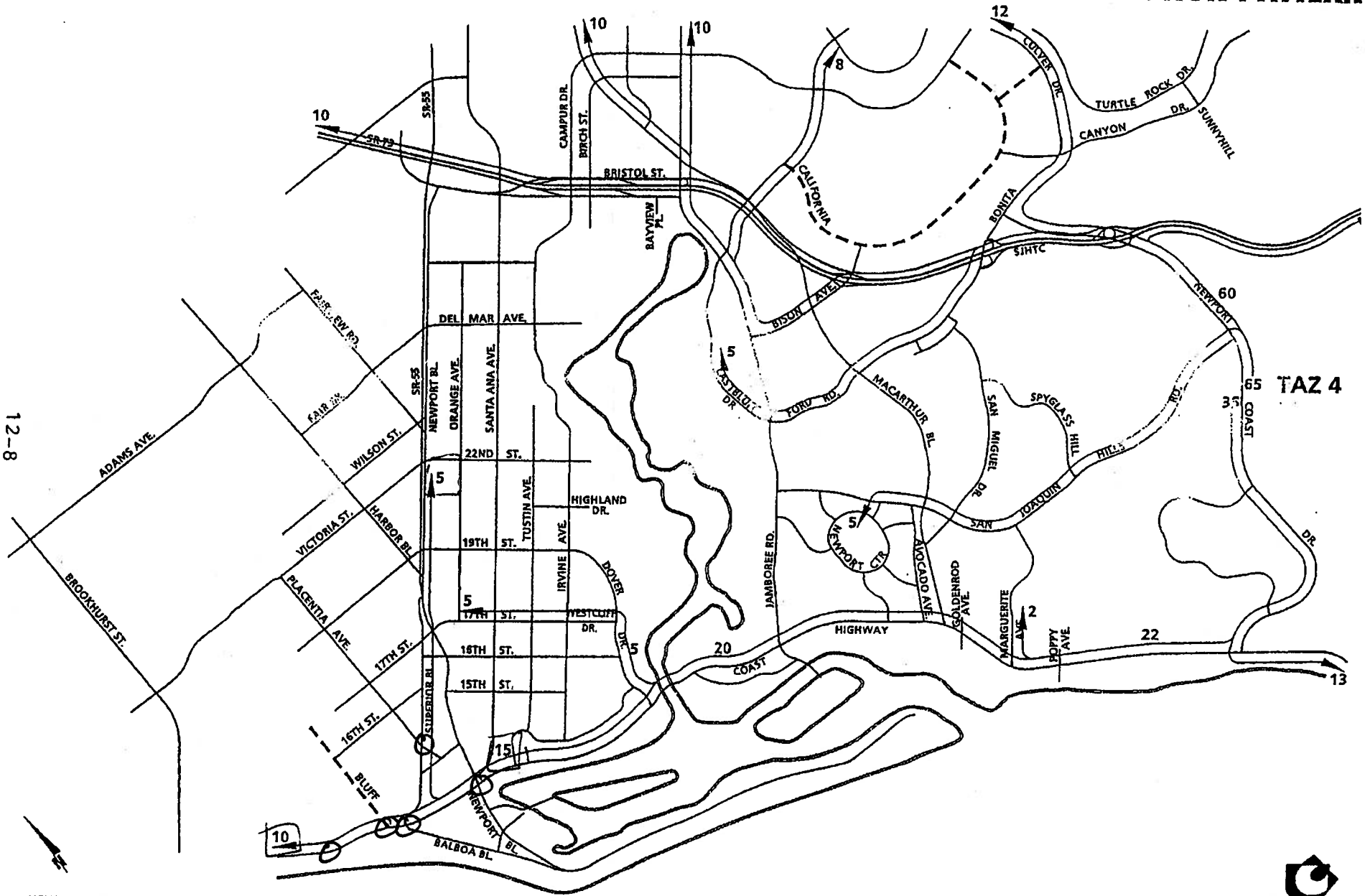
12-7

NEWPORT BEACH CUMULATIVE TRAFFIC ANALYSIS, Newport Beach, California - 00636:11

URBAN CROSSROADS

EXHIBIT 12

NEWPORT COAST TRAFFIC ANALYSIS ZONE
TRIP DISTRIBUTION PATTERN



URBAN CROSSROADS

TABLE 13-1

TRIP GENERATION RATES[1]

Newport Ridge

LAND USE	UNITS[2]	PEAK HOUR				DAILY
		AM		PM		
		IN	OUT	IN	OUT	
Multi Family Dwelling	DU	~~0.50~~ 0.09	0.42	0.43	0.20	6.47
Single Family Detached Residential	DU	0.20	0.70	0.70	0.40	11.00
Commercial	TSF	0.60	0.50	1.90	2.00	45.00

[1] Source: City of Newport Beach Trip Generation Rates

[2] DU = Dwelling Units
TSF = Thousand Square Feet

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TABLE 13-2

PROJECT TRIP GENERATION

Newport Ridge

TAZ	PLANNING AREA	LAND USE	QUANTITY	UNITS[1]	PEAK HOUR AM IN	PEAK HOUR AM OUT	PEAK HOUR PM IN	PEAK HOUR PM OUT	DAILY
1	1A	Single Family Detached Residential	93	DU	19	65	65	37	1,023
	2	Single Family Detached Residential	147	DU	29	103	103	59	1,617
	3	Single Family Detached Residential	138	DU	28	97	97	55	1,518
	4	Single Family Detached Residential	125	DU	25	88	88	50	1,375
	5	Multi Family Dwelling	100	DU	90	42	43	20	647
	7	Multi Family Dwelling	63	DU	57	26	27	13	408
	8	Multi Family Dwelling	112	DU	101	47	48	22	725
	9	Multi Family Dwelling	112	DU	101	47	48	22	725
	11	Single Family Detached Residential	323	DU	65	226	226	129	3,553
	12	Commercial	102.959	TSF	62	51	196	206	4,633
	12	Single Family Detached Residential	200	DU	34	98	94	72	1,620
TOTAL FOR TAZ 1					611	890	1,035	685	17,844
2	21	Single Family Detached Residential	350	DU	70	245	245	140	3,850
	22	Single Family Detached Residential	705	DU	141	494	494	282	7,755
TOTAL FOR TAZ 2					211	739	739	422	11,605
3	13	Multi Family Dwelling	347	DU	312	146	149	69	2,245
	14	Single Family Detached Residential	26	DU	5	18	18	10	286
	15	Multi Family Dwelling	547	DU	492	230	235	109	3,539
TOTAL FOR TAZ 3					809	394	402	188	6,070
TOTAL FOR ALL ZONES					1,631	2,023	2,176	1,295	35,519

3,388

REVISE USING REVISE MULTI-FAMILY RATE

* ASSUME 70% OF DU'S ARE OCCUPIED.

[1] DU = Dwelling Units
TSF = Thousand Square Feet

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Newport Ridge

TAZ	Planning Area	Land Use	Qty	Units	AM PEAK HOUR IN	AM PEAK HOUR OUT	PM PEAK HOUR IN	PM PEAK HOUR OUT	Daily
1	1A	SFH	93	DU	6	20	20	11	307
	2	SFH	147	DU	9	31	31	18	485
	3	SFH	138	DU	8	29	29	17	455
	4	SFH	125	DU	8	26	26	15	413
	5	Multi Fam	100	DU	3	13	13	6	194
	7	Multi Fam	63	DU	2	8	8	4	122
	8	Multi Fam	112	DU	3	14	14	7	218
	9	Multi Fam	112	DU	3	14	14	7	218
	11	SFH	323	DU	20	68	68	39	1066
	12	Commer.	102.959	KSF	62	51	196	206	4633
	12	SFH	200	DU	10	29	28	22	486
				TOTAL TAZ 1	**134**	**303**	**447**	**352**	**8597**
2	21	SFH	350	DU	21	74	74	42	1155
	22	SFH	705	DU	42	148	148	85	2327
				TOTAL TAZ 2	**63**	**222**	**222**	**127**	**3482**
3	13	Multi Fam	347	DU	9	44	45	21	674
	14	SFH	26	DU	2	5	5	3	86
	15	Multi Fam	547	DU	15	69	71	33	1062
				TOTAL TAZ 3	**26**	**118**	**121**	**57**	**1822**
TOTAL ALL TAZ					**223**	**643**	**790**	**536**	**13901**

RECALCULATED using revised Multi Family Rate
ASSUMED 70% of DUs are Occupied

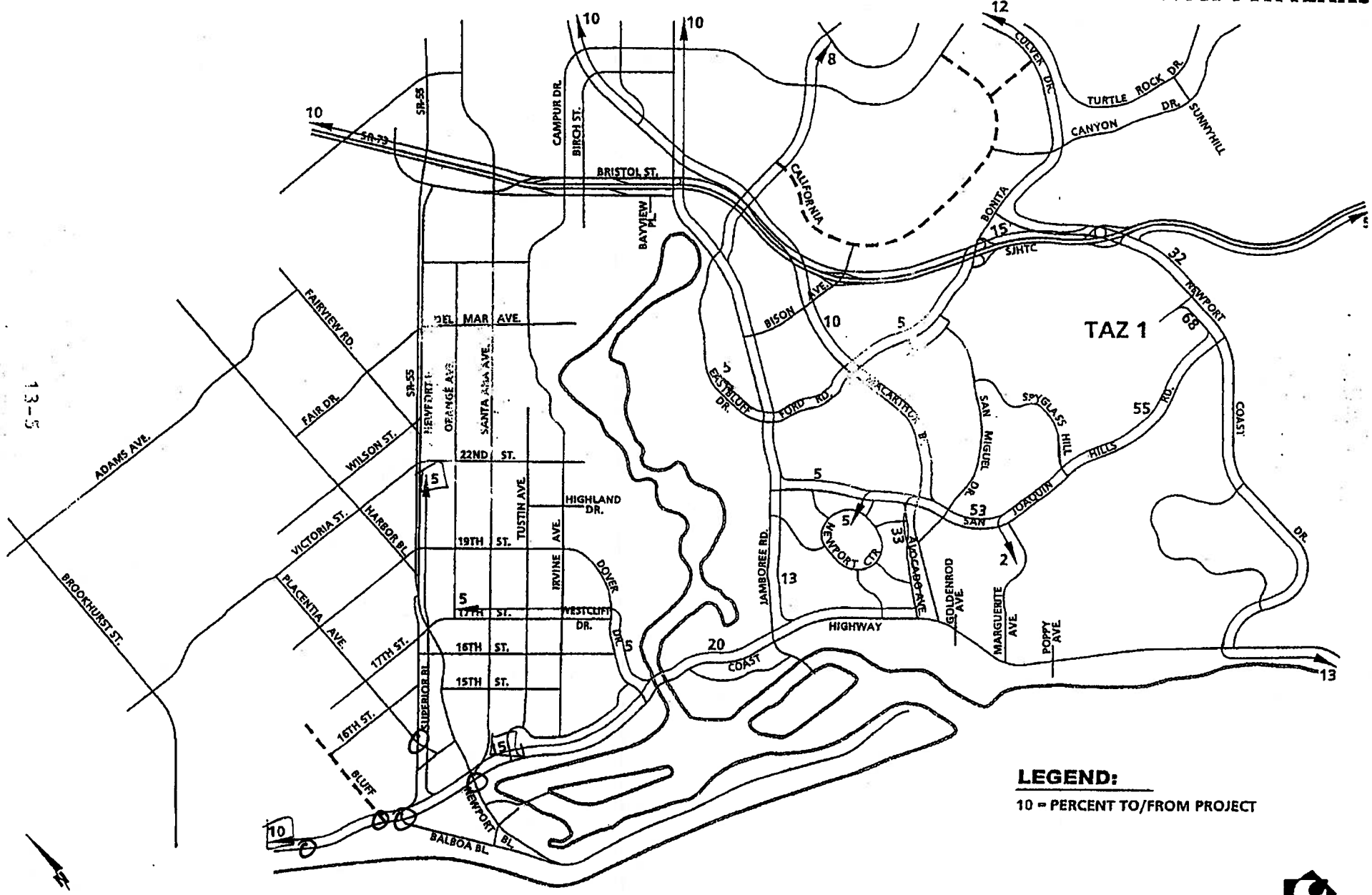
AM In is 0.09 NOT 0.9

3490.959

total count	
SFH	2107
Multi Fam	1281
Commerc.	102.959
	3490.959

EXHIBIT 13-4

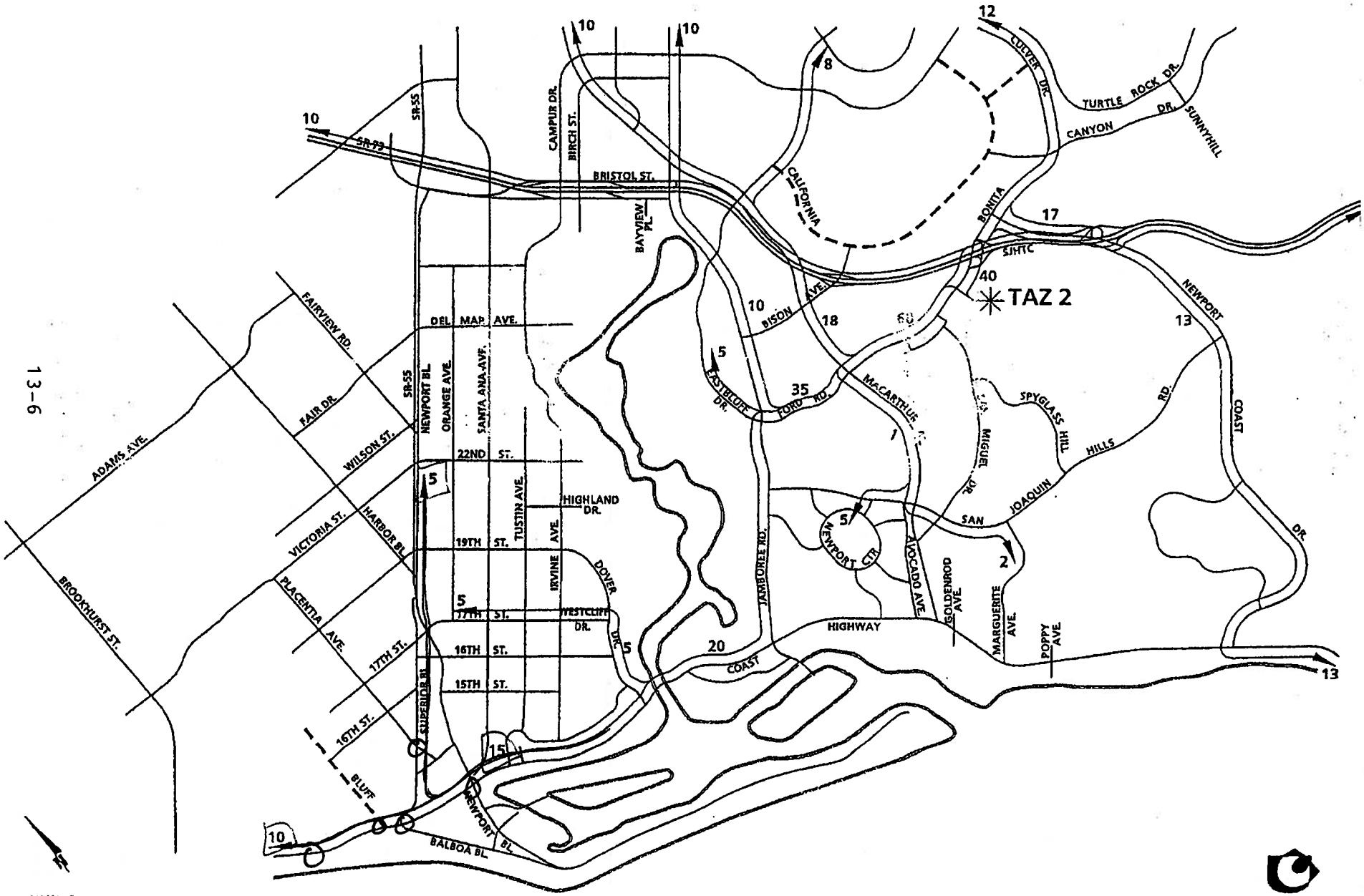
NEWPORT RIDGE TRAFFIC ANALYSIS ZONE 1
TRIP DISTRIBUTION PATTERNS



URBAN CROSSROADS

EXHIBIT 13-B

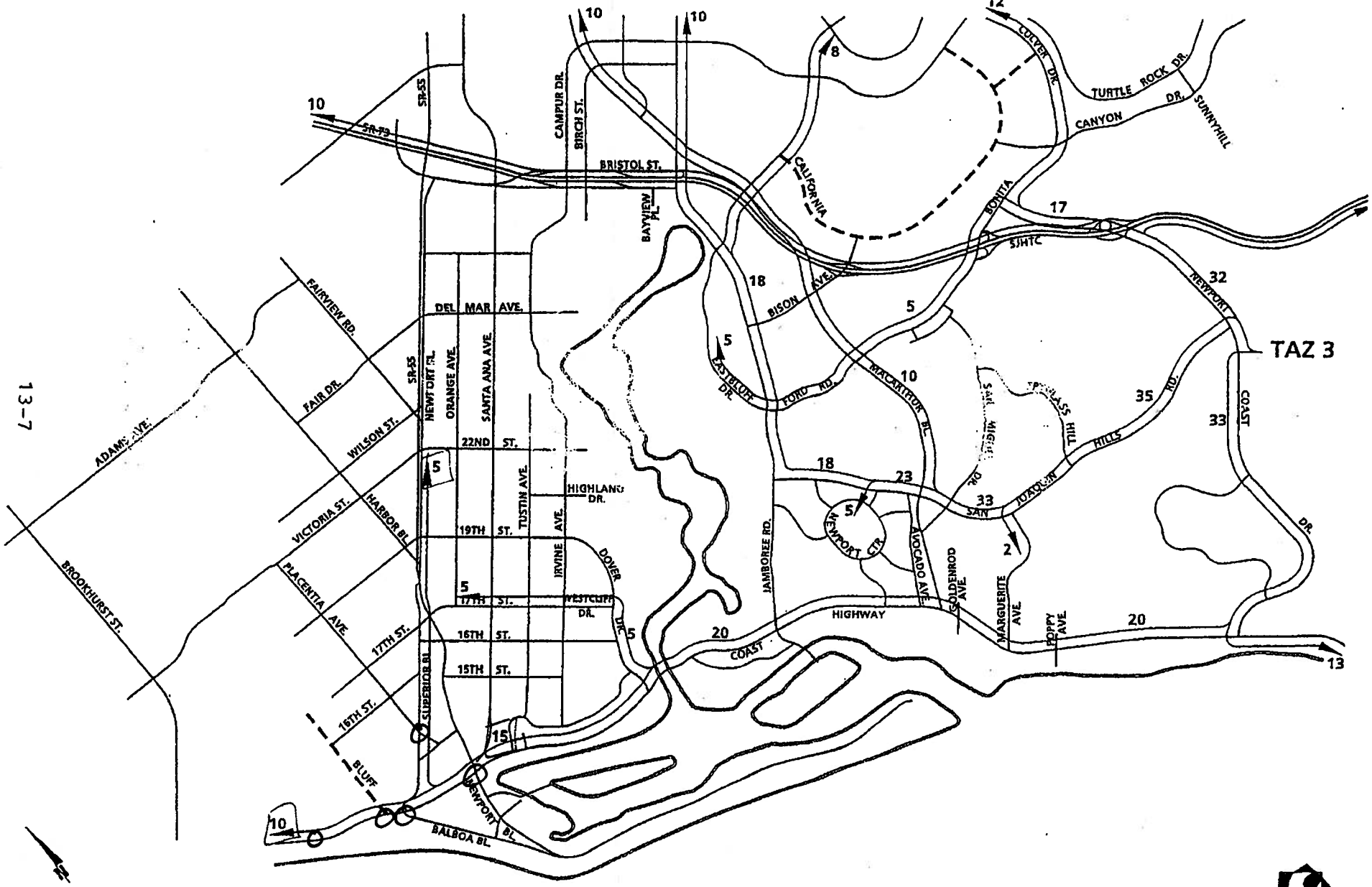
NEWPORT RIDGE TRAFFIC ANALYSIS ZONE 2
TRIP DISTRIBUTION PATTERNS



URBAN CROSSROADS

EX 11

NEWPORT RIDGE TRAFFIC ANALYSIS ZONE 3
TRIP DISTRIBUTION PATTERNS



13-7

URBAN CROSSROADS

Old Newport GPA
328-340 Old Newport Boulevard

Trip Generation Rates

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Office	ITE-8th		TSF	1.36	0.19	1.55	0.25	1.24	1.49	11.01
Medical Office	ITE-8th		TSF	1.82	0.48	2.30	0.93	2.53	3.46	36.13
Apartment	ITE-8th		DU	0.1	0.41	0.51	0.4	0.22	0.62	6.65

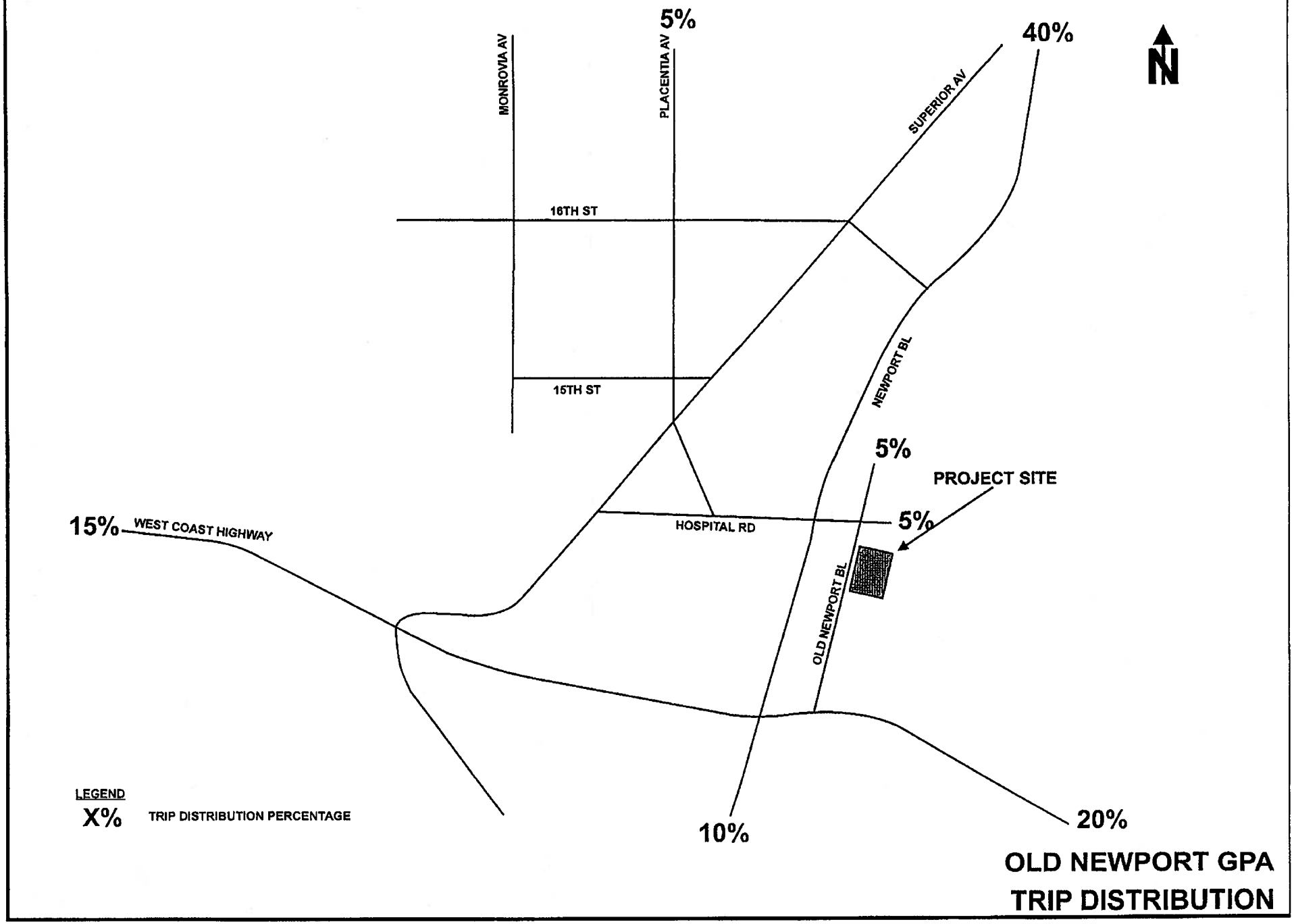
Existing Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Office	ITE-8th	10	TSF	14	2	16	3	12	15	110
Medical Office	ITE-8th	3.012	TSF	5	1	7	3	8	10	109
Apartment	ITE-8th	1	DU	0	0	1	0	0	1	7
	ITE-8th									
Total				19	4	23	6	20	26	226

Proposed Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Medical Office	ITE-8th	25.725	TSF	47	12	59	24	65	89	929
	ITE-8th		TSF	0	0	0	0	0	0	0
	ITE-8th		TSF	0	0	0	0	0	0	0
	ITE-8th		TSF	0	0	0	0	0	0	0
Total				47	12	59	24	65	89	929

Net Increase				**28**	**9**	**36**	**18**	**45**	**63**	**704**


5%
40%
MONROVIA AV
PLACENTIA AV
SUPERIOR AV
16TH ST
15TH ST
NEWPORT BL
5%
PROJECT SITE
5%
HOSPITAL RD
15%
WEST COAST HIGHWAY
OLD NEWPORT BL
LEGEND
X%
TRIP DISTRIBUTION PERCENTAGE
10%
20%
OLD NEWPORT GPA
TRIP DISTRIBUTION

APPENDIX C

INTERSECTION ANALYSIS WORKSHEETS – HCM METHODOLOGY

Sunset Ridge Park Traffic Impact Study
Existing Conditions AM Peak Hour
HCM Methodology

Scenario Report

Scenario:	Existing AM
Command:	Existing AM
Volume:	Existing AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing AM

Sunset Ridge Park Traffic Impact Study
Existing Conditions AM Peak Hour
HCM Methodology

