ADDENDUM TO THE CITY OF NEWPORT BEACH GENERAL PLAN 2006 UPDATE FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT

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SECTION 1.0
INTRODUCTION

1.1 PURPOSE OF ADDENDUM

This document, prepared pursuant to the California Environmental Quality Act (CEQA), constitutes an Addendum to the City of Newport Beach General Plan 2006 Update Program Final Environmental Impact Report (EIR) Screencheck No. 2006011119 certified on July 25, 2006. This Addendum was prepared in accordance with the provisions of the California Environmental Quality Act (CEQA), Public Resources Code §§21000, et seq., and the State CEQA Guidelines, California Code of Regulations §§15000, et seq. CEQA Guidelines §15164(a) states that "the lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." Pursuant to CEQA Guidelines §15162(a), a subsequent Environmental Impact Report (EIR) or Negative Declaration is only required when:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

   (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

   (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

   (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

   (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The proposed North Newport Center Project includes the following City actions to implement the 2006 General Plan:

1. Approval of a zoning amendment to adopt the North Newport Center Planned Community Development Plan (herein referred to as the North Newport Center PC Text), including the reclassification of property to the Planned Community (PC) District and amendment to two existing Planned Community Development Plans;

2. Approval of a transfer of development rights, pursuant to General Plan policy, to convert unbuilt hotel entitlement to office entitlement and to relocate this entitlement and existing office and commercial development from Block 600 to Block 500;

3. Approval of a traffic study of the North Newport Center Phased Land Use Development and Circulation System Improvement Plan pursuant to the Traffic Phasing Ordinance (herein referred to as the TPO approval);

4. Approval of an Affordable Housing Implementation Plan (herein referred to as the AHIP) pursuant to the 2006 General Plan Housing Element; and

5. Approval of a Zoning Implementation and Public Benefit Agreement between the City of Newport Beach and The Irvine Company Concerning North Newport Center (herein referred to as the Development Agreement) pursuant to Newport Beach Municipal Code Section 15.45, Development Agreements

The purpose of this Addendum is to analyze the potential differences between the impacts evaluated in the City of Newport Beach General Plan 2006 Update Final EIR, hereafter referred to as the General Plan EIR, and those that would be associated with the North Newport Center Project. As described in detail herein, there are no new significant impacts resulting from these changes nor is there any substantial increase in the severity of any previously identified environmental impacts. The potential impacts associated with these proposed changes would either be the same or less than the anticipated levels ascribed in the certified General Plan EIR. In addition, there are no substantial changes to the circumstances under which future development projects subject to the 2006 General Plan and PC Text would be undertaken. Therefore, in accordance with CEQA Guidelines §15164, this Addendum to the certified General Plan Final EIR is the appropriate environmental documentation for the North Newport Center PC Text.

Pursuant to §15367 of the State CEQA Guidelines, the City of Newport Beach (City) is the lead agency for the project. The lead agency is the public agency that has the principal responsibility for carrying out or approving a project that may have a significant effect upon the environment. Newport Beach has the authority for project approval and certification of the accompanying environmental documentation. In taking action on any of the approvals outlined in Section 2.0, Project Description, the City, as the lead agency and decision making body, must consider the whole of the data presented in the General Plan EIR and this Addendum to the General Plan EIR.

1.2 PREVIOUS ENVIRONMENTAL DOCUMENTATION AND DISCRETIONARY ACTIONS

The General Plan EIR was certified by the Newport Beach City Council on July 25, 2006, as adequately addressing the potential environmental impacts associated with the buildout of the City of Newport Beach, inclusive of Fashion Island, Block 500, Block 600, and San Joaquin Plaza (North Newport Center). The location of North Newport Center, approvals granted, and actions being addressed as part of this Addendum to the General Plan EIR are further addressed in Section 2.0, Project Description. The adopted 2006 General Plan placed the

following designations on the four sub-areas included in the Project and analyzed full implementation of entitlements for Fashion Island, Block 500, Block 600, and San Joaquin Plaza.

Fashion Island	Regional Commercial (CR)
Block 500	Mixed Use Horizontal 3 (MU-H3) and Open Space (OS)
Block 600	Mixed Use Horizontal 3 (MU-H3) and Open Space (OS)
San Joaquin Plaza	Mixed Use Horizontal 3 (MU-H3) and Open Space (OS)

When a project is large and complex, such as a General Plan update, and will be implemented over a multi-year period, a Program EIR enables the lead agency to approve the overall program. When individual activities within the program are proposed, the agency is then required to examine the individual activities to determine if their effects were adequately analyzed in the Program EIR. Consistent with CEQA Guidelines §15162, the lead agency can approve the activities as being within the scope of the project covered by the Program EIR.

The State CEQA Guidelines §15168(a) defines a Program EIR as:

> ...an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:
>
> (1) Geographically,
>
> (2) A logical parts in the chain of contemplated actions,
>
> (3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or
>
> (4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

The State CEQA Guidelines §15168(c)(2) states:

> (2) If the agency finds that pursuant to Section 15162, no new effects could occur or no new mitigation measures would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required.

As previously noted, CEQA Guidelines §15162(a) states that a subsequent EIR is not necessary in the absence of the following: (1) substantial changes to the project, (2) substantial changes to the project circumstances, or (3) new information of substantial importance.

Use of a Program EIR for the update of the General Plan afforded the City many advantages that would not be realized if projects had been evaluated on an action-by-action basis. These advantages are outlined in CEQA Guidelines §15168(b), which states: “The Program EIR can:

> (1) Provide an occasion for a more exhaustive consideration of effects and alternatives than would be practical in an EIR on an individual action,
>
> (2) Ensure consideration of cumulative impacts that might be slighted in a case-by-case analysis,
>
> (3) Avoid duplicative reconsideration of basic policy considerations,

(4) Allow the Lead Agency to consider broad policy alternatives and program-wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts, and

(5) Allow reduction in paperwork."

Page 1-1 of the General Plan EIR states: "This EIR has been prepared as a Program EIR pursuant to Section 15168 of the CEQA Guidelines…This EIR will review the existing conditions of the City of Newport Beach and the Planning Area, analyze potential environmental impacts from implementation of the proposed General Plan Update, identify policies from the proposed General Plan Update that serve to reduce and minimize impacts, and identify additional mitigation measures, if necessary, to reduce potentially significant impacts of the General Plan Update."

Page 1-4 of the General Plan EIR states: "This EIR has been prepared to analyze potentially significant environmental impacts associated with future development resulting from implementation of the proposed General Plan Update, and also addresses appropriate and feasible mitigation measures or project alternatives that would minimize or eliminate these impacts." Page 1-5 states: "The proposed General Plan Update will serve as a comprehensive document that will guide future potential growth and development within the City…The EIR will analyze all aspects of the proposed General Plan Update to determine whether any aspect of the project, either individually or cumulatively, may cause a significant effect on the environment with regards to the environmental issues [identified in the EIR]." As such, the General Plan Final EIR assessed potential impacts associated with the implementation of land uses set forth in the General Plan, including land use changes due to full implementation of entitlements for Fashion Island, Block 500, Block 600, and San Joaquin Plaza under the General Plan Update.

Page 3-15 of the General Plan EIR states: "The Plan allows for expanded retail opportunities at Fashion Island, including an additional anchor department store and ancillary shops, another hotel or additions to existing hotels, and 600 additional housing units." The Draft EIR for the City of Newport Beach General Plan Update analyzed 600 housing units in Newport Center, which includes Fashion Island, Block 500, Block 600, and San Joaquin Plaza. Through Planning Commission and City Council hearings the 600 housing units were reduced to a maximum of 450 units. This reduction is reflected in Volume 1A-Final Environmental Impact Report (Draft EIR Changes and Responses to Comments).

The 2006 General Plan also documented the approval of these 450 residential units for Newport Center.[a] Of the 450 units permitted in Newport Center by the adopted 2006 General Plan, 430 units are incorporated into this proposed PC Text Amendment.

Previous Discretionary Actions

The following City of Newport Beach Ordinances and Resolutions related to development of the four sub-areas are listed below and incorporated herein by reference and made a part hereof:

Fashion Island Planned Community Development Plan (adopted November 23, 1987)

Amendment No. 632, Ordinance No. 87-45, November 23, 1987

Amendment No. 699; Resolution No. 90-7, February 12, 1990

Amendment No. 701, Resolution No. 91-22, March 11, 1991

Amendment No. 811, Resolution No. 94-102, November 14, 1994

[a] City of Newport Beach, *General Plan*, July 25, 2006, Table LU-2, pages 3-18 to 3-20.

Amendment No. 825, Resolution No. 95-115, October 9, 1995

Amendment No. 889, Ordinance No. 99-27, November 8, 1999

PD 2002-002, Ordinance No. 2003-001, January 28, 2003

Block 500

Amendment No. 827, Ordinance No. 95-32, August 28, 1995

San Joaquin Plaza

Ordinance No. 1649, adopted by the City of Newport Beach on December 22, 1975 (Amendment No. 455)

Amendment No. 1: March 12, 1979, P.C. Amendment No. 527; Resolution No. 9517

Amendment No. 2: November 23, 1987, P.C. Amendment No. 653; Resolution No. 87-164

Amendment No. 3: January 13, 1992, P.C. Amendment No. 729; Resolution No. 92-5

Amendment No. 4: April 27, 1992, P.C. Amendment No. 755; Resolution No. 92-33

Amendment No. 5: October 9, 1995, P.C. Amendment No. 825, Resolution No. 95-115

Amendment No. 6: March 22, 2005, Code Amendment No. 2004-013; Resolution No. 1656, Ordinance 2005-3

Block 600

Ordinance No. 1719, adopted by the City of Newport Beach on March 28, 1977 (Amendment No. 483)

Ordinance No. 92-45, adopted by the City of Newport Beach on November 9, 1992 (Amendment No. 771)

GPA 97-3 (D), adopted by the City of Newport Beach on June 22, 1998 (Resolution No. 98-48)

SECTION 2.0
PROJECT DESCRIPTION

2.1 PROJECT LOCATION

Fashion Island, Block 500, Block 600, and San Joaquin Plaza are located in Newport Center in the City of Newport Beach, California. As depicted in Exhibit 1, Newport Center is generally bound by San Joaquin Hills Road to the northeast, MacArthur Boulevard to the southeast, Jamboree Road to the northwest, and Coast Highway to the southwest.

Fashion Island is an approximate 75-acre regional shopping center located in the center of Newport Center; Newport Center Drive is a ring road that connects to a roadway system providing access to the various blocks that form Newport Center. Block 500 (approximately 15 acres) is generally bound by San Joaquin Hills Road to the northeast, an internal access road and Avocado Avenue to the south, Newport Center Drive to the southwest, and Santa Rosa Drive to the west. Block 600 (approximately 25 acres) is generally bound by San Joaquin Hills Road to the northeast, Santa Rosa Drive to the southeast, Newport Center Drive to the southwest, and Santa Cruz Drive to the west. San Joaquin Plaza (approximately 23 acres) is generally bound by San Joaquin Hills Road to the northwest, San Clemente Drive to the south, Santa Cruz Drive to the east, and Santa Barbara Drive and internal access roads to the west. The four sites are depicted on Exhibit 2.

The areas surrounding Fashion Island, Block 500, Block 600, and San Joaquin Plaza are developed. To the north of Block 500, Block 600, and San Joaquin Plaza across San Joaquin Hills Road, land uses include residential and a golf course within The Big Canyon Planned Community (PC 8). Uses to the south of Fashion Island are predominately commercial. To the south of Block 500 are medical and commercial office uses. To the south of San Joaquin Plaza are multi-family residential and commercial office uses. To the west are commercial uses, residential uses, the Marriott Hotel, and the Newport Beach Country Club. To the east, across MacArthur Boulevard are residential uses.

2.2 PROJECT CHARACTERISTICS

2.2.1 NORTH NEWPORT CENTER PC TEXT

The City of Newport Beach Municipal Code allows a "Planned Community District" to address land use designation and regulations in Planned Communities. The proposed project is the adoption of the North Newport Center PC Text, which incorporates Fashion Island, Block 600, and portions of Block 500 and San Joaquin Plaza owned by The Irvine Company (Applicant) into a single Planned Community District. Concurrently, the existing Block 500 PC Text and the San Joaquin Plaza PC Text would be amended to remove identified portions of Block 500 and San Joaquin Plaza from their respective Planned Community Districts, and the Newport Beach Zoning Code would be amended to remove Block 600 from the Administrative Professional Financial zoning district.

The purposes of a Planned Community District, as stated in the Municipal Code are as follows:

> 20.35.10 Specific Purposes
>
> The PC district is intended to:
>
> A. To provide for the classification and development of parcels of land as coordinated, comprehensive projects so as to take advantage of the

superior environment which can result from large-scale community planning;

B. To allow diversification of land uses as they relate to each other in a physical and environmental arrangement while insuring substantial compliance with the spirit, intent and provisions of this Code;

C. To include various types of land uses, consistent with the General Plan, through the adoption of a development plan and text materials which set forth land use relationships and development standards.

The PC Text has been prepared to implement and be consistent with the adopted 2006 City of Newport Beach General Plan (General Plan) and City of Newport Beach General Plan 2006 Update Final EIR (General Plan EIR). The proposed PC Text reflects the uses and designations permitted under the 2006 General Plan. No changes to the existing 2006 General Plan land use designations are required. The existing General Plan land uses designations for the four sub-areas are as follows:

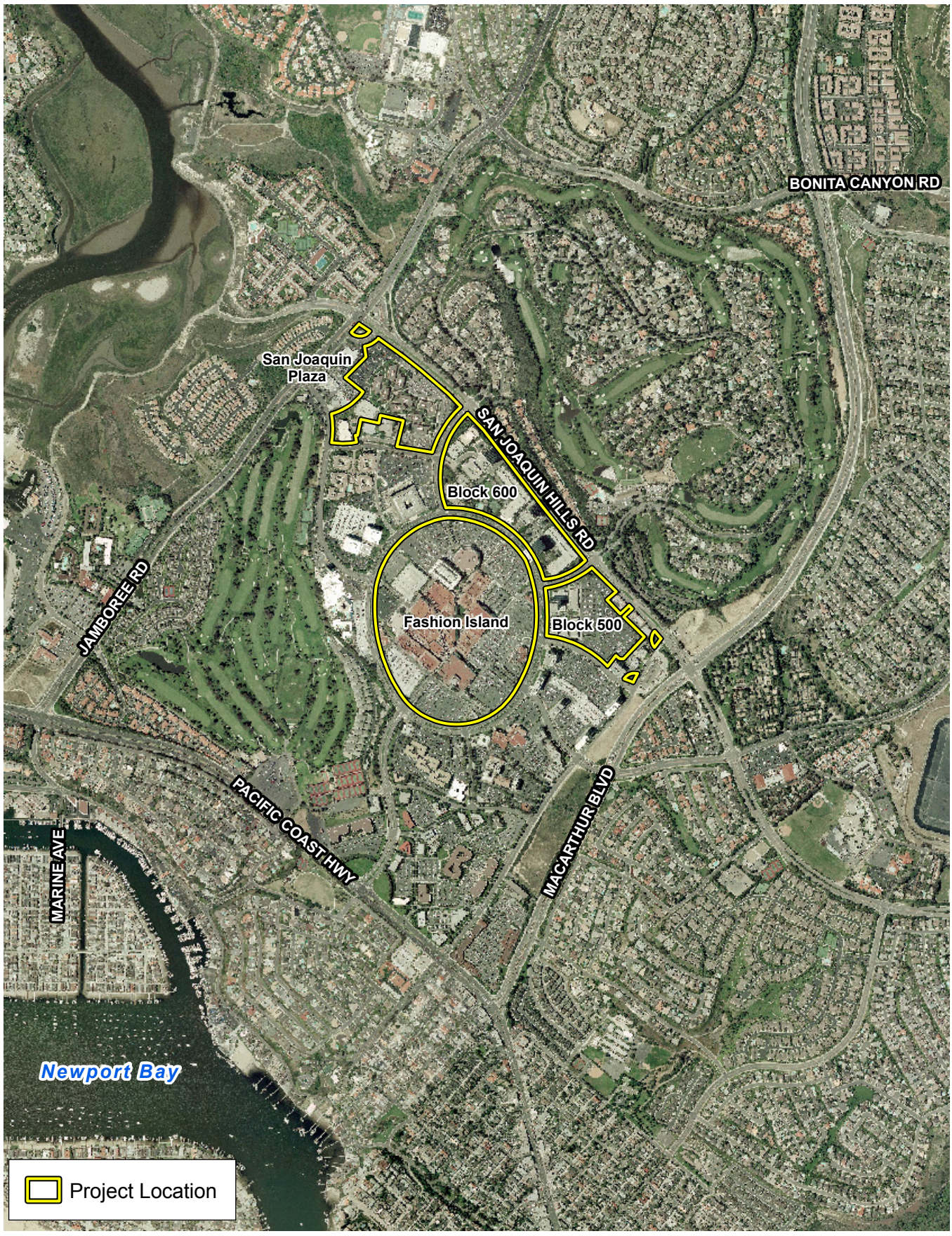
Fashion Island	Regional Commercial (CR)
Block 500	Mixed Use Horizontal 3 (MU-H3) and Open Space (OS)
Block 600	Mixed Use Horizontal 3 (MU-H3) and Open Space (OS)
San Joaquin Plaza	Mixed Use Horizontal 3 (MU-H3) and Open Space (OS)

The existing zoning designations for the four sub-areas are as follows. Adoption of the North Newport Center PC Text would incorporate Fashion Island, Block 600, and portions of Block 500 and San Joaquin Plaza owned by The Irvine Company (Applicant) to create the North Newport Center PC Text. The existing and proposed zoning designations are shown on Exhibit 3.

Fashion Island	Planned Community (PC-35 Fashion Island)
Block 500	Planned Community (PC-46 Block 500)
Block 600	Administrative, Professional, Financial (APF); Open Space (OS)
San Joaquin Plaza	Planned Community (PC-19 San Joaquin Plaza)

As identified on Table 1, the proposed amendment to the PC Text would incorporate the intensities set forth in the adopted 2006 General Plan. Future implementation of entitlements for Fashion Island, Block 500, Block 600, and San Joaquin Plaza would not allow for any increase in development intensities beyond that permitted by the General Plan for these sub-areas. The PC Text identifies the permitted land uses and development standards that will be used to guide future development.

As previously noted, Fashion Island is a regional shopping center located in the center of the larger Newport Center area. The proposed PC Text envisions Fashion Island to incorporate uses including retail, restaurants, bars, theater/nightclubs and services. The proposed PC Text provides that Blocks 500 and 600 and San Joaquin Plaza may be developed as a regional mixed use center incorporating administrative, professional, and financial uses together with hotel and residential uses and retail and other commercial uses.



D:/Projects/Newport/J001/Ex_LV_110907.mxd

Local Vicinity

Exhibit 1

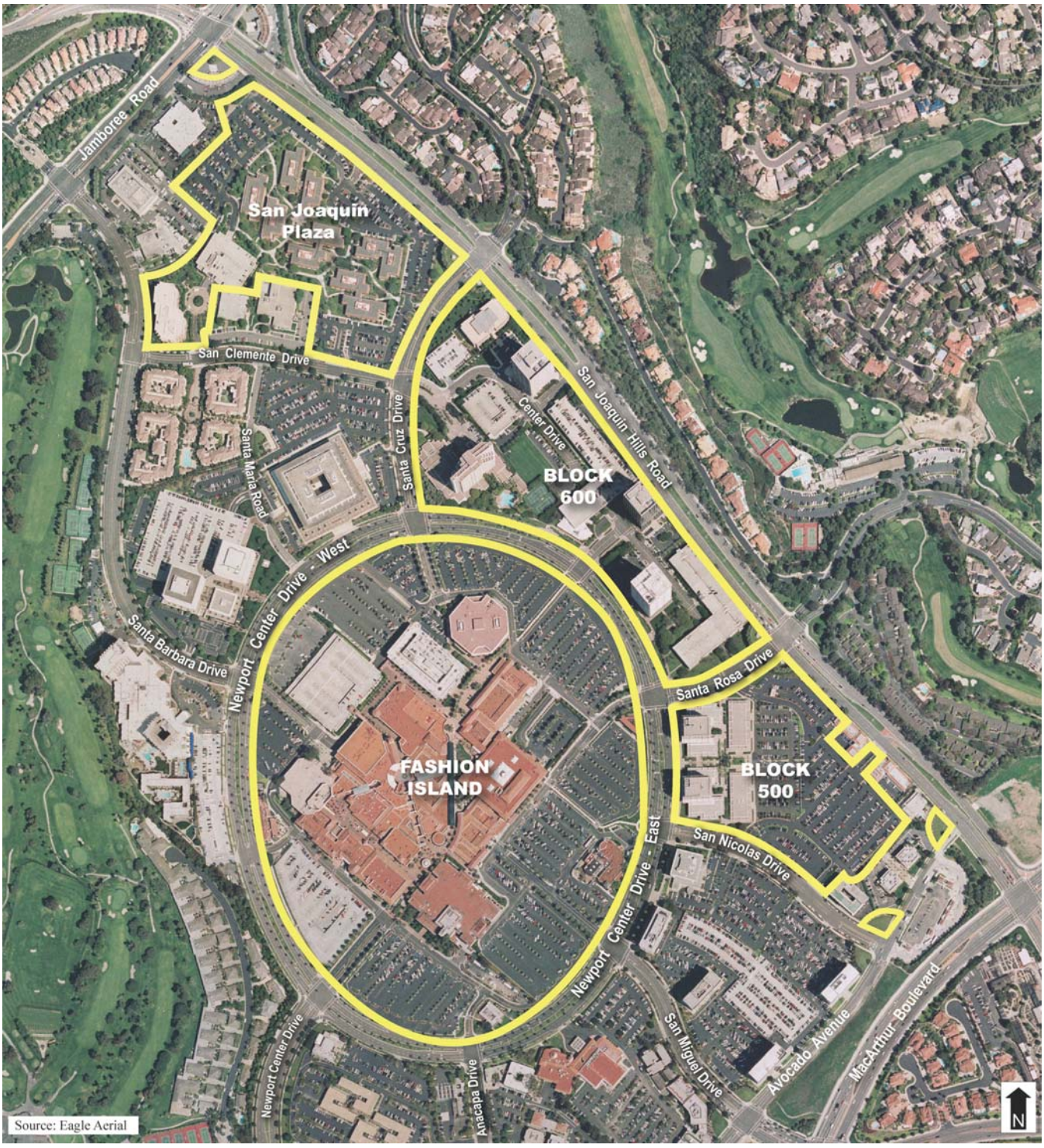
North Newport Center Addendum

N
W E
S

1,500 750 0 1,500

Feet

R:/Projects/Newport/J011/Graphics/Ex1_LV_110907.pdf



Source: CAA Planning 2007

Fashion Island, Block 500, Block 600, San Joaquin Boundaries

Exhibit 2

North Newport Center Addendum

R:/Projects/Newport/J011/Graphics/Ex2_Aerial_110907.pdf

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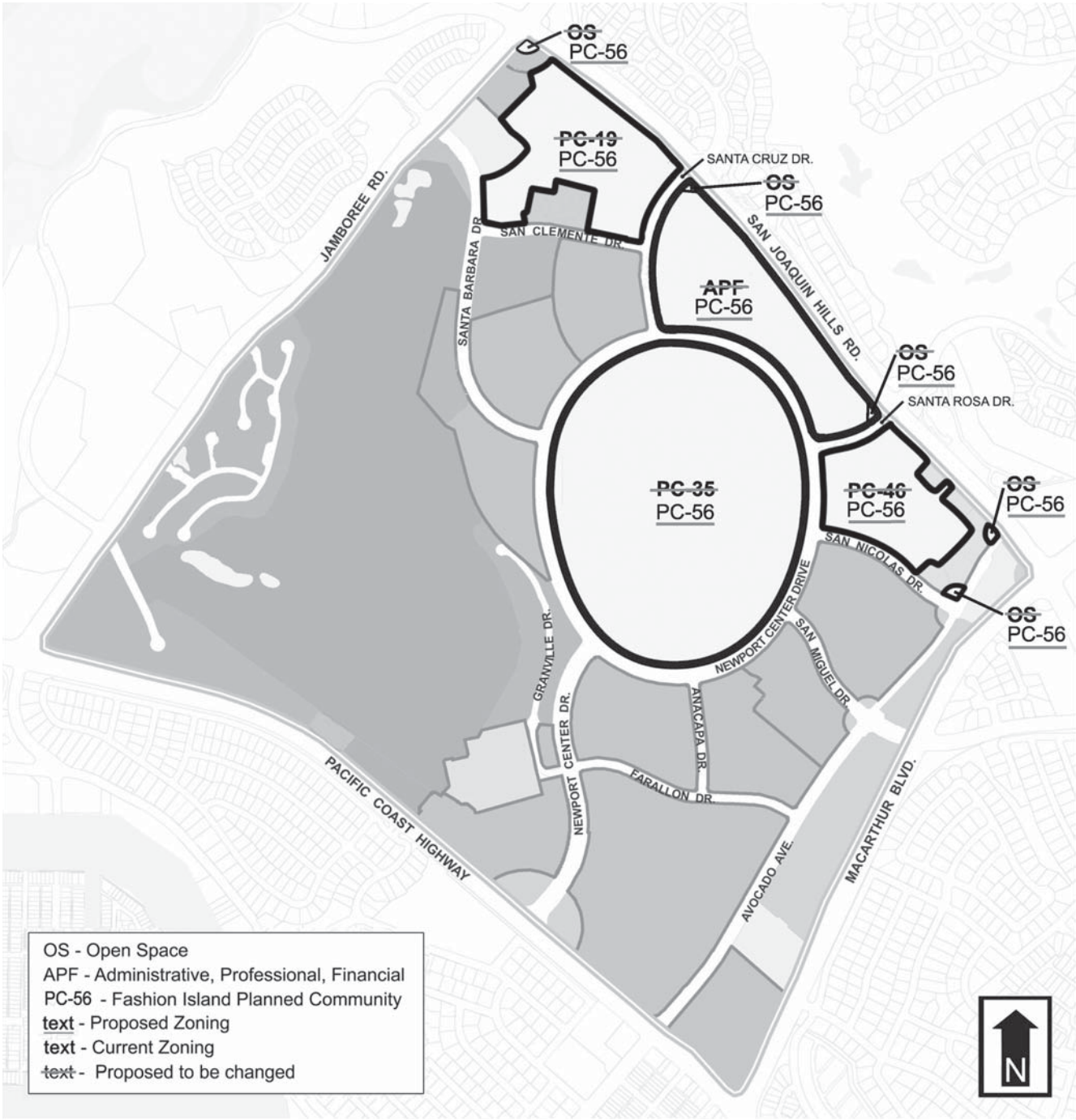

Source: CAA Planning 2007

Existing and Proposed Zoning Designations

Exhibit 3

North Newport Center Addendum

R:/Projects/Newport/J011/Graphics/Ex3_Zone_110907.pdf

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TABLE 1
DEVELOPMENT AREA SUMMARY

Land Use	Fashion Island (75 acres)	Block 500 (15.29 acres)	Block 600 (25 acres)	San Joaquin Plaza (23.2 acres)	Total
Regional Commercial	1,619,525 sf	0	0	0	1,619,525 sf
Movie Theatre	1,700 seats (27,500 sf)				1,700 seats (27,500 sf)
Hotel	(a)	(b)	425 rooms (b)	(b)	490 rooms
Residential	0	(c)	(c)	(c)	430 du
Office/Commercial	0	285,142 sf	1,001,634 sf	337,261 sf	1,746,979 sf

sf: square feet
du: dwelling unit
a Hotel rooms are permitted in Fashion Island through the transfer of available square footage.
b 65 hotel rooms may be relocated in either Block 500, Block 600, or San Joaquin Plaza. In no case shall the total number of hotel rooms in the Fashion Island/Block 500/Block 600/San Joaquin Plaza Planned Community exceed 490.
c. Residential units are permitted in Block 500, Block 600, and San Joaquin Plaza. In no case shall the total number of dwelling units exceed 430.