Turning Movement Report
none

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Placentia Ave at Superior Ave													
Base	8	227	61	18	325	268	346	803	33	57	243	9	2398
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	227	61	18	325	268	346	803	33	57	243	9	2398
#2 Prospect Ave at PCH													
Base	19	0	33	267	0	7	17	2490	5	26	1112	34	4010
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	0	33	267	0	7	17	2490	5	26	1112	34	4010
#3 Bluff Rd at PCH													
Base	0	0	0	0	0	0	0	2834	0	0	1183	0	4017
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	2834	0	0	1183	0	4017
#4 Superior Ave at PCH													
Base	168	266	114	170	165	247	709	1914	211	95	768	155	4982
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	168	266	114	170	165	247	709	1914	211	95	768	155	4982
#5 Newport Blvd at PCH													
Base	0	0	0	383	0	288	0	2082	188	0	812	349	4102
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	383	0	288	0	2082	188	0	812	349	4102

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Sunset Ridge Park Traffic Impact Study
Existing Conditions AM Peak Hour
HCM Methodology

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Placentia Ave at Superior Ave	A	xxxxx	0.500	A	xxxxx	0.500	+ 0.000 V/C
# 2 Prospect Ave at PCH	B	11.7	0.696	B	11.7	0.696	+ 0.000 D/V
# 3 Bluff Rd at PCH	A	0.1	0.546	A	0.1	0.546	+ 0.000 D/V
# 4 Superior Ave at PCH	C	22.1	0.595	C	22.1	0.595	+ 0.000 D/V
# 5 Newport Blvd at PCH	B	12.4	0.755	B	12.4	0.755	+ 0.000 D/V

Sunset Ridge Park Traffic Impact Study
Existing Conditions AM Peak Hour
HCM Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Placentia Ave at Superior Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.500
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Placentia Ave						Superior Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 12 Feb 2009 << Existing AM Peak Hour												
Base Vol:	8	227	61	18	325	268	346	803	33	57	243	9
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:	8	227	61	18	325	268	346	803	33	57	243	9
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:	8	227	61	18	325	268	346	803	33	57	243	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	227	61	18	325	268	346	803	33	57	243	9
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:	8	227	61	18	325	268	346	803	33	57	243	9
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:	0.05	1.54	0.41	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	86	2454	659	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.09	0.01	0.20	0.17	0.22	0.25	0.02	0.04	0.08	0.01
Crit Moves:	****				****		****				****	

Sunset Ridge Park Traffic Impact Study
Existing Conditions AM Peak Hour
HCM Methodology

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Prospect Ave at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.7
Optimal Cycle:	61	Level Of Service:	B

Street Name:	Prospect Ave									Pacific Coast Hwy								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0	3	0	1	1	0	3	0	1
Volume Module: >> Count Date: 12 Feb 2009 << Existing AM Peak Hour																				
Base Vol:	19	0	33			267	0	7			17	2490	5			26	1112	34		
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:	19	0	33			267	0	7			17	2490	5			26	1112	34		
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:	19	0	33			267	0	7			17	2490	5			26	1112	34		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	19	0	33			267	0	7			17	2490	5			26	1112	34		
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:	19	0	33			267	0	7			17	2490	5			26	1112	34		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.80	1.00	0.85			0.72	1.00	0.72			0.95	0.91	0.85			0.95	0.91	0.85		
Lanes:	1.00	0.00	1.00			0.97	0.00	0.03			1.00	3.00	1.00			1.00	3.00	1.00		
Final Sat.:	1514	0	1615			1326	0	35			1805	5187	1615			1805	5187	1615		
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.00	0.02			0.20	0.00	0.20			0.01	0.48	0.00			0.01	0.21	0.02		
Crit Moves:						****						****				****				
Green/Cycle:	0.29	0.00	0.29			0.29	0.00	0.29			0.03	0.69	0.69			0.02	0.68	0.68		
Volume/Cap:	0.04	0.00	0.07			0.70	0.00	0.70			0.31	0.70	0.00			0.70	0.31	0.03		
Delay/Veh:	25.6	0.0	25.8			37.0	0.0	37.0			50.8	9.9	4.8			93.0	6.5	5.2		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	25.6	0.0	25.8			37.0	0.0	37.0			50.8	9.9	4.8			93.0	6.5	5.2		
LOS by Move:	C		A			C			D		A		A			F		A		
HCM2kAvgQ:	0		0			1			9		0		9			2		5		

Note: Queue reported is the number of cars per lane.

Sunset Ridge Park Traffic Impact Study
Existing Conditions AM Peak Hour
HCM Methodology

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Bluff Rd at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.546
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.1
Optimal Cycle:	50	Level Of Service:	A

Street Name:	Bluff Road									Pacific Coast Hwy								
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:	0	0	0	0	0	1	0	0	0	1	1	0	3	0	0	0	0	3	0	1
Volume Module:																				
Base Vol:	0	0	0			0	0	0			0	2834	0			0	1183	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	0	0			0	0	0			0	2834	0			0	1183	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	0	0			0	0	0			0	2834	0			0	1183	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	0	0	0			0	0	0			0	2834	0			0	1183	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	0	0			0	0	0			0	2834	0			0	1183	0		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	0.91	1.00			1.00	0.91	1.00		
Lanes:	0.00	0.00	0.00			1.00	0.00	1.00			1.00	3.00	0.00			0.00	3.00	1.00		
Final Sat.:	0	0	0			1900	0	1900			1900	5187	0			0	5187	1900		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00			0.00	0.00	0.00			0.00	0.55	0.00			0.00	0.23	0.00		
Crit Moves:												****				****				
Green/Cycle:	0.00	0.00	0.00			0.00	0.00	0.00			0.00	1.00	0.00			0.00	1.00	0.00		
Volume/Cap:	0.00	0.00	0.00			0.00	0.00	0.00			0.00	0.55	0.00			0.00	0.23	0.00		
Delay/Veh:	0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.1	0.0			0.0	0.0	0.0		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.1	0.0			0.0	0.0	0.0		
LOS by Move:	A		A			A			A		A		A			A		A		
HCM2kAvgQ:	0		0			0			0		0		1			0		0		

Note: Queue reported is the number of cars per lane.

Sunset Ridge Park Traffic Impact Study
Existing Conditions AM Peak Hour
HCM Methodology

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Superior Ave at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.1
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Superior Avenue						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	1	1	0	2	2	0	3	0	1
Volume Module: >> Count Date: 12 Feb 2009 << Existing AM Peak Hour												
Base Vol:	168	266	114	170	165	247	709	1914	211	95	768	155
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:	168	266	114	170	165	247	709	1914	211	95	768	155
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:	168	266	114	170	165	247	709	1914	211	95	768	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	266	114	170	165	247	709	1914	211	95	768	155
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:	168	266	114	170	165	247	709	1914	211	95	768	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.93	0.93	0.75	0.92	0.91	0.85	0.95	0.89	0.89
Lanes:	1.00	1.40	0.60	1.52	1.48	2.00	2.00	3.00	1.00	1.00	3.33	0.67
Final Sat.:	1723	2412	1034	2679	2600	2842	3502	5187	1615	1805	5611	1132
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.11	0.06	0.06	0.09	0.20	0.37	0.13	0.05	0.14	0.14
Crit Moves:		****			****			****			****	
Green/Cycle:	0.19	0.19	0.19	0.11	0.11	0.53	0.42	0.62	0.62	0.09	0.29	0.29
Volume/Cap:	0.53	0.60	0.60	0.60	0.60	0.16	0.48	0.60	0.21	0.60	0.48	0.48
Delay/Veh:	37.3	38.4	38.4	44.4	44.4	12.2	21.2	11.8	8.4	49.8	29.8	29.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	38.4	38.4	44.4	44.4	12.2	21.2	11.8	8.4	49.8	29.8	29.8
LOS by Move:	D	D	D	D	D	B	C	B	A	D	C	C
HCM2kAvgQ:	5	6	6	4	4	2	8	13	3	4	7	7

Note: Queue reported is the number of cars per lane.

Sunset Ridge Park Traffic Impact Study
Existing Conditions AM Peak Hour
HCM Methodology

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Newport Blvd at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.755
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.4
Optimal Cycle:	93	Level Of Service:	B

Street Name:	Newport Blvd						Pacific Coast Hwy					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	2	0	0	0	1	0	0	2	0	1	0	0	3	0	1
Volume Module: >> Count Date: 12 Feb 2009 << Existing AM Peak Hour																					
Base Vol:	0	0	0	383	0	288	0	2082	188	0	812	349									
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	0	0	383	0	288	0	2082	188	0	812	349									
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00									
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00									
PHF Volume:	0	0	0	383	0	288	0	2082	0	0	812	0									
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0									
Reduced Vol:	0	0	0	383	0	288	0	2082	0	0	812	0									
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00									
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00									
FinalVolume:	0	0	0	383	0	288	0	2082	0	0	812	0									
Saturation Flow Module:																					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900									
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.85	1.00	0.95	1.00	1.00	0.91	1.00									
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00									
Final Sat.:	0	0	0	3502	0	1615	0	3610	1900	0	5187	1900									
Capacity Analysis Module:																					
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.18	0.00	0.58	0.00	0.00	0.16	0.00									
Crit Moves:						****			****			****									
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.24	0.00	0.76	0.00	0.00	0.76	0.00									
Volume/Cap:	0.00	0.00	0.00	0.46	0.00	0.76	0.00	0.76	0.00	0.00	0.20	0.00									
Delay/Veh:	0.0	0.0	0.0	33.2	0.0	43.8	0.0	7.8	0.0	0.0	3.3	0.0									
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00									
AdjDel/Veh:	0.0	0.0	0.0	33.2	0.0	43.8	0.0	7.8	0.0	0.0	3.3	0.0									
LOS by Move:	A	A	A	C	A	D	A	A	A	A	A	A									
HCM2kAvgQ:	0	0	0	6	0	10	0	20	0	0	3	0									

Note: Queue reported is the number of cars per lane.

Sunset Ridge Park Traffic Impact Study
Existing Conditions PM Peak Hour
HCM Methodology

Scenario Report

Scenario:	Existing PM
Command:	Existing PM
Volume:	Existing PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing PM

Sunset Ridge Park Traffic Impact Study
Existing Conditions PM Peak Hour
HCM Methodology

Turning Movement Report
none

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Placentia Ave at Superior Ave													
Base	41	287	86	11	166	316	224	419	22	57	664	11	2304
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	41	287	86	11	166	316	224	419	22	57	664	11	2304
#2 Prospect Ave at PCH													
Base	21	0	28	88	1	8	16	1279	10	23	2645	132	4251
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	21	0	28	88	1	8	16	1279	10	23	2645	132	4251
#3 Bluff Rd at PCH													
Base	0	0	0	0	0	0	0	1487	0	0	2818	0	4305
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1487	0	0	2818	0	4305
#4 Superior Ave at PCH													
Base	254	208	78	228	243	710	258	986	243	226	1854	162	5450
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	254	208	78	228	243	710	258	986	243	226	1854	162	5450
#5 Newport Blvd at PCH													
Base	0	0	0	586	0	393	0	1261	159	0	1823	487	4709
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	586	0	393	0	1261	159	0	1823	487	4709

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Sunset Ridge Park Traffic Impact Study
Existing Conditions PM Peak Hour
HCM Methodology

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Placentia Ave at Superior Ave	A	xxxxx	0.571	A	xxxxx	0.571	+ 0.000 V/C
# 2 Prospect Ave at PCH	A	3.9	0.587	A	3.9	0.587	+ 0.000 D/V
# 3 Bluff Rd at PCH	A	0.1	0.543	A	0.1	0.543	+ 0.000 D/V
# 4 Superior Ave at PCH	C	27.8	0.649	C	27.8	0.649	+ 0.000 D/V
# 5 Newport Blvd at PCH	B	15.5	0.595	B	15.5	0.595	+ 0.000 D/V

Sunset Ridge Park Traffic Impact Study
Existing Conditions PM Peak Hour
HCM Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Placentia Ave at Superior Ave

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: 43 Level Of Service: A

Street Name:	Placentia Ave									Superior Ave								
Approach:	North Bound				South Bound					East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	0	1	0	1	0	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module: >> Count Date: 12 Feb 2009 << Existing PM Peak Hour																				
Base Vol:	41	287		86		11	166		316		224	419		22		57	664		11	
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:	41	287		86		11	166		316		224	419		22		57	664		11	
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:	41	287		86		11	166		316		224	419		22		57	664		11	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	41	287		86		11	166		316		224	419		22		57	664		11	
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:	41	287		86		11	166		316		224	419		22		57	664		11	
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:	0.20	1.39		0.41		1.00	1.00		1.00		1.00	2.00		1.00		1.00	2.00		1.00	
Final Sat.:	317	2218		665		1600	1600		1600		1600	3200		1600		1600	3200		1600	
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.13		0.13		0.01	0.10		0.20		0.14	0.13		0.01		0.04	0.21		0.01	
Crit Moves:	****								****		****						****			

Sunset Ridge Park Traffic Impact Study
Existing Conditions PM Peak Hour
HCM Methodology

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Prospect Ave at PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 3.9
Optimal Cycle: 45 Level Of Service: A

Street Name:	Prospect Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0	0 1!	0 0	1	0 3	0 1	1	0 3	0 1
Volume Module: >> Count Date: 12 Feb 2009 << Existing PM Peak Hour												
Base Vol:	21	0	28	88	1	8	16	1279	10	23	2645	132
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:	21	0	28	88	1	8	16	1279	10	23	2645	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:	21	0	28	88	1	8	16	1279	10	23	2645	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	0	28	88	1	8	16	1279	10	23	2645	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:	21	0	28	88	1	8	16	1279	10	23	2645	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	0.85	0.75	0.75	0.75	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	0.00	1.00	0.91	0.01	0.08	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1689	0	1615	1294	15	118	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.07	0.07	0.07	0.01	0.25	0.01	0.01	0.51	0.08
Crit Moves:					****			****			****	
Green/Cycle:	0.12	0.00	0.12	0.12	0.12	0.12	0.02	0.84	0.84	0.04	0.87	0.87
Volume/Cap:	0.11	0.00	0.15	0.59	0.59	0.59	0.59	0.29	0.01	0.29	0.59	0.09
Delay/Veh:	39.8	0.0	40.1	47.3	47.3	47.3	78.0	1.7	1.3	48.4	2.0	1.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.8	0.0	40.1	47.3	47.3	47.3	78.0	1.7	1.3	48.4	2.0	1.0
LOS by Move:	D	A	D	D	D	D	E	A	A	D	A	A
HCM2kAvgQ:	1	0	1	4	4	4	1	3	0	1	9	1

Note: Queue reported is the number of cars per lane.

Sunset Ridge Park Traffic Impact Study
Existing Conditions PM Peak Hour
HCM Methodology

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Bluff Rd at PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.543
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.1
Optimal Cycle: 50 Level Of Service: A

Street Name:	Bluff Road						Pacific Coast Hwy					
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:	0 0	0	0 0	1	0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1487	0	0	2818	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	0	0	0	0	0	0	1487	0	0	2818	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	0	0	0	0	0	0	1487	0	0	2818	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1487	0	0	2818	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	0	0	0	0	0	0	1487	0	0	2818	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1900	0	1900	1900	5187	0	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.29	0.00	0.00	0.54	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.29	0.00	0.00	0.54	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	1	0

Note: Queue reported is the number of cars per lane.

Sunset Ridge Park Traffic Impact Study
Existing Conditions PM Peak Hour
HCM Methodology

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Superior Ave at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.8
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Superior Avenue						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	1	1	0	2	2	0	3	0	1	1	0	3	1	0
Volume Module: >> Count Date: 12 Feb 2009 << Existing PM Peak Hour																	
Base Vol:	254	208	78	228	243	710	258	986	243	226	1854	162
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:	254	208	78	228	243	710	258	986	243	226	1854	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:	254	208	78	228	243	710	258	986	243	226	1854	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	208	78	228	243	710	258	986	243	226	1854	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:	254	208	78	228	243	710	258	986	243	226	1854	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.93	0.93	0.75	0.92	0.91	0.85	0.95	0.90	0.90
Lanes:	1.41	1.16	0.43	1.45	1.55	2.00	2.00	3.00	1.00	1.00	3.68	0.32
Final Sat.:	2434	1993	747	2558	2727	2842	3502	5187	1615	1805	6284	549
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.09	0.09	0.25	0.07	0.19	0.15	0.13	0.30	0.30
Crit Moves:			****			****	****				****	
Green/Cycle:	0.16	0.16	0.16	0.27	0.27	0.38	0.11	0.34	0.34	0.23	0.45	0.45
Volume/Cap:	0.65	0.65	0.65	0.33	0.33	0.65	0.65	0.56	0.44	0.56	0.65	0.65
Delay/Veh:	41.1	41.1	41.1	29.3	29.3	26.6	46.2	27.1	26.0	36.0	21.6	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	41.1	41.1	29.3	29.3	26.6	46.2	27.1	26.0	36.0	21.6	21.6
LOS by Move:	D	D	D	C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	7	7	7	4	4	11	5	9	6	7	14	14

Note: Queue reported is the number of cars per lane.

Sunset Ridge Park Traffic Impact Study
Existing Conditions PM Peak Hour
HCM Methodology

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Newport Blvd at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.5
Optimal Cycle:	56	Level Of Service:	B

Street Name:	Newport Blvd						Pacific Coast Hwy					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	2	0	0	0	1	0	0	2	0	1	0	0	3	0	1
Volume Module: >> Count Date: 12 Feb 2009 << Existing PM Peak Hour																	
Base Vol:	0	0	0	586	0	393	0	1261	159	0	1823	487
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	0	0	586	0	393	0	1261	159	0	1823	487
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	586	0	393	0	1261	0	0	1823	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	586	0	393	0	1261	0	0	1823	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	586	0	393	0	1261	0	0	1823	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.85	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3502	0	1615	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.24	0.00	0.35	0.00	0.00	0.35	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.41	0.00	0.41	0.00	0.59	0.00	0.00	0.59	0.00
Volume/Cap:	0.00	0.00	0.00	0.41	0.00	0.59	0.00	0.59	0.00	0.00	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	21.2	0.0	24.5	0.0	13.3	0.0	0.0	13.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.2	0.0	24.5	0.0	13.3	0.0	0.0	13.2	0.0
LOS by Move:	A	A	A	C	A	C	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	7	0	10	0	13	0	0	13	0

Note: Queue reported is the number of cars per lane.

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project AM Peak Hour
HCM Methodology

Scenario Report

Scenario:	Cumulative AM
Command:	Cumulative AM
Volume:	Future AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Cum Projs AM
Trip Distribution:	Cum Projs
Paths:	Default Path
Routes:	Default Route
Configuration:	Cumulative AM

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project AM Peak Hour
HCM Methodology

Trip Generation Report

Forecast for Cum Projs AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
2	Coast Commun	1.00	Learning Cente	112.00	47.00	112	47	159	6.2
	Zone 2 Subtotal					112	47	159	6.2
3	Old Newport	1.00	Medical Office	28.00	9.00	28	9	37	1.4
	Zone 3 Subtotal					28	9	37	1.4
4	Marina Park	1.00	Public Marina	15.00	0.00	15	0	15	0.6
	Zone 4 Subtotal					15	0	15	0.6
5	Mariner's Me	1.00	Medical Office	22.00	6.00	22	6	28	1.1
	Zone 5 Subtotal					22	6	28	1.1
6	Mormon Templ	1.00	Temple	20.00	5.00	20	5	25	1.0
	Zone 6 Subtotal					20	5	25	1.0
7	Newport Coas	1.00	TAZ 1	74.00	245.00	74	245	319	12.4
7	Newport Coas	1.00	TAZ 2	91.00	326.00	91	326	417	16.2
7	Newport Coas	1.00	TAZ 3	51.00	178.00	51	178	229	8.9
7	Newport Coas	1.00	TAZ 4	56.00	187.00	56	187	243	9.4
	Zone 7 Subtotal					272	936	1208	46.9
8	Newport Ridg	1.00	TAZ 1	134.00	303.00	134	303	437	17.0
8	Newport Ridg	1.00	TAZ 2	63.00	222.00	63	222	285	11.1
8	Newport Ridg	1.00	TAZ 3	26.00	118.00	26	118	144	5.6
	Zone 8 Subtotal					223	643	866	33.7
9	City Hall &	1.00	City Hall	206.00	29.00	206	29	235	9.1
	Zone 9 Subtotal					206	29	235	9.1
TOTAL						898	1675	2573	100.0

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Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project AM Peak Hour
HCM Methodology

Trip Distribution Report

Percent Of Trips Cum Projs

Zone	To Gates 1	2	3	4	5	6	7	8	9	10	11
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	10.0	5.0	0.0	10.0	55.0	0.0	5.0	0.0	10.0	0.0	0.0
3	15.0	0.0	0.0	5.0	0.0	40.0	10.0	0.0	20.0	5.0	5.0
4	10.0	0.0	15.0	0.0	0.0	25.0	0.0	0.0	20.0	0.0	0.0
5	15.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	25.0	0.0	0.0
6	5.0	0.0	0.0	0.0	0.0	0.0	0.0	90.0	5.0	0.0	0.0
7	10.0	0.0	0.0	0.0	5.0	0.0	0.0	72.0	13.0	0.0	0.0
8	10.0	0.0	0.0	0.0	5.0	0.0	0.0	72.0	13.0	0.0	0.0
9	3.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	85.0	0.0	0.0

Zone	To Gates 12	13	14	15
1	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	5.0
3	0.0	0.0	0.0	0.0
4	10.0	20.0	0.0	0.0
5	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0
9	5.0	0.0	5.0	0.0

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project AM Peak Hour
HCM Methodology

Turning Movement Report
Cum Projs AM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Placentia Ave at Superior Ave													
Base	8	227	61	18	325	268	346	803	33	57	243	9	2398
Added	0	6	0	26	4	12	28	79	0	0	25	62	242
Approv	0	4	48	0	5	0	0	60	0	24	30	0	171
Total	8	237	109	44	334	280	374	942	33	81	298	71	2811
#2 Prospect Ave at PCH													
Base	19	0	33	267	0	7	18	2591	5	27	1157	35	4160
Added	0	0	0	6	0	0	0	77	0	0	166	2	251
Approv	0	0	0	0	0	0	0	86	0	0	49	0	135
Total	19	0	33	273	0	7	18	2754	5	27	1372	37	4546
#3 Bluff Rd at PCH													
Base	0	0	0	0	0	0	0	2949	0	0	1231	0	4180
Added	0	0	0	0	0	0	0	82	0	0	168	0	250
Approv	0	0	0	0	0	0	0	97	0	0	67	0	164
Total	0	0	0	0	0	0	0	3128	0	0	1466	0	4594
#4 Superior Ave at PCH													
Base	168	266	114	170	165	247	738	1992	220	99	799	161	5138
Added	0	0	0	29	0	7	17	64	2	0	161	90	370
Approv	1	12	0	0	6	24	48	49	0	0	42	0	182
Total	169	278	114	199	171	278	803	2105	222	99	1002	251	5690
#5 Newport Blvd at PCH													
Base	0	0	0	399	0	300	0	2167	196	0	845	363	4269
Added	0	0	0	2	0	1	0	94	0	0	250	5	352
Approv	0	0	0	26	0	35	0	12	4	0	42	0	119
Total	0	0	0	427	0	336	0	2273	200	0	1137	368	4740

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project AM Peak Hour
HCM Methodology

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Placentia Ave at Superior Ave	A	xxxxx	0.500	A	xxxxx	0.559	+ 0.058 V/C
# 2 Prospect Ave at PCH	B	11.7	0.716	B	11.8	0.752	+ 0.117 D/V
# 3 Bluff Rd at PCH	A	0.1	0.569	A	0.1	0.603	+ 0.034 D/V
# 4 Superior Ave at PCH	C	22.0	0.612	C	23.0	0.644	+ 0.923 D/V
# 5 Newport Blvd at PCH	B	13.1	0.786	B	14.3	0.837	+ 1.247 D/V

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project AM Peak Hour
HCM Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Placentia Ave at Superior Ave

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: 42 Level Of Service: A

Street Name:	Placentia Ave						Superior Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 12 Feb 2009 << Existing AM Peak Hour												
Base Vol:	8	227	61	18	325	268	346	803	33	57	243	9
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:	8	227	61	18	325	268	346	803	33	57	243	9
Added Vol:	0	6	0	26	4	12	28	79	0	0	25	62
Approved Pr:	0	4	48	0	5	0	0	60	0	24	30	0
Initial Fut:	8	237	109	44	334	280	374	942	33	81	298	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	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:	8	237	109	44	334	280	374	942	33	81	298	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	237	109	44	334	280	374	942	33	81	298	71
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:	8	237	109	44	334	280	374	942	33	81	298	71
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:	0.04	1.34	0.62	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	72	2142	985	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.03	0.21	0.17	0.23	0.29	0.02	0.05	0.09	0.04
Crit Moves:	****				****			****			****	

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project AM Peak Hour
HCM Methodology

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Prospect Ave at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.752
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.8
Optimal Cycle:	75	Level Of Service:	B

Street Name:	Prospect Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0	0 1!	0 0	1	0 3	0 1	1	0 3	0 1
Volume Module: >> Count Date: 12 Feb 2009 << Existing AM Peak Hour												
Base Vol:	19	0	33	267	0	7	17	2490	5	26	1112	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	19	0	33	267	0	7	18	2591	5	27	1157	35
Added Vol:	0	0	0	6	0	0	0	77	0	0	166	2
Approved Pr:	0	0	0	0	0	0	0	86	0	0	49	0
Initial Fut:	19	0	33	273	0	7	18	2754	5	27	1372	37
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:	19	0	33	273	0	7	18	2754	5	27	1372	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	33	273	0	7	18	2754	5	27	1372	37
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:	19	0	33	273	0	7	18	2754	5	27	1372	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	1.00	0.85	0.71	1.00	0.71	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	0.00	1.00	0.97	0.00	0.03	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1554	0	1615	1322	0	34	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.21	0.00	0.21	0.01	0.53	0.00	0.01	0.26	0.02
Crit Moves:				****				****		****		
Green/Cycle:	0.27	0.00	0.27	0.27	0.00	0.27	0.03	0.71	0.71	0.02	0.70	0.70
Volume/Cap:	0.04	0.00	0.07	0.75	0.00	0.75	0.38	0.75	0.00	0.75	0.38	0.03
Delay/Veh:	26.7	0.0	26.9	41.6	0.0	41.6	53.0	10.1	4.3	109.2	6.2	4.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	0.0	26.9	41.6	0.0	41.6	53.0	10.1	4.3	109.2	6.2	4.6
LOS by Move:	C	A	C	D	A	D	D	B	A	F	A	A
HCM2kAvgQ:	0	0	1	10	0	10	1	20	0	2	6	0

Note: Queue reported is the number of cars per lane.

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project AM Peak Hour
HCM Methodology

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Bluff Rd at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.603
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.1
Optimal Cycle:	57	Level Of Service:	A

Street Name:	Bluff Road						Pacific Coast Hwy					
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:	0 0	0	0 0	1	0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:AM Peak Hour												
Base Vol:	0	0	0	0	0	0	0	2834	0	0	1183	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	0	0	0	0	2949	0	0	1231	0
Added Vol:	0	0	0	0	0	0	0	82	0	0	168	0
Approved Pr:	0	0	0	0	0	0	0	97	0	0	67	0
Initial Fut:	0	0	0	0	0	0	0	3128	0	0	1466	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	0	0	0	0	0	0	3128	0	0	1466	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	3128	0	0	1466	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	0	0	0	0	0	0	3128	0	0	1466	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1900	0	1900	1900	5187	0	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.60	0.00	0.00	0.28	0.00
Crit Moves:								****		****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.60	0.00	0.00	0.28	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	0	0	0	0

Note: Queue reported is the number of cars per lane.

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project AM Peak Hour
HCM Methodology

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Superior Ave at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.644
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.0
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Superior Avenue						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	1 0	1	1 1	0 2	2	0 3	0 1	1	0 3	1 0
Volume Module: >> Count Date: 12 Feb 2009 << Existing AM Peak Hour												
Base Vol:	168	266	114	170	165	247	709	1914	211	95	768	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	168	266	114	170	165	247	738	1992	220	99	799	161
Added Vol:	0	0	0	29	0	7	17	64	2	0	161	90
Approved Pr:	1	12	0	0	6	24	48	49	0	0	42	0
Initial Fut:	169	278	114	199	171	278	803	2105	222	99	1002	251
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:	169	278	114	199	171	278	803	2105	222	99	1002	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	278	114	199	171	278	803	2105	222	99	1002	251
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:	169	278	114	199	171	278	803	2105	222	99	1002	251
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.93	0.93	0.75	0.92	0.91	0.85	0.95	0.88	0.88
Lanes:	1.00	1.42	0.58	1.61	1.39	2.00	2.00	3.00	1.00	1.00	3.20	0.80
Final Sat.:	1725	2446	1003	2837	2438	2842	3502	5187	1615	1805	5364	1345
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.11	0.07	0.07	0.10	0.23	0.41	0.14	0.05	0.19	0.19
Crit Moves:		****		****				****		****		
Green/Cycle:	0.18	0.18	0.18	0.11	0.11	0.50	0.39	0.63	0.63	0.08	0.32	0.32
Volume/Cap:	0.56	0.64	0.64	0.64	0.64	0.19	0.58	0.64	0.22	0.64	0.58	0.58
Delay/Veh:	38.3	39.9	39.9	45.2	45.2	13.8	24.5	12.0	8.1	53.4	28.8	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	39.9	39.9	45.2	45.2	13.8	24.5	12.0	8.1	53.4	28.8	28.8
LOS by Move:	D	D	D	D	D	B	C	B	A	D	C	C
HCM2kAvgQ:	6	7	7	5	5	3	10	15	3	4	9	9

Note: Queue reported is the number of cars per lane.

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project AM Peak Hour
HCM Methodology

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Newport Blvd at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.837
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.3
Optimal Cycle:	140	Level Of Service:	B

Street Name:	Newport Blvd						Pacific Coast Hwy					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	2	0 0	0 1	0	0 2	0 1	0	0 3	0 1
Volume Module: >> Count Date: 12 Feb 2009 << Existing AM Peak Hour												
Base Vol:	0	0	0	383	0	288	0	2082	188	0	812	349
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	399	0	300	0	2167	196	0	845	363
Added Vol:	0	0	0	2	0	1	0	94	0	0	250	5
Approved Pr:	0	0	0	26	0	35	0	12	4	0	42	0
Initial Fut:	0	0	0	427	0	336	0	2273	200	0	1137	368
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	427	0	336	0	2273	0	0	1137	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	427	0	336	0	2273	0	0	1137	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	427	0	336	0	2273	0	0	1137	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.85	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3502	0	1615	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.21	0.00	0.63	0.00	0.00	0.22	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.75	0.00	0.00	0.75	0.00
Volume/Cap:	0.00	0.00	0.00	0.49	0.00	0.84	0.00	0.84	0.00	0.00	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	32.6	0.0	50.0	0.0	10.8	0.0	0.0	4.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.6	0.0	50.0	0.0	10.8	0.0	0.0	4.0	0.0
LOS by Move:	A	A	A	C	A	D	A	B	A	A	A	A
HCM2kAvgQ:	0	0	0	6	0	12	0	27	0	0	4	0

Note: Queue reported is the number of cars per lane.

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project PM Peak Hour
HCM Methodology

Scenario Report

Scenario:	Cumulative PM
Command:	Cumulative PM
Volume:	Future PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Cum Projs PM
Trip Distribution:	Cum Projs
Paths:	Default Path
Routes:	Default Route
Configuration:	Cumulative PM

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project PM Peak Hour
HCM Methodology

Trip Generation Report

Forecast for Cum Projs PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
2	Coast Commun	1.00	Learning Cente	92.00	38.00	92	38	130	3.7
	Zone 2 Subtotal					92	38	130	3.7
3	Old Newport	1.00	Medical Office	18.00	45.00	18	45	63	1.8
	Zone 3 Subtotal					18	45	63	1.8
4	Marina Park	1.00	Public Marina	7.00	19.00	7	19	26	0.7
	Zone 4 Subtotal					7	19	26	0.7
5	Mariner's Me	1.00	Medical Office	11.00	31.00	11	31	42	1.2
	Zone 5 Subtotal					11	31	42	1.2
6	Mormon Templ	1.00	Temple	16.00	10.00	16	10	26	0.7
	Zone 6 Subtotal					16	10	26	0.7
7	Newport Coas	1.00	TAZ 1	238.00	159.00	238	159	397	11.3
7	Newport Coas	1.00	TAZ 2	326.00	184.00	326	184	510	14.6
7	Newport Coas	1.00	TAZ 3	178.00	102.00	178	102	280	8.0
7	Newport Coas	1.00	TAZ 4	185.00	113.00	185	113	298	8.5
	Zone 7 Subtotal					927	558	1485	42.4
8	Newport Ridg	1.00	TAZ 1	447.00	352.00	447	352	799	22.8
8	Newport Ridg	1.00	TAZ 2	222.00	127.00	222	127	349	10.0
8	Newport Ridg	1.00	TAZ 3	121.00	57.00	121	57	178	5.1
	Zone 8 Subtotal					790	536	1326	37.8
9	City Hall &	1.00	City Hall	147.00	259.00	147	259	406	11.6
	Zone 9 Subtotal					147	259	406	11.6
TOTAL						2008	1496	3504	100.0

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project PM Peak Hour
HCM Methodology

Trip Distribution Report

Percent Of Trips Cum Projs

Zone	To Gates 1	2	3	4	5	6	7	8	9	10	11
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	10.0	5.0	0.0	10.0	55.0	0.0	5.0	0.0	10.0	0.0	0.0
3	15.0	0.0	0.0	5.0	0.0	40.0	10.0	0.0	20.0	5.0	5.0
4	10.0	0.0	15.0	0.0	0.0	25.0	0.0	0.0	20.0	0.0	0.0
5	15.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	25.0	0.0	0.0
6	5.0	0.0	0.0	0.0	0.0	0.0	0.0	90.0	5.0	0.0	0.0
7	10.0	0.0	0.0	0.0	5.0	0.0	0.0	72.0	13.0	0.0	0.0
8	10.0	0.0	0.0	0.0	5.0	0.0	0.0	72.0	13.0	0.0	0.0
9	3.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	85.0	0.0	0.0

Zone	To Gates 12	13	14	15
1	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	5.0
3	0.0	0.0	0.0	0.0
4	10.0	20.0	0.0	0.0
5	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0
9	5.0	0.0	5.0	0.0

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project PM Peak Hour
HCM Methodology

Turning Movement Report
Cum Projs PM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 Placentia Ave at Superior Ave													
Base	41	287	86	11	166	316	224	419	22	57	664	11	2304
Added	0	7	0	21	3	10	23	55	0	0	86	51	256
Approv	0	6	63	0	2	0	0	79	0	110	138	0	398
Total	41	300	149	32	171	326	247	553	22	167	888	62	2958
#2 Prospect Ave at PCH													
Base	21	0	28	88	1	8	17	1331	10	24	2752	137	4418
Added	0	0	0	5	0	0	0	191	0	0	135	2	333
Approv	0	0	0	0	0	0	0	87	0	0	150	0	237
Total	21	0	28	93	1	8	17	1609	10	24	3037	139	4988
#3 Bluff Rd at PCH													
Base	0	0	0	0	0	0	0	1547	0	0	2932	0	4480
Added	0	0	0	0	0	0	0	196	0	0	137	0	333
Approv	0	0	0	0	0	0	0	102	0	0	177	0	279
Total	0	0	0	0	0	0	0	1845	0	0	3246	0	5092
#4 Superior Ave at PCH													
Base	254	208	78	228	243	710	268	1026	253	235	1929	169	5601
Added	2	0	0	90	0	6	14	181	1	0	129	64	487
Approv	0	16	1	0	27	110	63	36	3	0	67	0	323
Total	256	224	79	318	270	826	345	1243	257	235	2125	233	6411
#5 Newport Blvd at PCH													
Base	0	0	0	610	0	409	0	1312	165	0	1897	507	4900
Added	0	0	0	9	0	7	0	271	0	0	186	2	475
Approv	0	0	0	86	0	19	0	76	7	0	26	0	214
Total	0	0	0	705	0	435	0	1659	172	0	2109	509	5589

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project PM Peak Hour
HCM Methodology

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Placentia Ave at Superior Ave	A	xxxxx	0.571	B	xxxxx	0.661	+ 0.091 V/C
# 2 Prospect Ave at PCH	A	3.9	0.608	A	3.9	0.667	+ 0.072 D/V
# 3 Bluff Rd at PCH	A	0.1	0.565	A	0.2	0.626	+ 0.064 D/V
# 4 Superior Ave at PCH	C	27.7	0.661	C	28.8	0.745	+ 1.044 D/V
# 5 Newport Blvd at PCH	B	15.9	0.619	B	16.3	0.729	+ 0.418 D/V

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project PM Peak Hour
HCM Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Placentia Ave at Superior Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.661
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Street Name:	Placentia Ave								Superior Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1 0	1	0	1	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module: >> Count Date: 12 Feb 2009 << Existing PM Peak Hour																
Base Vol:	41	287	86		11	166	316		224	419	22		57	664	11	
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:	41	287	86		11	166	316		224	419	22		57	664	11	
Added Vol:	0	7	0		21	3	10		23	55	0		0	86	51	
Approved Pr:	0	6	63		0	2	0		0	79	0		110	138	0	
Initial Fut:	41	300	149		32	171	326		247	553	22		167	888	62	
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:	41	300	149		32	171	326		247	553	22		167	888	62	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	41	300	149		32	171	326		247	553	22		167	888	62	
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:	41	300	149		32	171	326		247	553	22		167	888	62	
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:	0.17	1.22	0.61		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	268	1959	973		1600	1600	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.15	0.15		0.02	0.11	0.20		0.15	0.17	0.01		0.10	0.28	0.04	
Crit Moves:	****						****		****					****		

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project PM Peak Hour
HCM Methodology

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Prospect Ave at PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 3.9
Optimal Cycle: 56 Level Of Service: A

Street Name:	Prospect Ave											
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0	0 1!	0 0	1	0 3	0 1	1	0 3	0 1
Volume Module: >> Count Date: 12 Feb 2009 << Existing PM Peak Hour												
Base Vol:	21	0	28	88	1	8	16	1279	10	23	2645	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	21	0	28	88	1	8	17	1331	10	24	2752	137
Added Vol:	0	0	0	5	0	0	0	191	0	0	135	2
Approved Pr:	0	0	0	0	0	0	0	87	0	0	150	0
Initial Fut:	21	0	28	93	1	8	17	1609	10	24	3037	139
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:	21	0	28	93	1	8	17	1609	10	24	3037	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	0	28	93	1	8	17	1609	10	24	3037	139
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:	21	0	28	93	1	8	17	1609	10	24	3037	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	0.75	0.75	0.75	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	0.00	1.00	0.91	0.01	0.08	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1739	0	1615	1294	14	111	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.07	0.07	0.07	0.01	0.31	0.01	0.01	0.59	0.09
Crit Moves:					****		****				****	
Green/Cycle:	0.11	0.00	0.11	0.11	0.11	0.11	0.01	0.86	0.86	0.04	0.88	0.88
Volume/Cap:	0.11	0.00	0.16	0.67	0.67	0.67	0.67	0.36	0.01	0.36	0.67	0.10
Delay/Veh:	40.6	0.0	40.9	53.6	53.6	53.6	101.2	1.6	1.1	50.4	2.2	0.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	0.0	40.9	53.6	53.6	53.6	101.2	1.6	1.1	50.4	2.2	0.8
LOS by Move:	D	A	D	D	D	D	F	A	A	D	A	A
HCM2kAvgQ:	1	0	1	4	4	4	1	4	0	1	11	1

Note: Queue reported is the number of cars per lane.

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project PM Peak Hour
HCM Methodology

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Bluff Rd at PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.2
Optimal Cycle: 61 Level Of Service: A

Street Name:	Bluff Road											
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:	0 0	0	0 0	1	0	0 0	1	0 3	0 0	0	0 3	0 1
Volume Module: PM Peak Hour												
Base Vol:	0	0	0	0	0	0	0	1487	0	0	2818	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	0	0	0	0	1547	0	0	2932	0
Added Vol:	0	0	0	0	0	0	0	196	0	0	137	0
Approved Pr:	0	0	0	0	0	0	0	102	0	0	177	0
Initial Fut:	0	0	0	0	0	0	0	1845	0	0	3246	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	0	0	0	0	0	0	1845	0	0	3246	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1845	0	0	3246	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	0	0	0	0	0	0	1845	0	0	3246	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1900	0	1900	1900	5187	0	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.63	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.63	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	0	0	2	0

Note: Queue reported is the number of cars per lane.

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project PM Peak Hour
HCM Methodology

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Superior Ave at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.745
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	28.8
Optimal Cycle:	89	Level Of Service:	C

Street Name:	Superior Avenue						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0 1	0	1	1 1 0 2	2	0 3	0 1	1	0 3	1 0
Volume Module: >> Count Date: 12 Feb 2009 << Existing PM Peak Hour												
Base Vol:	254	208	78	228	243	710	258	986	243	226	1854	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	254	208	78	228	243	710	268	1026	253	235	1929	169
Added Vol:	2	0	0	90	0	6	14	181	1	0	129	64
Approved Pr:	0	16	1	0	27	110	63	36	3	0	67	0
Initial Fut:	256	224	79	318	270	826	345	1243	257	235	2125	233
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:	256	224	79	318	270	826	345	1243	257	235	2125	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	224	79	318	270	826	345	1243	257	235	2125	233
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:	256	224	79	318	270	826	345	1243	257	235	2125	233
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.93	0.93	0.75	0.92	0.91	0.85	0.95	0.90	0.90
Lanes:	1.38	1.20	0.42	1.62	1.38	2.00	2.00	3.00	1.00	1.00	3.61	0.39
Final Sat.:	2374	2078	733	2852	2422	2842	3502	5187	1615	1805	6140	672
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.11	0.11	0.29	0.10	0.24	0.16	0.13	0.35	0.35
Crit Moves:			****			****	****				****	
Green/Cycle:	0.14	0.14	0.14	0.26	0.26	0.39	0.13	0.39	0.39	0.21	0.46	0.46
Volume/Cap:	0.74	0.74	0.74	0.43	0.43	0.74	0.74	0.62	0.41	0.62	0.74	0.74
Delay/Veh:	45.1	45.1	45.1	31.2	31.2	29.0	48.2	25.3	22.8	39.0	22.9	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.1	45.1	45.1	31.2	31.2	29.0	48.2	25.3	22.8	39.0	22.9	22.9
LOS by Move:	D	D	D	C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	8	8	8	6	6	14	7	12	6	7	17	17

Note: Queue reported is the number of cars per lane.

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project PM Peak Hour
HCM Methodology

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Newport Blvd at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.3
Optimal Cycle:	84	Level Of Service:	B

Street Name:	Newport Blvd						Pacific Coast Hwy					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0 0 0	2	0	0 0 1	0	0	2 0 1	0	0	3 0 1
Volume Module: >> Count Date: 12 Feb 2009 << Existing PM Peak Hour												
Base Vol:	0	0	0	586	0	393	0	1261	159	0	1823	487
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	610	0	409	0	1312	165	0	1897	507
Added Vol:	0	0	0	9	0	7	0	271	0	0	186	2
Approved Pr:	0	0	0	86	0	19	0	76	7	0	26	0
Initial Fut:	0	0	0	705	0	435	0	1659	172	0	2109	509
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	705	0	435	0	1659	0	0	2109	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	705	0	435	0	1659	0	0	2109	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	705	0	435	0	1659	0	0	2109	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.85	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3502	0	1615	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.27	0.00	0.46	0.00	0.00	0.41	0.00
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.37	0.00	0.37	0.00	0.63	0.00	0.00	0.63	0.00
Volume/Cap:	0.00	0.00	0.00	0.54	0.00	0.73	0.00	0.73	0.00	0.00	0.64	0.00
Delay/Veh:	0.0	0.0	0.0	25.4	0.0	31.7	0.0	13.9	0.0	0.0	12.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.4	0.0	31.7	0.0	13.9	0.0	0.0	12.0	0.0
LOS by Move:	A	A	A	C	A	C	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	9	0	13	0	19	0	0	15	0

Note: Queue reported is the number of cars per lane.

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project AM Peak Hour
HCM Methodology

Scenario Report

Scenario:	Cumulative + Proj AM
Command:	Cumulative + Proj AM
Volume:	Future AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Project AM
Trip Distribution:	Project
Paths:	Default Path
Routes:	Default Route
Configuration:	Cumulative + Proj AM

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project AM Peak Hour
HCM Methodology

Trip Generation Report

Forecast for Proj AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Sunset Ridge	1.00	City Park	0.00	0.00	0	0	0	0.0
1	Sunset Ridge	1.00	Soccer Fields	1.00	1.00	1	1	2	0.1
	Zone 1 Subtotal					1	1	2	0.1
TOTAL						1	1	2	0.1

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project AM Peak Hour
HCM Methodology

Trip Generation Report

Forecast for Cum Projs AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
2	Coast Commun	1.00	Learning Cente	112.00	47.00	112	47	159	6.2
	Zone 2 Subtotal					112	47	159	6.2
3	Old Newport	1.00	Medical Office	28.00	9.00	28	9	37	1.4
	Zone 3 Subtotal					28	9	37	1.4
4	Marina Park	1.00	Public Marina	15.00	0.00	15	0	15	0.6
	Zone 4 Subtotal					15	0	15	0.6
5	Mariner's Me	1.00	Medical Office	22.00	6.00	22	6	28	1.1
	Zone 5 Subtotal					22	6	28	1.1
6	Mormon Templ	1.00	Temple	20.00	5.00	20	5	25	1.0
	Zone 6 Subtotal					20	5	25	1.0
7	Newport Coas	1.00	TAZ 1	74.00	245.00	74	245	319	12.4
7	Newport Coas	1.00	TAZ 2	91.00	326.00	91	326	417	16.2
7	Newport Coas	1.00	TAZ 3	51.00	178.00	51	178	229	8.9
7	Newport Coas	1.00	TAZ 4	56.00	187.00	56	187	243	9.4
	Zone 7 Subtotal					272	936	1208	46.9
8	Newport Ridg	1.00	TAZ 1	134.00	303.00	134	303	437	17.0
8	Newport Ridg	1.00	TAZ 2	63.00	222.00	63	222	285	11.1
8	Newport Ridg	1.00	TAZ 3	26.00	118.00	26	118	144	5.6
	Zone 8 Subtotal					223	643	866	33.6
9	City Hall &	1.00	City Hall	206.00	29.00	206	29	235	9.1
	Zone 9 Subtotal					206	29	235	9.1
TOTAL						898	1675	2573	99.9

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project AM Peak Hour
HCM Methodology

Trip Distribution Report

Percent Of Trips Project + Cum

Zone	To Gates 1	2	3	4	5	6	7	8	9	10	11
1	10.0	0.0	5.0	15.0	20.0	20.0	0.0	0.0	30.0	0.0	0.0
2	10.0	5.0	0.0	10.0	55.0	0.0	5.0	0.0	10.0	0.0	0.0
3	15.0	0.0	0.0	5.0	0.0	40.0	10.0	0.0	20.0	5.0	5.0
4	10.0	0.0	15.0	0.0	0.0	25.0	0.0	0.0	20.0	0.0	0.0
5	15.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	25.0	0.0	0.0
6	5.0	0.0	0.0	0.0	0.0	0.0	0.0	90.0	5.0	0.0	0.0
7	10.0	0.0	0.0	0.0	5.0	0.0	0.0	72.0	13.0	0.0	0.0
8	10.0	0.0	0.0	0.0	5.0	0.0	0.0	72.0	13.0	0.0	0.0
9	3.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	85.0	0.0	0.0

Zone	To Gates 12	13	14	15
1	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	5.0
3	0.0	0.0	0.0	0.0
4	10.0	20.0	0.0	0.0
5	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0
9	5.0	0.0	5.0	0.0

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project AM Peak Hour
HCM Methodology

Turning Movement Report
Proj AM + Cum Projs AM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Placentia Ave at Superior Ave													
Base	8	227	61	18	325	268	346	803	33	57	243	9	2398
Added	0	6	0	26	4	12	28	79	0	0	25	62	242
Approv	0	4	48	0	5	0	0	60	0	24	30	0	171
Total	8	237	109	44	334	280	374	942	33	81	298	71	2811
#2 Prospect Ave at PCH													
Base	19	0	33	267	0	7	18	2591	5	27	1157	35	4160
Added	0	0	0	6	0	0	0	77	0	0	166	2	251
Approv	0	0	0	0	0	0	0	86	0	0	49	0	135
Total	19	0	33	273	0	7	18	2754	5	27	1372	37	4546
#3 Bluff Rd at PCH													
Base	0	0	0	0	0	0	0	2949	0	0	1231	0	4180
Added	0	0	0	1	0	0	0	82	0	0	168	1	252
Approv	0	0	0	0	0	0	0	97	0	0	67	0	164
Total	0	0	0	1	0	0	0	3128	0	0	1466	1	4596
#4 Superior Ave at PCH													
Base	168	266	114	170	165	247	738	1992	220	99	799	161	5138
Added	0	0	0	29	0	7	17	65	2	0	162	90	372
Approv	1	12	0	0	6	24	48	49	0	0	42	0	182
Total	169	278	114	199	171	278	803	2106	222	99	1003	251	5692
#5 Newport Blvd at PCH													
Base	0	0	0	399	0	300	0	2167	196	0	845	363	4269
Added	0	0	0	2	0	2	0	94	0	0	250	5	353
Approv	0	0	0	26	0	35	0	12	4	0	42	0	119
Total	0	0	0	427	0	337	0	2273	200	0	1137	368	4741

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project AM Peak Hour
HCM Methodology

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 1 Placentia Ave at Superior Ave	A	xxxxx	0.500	A	xxxxx	0.559	+ 0.058 V/C
# 2 Prospect Ave at PCH	B	11.7	0.716	B	11.8	0.752	+ 0.117 D/V
# 3 Bluff Rd at PCH	A	0.1	0.569	A	0.1	0.603	+ 0.034 D/V
# 4 Superior Ave at PCH	C	22.0	0.612	C	23.0	0.645	+ 0.921 D/V
# 5 Newport Blvd at PCH	B	13.1	0.786	B	14.3	0.838	+ 1.285 D/V

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project AM Peak Hour
HCM Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Placentia Ave at Superior Ave

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:	42	Level Of Service:	A

Street Name:	Placentia Ave						Superior Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 12 Feb 2009 << Existing AM Peak Hour												
Base Vol:	8	227	61	18	325	268	346	803	33	57	243	9
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:	8	227	61	18	325	268	346	803	33	57	243	9
Added Vol:	0	6	0	26	4	12	28	79	0	0	25	62
Approved Pr:	0	4	48	0	5	0	0	60	0	24	30	0
Initial Fut:	8	237	109	44	334	280	374	942	33	81	298	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	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:	8	237	109	44	334	280	374	942	33	81	298	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	237	109	44	334	280	374	942	33	81	298	71
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:	8	237	109	44	334	280	374	942	33	81	298	71
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:	0.04	1.34	0.62	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	72	2142	985	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.03	0.21	0.17	0.23	0.29	0.02	0.05	0.09	0.04
Crit Moves:	****				****			****			****	

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project AM Peak Hour
HCM Methodology

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Prospect Ave at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.752
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.8
Optimal Cycle:	75	Level Of Service:	B

Street Name:	Prospect Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	1	0 3	0 1	1	0 3	0 1
Volume Module: >> Count Date: 12 Feb 2009 << Existing AM Peak Hour												
Base Vol:	19	0	33	267	0	7	17	2490	5	26	1112	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	19	0	33	267	0	7	18	2591	5	27	1157	35
Added Vol:	0	0	0	6	0	0	0	77	0	0	166	2
Approved Pr:	0	0	0	0	0	0	0	86	0	0	49	0
Initial Fut:	19	0	33	273	0	7	18	2754	5	27	1372	37
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:	19	0	33	273	0	7	18	2754	5	27	1372	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	33	273	0	7	18	2754	5	27	1372	37
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:	19	0	33	273	0	7	18	2754	5	27	1372	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	1.00	0.85	0.71	1.00	0.71	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	0.00	1.00	0.97	0.00	0.03	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1554	0	1615	1322	0	34	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.21	0.00	0.21	0.01	0.53	0.00	0.01	0.26	0.02
Crit Moves:				****				****			****	
Green/Cycle:	0.27	0.00	0.27	0.27	0.00	0.27	0.03	0.71	0.71	0.02	0.70	0.70
Volume/Cap:	0.04	0.00	0.07	0.75	0.00	0.75	0.38	0.75	0.00	0.75	0.38	0.03
Delay/Veh:	26.7	0.0	26.9	41.6	0.0	41.6	53.0	10.1	4.3	109.2	6.2	4.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	0.0	26.9	41.6	0.0	41.6	53.0	10.1	4.3	109.2	6.2	4.6
LOS by Move:	C	A	C	D	A	D	D	B	A	F	A	A
HCM2kAvgQ:	0	0	1	10	0	10	1	20	0	2	6	0

Note: Queue reported is the number of cars per lane.