2.2.2 TRANSFER OF DEVELOPMENT RIGHTS

The 2006 General Plan also allows a transfer of development rights within Newport Center in accordance with the following Land Use Element policy:

> LU 6.14.3 Transfers of Development Rights
>
> Development rights may be transferred within Newport Center, subject to the approval of the City with the finding that the transfer is consistent with the General Plan and that the transfer will not result in any adverse traffic impacts.

As part of the Project, The Irvine Company, herein referred to as Applicant, is proposing to transfer a portion of the existing development rights from Block 600 to Block 500. The transfer includes the conversion of 165 unbuilt hotel rooms to office space, and the transfer of this entitlement to Block 500. It also includes the removal of the following existing uses from Block 600, and transfer of this entitlement to Block 500: 17,300 square feet (sf) of health club, 16,444 sf of restaurant, and 8,289 sf of office. Up to 72,000 sf of the transferred development rights could be used for a new City Hall in Block 500.

2.2.3 PHASED LAND USE DEVELOPMENT AND CIRCULATION IMPROVEMENT PLAN (TPO APPROVAL)

The Project is not expected to be completed within 60 months of approval, and it includes a circulation improvement plan, explained in detail in the Development Agreement. The Project therefore qualifies as a Phased Land Use Development and Circulation Improvement Plan under the City's Traffic Phasing Ordinance, Municipal Code §15.40.030.B.2. A traffic study has been prepared pursuant to the Traffic Phasing Ordinance, and "feasible mitigation" (consistent with the 2006 General Plan Circulation Element) is part of the Project. This mitigation is that the Applicant will construct a third eastbound turn lane at the intersection of MacArthur Boulevard and San Joaquin Hills Road. Consistent with the TPO, this improvement will be completed early in the development phasing (i.e., before issuance of a certificate of occupancy for the first building [other than a parking structure]) constructed as part of the Project, but in no event later than 60 months from the operative date of the Development Agreement. In addition, the Applicant will work with the City on design and development of circulation enhancements in the

North Newport Center area, consistent with the General Plan Circulation Element, including widening of Avocado Avenue between San Miguel Drive and San Nicolas Drive, dedication of public right-of-way and enhancement of San Miguel Drive between MacArthur Boulevard and Avocado Avenue, and installation of traffic signals on Newport Center Drive.

2.2.4 AFFORDABLE HOUSING IMPLEMENTATION PLAN (AHIP)

The 2006 General Plan Housing Element requires an Affordable Housing Implementation Plan (AHIP) for any development including more than 50 dwelling units. The North Newport Center AHIP describes how the Applicant would provide affordable housing to meet the Housing Element goal of 15 percent. The Applicant may build new affordable units, restrict income and rent levels for existing apartments in the vicinity of North Newport Center, or a combination of these methods. The exact number of units may vary, depending on the income levels served, and all units must be affordable for a period of 30 years.

2.2.5 DEVELOPMENT AGREEMENT

As a part of the project, a Development Agreement is proposed between the City of Newport Beach and The Irvine Company. Key provisions of the proposed Development Agreement are as follows.

- Cancellation of Circulation Improvement and Open Space Agreement and Bonita Canyon Annexation and Development Agreement
- Vesting of North Newport Center development rights for 20 years
- Payment of in-lieu park fees for 430 residential units, including early payment of a portion of fees as matching grant for OASIS Senior Center
- Payment of public benefit fee to fund construction of new City Hall building or other municipal purpose
- Circulation enhancements in the North Newport Center area
- Four-year option for the City to purchase a site in Block 500 for City Hall as well as the use of 375 parking spaces.
- Dedication of the site north of San Miguel Drive, west of MacArthur Boulevard, south of San Joaquin Hills Road and east of Avocado Avenue for open space, if a new City Hall is constructed on a site in Newport Center other than Block 500
- Limit on future increases in development fees
- Limit on future amendments to Municipal Code pertaining to development of the North Newport Center property

2.2.6 DISCRETIONARY ACTIONS

The City of Newport Beach, as the lead agency for the Project, would rely on the City of Newport Beach General Plan 2006 Update Program Final EIR and this Addendum as the primary environmental documentation for the approval of the discretionary actions discussed below.

- ***Approval of the Addendum to the City of Newport Beach General Plan 2006 Update Final Program EIR:*** The North Newport Center Project requires the acceptance of the environmental document as having been prepared in compliance with CEQA and the State and City CEQA Guidelines, as well as certification that the information contained in the City of Newport Beach General Plan 2006 Update Final Program EIR and this Addendum was considered in the final decisions on the Project.

- ***Approval of the Planned Community Development Plan and Design Regulations Amendment No. PD2007-003 as the North Newport Center Planned Community Development Plan and Design Regulations:*** The Project includes the adoption of the North Newport Center Planned Community Development Plan to incorporate Fashion Island, Block 600, and portions of Block 500 and San Joaquin Plaza owned by The Irvine Company into one PC District, and to provide consistency between the 2006 General Plan and the zoning designation for the four sub-areas of North Newport Center. Additionally, the Block 500 and San Joaquin Plaza PC Texts would be modified to remove areas to be included in the North Newport Center PC Text.

- ***Code Amendment CA2007-007:*** An amendment to Municipal Code is required to change the zoning classification of Block 600 from Administrative Financial Professional (APF) to Planned Community (PC) District and the open space corner lots in Block 500 and Block 600 from the Open Space (OS) District to the Planned Community (PC) District.

- ***Approval of Transfer of Development Rights:*** The project includes the transfer of development rights from Block 600 to Block 500 pursuant to General Plan policy. The transfer of development rights requires approval of the City Council.

- ***Traffic Study No. TS2007-001:*** In accordance with Municipal Code Title 15, Chapter 15.40, the project is a Comprehensive Phased Land Use Development and Circulation System Improvement Plan as all phases of construction are not anticipated to be completed within 60 months of approval and the project is subject to a Development Agreement. As such, a Traffic Phasing Ordinance study has been prepared.

- ***North Newport Center Planned Community Affordable Housing Implementation Plan:*** An Affordable Housing Implementation Plan is required by the 2006 General Plan Housing Element, and is included in the Project.

- ***Development Agreement No. DA2007-002:*** The Development Agreement between the City and Applicant would vest development rights and establish public benefits to the City.

SECTION 3.0
ENVIRONMENTAL ANALYSIS

The analysis in this document will evaluate if the potential impacts associated with the subsequent approvals outlined in Section 2.0, Project Description, are substantially the same as those addressed in City of Newport Beach General Plan 2006 Update Final Program EIR. This evaluation includes a determination as to whether Project implementation would result in any new significant impacts or a substantial increase in a previously identified significant impact. If the comparative analysis identifies that there would be no change in impact from that identified in the General Plan EIR, a determination of "No Substantial Change from Previous Analysis" has been made.

This analysis provides the City of Newport Beach with the factual basis for determining whether any changes in the project, any changes in circumstances, or any new information since the General Plan EIR was certified require additional environmental review or preparation of a subsequent or supplemental EIR.

3.1 AESTHETICS

The following thresholds of significance are as set forth in the General Plan EIR. It states: "For purposes of this EIR, implementation of the proposed project would have a significant adverse impact on aesthetic/visual quality if it would result in any of the following:

- Have a substantial adverse effect a scenic vista
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway
- Substantially degrade the existing visual character or quality of the site and its surroundings
- Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area"

No Substantial Change from Previous Analysis. Aesthetic and visual impacts have been previously analyzed as part of the General Plan EIR, which was prepared and certified pursuant to State and City CEQA Guidelines. Minor additions and/or clarifications are needed to make the previous document adequate to cover the actions that are currently proposed, which are documented below and serve as an Addendum to the General Plan EIR.

Summary Analysis

Have a Substantial Adverse Effect a Scenic Vista

Page 4.1-6 of the City of Newport Beach General Plan 2006 Update Final Program EIR (General Plan EIR) identifies that there are no officially designated scenic highways within the City. As such, Fashion Island, Block 500, Block 600, and San Joaquin Plaza are not designated as scenic vistas or located within a scenic preservation zone. Page 4.1-9 of the General Plan EIR identifies a public coastal view is located along Newport Center Drive from Newport Center Drive east to west extending to Farallon Drive/Granville Drive, the beginning of which is located approximately 0.45 miles south of Block 600 and at the southern edge of Fashion Island. The General Plan EIR states that "…existing and future development would be regulated by the

proposed General Plan Update policies, and scenic vistas would not be adversely affected. Therefore, impacts to scenic vistas would be less than significant."

Substantially Damage Scenic Resources, Including, but not Limited to, Trees, Rock Outcroppings, and Historic Buildings within a State Scenic Highway

The General Plan EIR identifies that there are no officially designated scenic highways in the City. State Route 1 (Coast Highway) is eligible for State Scenic Highway designation. Coast Highway is not contiguous to the Project. The General Plan EIR further states "Consequently, because no scenic highways are currently designated within the City, implementation of the proposed General Plan Update would have no impact."

Substantially Degrade the Existing Visual Character or Quality of the Site and Its Surroundings

The General Plan EIR identifies Newport Center/Fashion Island as an area of high overall visual quality (see page 4.1-18). It further states "In these areas, new development allowed under the proposed General Plan Update would be done in such a way as to fit into the existing visual setting. Policy LU 1.1 requires that new development 'maintain and enhance' existing development." Policy LU 1.1 states:

> Maintain and enhance the beneficial and unique character of the different neighborhoods, business districts, and harbor that together identify Newport Beach. Locate and design development to reflect Newport Beach's topography, architectural diversity, and view sheds (See page 4.1-24)

Fashion Island, Block 500, Block 600, and San Joaquin Plaza are within the City's high-rise height limitation zone. Fashion Island height limits range from 40 feet to 125 feet as detailed in Section 5d. Development within Block 500 and Block 600 is permitted up to 375 feet high. The height limit for San Joaquin Plaza is 65 feet. Fashion Island is currently developed with retail, entertainment, services and supporting uses that serve local and regional residents. Block 500 is developed with general office and medical uses. Block 600 is currently developed with high-rise office and hotel buildings. San Joaquin Plaza contains business and professional office uses.

Full implementation of entitlements for Fashion Island, Block 500, Block 600, and San Joaquin Plaza would be required to comply with the City's high-rise height limitations, compliment the height of existing buildings in Newport Center, and not create a significant shadow, or shading, impact. Shading describes the effect of shadows cast on adjacent areas by proposed structures.

The proposed PC Text requires a that shade and shadow study be prepared for any structure over 200 feet in height that has the potential to affect the residential area located north of San Joaquin Hills Road (Big Canyon). The purpose of the study is to ensure that new development will not result in added shade and shadow to the residential area beyond existing conditions for more than three hours between the hours of 9 AM and 3 PM Pacific Standard Time, or for more than four hours between the hours of 9 AM and 5 PM Pacific Daylight Time.

The General Plan EIR notes that the 2006 General Plan includes policies associated with aesthetic improvements such as landscaping, pedestrian amenities, and design standards for architecture and lighting. Future development projects in North Newport Center would be required to conform to these General Plan standards as well as standards set forth in the PC Text and its Design Regulations. The General Plan EIR states "Thus, the visual character would change as development intensity increased, but the impacts would not be considered

significantly adverse….Therefore, the proposed General Plan Update would have a less-than-significant impact on the visual character of developed urban areas." (See page 4.1-19)

Create a New Source of Substantial Light or Glare, Which Would Adversely Affect Day or Nighttime Views in the Area

The General Plan EIR notes that the city is primarily built out and currently has significant amounts of ambient light. It further notes that new development could create new sources of light and glare from uses such as exterior building lighting, parking lots and structures, reflective building surfaces, and vehicular headlines. Sources of light and glare could affect adjacent sensitive land uses generally considered to be undeveloped land and residential uses adjacent to commercial or industrial uses. The 2006 General Plan includes policies to address potential nighttime lighting impacts. These include policies to prevent lighting spillage onto adjacent properties while other policies allow the integration of land uses with requirements for addressing lighting for land use compatibility. The General Plan EIR states "Therefore, with implementation of the above-mentioned policies, nighttime lighting impacts and potential spillover would be les than significant." (See page 4.1-22) The proposed Planned Community Development Plan and Design Regulations also contain lighting provisions to implement these General Plan policies.

Mitigation Program

Policies of the 2006 General Plan were adopted as a mitigation program that minimized impacts associated with buildout of the City of Newport Beach, including the implementation of future development in Fashion Island, Block 500, Block 600, and San Joaquin Plaza. The following condition is included in the North Newport Center PC Text relating shade and shadow:

1. Prior to issuance of a building permit for a structure over 200 feet in height that has the potential to shade residential areas north of San Joaquin Hills Road, a shade study shall be prepared by the Applicant and submitted to the City. The shade study shall demonstrate that the new development will not add shade to the designated residential areas beyond existing conditions for more than three hours between the hours of 9 AM and 3 PM Pacific Standard Time, or for more than four hours between the hours of 9 AM and 5 PM Pacific Daylight Time.

   The shade study shall be prepared to the satisfaction of the Planning Director and the Planning Director shall determine conformance with the standards identified herein as part of the plan review process.

Level of Significance After Mitigation

Consistent with the findings of the General Plan EIR, the General Plan EIR states "…all other project impacts associates with aesthetics and visual resources would be less than significant under the proposed Newport Beach General Plan Update."[2]

Finding of Consistency With General Plan EIR

3.2 PURSUANT TO SECTION 15162 OF THE CEQA GUIDELINES, THE CITY OF NEWPORT BEACH HAS DETERMINED, ON THE BASIS OF SUBSTANTIAL EVIDENCE IN THE LIGHT OF THE WHOLE RECORD, THAT THE NORTH NEWPORT CENTER PROJECT DOES NOT PROPOSE SUBSTANTIAL CHANGES TO THE

[2] Visual impacts associated with Banning Ranch were found to be unavoidable. Banning Ranch is not a part of the North Newport Center Project.

PROJECT; NO SUBSTANTIAL CHANGES WOULD OCCUR WHICH WOULD REQUIRE MAJOR REVISIONS TO THE GENERAL PLAN EIR DUE TO THE INVOLVEMENT OF NEW SIGNIFICANT ENVIRONMENTAL EFFECTS OR A SUBSTANTIAL INCREASE IN THE SEVERITY OF PREVIOUSLY IDENTIFIED SIGNIFICANT EFFECTS; AND NO NEW INFORMATION OF SUBSTANTIAL IMPORTANCE HAS BEEN REVEALED SINCE THE CERTIFICATION OF THE GENERAL PLAN EIR.AGRICULTURAL RESOURCES

The General Plan EIR identifies that the topic of Agricultural Resources was focused out because the City of Newport Beach contains no designated farmland by the California Department of Conservation, Farmland Mapping Program, [3] no land designated Farmland would be converted to non-agricultural use as a result of implementation of the 2006 General Plan, no sites in the City are zoned for agricultural use, and no sites would be affected by a Williamson Act contract. (See page 6-4)

3.3 AIR QUALITY

The following thresholds of significance are as set forth in the General Plan EIR. It states: "For purposes of this EIR, implementation of the proposed project would have a significant adverse impact on air quality if it would result in any of the following:

- Conflict with or obstruct implementation of the applicable air quality plan
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project is in non-attainment under an applicable federal or State ambient air quality standard
- Expose sensitive receptors to substantial pollutant concentrations
- Create objectionable odors affecting a substantial number of people"

No Substantial Change from Previous Analysis. Air quality impacts have been previously analyzed as part of the General Plan EIR, which was prepared and certified pursuant to State and City CEQA Guidelines. Minor additions and/or clarifications are needed to make the previous document adequate to cover the actions that are currently proposed, which are documented below and serve as an Addendum to the General Plan EIR.

Summary Analysis

Conflict With or Obstruct Implementation of the Applicable Air Quality Plan

Result in a Cumulatively Considerable Net Increase of any Criteria Pollutant for Which the Project Is In Non-Attainment Under An Applicable Federal Or State Ambient Air Quality Standard

The General Plan EIR identifies that projects that are consistent with the South Coast Air Quality Management District (SCAQMD) 2003 Air Quality Management Plan (AQMP) are those whose use and activities are consistent with the applicable assumptions used in the

[3] California Department of Conservation, *Farmland Mapping Program, Important Farmland in California 2004 Map (2004)*

development of the AQMP. Because the growth projections assumed for buildout of the 2006 General Plan are higher than what would have been assumed in the AQMP, the "…proposed General Plan Update would not be consistent with the AQMP attainment forecasts and attainment of the standards could be delayed….this impact would be significant." This was identified as a project and cumulative unavoidable impact.

As previously identified in Table 1 of this Addendum, total development (existing and future) for Fashion Island is 1,619,525 sf of regional commercial uses and 1,000 movie theatre seats; hotel uses are permitted through a transfer of development rights. Total development (existing and future) for Block 600 is 1,001,634 sf of office/commercial and 425 hotel rooms. Total office/commercial development is 285,142 sf for Block 500 and 337,261 sf for San Joaquin Plaza. In addition, 430 residential units and 65 hotel rooms may be developed in Blocks 500 or 600 or San Joaquin Plaza. Through the transfer of development rights included in the Project, the entitlement for 165 new hotel rooms and 42,036 sf of office/commercial use allocated to Block 600 is to be transferred to Block 500 for the development of 205,161 sf of office/commercial use in Block 500.The Project does not propose any new land uses, nor any additional intensity of development, not previously permitted and contemplated in the 2006 General Plan for the four sub-areas.

As such, the Project is in conformance with the assumptions set forth in the General Plan EIR. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan EIR.

Violate Any Air Quality Standard or Contribute Substantially to an Existing or Projected Air Quality Violation

The General Plan EIR identifies that construction related emissions could be mitigated but would be expected to remain significant and unavoidable. Future development in North Newport Center consistent with the assumptions of the 2006 General Plan may involve excavation, grading operations, building construction, and demolition of existing structures and pavement. All development will be required to comply with standard construction practices as set forth in the SCAQMD Handbook, including best management practices (BMPs) for the control of emissions. BMPs include control of fugitive dust through watering exposed surfaces, covering exposed ground, and sweeping streets. Additional measures involve construction traffic emission control including ensuring all vehicles and equipment are operating efficiently. It is anticipated that standard control measures would reduce potential impacts of air emissions and odors.

Page 4.2-13 of the General Plan EIR states: "Implementation of the proposed General Plan Update would result in construction emissions that would contribute substantially to an existing or projected air quality violation." The General Plan EIR evaluated the effects of full implementation of entitlements for Fashion Island, Block 500, Block 600, and San Joaquin Plaza on air quality and accounted for construction impacts. The General Plan EIR concluded that despite implementation of General Plan Policies NR 8.1 through NR 8.5, which would help to reduce construction-related air quality impacts, the development contemplated in the General Plan would result in a significant and unavoidable air quality impact. The Project is in conformance with the assumptions set forth in the General Plan EIR. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan EIR.

Expose Sensitive Receptors to Substantial Pollutant Concentrations

The General Plan notes that the implementation of General Plan land uses is not expected to expose existing or future sensitive uses within the City to substantial carbon monoxide (CO) concentrations. This impact was determined to be less than significant for all uses in the City. As such, this conclusion would also be applicable to the North Newport Center Project.

Create Objectionable Odors Affecting a Substantial Number of People

Odors can occur from construction activities related to the operation of construction vehicles and the application of architectural coatings. Odors can also occur from operation of uses such as restaurants, manufacturing facilities, etc. The General Plan EIR notes uses such as restaurants are typically required to have ventilation systems; trash receptacles are required by City and Health Department regulations. The General Plan EIR states that "Consequently, implementation of the proposed General Plan Update would not create objectionable odors affecting a substantial number of people within the City and potential impacts would be less than significant." (See page 4.2-17). No land uses or activities would be permitted in the North Newport Center District that would result in changes in the conclusions set forth in the General Plan EIR.

Climate Change

The proposed North Newport Center Project serves to implement the principal goals of the 2006 General Plan. These goals and policies include the following:[4]

- A successful mixed-use district that integrates an economic and commercial center serving the needs of Newport Beach residents and the subregion, with expanded opportunities for residents to live close to jobs, commerce, entertainment, and recreation, and is supported by a pedestrian-friendly environment.

- Provide the opportunity for limited residential, hotel, and office development in accordance with the limits specified by Tables LU1 and LU2.

- Provide the opportunity for an additional anchor tenant, other retail, and/or entertainment and supporting uses that complement, are integrated with, and enhance the economic vitality of existing development.

- Encourage that some new development be located and designed to orient to the inner side of Newport Center Drive, establishing physical and visual continuity that diminishes the dominance of surface parking lots and encourages pedestrian activity.

- Encourage that pedestrian access and connections among uses within the district be improved with additional walkways and streetscape amenities concurrent with the development of expanded and new uses.

- Encourage that new development in Fashion Island complement and be of equivalent or higher design quality than existing buildings. Reinforce the existing promenades by encouraging retail expansion that enhances the storefront visibility to the promenades and provides an enjoyable retail and pedestrian experience.

[4] Ibid., pages 3-97 to 3-98.

Full implementation of entitlements for Fashion Island, Block 500, Block 600, and San Joaquin Plaza consistent with the 2006 General Plan will assist the City in achieving its General Plan goals. Regarding long- term air quality impacts, the General Plan EIR states that the nature of Newport Center has the capacity to contribute to decreases in vehicle miles traveled because the project area promotes a mixed-use, pedestrian-friendly district.[5] The Project is not expected to result in any climate change impacts due to greenhouse gas emissions beyond the impacts of the development set forth in the General Plan EIR.

The General Plan EIR analyzed air quality impacts associated with buildout of future development in the City, inclusive of Fashion Island, Block 500, Block 600, and San Joaquin Plaza. The analysis included carbon dioxide (CO_2) and other greenhouse gas emissions. As discussed above, the Project would not generate any new air quality impacts not already identified in the General Plan EIR. The Project is in conformance with the assumptions set forth in the General Plan EIR. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan EIR.

With respect to global climate change resulting from greenhouse gas emissions, no "new information of substantial importance" on climate change is now available that was not known and could not have been known when the City approved the General Plan EIR in 2006. For example, in 1979, the National Research Council published "Carbon Dioxide and Climate: A Scientific Assessment," which concluded that climate change was an accelerating phenomenon partly due to human activity. Numerous studies conducted before and after the National Research Council report reached similar conclusions. The State of California adopted legislation in 2002 requiring the California Air Resources Board to develop regulations limiting greenhouse gas emissions from automobiles.