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project AM Peak Hour
HCM Methodology

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Bluff Rd at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.603
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.1
Optimal Cycle:	57	Level Of Service:	A

Street Name:	Bluff Road						Pacific Coast Hwy					
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:	0 0	0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:	AM Peak Hour											
Base Vol:	0	0	0	0	0	0	0	2834	0	0	1183	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	0	0	0	0	2949	0	0	1231	0
Added Vol:	0	0	0	1	0	0	0	82	0	0	168	1
Approved Pr:	0	0	0	0	0	0	0	97	0	0	67	0
Initial Fut:	0	0	0	1	0	0	0	3128	0	0	1466	1
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	0	0	1	0	0	0	3128	0	0	1466	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1	0	0	0	3128	0	0	1466	1
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	0	0	1	0	0	0	3128	0	0	1466	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.85
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1805	0	1900	1900	5187	0	0	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.60	0.00	0.00	0.28	0.00
Crit Moves:					****			****			****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00
Volume/Cap:	0.00	0.00	0.00	xxxx	0.00	0.00	0.00	0.60	0.00	0.00	0.28	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	0	0	0	0

Note: Queue reported is the number of cars per lane.

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project AM Peak Hour
HCM Methodology

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Superior Ave at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.645
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.0
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Superior Avenue						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	1 0	1	1 1	0 2	2	0 3	0 1	1	0 3	1 0
Volume Module:	>> Count Date: 12 Feb 2009 << Existing AM Peak Hour											
Base Vol:	168	266	114	170	165	247	709	1914	211	95	768	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	168	266	114	170	165	247	738	1992	220	99	799	161
Added Vol:	0	0	0	29	0	7	17	65	2	0	162	90
Approved Pr:	1	12	0	0	6	24	48	49	0	0	42	0
Initial Fut:	169	278	114	199	171	278	803	2106	222	99	1003	251
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:	169	278	114	199	171	278	803	2106	222	99	1003	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	278	114	199	171	278	803	2106	222	99	1003	251
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:	169	278	114	199	171	278	803	2106	222	99	1003	251
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.93	0.93	0.75	0.92	0.91	0.85	0.95	0.88	0.88
Lanes:	1.00	1.42	0.58	1.61	1.39	2.00	2.00	3.00	1.00	1.00	3.20	0.80
Final Sat.:	1725	2446	1003	2837	2438	2842	3502	5187	1615	1805	5365	1344
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.11	0.07	0.07	0.10	0.23	0.41	0.14	0.05	0.19	0.19
Crit Moves:		****			****			****			****	
Green/Cycle:	0.18	0.18	0.18	0.11	0.11	0.50	0.39	0.63	0.63	0.08	0.32	0.32
Volume/Cap:	0.56	0.64	0.64	0.64	0.64	0.19	0.58	0.64	0.22	0.64	0.58	0.58
Delay/Veh:	38.3	39.9	39.9	45.2	45.2	13.8	24.5	12.0	8.0	53.4	28.8	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	39.9	39.9	45.2	45.2	13.8	24.5	12.0	8.0	53.4	28.8	28.8
LOS by Move:	D	D	D	D	D	B	C	B	A	D	C	C
HCM2kAvgQ:	6	7	7	5	5	3	10	15	3	4	9	9

Note: Queue reported is the number of cars per lane.

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project AM Peak Hour
HCM Methodology

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Newport Blvd at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.838
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.3
Optimal Cycle:	141	Level Of Service:	B

Street Name:	Newport Blvd									Pacific Coast Hwy					
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			Ignore					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0 0	0	0 0	2	0 0	0 1	0	0 2	0 1	0	0 3	0 1			
Volume Module: >> Count Date: 12 Feb 2009 << Existing AM Peak Hour															
Base Vol:	0	0	0	383	0	288	0	2082	188	0	812	349			
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04			
Initial Bse:	0	0	0	399	0	300	0	2167	196	0	845	363			
Added Vol:	0	0	0	2	0	2	0	94	0	0	250	5			
Approved Pr:	0	0	0	26	0	35	0	12	4	0	42	0			
Initial Fut:	0	0	0	427	0	337	0	2273	200	0	1137	368			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00			
PHF Volume:	0	0	0	427	0	337	0	2273	0	0	1137	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	427	0	337	0	2273	0	0	1137	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00			
FinalVolume:	0	0	0	427	0	337	0	2273	0	0	1137	0			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.85	1.00	0.95	1.00	1.00	0.91	1.00			
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00			
Final Sat.:	0	0	0	3502	0	1615	0	3610	1900	0	5187	1900			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.21	0.00	0.63	0.00	0.00	0.22	0.00			
Crit Moves:						****		****			****				
Green/Cycle:	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.75	0.00	0.00	0.75	0.00			
Volume/Cap:	0.00	0.00	0.00	0.49	0.00	0.84	0.00	0.84	0.00	0.00	0.29	0.00			
Delay/Veh:	0.0	0.0	0.0	32.6	0.0	50.0	0.0	10.8	0.0	0.0	4.0	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	0.0	0.0	0.0	32.6	0.0	50.0	0.0	10.8	0.0	0.0	4.0	0.0			
LOS by Move:	A	A	A	C	A	D	A	B	A	A	A	A			
HCM2kAvgQ:	0	0	0	6	0	12	0	27	0	0	4	0			

Note: Queue reported is the number of cars per lane.

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project PM Peak Hour
HCM Methodology

Scenario Report

Scenario:	Cumulative + Proj PM
Command:	Cumulative + Proj PM
Volume:	Future PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Project PM
Trip Distribution:	Project
Paths:	Default Path
Routes:	Default Route
Configuration:	Cumulative + Proj PM

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project PM Peak Hour
HCM Methodology

Trip Generation Report

Forecast for Proj PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Sunset Ridge	1.00	City Park	0.00	0.00	0	0	0	0.0
1	Sunset Ridge	1.00	Soccer Fields	29.00	13.00	29	13	42	1.2
	Zone 1 Subtotal					29	13	42	1.2
TOTAL						29	13	42	1.2

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project PM Peak Hour
HCM Methodology

Trip Generation Report

Forecast for Cum Projs PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
2	Coast Commun	1.00	Learning Cente	92.00	38.00	92	38	130	3.7
	Zone 2 Subtotal					92	38	130	3.7
3	Old Newport	1.00	Medical Office	18.00	45.00	18	45	63	1.8
	Zone 3 Subtotal					18	45	63	1.8
4	Marina Park	1.00	Public Marina	7.00	19.00	7	19	26	0.7
	Zone 4 Subtotal					7	19	26	0.7
5	Mariner's Me	1.00	Medical Office	11.00	31.00	11	31	42	1.2
	Zone 5 Subtotal					11	31	42	1.2
6	Mormon Templ	1.00	Temple	16.00	10.00	16	10	26	0.7
	Zone 6 Subtotal					16	10	26	0.7
7	Newport Coas	1.00	TAZ 1	238.00	159.00	238	159	397	11.2
7	Newport Coas	1.00	TAZ 2	326.00	184.00	326	184	510	14.4
7	Newport Coas	1.00	TAZ 3	178.00	102.00	178	102	280	7.9
7	Newport Coas	1.00	TAZ 4	185.00	113.00	185	113	298	8.4
	Zone 7 Subtotal					927	558	1485	41.9
8	Newport Ridg	1.00	TAZ 1	447.00	352.00	447	352	799	22.5
8	Newport Ridg	1.00	TAZ 2	222.00	127.00	222	127	349	9.8
8	Newport Ridg	1.00	TAZ 3	121.00	57.00	121	57	178	5.0
	Zone 8 Subtotal					790	536	1326	37.4
9	City Hall &	1.00	City Hall	147.00	259.00	147	259	406	11.4
	Zone 9 Subtotal					147	259	406	11.4
TOTAL						2008	1496	3504	98.8

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project PM Peak Hour
HCM Methodology

Trip Distribution Report

Percent Of Trips Project + Cum

Zone	To Gates 1	2	3	4	5	6	7	8	9	10	11
1	10.0	0.0	5.0	15.0	20.0	20.0	0.0	0.0	30.0	0.0	0.0
2	10.0	5.0	0.0	10.0	55.0	0.0	5.0	0.0	10.0	0.0	0.0
3	15.0	0.0	0.0	5.0	0.0	40.0	10.0	0.0	20.0	5.0	5.0
4	10.0	0.0	15.0	0.0	0.0	25.0	0.0	0.0	20.0	0.0	0.0
5	15.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	25.0	0.0	0.0
6	5.0	0.0	0.0	0.0	0.0	0.0	0.0	90.0	5.0	0.0	0.0
7	10.0	0.0	0.0	0.0	5.0	0.0	0.0	72.0	13.0	0.0	0.0
8	10.0	0.0	0.0	0.0	5.0	0.0	0.0	72.0	13.0	0.0	0.0
9	3.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	85.0	0.0	0.0

Zone	To Gates 12	13	14	15
1	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	5.0
3	0.0	0.0	0.0	0.0
4	10.0	20.0	0.0	0.0
5	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0
9	5.0	0.0	5.0	0.0

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project PM Peak Hour
HCM Methodology

Turning Movement Report
Proj PM + Cum Projs PM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Placentia Ave at Superior Ave													
Base	41	287	86	11	166	316	224	419	22	57	664	11	2304
Added	0	7	0	21	3	14	25	57	0	0	92	51	270
Approv	0	6	63	0	2	0	0	79	0	110	138	0	398
Total	41	300	149	32	171	330	249	555	22	167	894	62	2972
#2 Prospect Ave at PCH													
Base	21	0	28	88	1	8	17	1331	10	24	2752	137	4418
Added	0	0	0	5	0	0	0	194	0	0	136	2	337
Approv	0	0	0	0	0	0	0	87	0	0	150	0	237
Total	21	0	28	93	1	8	17	1612	10	24	3038	139	4992
#3 Bluff Rd at PCH													
Base	0	0	0	0	0	0	0	1547	0	0	2932	0	4480
Added	0	0	0	12	0	1	3	196	0	0	137	26	375
Approv	0	0	0	0	0	0	0	102	0	0	177	0	279
Total	0	0	0	12	0	1	3	1845	0	0	3246	26	5134
#4 Superior Ave at PCH													
Base	254	208	78	228	243	710	268	1026	253	235	1929	169	5601
Added	3	0	0	90	0	16	18	188	1	0	144	64	524
Approv	0	16	1	0	27	110	63	36	3	0	67	0	323
Total	257	224	79	318	270	836	349	1250	257	235	2140	233	6448
#5 Newport Blvd at PCH													
Base	0	0	0	610	0	409	0	1312	165	0	1897	507	4900
Added	0	0	0	9	0	13	0	277	0	0	195	2	496
Approv	0	0	0	86	0	19	0	76	7	0	26	0	214
Total	0	0	0	705	0	441	0	1665	172	0	2118	509	5610

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project PM Peak Hour
HCM Methodology

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 1 Placentia Ave at Superior Ave	A	xxxxx	0.571	B	xxxxx	0.667	+ 0.096 V/C
# 2 Prospect Ave at PCH	A	3.9	0.608	A	3.9	0.667	+ 0.071 D/V
# 3 Bluff Rd at PCH	A	0.1	0.565	A	0.6	0.634	+ 0.461 D/V
# 4 Superior Ave at PCH	C	27.7	0.661	C	28.9	0.750	+ 1.156 D/V
# 5 Newport Blvd at PCH	B	15.9	0.619	B	16.4	0.734	+ 0.577 D/V

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project PM Peak Hour
HCM Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Placentia Ave at Superior Ave

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:	56	Level Of Service:	B

Street Name:	Placentia Ave									Superior Ave					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1	0	1	1	0	2	0	1
Volume Module: >> Count Date: 12 Feb 2009 << Existing PM Peak Hour															
Base Vol:	41	287	86	11	166	316	224	419	22	57	664	11			
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:	41	287	86	11	166	316	224	419	22	57	664	11			
Added Vol:	0	7	0	21	3	14	25	57	0	0	92	51			
Approved Pr:	0	6	63	0	2	0	0	79	0	110	138	0			
Initial Fut:	41	300	149	32	171	330	249	555	22	167	894	62			
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:	41	300	149	32	171	330	249	555	22	167	894	62			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	41	300	149	32	171	330	249	555	22	167	894	62			
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:	41	300	149	32	171	330	249	555	22	167	894	62			
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:	0.17	1.22	0.61	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	268	1959	973	1600	1600	1600	1600	3200	1600	1600	3200	1600			
Capacity Analysis Module:															
Vol/Sat:	0.03	0.15	0.15	0.02	0.11	0.21	0.16	0.17	0.01	0.10	0.28	0.04			
Crit Moves:	****					****	****				****				

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project PM Peak Hour
HCM Methodology

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Prospect Ave at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.667
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	3.9
Optimal Cycle:	56	Level Of Service:	A

Street Name:	Prospect Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0	3	0	1	1	0	3	0	1
Volume Module: >> Count Date: 12 Feb 2009 << Existing PM Peak Hour																				
Base Vol:	21	0	28	88	1	8	16	1279	10	23	2645	132								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04								
Initial Bse:	21	0	28	88	1	8	17	1331	10	24	2752	137								
Added Vol:	0	0	0	5	0	0	0	194	0	0	136	2								
Approved Pr:	0	0	0	0	0	0	0	87	0	0	150	0								
Initial Fut:	21	0	28	93	1	8	17	1612	10	24	3038	139								
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:	21	0	28	93	1	8	17	1612	10	24	3038	139								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	21	0	28	93	1	8	17	1612	10	24	3038	139								
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:	21	0	28	93	1	8	17	1612	10	24	3038	139								
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900								
Adjustment:	0.92	1.00	0.85	0.75	0.75	0.75	0.95	0.91	0.85	0.95	0.91	0.85								
Lanes:	1.00	0.00	1.00	0.91	0.01	0.08	1.00	3.00	1.00	1.00	3.00	1.00								
Final Sat.:	1739	0	1615	1294	14	111	1805	5187	1615	1805	5187	1615								
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.00	0.02	0.07	0.07	0.07	0.01	0.31	0.01	0.01	0.59	0.09								
Crit Moves:					****			****				****								
Green/Cycle:	0.11	0.00	0.11	0.11	0.11	0.11	0.01	0.86	0.86	0.04	0.88	0.88								
Volume/Cap:	0.11	0.00	0.16	0.67	0.67	0.67	0.67	0.36	0.01	0.36	0.67	0.10								
Delay/Veh:	40.6	0.0	40.9	53.6	53.6	53.6	101.2	1.6	1.1	50.4	2.2	0.8								
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	40.6	0.0	40.9	53.6	53.6	53.6	101.2	1.6	1.1	50.4	2.2	0.8								
LOS by Move:	D	A	D	D	D	D	F	A	A	D	A	A								
HCM2kAvgQ:	1	0	1	4	4	4	1	4	0	1	11	1								

Note: Queue reported is the number of cars per lane.

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project PM Peak Hour
HCM Methodology

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Bluff Rd at PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.6
Optimal Cycle: 62 Level Of Service: A

Street Name:	Bluff Road									Pacific Coast Hwy								
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:	0	0	0	0	0	1	0	0	0	1	1	0	3	0	0	0	0	3	0	1
Volume Module:	PM Peak Hour																			
Base Vol:	0	0	0	0	0	0	0	1487	0	0	2818	0								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04								
Initial Bse:	0	0	0	0	0	0	0	1547	0	0	2932	0								
Added Vol:	0	0	0	12	0	1	3	196	0	0	137	26								
Approved Pr:	0	0	0	0	0	0	0	102	0	0	177	0								
Initial Fut:	0	0	0	12	0	1	3	1845	0	0	3246	26								
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	0	0	12	0	1	3	1845	0	0	3246	26								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	0	0	0	12	0	1	3	1845	0	0	3246	26								
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	0	0	12	0	1	3	1845	0	0	3246	26								
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900								
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	0.91	1.00	1.00	0.91	0.85								
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00								
Final Sat.:	0	0	0	1805	0	1615	1805	5187	0	0	5187	1615								
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.36	0.00	0.00	0.63	0.02								
Crit Moves:				****			****				****									
Green/Cycle:	0.00	0.00	0.00	0.01	0.00	0.01	0.00	0.99	0.00	0.00	0.99	0.99								
Volume/Cap:	0.00	0.00	0.00	0.63	0.00	0.06	0.63	0.36	0.00	0.00	0.63	0.02								
Delay/Veh:	0.0	0.0	0.0	103.3	0.0	50.5	199.8	0.1	0.0	0.0	0.3	0.0								
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	0.0	0.0	0.0	103.3	0.0	50.5	199.8	0.1	0.0	0.0	0.3	0.0								
LOS by Move:	A	A	A	F	A	D	F	A	A	A	A	A								
HCM2kAvgQ:	0	0	0	1	0	0	1	1	0	0	3	0								

Note: Queue reported is the number of cars per lane.

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project PM Peak Hour
HCM Methodology

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Superior Ave at PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.750
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 28.9
Optimal Cycle: 91 Level Of Service: C

Street Name:	Superior Avenue									Pacific Coast Hwy								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase			Split Phase			Protected			Protected								
Rights:	Include			Ovl			Include			Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0						
Lanes:	1	1	0	1	0	1	1	1	0	2	2	0	3	0	1	1	0	3	1	0
Volume Module:	>> Count Date: 12 Feb 2009 << Existing PM Peak Hour																			
Base Vol:	254	208	78	228	243	710	258	986	243	226	1854	162								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04								
Initial Bse:	254	208	78	228	243	710	268	1026	253	235	1929	169								
Added Vol:	3	0	0	90	0	16	18	188	1	0	144	64								
Approved Pr:	0	16	1	0	27	110	63	36	3	0	67	0								
Initial Fut:	257	224	79	318	270	836	349	1250	257	235	2140	233								
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:	257	224	79	318	270	836	349	1250	257	235	2140	233								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	257	224	79	318	270	836	349	1250	257	235	2140	233								
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:	257	224	79	318	270	836	349	1250	257	235	2140	233								
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900								
Adjustment:	0.91	0.91	0.91	0.93	0.93	0.75	0.92	0.91	0.85	0.95	0.90	0.90								
Lanes:	1.38	1.20	0.42	1.62	1.38	2.00	2.00	3.00	1.00	1.00	3.61	0.39								
Final Sat.:	2379	2074	731	2852	2422	2842	3502	5187	1615	1805	6145	668								
Capacity Analysis Module:																				
Vol/Sat:	0.11	0.11	0.11	0.11	0.11	0.29	0.10	0.24	0.16	0.13	0.35	0.35								
Crit Moves:			****			****	****				****									
Green/Cycle:	0.14	0.14	0.14	0.26	0.26	0.39	0.13	0.39	0.39	0.21	0.46	0.46								
Volume/Cap:	0.75	0.75	0.75	0.43	0.43	0.75	0.75	0.62	0.41	0.62	0.75	0.75								
Delay/Veh:	45.3	45.3	45.3	31.1	31.1	29.1	48.5	25.3	22.7	39.1	23.1	23.1								
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	45.3	45.3	45.3	31.1	31.1	29.1	48.5	25.3	22.7	39.1	23.1	23.1								
LOS by Move:	D	D	D	C	C	C	D	C	C	D	C	C								
HCM2kAvgQ:	8	8	8	6	6	14	7	12	6	7	18	18								

Note: Queue reported is the number of cars per lane.

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project PM Peak Hour
HCM Methodology

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Newport Blvd at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.734
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.4
Optimal Cycle:	86	Level Of Service:	B

Street Name:	Newport Blvd						Pacific Coast Hwy					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2	0 0	0 1	0 0	2	0 1	0 0	3	0 1
Volume Module: >> Count Date: 12 Feb 2009 << Existing PM Peak Hour												
Base Vol:	0	0	0	586	0	393	0	1261	159	0	1823	487
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	610	0	409	0	1312	165	0	1897	507
Added Vol:	0	0	0	9	0	13	0	277	0	0	195	2
Approved Pr:	0	0	0	86	0	19	0	76	7	0	26	0
Initial Fut:	0	0	0	705	0	441	0	1665	172	0	2118	509
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	705	0	441	0	1665	0	0	2118	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	705	0	441	0	1665	0	0	2118	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	705	0	441	0	1665	0	0	2118	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.85	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3502	0	1615	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.27	0.00	0.46	0.00	0.00	0.41	0.00
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.37	0.00	0.37	0.00	0.63	0.00	0.00	0.63	0.00
Volume/Cap:	0.00	0.00	0.00	0.54	0.00	0.73	0.00	0.73	0.00	0.00	0.65	0.00
Delay/Veh:	0.0	0.0	0.0	25.2	0.0	31.8	0.0	14.1	0.0	0.0	12.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.2	0.0	31.8	0.0	14.1	0.0	0.0	12.2	0.0
LOS by Move:	A	A	A	C	A	C	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	9	0	13	0	19	0	0	15	0

Note: Queue reported is the number of cars per lane.

APPENDIX D

INTERSECTION ANALYSIS WORKSHEETS – ICU METHODOLOGY

Sunset Ridge Park Traffic Impact Study
Existing Conditions AM Peak Hour
ICU Methodology

Scenario Report

Scenario:	Existing AM
Command:	Existing AM
Volume:	Existing AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing AM

Sunset Ridge Park Traffic Impact Study
Existing Conditions AM Peak Hour
ICU Methodology

Turning Movement Report
none

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Placentia Ave at Superior Ave													
Base	8	227	61	18	325	268	346	803	33	57	243	9	2398
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	227	61	18	325	268	346	803	33	57	243	9	2398
#2 Prospect Ave at PCH													
Base	19	0	33	267	0	7	17	2490	5	26	1112	34	4010
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	0	33	267	0	7	17	2490	5	26	1112	34	4010
#3 Bluff Rd at PCH													
Base	0	0	0	0	0	0	0	2834	0	0	1183	0	4017
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	2834	0	0	1183	0	4017
#4 Superior Ave at PCH													
Base	168	266	114	170	165	247	709	1914	211	95	768	155	4982
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	168	266	114	170	165	247	709	1914	211	95	768	155	4982
#5 Newport Blvd at PCH													
Base	0	0	0	383	0	288	0	2082	188	0	812	349	4102
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	383	0	288	0	2082	188	0	812	349	4102

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Sunset Ridge Park Traffic Impact Study
Existing Conditions AM Peak Hour
ICU Methodology

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Veh	V/ C	Future Del/ LOS	Veh	V/ C	Change in
# 1 Placentia Ave at Superior Ave	A	xxxxx	0.500	A	xxxxx	0.500	+ 0.000 V/C
# 2 Prospect Ave at PCH	C	xxxxx	0.723	C	xxxxx	0.723	+ 0.000 V/C
# 3 Bluff Rd at PCH	A	xxxxx	0.590	A	xxxxx	0.590	+ 0.000 V/C
# 4 Superior Ave at PCH	B	xxxxx	0.649	B	xxxxx	0.649	+ 0.000 V/C
# 5 Newport Blvd at PCH	D	xxxxx	0.831	D	xxxxx	0.831	+ 0.000 V/C

Sunset Ridge Park Traffic Impact Study
Existing Conditions AM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Placentia Ave at Superior Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.500
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Placentia Ave						Superior Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 12 Feb 2009 << Existing AM Peak Hour												
Base Vol:	8	227	61	18	325	268	346	803	33	57	243	9
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:	8	227	61	18	325	268	346	803	33	57	243	9
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:	8	227	61	18	325	268	346	803	33	57	243	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	227	61	18	325	268	346	803	33	57	243	9
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:	8	227	61	18	325	268	346	803	33	57	243	9
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:	0.05	1.54	0.41	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	86	2454	659	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.09	0.01	0.20	0.17	0.22	0.25	0.02	0.04	0.08	0.01
Crit Moves:	****				****		****				****	

Sunset Ridge Park Traffic Impact Study
Existing Conditions AM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Prospect Ave at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.723
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	C

Street Name:	Prospect Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0	0 1!	0	0 1	0 3	0 1	1	0 3	0 1
Volume Module: >> Count Date: 12 Feb 2009 << Existing AM Peak Hour												
Base Vol:	19	0	33	267	0	7	17	2490	5	26	1112	34
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:	19	0	33	267	0	7	17	2490	5	26	1112	34
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:	19	0	33	267	0	7	17	2490	5	26	1112	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	33	267	0	7	17	2490	5	26	1112	34
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:	19	0	33	267	0	7	17	2490	5	26	1112	34
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	0.00	1.00	0.97	0.00	0.03	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	0	1600	1559	0	41	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.17	0.00	0.17	0.01	0.52	0.00	0.02	0.23	0.02
Crit Moves:			****	****				****		****		

Sunset Ridge Park Traffic Impact Study
Existing Conditions AM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Bluff Rd at PCH

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:	56	Level Of Service:	A

Street Name:	Bluff Road						Pacific Coast Hwy					
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:	0 0	0	0 0	1	0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	2834	0	0	1183	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	0	0	0	0	0	0	2834	0	0	1183	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	0	0	0	0	0	0	2834	0	0	1183	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	2834	0	0	1183	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	0	0	0	0	0	0	2834	0	0	1183	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	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.59	0.00	0.00	0.25	0.00
Crit Moves:								****		****		

Sunset Ridge Park Traffic Impact Study
Existing Conditions AM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Superior Ave at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	B

Street Name:	Superior Avenue						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	1 0	1	1 1	0 2	2	0 3	0 1	1	0 3	1 0
Volume Module: >> Count Date: 12 Feb 2009 << Existing AM Peak Hour												
Base Vol:	168	266	114	170	165	247	709	1914	211	95	768	155
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:	168	266	114	170	165	247	709	1914	211	95	768	155
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:	168	266	114	170	165	247	709	1914	211	95	768	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	266	114	170	165	247	709	1914	211	95	768	155
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:	168	266	114	170	165	247	709	1914	211	95	768	155
OvlAdjVol:						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	1.38	0.62	1.52	1.48	2.00	2.00	3.00	1.00	1.00	3.33	0.67
Final Sat.:	1600	2204	996	2436	2364	3200	3200	4800	1600	1600	5325	1075
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.11	0.07	0.07	0.08	0.22	0.40	0.13	0.06	0.14	0.14
OvlAdjV/S:						0.00						
Crit Moves:		****			****			****			****	

Sunset Ridge Park Traffic Impact Study
Existing Conditions AM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Newport Blvd at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.831
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	135	Level Of Service:	D

Street Name:	Newport Blvd						Pacific Coast Hwy					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	2	0 0	0 1	0	0 2	0 1	0	0 3	0 1
Volume Module: >> Count Date: 12 Feb 2009 << Existing AM Peak Hour												
Base Vol:	0	0	0	383	0	288	0	2082	188	0	812	349
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	0	0	383	0	288	0	2082	188	0	812	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	383	0	288	0	2082	0	0	812	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	383	0	288	0	2082	0	0	812	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	383	0	288	0	2082	0	0	812	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	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.18	0.00	0.65	0.00	0.00	0.17	0.00
Crit Moves:						****		****			****	

Sunset Ridge Park Traffic Impact Study
Existing Conditions PM Peak Hour
ICU Methodology

Scenario Report

Scenario:	Existing PM
Command:	Existing PM
Volume:	Existing PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing PM

Sunset Ridge Park Traffic Impact Study
Existing Conditions PM Peak Hour
ICU Methodology

Turning Movement Report
none

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Placentia Ave at Superior Ave													
Base	41	287	86	11	166	316	224	419	22	57	664	11	2304
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	41	287	86	11	166	316	224	419	22	57	664	11	2304
#2 Prospect Ave at PCH													
Base	21	0	28	88	1	8	16	1279	10	23	2645	132	4251
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	21	0	28	88	1	8	16	1279	10	23	2645	132	4251
#3 Bluff Rd at PCH													
Base	0	0	0	0	0	0	0	1487	0	0	2818	0	4305
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1487	0	0	2818	0	4305
#4 Superior Ave at PCH													
Base	254	208	78	228	243	710	258	986	243	226	1854	162	5450
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	254	208	78	228	243	710	258	986	243	226	1854	162	5450
#5 Newport Blvd at PCH													
Base	0	0	0	586	0	393	0	1261	159	0	1823	487	4709
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	586	0	393	0	1261	159	0	1823	487	4709

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Sunset Ridge Park Traffic Impact Study
Existing Conditions PM Peak Hour
ICU Methodology

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Placentia Ave at Superior Ave	A	xxxxx	0.571	A	xxxxx	0.571	+ 0.000 V/C
# 2 Prospect Ave at PCH	B	xxxxx	0.634	B	xxxxx	0.634	+ 0.000 V/C
# 3 Bluff Rd at PCH	A	xxxxx	0.587	A	xxxxx	0.587	+ 0.000 V/C
# 4 Superior Ave at PCH	B	xxxxx	0.649	B	xxxxx	0.649	+ 0.000 V/C
# 5 Newport Blvd at PCH	B	xxxxx	0.640	B	xxxxx	0.640	+ 0.000 V/C

Sunset Ridge Park Traffic Impact Study
Existing Conditions PM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Placentia Ave at Superior Ave

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: 43 Level Of Service: A

Street Name:	Placentia Ave						Superior Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 1	0 1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 12 Feb 2009 << Existing PM Peak Hour												
Base Vol:	41	287	86	11	166	316	224	419	22	57	664	11
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:	41	287	86	11	166	316	224	419	22	57	664	11
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:	41	287	86	11	166	316	224	419	22	57	664	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	287	86	11	166	316	224	419	22	57	664	11
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:	41	287	86	11	166	316	224	419	22	57	664	11
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:	0.20	1.39	0.41	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	317	2218	665	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.01	0.10	0.20	0.14	0.13	0.01	0.04	0.21	0.01
Crit Moves:	****					****	****				****	

Sunset Ridge Park Traffic Impact Study
Existing Conditions PM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Prospect Ave at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	B

Street Name:	Prospect Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0	0 1'	0 0	1	0 3	0 1	1	0 3	0 1
Volume Module: >> Count Date: 12 Feb 2009 << Existing PM Peak Hour												
Base Vol:	21	0	28	88	1	8	16	1279	10	23	2645	132
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:	21	0	28	88	1	8	16	1279	10	23	2645	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:	21	0	28	88	1	8	16	1279	10	23	2645	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	0	28	88	1	8	16	1279	10	23	2645	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:	21	0	28	88	1	8	16	1279	10	23	2645	132
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	0.00	1.00	0.91	0.01	0.08	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	0	1600	1452	16	132	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.06	0.06	0.06	0.01	0.27	0.01	0.01	0.55	0.08
Crit Moves:			****	****			****				****	

Sunset Ridge Park Traffic Impact Study
Existing Conditions PM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Bluff Rd at PCH

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:	55	Level Of Service:	A

Street Name:	Bluff Road						Pacific Coast Hwy					
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:	0 0	0	0 0	1	0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1487	0	0	2818	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	0	0	0	0	0	0	1487	0	0	2818	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	0	0	0	0	0	0	1487	0	0	2818	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1487	0	0	2818	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	0	0	0	0	0	0	1487	0	0	2818	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	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.59	0.00
Crit Moves:							****				****	

Sunset Ridge Park Traffic Impact Study
Existing Conditions PM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Superior Ave at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	B

Street Name:	Superior Avenue						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	1 0	1	1 1	0 2	2	0 3	0 1	1	0 3	1 0
Volume Module: >> Count Date: 12 Feb 2009 << Existing PM Peak Hour												
Base Vol:	254	208	78	228	243	710	258	986	243	226	1854	162
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:	254	208	78	228	243	710	258	986	243	226	1854	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:	254	208	78	228	243	710	258	986	243	226	1854	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	208	78	228	243	710	258	986	243	226	1854	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:	254	208	78	228	243	710	258	986	243	226	1854	162
OvlAdjVol:						452						
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:	1.41	1.16	0.43	1.45	1.55	2.00	2.00	3.00	1.00	1.00	3.68	0.32
Final Sat.:	2257	1849	694	2324	2476	3200	3200	4800	1600	1600	5886	514
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.10	0.10	0.22	0.08	0.21	0.15	0.14	0.31	0.32
OvlAdjV/S:						0.14						
Crit Moves:	****					****	****					****

Sunset Ridge Park Traffic Impact Study
Existing Conditions PM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Newport Blvd at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.640
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	B

Street Name:	Newport Blvd						Pacific Coast Hwy					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	2	0 0	0 1	0	0 2	0 1	0	0 3	0 1
Volume Module: >> Count Date: 12 Feb 2009 << Existing PM Peak Hour												
Base Vol:	0	0	0	586	0	393	0	1261	159	0	1823	487
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	0	0	586	0	393	0	1261	159	0	1823	487
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	586	0	393	0	1261	0	0	1823	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	586	0	393	0	1261	0	0	1823	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	586	0	393	0	1261	0	0	1823	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	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.25	0.00	0.39	0.00	0.00	0.38	0.00
Crit Moves:						****		****		****		

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project AM Peak Hour
ICU Methodology

Scenario Report

Scenario:	Cumulative AM
Command:	Cumulative AM
Volume:	Future AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Cum Projs AM
Trip Distribution:	Cum Projs
Paths:	Default Path
Routes:	Default Route
Configuration:	Cumulative AM

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project AM Peak Hour
ICU Methodology

Trip Generation Report

Forecast for Cum Projs AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
2	Coast Commun	1.00	Learning Cente	112.00	47.00	112	47	159	6.2
	Zone 2 Subtotal					112	47	159	6.2
3	Old Newport	1.00	Medical Office	28.00	9.00	28	9	37	1.4
	Zone 3 Subtotal					28	9	37	1.4
4	Marina Park	1.00	Public Marina	15.00	0.00	15	0	15	0.6
	Zone 4 Subtotal					15	0	15	0.6
5	Mariner's Me	1.00	Medical Office	22.00	6.00	22	6	28	1.1
	Zone 5 Subtotal					22	6	28	1.1
6	Mormon Templ	1.00	Temple	20.00	5.00	20	5	25	1.0
	Zone 6 Subtotal					20	5	25	1.0
7	Newport Coas	1.00	TAZ 1	74.00	245.00	74	245	319	12.4
7	Newport Coas	1.00	TAZ 2	91.00	326.00	91	326	417	16.2
7	Newport Coas	1.00	TAZ 3	51.00	178.00	51	178	229	8.9
7	Newport Coas	1.00	TAZ 4	56.00	187.00	56	187	243	9.4
	Zone 7 Subtotal					272	936	1208	46.9
8	Newport Ridg	1.00	TAZ 1	134.00	303.00	134	303	437	17.0
8	Newport Ridg	1.00	TAZ 2	63.00	222.00	63	222	285	11.1
8	Newport Ridg	1.00	TAZ 3	26.00	118.00	26	118	144	5.6
	Zone 8 Subtotal					223	643	866	33.7
9	City Hall &	1.00	City Hall	206.00	29.00	206	29	235	9.1
	Zone 9 Subtotal					206	29	235	9.1
TOTAL						898	1675	2573	100.0

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project AM Peak Hour
ICU Methodology

Trip Distribution Report

Percent Of Trips Cum Projs

Zone	To Gates 1	2	3	4	5	6	7	8	9	10	11
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	10.0	5.0	0.0	10.0	55.0	0.0	5.0	0.0	10.0	0.0	0.0
3	15.0	0.0	0.0	5.0	0.0	40.0	10.0	0.0	20.0	5.0	5.0
4	10.0	0.0	15.0	0.0	0.0	25.0	0.0	0.0	20.0	0.0	0.0
5	15.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	25.0	0.0	0.0
6	5.0	0.0	0.0	0.0	0.0	0.0	0.0	90.0	5.0	0.0	0.0
7	10.0	0.0	0.0	0.0	5.0	0.0	0.0	72.0	13.0	0.0	0.0
8	10.0	0.0	0.0	0.0	5.0	0.0	0.0	72.0	13.0	0.0	0.0
9	3.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	85.0	0.0	0.0

Zone	To Gates 12	13	14	15
1	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	5.0
3	0.0	0.0	0.0	0.0
4	10.0	20.0	0.0	0.0
5	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0
9	5.0	0.0	5.0	0.0

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project AM Peak Hour
ICU Methodology

Turning Movement Report
Cum Projs AM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 Placentia Ave at Superior Ave													
Base	8	227	61	18	325	268	346	803	33	57	243	9	2398
Added	0	6	0	26	4	12	28	79	0	0	25	62	242
Approv	0	4	48	0	5	0	0	60	0	24	30	0	171
Total	8	237	109	44	334	280	374	942	33	81	298	71	2811
#2 Prospect Ave at PCH													
Base	19	0	33	267	0	7	18	2591	5	27	1157	35	4160
Added	0	0	0	6	0	0	0	77	0	0	166	2	251
Approv	0	0	0	0	0	0	0	86	0	0	49	0	135
Total	19	0	33	273	0	7	18	2754	5	27	1372	37	4546
#3 Bluff Rd at PCH													
Base	0	0	0	0	0	0	0	2949	0	0	1231	0	4180
Added	0	0	0	0	0	0	0	82	0	0	168	0	250
Approv	0	0	0	0	0	0	0	97	0	0	67	0	164
Total	0	0	0	0	0	0	0	3128	0	0	1466	0	4594
#4 Superior Ave at PCH													
Base	168	266	114	170	165	247	738	1992	220	99	799	161	5138
Added	0	0	0	29	0	7	17	64	2	0	161	90	370
Approv	1	12	0	0	6	24	48	49	0	0	42	0	182
Total	169	278	114	199	171	278	803	2105	222	99	1002	251	5690
#5 Newport Blvd at PCH													
Base	0	0	0	399	0	300	0	2167	196	0	845	363	4269
Added	0	0	0	2	0	1	0	94	0	0	250	5	352
Approv	0	0	0	26	0	35	0	12	4	0	42	0	119
Total	0	0	0	427	0	336	0	2273	200	0	1137	368	4740

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project AM Peak Hour
ICU Methodology

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Placentia Ave at Superior Ave	A	xxxxx	0.500	A	xxxxx	0.559	+ 0.058 V/C
# 2 Prospect Ave at PCH	C	xxxxx	0.744	C	xxxxx	0.782	+ 0.038 V/C
# 3 Bluff Rd at PCH	B	xxxxx	0.614	B	xxxxx	0.652	+ 0.037 V/C
# 4 Superior Ave at PCH	B	xxxxx	0.667	C	xxxxx	0.703	+ 0.035 V/C
# 5 Newport Blvd at PCH	D	xxxxx	0.864	E	xxxxx	0.920	+ 0.056 V/C

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project AM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Placentia Ave at Superior Ave

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: 42 Level Of Service: A

Street Name:	Placentia Ave									Superior Ave					
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	1 0	1	0	1	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module: >> Count Date: 12 Feb 2009 << Existing AM Peak Hour																
Base Vol:	8	227	61		18	325	268		346	803	33		57	243	9	
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:	8	227	61		18	325	268		346	803	33		57	243	9	
Added Vol:	0	6	0		26	4	12		28	79	0		0	25	62	
Approved Pr:	0	4	48		0	5	0		0	60	0		24	30	0	
Initial Fut:	8	237	109		44	334	280		374	942	33		81	298	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	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:	8	237	109		44	334	280		374	942	33		81	298	71	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	8	237	109		44	334	280		374	942	33		81	298	71	
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:	8	237	109		44	334	280		374	942	33		81	298	71	
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:	0.04	1.34	0.62		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	72	2142	985		1600	1600	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.11	0.11		0.03	0.21	0.17		0.23	0.29	0.02		0.05	0.09	0.04	
Crit Moves:	****					****				****				****		

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project AM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Prospect Ave at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	C

Street Name:	Prospect Ave									Pacific Coast Hwy								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted				Permitted				Protected				Protected					
Rights:	Include				Include				Include				Include					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0	3	0	1	1	0	3	0	1
Volume Module: >> Count Date: 12 Feb 2009 << Existing AM Peak Hour																				
Base Vol:	19	0	33		267	0	7		17	2490	5		26	1112	34			
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.04	1.04	1.04		1.04	1.04	1.04			
Initial Bse:	19	0	33		267	0	7		18	2591	5		27	1157	35			
Added Vol:	0	0	0		6	0	0		0	77	0		0	166	2			
Approved Pr:	0	0	0		0	0	0		0	86	0		0	49	0			
Initial Fut:	19	0	33		273	0	7		18	2754	5		27	1372	37			
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:	19	0	33		273	0	7		18	2754	5		27	1372	37			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	19	0	33		273	0	7		18	2754	5		27	1372	37			
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:	19	0	33		273	0	7		18	2754	5		27	1372	37			
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	0.00	1.00		0.98	0.00	0.02		1.00	3.00	1.00		1.00	3.00	1.00			
Final Sat.:	1600	0	1600		1560	0	40		1600	4800	1600		1600	4800	1600			
Capacity Analysis Module:																		
Vol/Sat:	0.01	0.00	0.02		0.17	0.00	0.17		0.01	0.57	0.00		0.02	0.29	0.02			
Crit Moves:			****		****					****			****					

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project AM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Bluff Rd at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	B

Street Name:	Bluff Road									Pacific Coast Hwy								
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:	0	0	0	0	0	1	0	0	0	1	1	0	3	0	0	0	0	3	0	1
Volume Module:AM Peak Hour																				
Base Vol:	0	0	0		0	0	0		0	2834	0		0	1183	0			
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.04	1.04	1.04		1.04	1.04	1.04			
Initial Bse:	0	0	0		0	0	0		0	2949	0		0	1231	0			
Added Vol:	0	0	0		0	0	0		0	82	0		0	168	0			
Approved Pr:	0	0	0		0	0	0		0	97	0		0	67	0			
Initial Fut:	0	0	0		0	0	0		0	3128	0		0	1466	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	0	0		0	0	0		0	3128	0		0	1466	0			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	0	0	0		0	0	0		0	3128	0		0	1466	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	0	0		0	0	0		0	3128	0		0	1466	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	0.00	0.00		1.00	0.00	1.00		1.00	3.00	0.00		0.00	3.00	1.00			
Final Sat.:	0	0	0		1600	0	1600		1600	4800	0		0	4800	1600			
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.65	0.00		0.00	0.31	0.00			
Crit Moves:										****			****					

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project AM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Superior Ave at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.703
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	C

Street Name:	Superior Avenue						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	1 0	1	1 1	0 2	2	0 3	0 1	1	0 3	1 0
Volume Module: >> Count Date: 12 Feb 2009 << Existing AM Peak Hour												
Base Vol:	168	266	114	170	165	247	709	1914	211	95	768	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	168	266	114	170	165	247	738	1992	220	99	799	161
Added Vol:	0	0	0	29	0	7	17	64	2	0	161	90
Approved Pr:	1	12	0	0	6	24	48	49	0	0	42	0
Initial Fut:	169	278	114	199	171	278	803	2105	222	99	1002	251
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:	169	278	114	199	171	278	803	2105	222	99	1002	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	278	114	199	171	278	803	2105	222	99	1002	251
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:	169	278	114	199	171	278	803	2105	222	99	1002	251
OvlAdjVol:						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	1.39	0.61	1.61	1.39	2.00	2.00	3.00	1.00	1.00	3.20	0.80
Final Sat.:	1600	2221	979	2582	2218	3200	3200	4800	1600	1600	5117	1283
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.12	0.08	0.08	0.09	0.25	0.44	0.14	0.06	0.20	0.20
OvlAdjV/S:						0.00						
Crit Moves:		****		****				****		****		

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project AM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Newport Blvd at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.920
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Newport Blvd						Pacific Coast Hwy					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	2	0 0	0 1	0	0 2	0 1	0	0 3	0 1
Volume Module: >> Count Date: 12 Feb 2009 << Existing AM Peak Hour												
Base Vol:	0	0	0	383	0	288	0	2082	188	0	812	349
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	399	0	300	0	2167	196	0	845	363
Added Vol:	0	0	0	2	0	1	0	94	0	0	250	5
Approved Pr:	0	0	0	26	0	35	0	12	4	0	42	0
Initial Fut:	0	0	0	427	0	336	0	2273	200	0	1137	368
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	427	0	336	0	2273	0	0	1137	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	427	0	336	0	2273	0	0	1137	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	427	0	336	0	2273	0	0	1137	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	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.21	0.00	0.71	0.00	0.00	0.24	0.00
Crit Moves:						****		****		****		

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project PM Peak Hour
ICU Methodology

Scenario Report

Scenario:	Cumulative PM
Command:	Cumulative PM
Volume:	Future PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Cum Projs PM
Trip Distribution:	Cum Projs
Paths:	Default Path
Routes:	Default Route
Configuration:	Cumulative PM

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project PM Peak Hour
ICU Methodology

Trip Generation Report

Forecast for Cum Projs PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
2	Coast Commun	1.00	Learning Cente	92.00	38.00	92	38	130	3.7
	Zone 2 Subtotal					92	38	130	3.7
3	Old Newport	1.00	Medical Office	18.00	45.00	18	45	63	1.8
	Zone 3 Subtotal					18	45	63	1.8
4	Marina Park	1.00	Public Marina	7.00	19.00	7	19	26	0.7
	Zone 4 Subtotal					7	19	26	0.7
5	Mariner's Me	1.00	Medical Office	11.00	31.00	11	31	42	1.2
	Zone 5 Subtotal					11	31	42	1.2
6	Mormon Templ	1.00	Temple	16.00	10.00	16	10	26	0.7
	Zone 6 Subtotal					16	10	26	0.7
7	Newport Coas	1.00	TAZ 1	238.00	159.00	238	159	397	11.3
7	Newport Coas	1.00	TAZ 2	326.00	184.00	326	184	510	14.6
7	Newport Coas	1.00	TAZ 3	178.00	102.00	178	102	280	8.0
7	Newport Coas	1.00	TAZ 4	185.00	113.00	185	113	298	8.5
	Zone 7 Subtotal					927	558	1485	42.4
8	Newport Ridg	1.00	TAZ 1	447.00	352.00	447	352	799	22.8
8	Newport Ridg	1.00	TAZ 2	222.00	127.00	222	127	349	10.0
8	Newport Ridg	1.00	TAZ 3	121.00	57.00	121	57	178	5.1
	Zone 8 Subtotal					790	536	1326	37.8
9	City Hall &	1.00	City Hall	147.00	259.00	147	259	406	11.6
	Zone 9 Subtotal					147	259	406	11.6
TOTAL						2008	1496	3504	100.0

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Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project PM Peak Hour
ICU Methodology

Trip Distribution Report

Percent Of Trips Cum Projs

Zone	To Gates 1	2	3	4	5	6	7	8	9	10	11
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	10.0	5.0	0.0	10.0	55.0	0.0	5.0	0.0	10.0	0.0	0.0
3	15.0	0.0	0.0	5.0	0.0	40.0	10.0	0.0	20.0	5.0	5.0
4	10.0	0.0	15.0	0.0	0.0	25.0	0.0	0.0	20.0	0.0	0.0
5	15.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	25.0	0.0	0.0
6	5.0	0.0	0.0	0.0	0.0	0.0	0.0	90.0	5.0	0.0	0.0
7	10.0	0.0	0.0	0.0	5.0	0.0	0.0	72.0	13.0	0.0	0.0
8	10.0	0.0	0.0	0.0	5.0	0.0	0.0	72.0	13.0	0.0	0.0
9	3.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	85.0	0.0	0.0

Zone	To Gates 12	13	14	15
1	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	5.0
3	0.0	0.0	0.0	0.0
4	10.0	20.0	0.0	0.0
5	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0
9	5.0	0.0	5.0	0.0

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project PM Peak Hour
ICU Methodology

Turning Movement Report
Cum Projs PM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 Placentia Ave at Superior Ave													
Base	41	287	86	11	166	316	224	419	22	57	664	11	2304
Added	0	7	0	21	3	10	23	55	0	0	86	51	256
Approv	0	6	63	0	2	0	0	79	0	110	138	0	398
Total	41	300	149	32	171	326	247	553	22	167	888	62	2958
#2 Prospect Ave at PCH													
Base	21	0	28	88	1	8	17	1331	10	24	2752	137	4418
Added	0	0	0	5	0	0	0	191	0	0	135	2	333
Approv	0	0	0	0	0	0	0	87	0	0	150	0	237
Total	21	0	28	93	1	8	17	1609	10	24	3037	139	4988
#3 Bluff Rd at PCH													
Base	0	0	0	0	0	0	0	1547	0	0	2932	0	4480
Added	0	0	0	0	0	0	0	196	0	0	137	0	333
Approv	0	0	0	0	0	0	0	102	0	0	177	0	279
Total	0	0	0	0	0	0	0	1845	0	0	3246	0	5092
#4 Superior Ave at PCH													
Base	254	208	78	228	243	710	268	1026	253	235	1929	169	5601
Added	2	0	0	90	0	6	14	181	1	0	129	64	487
Approv	0	16	1	0	27	110	63	36	3	0	67	0	323
Total	256	224	79	318	270	826	345	1243	257	235	2125	233	6411
#5 Newport Blvd at PCH													
Base	0	0	0	610	0	409	0	1312	165	0	1897	507	4900
Added	0	0	0	9	0	7	0	271	0	0	186	2	475
Approv	0	0	0	86	0	19	0	76	7	0	26	0	214
Total	0	0	0	705	0	435	0	1659	172	0	2109	509	5589

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project PM Peak Hour
ICU Methodology

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Placentia Ave at Superior Ave	A	xxxxx	0.571	B	xxxxx	0.661	+ 0.091 V/C
# 2 Prospect Ave at PCH	B	xxxxx	0.656	C	xxxxx	0.719	+ 0.062 V/C
# 3 Bluff Rd at PCH	B	xxxxx	0.611	B	xxxxx	0.676	+ 0.065 V/C
# 4 Superior Ave at PCH	B	xxxxx	0.662	C	xxxxx	0.743	+ 0.081 V/C
# 5 Newport Blvd at PCH	B	xxxxx	0.666	C	xxxxx	0.790	+ 0.125 V/C

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project PM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Puture Volume Alternative)

Intersection #1 Placentia Ave at Superior Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.661
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Street Name:	Placentia Ave						Superior Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 12 Feb 2009 << Existing PM Peak Hour												
Base Vol:	41	287	86	11	166	316	224	419	22	57	664	11
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:	41	287	86	11	166	316	224	419	22	57	664	11
Added Vol:	0	7	0	21	3	10	23	55	0	0	86	51
Approved Pr:	0	6	63	0	2	0	0	79	0	110	138	0
Initial Fut:	41	300	149	32	171	326	247	553	22	167	888	62
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:	41	300	149	32	171	326	247	553	22	167	888	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	300	149	32	171	326	247	553	22	167	888	62
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:	41	300	149	32	171	326	247	553	22	167	888	62
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:	0.17	1.22	0.61	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	268	1959	973	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.02	0.11	0.20	0.15	0.17	0.01	0.10	0.28	0.04
Crit Moves:	****					****	****				****	

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project PM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Prospect Ave at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.719
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Prospect Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	0 1	0	0 1!	0 0	1	0 3	0 1	1	0 3	0 1
Volume Module: >> Count Date: 12 Feb 2009 << Existing PM Peak Hour												
Base Vol:	21	0	28	88	1	8	16	1279	10	23	2645	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	21	0	28	88	1	8	17	1331	10	24	2752	137
Added Vol:	0	0	0	5	0	0	0	191	0	0	135	2
Approved Pr:	0	0	0	0	0	0	0	87	0	0	150	0
Initial Fut:	21	0	28	93	1	8	17	1609	10	24	3037	139
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:	21	0	28	93	1	8	17	1609	10	24	3037	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	0	28	93	1	8	17	1609	10	24	3037	139
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:	21	0	28	93	1	8	17	1609	10	24	3037	139
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	0.00	1.00	0.91	0.01	0.08	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	0	1600	1459	16	125	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.06	0.06	0.06	0.01	0.34	0.01	0.01	0.63	0.09
Crit Moves:			****	****			****				****	