Consideration of strategies to control emissions of greenhouse gases which may contribute in some manner to global climate change is under consideration at all regulatory levels; however, there is no one agency responsible for regulating greenhouse gases, and there are no established standards to evaluate the significance of greenhouse gas emissions. However, the most common greenhouse gas emissions are from vehicle emissions (both construction and operational) and operational emissions from energy consumption. These issues have been addressed in General Plan EIR.

Analyses prepared for or by California State Agencies on climate change issues do not provide for the provision of specific measures to incorporate into particular projects to reduce greenhouse gas emissions, except for generalized recommendations about such matters as encouraging jobs/housing proximity. The California Energy Commission recently explained that accessibility and mixed use are two factors that reduce vehicles trips, which are a major source of greenhouse gas emissions in California.[6]

The Project's incremental contribution to any cumulative global climate change impact is mitigated by various characteristics of the Project that serve to render its contribution less than cumulatively considerable. One of the main concerns raised by those concerned about the effect of greenhouse gases on climate change is that "leap frog"-type development would serve to potentially increase the number of vehicle miles traveled and consequently increase those vehicular emissions (i.e., CO_2 that contribute to greenhouse gases). The Project would allow for

[5] City of Newport Beach, Final Environmental Impact Report for the General Plan 2006 Update (State Clearinghouse No. 2006011119), July 26, 2006, page 4.2-12.

[6] California Energy Commission, *The Role of Land Use in Meeting California's Energy and Climate Change Goals*, Draft, June 26, 2007, pages 7, 17-19.

in-fill, mixed use development in an urbanized setting thereby providing opportunities to reduce vehicle trips.

Mitigation Program

Policies of the 2006 General Plan were adopted as a mitigation program that minimized impacts associated with buildout of the City of Newport Beach, including the implementation of future development in Fashion Island, Block 500, Block 600, and San Joaquin Plaza.

Level of Significance After Mitigation

Consistent with the findings of the General Plan EIR, the General Plan EIR identifies that there are no feasible mitigation measures to reduce the impact of increased population on implementation of the AQMP; to reduce cumulative impacts associated with construction emissions; or to reduce operational activities. These impacts would be significant and unavoidable.

Finding of Consistency With General Plan EIR

Pursuant to Section 15162 of the CEQA Guidelines, the City of Newport Beach has determined, on the basis of substantial evidence in the light of the whole record, that the North Newport Center Project does not propose substantial changes to the project; no substantial changes would occur which would require major revisions to the General Plan EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and no new information of substantial importance has been revealed since the certification of the General Plan EIR.

3.4 BIOLOGICAL RESOURCES

The following thresholds of significance are as set forth in the General Plan EIR. It states: "For purposes of this EIR, implementation of the proposed project would have a significant adverse impact on biological resources if it would result in any of the following:

- Have a substantial adverse effect, either directly or indirectly through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or the CDFG or USFWS

- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFG or USFWS

- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means

- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites

- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance

- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan"

No Substantial Change from Previous Analysis. Biological resources impacts have been previously analyzed as part of the General Plan EIR, which was prepared and certified pursuant to State and City CEQA Guidelines. Minor additions and/or clarifications are needed to make the previous document adequate to cover the actions that are currently proposed, which are documented below and serve as an Addendum to the General Plan EIR.

Summary Analysis

Have a Substantial Adverse Effect, Either Directly or Indirectly Through Habitat Modifications, On Any Species Identified as a Candidate, Sensitive, or Special Status Species in Local or Regional Plans, Policies, or the CDFG or USFWS

Have a Substantial Adverse Effect on Any Riparian Habitat or Other Sensitive Natural Community Identified in Local or Regional Plans, Policies, Regulations or By the CDFG or USFWS

Have a Substantial Adverse Effect on Federally Protected Wetlands as Defined By Section 404 Of The Clean Water Act (Including, But Not Limited To, Marsh, Vernal Pool, Coastal, Etc.) Through Direct Removal, Filling, Hydrological Interruption, or Other Means

Interfere Substantially With the Movement of Any Native Resident or Migratory Fish or Wildlife Species or With Established Native Resident or Migratory Wildlife Corridors, or Impede the Use of Native Wildlife Nursery Sites

Conflict with Any Local Policies or Ordinances Protecting Biological Resources, Such As a Tree Preservation Policy or Ordinance

Conflict with the Provisions of an Adopted Habitat Conservation Plan, Natural Community Conservation Plan, or Other Approved Local, Regional, or State Habitat Conservation Plan

Fashion Island, Block 500, Block 600, and San Joaquin Plaza are located within Newport Center, a built urban environment. Landscaped areas within Fashion Island, Block 500, Block 600, and San Joaquin Plaza include non-native landscape materials including turf, trees, and plants. No wetlands or riparian habitat community exist in the sub-areas. The project would not have a substantial adverse effect on any species identified by the California Department of Fish and Game and the U.S. Fish and Wildlife Service as a species for concern because the site has been developed for the past 40 years and contains no habitat suitable for wildlife. Landscaping may be removed as a result of future development. The General Plan EIR notes that development could result in the removal of mature trees that may be used as perching and nesting sites for migratory birds and raptors. The General Plan EIR identifies mitigation associated with this potential impact and states "With compliance with these policies, impacts would be less than significant…."

The County of Orange Natural Community Conservation Plan (NCCP) and the Habitat Conservation Plan (HCP) surveyed and mapped habitat vegetation and species throughout the County, including the four sub-areas. No candidate, sensitive or special status species were

identified in the vicinity of the site.[7] Additionally, North Newport Center is identified as having no conservation value and is not included in the NCCP or HCP.

The General Plan EIR analyzes the potential biological effects associated with buildout of the 2006 General Plan, including Fashion Island, Block 500, Block 600, and San Joaquin Plaza. These sites would be required to comply with applicable 2006 General Plan policies regarding biological resources. Pages 4.3-22, 4.3-24, and 4.3-27 of the Biological Resources Analysis in the General Plan EIR address development in Newport Center, inclusive of Fashion Island, Block 500, Block 600, and San Joaquin Plaza. Page 4.3-27 identifies that that the 2006 General Plan policies ensure that build-out consistent with the General Plan would not impact native, resident, or migratory wildlife species or corridors.

Mitigation Program

Policies of the 2006 General Plan were adopted as a mitigation program that minimized impacts associated with buildout of the City of Newport Beach, including the implementation of future development in Fashion Island, Block 500, Block 600, and San Joaquin Plaza.

Level of Significance After Mitigation

Consistent with the findings of the General Plan EIR, the General Plan EIR identifies that compliance with existing federal, State, and local regulations would mitigate biological resources impacts to a level considered less than significant.

Finding of Consistency With General Plan EIR

Pursuant to Section 15162 of the CEQA Guidelines, the City of Newport Beach has determined, on the basis of substantial evidence in the light of the whole record, that the North Newport Center Project does not propose substantial changes to the project; no substantial changes would occur which would require major revisions to the General Plan EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and no new information of substantial importance has been revealed since the certification of the General Plan EIR.

3.5 CULTURAL RESOURCES

The following thresholds of significance are as set forth in the General Plan EIR. It states: "For purposes of this EIR, implementation of the proposed project would have a significant adverse impact on cultural resources if it would result in any of the following:

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature
- Disturb any human remains, including those interred outside of formal cemeteries"

[7] U.S. Department of Interior Fish and Wildlife Service, Natural Community Conservation Plan, Habitat Conservation Plan, EIR, and EIS-County of Orange Central and Coastal Subregion, May 1996.

No Substantial Change from Previous Analysis. Cultural resources impacts have been previously analyzed as part of the General Plan EIR, which was prepared and certified pursuant to State and City CEQA Guidelines. Minor additions and/or clarifications are needed to make the previous document adequate to cover the actions that are currently proposed, which are documented below and serve as an Addendum to the General Plan EIR.

Summary Analysis

Cause a Substantial Adverse Change in the Significance of a Historical Resource as Defined In Section 15064.5

The four sub-areas of the North Newport Center PC District are not identified as a historic area or an area containing historical resources by the City of Newport Beach General Plan. The Project would not result in any adverse physical or aesthetic effects to any building, structure, or object having historical, cultural, or religious significance. As such, no historic resources would be impacted by the Project.

Cause a Substantial Adverse Change in the Significance of an Archaeological Resource Pursuant To Section 15064.5

Disturb Any Human Remains, Including Those Interred Outside of Formal Cemeteries

The General Plan EIR notes that ground-disturbing activities can damage or destroy archaeological and/or Native American cultural resources. The 2006 General Plan contains policies to ensure the protection of such resources. The General Plan EIR states that "…implementation of the proposed General Plan Update policies would ensure that impacts to archaeological and Native American cultural resources would be less than significant…." (See page 4.4-16) The Project is in conformance with the assumptions set forth in the General Plan EIR. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan EIR.

Directly or Indirectly Destroy a Unique Paleontological Resource or Site or Unique Geologic Feature

Paleontological resources may be present in fossil-bearing soils and rock formations below the ground surface. Ground-disturbing activities in these soils and formations have the potential to damage or destroy these resources. The General Plan EIR states that compliance with General Plan policies "…would reduce this impact to a less-than-significant level by ensuring that paleontological resources would be subject to scientific recovery and evaluation…" (See page 4.4-17) The Project is in conformance with the assumptions set forth in the General Plan EIR. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan EIR.

Mitigation Program

Policies of the 2006 General Plan were adopted as a mitigation program that minimized impacts associated with buildout of the City of Newport Beach, including the implementation of future development in Fashion Island, Block 500, Block 600, and San Joaquin Plaza.

Level of Significance After Mitigation

Consistent with the findings of the General Plan EIR, the General Plan EIR identifies that impacts to archaeological and paleontological resources, and human remains could be mitigated to a level considered less than significant.

Finding of Consistency With General Plan EIR

Pursuant to Section 15162 of the CEQA Guidelines, the City of Newport Beach has determined, on the basis of substantial evidence in the light of the whole record, that the North Newport Center Project does not propose substantial changes to the project; no substantial changes would occur which would require major revisions to the General Plan EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and no new information of substantial importance has been revealed since the certification of the General Plan EIR.

3.6 GEOLOGY, SOILS, AND MINERAL RESOURCES

The following thresholds of significance are as set forth in the General Plan EIR. It states: "Implementation of the proposed General Plan Update would result in a significant impact if the project would:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving
  - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault
  - Strong seismic ground shaking
  - Seismic-related ground failure, including liquefaction
  - Landslides
- Result in substantial soil erosion or the loss of top soil
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse
- Be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code (1994), creating substantial risks to life or property
- Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State
- Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan"

No Substantial Change from Previous Analysis. Geology, soils, and mineral resources impacts have been previously analyzed as part of the General Plan EIR, which was prepared and certified pursuant to State and City CEQA Guidelines. Minor additions and/or clarifications are needed to make the previous document adequate to cover the actions that are currently proposed, which are documented below and serve as an Addendum to the General Plan EIR.

Summary Analysis

Expose People or Structures to Potential Substantial Adverse Effects, Including the Risk of Loss, Injury, or Death Involving the Rupture of a Known Earthquake Fault, Strong Ground Shaking, Seismic-Related Ground Failure, or Landslides

The General Plan EIR notes that there are no Alquist-Priolo zones in the City; no impact would result. Policies are provided in the 2006 General Plan to ensure that adverse effects caused by seismic and geologic hazards are minimized. Moderate to large earthquakes would cause ground shaking in Newport Center, inclusive of Fashion Island, Block 500, Block 600, and San Joaquin Plaza. Compliance with regulations and policies of the General Plan EIR would "…ensure that impacts related to strong seismic ground shaking remain at a less-than-significant level." With respect to seismic-related ground failure, none of Newport Center is in an identified liquefaction area.

Result In Substantial Soil Erosion or the Loss of Top Soil

With respect to top soil, the General Plan EIR notes that most of the City is built out and top soil is not an issue. With respect to soil erosion, shoreline areas and coastal bluffs are highly susceptible to erosion from wave action and stream erosion. The four sub-areas are not located near the coast or bluff areas. All demolition and construction activities are required to comply with the California Building Code and other regional and local regulations (e.g., State Water Resources Control Board provisions) that require the implementation of measures to reduce soil erosion. The General Plan EIR identifies that potential impacts would be mitigated to a less than significant level. The Project is in conformance with the assumptions set forth in the General Plan EIR. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan EIR.

Be Located on Expansive Soil, as Defined In Table 18 1 B of the Uniform Building Code (1994), Creating Substantial Risks to Life or Property

The General Plan EIR considered buildout of the City, inclusive of Fashion Island, Block 500, Block 600, and San Joaquin Plaza in its geology analysis. Page 4.5-13 of the General Plan EIR discusses the General Plan Update's concentration of development in areas including Fashion Island, Block 500, Block 600, and San Joaquin Plaza, and notes that the impact is considered less than significant. All four sub-areas have been subject to development which has required the analysis of soil conditions.

With respect to soil characteristics, the certified Final EIR for the Island Hotel (formerly Four Seasons), dated October 21, 1983, discussed geology and soils in Newport Center. The Final EIR states that Newport Center is:

> …part of an uplifted marine terrace of Pleistocene age. The marine terrace soils are composed essentially of weakly cemented to loose sands and silty sands which in parts of Newport Center reach a depth of as much as 50 feet. The upper one to two feet of this material have weathered to form a moderately expansive, clayey soil. The Pleistocene sediments are underlain by clay shales, clay siltstones, and sandstones of Miocene age, Monterey Formation.

Because policies of the General Plan require that development not be located on unstable soils or geologic units, the General Plan EIR found that the potential impact was less than significant. The Uniform Building Code and California Building Code include regulations governing

seismically resistant construction and construction to protect people and property from construction and building hazards.

Result in the Loss of Availability of a Known Mineral Resource That Would Be Of Value to the Region and the Residents of the State

Result in the Loss of Availability of a Locally Important Mineral Resource Recovery Site Delineated on a Local General Plan, Specific Plan, or Other Land Use Plan

The General Plan EIR notes that implementation of the 2006 General Plan would not result in the loss of availability of known mineral resources of value to the region or the State. No impacts would occur.

Mitigation Program

Policies of the 2006 General Plan were adopted as a mitigation program that minimized impacts associated with buildout of the City of Newport Beach, including the implementation of future development in Fashion Island, Block 500, Block 600, and San Joaquin Plaza.

Level of Significance After Mitigation

Consistent with the findings of the General Plan EIR, the General Plan EIR identifies that impacts to geology and soils could be mitigated to a level considered less than significant. No mineral resources were identified.

Finding of Consistency With General Plan EIR

Pursuant to Section 15162 of the CEQA Guidelines, the City of Newport Beach has determined, on the basis of substantial evidence in the light of the whole record, that the North Newport Center Project does not propose substantial changes to the project; no substantial changes would occur which would require major revisions to the General Plan EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and no new information of substantial importance has been revealed since the certification of the General Plan EIR.

3.7 HAZARDS AND HAZARDOUS MATERIALS

The following thresholds of significance are as set forth in the General Plan EIR. It states: "Implementation of the proposed project may have a significant adverse impact to the public or the environment through hazards and hazardous materials if it would result in any of the following:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school

- Be located on a site which is included on a list of hazardous materials site compiled pursuant to Government Code Section 65962.5, and as a result, would create a significant hazard to the public or the environment

- For a project located within an airport land use plan, or where such a plan has not been developed, within two miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area

- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan

- Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands"

No Substantial Change from Previous Analysis. Hazards and hazardous material-related impacts have been previously analyzed as part of the General Plan EIR, which was prepared and certified pursuant to State and City CEQA Guidelines. Minor additions and/or clarifications are needed to make the previous document adequate to cover the actions that are currently proposed, which are documented below and serve as an Addendum to the General Plan EIR.

Summary Analysis

Create a Significant Hazard to the Public or the Environment through the Routine Transport, Use, or Disposal of Hazardous Materials

Emit Hazardous Emissions or Handle Hazardous or Acutely Hazardous Materials, Substances, or Waste within One-Quarter Mile of an Existing or Proposed School

Be Located on a Site Which Is Included On A List Of Hazardous Materials Site Compiled Pursuant To Government Code Section 65962.5, and as a Result, Would Create a Significant Hazard To The Public Or The Environment

Impair Implementation Of or Physically Interfere With an Adopted Emergency Response Plan or Emergency Evacuation Plan

The General Plan EIR acknowledges that implementation of the 2006 General Plan land uses would result in an increase in commercial development that could increase the routine transport, use, storage, and disposal of hazardous materials. The General Plan also notes that construction activities can result in the exposure of hazardous materials (e.g., lead-based paint and asbestos). The City contains sites that have been identified as being contaminated by the release of hazardous substances into the soil; sites containing leaking underground storage tanks; and large and small generators of hazardous materials.

The General Plan EIR notes that projects are required to comply with existing regulations and General Plan policies to protect construction workers and the public. Potential impacts were determined to be less than significant. Future development in North Newport Center could require the demolition of structures. Demolition and construction activities on the four sub-areas would also be subject to compliance with these regulations and policies.

The Island Hotel (formerly Four Seasons) in Block 600 is listed as having a leaking underground storage tank (LUST).[8] A remediation plan has been submitted to the Orange County Local

[8] Ibid., Table 4.6-5.

Oversight Program (Local Lead Agency) and to the Santa Ana Regional Water Quality Control Board. The conclusion of this effort is pending. The contaminant identified is diesel fuel. None of the leaks that have been reported in the City have impacted a drinking source of groundwater.

As with all development in the City, the Project must comply with existing regulations and General Plan policies regarding hazardous materials. General Plan Policy S 7.3 educates residents and businesses about reducing or eliminating their use of hazardous materials. Policy S 7.6 requires that all users, producers, and transporters of hazardous materials and wastes clearly identify the materials and comply with applicable law.

The General Plan EIR notes that increased population and development could result in congested traffic conditions. The 2006 General Plan identifies policies to ensure that the city's Emergency Management Plan is regularly updated, provides for efficient and orderly citywide evacuation, and ensures that emergency service personnel are knowledgeable of the relevant response plans for the City. Such information is also distributed through the community. General Plan policies for handling emergencies would reduce hazardous materials impacts due to growth to a less than significant level. The Project is in conformance with the assumptions set forth in the General Plan EIR. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan EIR.

Expose People or Structures to a Significant Risk of Loss, Injury or Death Involving Wildland Fires, Including Where Wildlands Are Adjacent To Urbanized Areas or Where Residences Are Intermixed With Wildlands

North Newport Center is not susceptible to wildland fires; the four sub-areas are completely surrounded by existing urban development.

For a Project Located Within an Airport Land Use Plan, or Where Such a Plan has Not Been Developed, Within Two Miles Of a Public Airport Or Public Use Airport, Result In a Safety Hazard For People Residing Or Working In The Project Area

The four sub-areas are identified in the Airport Environs Land Use Plan (AELUP) for the John Wayne Airport. The Airport Land Use Commission (ALUC) has found the City of Newport Beach to be a consistent agency with the AELUP. However, the AELUP requires that zone changes for consistent agencies be referred to the ALUC for a determination prior to City action. Therefore, the zone change has been forwarded to the ALUC, and a hearing is scheduled prior to public hearings before the City's Planning Commission and City Council.

Additionally, the four sub-areas are within the AELUP Height Restriction Zone. Within this zone, notice to the Federal Aviation Administration (FAA) is required for construction or alteration to any building more than 200 feet above ground level. Prior to construction or alteration of a building more than 200 feet above ground level a Determination of No Hazard must be obtained from the FAA. A determination of No Hazard is the FAA's independent finding that a proposed structure will not pose a hazard to air navigation. The PC Text requires that any structure above 200 feet will be forwarded to the FAA for their independent analysis.

Mitigation Program

Policies of the 2006 General Plan were adopted as a mitigation program that minimized impacts associated with buildout of the City of Newport Beach, including the implementation of future development in Fashion Island, Block 500, Block 600, and San Joaquin Plaza. The following conditions are included in the North Newport Center PC Text relating the adherence to the AELUP and FAA restrictions:

1. For development of structures that exceed 200 feet in height above ground level at a development site, applicants shall file a Notice of Proposed Construction or Alteration with the FAA (FAA Form 7460-1). Following the FAA's Aeronautical Study of a project, the project must comply with conditions of approval imposed or recommended by the FAA. Subsequent to the FAA findings, the City shall refer the project to the Airport Land Use Commission (ALUC) of Orange County for consistency analysis.

2. No buildings within the Fashion Island/Block 500/Block 600/San Joaquin Plaza Planned Community area should penetrate the FAA FAR Part 77 imaginary obstruction surface for John Wayne Airport.

3. Applicants shall file a Notice of Proposed Construction or Alteration with the FAA (Form 7460-1) for any construction cranes that exceed 200 feet in height above ground level.

Level of Significance After Mitigation

Consistent with the findings of the General Plan EIR, the General Plan EIR identifies that impacts to hazards and hazardous materials relevant to the Project could be mitigated to a level considered less than significant.

Finding of Consistency With General Plan EIR

Pursuant to Section 15162 of the CEQA Guidelines, the City of Newport Beach has determined, on the basis of substantial evidence in the light of the whole record, that the North Newport Center Project does not propose substantial changes to the project; no substantial changes would occur which would require major revisions to the General Plan EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and no new information of substantial importance has been revealed since the certification of the General Plan EIR.

3.8 HYDROLOGY AND WATER QUALITY

The following thresholds of significance are as set forth in the General Plan EIR. It states: "Implementation of the proposed project may have a significant adverse impact on hydrology and water quality, as well as the City's storm drain system, if it would result in any of the following:

- Violate any water quality standards or waste discharge requirements

- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table.

- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site

- Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff

- Require or result in the construction and/or expansion of new storm drain infrastructure that would cause significant environmental effects

- Otherwise substantially degrade water quality

- Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or flood Insurance Rate Map or other flood hazard delineation map

- Place within a 100-year flood hazard area structures which would impede or redirect flows

- Expose people or structures to a significant risk or loss, injury or death involving flooding, including flooding as a result of a levee or dam

- Expose people or structures to significant risk or loss, injury or death involving inundation by seiche, tsunami, or mudflow"

No Substantial Change from Previous Analysis. Hydrology and water quality impacts have been previously analyzed as part of the General Plan EIR, which was prepared and certified pursuant to State and City CEQA Guidelines. Minor additions and/or clarifications are needed to make the previous document adequate to cover the actions that are currently proposed, which are documented below and serve as an Addendum to the General Plan EIR.

Summary Analysis

Violate Any Water Quality Standards or Waste Discharge Requirements

Create or Contribute Runoff Water Which Would Exceed the Capacity of Existing or Planned Stormwater Drainage Systems or Provide Substantial Additional Sources of Polluted Runoff

Otherwise Substantially Degrade Water Quality

The General Plan EIR notes that the implementation of development set forth in the 2006 General Plan could result in an increase in pollutants in storm water and wastewater. However, water quality standards and waste discharge requirements would not be violated with compliance with regulations including but not limited to the State Water Resources Control Board Construction General Permit and preparation and implementation of Stormwater Pollution Prevention Plans required for compliance with the NPDES General Construction Stormwater Activity Permit. Permit and regulation compliance would be required for future development projects within Fashion Island, Block 500, Block 600, and San Joaquin Plaza.

The City of Newport Beach Municipal Code ensures compliance with federal water quality standards. The Municipal Code also regulates grading, fill, drainage, and erosion control. All construction and development must comply with applicable federal, State, and City laws. Also, General Plan Update policies "would reduce the risk of water degradation from the operation of new developments to the maximum extent practicable."[9] The impact of development under the General Plan Update would be less than significant.

As identified in the General Plan EIR, Policy NR 3.16 Street Drainage Systems states "Require all street drainage systems and other physical improvements created by the City, or developers of new subdivisions, to be designed, constructed, and maintained to minimize adverse impacts on water quality. Investigate the possibility of treating or diverting street drainage to minimize

[9] Ibid., page 4.7-32.

impacts to water bodies."[10] General Plan Policy LU 2.8, Adequate Infrastructure, states "Accommodate the types, densities, and mix of land uses that can be adequately supported by transportation and utility infrastructure (water, sewer, storm drainage, energy, and so on) and public services (schools, parks, libraries, seniors, youth, police, fire, and so on).[11]

The General Plan EIR concludes that impacts are less than significant. General Plan Update Policies "would ensure that new development can be adequately supported by utilities such as storm drainage infrastructure."[12] Impacts are less than significant. The Project is in conformance with the assumptions set forth in the General Plan EIR. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan EIR.

Substantially Deplete Groundwater Supplies or Interfere Substantially With Groundwater Recharge Such That There Would Be A Net Deficit in Aquifer Volume or a Lowering of the Local Groundwater Table

The General Plan EIR notes that implementation of the General Plan could create additional impervious surfaces which could interfere with groundwater recharge. The General Plan EIR goes on to note that, however, intensification of development would not affect groundwater recharge. As the four sub-areas are currently developed, there would be no substantive change in the amount of impervious surfaces. The EIR finds that "new development would not substantially affect groundwater recharge. Potential impacts to groundwater recharge would be less than significant." [13] The Project is in conformance with the assumptions set forth in the General Plan EIR. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan EIR.