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project PM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Bluff Rd at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.676
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	B

Street Name:	Bluff Road						Pacific Coast Hwy					
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:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:PM Peak Hour												
Base Vol:	0	0	0	0	0	0	0	1487	0	0	2818	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	0	0	0	0	1547	0	0	2932	0
Added Vol:	0	0	0	0	0	0	0	196	0	0	137	0
Approved Pr:	0	0	0	0	0	0	0	102	0	0	177	0
Initial Fut:	0	0	0	0	0	0	0	1845	0	0	3246	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	0	0	0	0	0	0	1845	0	0	3246	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1845	0	0	3246	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	0	0	0	0	0	0	1845	0	0	3246	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	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.68	0.00
Crit Moves:							****				****	

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project PM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Superior Ave at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.743
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	C

Street Name:	Superior Avenue						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 0	1 0	1	1 1	0 2	2	0 3	0 1	1	0 3	1 0
Volume Module: >> Count Date: 12 Feb 2009 << Existing PM Peak Hour												
Base Vol:	254	208	78	228	243	710	258	986	243	226	1854	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	254	208	78	228	243	710	268	1026	253	235	1929	169
Added Vol:	2	0	0	90	0	6	14	181	1	0	129	64
Approved Pr:	0	16	1	0	27	110	63	36	3	0	67	0
Initial Fut:	256	224	79	318	270	826	345	1243	257	235	2125	233
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:	256	224	79	318	270	826	345	1243	257	235	2125	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	224	79	318	270	826	345	1243	257	235	2125	233
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:	256	224	79	318	270	826	345	1243	257	235	2125	233
OvlAdjVol:						481						
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:	1.38	1.20	0.42	1.62	1.38	2.00	2.00	3.00	1.00	1.00	3.61	0.39
Final Sat.:	2199	1923	678	2596	2204	3200	3200	4800	1600	1600	5769	631
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.12	0.12	0.26	0.11	0.26	0.16	0.15	0.37	0.37
OvlAdjV/S:						0.15						
Crit Moves:			****			****	****				****	

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions Without Project PM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Newport Blvd at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.790
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	109	Level Of Service:	C

Street Name:	Newport Blvd						Pacific Coast Hwy					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	2	0 0	0 1	0	0 2	0 1	0	0 3	0 1
Volume Module: >> Count Date: 12 Feb 2009 << Existing PM Peak Hour												
Base Vol:	0	0	0	586	0	393	0	1261	159	0	1823	487
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	610	0	409	0	1312	165	0	1897	507
Added Vol:	0	0	0	9	0	7	0	271	0	0	186	2
Approved Pr:	0	0	0	86	0	19	0	76	7	0	26	0
Initial Fut:	0	0	0	705	0	435	0	1659	172	0	2109	509
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	705	0	435	0	1659	0	0	2109	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	705	0	435	0	1659	0	0	2109	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	705	0	435	0	1659	0	0	2109	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	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.27	0.00	0.52	0.00	0.00	0.44	0.00
Crit Moves:						****		****			****	

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project AM Peak Hour
ICU Methodology

Scenario Report

Scenario:	Cumulative + Proj AM
Command:	Cumulative + Proj AM
Volume:	Future AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Project AM
Trip Distribution:	Project
Paths:	Default Path
Routes:	Default Route
Configuration:	Cumulative + Proj AM

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project AM Peak Hour
ICU Methodology

Trip Generation Report

Forecast for Proj AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Sunset Ridge	1.00	City Park	0.00	0.00	0	0	0	0.0
1	Sunset Ridge	1.00	Soccer Fields	1.00	1.00	1	1	2	0.1
	Zone 1 Subtotal					1	1	2	0.1
TOTAL						1	1	2	0.1

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project AM Peak Hour
ICU Methodology

Trip Generation Report

Forecast for Cum Projs AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
2	Coast Commun	1.00	Learning Cente	112.00	47.00	112	47	159	6.2
	Zone 2 Subtotal					112	47	159	6.2
3	Old Newport	1.00	Medical Office	28.00	9.00	28	9	37	1.4
	Zone 3 Subtotal					28	9	37	1.4
4	Marina Park	1.00	Public Marina	15.00	0.00	15	0	15	0.6
	Zone 4 Subtotal					15	0	15	0.6
5	Mariner's Me	1.00	Medical Office	22.00	6.00	22	6	28	1.1
	Zone 5 Subtotal					22	6	28	1.1
6	Mormon Templ	1.00	Temple	20.00	5.00	20	5	25	1.0
	Zone 6 Subtotal					20	5	25	1.0
7	Newport Coas	1.00	TAZ 1	74.00	245.00	74	245	319	12.4
7	Newport Coas	1.00	TAZ 2	91.00	326.00	91	326	417	16.2
7	Newport Coas	1.00	TAZ 3	51.00	178.00	51	178	229	8.9
7	Newport Coas	1.00	TAZ 4	56.00	187.00	56	187	243	9.4
	Zone 7 Subtotal					272	936	1208	46.9
8	Newport Ridg	1.00	TAZ 1	134.00	303.00	134	303	437	17.0
8	Newport Ridg	1.00	TAZ 2	63.00	222.00	63	222	285	11.1
8	Newport Ridg	1.00	TAZ 3	26.00	118.00	26	118	144	5.6
	Zone 8 Subtotal					223	643	866	33.6
9	City Hall &	1.00	City Hall	206.00	29.00	206	29	235	9.1
	Zone 9 Subtotal					206	29	235	9.1
TOTAL						898	1675	2573	99.9

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project AM Peak Hour
ICU Methodology

Trip Distribution Report

Percent Of Trips Project + Cum

Zone	To Gates 1	2	3	4	5	6	7	8	9	10	11
1	10.0	0.0	5.0	15.0	20.0	20.0	0.0	0.0	30.0	0.0	0.0
2	10.0	5.0	0.0	10.0	55.0	0.0	5.0	0.0	10.0	0.0	0.0
3	15.0	0.0	0.0	5.0	0.0	40.0	10.0	0.0	20.0	5.0	5.0
4	10.0	0.0	15.0	0.0	0.0	25.0	0.0	0.0	20.0	0.0	0.0
5	15.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	25.0	0.0	0.0
6	5.0	0.0	0.0	0.0	0.0	0.0	0.0	90.0	5.0	0.0	0.0
7	10.0	0.0	0.0	0.0	5.0	0.0	0.0	72.0	13.0	0.0	0.0
8	10.0	0.0	0.0	0.0	5.0	0.0	0.0	72.0	13.0	0.0	0.0
9	3.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	85.0	0.0	0.0

Zone	To Gates 12	13	14	15
1	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	5.0
3	0.0	0.0	0.0	0.0
4	10.0	20.0	0.0	0.0
5	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0
9	5.0	0.0	5.0	0.0

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project AM Peak Hour
ICU Methodology

Turning Movement Report
Proj AM + Cum Projs AM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 Placentia Ave at Superior Ave													
Base	8	227	61	18	325	268	346	803	33	57	243	9	2398
Added	0	6	0	26	4	12	28	79	0	0	25	62	242
Approv	0	4	48	0	5	0	0	60	0	24	30	0	171
Total	8	237	109	44	334	280	374	942	33	81	298	71	2811
#2 Prospect Ave at PCH													
Base	19	0	33	267	0	7	18	2591	5	27	1157	35	4160
Added	0	0	0	6	0	0	0	77	0	0	166	2	251
Approv	0	0	0	0	0	0	0	86	0	0	49	0	135
Total	19	0	33	273	0	7	18	2754	5	27	1372	37	4546
#3 Bluff Rd at PCH													
Base	0	0	0	0	0	0	0	2949	0	0	1231	0	4180
Added	0	0	0	1	0	0	0	82	0	0	168	1	252
Approv	0	0	0	0	0	0	0	97	0	0	67	0	164
Total	0	0	0	1	0	0	0	3128	0	0	1466	1	4596
#4 Superior Ave at PCH													
Base	168	266	114	170	165	247	738	1992	220	99	799	161	5138
Added	0	0	0	29	0	7	17	65	2	0	162	90	372
Approv	1	12	0	0	6	24	48	49	0	0	42	0	182
Total	169	278	114	199	171	278	803	2106	222	99	1003	251	5692
#5 Newport Blvd at PCH													
Base	0	0	0	399	0	300	0	2167	196	0	845	363	4269
Added	0	0	0	2	0	2	0	94	0	0	250	5	353
Approv	0	0	0	26	0	35	0	12	4	0	42	0	119
Total	0	0	0	427	0	337	0	2273	200	0	1137	368	4741

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project AM Peak Hour
ICU Methodology

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Placentia Ave at Superior Ave	A	xxxxx	0.500	A	xxxxx	0.559	+ 0.058 V/C
# 2 Prospect Ave at PCH	C	xxxxx	0.744	C	xxxxx	0.782	+ 0.038 V/C
# 3 Bluff Rd at PCH	B	xxxxx	0.614	B	xxxxx	0.652	+ 0.037 V/C
# 4 Superior Ave at PCH	B	xxxxx	0.667	C	xxxxx	0.703	+ 0.036 V/C
# 5 Newport Blvd at PCH	D	xxxxx	0.864	E	xxxxx	0.921	+ 0.056 V/C

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project AM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Placentia Ave at Superior Ave

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: 42 Level Of Service: A

Street Name:	Placentia Ave								Superior Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	1 0	1	0	1	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module: >> Count Date: 12 Feb 2009 << Existing AM Peak Hour																
Base Vol:	8	227	61		18	325	268		346	803	33		57	243	9	
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:	8	227	61		18	325	268		346	803	33		57	243	9	
Added Vol:	0	6	0		26	4	12		28	79	0		0	25	62	
Approved Pr:	0	4	48		0	5	0		0	60	0		24	30	0	
Initial Fut:	8	237	109		44	334	280		374	942	33		81	298	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	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:	8	237	109		44	334	280		374	942	33		81	298	71	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	8	237	109		44	334	280		374	942	33		81	298	71	
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:	8	237	109		44	334	280		374	942	33		81	298	71	
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:	0.04	1.34	0.62		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	72	2142	985		1600	1600	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.11	0.11		0.03	0.21	0.17		0.23	0.29	0.02		0.05	0.09	0.04	
Crit Moves:	****					****				****			****			

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project AM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Prospect Ave at PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.782
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C

Street Name:	Prospect Ave								Pacific Coast Hwy							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	0 1	0	0	1!	0 0	1	0	3	0 1	1	0	3	0 1
Volume Module: >> Count Date: 12 Feb 2009 << Existing AM Peak Hour																
Base Vol:	19	0	33		267	0	7		17	2490	5		26	1112	34	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	19	0	33		267	0	7		18	2591	5		27	1157	35	
Added Vol:	0	0	0		6	0	0		0	77	0		0	166	2	
Approved Pr:	0	0	0		0	0	0		0	86	0		0	49	0	
Initial Fut:	19	0	33		273	0	7		18	2754	5		27	1372	37	
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:	19	0	33		273	0	7		18	2754	5		27	1372	37	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	19	0	33		273	0	7		18	2754	5		27	1372	37	
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:	19	0	33		273	0	7		18	2754	5		27	1372	37	
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	0.00	1.00		0.98	0.00	0.02		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1600	0	1600		1560	0	40		1600	4800	1600		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.02		0.17	0.00	0.17		0.01	0.57	0.00		0.02	0.29	0.02	
Crit Moves:			****		****					****			****			

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project AM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Bluff Rd at PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

Street Name:	Bluff Road									Pacific Coast Hwy								
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:	0	0	0	0	0	1	0	0	0	1	1	0	3	0	0	0	0	3	0	1
Volume Module:	AM Peak Hour																			
Base Vol:	0	0	0			0	0	0			0	2834	0			0	1183	0		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.04	1.04	1.04			1.04	1.04	1.04		
Initial Bse:	0	0	0			0	0	0			0	2949	0			0	1231	0		
Added Vol:	0	0	0			1	0	0			0	82	0			0	168	1		
Approved Pr:	0	0	0			0	0	0			0	97	0			0	67	0		
Initial Fut:	0	0	0			1	0	0			0	3128	0			0	1466	1		
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	0	0			1	0	0			0	3128	0			0	1466	1		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	0	0	0			1	0	0			0	3128	0			0	1466	1		
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	0	0			1	0	0			0	3128	0			0	1466	1		
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	0.00	0.00			1.00	0.00	1.00			1.00	3.00	0.00			0.00	3.00	1.00		
Final Sat.:	0	0	0			1600	0	1600			1600	4800	0			0	4800	1600		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00			0.00	0.00	0.00			0.00	0.65	0.00			0.00	0.31	0.00		
Crit Moves:						****						****				****				

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project AM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Superior Ave at PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Street Name:	Superior Avenue									Pacific Coast Hwy								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase					Split Phase					Protected					Protected				
Rights:	Include					Ovl					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	1	0	1	0	1	1	1	0	2	2	0	3	0	1	1	0	3	1	0
Volume Module:	>> Count Date: 12 Feb 2009 << Existing AM Peak Hour																			
Base Vol:	168	266	114			170	165	247			709	1914	211			95	768	155		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.04	1.04	1.04			1.04	1.04	1.04		
Initial Bse:	168	266	114			170	165	247			738	1992	220			99	799	161		
Added Vol:	0	0	0			29	0	7			17	65	2			0	162	90		
Approved Pr:	1	12	0			0	6	24			48	49	0			0	42	0		
Initial Fut:	169	278	114			199	171	278			803	2106	222			99	1003	251		
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:	169	278	114			199	171	278			803	2106	222			99	1003	251		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	169	278	114			199	171	278			803	2106	222			99	1003	251		
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:	169	278	114			199	171	278			803	2106	222			99	1003	251		
OvlAdjVol:								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	1.39	0.61			1.61	1.39	2.00			2.00	3.00	1.00			1.00	3.20	0.80		
Final Sat.:	1600	2221	979			2582	2218	3200			3200	4800	1600			1600	5118	1282		
Capacity Analysis Module:																				
Vol/Sat:	0.11	0.13	0.12			0.08	0.08	0.09			0.25	0.44	0.14			0.06	0.20	0.20		
OvlAdjV/S:								0.00												
Crit Moves:		****					****						****				****			

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project AM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Newport Blvd at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.921
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Newport Blvd								Pacific Coast Hwy							
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				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 0	2	0	0	0 1	0	0	2	0 1	0	0	3	0 1
Volume Module: >> Count Date: 12 Feb 2009 << Existing AM Peak Hour																
Base Vol:	0	0	0		383	0	288		0	2082	188		0	812	349	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	0	0		399	0	300		0	2167	196		0	845	363	
Added Vol:	0	0	0		2	0	2		0	94	0		0	250	5	
Approved Pr:	0	0	0		26	0	35		0	12	4		0	42	0	
Initial Fut:	0	0	0		427	0	337		0	2273	200		0	1137	368	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		427	0	337		0	2273	0		0	1137	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		427	0	337		0	2273	0		0	1137	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		427	0	337		0	2273	0		0	1137	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	0.00	0.00		2.00	0.00	1.00		0.00	2.00	1.00		0.00	3.00	1.00	
Final Sat.:	0	0	0		3200	0	1600		0	3200	1600		0	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.13	0.00	0.21		0.00	0.71	0.00		0.00	0.24	0.00	
Crit Moves:							****			****				****		

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project PM Peak Hour
ICU Methodology

Scenario Report

Scenario:	Cumulative + Proj PM
Command:	Cumulative + Proj PM
Volume:	Future PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Project PM
Trip Distribution:	Project
Paths:	Default Path
Routes:	Default Route
Configuration:	Cumulative + Proj PM

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project PM Peak Hour
ICU Methodology

Trip Generation Report

Forecast for Proj PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Sunset Ridge	1.00	City Park	0.00	0.00	0	0	0	0.0
1	Sunset Ridge	1.00	Soccer Fields	29.00	13.00	29	13	42	1.2
Zone 1 Subtotal						29	13	42	1.2
TOTAL						29	13	42	1.2

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Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project PM Peak Hour
ICU Methodology

Trip Generation Report

Forecast for Cum Projs PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
2	Coast Commun	1.00	Learning Cente	92.00	38.00	92	38	130	3.7
	Zone 2 Subtotal					92	38	130	3.7
3	Old Newport	1.00	Medical Office	18.00	45.00	18	45	63	1.8
	Zone 3 Subtotal					18	45	63	1.8
4	Marina Park	1.00	Public Marina	7.00	19.00	7	19	26	0.7
	Zone 4 Subtotal					7	19	26	0.7
5	Mariner's Me	1.00	Medical Office	11.00	31.00	11	31	42	1.2
	Zone 5 Subtotal					11	31	42	1.2
6	Mormon Templ	1.00	Temple	16.00	10.00	16	10	26	0.7
	Zone 6 Subtotal					16	10	26	0.7
7	Newport Coas	1.00	TAZ 1	238.00	159.00	238	159	397	11.2
7	Newport Coas	1.00	TAZ 2	326.00	184.00	326	184	510	14.4
7	Newport Coas	1.00	TAZ 3	178.00	102.00	178	102	280	7.9
7	Newport Coas	1.00	TAZ 4	185.00	113.00	185	113	298	8.4
	Zone 7 Subtotal					927	558	1485	41.9
8	Newport Ridg	1.00	TAZ 1	447.00	352.00	447	352	799	22.5
8	Newport Ridg	1.00	TAZ 2	222.00	127.00	222	127	349	9.8
8	Newport Ridg	1.00	TAZ 3	121.00	57.00	121	57	178	5.0
	Zone 8 Subtotal					790	536	1326	37.4
9	City Hall &	1.00	City Hall	147.00	259.00	147	259	406	11.4
	Zone 9 Subtotal					147	259	406	11.4
TOTAL						2008	1496	3504	98.8

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project PM Peak Hour
ICU Methodology

Trip Distribution Report

Percent Of Trips Project + Cum

	To Gates										
Zone	1	2	3	4	5	6	7	8	9	10	11
1	10.0	0.0	5.0	15.0	20.0	20.0	0.0	0.0	30.0	0.0	0.0
2	10.0	5.0	0.0	10.0	55.0	0.0	5.0	0.0	10.0	0.0	0.0
3	15.0	0.0	0.0	5.0	0.0	40.0	10.0	0.0	20.0	5.0	5.0
4	10.0	0.0	15.0	0.0	0.0	25.0	0.0	0.0	20.0	0.0	0.0
5	15.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	25.0	0.0	0.0
6	5.0	0.0	0.0	0.0	0.0	0.0	0.0	90.0	5.0	0.0	0.0
7	10.0	0.0	0.0	0.0	5.0	0.0	0.0	72.0	13.0	0.0	0.0
8	10.0	0.0	0.0	0.0	5.0	0.0	0.0	72.0	13.0	0.0	0.0
9	3.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	85.0	0.0	0.0

	To Gates			
Zone	12	13	14	15
1	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	5.0
3	0.0	0.0	0.0	0.0
4	10.0	20.0	0.0	0.0
5	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0
9	5.0	0.0	5.0	0.0

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project PM Peak Hour
ICU Methodology

Turning Movement Report
Proj PM + Cum Projs PM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 Placentia Ave at Superior Ave													
Base	41	287	86	11	166	316	224	419	22	57	664	11	2304
Added	0	7	0	21	3	14	25	57	0	0	92	51	270
Approv	0	6	63	0	2	0	0	79	0	110	138	0	398
Total	41	300	149	32	171	330	249	555	22	167	894	62	2972
#2 Prospect Ave at PCH													
Base	21	0	28	88	1	8	17	1331	10	24	2752	137	4418
Added	0	0	0	5	0	0	0	194	0	0	136	2	337
Approv	0	0	0	0	0	0	0	87	0	0	150	0	237
Total	21	0	28	93	1	8	17	1612	10	24	3038	139	4992
#3 Bluff Rd at PCH													
Base	0	0	0	0	0	0	0	1547	0	0	2932	0	4480
Added	0	0	0	12	0	1	3	196	0	0	137	26	375
Approv	0	0	0	0	0	0	0	102	0	0	177	0	279
Total	0	0	0	12	0	1	3	1845	0	0	3246	26	5134
#4 Superior Ave at PCH													
Base	254	208	78	228	243	710	268	1026	253	235	1929	169	5601
Added	3	0	0	90	0	16	18	188	1	0	144	64	524
Approv	0	16	1	0	27	110	63	36	3	0	67	0	323
Total	257	224	79	318	270	836	349	1250	257	235	2140	233	6448
#5 Newport Blvd at PCH													
Base	0	0	0	610	0	409	0	1312	165	0	1897	507	4900
Added	0	0	0	9	0	13	0	277	0	0	195	2	496
Approv	0	0	0	86	0	19	0	76	7	0	26	0	214
Total	0	0	0	705	0	441	0	1665	172	0	2118	509	5610

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project PM Peak Hour
ICU Methodology

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Placentia Ave at Superior Ave	A	xxxxx	0.571	B	xxxxx	0.667	+ 0.096 V/C
# 2 Prospect Ave at PCH	B	xxxxx	0.656	C	xxxxx	0.719	+ 0.063 V/C
# 3 Bluff Rd at PCH	B	xxxxx	0.611	B	xxxxx	0.686	+ 0.075 V/C
# 4 Superior Ave at PCH	B	xxxxx	0.662	C	xxxxx	0.749	+ 0.087 V/C
# 5 Newport Blvd at PCH	B	xxxxx	0.666	C	xxxxx	0.796	+ 0.130 V/C

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project PM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Placentia Ave at Superior Ave

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:	56	Level Of Service:	B

Street Name:	Placentia Ave						Superior Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 12 Feb 2009 << Existing PM Peak Hour												
Base Vol:	41	287	86	11	166	316	224	419	22	57	664	11
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:	41	287	86	11	166	316	224	419	22	57	664	11
Added Vol:	0	7	0	21	3	14	25	57	0	0	92	51
Approved Pr:	0	6	63	0	2	0	0	79	0	110	138	0
Initial Fut:	41	300	149	32	171	330	249	555	22	167	894	62
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:	41	300	149	32	171	330	249	555	22	167	894	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	300	149	32	171	330	249	555	22	167	894	62
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:	41	300	149	32	171	330	249	555	22	167	894	62
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:	0.17	1.22	0.61	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	268	1959	973	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.02	0.11	0.21	0.16	0.17	0.01	0.10	0.28	0.04
Crit Moves:	****					****	****				****	

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project PM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Prospect Ave at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.719
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Prospect Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	0 1	0	0 1!	0 0	1	0 3	0 1	1	0 3	0 1
Volume Module: >> Count Date: 12 Feb 2009 << Existing PM Peak Hour												
Base Vol:	21	0	28	88	1	8	16	1279	10	23	2645	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	21	0	28	88	1	8	17	1331	10	24	2752	137
Added Vol:	0	0	0	5	0	0	0	194	0	0	136	2
Approved Pr:	0	0	0	0	0	0	0	87	0	0	150	0
Initial Fut:	21	0	28	93	1	8	17	1612	10	24	3038	139
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:	21	0	28	93	1	8	17	1612	10	24	3038	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	0	28	93	1	8	17	1612	10	24	3038	139
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:	21	0	28	93	1	8	17	1612	10	24	3038	139
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	0.00	1.00	0.91	0.01	0.08	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	0	1600	1459	16	125	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.06	0.06	0.06	0.01	0.34	0.01	0.01	0.63	0.09
Crit Moves:			****	****			****				****	

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project PM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Bluff Rd at PCH

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: 73 Level Of Service: B

Street Name:	Bluff Road									Pacific Coast Hwy								
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:	0	0	0	0	0	1	0	0	0	1	1	0	3	0	0	0	0	3	0	1
Volume Module:	PM Peak Hour																	
Base Vol:	0	0	0	0	0	0	0	1487	0	0	2818	0						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04						
Initial Bse:	0	0	0	0	0	0	0	1547	0	0	2932	0						
Added Vol:	0	0	0	12	0	1	3	196	0	0	137	26						
Approved Pr:	0	0	0	0	0	0	0	102	0	0	177	0						
Initial Fut:	0	0	0	12	0	1	3	1845	0	0	3246	26						
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	0	0	12	0	1	3	1845	0	0	3246	26						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	0	0	0	12	0	1	3	1845	0	0	3246	26						
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	0	0	12	0	1	3	1845	0	0	3246	26						
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	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00						
Final Sat.:	0	0	0	1600	0	1600	1600	4800	0	0	4800	1600						
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.38	0.00	0.00	0.68	0.02						
Crit Moves:				****			****				****							

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project PM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Superior Ave at PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: C

Street Name:	Superior Avenue									Pacific Coast Hwy								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase			Split Phase			Protected			Protected								
Rights:	Include			Ovl			Include			Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0						
Lanes:	1	1	0	1	0	1	1	1	0	2	2	0	3	0	1	1	0	3	1	0
Volume Module:	>> Count Date: 12 Feb 2009 << Existing PM Peak Hour																	
Base Vol:	254	208	78	228	243	710	258	986	243	226	1854	162						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04						
Initial Bse:	254	208	78	228	243	710	268	1026	253	235	1929	169						
Added Vol:	3	0	0	90	0	16	18	188	1	0	144	64						
Approved Pr:	0	16	1	0	27	110	63	36	3	0	67	0						
Initial Fut:	257	224	79	318	270	836	349	1250	257	235	2140	233						
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:	257	224	79	318	270	836	349	1250	257	235	2140	233						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	257	224	79	318	270	836	349	1250	257	235	2140	233						
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:	257	224	79	318	270	836	349	1250	257	235	2140	233						
OvlAdjVol:						487												
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:	1.38	1.20	0.42	1.62	1.38	2.00	2.00	3.00	1.00	1.00	3.61	0.39						
Final Sat.:	2202	1920	678	2596	2204	3200	3200	4800	1600	1600	5773	627						
Capacity Analysis Module:																		
Vol/Sat:	0.12	0.12	0.12	0.12	0.12	0.26	0.11	0.26	0.16	0.15	0.37	0.37						
OvlAdjV/S:						0.15												
Crit Moves:	****					****	****					****						

Sunset Ridge Park Traffic Impact Study
Cumulative Conditions With Project PM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Newport Blvd at PCH

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:	112	Level Of Service:	C

Street Name:	Newport Blvd						Pacific Coast Hwy					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2	0 0	0 1	0 0	2 0	1	0 0	3 0	1
Volume Module: >> Count Date: 12 Feb 2009 << Existing PM Peak Hour												
Base Vol:	0	0	0	586	0	393	0	1261	159	0	1823	487
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	610	0	409	0	1312	165	0	1897	507
Added Vol:	0	0	0	9	0	13	0	277	0	0	195	2
Approved Pr:	0	0	0	86	0	19	0	76	7	0	26	0
Initial Fut:	0	0	0	705	0	441	0	1665	172	0	2118	509
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	705	0	441	0	1665	0	0	2118	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	705	0	441	0	1665	0	0	2118	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	705	0	441	0	1665	0	0	2118	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	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.28	0.00	0.52	0.00	0.00	0.44	0.00
Crit Moves:						****		****			****	

APPENDIX E

EXISTING PLUS PROJECT CEQA ANALYSIS

TABLE E-1
SUMMARY OF INTERSECTION OPERATION
EXISTING PLUS PROJECT CONDITIONS

Int. #	Intersection	Control	AM Peak Hour				PM Peak Hour			
			Delay [1]	LOS	ICU	LOS	Delay [1]	LOS	ICU	LOS
Superior Avenue at:										
1	Placentia Avenue	S	n/a	n/a	0.50	A	n/a	n/a	0.58	A
W. Coast Highway at:										
2	Prospect Street	S	11.7	B	0.72	C	3.9	A	0.63	B
3	Bluff Road	S	0.1	A	0.59	A	0.4	A	0.60	A
4	Superior Avenue	S	22.1	C	0.65	B	27.9	C	0.66	B
5	Newport Boulevard	S	12.4	B	0.83	D	15.6	B	0.65	B

S = Signalized

Intersection operation is expressed in volume-to-capacity (v/c) ratio for the ICU Methodology, and in average seconds of delay per vehicle during the peak hour for HCM 2000 Methodology.