Require or Result In the Construction and/or Expansion of New Storm Drain Infrastructure That Would Cause Significant Environmental Effects

On a citywide basis, the General Plan EIR notes that buildout may require the expansion of storm drains or the construction of new storm drain infrastructure. The existing site drainage has been designed to handle run off from existing structures on the four sub-areas. As future site-specific development is proposed, drainage plans will be developed. The General Plan EIR contains policies that ensure that new development can be adequately supported by utilities such as storm drain infrastructure. The General Plan EIR states "It is not anticipated that this construction of necessary storm drainage upgrades in and of itself would result in impacts separate from the General Plan Update." (See page 4.7-37) The Project is in conformance with the assumptions set forth in the General Plan EIR. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan EIR.

Substantially Alter The Existing Drainage Pattern Of The Site Or Area, Including Through The Alteration of The Course Of A Stream Or River, Or Substantially Increase The Rate Or Amount Of Surface Runoff In A Manner Which Would Result In Flooding On- Or Off-Site

Place Housing within a 100-Year Flood Hazard Area as Mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or Other Flood Hazard Delineation Map

[10] Ibid., page 4.14-45.
[11] Ibid., page 4.14-34.
[12] Ibid., page 4.7-36.
[13] Ibid., page 4.7-33.

Place Within a 100-Year Flood Hazard Area Structures Which Would Impede or Redirect Flows

Expose People or Structures to A Significant Risk or Loss, Injury or Death Involving Flooding, Including Flooding As A Result Of A Levee or Dam

Expose People or Structures to Significant Risk or Loss, Injury or Death Involving Inundation by Seiche, Tsunami, or Mudflow

While the General Plan EIR identifies areas of the City that would be vulnerable to flooding and coastal wave systems, the Project is not located in a flood hazard zone[14] nor is it proximate to the Pacific Ocean. No impacts are anticipated.

Mitigation Program

Policies of the 2006 General Plan were adopted as a mitigation program that minimized impacts associated with buildout of the City of Newport Beach, including the implementation of future development in Fashion Island, Block 500, Block 600, and San Joaquin Plaza.

Level of Significance After Mitigation

Consistent with the findings of the General Plan EIR, the General Plan EIR identifies that impacts to hydrology and water quality could be mitigated to a level considered less than significant.

Finding of Consistency With General Plan EIR

Pursuant to Section 15162 of the CEQA Guidelines, the City of Newport Beach has determined, on the basis of substantial evidence in the light of the whole record, that the North Newport Center Project does not propose substantial changes to the project; no substantial changes would occur which would require major revisions to the General Plan EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and no new information of substantial importance has been revealed since the certification of the General Plan EIR.

3.9 LAND USE AND PLANNING

The following thresholds of significance are as set forth in the General Plan EIR. It states: "Implementation of the proposed project may have a significant adverse impact on land use and planning if it would result in any of the following:

- Intensify development within the Planning Area that creates incompatibilities with adjacent land uses
- Physically divides an established community
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect

[14] Ibid., Figure 4.7-3 *Flood Zones.*

- Conflict with any applicable habitat conservation plan or natural community conservation plan"

No Substantial Change from Previous Analysis. Land use impacts have been previously analyzed as part of the General Plan EIR, which was prepared and certified pursuant to State and City CEQA Guidelines. Minor additions and/or clarifications are needed to make the previous document adequate to cover the actions that are currently proposed, which are documented below and serve as an Addendum to the General Plan EIR.

Summary Analysis

Intensify Development within the Planning Area that Creates Incompatibilities with Adjacent Land Uses

Conflict with any Applicable Land Use Plan, Policy, Or Regulation Of An Agency With Jurisdiction Over The Project (Including, But Not Limited To The General Plan, Specific Plan, Local Coastal Program, Or Zoning Ordinance) Adopted For The Purpose Of Avoiding Or Mitigating An Environmental Effect

The General Plan EIR notes that buildout of the 2006 General Plan land uses may result in new uses and structures at an increased intensity that creates incompatibilities with adjacent land uses. These incompatibilities can result from factors including differences in scale of development, noise and traffic levels, and hours of operation. Conflicts can also occur where mixed use development occurs. Newport Center/Fashion Island is a location in the City identified for mixed use development. The General Plan EIR describes this area as:

> Newport Center/Fashion Island is a regional center of business and commerce that includes major retail, professional office, entertainment, hotel, and residential uses in a master planned mixed use development. Fashion Island, a regional shopping center, forms the nucleus of Newport Center, and is framed by this mixture of office, entertainment, and residential. New land uses in this subarea include additional commercial uses (approximately 430,000 square feet), approximately 600 multi-family residential units [reduced to 450 units in Final Program EIR] and approximately 250 additional hotel rooms. Residential units have existed in this area since the 1970's, and increased through the 1990s. No conflicts of use between the residential and commercial uses have existed previously in this area, as evidenced by the lack of complaints by area residents. Goals and policies contained in the proposed General Plan Update would serve to promote a mixed use, pedestrian-friendly district for this subarea that would continue commercial and residential uses. Policy LU 6.14.5 encourages improved pedestrian connections and streetscape amenities connecting the area's diverse districts. Goals contained in the proposed General Plan Update related to mixed use development (Goal 5.3) specifically articulate that such development should promote compatibility among uses. General Plan Policy LU 5.3.1 calls for the consideration of compatibility issues in project design of mixed use development. Thus, mixed use development under the proposed General Plan Update would be, by design, compatible with adjacent non-residential uses.[15]

As previously noted in this Addendum, Fashion Island is a regional commercial center with retail uses, restaurants, bars, and theater/nightclubs. Block 500 includes office, administrative, professional, and financial uses. Block 600 includes hotel, office, administrative, professional and financial uses, and accessory uses. San Joaquin Plaza includes business and professional

[15] Ibid., page 4.8-11.

office uses. In addition to these four sub-areas, Newport Center includes the following sub-areas and land uses:

Block	Land Use
100	administrative and professional offices, limited accessory retail, financial, service, and entertainment uses
200	administrative and professional offices, limited accessory retail, financial, service, and entertainment uses
300	administrative and professional offices, limited accessory retail, financial, service, and entertainment uses
400	medical-related offices, short-term convalescent and long-term care services, professional offices, retail and other similar uses.
700	regional commercial office and multi-family residential
800	regional commercial office and multi-family residential
900	multi-family housing, visitor serving land uses

Land uses outside of Newport Center include single-family and multi-family residences and a golf course in Big Canyon located north of Block 500, Block 600, and San Joaquin Plaza and across San Joaquin Hills Road. Single-family and multi-family residences and general commercial land uses are located east of Newport Center across MacArthur Boulevard. Parks/recreational land uses and single-family residences are located south of Newport Center, across Coast Highway. Open space, single-family residences, visitor-serving commercial and parks/recreational land uses are located west of Newport Center, across Jamboree Road.

The General Plan land use designation for Fashion Island is Regional Commercial (CR). Page 3-13 of the 2006 General Plan states that the CR designation "…is intended to provide retail, entertainment, service, and supporting uses that serve local and regional residents." The land use designations for Block 500, Block 600, and San Joaquin Plaza are Mixed Use Horizontal 3 (MU-H3) and Open Space (OS). As identified in the 2006 General Plan, "The MU-H3 designation applies to properties located in Newport Center. It provides for the horizontal intermixing of regional commercial office hotel, multi-family residential and ancillary commercial uses."[16] Page 3-16 of the 2006 General Plan states that the OS designation "…is intended to provide areas for a range of public and private uses to protect, maintain, and enhance the community's natural resources."

As a part of the proposed project, Block 600 would be rezoned from Administrative, Professional, and Financial (APF) and Open Space (OS) to Planned Community (PC). The North Newport Center PC Text would be adopted to incorporate Fashion Island, Block 600, and portions of Block 500 and San Joaquin Plaza owned by the Applicant into a single Planned Community District. The PC Text would reflect the land uses permitted for these sub-areas under the 2006 General Plan.

The General Plan EIR states the following with respect to changes in land use for Newport Center and Fashion Island under the General Plan Update:

> The Plan allows for expanded retail opportunities at Fashion Island, including an additional anchor department store and ancillary shops, another hotel or additions to existing hotels, and 600 additional housing units [reduced to 450 in Final

[16] City of Newport Beach, *General Plan*, July 25, 2006, page 3-15.

> Program EIR]… Plan policies encourage improved pedestrian connections and streetscape amenities connecting the area's diverse districts.[17]
>
> Areas where mixed use development is currently located (e.g., Balboa Peninsula, Mariners' Mile and Newport Center/Fashion Island), would be allowed to develop with more mixed use…In many locations, the addition of uses similar to existing uses would occur. For instance, additional retail facilities would be permitted in the Fashion Island/Newport Center Area…Where additional development that is the same as or similar to existing development could occur, these uses would be compatible.[18]

As previously addressed, the four sub-areas are identified in the Airport Environs Land Use Plan (AELUP) for the John Wayne Airport. The Airport Land Use Commission (ALUC) has found the City of Newport Beach to be a consistent agency with the AELUP. However, the AELUP requires that zone changes for consistent agencies be referred to the ALUC for a determination prior to City action. Therefore, the zone change has been forwarded to the ALUC, and a hearing is scheduled prior to public hearings before the City's Planning Commission and City Council.

As noted, the General Plan EIR does not identify land use incompatibilities for Newport Center, inclusive of the four sub-areas of the Project. The Project is proposed to provide for zoning consistent with the 2006 General Plan land use designations for the four sub-areas. The Project is in conformance with the assumptions set forth in the General Plan EIR. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan EIR.

Physically Divides an Established Community

The General Plan EIR notes that the 2006 General Plan allows for "…limited infill development in select subareas within the City…These types of proposed development would not divide established communities. Impacts would be less than significant." (See 4.8-16) With respect to the Project, future development in the four sub-areas would not require the extension of roadways or other development features through developed areas that could physically divide the established community. The Project is in conformance with the assumptions set forth in the General Plan EIR. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan EIR.

Conflict with Any Applicable Habitat Conservation Plan or Natural Community Conservation Plan

As previously addressed, North Newport Center is identified as having no conservation value and is not included in the NCCP or HCP.

Mitigation Program

Policies of the 2006 General Plan were adopted as a mitigation program that minimized impacts associated with buildout of the City of Newport Beach, including the implementation of future development in Fashion Island, Block 500, Block 600, and San Joaquin Plaza.

[17] City of Newport Beach, *Final Environmental Impact Report for the General Plan 2006 Update*, July 26, 2006, page 3-15.
[18] Ibid., page 4.8-9.

Level of Significance After Mitigation

Consistent with the findings of the General Plan EIR, the General Plan EIR identifies that impacts to land use impacts pertaining to the Project could be mitigated to a level considered less than significant.

Finding of Consistency With General Plan EIR

Pursuant to Section 15162 of the CEQA Guidelines, the City of Newport Beach has determined, on the basis of substantial evidence in the light of the whole record, that the North Newport Center Project does not propose substantial changes to the project; no substantial changes would occur which would require major revisions to the General Plan EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and no new information of substantial importance has been revealed since the certification of the General Plan EIR.

3.10 NOISE

The following thresholds of significance are as set forth in the General Plan EIR. It states "…implementation of the proposed project may have a significant adverse noise impact if it would result in any of the following:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies
- Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project
- For a project within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, exposure of people residing or working in the project area to excessive noise levels"

No Substantial Change from Previous Analysis. Noise impacts have been previously analyzed as part of the General Plan EIR, which was prepared and certified pursuant to State and City CEQA Guidelines. Minor additions and/or clarifications are needed to make the previous document adequate to cover the actions that are currently proposed, which are documented below and serve as an Addendum to the General Plan EIR.

Summary Analysis

Exposure of Persons to or Generation of Noise Levels In Excess Of Standards Established In the Local General Plan or Noise Ordinance, or Applicable Standards of Other Agencies

A Substantial Permanent Increase in Ambient Noise Levels in the Project Vicinity Above Levels Existing Without The Project

The General Plan EIR identifies that locations throughout the City would experience changes in noise levels as a result of increased motor vehicles and development. Where existing land uses would be exposed to noise levels exceeding the City's noise standards as a result of future growth, the General Plan EIR identifies this as a significant impact. (See 4.9-22) Figure 4.9-5 of the General Plan EIR identifies that the four sub-areas would be located within 60 CNEL to 65 CNEL future noise contours. These noise contours do not account for any intervening structures or other noise-attenuating features. Additionally, measures for noise attenuation where needed to comply with the City's noise standards are available and include the use of walls, berms, building insulation, double paned windows, etc.

Traffic-related noise in the project vicinity has the potential to impact the four sub-areas. The General Plan EIR accounts for noise impacts due to new development under the General Plan Update. The EIR states that new development, "…would result from adoption of the proposed General Plan and regional growth would create noise that would affect new and existing receptors. Most of this noise would be produced by increased traffic on local roads. Many of the proposed General Plan policies, especially those associated with Goal N-2 (Transportation Noise) would reduce this impact."[19] The Project is in conformance with the assumptions set forth in the General Plan EIR. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan EIR.

Exposure of Persons to or Generation of Excessive Groundborne Vibration or Groundborne Noise Levels

The General Plan EIR notes that vibration levels during construction that would exceed 72 vibration decibels (VdB) are considered significant. Such an impact would be specific to a construction site and would be dependent on the types of construction equipment in use and proximity to sensitive receptors and uses. Where construction activities that generate high levels of vibration could not be buffered from sensitive receptors and/or uses by approximately 150 feet, the General Plan EIR identifies that a significant impact would occur. With respect to the four sub-areas, there is a potential for such construction activities to occur under these conditions. As such, consistent with the findings of the General Plan EIR, such an impact would be significant. The Project is in conformance with the assumptions set forth in the General Plan EIR. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan EIR.

A Substantial Temporary or Periodic Increase in Ambient Noise Levels in the Project Vicinity above Levels Existing Without the Project

Potential noise impacts are commonly divided into two groups: temporary and long term. Temporary impacts are usually associated with noise generated by construction activities.

[19] City of Newport Beach, *Final Environmental Impact Report for the General Plan 2006 Update* (State Clearinghouse No. 2006011119), July 26, 2006, page 4.9-42.

Generally, construction noise represents a short-term impact on ambient noise levels. Noise generated by construction equipment (including trucks, graders, bulldozers, concrete mixers, and portable generators) and construction activities can reach high levels. The greatest construction noise levels are typically generated by heavy construction equipment.

The City's Noise Ordinance exempts construction activities from the noise level limits during specific hours of the day. Noise-generating construction activities are permitted during the hours between 7:00 AM and 6:30 PM Monday through Friday, between 8:00 AM to 6:00 PM on Saturdays, and at no time on Sundays or federal holidays. Compliance with the City's Noise Ordinance is considered to result in no significant short-term noise impacts.

For A Project Within An Airport Land Use Plan, Or Where Such A Plan Has Not Been Adopted, Within Two Miles Of A Public Airport Or Public Use Airport, Exposure Of People Residing Or Working In The Project Area To Excessive Noise Levels

As previously noted, Newport Center, inclusive of the four sub-areas, is located within the Airport Environs Land Use Plan (AELUP) for John Wayne Airport. However, the site is not within the either the AELUP 60 or 65 CNEL Noise Contour, and flight operations would not contribute significantly to the overall existing noise exposure on the site. No significant impacts on persons residing or working in the project area are anticipated as a result of project implementation because land use within the planning area boundaries of the AELUP must conform to noise standards, safety, and height restriction standards. The Project is in conformance with the assumptions set forth in the General Plan EIR. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan EIR.

Mitigation Program

Policies of the 2006 General Plan were adopted as a mitigation program that minimized impacts associated with buildout of the City of Newport Beach, including the implementation of future development in Fashion Island, Block 500, Block 600, and San Joaquin Plaza.

Level of Significance After Mitigation

Consistent with the findings of the General Plan EIR, the General Plan EIR identifies that impacts to noise impacts related to John Wayne Airport and construction activities could be mitigated to a level considered less than significant. Groundborne construction vibrations and long-term exposure to increased noise levels were identified to remain significant and unavoidable.

Finding of Consistency With General Plan EIR

Pursuant to Section 15162 of the CEQA Guidelines, the City of Newport Beach has determined, on the basis of substantial evidence in the light of the whole record, that the North Newport Center Project does not propose substantial changes to the project; no substantial changes would occur which would require major revisions to the General Plan EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and no new information of substantial importance has been revealed since the certification of the General Plan EIR.

3.11 POPULATION AND HOUSING

The following thresholds of significance are as set forth in the General Plan EIR. It states "…implementation of the proposed project may have a significant adverse impact on population and housing if it would result in any of the following:

- Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure)

- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere

- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere"

No Substantial Change from Previous Analysis. Population and housing impacts have been previously analyzed as part of the General Plan EIR, which was prepared and certified pursuant to State and City CEQA Guidelines. Minor additions and/or clarifications are needed to make the previous document adequate to cover the actions that are currently proposed, which are documented below and serve as an Addendum to the General Plan EIR.

Summary Analysis

Induce Substantial Population Growth in an Area, Either Directly (For Example, By Proposing New Homes and Businesses) or Indirectly (For Example, Through the Extension of Roads or Other Infrastructure)

The General Plan EIR finds that implementation of the 2006 General Plan would induce substantial growth either directly or indirectly. On a citywide basis, residential development would increase the number of units by 9,549 units (24 percent) over 2002 residential unit counts with a related population increase of 20,912 residents. These increases would exceed the Southern California Association of Governments (SCAG) projections. On a citywide basis, the City's projected population growth was considered significant. On a cumulative basis (countywide), the General Plan EIR noted that "…the proposed project would not result in substantial population growth beyond projections, and would not induce substantial population growth in an area, either directly or indirectly." (See pages 4.10-5 and -6) Buildout of the 2006 General Plan was found to have a less than significant cumulative contribution to growth in the County. (See pages 4.10-6 and -7)

The General Plan EIR analysis was based on a project with 600 units in Newport Center. The adopted 2006 General Plan allows for the development of 450 residential units within the MU-H3 designation.[20] Of the 450 units, 430 units are proposed for the North Newport PC District. Residential uses are permitted in Block 500, Block 600, and San Joaquin Plaza. The Project does not include a request for site-specific development, including any residential development. As such, the Project is in conformance with the assumptions set forth in the General Plan EIR. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan EIR.

[20] City of Newport Beach, *General Plan*, July 25, 2006, page 3-97.

Displace Substantial Numbers of Existing Housing, Necessitating the Construction of Replacement Housing Elsewhere

Displace Substantial Numbers of People, Necessitating the Construction of Replacement Housing Elsewhere

The General Plan EIR states that the 2006 General Plan would not displace a substantial number of existing homes or residents and that no impact would occur. Development on the four sub-areas would not require the displacement of any existing homes or residents. The Project is in conformance with the assumptions set forth in the General Plan EIR. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan EIR.

Mitigation Program

No policies were identified in the 2006 General Plan to reduce the substantial increase in growth in the City. Measures were adopted as a mitigation program that minimized impacts associated with resource impacts with buildout of the City of Newport Beach, including the implementation of future development in Fashion Island, Block 500, Block 600, and San Joaquin Plaza.

Level of Significance After Mitigation

Consistent with the findings of the General Plan EIR, the General Plan EIR identifies that impacts to population and housing would remain significant and unavoidable.

Finding of Consistency With General Plan EIR

Pursuant to Section 15162 of the CEQA Guidelines, the City of Newport Beach has determined, on the basis of substantial evidence in the light of the whole record, that the North Newport Center Project does not propose substantial changes to the project; no substantial changes would occur which would require major revisions to the General Plan EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and no new information of substantial importance has been revealed since the certification of the General Plan EIR.

3.12 PUBLIC SERVICES

The following thresholds of significance are as set forth in the General Plan EIR. It identifies that implementation of the proposed General Plan Update may have a significant adverse impact on public services if it would result in any of the following:

- Result in substantial adverse environmental impacts associated with the provision of new or physically altered fire or police protection facilities, or schools or libraries; the need for new or physically altered fire or police protection facilities, or schools or libraries; the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, and other performance objectives

No Substantial Change from Previous Analysis. Public service impacts have been previously analyzed as part of the General Plan EIR, which was prepared and certified pursuant to State and City CEQA Guidelines. Minor additions and/or clarifications are needed to make the previous document adequate to cover the actions that are currently proposed, which are documented below and serve as an Addendum to the General Plan EIR.

Summary Analysis

Result in Substantial Adverse Environmental Impacts Associated with the Provision of New or Physically Altered Fire or Police Protection Facilities, or Schools or Libraries; the Need For New or Physically Altered Fire or Police Protection Facilities, or Schools or Libraries; The Construction of Which Could Cause Significant Environmental Impacts, in Order to Maintain Acceptable Service Ratios, Response Times, And Other Performance Objectives

Fire Protection

Fire stations are located throughout the City to provide prompt assistance to area residents. Each fire station operates within a specific district that comprises the immediate geographical area around the station. As identified on page 4.11-3 of the General Plan EIR, Station 3 serves Newport Center. Station 3 has the following equipment and manpower: one Fire Chief; one fire engine with one Captain, one Engineer, and one Firefighter; one ladder truck with one Captain, one Engineer, and one Firefighter; and one paramedic van with two Firefighter Paramedics. The General Plan EIR states that in 2004, "eight fire stations serving the City of Newport Beach responded to a total of 8,863 incidents, which results in an average of about 1,107 incidents per station… These numbers are well within the number of calls recommended by the Insurance Service Office (ISO) when rating a community for fire insurance rates. Specifically, the ISO recommends that a second company be put in service in a fire station if that station receives more than 2,500 calls per year."

The General Plan EIR identifies that implementation of the 2006 General Plan could increase the demand for fire protection services which could result in the need for additional fire facilities. Policies of the General Plan require that adequate infrastructure be provided with new development. As such, the General Plan EIR found that compliance with applicable regulations and policies of the 2006 General Plan would ensure that project-specific and cumulative impacts would be less than significant. All new development that would occur under the 2006 General Plan would be required to comply with all applicable federal, State, and local regulations governing the provision of fire protection services, including adequate fire access, fire flows, and number of hydrants. The Project is in conformance with the assumptions set forth in the General Plan EIR. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan EIR.

Police Protection

The General Plan EIR identifies that implementation of the 2006 General Plan could increase the demand for police protection services which could result in the need for additional police facilities. The General Plan EIR states that, "The NBPD provides local police services to the City of Newport Beach. Centrally located at 870 Santa Barbara Drive, the NBPD provides services in crime prevention and investigation, community awareness programs, and other services such as traffic control."[21] The EIR also states that the City of Newport Beach currently maintains an acceptable level of service and there are currently no immediate or near-future plans for expansion of police facilities, staff, or equipment inventory. Impacts to police services as a result of General Plan build-out would be less than significant because the "General Plan Update contains policies to ensure that adequate law enforcement is provided as the City experiences future development. For example, Policy LU 2.8 ensures that only land uses that can be adequately supported by the City's Public Services should be accommodated. Compliance with

[21] City of Newport Beach*, Final Environmental Impact Report for the General Plan 2006 Update,* July 26, 2006, page 4.11-13.

this policy would ensure that adequate service ratios are maintained."[22] Therefore, adequate service ratios are currently being provided and would be maintained as a result of General Plan policies. As such, the General Plan EIR found that compliance with applicable regulations and policies of the 2006 General Plan would ensure that project-specific and cumulative impacts would be less than significant. The Project is in conformance with the assumptions set forth in the General Plan EIR. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan EIR.

Schools

The Newport-Mesa Unified School District (NMUSD) provides educational services to the City of Newport Beach. The General Plan EIR identifies that the School District serves the majority of the City and has 32 public schools including 22 elementary schools, 2 junior high schools, 5 high schools, 2 alternative education centers, and 1 adult school. There are also several private schools in the City or local area that are available to the City's residents for educational services. According to NMUSD administrators, current school capacity is adequate. NMUSD does not currently identify any projected needs.

The General Plan EIR states:

> In the City, implementation of the proposed General Plan Update would result in the construction of approximately 14,215 dwelling units over existing conditions within the City. The increase in dwelling units would increase enrollment in the local schools serving Newport Beach. Using California Department of Finance population projections, and assuming that approximately 20 percent of the potential increase in population would represent children attending grades K through 12, implementation of the proposed General Plan Update would result in an enrollment increase of approximately 6,230 students (3,115 elementary school students, 1,557 students for middle schools, and 1,558 high school students).[23]

The General Plan EIR identifies that implementation of the 2006 General Plan would likely result in the construction of new school facilities for NMUSD; these impacts would be less than significant on a project and cumulative basis.[24] The Project is in conformance with the assumptions set forth in the General Plan EIR. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan EIR.

Library Facilities

The Newport Beach Public Library provides library services and resources to the City of Newport Beach. The Central Library, which occupies four acres on Avocado Avenue near Newport Center, is a 15,305 square foot building that serves as a school library as well as a public library. As stated in the General Plan EIR,

> Upon full build-out of the proposed General Plan Update, the population in the Planning Area would increase by 31,131. This increase in residents would increase the demand for library services and facilities. Policy LU 2.8 of the proposed General Plan Update would help ensure that adequate library facilities

[22] Ibid., page 4.11-16.
[23] Ibid., page 4.11-23.
[24] Ibid., page 4.11-24.

> are provided to the City's residents and that public services can adequately support new development…Due to the growing need for electronic resources, former service standards (e.g., a certain number of volumes per thousand residents) are no longer appropriate when assessing the needs of the NBPL. Therefore, increased development in the City does not necessarily immediately equate to an increase in total volumes or square feet of library space.[25]

The General Plan EIR identifies that the increase in population associated with the 2006 General Plan, inclusive of uses in Fashion Island, Block 500, Block 600, and San Joaquin Plaza, would not result in a significant impact to library services. The Project is in conformance with the assumptions set forth in the General Plan EIR. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan EIR.

Mitigation Program

Policies of the 2006 General Plan were adopted as a mitigation program that minimized impacts associated with buildout of the City of Newport Beach, including the implementation of future development in Fashion Island, Block 500, Block 600, and San Joaquin Plaza.

Level of Significance After Mitigation

Consistent with the findings of the General Plan EIR, the General Plan EIR identifies that impacts to public services would be less than significant.

Finding of Consistency With General Plan EIR

Pursuant to Section 15162 of the CEQA Guidelines, the City of Newport Beach has determined, on the basis of substantial evidence in the light of the whole record, that the North Newport Center Project does not propose substantial changes to the project; no substantial changes would occur which would require major revisions to the General Plan EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and no new information of substantial importance has been revealed since the certification of the General Plan EIR.

3.13 RECREATION AND OPEN SPACE

The following thresholds of significance are as set forth in the General Plan EIR. It states that"… implementation of the proposed project may have a significant adverse impact on parks and recreational facilities if it would result in any of the following:

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated

- Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment

- Result in substantial adverse physical impacts associated with the provision of new or physically altered government services, need for new or physically altered government facilities, the construction of which could cause significant

[25] Ibid., page 4.11-28.

> environmental impacts, in order to maintain acceptable service ratios or other performance objectives for parks

No Substantial Change from Previous Analysis. Park and recreational facility impacts have been previously analyzed as part of the General Plan EIR, which was prepared and certified pursuant to State and City CEQA Guidelines. Minor additions and/or clarifications are needed to make the previous document adequate to cover the actions that are currently proposed, which are documented below and serve as an Addendum to the General Plan EIR.

Summary Analysis

Increase the Use of Existing Neighborhood and Regional Parks or Other Recreational Facilities Such That Substantial Physical Deterioration of the Facility Would Occur or Be Accelerated

Include Recreational Facilities or Require the Construction or Expansion of Recreational Facilities That Might Have an Adverse Physical Effect on the Environment

Result in Substantial Adverse Physical Impacts Associated With the Provision of New or Physically Altered Government Services, Need for New or Physically Altered Government Facilities, the Construction of Which Could Cause Significant Environmental Impacts, in Order to Maintain Acceptable Service Ratios or Other Performance Objectives for Parks

The General Plan EIR identifies that the City has a deficiency of approximately 38.8 acres of park acreage, with 7 of 12 service areas experiencing a deficit of recreational acreage. Newport Center is in Service Area 9 and has 19 acres of existing parks, an excess of 8.1 acres of parks over the City standard of 5 acres per 1,000 persons. Page 4.12-3 of the General Plan EIR identifies that a planned park in Newport Center "would help alleviate the citywide park deficit" although Newport Center has a park surplus. The Back Bay View Park was completed in 2005, and a new passive park, Newport Center Park, is planned for development. The General Plan EIR states that "the construction and enhancement of park and recreational facilities and implementation of the goals and policies proposed in the General Plan would ensure that increased demand and use resulting from an increase in citywide population would not significantly accelerate the deterioration of existing recreational facilities."[26]

The General Plan EIR notes the open space benefits that the Applicant has provided through the Circulation and Improvement and Open Space Agreement (CIOSA). Page 4.12-4 states:

> Some of the City's parks and open space areas consist of dedicated lands through the Circulation and Improvement and Open Space Agreement (CIOSA). This agreement is between the City of Newport Beach and The Irvine Company, and has allowed building entitlements for The Irvine Company in exchange for payments for circulation projects, an interest free loan, and land for open space and potential senior housing sites for the City. The amount of open space land dedication was substantially more than what would have been required under the City's Park Dedication Ordinance.
>
> Six sites have been dedicated under CIOSA in Newport Beach, and include: Back Bay View Park, Newport Center Park (formerly Newport Village), Newporter Knoll, Freeway Reservation, Upper Castaways, and Harbor Cove. Another site, located at Jamboree Road and MacArthur Boulevard, has been offered for

[26] Ibid., page 4.12-15.

dedication and will be dedicated upon issuance of a Certificate of Occupancy for final CIOSA project.

The Applicant did not implement all of the development that was allowed pursuant to CIOSA, and provided more park and open space dedication than required for the development that was completed. Through the Development Agreement, the Project includes cancellation of CIOSA. The demand for park facilities that would have resulted from unbuilt entitlement in CIOSA would not be realized.

As with new development projects throughout the City, future development in the four sub-areas would be required to comply with the 2006 General Plan Update policies on open space. Through the Development Agreement, the Project includes the payment of park in-lieu fees for 430 residential units, with half the total amount ($5,600,000) to be paid earlier than required. The General Plan EIR finds that compliance with General Plan Update would result in less than significant impacts to parks and recreational facilities. These policies include the requirement that future development dedicate land or pay in-lieu fees at a minimum of 5 acres of parkland per 1,000 persons, and require the use of funding from the City's Park Dedication Fee Ordinance to enhance existing parks and recreation facilities (General Plan Update Policies R1.1 and R2.1).[27] General Plan Policy R 1.10 includes three planned parks in West Newport, Newport Center, and Newport Coast. The Project is in conformance with the assumptions set forth in the General Plan EIR. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan EIR.

Mitigation Program

Policies of the 2006 General Plan were adopted as a mitigation program that minimized impacts associated with buildout of the City of Newport Beach, including the implementation of future development in Fashion Island, Block 500, Block 600, and San Joaquin Plaza.

Level of Significance After Mitigation

Consistent with the findings of the General Plan EIR, the General Plan EIR identifies that impacts to parks and recreation facilities would be less than significant.

Finding of Consistency With General Plan EIR

Pursuant to Section 15162 of the CEQA Guidelines, the City of Newport Beach has determined, on the basis of substantial evidence in the light of the whole record, that the North Newport Center Project does not propose substantial changes to the project; no substantial changes would occur which would require major revisions to the General Plan EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and no new information of substantial importance has been revealed since the certification of the General Plan EIR.

3.14 TRANSPORTATION/TRAFFIC

The following thresholds of significance are as set forth in the General Plan EIR. It states that"… implementation of the proposed project may have a significant adverse impact on transportation or circulation if it would result in any of the following:

[27] Ibid., page 4.12-17.

- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)

- Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways

- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in locations that results in substantial safety risks

- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)

- Result in inadequate emergency access

- Result in inadequate parking capacity

- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)"

No Substantial Change from Previous Analysis. Transportation impacts have been previously analyzed as part of the General Plan EIR, which was prepared and certified pursuant to State and City CEQA Guidelines. Minor additions and/or clarifications are needed to make the previous document adequate to cover the actions that are currently proposed, which are documented below and serve as an Addendum to the General Plan EIR.

Summary Analysis

Cause an Increase in Traffic Which is Substantial in Relation to the Existing Traffic Load and Capacity of The Street System (i.e., Result In A Substantial Increase in Either the Number of Vehicle Trips, the Volume to Capacity Ratio on Roads, or Congestion at Intersections)

The General Plan EIR identifies that implementation of the 2006 General Plan could result in a substantial increase in the number of vehicle trips, volume to capacity on roadways, and congestion at intersections when compared to existing conditions in the City. Deficiencies could also occur at freeway segments and ramps. Volume 1A of the General Plan Final EIR identifies that the traffic study accounts for use of currently unused development entitlements. On page 4.13-1 of the General Plan EIR, the traffic analysis assumes buildout of the City, inclusive of Fashion Island, Block 500, Block 600, and San Joaquin Plaza, consistent with the 2006 General Plan.

However, improvements are identified in the General Plan Circulation Element to mitigate citywide impacts to a level that is considered less than significant. However, the City's roadway system must also accommodate regional cumulative vehicular traffic. With improvements identified in the Circulation Element, cumulative impacts to intersection operations can be mitigated to a less than significant level. However, the City's contribution to cumulative impacts associated with freeway segments and ramps would remain significant and unavoidable.

The Project is not expected to be completed within 60 months of approval, and it includes a circulation improvement plan, explained in detail in the Development Agreement. The Project therefore qualifies as a Phased Land Use Development and Circulation Improvement Plan

under the City's Traffic Phasing Ordinance, Municipal Code §15.40.030.B.2. A traffic study has been prepared pursuant to the Traffic Phasing Ordinance, and "feasible mitigation" (consistent with the 2006 General Plan Circulation Element) is part of the Project.

The following provides a summary of the North Newport Center Traffic Phasing Ordinance Study prepared by Austin-Foust Associates, Inc. in November 2007. The study is included in its entirety as Appendix A. The Traffic Phasing Ordinance (TPO) traffic study included the analysis of 40 intersections in the City including 5 intersections on Newport Center Drive using the City's required TPO procedure. This procedure includes both a one percent test and, where necessary, an intersection capacity utilization (ICU) analysis.

Consistent with the City's TPO analysis guidelines, the Project is analyzed under short-range conditions (existing volumes plus a regional growth factor and approved projects) without and with cumulative projects (i.e., projects reasonably expected to be complete within one year after project completion which are located within the City of Newport Beach or its Sphere of Influence).

Trip Generation Distribution and Analysis. The applicable trip rates and incremental trip generation for the Project is presented in Table 2. The increase in traffic includes a credit for the removal of existing uses. The Project is forecast to generate a net increase over existing of 348 trips in the AM peak hour, 311 trips in the PM peak hour, and 2,399 daily trips.

TABLE 2
TRIP GENERATION SUMMARY

Land Use	Amount	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
TRIP RATES (ITE)								
Residential	DU	0.06	0.28	0.34	0.24	0.14	0.38	4.18
Quality Restaurant	TSF	0.66	0.15	0.81	5.02	2.47	7.49	89.95
Shopping Center	TSF	0.19	0.12	0.31	0.77	0.84	1.61	16.79
Office (Regression Eq)[a]	TSF	0.95	0.13	1.08	0.19	0.93	1.12	7.07
Health Club	TSF	0.51	0.70	1.21	2.07	1.98	4.05	32.93
TRIP GENERATION								
Existing Uses to be Removed								
Block 600								
Quality Restaurant	16.4 TSF	11	2	13	83	41	123	1,479
Office	8.3 TSF	8	1	9	2	8	10	59
Health Club	17.3 TSF	9	12	21	36	34	70	570
Total Credit		-28	-15	-43	-121	-83	-203	-2,108
Proposed Uses								
Block 500								
Office	205.2 TSF	195	27	222	39	191	230	1,451
Block 600								
Residential	430 DU	26	120	146	103	60	163	1,797
Fashion Island								
Shopping Center	75.0 TSF	14	9	23	58	63	121	1,259
Total Proposed Trips		235	156	391	200	314	514	4,507
NET INCREASE		**207**	**141**	**348**	**79**	**231**	**311**	**2,399**

Trip rates per TSF determined from applying the ITE office regression equations to the existing (408 TSF) and proposed future (614 TSF) office use, and calculating the rates based on the square footage increment (206 TSF).

Source: Austin-Foust Associates, Inc. 2007

For trip distribution, an internal capture rate of 10 percent was used for residential and retail uses. This rate was determined based on ITE's recommended procedure and is consistent with the City's General Plan EIR traffic study, which used a 10 percent capture rate for mixed use areas. For the office space, a five percent internal capture rate was used.

A separate trip assignment was prepared for each of the three separate uses (retail/shopping center, residential, and office) in the Project. These assignments, shown by individual uses in Figures A-1 through A-3 in Appendix A, are as follows:

1.	North on MacArthur Boulevard	20-40 percent
2.	North on Jamboree Road	15-30 percent
3.	West on Coast Highway	15-30 percent
4.	East on Coast Highway	10 percent

***One Percent Analysis*.** The results of the TPO One Percent Analysis are presented in Table 3. This analysis identifies the intersections where the Project adds one percent or more to the background peak hour volume, in which case a more vigorous capacity analysis is performed. Opening year for the Project is assumed to be 2009; therefore, the project year for this analysis is 2010. Table 3 identifies that 39 traffic study area intersections have increases of one percent or greater of existing-plus-approved or existing-plus-approved-plus-cumulative volumes during the AM or PM peak hour. As a result, further analysis is required and a peak hour ICU analysis was conducted for the 39 locations.

TABLE 3
ONE PERCENT ANALYSIS

Intersection	AM Peak Hour Project Volumes				Less Than 1% of Peak Hour Volumes	
	NB	SB	EB	WB	w/o Cumulative	w/Cumulative
1. MacArthur & Campus	8	20	0	0	No	No
2. MacArthur & Birch	8	20	20	0	No	No
3. MacArthur & Von Karman	8	20	0	0	No	No
4. Jamboree & Campus	8	20	0	0	Yes	Yes
5. Jamboree & Birch	8	20	0	0	Yes	Yes
6. MacArthur & Jamboree	8	20	8	20	No	No
7. Bayview & Bristol South (EB)	0	0	32	0	No	No
8. Jamboree & Bristol North (WB)	29	20	0	0	No	No
9. Jamboree & Bristol South (EB)	26	20	31	0	No	No
10. Jamboree & Bayview	30	52	0	0	No	No
11. Jamboree & Eastbluff/University	35	52	0	0	No	No
12. Jamboree & Bison	42	53	0	1	No	No
13. Jamboree & Eastbluff/Ford	42	54	0	0	No	No
14. Jamboree & San Joaquin Hills	0	54	0	42	No	No
15. Jamboree & Santa Barbara	1	0	0	17	No	No
16. Jamboree & Coast Highway	0	17	30	15	No	No
17. MacArthur & Bison	33	61	6	21	No	No
18. MacArthur & Ford/Bonita Canyon	39	80	0	0	No	No
19. MacArthur & San Joaquin Hills	0	82	40	0	No	No

TABLE 3 (Continued)
ONE PERCENT ANALYSIS

Intersection	AM Peak Hour Project Volumes				Less Than 1% of Peak Hour Volumes	
	NB	SB	EB	WB	w/o Cumulative	w/Cumulative
20. MacArthur & San Miguel	1	0	11	7	No	No
21. MacArthur & Coast Highway	0	11	2	19	No	No
22. Santa Cruz & San Joaquin Hills	35	0	54	7	No	No
23. Santa Rosa & San Joaquin Hills	36	0	49	4	No	No
24. San Miguel & San Joaquin Hills	0	9	0	0	No	No
25. Avocado & San Miguel	49	8	10	9	No	No
26. Balboa/Superior & Coast Highway	0	0	11	18	No	No
27. Newport & Coast Highway	0	10	11	18	No	No
28. Riverside & Coast Highway	0	0	22	26	No	No
29. Tustin & Coast Highway	0	0	22	26	No	No
30. Dover/Bayshore & Coast Highway	0	9	22	32	No	No
31. Bayside & Coast Highway	0	0	31	32	No	No
32. Newport Center & Coast Highway	0	9	29	1	No	No
33. Avocado & Coast Highway	0	7	28	18	No	No
34. Goldenrod & Coast Highway	0	0	14	19	No	No
35. Marguerite & Coast Highway	0	0	14	19	No	No
36. Newport Center & Santa Barbara	0	0	2	1	No	No
37. Santa Cruz & Newport Center	1	2	0	0	No	No
38. Newport Center & Santa Rosa	6	30	0	0	No	No
39. Newport Center & San Miguel	3	17	2	0	No	No
40. Fashion Island & Newport Center	0	1	0	10	No	No
Intersection	**PM Peak Hour Project Volumes**				**Less Than 1% of Peak Hour Volumes**	
	NB	**SB**	**EB**	**WB**	**w/o Cumulative**	**w/Cumulative**
1. MacArthur & Campus	21	6	0	0	No	No
2. MacArthur & Birch	21	6	0	0	No	No
3. MacArthur & Von Karman	21	6	0	0	No	No
4. Jamboree & Campus	21	6	0	0	Yes	Yes
5. Jamboree & Birch	21	6	0	0	No	No
6. MacArthur & Jamboree	21	6	21	6	No	No
7. Bayview & Bristol South (EB)	0	0	18	0	Yes	Yes
8. Jamboree & Bristol North (WB)	58	6	0	0	No	No
9. Jamboree & Bristol South (EB)	28	6	15	0	No	No
10. Jamboree & Bayview	57	25	0	0	No	No
11. Jamboree & Eastbluff/University	59	25	0	2	No	No
12. Jamboree & Bison	62	27	0	5	No	No
13. Jamboree & Eastbluff/Ford	62	32	0	0	No	No
14. Jamboree & San Joaquin Hills	0	32	0	62	No	No
15. Jamboree & Santa Barbara	6	0	0	5	Yes	Yes
16. Jamboree & Coast Highway	0	5	13	31	No	No
17. MacArthur & Bison	84	21	3	11	No	No
18. MacArthur & Ford/Bonita Canyon	86	28	0	2	No	No
19. MacArthur & San Joaquin Hills	0	30	87	0	No	No
20. MacArthur & San Miguel	4	0	9	0	Yes	Yes

TABLE 3 (Continued)
ONE PERCENT ANALYSIS

Intersection	AM Peak Hour Project Volumes				Less Than 1% of Peak Hour Volumes	
	NB	SB	EB	WB	w/o Cumulative	w/Cumulative
21. MacArthur & Coast Highway	0	3	15	2	Yes	Yes
22. Santa Cruz & San Joaquin Hills	14	0	32	48	No	No
23. Santa Rosa & San Joaquin Hills	59	0	10	14	No	No
24. San Miguel & San Joaquin Hills	6	0	0	0	Yes	Yes
25. Avocado & San Miguel	10	58	1	0	No	No
26. Balboa/Superior & Coast Highway	0	0	8	15	Yes	Yes
27. Newport & Coast Highway	0	4	8	15	Yes	Yes
28. Riverside & Coast Highway	0	0	13	27	Yes	Yes
29. Tustin & Coast Highway	0	0	13	27	No	Yes
30. Dover/Bayshore & Coast Highway	0	1	13	37	No	Yes
31. Bayside & Coast Highway	0	0	13	37	No	No
32. Newport Center & Coast Highway	0	0	7	17	Yes	Yes
33. Avocado & Coast Highway	0	48	2	0	No	No
34. Goldenrod & Coast Highway	0	0	18	2	Yes	Yes
35. Marguerite & Coast Highway	0	0	18	2	No	Yes
36. Newport Center & Santa Barbara	0	0	9	9	No	No
37. Santa Cruz & Newport Center	9	9	0	0	No	No
38. Newport Center & Santa Rosa	26	15	0	0	No	No
39. Newport Center & San Miguel	10	0	16	0	No	No
40. Fashion Island & Newport Center	1	9	0	0	No	No
Source: Austin-Foust Associates, Inc., 2007						

ICU Analysis. The results of the ICU analysis are presented in Table 4. A significant project impact is defined as an increase of 0.01 or more in the ICU value at an intersection that reaches LOS E or F. Examination of the results shows that the Project would result in a significant impact at three locations under existing-plus-approved-plus-cumulative conditions. These three locations with their respective with-project ICU values are:

Intersection	AM	Project Increment	PM	Project Increment
19. MacArthur Boulevard and San Joaquin Hills Road	0.73	0.040	0.93	0.027
34. Goldenrod Avenue and Coast Highway	0.91	0.006	0.85	0.005
34. Marguerite Avenue and Coast Highway	0.98	0.006	0.92	0.006

In summary, the Project would cause three traffic study area locations to exceed the TPO standard of LOS D. The Project is in conformance with the assumptions set forth in the General Plan EIR. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan EIR.

The Project would also allow for the transfer of some existing and entitled uses in Block 600 and replace it with office uses in Block 500. As part of the proposed transfer of uses, the Applicant and the City wish to reserve 72,000 sf of the office use for a possible new City Hall in Block 500.

The transfer of development rights within Newport Center is allowed in accordance with the City of Newport Beach General Plan Policy LU 6.14.3 provided the transfer will not result in any adverse traffic impacts. A Trip Transfer Study was prepared by Austin-Foust Associates, Inc. in November 2007 to examine the conversion and transfer of the entitled uses into equivalent office uses on the basis of a PM peak hour trip generation equivalency basis. The study is summarized below and included in Appendix A.

The transfer would allow for existing uses including a health club, restaurant, and office as well as remaining, but as yet unused entitlement for hotel uses in Block 600, with office use in Block 500. Existing uses in Block 600 equal 42,036 sf of office, restaurant and, health club uses. The unused entitlement in Block 600 is 195 hotel rooms. These entitled uses in Block 600 could be replaced in Block 500 with office use, 72,000 sf of which may be used for a new City Hall.

The analysis is based upon use of the worst-case PM peak hour trip rates. Rates for the analysis were taken from the ITE *7th Edition Trip Generation* publication. The trips generated by the uses proposed to be eliminated are presented in Table 5. As indicated, the uses included as the basis of the proposed transfer are projected to generate 339 PM peak hour trips.

A potential new City Hall of 72,000 sf would generate 108 peak hour trips (based on a rate of 1.5 trips per 1,000 square feet [TSF]) leaving 231 trips, which can be allocated toward other uses. These 231 PM peak hour trips equate to 206,000± sf of office use based on a trip rate of 1.12 trips/TSF. The Project consists of 205,161 sf of office space in Block 500. Therefore, the total PM peak hour trip generation associated with the converted uses proposed for Block 500 would be 338 trips.

TABLE 4
ICU SUMMARY

Location	Existing		Existing + Growth + Approved		Existing + Growth + Approved + Project		Existing + Growth + Approved + Cumulative		Existing + Growth + Approved + Cumulative + Project	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1. MacArthur & Campus	.50	.74	.51	.74	.51	.74	.53	.74	.53	.74
2. MacArthur & Birch	.62	.75	.64	.77	.64	.77	.67	.79	.67	.79
3. MacArthur & Von Karman	.32	.74	.33	.76	.33	.76	.38	.80	.38	.81
5. Jamboree & Birch	.56	.64	.58	.67	.58	.67	.60	.70	.60	.71
6. MacArthur & Jamboree	.68	.76	.71	.79	.71	.80	.78	.85	.78	.86
7. Bayview & Bristol South (EB)	.57	.66	.59	.67	.59	.67	.59	.67	.59	.67
8. Jamboree & Bristol North (WB)	.57	.53	.58	.56	.59	.56	.59	.59	.60	.59
9. Jamboree & Bristol South (EB)	.66	.67	.68	.70	.68	.71	.70	.74	.70	.75
10. Jamboree & Bayview	.36	.51	.38	.54	.39	.54	.40	.56	.41	.57
11. Jamboree & University	.57	.59	.60	.63	.61	.63	.64	.69	.64	.69
12. Jamboree & Bison	.50	.56	.52	.60	.53	.61	.57	.64	.58	.65
13. Jamboree & Ford	.65	.69	.68	.73	.69	.74	.72	.80	.73	.81
14. Jamboree & San Joaquin Hills	.57	.58	.60	.63	.61	.64	.64	.67	.65	.68
15. Jamboree & Santa Barbara	.49	.70	.51	.73	.52	.73	.55	.77	.56	.77
16. Jamboree & Coast Hwy	.66	.69	.69	.74	.69	.75	.77	.89	.77	.89
17. MacArthur & Bison	.60	.66	.61	.67	.62	.68	.64	.71	.65	.71
18. MacArthur & Ford/Bonita Cyn	.72	.78	.73	.79	.74	.81	.78	.86	.78	.87
19. MacArthur & San Joaquin Hills	.65	.82	.67	.85	.69	.87	.71	.90	.73	.93*
20. MacArthur & San Miguel	.44	.71	.44	.73	.45	.73	.47	.77	.47	.77
21. MacArthur & Coast Hwy	.71	.64	.73	.66	.74	.66	.84	.79	.85	.79
22. Santa Cruz & San Joaquin Hills	.29	.28	.29	.28	.31	.29	.29	.28	.32	.30
23. Santa Rosa & San Joaquin Hills	.31	.44	.32	.46	.34	.47	.35	.50	.37	.51
24. San Miguel & San Joaquin Hills	.38	.61	.38	.62	.38	.62	.40	.65	.40	.65
25. Avocado & San Miguel	.48	.76	.48	.77	.51	.78	.48	.78	.52	.79
26. Superior/Balboa & Coast Hwy	.70	.72	.73	.79	.73	.79	.75	.86	.75	.86
27. Newport & Coast Hwy	.77	.68	.80	.73	.80	.73	.82	.77	.83	.77
28. Riverside & Coast Hwy	.73	.79	.79	.84	.79	.85	.82	.88	.82	.89

TABLE 4 (Continued)
ICU SUMMARY

Location	Existing		Existing + Growth + Approved		Existing + Growth + Approved + Project		Existing + Growth + Approved + Cumulative		Existing + Growth + Approved + Cumulative + Project	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
29. Tustin & Coast Hwy	.73	.59	.79	.63	.80	.63	.82	.69	.83	.70
30. Dover & Coast Hwy	.67	.74	.70	.79	.71	.79	.73	.84	.74	.85
31. Bayside & Coast Hwy	.73	.64	.79	.72	.79	.73	.81	.76	.82	.77
32. Newport Center & Coast Hwy	.36	.53	.37	.55	.37	.55	.46	.62	.46	.62
33. Avocado & Coast Hwy	.49	.60	.50	.62	.53	.62	.60	.72	.62	.73
34. Goldenrod & Coast Hwy	.73	.68	.75	.70	.76	.71	.91	.87	.92*	.87
35. Marguerite & Coast Hwy	.79	.73	.81	.75	.82	.76	.97	.91	.98	.92*
36. Newport Center & Santa Barbara	.14	.23	.14	.23	.14	.23	.14	.23	.14	.23
37. Santa Cruz & Newport Center	.12	.21	.12	.21	.12	.22	.12	.21	.12	.22
38. Newport Center & Santa Rosa	.15	.25	.15	.25	.16	.24	.16	.26	.16	.26
39. Newport Center & San Miguel	.22	.41	.22	.41	.22	.41	.22	.42	.23	.42
40. Fashion Island & Newport Center	.22	.43	.22	.43	.22	.43	.22	.43	.22	.43

* Indicates significant project impact

Level of service ranges:
.00 - .60 A
.61 - .70 B
.71 - .80 C
.81 - .90 D
.91 - 1.00 E
Above 1.00 F

Source: Austin-Foust Associates, Inc. 2007.