[1] HCM delay analysis is conducted for Caltrans-controlled intersections.

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions AM Peak Hour
HCM Methodology

Scenario Report

Scenario:	Existing + Proj AM
Command:	Existing AM
Volume:	Existing AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Project AM
Trip Distribution:	Project
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing AM

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions AM Peak Hour
HCM Methodology

Trip Generation Report

Forecast for Proj AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Sunset Ridge	1.00	City Park	0.00	0.00	0	0	0	0.0
1	Sunset Ridge	1.00	Soccer Fields	1.00	1.00	1	1	2	100.0
	Zone 1 Subtotal					1	1	2	100.0
TOTAL						1	1	2	100.0

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions AM Peak Hour
HCM Methodology

Trip Distribution Report

Percent Of Trips Project + Cum

	To Gates					
	1	3	4	5	6	9
Zone						
1	10.0	5.0	15.0	20.0	20.0	30.0

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions AM Peak Hour
HCM Methodology

Turning Movement Report
Proj AM + Cum Projs AM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Placentia Ave at Superior Ave													
Base	8	227	61	18	325	268	346	803	33	57	243	9	2398
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	227	61	18	325	268	346	803	33	57	243	9	2398
#2 Prospect Ave at PCH													
Base	19	0	33	267	0	7	17	2490	5	26	1112	34	4010
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	0	33	267	0	7	17	2490	5	26	1112	34	4010
#3 Bluff Rd at PCH													
Base	0	0	0	0	0	0	0	2834	0	0	1183	0	4017
Added	0	0	0	1	0	0	0	0	0	0	0	1	2
Total	0	0	0	1	0	0	0	2834	0	0	1183	1	4019
#4 Superior Ave at PCH													
Base	168	266	114	170	165	247	709	1914	211	95	768	155	4982
Added	0	0	0	0	0	0	0	1	0	0	1	0	2
Total	168	266	114	170	165	247	709	1915	211	95	769	155	4984
#5 Newport Blvd at PCH													
Base	0	0	0	383	0	288	0	2082	188	0	812	349	4102
Added	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	383	0	288	0	2083	188	0	812	349	4103

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions AM Peak Hour
HCM Methodology

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Placentia Ave at Superior Ave	A	xxxxx	0.500	A	xxxxx	0.500	+ 0.000 V/C
# 2 Prospect Ave at PCH	B	11.7	0.696	B	11.7	0.696	+ 0.000 D/V
# 3 Bluff Rd at PCH	A	0.1	0.546	A	0.1	0.546	-0.000 D/V
# 4 Superior Ave at PCH	C	22.1	0.595	C	22.1	0.596	-0.001 D/V
# 5 Newport Blvd at PCH	B	12.4	0.755	B	12.4	0.755	+ 0.002 D/V

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions AM Peak Hour
HCM Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Placentia Ave at Superior Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.500
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Placentia Ave						Superior Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 12 Feb 2009 << Existing AM Peak Hour												
Base Vol:	8	227	61	18	325	268	346	803	33	57	243	9
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:	8	227	61	18	325	268	346	803	33	57	243	9
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:	8	227	61	18	325	268	346	803	33	57	243	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	227	61	18	325	268	346	803	33	57	243	9
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:	8	227	61	18	325	268	346	803	33	57	243	9
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:	0.05	1.54	0.41	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	86	2454	659	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.09	0.01	0.20	0.17	0.22	0.25	0.02	0.04	0.08	0.01
Crit Moves:	****				****		****				****	

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions AM Peak Hour
HCM Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Placentia Ave at Superior Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.500
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Placentia Ave						Superior Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 12 Feb 2009 << Existing AM Peak Hour												
Base Vol:	8	227	61	18	325	268	346	803	33	57	243	9
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:	8	227	61	18	325	268	346	803	33	57	243	9
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:	8	227	61	18	325	268	346	803	33	57	243	9
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:	8	227	61	18	325	268	346	803	33	57	243	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	227	61	18	325	268	346	803	33	57	243	9
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:	8	227	61	18	325	268	346	803	33	57	243	9
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:	0.05	1.54	0.41	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	86	2454	659	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.09	0.01	0.20	0.17	0.22	0.25	0.02	0.04	0.08	0.01
Crit Moves:	****				****		****				****	

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions AM Peak Hour
HCM Methodology

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Prospect Ave at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.7
Optimal Cycle:	61	Level Of Service:	B

Street Name:	Prospect Ave						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	0 1	0	0 1!	0 0	1	0 3	0 1	1	0 3	0 1
Volume Module: >> Count Date: 12 Feb 2009 << Existing AM Peak Hour												
Base Vol:	19	0	33	267	0	7	17	2490	5	26	1112	34
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:	19	0	33	267	0	7	17	2490	5	26	1112	34
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:	19	0	33	267	0	7	17	2490	5	26	1112	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	33	267	0	7	17	2490	5	26	1112	34
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:	19	0	33	267	0	7	17	2490	5	26	1112	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.85	0.72	1.00	0.72	0.95	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	0.00	1.00	0.97	0.00	0.03	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1514	0	1615	1326	0	35	1805	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.20	0.00	0.20	0.01	0.48	0.00	0.01	0.21	0.02
Crit Moves:				****				****		****		
Green/Cycle:	0.29	0.00	0.29	0.29	0.00	0.29	0.03	0.69	0.69	0.02	0.68	0.68
Volume/Cap:	0.04	0.00	0.07	0.70	0.00	0.70	0.31	0.70	0.00	0.70	0.31	0.03
Delay/Veh:	25.6	0.0	25.8	37.0	0.0	37.0	50.8	9.9	4.8	93.0	6.5	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.6	0.0	25.8	37.0	0.0	37.0	50.8	9.9	4.8	93.0	6.5	5.2
LOS by Move:	C	A	C	D	A	D	D	A	A	F	A	A
HCM2kAvgQ:	0	0	1	9	0	9	1	17	0	2	5	0

Note: Queue reported is the number of cars per lane.

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions AM Peak Hour
HCM Methodology

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Prospect Ave at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.7
Optimal Cycle:	61	Level Of Service:	B

Street Name:	Prospect Ave									Pacific Coast Hwy								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0	3	0	1	1	0	3	0	1
Volume Module: >> Count Date: 12 Feb 2009 << Existing AM Peak Hour																				
Base Vol:	19	0	33			267	0	7			17	2490			5	26	1112			34
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:	19	0	33			267	0	7			17	2490			5	26	1112			34
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:	19	0	33			267	0	7			17	2490			5	26	1112			34
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:	19	0	33			267	0	7			17	2490			5	26	1112			34
Reduct Vol:	0	0	0			0	0	0			0	0			0	0	0			0
Reduced Vol:	19	0	33			267	0	7			17	2490			5	26	1112			34
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:	19	0	33			267	0	7			17	2490			5	26	1112			34
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900			1900	1900	1900			1900
Adjustment:	0.80	1.00	0.85			0.72	1.00	0.72			0.95	0.91			0.85	0.95	0.91			0.85
Lanes:	1.00	0.00	1.00			0.97	0.00	0.03			1.00	3.00			1.00	1.00	3.00			1.00
Final Sat.:	1514	0	1615			1326	0	35			1805	5187			1615	1805	5187			1615
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.00	0.02			0.20	0.00	0.20			0.01	0.48			0.00	0.01	0.21			0.02
Crit Moves:						****						****				****				
Green/Cycle:	0.29	0.00	0.29			0.29	0.00	0.29			0.03	0.69			0.69	0.02	0.68			0.68
Volume/Cap:	0.04	0.00	0.07			0.70	0.00	0.70			0.31	0.70			0.00	0.70	0.31			0.03
Delay/Veh:	25.6	0.0	25.8			37.0	0.0	37.0			50.8	9.9			4.8	93.0	6.5			5.2
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00			1.00	1.00	1.00			1.00
AdjDel/Veh:	25.6	0.0	25.8			37.0	0.0	37.0			50.8	9.9			4.8	93.0	6.5			5.2
LOS by Move:	C		A		C	D		A		D	D		A		A	F		A		A
HCM2kAvgQ:	0		0		1	9		0		9	1		17		0	2		5		0

Note: Queue reported is the number of cars per lane.

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions AM Peak Hour
HCM Methodology

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Bluff Rd at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.546
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.1
Optimal Cycle:	50	Level Of Service:	A

Street Name:	Bluff Road									Pacific Coast Hwy								
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:	0	0	0	0	0	1	0	0	0	1	1	0	3	0	0	0	0	3	0	1
Volume Module:																				
Base Vol:	0	0	0			0	0	0			0	2834			0	0	1183			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	0	0			0	0	0			0	2834			0	0	1183			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	0	0			0	0	0			0	2834			0	0	1183			0
Reduct Vol:	0	0	0			0	0	0			0	0			0	0	0			0
Reduced Vol:	0	0	0			0	0	0			0	2834			0	0	1183			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	0	0			0	0	0			0	2834			0	0	1183			0
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900			1900	1900	1900			1900
Adjustment:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	0.91			1.00	1.00	0.91			1.00
Lanes:	0.00	0.00	0.00			1.00	0.00	1.00			1.00	3.00			0.00	0.00	3.00			1.00
Final Sat.:	0	0	0			1900	0	1900			1900	5187			0	0	5187			1900
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00			0.00	0.00	0.00			0.00	0.55			0.00	0.00	0.23			0.00
Crit Moves:												****				****				
Green/Cycle:	0.00	0.00	0.00			0.00	0.00	0.00			0.00	1.00			0.00	0.00	1.00			0.00
Volume/Cap:	0.00	0.00	0.00			0.00	0.00	0.00			0.00	0.55			0.00	0.00	0.23			0.00
Delay/Veh:	0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.1			0.0	0.0	0.0			0.0
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00			1.00	1.00	1.00			1.00
AdjDel/Veh:	0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.1			0.0	0.0	0.0			0.0
LOS by Move:	A		A		A	A		A		A	A		A		A	A		A		A
HCM2kAvgQ:	0		0		0	0		0		0	0		1		0	0		0		0

Note: Queue reported is the number of cars per lane.

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions AM Peak Hour
HCM Methodology

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Bluff Rd at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.546
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.1
Optimal Cycle:	50	Level Of Service:	A

Street Name:	Bluff Road												Pacific Coast Hwy											
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:	0	0	0	0	0	1	0	0	0	1	1	0	3	0	0	0	0	3	0	1				
Volume Module:																								
Base Vol:	0	0	0	0	0	0	0	2834	0	0	1183	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	0	0	0	0	0	0	2834	0	0	1183	0												
Added Vol:	0	0	0	1	0	0	0	0	0	0	0	1												
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0												
Initial Fut:	0	0	0	1	0	0	0	2834	0	0	1183	1												
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	0	0	1	0	0	0	2834	0	0	1183	1												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Reduced Vol:	0	0	0	1	0	0	0	2834	0	0	1183	1												
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	0	0	1	0	0	0	2834	0	0	1183	1												
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900												
Adjustment:	1.00	1.00	1.00	0.95	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.85												
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00												
Final Sat.:	0	0	0	1805	0	1900	1900	5187	0	0	5187	1615												
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.55	0.00	0.00	0.23	0.00												
Crit Moves:					****			****			****												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00												
Volume/Cap:	0.00	0.00	0.00	xxxx	0.00	0.00	0.00	0.55	0.00	0.00	0.23	0.00												
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0												
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0												
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A												
HCM2kAvgQ:	0	0	0	0	0	0	0	1	0	0	0	0												

Note: Queue reported is the number of cars per lane.

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions AM Peak Hour
HCM Methodology

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Superior Ave at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.1
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Superior Avenue												Pacific Coast Hwy											
Approach:	North Bound				South Bound				East Bound				West Bound											
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R				
Control:	Split Phase				Split Phase				Protected				Protected											
Rights:	Include				Ovl				Include				Include											
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0									
Lanes:	1	1	0	1	0	1	1	1	0	2	2	0	3	0	1	1	0	3	1	0				
Volume Module: >> Count Date: 12 Feb 2009 << Existing AM Peak Hour																								
Base Vol:	168	266	114	170	165	247	709	1914	211	95	768	155												
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:	168	266	114	170	165	247	709	1914	211	95	768	155												
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:	168	266	114	170	165	247	709	1914	211	95	768	155												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Reduced Vol:	168	266	114	170	165	247	709	1914	211	95	768	155												
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:	168	266	114	170	165	247	709	1914	211	95	768	155												
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900												
Adjustment:	0.91	0.91	0.91	0.93	0.93	0.75	0.92	0.91	0.85	0.95	0.89	0.89												
Lanes:	1.00	1.40	0.60	1.52	1.48	2.00	2.00	3.00	1.00	1.00	3.33	0.67												
Final Sat.:	1723	2412	1034	2679	2600	2842	3502	5187	1615	1805	5611	1132												
Capacity Analysis Module:																								
Vol/Sat:	0.10	0.11	0.11	0.06	0.06	0.09	0.20	0.37	0.13	0.05	0.14	0.14												
Crit Moves:		****			****			****			****												
Green/Cycle:	0.19	0.19	0.19	0.11	0.11	0.53	0.42	0.62	0.62	0.09	0.29	0.29												
Volume/Cap:	0.53	0.60	0.60	0.60	0.60	0.16	0.48	0.60	0.21	0.60	0.48	0.48												
Delay/Veh:	37.3	38.4	38.4	44.4	44.4	12.2	21.2	11.8	8.4	49.8	29.8	29.8												
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
AdjDel/Veh:	37.3	38.4	38.4	44.4	44.4	12.2	21.2	11.8	8.4	49.8	29.8	29.8												
LOS by Move:	D	D	D	D	D	B	C	B	A	D	C	C												
HCM2kAvgQ:	5	6	6	4	4	2	8	13	3	4	7	7												

Note: Queue reported is the number of cars per lane.

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions AM Peak Hour
HCM Methodology

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Superior Ave at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.1
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Superior Avenue						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	1	0	1	1	1	0	2	2	0	3	0	1	1	0	3	1	0
Volume Module: >> Count Date: 12 Feb 2009 << Existing AM Peak Hour																				
Base Vol:	168	266	114	170	165	247	709	1914	211	95	768	155
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:	168	266	114	170	165	247	709	1914	211	95	768	155
Added Vol:	0	0	0	0	0	0	0	1	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	266	114	170	165	247	709	1915	211	95	769	155
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:	168	266	114	170	165	247	709	1915	211	95	769	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	266	114	170	165	247	709	1915	211	95	769	155
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:	168	266	114	170	165	247	709	1915	211	95	769	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.93	0.93	0.75	0.92	0.91	0.85	0.95	0.89	0.89
Lanes:	1.00	1.40	0.60	1.52	1.48	2.00	2.00	3.00	1.00	1.00	3.33	0.67
Final Sat.:	1723	2412	1034	2679	2600	2842	3502	5187	1615	1805	5612	1131
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.11	0.06	0.06	0.09	0.20	0.37	0.13	0.05	0.14	0.14
Crit Moves:		****			****			****			****	
Green/Cycle:	0.19	0.19	0.19	0.11	0.11	0.53	0.42	0.62	0.62	0.09	0.29	0.29
Volume/Cap:	0.53	0.60	0.60	0.60	0.60	0.16	0.48	0.60	0.21	0.60	0.48	0.48
Delay/Veh:	37.3	38.4	38.4	44.4	44.4	12.2	21.2	11.8	8.4	49.9	29.7	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	38.4	38.4	44.4	44.4	12.2	21.2	11.8	8.4	49.9	29.7	29.7
LOS by Move:	D	D	D	D	D	B	C	B	A	D	C	C
HCM2kAvgQ:	5	6	6	4	4	2	8	13	3	4	7	7

Note: Queue reported is the number of cars per lane.

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions AM Peak Hour
HCM Methodology

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Newport Blvd at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.755
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.4
Optimal Cycle:	93	Level Of Service:	B

Street Name:	Newport Blvd						Pacific Coast Hwy					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	2	0	0	1	0	0	2	0	1	0	0	3	0	1
Volume Module: >> Count Date: 12 Feb 2009 << Existing AM Peak Hour																				
Base Vol:	0	0	0	383	0	288	0	2082	188	0	812	349
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	0	0	383	0	288	0	2082	188	0	812	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	383	0	288	0	2082	0	0	812	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	383	0	288	0	2082	0	0	812	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	383	0	288	0	2082	0	0	812	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.85	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3502	0	1615	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.18	0.00	0.58	0.00	0.00	0.16	0.00
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.24	0.00	0.76	0.00	0.00	0.76	0.00
Volume/Cap:	0.00	0.00	0.00	0.46	0.00	0.76	0.00	0.76	0.00	0.00	0.20	0.00
Delay/Veh:	0.0	0.0	0.0	33.2	0.0	43.8	0.0	7.8	0.0	0.0	3.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.2	0.0	43.8	0.0	7.8	0.0	0.0	3.3	0.0
LOS by Move:	A	A	A	C	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	6	0	10	0	20	0	0	3	0

Note: Queue reported is the number of cars per lane.

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions PM Peak Hour
HCM Methodology

Scenario Report

Scenario:	Existing + Proj PM
Command:	Existing PM
Volume:	Existing PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Project PM
Trip Distribution:	Project
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing PM

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions PM Peak Hour
HCM Methodology

Trip Generation Report

Forecast for Proj PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Sunset Ridge	1.00	City Park	0.00	0.00	0	0	0	0.0
1	Sunset Ridge	1.00	Soccer Fields	29.00	13.00	29	13	42	100.0
	Zone 1 Subtotal					29	13	42	100.0
TOTAL						29	13	42	100.0

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions PM Peak Hour
HCM Methodology

Trip Distribution Report

Percent Of Trips Project + Cum

	To Gates					
	1	3	4	5	6	9
Zone						
1	10.0	5.0	15.0	20.0	20.0	30.0

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions PM Peak Hour
HCM Methodology

Turning Movement Report
Proj PM + Cum Projs PM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Placentia Ave at Superior Ave													
Base	41	287	86	11	166	316	224	419	22	57	664	11	2304
Added	0	0	0	0	0	4	2	3	0	0	6	0	15
Total	41	287	86	11	166	320	226	422	22	57	670	11	2319
#2 Prospect Ave at PCH													
Base	21	0	28	88	1	8	16	1279	10	23	2645	132	4251
Added	0	0	0	0	0	0	0	3	0	0	1	0	4
Total	21	0	28	88	1	8	16	1282	10	23	2646	132	4255
#3 Bluff Rd at PCH													
Base	0	0	0	0	0	0	0	1487	0	0	2818	0	4305
Added	0	0	0	12	0	1	3	0	0	0	0	26	42
Total	0	0	0	12	0	1	3	1487	0	0	2818	26	4347
#4 Superior Ave at PCH													
Base	254	208	78	228	243	710	258	986	243	226	1854	162	5450
Added	1	0	0	0	0	10	5	7	1	0	15	0	39
Total	255	208	78	228	243	720	263	993	244	226	1869	162	5489
#5 Newport Blvd at PCH													
Base	0	0	0	586	0	393	0	1261	159	0	1823	487	4709
Added	0	0	0	0	0	6	0	7	0	0	9	0	22
Total	0	0	0	586	0	399	0	1268	159	0	1832	487	4731

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions PM Peak Hour
HCM Methodology

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Placentia Ave at Superior Ave	A	xxxxx	0.571	A	xxxxx	0.576	+ 0.006 V/C
# 2 Prospect Ave at PCH	A	3.9	0.587	A	3.9	0.587	-0.002 D/V
# 3 Bluff Rd at PCH	A	0.1	0.543	A	0.4	0.552	+ 0.343 D/V
# 4 Superior Ave at PCH	C	27.8	0.649	C	27.9	0.655	+ 0.069 D/V
# 5 Newport Blvd at PCH	B	15.5	0.595	B	15.6	0.600	+ 0.138 D/V

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions PM Peak Hour
HCM Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Placentia Ave at Superior Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	Placentia Ave									Superior Ave					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	1	0	1	0	1	0	1	0	1	2	0	1	0	1
Volume Module: >> Count Date: 12 Feb 2009 << Existing PM Peak Hour															
Base Vol:	41	287	86	11	166	316	224	419	22	57	664	11			
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:	41	287	86	11	166	316	224	419	22	57	664	11			
Added Vol:	0	0	0	0	0	4	2	3	0	0	6	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	41	287	86	11	166	320	226	422	22	57	670	11			
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:	41	287	86	11	166	320	226	422	22	57	670	11			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	41	287	86	11	166	320	226	422	22	57	670	11			
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:	41	287	86	11	166	320	226	422	22	57	670	11			
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:	0.20	1.39	0.41	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	317	2218	665	1600	1600	1600	1600	3200	1600	1600	3200	1600			
Capacity Analysis Module:															
Vol/Sat:	0.03	0.13	0.13	0.01	0.10	0.20	0.14	0.13	0.01	0.04	0.21	0.01			
Crit Moves:	****					****	****					****			

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions PM Peak Hour
HCM Methodology

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Prospect Ave at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.587
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	3.9
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Prospect Ave												Pacific Coast Hwy											
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:	Permitted				Permitted				Protected				Protected											
Rights:	Include				Include				Include				Include											
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0									
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0	3	0	1	1	0	3	0	1				
Volume Module: >> Count Date: 12 Feb 2009 << Existing PM Peak Hour																								
Base Vol:	21	0	28		88	1	8		16	1279	10		23	2645	132									
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:	21	0	28		88	1	8		16	1279	10		23	2645	132									
Added Vol:	0	0	0		0	0	0		0	3	0		0	1	0									
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0									
Initial Fut:	21	0	28		88	1	8		16	1282	10		23	2646	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:	21	0	28		88	1	8		16	1282	10		23	2646	132									
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0									
Reduced Vol:	21	0	28		88	1	8		16	1282	10		23	2646	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:	21	0	28		88	1	8		16	1282	10		23	2646	132									
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900									
Adjustment:	0.89	1.00	0.85		0.75	0.75	0.75		0.95	0.91	0.85		0.95	0.91	0.85									
Lanes:	1.00	0.00	1.00		0.91	0.01	0.08		1.00	3.00	1.00		1.00	3.00	1.00									
Final Sat.:	1689	0	1615		1294	15	118		1805	5187	1615		1805	5187	1615									
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.00	0.02		0.07	0.07	0.07		0.01	0.25	0.01		0.01	0.51	0.08									
Crit Moves:						****			****					****										
Green/Cycle:	0.12	0.00	0.12		0.12	0.12	0.12		0.02	0.84	0.84		0.04	0.87	0.87									
Volume/Cap:	0.11	0.00	0.15		0.59	0.59	0.59		0.59	0.29	0.01		0.29	0.59	0.09									
Delay/Veh:	39.8	0.0	40.1		47.3	47.3	47.3		78.1	1.7	1.3		48.4	2.0	1.0									
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00									
AdjDel/Veh:	39.8	0.0	40.1		47.3	47.3	47.3		78.1	1.7	1.3		48.4	2.0	1.0									
LOS by Move:	D		A		D	D	D		E	A	A		D	A	A									
HCM2kAvgQ:	1		0		1	4	4		4	1	3		0	1	9	1								

Note: Queue reported is the number of cars per lane.

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions PM Peak Hour
HCM Methodology

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Bluff Rd at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.552
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.4
Optimal Cycle:	51	Level Of Service:	A

Street Name:	Bluff Road												Pacific Coast Hwy											
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				Include				Include											
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0									
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	3	0	0	0	0	3	0	1				
Volume Module:																								
Base Vol:	0	0	0		0	0	0		0	1487	0		0	2818	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	0	0		0	0	0		0	1487	0		0	2818	0									
Added Vol:	0	0	0		12	0	1		3	0	0		0	0	26									
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0									
Initial Fut:	0	0	0		12	0	1		3	1487	0		0	2818	26									
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	0	0		12	0	1		3	1487	0		0	2818	26									
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0									
Reduced Vol:	0	0	0		12	0	1		3	1487	0		0	2818	26									
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	0	0		12	0	1		3	1487	0		0	2818	26									
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900									
Adjustment:	1.00	1.00	1.00		0.95	1.00	0.85		0.95	0.91	1.00		1.00	0.91	0.95									
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	3.00	0.00		0.00	3.00	1.00									
Final Sat.:	0	0	0		1805	0	1615		1805	5187	0		0	5187	1615									
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00		0.01	0.00	0.00		0.00	0.29	0.00		0.00	0.54	0.02									
Crit Moves:					****				****					****										
Green/Cycle:	0.00	0.00	0.00		0.01	0.00	0.01		0.00	0.99	0.00		0.00	0.98	0.98									
Volume/Cap:	0.00	0.00	0.00		0.55	0.00	0.05		0.55	0.29	0.00		0.00	0.55	0.02									
Delay/Veh:	0.0	0.0	0.0		76.3	0.0	49.9		136.1	0.0	0.0		0.0	0.2	0.0									
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00									
AdjDel/Veh:	0.0	0.0	0.0		76.3	0.0	49.9		136.1	0.0	0.0		0.0	0.2	0.0									
LOS by Move:	A		A		E	A	D		F	A	A		A	A	A									
HCM2kAvgQ:	0		0		1	0	0		1	1	0		0	2	0									

Note: Queue reported is the number of cars per lane.