TABLE 5
CONVERTED USES

Use (Entitled in Block 600)	PM Peak Hour Rate	PM Peak Trips
Hotel (195 Rooms) – Unbuilt Entitlement	0.70 (ITE 310)[a]	136
Family Fitness (17,300[b] sf) – Existing	4.05 (ITE 492)c	70
Palm Gardens (16,447[b] sf) – Existing	7.49 (ITE 931)[d]	123
Eliminated Office (6,789[b] sf) – Existing	1.12 (ITE 710)[e]	8
Eliminated Office (1,500 sf) – Existing	1.12 (ITE 710)[e]	2
Total		**339**
Use (Proposed in Block 500)		
Office (205,161 sf)	1.12 (ITE 710)[e]	230
City Hall (72,000 sf)	1.50 (ITE 750)[f]	108
Total		**338**

a Hotel (rates applied for each occupied room)
b Per building permit information
c Health Club (rates per TSF)
d Quality Restaurant (rates per TSF)
e Trip rate per TSF determined from applying the ITE office regression equation to the existing (408 TSF) and proposed future (614 TSF) office use, and calculating the rate based on the square footage increment (206 TSF)
f Closest ITE rate (in both function and magnitude) to match the GP assumption for City Hall trip generation.
Source: Austin-Foust Associates, Inc. 2007

In summary, the currently entitled uses in Block 600 (i.e., 195 hotel rooms and 42,036 sf of health club, retail, and office uses) proposed for transfer to Block 500 equate to 339 PM peak hour trips. These 339 trips would match the amount of PM peak hour trips projected to be generated by a new 72,000 sf City Hall plus another 205,161 sf of office use. Therefore, the proposed transfer of development rights would not result in any adverse traffic impacts. The Project is in conformance with the assumptions set forth in the General Plan EIR. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan EIR.

Exceed, Either Individually or Cumulatively, a Level of Service Standard Established By the County Congestion Management Agency for Designated Roads or Highways

The General Plan EIR identifies that all Congestion Management Plan arterials in the City would continue to operate at acceptable levels of service (LOS E or better) with implementation of the 2006 General Plan. The Project is in conformance with the assumptions set forth in the General Plan EIR. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan EIR.

Result In A Change In Air Traffic Patterns, Including Either An Increase In Traffic Levels Or A Change In Locations That Results In Substantial Safety Risks

As previously addressed in this Addendum, the four sub-areas are in the AELUP for the John Wayne Airport. The ALUC has found the City of Newport Beach to be a consistent agency with the AELUP. Additionally, the four sub-areas are within the AELUP Height Restriction Zone. Within this zone, notice to the Federal Aviation Administration (FAA) is required for construction or alteration to any building more than 200 feet above ground level. Prior to construction or alteration of a building more than 200 feet above ground level a Determination of No Hazard

must be obtained from the FAA. A determination of No Hazard is the FAA's independent finding that a proposed structure will not pose a hazard to air navigation. The PC Text requires that any structure above 200 feet will be forwarded to the FAA for their independent analysis. The Project is in conformance with the assumptions set forth in the General Plan EIR. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan EIR. As set forth in the General Plan EIR, impacts to John Wayne Airport operations with implementation of the 2006 General Plan are less than significant.

Substantially Increase Hazards Due To A Design Feature (e.g., Sharp Curves Or Dangerous Intersections) Or Incompatible Uses (e.g., Farm Equipment)

The General Plan EIR notes that site-specific projects are not addressed in the 2006 General Plan. As such, it would speculative to determine if any particular project would be designed in a manner to cause safety hazards. The General Plan EIR does identify that none of the circulation improvements identified in the EIR would introduce safety hazards and would not result in significant impacts. With respect to the four sub-areas, as currently developed areas, it is expected that future development consistent with the 2006 General Plan would use the existing roadway system and as such would not cause safety hazards. Any traffic improvements for the Project are consistent with the assumptions set forth in the General Plan EIR, and as noted above, would not result in significant impacts. . The Project is in conformance with the assumptions set forth in the General Plan EIR. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan EIR.

Result in Inadequate Emergency Access

As previously addressed in this Addendum, the General Plan EIR notes that increased population and development could result in congested traffic conditions. The 2006 General Plan identifies policies to ensure that the city's Emergency Management Plan is regularly updated, provides for efficient and orderly citywide evacuation, and ensures that emergency service personnel are knowledgeable of the relevant response plans for the City. Consistent with the findings of the General Plan EIR, the General Plan EIR identifies that traffic impacts related to emergency access would be less than significant with mitigation. The Project is in conformance with the assumptions set forth in the General Plan EIR. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan EIR.

Result In Inadequate Parking Capacity

The General Plan EIR does not identify Newport Center as an area of the City with limited parking availability. The North Newport Center Project, as with other projects in the City, would be required to comply with parking requirements identified in the City's Municipal Code. The Project is in conformance with the assumptions set forth in the General Plan EIR. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan EIR.

Conflict with Adopted Policies, Plans, Or Programs Supporting Alternative Transportation (e.g., Bus Turnouts, Bicycle Racks)

The 2006 General Plan Circulation Element includes policies related to transportation systems management, transportation demand management, etc. These policies encourage alternative modes of transportation. The General Plan EIR notes that implementation of the 2006 General Plan will not result in significant impacts. The Project is in conformance with the assumptions

set forth in the General Plan EIR. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan EIR.

Mitigation Program

Policies of the 2006 General Plan were adopted as a mitigation program that minimized impacts associated with buildout of the City of Newport Beach, including the implementation of future development in Fashion Island, Block 500, Block 600, and San Joaquin Plaza. The following mitigation would also be required for the Project:

1. At MacArthur Boulevard and San Joaquin Hills Road, the Applicant shall construct a third eastbound left-turn lane. The intersection would operate at LOS D with the recommended improvement. This improvement is consistent with the General Plan. Consistent with the TPO, this improvement will be completed early in the development phasing (i.e., before issuance of a certificate of occupancy for the first building [other than a parking structure]) constructed as part of the Project, but in no event later than 60 months from the operative date of the Development Agreement.

2. The Applicant shall work with the City on design and development of circulation enhancements in the North Newport Center area, consistent with the General Plan Circulation Element, including widening of Avocado Avenue between San Miguel Drive and San Nicolas Drive, dedication of public right-of-way and enhancement of San Miguel Drive between MacArthur Boulevard and Avocado Avenue, and installation of traffic signals on Newport Center Drive.

Level of Significance After Mitigation

At the two other impacted intersections (Goldenrod Avenue at Coast Highway and Marguerite Avenue at Coast Highway), there are no feasible improvements available, a fact which has been recognized and accepted in the 2006 General Plan and General Plan EIR which accepts LOS E at these two intersections. Consistent with the findings of the General Plan EIR, the General Plan EIR identifies that traffic impacts related to intersections, Congestion Management Plan arterials, air traffic patterns, design hazards, emergency access, and parking would be less than significant with mitigation. No feasible mitigation has been identified in the General Plan EIR to reduce impacts to freeway mainlines and ramps; this impact remains significant and unavoidable.

Finding of Consistency With General Plan EIR

Pursuant to Section 15162 of the CEQA Guidelines, the City of Newport Beach has determined, on the basis of substantial evidence in the light of the whole record, that the North Newport Center Project does not propose substantial changes to the project; no substantial changes would occur which would require major revisions to the General Plan EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and no new information of substantial importance has been revealed since the certification of the General Plan EIR.

3.15 UTILITIES AND SERVICE SYSTEMS

The following thresholds of significance are as set forth in the General Plan EIR. It identifies that implementation of the proposed General Plan Update may have a significant adverse impact on utilities and service systems if it would result in any of the following:

- Require or result in the construction and/or expansion of water supply or wastewater facilities, or new energy or natural gas production or transmission facilities, the construction of which could cause significant environmental impacts
- Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new and expanded entitlements needed
- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board
- Would the project be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs
- Would the project fail to comply with applicable federal, State, and local statutes and regulations related to solid waste

No Substantial Change from Previous Analysis. Utility and service system impacts have been previously analyzed as part of the General Plan EIR, which was prepared and certified pursuant to State and City CEQA Guidelines. Minor additions and/or clarifications are needed to make the previous document adequate to cover the actions that are currently proposed, which are documented below and serve as an Addendum to the General Plan EIR.

Summary Analysis

Require or Result in the Construction and/or Expansion of Water Supply or Wastewater Facilities, or New Energy or Natural Gas Production or Transmission Facilities, the Construction of Which Could Cause Significant Environmental Impacts

Have Sufficient Water Supplies Available To Serve the Project from Existing Entitlements and Resources, or Are New and Expanded Entitlements Needed

Water Supply and Treatment

The General Plan EIR notes that buildout of the 2006 General Plan could require the construction of new and/or expanded water treatment plants or water conveyance systems, and that water demand may exceed existing water entitlements.

Three sources provide water service to the City of Newport Beach: the City, Irvine Ranch Water District (IRWD), and Mesa Consolidated Water District (MCWD). Water supplied by the City is purchased from two sources. Groundwater is purchased from the Orange County Water District (OCWD) and imported water is purchased from the Metropolitan Water District of Orange County (MWDOC). The water supply assessment conducted for the General Plan EIR assumed full buildout of the 2006 General Plan land uses, inclusive of Fashion Island, Block 500, Block 600, and San Joaquin Plaza. Page 4.14-20 of the General Plan EIR states:

> MWDOC, the City's provider of imported water, IRWD, and Mesa have each indicated they can accommodate the additional demand from the proposed General Plan Update in addition to future growth assumed in the respective

> UWMPs [Urban Water Management Plans]. In addition, the implementation of conservation measures would be required on a project-specific basis and water shortage contingency plans would further reduce additional water demand. Finally, future development is required to adhere to Section 10910 of the California Water Code. Therefore, the cumulative impact to water supply would be less than significant.

In addition to MWDOC, IRWD and Mesa, OCWD projects that there would be sufficient groundwater supplies to meet any future demand requirements in Newport Beach.[28] The General Plan EIR concluded that there is sufficient water supply to meet the needs of the City.

The General Plan EIR also addressed potential affects of new development on groundwater supplies and concluded that impacts will be less than significant due to conservation policies in the 2006 General Plan. The City's Water Supply Plan accounted for the demand associated with buildout of the 2006 General Plan land uses. The 2006 General Plan includes policies to conserve water and reduce potential impacts to groundwater supply.

Citywide, projects inclusive of development in the four sub-areas are required to comply with the City's fair share requirements and with General Plan Update policies on water conservation. Compliance makes impacts less than significant. The General Plan EIR states: "…any request for service resulting from new development would be subject to a site-specific evaluation of the existing water system's capacity to service the development. If improvements to the existing water system are required or additional facilities are needed, the property developer would be required to pay its fair share of the cost of all or portions of the needed improvements."[29] General Plan Update goals and policies promote water conservation and limit water consumption. As such, impacts were found to be less than significant. The Project is in conformance with the assumptions set forth in the General Plan EIR. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan EIR.

The General Plan EIR states that:

> Additional development accommodated under the proposed General Plan Update would increase water use within the City, thus increasing the need for water treatment services… [the Metropolitan Water District] MWD can meet 100 percent of the City's imported water needs until the year 2030…any request for service resulting from new development would be subject to a site-specific evaluation of the existing water system's capacity to service the development. If improvements to the existing water system are required or additional facilities are needed, the property developer would be required to pay its fair share of the cost of all or portions of the needed improvements.[30]

Impacts of the proposed project would be less than significant because General Plan Update Policy LU 2.8 directs the City to accommodate land uses that can be adequately supported by infrastructure, including water treatment and conveyance facilities. As such, adequate water infrastructure would be provided for all development assumed in the 2006 General Plan, inclusive of the four sub-areas. The General Plan EIR finds that "…because future development under the proposed General Plan Update would be required to adhere to existing regulations and the proposed policies identified above, no impact would result." (See 4.14-30) The Project

[28] Ibid., page 4.14-8.
[29] Ibid., page 4.14-17.
[30] City of Newport Beach*, Final Environmental Impact Report for the General Plan 2006 Update*, July 26, 2006, page 4.14-17.

is in conformance with the assumptions set forth in the General Plan EIR. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan EIR.

Natural Gas

Southern California Gas Company (SCGC) provides natural gas service for the City of Newport Beach. The General Plan EIR states:

> Any expansion of service necessitated by implementation of the proposed General Plan Update would be in accordance with SCGC's policies and extension rules on file with the California Public Utilities Commission at the time contractual agreements are made. Because the natural gas demand projected for the proposed General Plan Update would not exceed available or planned supply, new infrastructure would not be required to serve the proposed project. Therefore, no impact would result.[31]

The Project is expected not to have a significant impact on natural gas supplies because natural gas demand projected for General Plan buildout, inclusive of the four sub-areas, would not exceed available or planned supply and because new infrastructure would not be needed to serve the four sub-areas. The Project is in conformance with the assumptions set forth in the General Plan EIR. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan EIR.

Exceed Wastewater Treatment Requirements of the Applicable Regional Water Quality Control Board

Require or Result in the Construction and/or Expansion of Water Supply or Wastewater Facilities, or New Energy or Natural Gas Production or Transmission Facilities, the Construction of Which Could Cause Significant Environmental Impacts

Have Sufficient Water Supplies Available To Serve the Project from Existing Entitlements and Resources, or Are New and Expanded Entitlements Needed

Sewer Systems

Wastewater from the City's sewer system is treated by the Orange County Sanitation District (OCSD). The General Plan EIR identifies that a majority of the City's sewage flow is pumped to the OCSD Plant No. 2; flows from the portion of the City north of the Corona del Mar Freeway (State Rout 73) are pumped to Plant No. 1. The General Plan EIR states:

> …policies under the proposed General Plan Update require the renovation of all older sewer pump stations and the installation of new plumbing according to most recent standards, and implementation of the Sewer System Management Plan and Sewer Master Plan. Implementation of the proposed General Plan Update policies requires adequate wastewater facilities and conveyance systems to be available to the City residents. Therefore, impacts to the wastewater treatment facilities associated with increased growth in the City would be less than significant.[32]

[31] Ibid., page 4.14-50.
[32] Ibid., page 4.14-32.

Impacts from implementation of the 2006 General Plan, inclusive of the Project, are expected to have a less than significant impact to sewer systems because implementation of the Sewer System Management Plan and Sewer Master Plan, in conjunction with General Plan policies relating to sewer systems, would reduce impacts to a less than significant level. The Project is in conformance with the assumptions set forth in the General Plan EIR. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan EIR.

Would the Project be Served by a Landfill with Insufficient Permitted Capacity to Accommodate the Project's Solid Waste Disposal Needs

Would the Project Fail to Comply With Applicable Federal, State, and Local Statutes and Regulations Related to Solid Waste

Solid Waste Disposal

As noted in the General Plan EIR, the Frank R. Bowerman Sanitary Landfill serves the City, and states:

> The increase in solid waste generated by the development under the proposed General Plan Update would not exceed capacity of the landfill. In addition, AB 939 mandates the reduction of solid waste disposal in landfills. Consequently, this analysis assumes a worst-case scenario, as it is anticipated that at least approximately 50 percent of the estimated increase in solid waste generation could be diverted (or approximately 10,830 tons/year). Therefore, the Frank R. Bowerman Sanitary Landfill would have sufficient capacity to serve the increased development within the City under the proposed General Plan Update.[33]

Citywide buildout under the 2006 General Plan assumptions would not have an impact on solid waste generation or disposal at the Bowerman Landfill. However, on a cumulative basis, the General Plan EIR "without approved specific plans for substantial expansion of the landfill facilities that serve the County, solid waste generation from approved and foreseeable cumulative projects in the project area vicinity would exacerbate regional landfill capacity issues in the future."[34] Cumulative impacts are considered significant and unavoidable. The Project is in conformance with the assumptions set forth in the General Plan EIR. Therefore, implementation of the Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the General Plan EIR.

Mitigation Program

Policies of the 2006 General Plan were adopted as a mitigation program that minimized impacts associated with buildout of the City of Newport Beach, including the implementation of future development in Fashion Island, Block 500, Block 600, and San Joaquin Plaza.

Level of Significance After Mitigation

Consistent with the findings of the General Plan EIR, the General Plan EIR identifies that all utility and service system impacts can be mitigated to a level of less than significant with the exception of cumulative impacts to landfill capacity; this impact remains significant and unavoidable.

[33] Ibid., page 4.14-44.
[34] Ibid., page 4.14-45.

Finding of Consistency With General Plan EIR

Pursuant to Section 15162 of the CEQA Guidelines, the City of Newport Beach has determined, on the basis of substantial evidence in the light of the whole record, that the North Newport Center Project does not propose substantial changes to the project; no substantial changes would occur which would require major revisions to the General Plan EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and no new information of substantial importance has been revealed since the certification of the General Plan EIR.

APPENDIX A

TRAFFIC STUDIES

FINAL

City of Newport Beach

NORTH NEWPORT CENTER
TRAFFIC PHASING ORDINANCE TRAFFIC STUDY

Prepared by:

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November 6, 2007

NORTH NEWPORT CENTER
TRAFFIC PHASING ORDINANCE TRAFFIC STUDY

A project comprised of 430 residential dwelling units in Block 600, 205,161 square feet (sf) of office space in Block 500, and 75,000 sf of retail shopping center space in Fashion Island is proposed within Newport Center. In addition, a total of 42,036 sf of existing office, restaurant, and health club uses will be removed from Block 600.

ANALYSIS

A Traffic Phasing Ordinance (TPO) traffic study was conducted for the proposed project. A total of 40 intersections within the City including five intersections on Newport Center Drive (the interior ring road around Fashion Island) were examined using the City's required TPO procedure. This procedure includes both a one percent test and, where necessary, an intersection capacity utilization (ICU) analysis.

Consistent with the City's TPO analysis guidelines, the project is analyzed under short-range conditions (existing volumes plus a regional growth factor and approved projects) without and with cumulative projects (i.e., projects reasonably expected to be complete within one year after project completion which are located within the City of Newport Beach or its sphere of influence).

Trip Generation Distribution and Analysis

The applicable trip rates and incremental trip generation for the proposed project is presented in Table 1. The increase in traffic includes a credit for the proposed removals of existing uses. The proposed project is forecast to generate a net increase over existing of 348 trips in the AM peak hour, 311 trips in the PM peak hour, and 2,399 trips daily.

For trip distribution, an internal capture rate of 10 percent was utilized for the residential and retail uses. This rate was determined based on ITE's recommended procedure (see calculations in Appendix) and is consistent with the City's General Plan traffic study, which also utilizes 10 percent for mixed use areas. For the office space, a five percent internal capture rate was utilized.

Table 1

TRIP GENERATION SUMMARY

Land Use	Amount	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
TRIP RATES (ITE)								
Residential	DU	0.06	0.28	0.34	0.24	0.14	0.38	4.18
Quality Restaurant	TSF	0.66	0.15	0.81	5.02	2.47	7.49	89.95
Shopping Center	TSF	0.19	0.12	0.31	0.77	0.84	1.61	16.79
Office (Regression Eq)*	TSF	0.95	0.13	1.08	0.19	0.93	1.12	7.07
Health Club	TSF	0.51	0.70	1.21	2.07	1.98	4.05	32.93
TRIP GENERATION								
Existing Uses to be Removed								
Block 600								
Quality Restaurant	16.4 TSF	11	2	13	83	41	123	1,479
Office	8.3 TSF	8	1	9	2	8	10	59
Health Club	17.3 TSF	9	12	21	36	34	70	570
Total Credit		-28	-15	-43	-121	-83	-203	-2,108
Proposed Uses								
Block 500								
Office	205.2 TSF	195	27	222	39	191	230	1,451
Block 600								
Residential	430 DU	26	120	146	103	60	163	1,797
Fashion Island								
Shopping Ctr	75.0 TSF	14	9	23	58	63	121	1,259
Total Proposed Trips		235	156	391	200	314	514	4,507
NET INCREASE		**207**	**141**	**348**	**79**	**231**	**311**	**2,399**

***** Trip rates per TSF determined from applying the ITE office regression equations to the existing (408 TSF) and proposed future (614 TSF) office use, and calculating the rates based on the square footage increment (206 TSF).

A separate trip assignment was prepared for each of the three separate uses (retail/shopping center, residential, and office) in the proposed project.

These assignments, shown by individual uses in Figures A-1 through A-3 in the Appendix, are basically as follows:

1. North on MacArthur Boulevard	20-40 percent
2. North on Jamboree Road	15-30 percent
3. West on Coast Highway	15-30 percent
4. East on Coast Highway	10 percent

One Percent Analysis

The results of the TPO One Percent Analysis are listed in Table 2. This analysis identifies the intersections where the project adds one percent or more to the background peak hour volume, in which case a more vigorous capacity analysis is performed. Opening year for the project is assumed to be 2009; therefore, the project year for this analysis is 2010. Examination of Table 2 reveals that 39 study intersections showed increases of one percent or greater of existing-plus-approved or existing-plus-approved-plus-cumulative volumes during the AM or PM peak hour. As a result, further analysis is required and a peak hour ICU analysis was conducted for the 39 locations.

ICU Analysis

The results of the ICU analysis are presented in Table 3. A significant project impact is defined as an increase of .01 or more in the ICU value at an intersection that reaches LOS "E" or "F". Examination of the results shows that the project causes a significant impact at three locations under existing-plus-approved-plus-cumulative conditions. These three locations with their respective with-project ICU values are:

Intersection	AM	Project Increment	PM	Project Increment
19. MacArthur Boulevard and San Joaquin Hills Road	.73	.040	.93	.027
34. Goldenrod Avenue and Coast Highway	.91	.006	.85	.005
34. Marguerite Avenue and Coast Highway	.98	.006	.92	.006

Table 2

SUMMARY OF ONE PERCENT ANALYSIS

Intersection	AM Peak Hour Project Volumes				Less Than 1% of Peak Hour Volumes	
	NB	SB	EB	WB	w/o Cumulative	w/Cumulative
1. MacArthur & Campus	8	20	0	0	No	No
2. MacArthur & Birch	8	20	20	0	No	No
3. MacArthur & Von Karman	8	20	0	0	No	No
4. Jamboree & Campus	8	20	0	0	Yes	Yes
5. Jamboree & Birch	8	20	0	0	Yes	Yes
6. MacArthur & Jamboree	8	20	8	20	No	No
7. Bayview & Bristol South (EB)	0	0	32	0	No	No
8. Jamboree & Bristol North (WB)	29	20	0	0	No	No
9. Jamboree & Bristol South (EB)	26	20	31	0	No	No
10. Jamboree & Bayview	30	52	0	0	No	No
11. Jamboree & Eastbluff/University	35	52	0	0	No	No
12. Jamboree & Bison	42	53	0	1	No	No
13. Jamboree & Eastbluff/Ford	42	54	0	0	No	No
14. Jamboree & San Joaquin Hills	0	54	0	42	No	No
15. Jamboree & Santa Barbara	1	0	0	17	No	No
16. Jamboree & Coast Highway	0	17	30	15	No	No
17. MacArthur & Bison	33	61	6	21	No	No
18. MacArthur & Ford/Bonita Canyon	39	80	0	0	No	No
19. MacArthur & San Joaquin Hills	0	82	40	0	No	No
20. MacArthur & San Miguel	1	0	11	7	No	No
21. MacArthur & Coast Highway	0	11	2	19	No	No
22. Santa Cruz & San Joaquin Hills	35	0	54	7	No	No
23. Santa Rosa & San Joaquin Hills	36	0	49	4	No	No
24. San Miguel & San Joaquin Hills	0	9	0	0	No	No
25. Avocado & San Miguel	49	8	10	9	No	No
26. Balboa/Superior & Coast Highway	0	0	11	18	No	No
27. Newport & Coast Highway	0	10	11	18	No	No
28. Riverside & Coast Highway	0	0	22	26	No	No
29. Tustin & Coast Highway	0	0	22	26	No	No
30. Dover/Bayshore & Coast Highway	0	9	22	32	No	No
31. Bayside & Coast Highway	0	0	31	32	No	No
32. Newport Center & Coast Highway	0	9	29	1	No	No
33. Avocado & Coast Highway	0	7	28	18	No	No
34. Goldenrod & Coast Highway	0	0	14	19	No	No
35. Marguerite & Coast Highway	0	0	14	19	No	No
36. Newport Center & Santa Barbara	0	0	2	1	No	No
37. Santa Cruz & Newport Center	1	2	0	0	No	No
38. Newport Center & Santa Rosa	6	30	0	0	No	No
39. Newport Center & San Miguel	3	17	2	0	No	No
40. Fashion Island & Newport Center	0	1	0	10	No	No

Cont.

Table 2 (Cont.)
SUMMARY OF ONE PERCENT ANALYSIS

Intersection	PM Peak Hour Project Volumes				Less Than 1% of Peak Hour Volumes	
	NB	SB	EB	WB	w/o Cumulative	w/Cumulative
1. MacArthur & Campus	21	6	0	0	No	No
2. MacArthur & Birch	21	6	0	0	No	No
3. MacArthur & Von Karman	21	6	0	0	No	No
4. Jamboree & Campus	21	6	0	0	Yes	Yes
5. Jamboree & Birch	21	6	0	0	No	No
6. MacArthur & Jamboree	21	6	21	6	No	No
7. Bayview & Bristol South (EB)	0	0	18	0	Yes	Yes
8. Jamboree & Bristol North (WB)	58	6	0	0	No	No
9. Jamboree & Bristol South (EB)	28	6	15	0	No	No
10. Jamboree & Bayview	57	25	0	0	No	No
11. Jamboree & Eastbluff/University	59	25	0	2	No	No
12. Jamboree & Bison	62	27	0	5	No	No
13. Jamboree & Eastbluff/Ford	62	32	0	0	No	No
14. Jamboree & San Joaquin Hills	0	32	0	62	No	No
15. Jamboree & Santa Barbara	6	0	0	5	Yes	Yes
16. Jamboree & Coast Highway	0	5	13	31	No	No
17. MacArthur & Bison	84	21	3	11	No	No
18. MacArthur & Ford/Bonita Canyon	86	28	0	2	No	No
19. MacArthur & San Joaquin Hills	0	30	87	0	No	No
20. MacArthur & San Miguel	4	0	9	0	Yes	Yes
21. MacArthur & Coast Highway	0	3	15	2	Yes	Yes
22. Santa Cruz & San Joaquin Hills	14	0	32	48	No	No
23. Santa Rosa & San Joaquin Hills	59	0	10	14	No	No
24. San Miguel & San Joaquin Hills	6	0	0	0	Yes	Yes
25. Avocado & San Miguel	10	58	1	0	No	No
26. Balboa/Superior & Coast Highway	0	0	8	15	Yes	Yes
27. Newport & Coast Highway	0	4	8	15	Yes	Yes
28. Riverside & Coast Highway	0	0	13	27	Yes	Yes
29. Tustin & Coast Highway	0	0	13	27	No	Yes
30. Dover/Bayshore & Coast Highway	0	1	13	37	No	Yes
31. Bayside & Coast Highway	0	0	13	37	No	No
32. Newport Center & Coast Highway	0	0	7	17	Yes	Yes
33. Avocado & Coast Highway	0	48	2	0	No	No
34. Goldenrod & Coast Highway	0	0	18	2	Yes	Yes
35. Marguerite & Coast Highway	0	0	18	2	No	Yes
36. Newport Center & Santa Barbara	0	0	9	9	No	No
37. Santa Cruz & Newport Center	9	9	0	0	No	No
38. Newport Center & Santa Rosa	26	15	0	0	No	No
39. Newport Center & San Miguel	10	0	16	0	No	No
40. Fashion Island & Newport Center	1	9	0	0	No	No

Table 3

ICU SUMMARY

Location	Existing		Existing + Growth + Approved		Existing + Growth + Approved + Project		Existing + Growth + Approved + Cumulative		Existing + Growth + Approved + Cumulative + Project	
	AM	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
1. MacArthur & Campus	.50	.74	.51	.74	.51	.74	.53	.74	.53	.74
2. MacArthur & Birch	.62	.75	.64	.77	.64	.77	.67	.79	.67	.79
3. MacArthur & Von Karman	.32	.74	.33	.76	.33	.76	.38	.80	.38	.81
5. Jamboree & Birch	.56	.64	.58	.67	.58	.67	.60	.70	.60	.71
6. MacArthur & Jamboree	.68	.76	.71	.79	.71	.80	.78	.85	.78	.86
7. Bayview & Bristol South (EB)	.57	.66	.59	.67	.59	.67	.59	.67	.59	.67
8. Jamboree & Bristol North (WB)	.57	.53	.58	.56	.59	.56	.59	.59	.60	.59
9. Jamboree & Bristol South (EB)	.66	.67	.68	.70	.68	.71	.70	.74	.70	.75
10. Jamboree & Bayview	.36	.51	.38	.54	.39	.54	.40	.56	.41	.57
11. Jamboree & University	.57	.59	.60	.63	.61	.63	.64	.69	.64	.69
12. Jamboree & Bison	.50	.56	.52	.60	.53	.61	.57	.64	.58	.65
13. Jamboree & Ford	.65	.69	.68	.73	.69	.74	.72	.80	.73	.81
14. Jamboree & San Joaquin Hills	.57	.58	.60	.63	.61	.64	.64	.67	.65	.68
15. Jamboree & Santa Barbara	.49	.70	.51	.73	.52	.73	.55	.77	.56	.77
16. Jamboree & Coast Hwy	.66	.69	.69	.74	.69	.75	.77	.89	.77	.89
17. MacArthur & Bison	.60	.66	.61	.67	.62	.68	.64	.71	.65	.71
18. MacArthur & Ford/Bonita Cyn	.72	.78	.73	.79	.74	.81	.78	.86	.78	.87
19. MacArthur & San Joaquin Hills	.65	.82	.67	.85	.69	.87	.71	.90	.73	.93*
20. MacArthur & San Miguel	.44	.71	.44	.73	.45	.73	.47	.77	.47	.77
21. MacArthur & Coast Hwy	.71	.64	.73	.66	.74	.66	.84	.79	.85	.79
22. Santa Cruz & San Joaquin Hills	.29	.28	.29	.28	.31	.29	.29	.28	.32	.30
23. Santa Rosa & San Joaquin Hills	.31	.44	.32	.46	.34	.47	.35	.50	.37	.51
24. San Miguel & San Joaquin Hills	.38	.61	.38	.62	.38	.62	.40	.65	.40	.65
25. Avocado & San Miguel	.48	.76	.48	.77	.51	.78	.48	.78	.52	.79
26. Superior/Balboa & Coast Hwy	.70	.72	.73	.79	.73	.79	.75	.86	.75	.86
27. Newport & Coast Hwy	.77	.68	.80	.73	.80	.73	.82	.77	.83	.77
28. Riverside & Coast Hwy	.73	.79	.79	.84	.79	.85	.82	.88	.82	.89
29. Tustin & Coast Hwy	.73	.59	.79	.63	.80	.63	.82	.69	.83	.70

Cont.

Table 3 (cont)
ICU SUMMARY

Location	Existing		Existing + Growth + Approved		Existing + Growth + Approved + Project		Existing + Growth + Approved + Cumulative		Existing + Growth + Approved + Cumulative + Project	
	AM	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
30. Dover & Coast Hwy	.67	.74	.70	.79	.71	.79	.73	.84	.74	.85
31. Bayside & Coast Hwy	.73	.64	.79	.72	.79	.73	.81	.76	.82	.77
32. Newport Center & Coast Hwy	.36	.53	.37	.55	.37	.55	.46	.62	.46	.62
33. Avocado & Coast Hwy	.49	.60	.50	.62	.53	.62	.60	.72	.62	.73
34. Goldenrod & Coast Hwy	.73	.68	.75	.70	.76	.71	.91	.87	.92*	.87
35. Marguerite & Coast Hwy	.79	.73	.81	.75	.82	.76	.97	.91	.98	.92*
36. Newport Center & Santa Barbara	.14	.23	.14	.23	.14	.23	.14	.23	.14	.23
37. Santa Cruz & Newport Center	.12	.21	.12	.21	.12	.22	.12	.21	.12	.22
38. Newport Center & Santa Rosa	.15	.25	.15	.25	.16	.24	.16	.26	.16	.26
39. Newport Center & San Miguel	.22	.41	.22	.41	.22	.41	.22	.42	.23	.42
40. Fashion Island & Newport Center	.22	.43	.22	.43	.22	.43	.22	.43	.22	.43

* Indicates significant project impact

Level of service ranges: .00 - .60 A
.61 - .70 B
.71 - .80 C
.81 - .90 D
.91 - 1.00 E
Above 1.00 F

CONCLUSION

In summary, it is concluded that the project causes three study locations to exceed the TPO standard of LOS "D". At MacArthur Boulevard and San Joaquin Hills Road, the addition of a third eastbound left-turn lane is recommended as mitigation. The intersection will operate at LOS "D" with the recommended improvement. This improvement is consistent with the General Plan.

At the two other impacted intersections (Goldenrod Avenue at Coast Highway and Marguerite Avenue at Coast Highway), there are no feasible improvements available, a fact which has been recognized and accepted in the General Plan which accepts LOS "E" at these two intersections.

The intersections along Newport Center Drive currently operate at LOS "A" during the AM and PM peak hours. With the addition of project traffic, these intersections will continue to operate at LOS "A".

APPENDIX A

Table A-1

APPROVED AND CUMULATIVE PROJECTS SUMMARY

Approved Projects	
Fashion Island Expansion	Newport Lexus
Templebat Yahm Expansion	Birch Medical Office Complex
Ford Redevelopment	Saafar Fine Indian Cuisine
CIOSA – Irvine Project	St. Mark Presbyterian Church
Newport Dunes	St. Andrews Presbyterian Church
1401 Dove Street	Corporate Plaza West
494/496 Old Newport Boulevard	Mariner's Mile Gateway
401 Old Newport Boulevard	Land Rover NB Service Center
Newport Technology Center	OLQA Church Expansion
1901 Westcliff Surgical Center	2300 Newport Boulevard
Hoag Hospital Phase III	
Cumulative Projects	
Mariners Church	Newport Ridge
Exodus Community Center and Tarbut V'Torah Expansion	Hoag Health Center
Newport Coast	

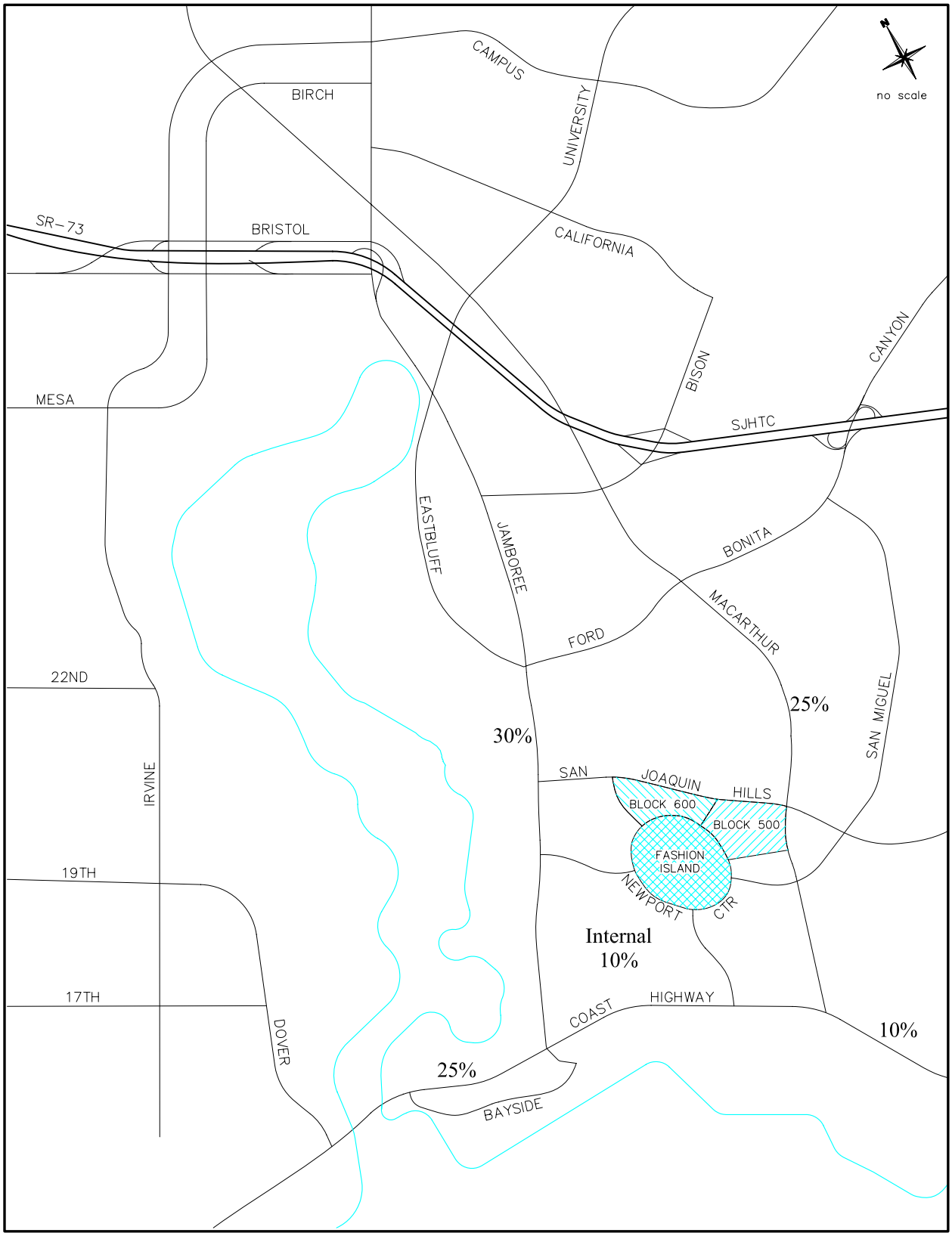

Figure A-1

GENERAL PROJECT DISTRIBUTION
- RESIDENTIAL

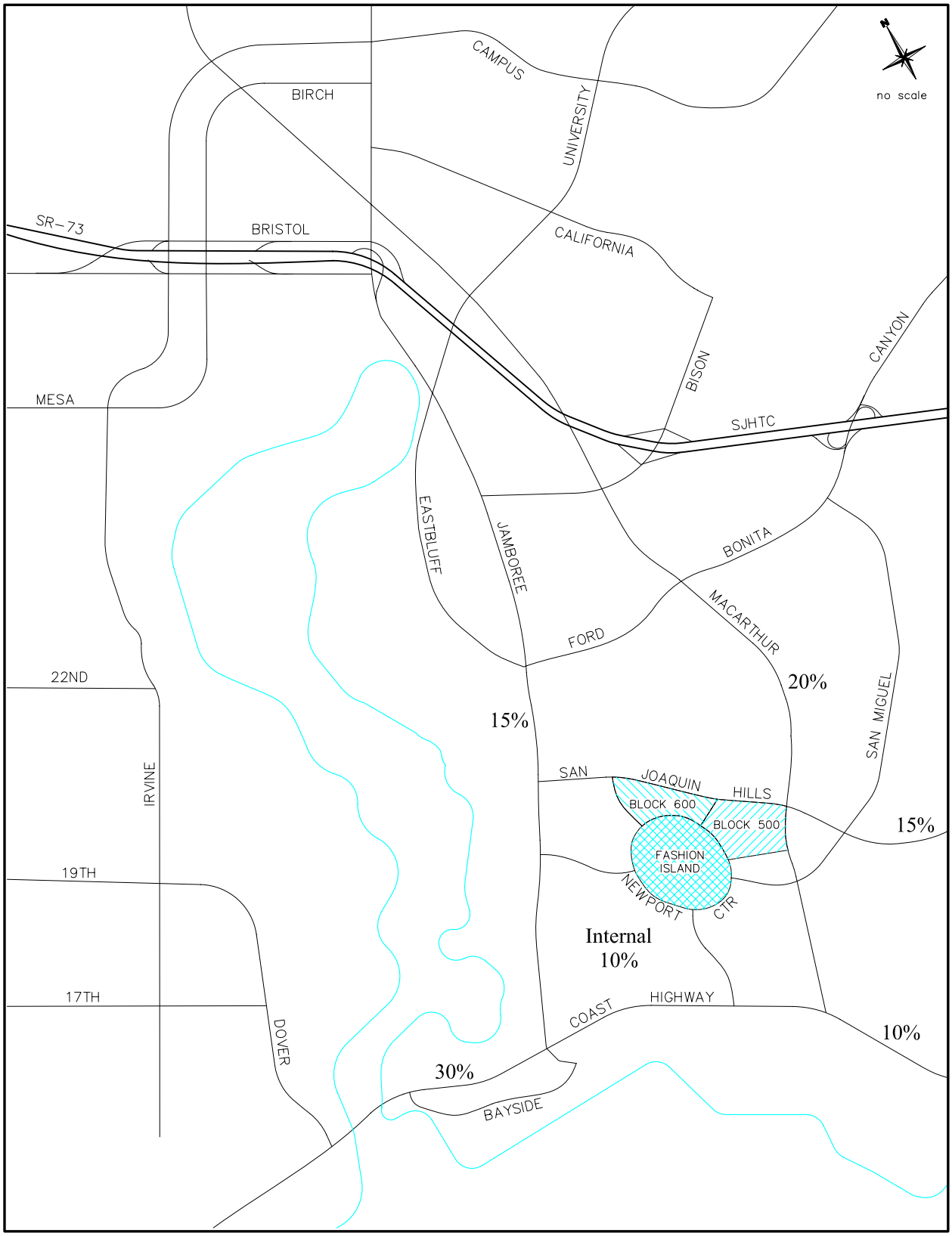

Figure A-2

GENERAL PROJECT DISTRIBUTION
- RETAIL

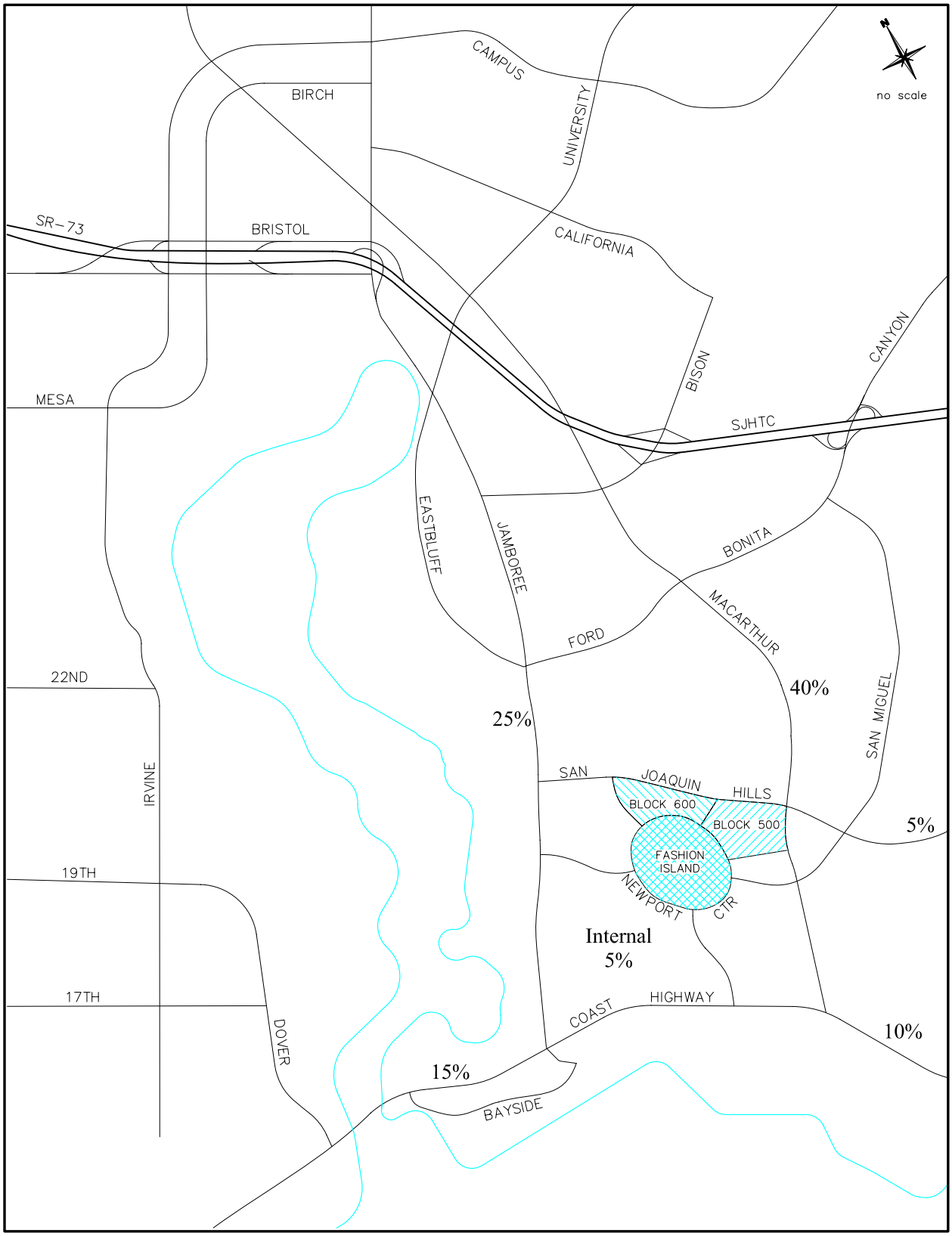

Figure A-3

GENERAL PROJECT DISTRIBUTION
- OFFICE

1% Traffic Volume Analysis

Intersection: 1. MacArthur & Campus
Existing Traffic Volumes Based on Average Winter/Spring 2006

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	1000	40	16	0	1056	11	8
Southbound	1478	59	25	0	1562	16	20
Eastbound	1323	0	10	0	1333	13	0
Westbound	368	0	2	0	370	4	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	1361	54	30	0	1445	14	21
Southbound	1905	76	26	0	2007	20	6
Eastbound	993	0	5	0	998	10	0
Westbound	1367	0	6	0	1373	14	0

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 2. MacArthur & Birch
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
			AM PEAK PERIOD				
Northbound	1892	57	11	0	1960	20	8
Southbound	1094	33	26	0	1153	12	20
Eastbound	554	0	7	0	561	6	0
Westbound	232	0	0	0	232	2	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

			PM PEAK PERIOD				
Northbound	1318	40	17	0	1375	14	21
Southbound	2306	69	28	0	2403	24	6
Eastbound	525	0	14	0	539	5	0
Westbound	937	0	2	0	939	9	0

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 3. MacArthur & Von Karman
Existing Traffic Volumes Based on Average Winter/Spring 2006

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	1903	76	9	0	1988	20	8
Southbound	627	25	14	0	666	7	20
Eastbound	155	0	5	0	160	2	0
Westbound	302	0	3	0	305	3	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	1014	41	16	0	1071	11	21
Southbound	1097	44	18	0	1159	12	6
Eastbound	640	0	15	0	655	7	0
Westbound	899	0	8	0	907	9	0

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 4. Jamboree & Campus
Existing Traffic Volumes Based on Average Winter/Spring 2006

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	1520	61	26	0	1607	16	8
Southbound	2134	85	46	0	2265	23	20
Eastbound	290	0	4	0	294	3	0
Westbound	845	0	3	0	848	8	0

==> Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	2025	81	45	0	2151	22	21
Southbound	2413	97	42	0	2552	26	6
Eastbound	1086	0	2	0	1088	11	0
Westbound	769	0	5	0	774	8	0

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 5. Jamboree & Birch
Existing Traffic Volumes Based on Average Winter/Spring 2006

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	1648	66	28	0	1742	17	8
Southbound	2051	82	57	0	2190	22	20
Eastbound	194	0	0	0	194	2	0
Westbound	7	0	0	0	7	0	0

==> Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	1844	74	52	0	1970	20	21
Southbound	2346	94	45	0	2485	25	6
Eastbound	509	0	1	0	510	5	0
Westbound	14	0	0	0	14	0	0

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 6. MacArthur & Jamboree
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
			AM PEAK PERIOD				
Northbound	1648	49	28	0	1725	17	8
Southbound	2051	62	42	0	2155	22	20
Eastbound	194	6	35	0	235	2	8
Westbound	7	0	56	0	63	1	20