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions PM Peak Hour
HCM Methodology

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Superior Ave at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.655
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.9
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Superior Avenue						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	1	0	1	1	1	0	2	2	0	3	0	1	1	0	3	1	0
Volume Module: >> Count Date: 12 Feb 2009 << Existing PM Peak Hour																				
Base Vol:	254	208	78	228	243	710	258	986	243	226	1854	162
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:	254	208	78	228	243	710	258	986	243	226	1854	162
Added Vol:	1	0	0	0	0	10	5	7	1	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	255	208	78	228	243	720	263	993	244	226	1869	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:	255	208	78	228	243	720	263	993	244	226	1869	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	208	78	228	243	720	263	993	244	226	1869	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:	255	208	78	228	243	720	263	993	244	226	1869	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.93	0.93	0.75	0.92	0.91	0.85	0.95	0.90	0.90
Lanes:	1.42	1.15	0.43	1.45	1.55	2.00	2.00	3.00	1.00	1.00	3.68	0.32
Final Sat.:	2439	1989	746	2558	2727	2842	3502	5187	1615	1805	6288	545
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.09	0.09	0.25	0.08	0.19	0.15	0.13	0.30	0.30
Crit Moves:			****			****	****				****	
Green/Cycle:	0.16	0.16	0.16	0.27	0.27	0.39	0.11	0.34	0.34	0.22	0.45	0.45
Volume/Cap:	0.66	0.66	0.66	0.33	0.33	0.66	0.66	0.56	0.44	0.56	0.66	0.66
Delay/Veh:	41.4	41.4	41.4	29.2	29.2	26.6	46.3	27.0	25.9	36.1	21.7	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.4	41.4	41.4	29.2	29.2	26.6	46.3	27.0	25.9	36.1	21.7	21.7
LOS by Move:	D	D	D	C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	7	7	7	4	4	11	5	9	6	7	14	14

Note: Queue reported is the number of cars per lane.

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions PM Peak Hour
HCM Methodology

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Newport Blvd at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.600
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.6
Optimal Cycle:	57	Level Of Service:	B

Street Name:	Newport Blvd						Pacific Coast Hwy					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	2	0	0	0	1	0	0	2	0	1	0	0	3	0	1
Volume Module: >> Count Date: 12 Feb 2009 << Existing PM Peak Hour																				
Base Vol:	0	0	0	586	0	393	0	1261	159	0	1823	487
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	0	0	586	0	393	0	1261	159	0	1823	487
Added Vol:	0	0	0	0	0	6	0	7	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	586	0	399	0	1268	159	0	1832	487
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	586	0	399	0	1268	0	0	1832	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	586	0	399	0	1268	0	0	1832	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	586	0	399	0	1268	0	0	1832	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.85	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3502	0	1615	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.25	0.00	0.35	0.00	0.00	0.35	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.41	0.00	0.41	0.00	0.59	0.00	0.00	0.59	0.00
Volume/Cap:	0.00	0.00	0.00	0.41	0.00	0.60	0.00	0.60	0.00	0.00	0.60	0.00
Delay/Veh:	0.0	0.0	0.0	21.0	0.0	24.5	0.0	13.5	0.0	0.0	13.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.0	0.0	24.5	0.0	13.5	0.0	0.0	13.4	0.0
LOS by Move:	A	A	A	C	A	C	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	7	0	10	0	13	0	0	13	0

Note: Queue reported is the number of cars per lane.

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions AM Peak Hour
ICU Methodology

Scenario Report

Scenario:	Existing + Proj AM
Command:	Existing AM
Volume:	Existing AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Project AM
Trip Distribution:	Project
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing AM

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions AM Peak Hour
ICU Methodology

Trip Generation Report

Forecast for Proj AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Sunset Ridge	1.00	City Park	0.00	0.00	0	0	0	0.0
1	Sunset Ridge	1.00	Soccer Fields	1.00	1.00	1	1	2	100.0
	Zone 1 Subtotal					1	1	2	100.0
TOTAL						1	1	2	100.0

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions AM Peak Hour
ICU Methodology

Trip Distribution Report

Percent Of Trips Project + Cum

	To Gates					
	1	3	4	5	6	9
Zone						
1	10.0	5.0	15.0	20.0	20.0	30.0

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions AM Peak Hour
ICU Methodology

Turning Movement Report
Proj AM + Cum Projs AM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Placentia Ave at Superior Ave													
Base	8	227	61	18	325	268	346	803	33	57	243	9	2398
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	227	61	18	325	268	346	803	33	57	243	9	2398
#2 Prospect Ave at PCH													
Base	19	0	33	267	0	7	17	2490	5	26	1112	34	4010
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	0	33	267	0	7	17	2490	5	26	1112	34	4010
#3 Bluff Rd at PCH													
Base	0	0	0	0	0	0	0	2834	0	0	1183	0	4017
Added	0	0	0	1	0	0	0	0	0	0	0	1	2
Total	0	0	0	1	0	0	0	2834	0	0	1183	1	4019
#4 Superior Ave at PCH													
Base	168	266	114	170	165	247	709	1914	211	95	768	155	4982
Added	0	0	0	0	0	0	0	1	0	0	1	0	2
Total	168	266	114	170	165	247	709	1915	211	95	769	155	4984
#5 Newport Blvd at PCH													
Base	0	0	0	383	0	288	0	2082	188	0	812	349	4102
Added	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	383	0	288	0	2083	188	0	812	349	4103

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions AM Peak Hour
ICU Methodology

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
# 1 Placentia Ave at Superior Ave	A	xxxxx	0.500	A	xxxxx	0.500	+ 0.000
# 2 Prospect Ave at PCH	C	xxxxx	0.723	C	xxxxx	0.723	+ 0.000
# 3 Bluff Rd at PCH	A	xxxxx	0.590	A	xxxxx	0.590	+ 0.000
# 4 Superior Ave at PCH	B	xxxxx	0.649	B	xxxxx	0.649	+ 0.000
# 5 Newport Blvd at PCH	D	xxxxx	0.831	D	xxxxx	0.831	+ 0.000

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions AM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Placentia Ave at Superior Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.500
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Placentia Ave						Superior Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 12 Feb 2009 << Existing AM Peak Hour												
Base Vol:	8	227	61	18	325	268	346	803	33	57	243	9
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:	8	227	61	18	325	268	346	803	33	57	243	9
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:	8	227	61	18	325	268	346	803	33	57	243	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	227	61	18	325	268	346	803	33	57	243	9
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
PinalVolume:	8	227	61	18	325	268	346	803	33	57	243	9
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:	0.05	1.54	0.41	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	86	2454	659	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.09	0.01	0.20	0.17	0.22	0.25	0.02	0.04	0.08	0.01
Crit Moves:	****				****		****				****	

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions AM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Placentia Ave at Superior Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.500
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Placentia Ave									Superior Ave								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted				Permitted				Protected				Protected					
Rights:	Include				Include				Include				Include					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	0	1	0	1	0	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module: >> Count Date: 12 Feb 2009 << Existing AM Peak Hour																				
Base Vol:	8	227		61		18	325		268		346	803		33		57	243		9	
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:	8	227		61		18	325		268		346	803		33		57	243		9	
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:	8	227		61		18	325		268		346	803		33		57	243		9	
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:	8	227		61		18	325		268		346	803		33		57	243		9	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	8	227		61		18	325		268		346	803		33		57	243		9	
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:	8	227		61		18	325		268		346	803		33		57	243		9	
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:	0.05	1.54		0.41		1.00	1.00		1.00		1.00	2.00		1.00		1.00	2.00		1.00	
Final Sat.:	86	2454		659		1600	1600		1600		1600	3200		1600		1600	3200		1600	
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.09		0.09		0.01	0.20		0.17		0.22	0.25		0.02		0.04	0.08		0.01	
Crit Moves:	****						****				****						****			

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions AM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Prospect Ave at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.723
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	C

Street Name:	Prospect Ave									Pacific Coast Hwy								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted				Permitted				Protected				Protected					
Rights:	Include				Include				Include				Include					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0	3	0	1	1	0	3	0	1
Volume Module: >> Count Date: 12 Feb 2009 << Existing AM Peak Hour																				
Base Vol:	19	0		33		267	0		7		17	2490		5		26	1112		34	
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:	19	0		33		267	0		7		17	2490		5		26	1112		34	
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:	19	0		33		267	0		7		17	2490		5		26	1112		34	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	19	0		33		267	0		7		17	2490		5		26	1112		34	
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:	19	0		33		267	0		7		17	2490		5		26	1112		34	
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	0.00		1.00		0.97	0.00		0.03		1.00	3.00		1.00		1.00	3.00		1.00	
Final Sat.:	1600	0		1600		1559	0		41		1600	4800		1600		1600	4800		1600	
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.00		0.02		0.17	0.00		0.17		0.01	0.52		0.00		0.02	0.23		0.02	
Crit Moves:				****		****						****				****				

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions AM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Prospect Ave at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.723
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	C

Street Name:	Prospect Ave												
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0	3	0	1	1	0	3	0	1
Volume Module: >> Count Date: 12 Feb 2009 << Existing AM Peak Hour																				
Base Vol:	19		0		33	267		0		7	17		2490		5	26		1112		34
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:	19		0		33	267		0		7	17		2490		5	26		1112		34
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:	19		0		33	267		0		7	17		2490		5	26		1112		34
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:	19		0		33	267		0		7	17		2490		5	26		1112		34
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	19		0		33	267		0		7	17		2490		5	26		1112		34
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:	19		0		33	267		0		7	17		2490		5	26		1112		34
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	0.00		1.00		0.97	0.00		0.03		1.00	3.00		1.00		1.00	3.00		1.00	
Final Sat.:	1600		0		1600	1559		0		41	1600		4800		1600	1600		4800		1600
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.00		0.02		0.17	0.00		0.17		0.01	0.52		0.00		0.02	0.23		0.02	
Crit Moves:				****		****						****				****				

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions AM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Bluff Rd at PCH

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:	56	Level Of Service:	A

Street Name:	Bluff Road												
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:	0	0	0	0	0	1	0	0	0	1	1	0	3	0	0	0	0	3	0	1
Volume Module:																				
Base Vol:	0		0		0	0		0		0	0		2834		0	0		1183		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		0		0	0		0		0	0		2834		0	0		1183		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		0		0	0		0		0	0		2834		0	0		1183		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		0		0	0		0		0	0		2834		0	0		1183		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		0		0	0		0		0	0		2834		0	0		1183		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	0.00		0.00		1.00	0.00		1.00		1.00	3.00		0.00		0.00	3.00		1.00	
Final Sat.:	0		0		0	1600		0		1600	1600		4800		0	0		4800		1600
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00		0.00		0.00	0.00		0.00		0.00	0.59		0.00		0.00	0.25		0.00	
Crit Moves:												****				****				

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions AM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Bluff Rd at PCH

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:	56	Level Of Service:	A

Street Name:	Bluff Road									Pacific Coast Hwy								
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:	0	0	0	0	0	1	0	0	0	1	1	0	3	0	0	0	0	3	0	1
Volume Module:																				
Base Vol:	0	0	0			0	0	0			0	2834	0			0	1183	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	0	0			0	0	0			0	2834	0			0	1183	0		
Added Vol:	0	0	0			1	0	0			0	0	0			0	0	1		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	0			1	0	0			0	2834	0			0	1183	1		
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	0	0			1	0	0			0	2834	0			0	1183	1		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	0	0	0			1	0	0			0	2834	0			0	1183	1		
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	0	0			1	0	0			0	2834	0			0	1183	1		
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	0.00	0.00			1.00	0.00	1.00			1.00	3.00	0.00			0.00	3.00	1.00		
Final Sat.:	0	0	0			1600	0	1600			1600	4800	0			0	4800	1600		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00			0.00	0.00	0.00			0.00	0.59	0.00			0.00	0.25	0.00		
Crit Moves:							****					****				****				

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions AM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Superior Ave at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	B

Street Name:	Superior Avenue									Pacific Coast Hwy								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase					Split Phase					Protected					Protected				
Rights:	Include					Ovl					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	1	0	1	0	1	1	1	0	2	2	0	3	0	1	1	0	3	1	0
Volume Module: >> Count Date: 12 Feb 2009 << Existing AM Peak Hour																				
Base Vol:	168	266	114			170	165	247			709	1914	211			95	768	155		
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:	168	266	114			170	165	247			709	1914	211			95	768	155		
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:	168	266	114			170	165	247			709	1914	211			95	768	155		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	168	266	114			170	165	247			709	1914	211			95	768	155		
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:	168	266	114			170	165	247			709	1914	211			95	768	155		
OvlAdjVol:								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	1.38	0.62			1.52	1.48	2.00			2.00	3.00	1.00			1.00	3.33	0.67		
Final Sat.:	1600	2204	996			2436	2364	3200			3200	4800	1600			1600	5325	1075		
Capacity Analysis Module:																				
Vol/Sat:	0.11	0.12	0.11			0.07	0.07	0.08			0.22	0.40	0.13			0.06	0.14	0.14		
OvlAdjV/S:								0.00												
Crit Moves:		****					****					****				****				

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions AM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Superior Ave at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	B

Street Name:	Superior Avenue						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	1	0	1	1	1	0	2	2	0	3	0	1	1	0	3	1	0
Volume Module: >> Count Date: 12 Feb 2009 << Existing AM Peak Hour																				
Base Vol:	168	266	114	170	165	247	709	1914	211	95	768	155
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:	168	266	114	170	165	247	709	1914	211	95	768	155
Added Vol:	0	0	0	0	0	0	0	1	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	266	114	170	165	247	709	1915	211	95	769	155
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:	168	266	114	170	165	247	709	1915	211	95	769	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	266	114	170	165	247	709	1915	211	95	769	155
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:	168	266	114	170	165	247	709	1915	211	95	769	155
OvlAdjVol:						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	1.38	0.62	1.52	1.48	2.00	2.00	3.00	1.00	1.00	3.33	0.67
Final Sat.:	1600	2204	996	2436	2364	3200	3200	4800	1600	1600	5326	1074
Capacity Analysis Module:																				
Vol/Sat:	0.11	0.12	0.11	0.07	0.07	0.08	0.22	0.40	0.13	0.06	0.14	0.14
OvlAdjV/S:						0.00						
Crit Moves:	****			****			****			****		

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions AM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Newport Blvd at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.831
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	135	Level Of Service:	D

Street Name:	Newport Blvd						Pacific Coast Hwy					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	2	0	0	0	1	0	0	2	0	1	0	0	3	0	1
Volume Module: >> Count Date: 12 Feb 2009 << Existing AM Peak Hour																				
Base Vol:	0	0	0	383	0	288	0	2082	188	0	812	349
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	0	0	383	0	288	0	2082	188	0	812	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	383	0	288	0	2082	0	0	812	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	383	0	288	0	2082	0	0	812	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	383	0	288	0	2082	0	0	812	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	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.18	0.00	0.65	0.00	0.00	0.17	0.00
Crit Moves:						****		****		****		

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions PM Peak Hour
ICU Methodology

Scenario Report

Scenario:	Existing + Proj PM
Command:	Existing PM
Volume:	Existing PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Project PM
Trip Distribution:	Project
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing PM

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions PM Peak Hour
ICU Methodology

Trip Generation Report

Forecast for Proj PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Sunset Ridge	1.00	City Park	0.00	0.00	0	0	0	0.0
1	Sunset Ridge	1.00	Soccer Fields	29.00	13.00	29	13	42	100.0
	Zone 1 Subtotal					29	13	42	100.0
TOTAL						29	13	42	100.0

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions PM Peak Hour
ICU Methodology

Trip Distribution Report

Percent Of Trips Project + Cum

	To Gates					
Zone	1	3	4	5	6	9
1	10.0	5.0	15.0	20.0	20.0	30.0

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions PM Peak Hour
ICU Methodology

Turning Movement Report
Proj PM + Cum Projs PM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Placentia Ave at Superior Ave													
Base	41	287	86	11	166	316	224	419	22	57	664	11	2304
Added	0	0	0	0	0	4	2	3	0	0	6	0	15
Total	41	287	86	11	166	320	226	422	22	57	670	11	2319
#2 Prospect Ave at PCH													
Base	21	0	28	88	1	8	16	1279	10	23	2645	132	4251
Added	0	0	0	0	0	0	0	3	0	0	1	0	4
Total	21	0	28	88	1	8	16	1282	10	23	2646	132	4255
#3 Bluff Rd at PCH													
Base	0	0	0	0	0	0	0	1487	0	0	2818	0	4305
Added	0	0	0	12	0	1	3	0	0	0	0	26	42
Total	0	0	0	12	0	1	3	1487	0	0	2818	26	4347
#4 Superior Ave at PCH													
Base	254	208	78	228	243	710	258	986	243	226	1854	162	5450
Added	1	0	0	0	0	10	5	7	1	0	15	0	39
Total	255	208	78	228	243	720	263	993	244	226	1869	162	5489
#5 Newport Blvd at PCH													
Base	0	0	0	586	0	393	0	1261	159	0	1823	487	4709
Added	0	0	0	0	0	6	0	7	0	0	9	0	22
Total	0	0	0	586	0	399	0	1268	159	0	1832	487	4731

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions PM Peak Hour
ICU Methodology

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Veh	V/ C	Future Del/ LOS	Veh	V/ C	Change in V/C
# 1 Placentia Ave at Superior Ave	A	xxxxx	0.571	A	xxxxx	0.576	+ 0.006
# 2 Prospect Ave at PCH	B	xxxxx	0.634	B	xxxxx	0.634	+ 0.000
# 3 Bluff Rd at PCH	A	xxxxx	0.587	A	xxxxx	0.596	+ 0.009
# 4 Superior Ave at PCH	B	xxxxx	0.649	B	xxxxx	0.655	+ 0.006
# 5 Newport Blvd at PCH	B	xxxxx	0.640	B	xxxxx	0.646	+ 0.006

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions PM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Placentia Ave at Superior Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	Placentia Ave									Superior Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1	0	1	2	0	1	1	0	2	0	1
Volume Module: >> Count Date: 12 Feb 2009 << Existing PM Peak Hour																		
Base Vol:	41	287	86	11	166	316	224	419	22	57	664	11
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:	41	287	86	11	166	316	224	419	22	57	664	11
Added Vol:	0	0	0	0	0	4	2	3	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	287	86	11	166	320	226	422	22	57	670	11
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:	41	287	86	11	166	320	226	422	22	57	670	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	287	86	11	166	320	226	422	22	57	670	11
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:	41	287	86	11	166	320	226	422	22	57	670	11
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:	0.20	1.39	0.41	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	317	2218	665	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.01	0.10	0.20	0.14	0.13	0.01	0.04	0.21	0.01
Crit Moves:	****						****	****				****

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions PM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Prospect Ave at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	B

Street Name:	Prospect Ave									Pacific Coast Hwy								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Protected			Protected								
Rights:	Include			Include			Include			Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0						
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0	3	0	1	1	0	3	0	1
Volume Module: >> Count Date: 12 Feb 2009 << Existing PM Peak Hour																				
Base Vol:	21		0	28		88	1		8		16	1279		10		23	2645		132	
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	1.00		1.00
Initial Bse:	21		0	28		88	1		8		16	1279		10		23	2645		132	
Added Vol:	0		0	0		0	0		0		0	3		0		0	1		0	
PasserByVol:	0		0	0		0	0		0		0	0		0		0	0		0	
Initial Fut:	21		0	28		88	1		8		16	1282		10		23	2646		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	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	1.00		1.00
PHF Volume:	21		0	28		88	1		8		16	1282		10		23	2646		132	
Reduct Vol:	0		0	0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	21		0	28		88	1		8		16	1282		10		23	2646		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	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	1.00		1.00
FinalVolume:	21		0	28		88	1		8		16	1282		10		23	2646		132	
Saturation Flow Module:																				
Sat/Lane:	1600	1600		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	1.00		1.00
Lanes:	1.00	0.00		1.00	0.91		0.01	0.08		1.00	3.00		1.00		1.00	3.00		1.00		
Final Sat.:	1600		0	1600	1452		16	132		1600	4800		1600		1600	4800		1600		
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.00		0.02	0.06		0.06	0.06		0.01	0.27		0.01		0.01	0.55		0.08		
Crit Moves:				****	****					****						****				

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions PM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Bluff Rd at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Street Name:	Bluff Road									Pacific Coast Hwy								
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:	0	0	0	0	0	1	0	0	0	1	1	0	3	0	0	0	0	3	0	1
Volume Module:																				
Base Vol:	0		0	0		0	0		0		0	1487		0		0	2818		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	1.00		1.00
Initial Bse:	0		0	0		0	0		0		0	1487		0		0	2818		0	
Added Vol:	0		0	0		12	0		1		3	0		0		0	0		26	
PasserByVol:	0		0	0		0	0		0		0	0		0		0	0		0	
Initial Fut:	0		0	0		12	0		1		3	1487		0		0	2818		26	
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	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	1.00		1.00
PHF Volume:	0		0	0		12	0		1		3	1487		0		0	2818		26	
Reduct Vol:	0		0	0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	0		0	0		12	0		1		3	1487		0		0	2818		26	
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	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	1.00		1.00
FinalVolume:	0		0	0		12	0		1		3	1487		0		0	2818		26	
Saturation Flow Module:																				
Sat/Lane:	1600	1600		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	1.00		1.00
Lanes:	0.00	0.00		0.00	1.00		0.00	1.00		1.00	3.00		0.00		0.00	3.00		1.00		
Final Sat.:	0		0	0	1600		0	1600		1600	4800		0		0	4800		1600		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00		0.00	0.01		0.00	0.00		0.00	0.31		0.00		0.00	0.59		0.02		
Crit Moves:					****					****						****				

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions PM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Superior Ave at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.655
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	B

Street Name:	Superior Avenue						Pacific Coast Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	1	0	1	1	1	0	2	2	0	3	0	1	1	0	3	1	0
Volume Module: >> Count Date: 12 Feb 2009 << Existing PM Peak Hour																				
Base Vol:	254	208	78	228	243	710	258	986	243	226	1854	162
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:	254	208	78	228	243	710	258	986	243	226	1854	162
Added Vol:	1	0	0	0	0	10	5	7	1	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	255	208	78	228	243	720	263	993	244	226	1869	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:	255	208	78	228	243	720	263	993	244	226	1869	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	208	78	228	243	720	263	993	244	226	1869	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:	255	208	78	228	243	720	263	993	244	226	1869	162
OvlAdjVol:						457						
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:	1.42	1.15	0.43	1.45	1.55	2.00	2.00	3.00	1.00	1.00	3.68	0.32
Final Sat.:	2260	1846	694	2324	2476	3200	3200	4800	1600	1600	5890	510
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.10	0.10	0.23	0.08	0.21	0.15	0.14	0.32	0.32
OvlAdjV/S:						0.14						
Crit Moves:	****					****	****				****	

Sunset Ridge Park Traffic Impact Study
Existing Plus Project Conditions PM Peak Hour
ICU Methodology

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Newport Blvd at PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.646
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	B

Street Name:	Newport Blvd						Pacific Coast Hwy					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	2	0	0	0	1	0	0	2	0	1	0	0	3	0	1
Volume Module: >> Count Date: 12 Feb 2009 << Existing PM Peak Hour																				
Base Vol:	0	0	0	586	0	393	0	1261	159	0	1823	487
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	0	0	586	0	393	0	1261	159	0	1823	487
Added Vol:	0	0	0	0	0	6	0	7	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	586	0	399	0	1268	159	0	1832	487
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	586	0	399	0	1268	0	0	1832	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	586	0	399	0	1268	0	0	1832	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	586	0	399	0	1268	0	0	1832	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	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.25	0.00	0.40	0.00	0.00	0.38	0.00
Crit Moves:						****		****			****	

APPENDIX F

TRAFFIC SIGNAL WARRANT WORKSHEETS

Figure 9-4
TRAFFIC SIGNAL WARRANTS

(Based on Estimated Average Daily Traffic - See Note)

URBAN X RURAL	Minimum Requirements EADT	
1. Minimum Vehicular Satisfied X Not Satisfied	Vehicles per day on major street (total of both approaches) 50,000	Vehicles per day on higher-volume minor street approach (one direction only) 3,500
Number of lanes for moving traffic on each approach Major Street Coast Hwy Minor Street Bluff Road	Urban / Rural	Urban / Rural
1 ... 1	8,000 / 5,600	2,400 / 1,680
2 or more ... 1	9,600 / 6,720	2,400 / 1,680
(2 or more ... 2 or more)	(9,600) / 6,720	(3,200) / 2,240
1 ... 2 or more	8,000 / 5,600	3,200 / 2,240
2. Interuption of Continuous Traffic Satisfied X Not Satisfied	Vehicles per day on major street (total of both approaches)	Vehicles per day on higher-volume minor street approach (one direction only)
Number of lanes for moving traffic on each approach Major Street Coast Hwy Minor Street Bluff Road	Urban / Rural	Urban / Rural
1 ... 1	12,000 / 8,400	1,200 / 850
2 or more ... 1	14,400 / 10,080	1,200 / 850
(2 or more ... 2 or more)	(14,400) / 10,080	(1,600) / 1,120
1 ... 2 or more	12,000 / 8,400	1,600 / 1,120
3. Combination Satisfied ____ Not Satisfied ____ No one warrant satisfied, but following warrants fulfilled 80% or more ... 1 ____ 2 ____	2 Warrants	2 Warrants

NOTE: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.