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

			PM PEAK PERIOD				
Northbound	1844	55	36	0	1935	19	21
Southbound	2346	70	77	0	2493	25	6
Eastbound	509	15	47	0	571	6	21
Westbound	14	0	45	0	59	1	6

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 7. Bayview & Bristol South (EB)
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	480	0	0	0	480	5	0
Southbound	0	0	0	0	0	0	0
Eastbound	3107	0	78	0	3185	32	32
Westbound	0	0	0	0	0	0	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	641	0	0	0	641	6	0
Southbound	0	0	0	0	0	0	0
Eastbound	3057	0	80	0	3137	31	18
Westbound	0	0	0	0	0	0	0

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 8. Jamboree & Bristol North (WB)
Existing Traffic Volumes Based on Average Winter/Spring 2006

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	3370	135	52	0	3557	36	29
Southbound	1050	42	51	0	1143	11	20
Eastbound	0	0	0	0	0	0	0
Westbound	0	0	0	0	0	0	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	2849	114	70	0	3033	30	58
Southbound	1971	79	54	0	2104	21	6
Eastbound	0	0	0	0	0	0	0
Westbound	0	0	0	0	0	0	0

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 9. Jamboree & Bristol South (EB)
Existing Traffic Volumes Based on Average Winter/Spring 2006

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	2187	87	75	0	2349	23	26
Southbound	675	27	51	0	753	8	20
Eastbound	2831	0	78	0	2909	29	31
Westbound	0	0	0	0	0	0	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	1958	78	118	0	2154	22	28
Southbound	1241	50	52	0	1343	13	6
Eastbound	3273	0	80	0	3353	34	15
Westbound	0	0	0	0	0	0	0

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 10. Jamboree & Bayview
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	1935	58	75	0	2068	21	30
Southbound	2006	60	51	0	2117	21	52
Eastbound	88	0	0	0	88	1	0
Westbound	100	0	0	0	100	1	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	1758	53	118	0	1929	19	57
Southbound	2383	71	52	0	2506	25	25
Eastbound	399	0	0	0	399	4	0
Westbound	170	0	0	0	170	2	0

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 11. Jamboree & Eastbluff/University
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	1718	52	70	0	1840	18	35
Southbound	1669	50	113	0	1832	18	52
Eastbound	534	0	1	0	535	5	0
Westbound	618	0	5	0	623	6	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	1678	50	123	0	1851	19	59
Southbound	2477	74	109	0	2660	27	25
Eastbound	351	0	0	0	351	4	0
Westbound	438	0	10	0	448	4	2

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 12. Jamboree & Bison
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	1547	46	60	0	1653	17	42
Southbound	1993	60	105	0	2158	22	53
Eastbound	187	0	0	0	187	2	0
Westbound	319	0	5	0	324	3	1

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	1807	54	108	0	1969	20	62
Southbound	2302	69	107	0	2478	25	27
Eastbound	102	0	1	0	103	1	0
Westbound	464	0	6	0	470	5	5

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 13. Jamboree & Eastbluff/Ford
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	1762	53	70	0	1885	19	42
Southbound	1769	53	105	0	1927	19	54
Eastbound	742	0	9	0	751	8	0
Westbound	522	0	12	0	534	5	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	2355	71	125	0	2551	26	62
Southbound	2225	67	94	0	2386	24	32
Eastbound	533	0	4	0	537	5	0
Westbound	373	0	4	0	377	4	0

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 14. Jamboree & San Joaquin Hills
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	1313	39	163	0	1515	15	0
Southbound	1929	58	275	0	2262	23	54
Eastbound	350	0	0	0	350	4	0
Westbound	182	0	38	0	220	2	42

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	1800	54	243	0	2097	21	0
Southbound	2415	72	255	0	2742	27	32
Eastbound	253	0	12	0	265	3	0
Westbound	295	0	98	0	393	4	62

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 15. Jamboree & Santa Barbara
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	1554	47	53	0	1654	17	1
Southbound	1392	42	123	0	1557	16	0
Eastbound	73	0	6	0	79	1	0
Westbound	146	0	6	0	152	2	17

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	1246	37	91	0	1374	14	6
Southbound	2100	63	88	0	2251	23	0
Eastbound	38	0	3	0	41	0	0
Westbound	974	0	8	0	982	10	5

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 16. Jamboree & Coast Hwy
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	488	15	1	0	504	5	0
Southbound	1101	33	106	0	1240	12	17
Eastbound	3049	91	89	0	3229	32	30
Westbound	1252	38	33	0	1323	13	15

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	398	12	3	0	413	4	0
Southbound	2060	62	85	0	2207	22	5
Eastbound	2438	73	121	0	2632	26	13
Westbound	2323	70	63	0	2456	25	31

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 17. MacArthur & Bison
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	2817	85	2	0	2904	29	33
Southbound	2357	71	5	0	2433	24	61
Eastbound	604	0	7	0	611	6	6
Westbound	694	0	2	0	696	7	21

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	2829	85	19	0	2933	29	84
Southbound	3252	98	28	0	3378	34	21
Eastbound	597	0	8	0	605	6	3
Westbound	770	0	1	0	771	8	11

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 18. MacArthur & Ford/Bonita Canyon
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	2108	63	8	0	2179	22	39
Southbound	2465	74	11	0	2550	26	80
Eastbound	426	0	4	0	430	4	0
Westbound	1775	0	10	0	1785	18	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	2877	86	33	0	2996	30	86
Southbound	3151	95	23	0	3269	33	28
Eastbound	387	0	2	0	389	4	0
Westbound	992	0	12	0	1004	10	2

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 19. MacArthur & San Joaquin Hills
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	1652	50	19	0	1721	17	0
Southbound	2520	76	43	0	2639	26	82
Eastbound	591	0	8	0	599	6	40
Westbound	750	0	8	0	758	8	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	2016	60	46	0	2122	21	0
Southbound	2628	79	54	0	2761	28	30
Eastbound	1062	0	55	0	1117	11	87
Westbound	878	0	8	0	886	9	0

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 20. MacArthur & San Miguel
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	1883	56	8	0	1947	19	1
Southbound	1765	53	7	0	1825	18	0
Eastbound	190	0	5	0	195	2	11
Westbound	426	0	1	0	427	4	7

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	1376	41	11	0	1428	14	4
Southbound	2017	61	11	0	2089	21	0
Eastbound	1535	0	29	0	1564	16	9
Westbound	478	0	12	0	490	5	0

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 21. MacArthur & Coast Hwy
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	0	0	0	0	0	0	0
Southbound	908	27	3	0	938	9	11
Eastbound	1842	55	10	0	1907	19	2
Westbound	1986	60	12	0	2058	21	19

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	0	0	0	0	0	0	0
Southbound	1832	55	4	0	1891	19	3
Eastbound	1864	56	13	0	1933	19	15
Westbound	1929	58	10	0	1997	20	2

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 22. Santa Cruz & San Joaquin Hills
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	72	0	4	0	76	1	35
Southbound	55	0	2	0	57	1	0
Eastbound	748	0	2	0	750	8	54
Westbound	495	0	2	0	497	5	7

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	469	0	0	0	469	5	14
Southbound	72	0	2	0	74	1	0
Eastbound	578	0	2	0	580	6	32
Westbound	586	0	2	0	588	6	48

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 23. Santa Rosa & San Joaquin Hills
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	108	0	26	0	134	1	36
Southbound	115	0	0	0	115	1	0
Eastbound	428	0	20	0	448	4	49
Westbound	1032	0	26	0	1058	11	4

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	567	0	67	0	634	6	59
Southbound	98	0	0	0	98	1	0
Eastbound	729	0	26	0	755	8	10
Westbound	580	0	64	0	644	6	14

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 24. San Miguel & San Joaquin Hills
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	322	0	0	0	322	3	0
Southbound	485	0	0	0	485	5	9
Eastbound	729	0	2	0	731	7	0
Westbound	936	0	4	0	940	9	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	720	0	28	0	748	7	6
Southbound	423	0	15	0	438	4	0
Eastbound	959	0	0	0	959	10	0
Westbound	1115	0	16	0	1131	11	0

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 25. Avocado & San Miguel
Existing Traffic Volumes Based on Average Winter/Spring 2003

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	392	0	0	0	392	4	49
Southbound	118	0	0	0	118	1	8
Eastbound	208	0	0	0	208	2	10
Westbound	1089	0	0	0	1089	11	9

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	891	0	0	0	891	9	10
Southbound	372	0	0	0	372	4	58
Eastbound	724	0	22	0	746	7	1
Westbound	742	0	16	0	758	8	0

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 26. Balboa/Superior & Coast Hwy
Existing Traffic Volumes Based on Average Winter/Spring 2006

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	618	0	31	0	649	6	0
Southbound	479	0	26	0	505	5	0
Eastbound	3468	139	168	0	3775	38	11
Westbound	849	34	28	0	911	9	18

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	535	0	10	0	545	5	0
Southbound	1138	0	162	0	1300	13	0
Eastbound	1649	66	73	0	1788	18	8
Westbound	2446	98	62	0	2606	26	15

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 27. Newport & Coast Hwy
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	0	0	0	0	0	0	0
Southbound	653	20	49	0	722	7	10
Eastbound	2562	77	7	0	2646	26	11
Westbound	1098	33	27	0	1158	12	18

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	0	0	0	0	0	0	0
Southbound	1087	33	118	0	1238	12	4
Eastbound	1534	46	77	0	1657	17	8
Westbound	2411	72	14	0	2497	25	15

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 28. Riverside & Coast Hwy
Existing Traffic Volumes Based on Average Winter/Spring 2006

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	8	0	0	0	8	0	0
Southbound	401	0	2	0	403	4	0
Eastbound	2392	96	94	0	2582	26	22
Westbound	1309	52	130	0	1491	15	26

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	47	0	0	0	47	0	0
Southbound	524	0	2	0	526	5	0
Eastbound	1817	73	181	0	2071	21	13
Westbound	2523	101	134	0	2758	28	27

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 29. Tustin & Coast Hwy
Existing Traffic Volumes Based on Average Winter/Spring 2006

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	0	0	0	0	0	0	0
Southbound	52	0	0	0	52	1	0
Eastbound	2268	91	86	0	2445	24	22
Westbound	1276	51	55	0	1382	14	26

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	7	0	0	0	7	0	0
Southbound	85	0	0	0	85	1	0
Eastbound	1587	63	91	0	1741	17	13
Westbound	2509	100	103	0	2712	27	27

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 30. Dover/Bayshore & Coast Hwy
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	74	0	0	0	74	1	0
Southbound	976	0	24	0	1000	10	9
Eastbound	2421	73	81	0	2575	26	22
Westbound	1720	52	61	0	1833	18	32

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	119	0	0	0	119	1	0
Southbound	1310	0	41	0	1351	14	1
Eastbound	1630	49	118	0	1797	18	13
Westbound	3341	100	92	0	3533	35	37

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 31. Bayside & Coast Hwy
Existing Traffic Volumes Based on Average Winter/Spring 2006

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	446	0	4	0	450	5	0
Southbound	46	0	62	0	108	1	0
Eastbound	3170	127	71	0	3368	34	31
Westbound	1483	59	39	0	1581	16	32

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	523	0	5	0	528	5	0
Southbound	68	0	100	0	168	2	0
Eastbound	2419	97	91	0	2607	26	13
Westbound	3129	125	56	0	3310	33	37

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 32. Newport Center & Coast Hwy
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	0	0	0	0	0	0	0
Southbound	128	0	9	0	137	1	9
Eastbound	1905	57	10	0	1972	20	29
Westbound	1447	43	16	0	1506	15	1

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	0	0	0	0	0	0	0
Southbound	680	0	34	0	714	7	0
Eastbound	1874	56	26	0	1956	20	7
Westbound	2041	61	13	0	2115	21	17

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 33. Avocado & Coast Hwy
Existing Traffic Volumes Based on Average Winter/Spring 2006

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	305	0	0	0	305	3	0
Southbound	143	0	0	0	143	1	7
Eastbound	1480	59	6	0	1545	15	28
Westbound	1398	56	15	0	1469	15	18

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	362	0	0	0	362	4	0
Southbound	705	0	1	0	706	7	48
Eastbound	1684	67	11	0	1762	18	2
Westbound	1603	64	7	0	1674	17	0

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 34. Goldenrod & Coast Hwy
Existing Traffic Volumes Based on Average Winter/Spring 2006

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	133	0	0	0	133	1	0
Southbound	59	0	1	0	60	1	0
Eastbound	1187	47	6	0	1240	12	14
Westbound	1990	80	10	0	2080	21	19

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	135	0	0	0	135	1	0
Southbound	75	0	0	0	75	1	0
Eastbound	1782	71	8	0	1861	19	18
Westbound	1742	70	7	0	1819	18	2

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 35. Marguerite & Coast Hwy
Existing Traffic Volumes Based on Average Winter/Spring 2006

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	249	0	0	0	249	2	0
Southbound	243	0	0	0	243	2	0
Eastbound	1233	49	5	0	1287	13	18
Westbound	1821	73	10	0	1904	19	2

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	241	0	0	0	241	2	0
Southbound	254	0	0	0	254	3	0
Eastbound	1799	72	7	0	1878	19	14
Westbound	1460	58	7	0	1525	15	19

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 36. Newport Center & Santa Barbara
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	223	0	0	0	223	2	0
Southbound	126	0	0	0	126	1	0
Eastbound	227	0	0	0	227	2	2
Westbound	13	0	0	0	13	0	1

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	291	0	0	0	291	3	0
Southbound	289	0	0	0	289	3	0
Eastbound	267	0	0	0	267	3	9
Westbound	91	0	0	0	91	1	9

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 37. Santa Cruz & Newport Center
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	69	0	0	0	69	1	1
Southbound	166	0	0	0	166	2	2
Eastbound	117	0	0	0	117	1	0
Westbound	181	0	0	0	181	2	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	274	0	0	0	274	3	9
Southbound	255	0	0	0	255	3	9
Eastbound	235	0	0	0	235	2	0
Westbound	299	0	0	0	299	3	0

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 38. Newport Center & Santa Rosa
Existing Traffic Volumes Based on Average Winter/Spring 2003

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	122	0	0	0	122	1	6
Southbound	313	0	0	0	313	3	30
Eastbound	85	0	0	0	85	1	0
Westbound	274	0	0	0	274	3	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	278	0	0	0	278	3	26
Southbound	392	0	0	0	392	4	15
Eastbound	214	0	0	0	214	2	0
Westbound	298	0	0	0	298	3	0

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 39. Newport Center & San Miguel
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	322	0	0	0	322	3	3
Southbound	130	0	0	0	130	1	17
Eastbound	69	0	0	0	69	1	2
Westbound	377	0	0	0	377	4	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	376	0	0	0	376	4	10
Southbound	388	0	0	0	388	4	0
Eastbound	390	0	0	0	390	4	16
Westbound	685	0	0	0	685	7	0

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 40. Newport Center/Fashion Island & Newport Center
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	501	0	0	0	501	5	0
Southbound	15	0	0	0	15	0	1
Eastbound	229	0	0	0	229	2	0
Westbound	121	0	0	0	121	1	10

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	431	0	0	0	431	4	1
Southbound	156	0	0	0	156	2	9
Eastbound	342	0	0	0	342	3	0
Westbound	511	0	0	0	511	5	0

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 1. MacArthur & Campus
Existing Traffic Volumes Based on Average Winter/Spring 2006

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
			AM PEAK PERIOD				
Northbound	1000	40	16	150	1206	12	8
Southbound	1478	59	25	58	1620	16	20
Eastbound	1323	0	10	0	1333	13	0
Westbound	368	0	2	0	370	4	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

			PM PEAK PERIOD				
Northbound	1361	54	30	101	1546	15	21
Southbound	1905	76	26	155	2162	22	6
Eastbound	993	0	5	0	998	10	0
Westbound	1367	0	6	0	1373	14	0

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 2. MacArthur & Birch
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	1892	57	11	150	2110	21	8
Southbound	1094	33	26	58	1211	12	20
Eastbound	554	0	7	0	561	6	0
Westbound	232	0	0	0	232	2	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	1318	40	17	101	1476	15	21
Southbound	2306	69	28	155	2558	26	6
Eastbound	525	0	14	0	539	5	0
Westbound	937	0	2	0	939	9	0

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 3. MacArthur & Von Karman
Existing Traffic Volumes Based on Average Winter/Spring 2006

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	1903	76	9	168	2156	22	8
Southbound	627	25	14	58	724	7	20
Eastbound	155	0	5	0	160	2	0
Westbound	302	0	3	25	330	3	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	1014	41	16	125	1196	12	21
Southbound	1097	44	18	155	1314	13	6
Eastbound	640	0	15	0	655	7	0
Westbound	899	0	8	21	928	9	0

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 4. Jamboree & Campus
Existing Traffic Volumes Based on Average Winter/Spring 2006

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	1520	61	26	173	1780	18	8
Southbound	2134	85	46	71	2336	23	20
Eastbound	290	0	4	0	294	3	0
Westbound	845	0	3	0	848	8	0

==> Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	2025	81	45	119	2270	23	21
Southbound	2413	97	42	179	2731	27	6
Eastbound	1086	0	2	0	1088	11	0
Westbound	769	0	5	0	774	8	0

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 5. Jamboree & Birch
Existing Traffic Volumes Based on Average Winter/Spring 2006

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	1648	66	28	173	1915	19	8
Southbound	2051	82	57	71	2261	23	20
Eastbound	194	0	0	0	194	2	0
Westbound	7	0	0	0	7	0	0

==> Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	1844	74	52	119	2089	21	21
Southbound	2346	94	45	179	2664	27	6
Eastbound	509	0	1	0	510	5	0
Westbound	14	0	0	0	14	0	0

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 6. MacArthur & Jamboree
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	1648	49	28	166	1891	19	8
Southbound	2051	62	42	82	2237	22	20
Eastbound	194	6	35	174	409	4	8
Westbound	7	0	56	71	134	1	20

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	1844	55	36	138	2073	21	21
Southbound	2346	70	77	176	2669	27	6
Eastbound	509	15	47	106	677	7	21
Westbound	14	0	45	179	238	2	6

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 7. Bayview & Bristol South (EB)
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	480	0	0	0	480	5	0
Southbound	0	0	0	0	0	0	0
Eastbound	3107	0	78	0	3185	32	32
Westbound	0	0	0	0	0	0	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	641	0	0	0	641	6	0
Southbound	0	0	0	0	0	0	0
Eastbound	3057	0	80	0	3137	31	18
Westbound	0	0	0	0	0	0	0

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 8. Jamboree & Bristol North (WB)
Existing Traffic Volumes Based on Average Winter/Spring 2006

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	3370	135	52	173	3730	37	29
Southbound	1050	42	51	51	1194	12	20
Eastbound	0	0	0	0	0	0	0
Westbound	0	0	0	0	0	0	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	2849	114	70	107	3140	31	58
Southbound	1971	79	54	177	2281	23	6
Eastbound	0	0	0	0	0	0	0
Westbound	0	0	0	0	0	0	0

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 9. Jamboree & Bristol South (EB)
Existing Traffic Volumes Based on Average Winter/Spring 2006

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	2187	87	75	173	2522	25	26
Southbound	675	27	51	51	804	8	20
Eastbound	2831	0	78	0	2909	29	31
Westbound	0	0	0	0	0	0	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	1958	78	118	107	2261	23	28
Southbound	1241	50	52	177	1520	15	6
Eastbound	3273	0	80	0	3353	34	15
Westbound	0	0	0	0	0	0	0

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 10. Jamboree & Bayview
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	1935	58	75	173	2241	22	30
Southbound	2006	60	51	51	2168	22	52
Eastbound	88	0	0	0	88	1	0
Westbound	100	0	0	0	100	1	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	1758	53	118	107	2036	20	57
Southbound	2383	71	52	177	2683	27	25
Eastbound	399	0	0	0	399	4	0
Westbound	170	0	0	0	170	2	0

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 11. Jamboree & Eastbluff/University
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	1718	52	70	248	2088	21	35
Southbound	1669	50	113	51	1883	19	52
Eastbound	534	0	1	0	535	5	0
Westbound	618	0	5	22	645	6	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	1678	50	123	155	2006	20	59
Southbound	2477	74	109	177	2837	28	25
Eastbound	351	0	0	0	351	4	0
Westbound	438	0	10	80	528	5	2

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 12. Jamboree & Bison
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	1547	46	60	2112	3765	38	42
Southbound	1993	60	105	73	2231	22	53
Eastbound	187	0	0	0	187	2	0
Westbound	319	0	5	37	361	4	1

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	1807	54	108	132	2101	21	62
Southbound	2302	69	107	257	2735	27	27
Eastbound	102	0	1	0	103	1	0
Westbound	464	0	6	23	493	5	5

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 13. Jamboree & Eastbluff/Ford
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	1762	53	70	212	2097	21	42
Southbound	1769	53	105	62	1989	20	54
Eastbound	742	0	9	18	769	8	0
Westbound	522	0	12	117	651	7	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	2355	71	125	168	2719	27	62
Southbound	2225	67	94	220	2606	26	32
Eastbound	533	0	4	63	600	6	0
Westbound	373	0	4	71	448	4	0

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 14. Jamboree & San Joaquin Hills
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	1313	39	163	178	1693	17	0
Southbound	1929	58	275	103	2365	24	54
Eastbound	350	0	0	0	350	4	0
Westbound	182	0	38	34	254	3	42

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	1800	54	243	148	2245	22	0
Southbound	2415	72	255	232	2974	30	32
Eastbound	253	0	12	0	265	3	0
Westbound	295	0	98	20	413	4	62

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 15. Jamboree & Santa Barbara
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	1554	47	53	178	1832	18	1
Southbound	1392	42	123	94	1651	17	0
Eastbound	73	0	6	0	79	1	0
Westbound	146	0	6	0	152	2	17

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	1246	37	91	148	1522	15	6
Southbound	2100	63	88	194	2445	24	0
Eastbound	38	0	3	0	41	0	0
Westbound	974	0	8	0	982	10	5

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 16. Jamboree & Coast Hwy
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	488	15	1	0	504	5	0
Southbound	1101	33	106	94	1334	13	17
Eastbound	3049	91	89	120	3349	33	30
Westbound	1252	38	33	471	1794	18	15

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	398	12	3	0	413	4	0
Southbound	2060	62	85	194	2401	24	5
Eastbound	2438	73	121	390	3022	30	13
Westbound	2323	70	63	317	2773	28	31

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 17. MacArthur & Bison
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	2817	85	2	151	3055	31	33
Southbound	2357	71	5	49	2482	25	61
Eastbound	604	0	7	11	622	6	6
Westbound	694	0	2	52	748	7	21

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	2829	85	19	93	3026	30	84
Southbound	3252	98	28	170	3548	35	21
Eastbound	597	0	8	37	642	6	3
Westbound	770	0	1	32	803	8	11

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 18. MacArthur & Ford/Bonita Canyon
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	2108	63	8	183	2362	24	39
Southbound	2465	74	11	45	2595	26	80
Eastbound	426	0	4	15	445	4	0
Westbound	1775	0	10	222	2007	20	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	2877	86	33	145	3141	31	86
Southbound	3151	95	23	155	3424	34	28
Eastbound	387	0	2	54	443	4	0
Westbound	992	0	12	169	1173	12	2

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 19. MacArthur & San Joaquin Hills
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	1652	50	19	145	1866	19	0
Southbound	2520	76	43	99	2738	27	82
Eastbound	591	0	8	46	645	6	40
Westbound	750	0	8	191	949	9	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	2016	60	46	183	2305	23	0
Southbound	2628	79	54	190	2951	30	30
Eastbound	1062	0	55	100	1217	12	87
Westbound	878	0	8	139	1025	10	0

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 20. MacArthur & San Miguel
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	1883	56	8	182	2129	21	1
Southbound	1765	53	7	142	1967	20	0
Eastbound	190	0	5	12	207	2	11
Westbound	426	0	1	0	427	4	7

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	1376	41	11	205	1633	16	4
Southbound	2017	61	11	182	2271	23	0
Eastbound	1535	0	29	37	1601	16	9
Westbound	478	0	12	0	490	5	0

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 21. MacArthur & Coast Hwy
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	0	0	0	0	0	0	0
Southbound	908	27	3	152	1090	11	11
Eastbound	1842	55	10	145	2052	21	2
Westbound	1986	60	12	474	2532	25	19

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	0	0	0	0	0	0	0
Southbound	1832	55	4	220	2111	21	3
Eastbound	1864	56	13	456	2389	24	15
Westbound	1929	58	10	286	2283	23	2

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 22. Santa Cruz & San Joaquin Hills
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	72	0	4	0	76	1	35
Southbound	55	0	2	10	67	1	0
Eastbound	748	0	2	9	759	8	54
Westbound	495	0	2	41	538	5	7

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	469	0	0	0	469	5	14
Southbound	72	0	2	9	83	1	0
Eastbound	578	0	2	38	618	6	32
Westbound	586	0	2	30	618	6	48

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 23. Santa Rosa & San Joaquin Hills
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	108	0	26	11	145	1	36
Southbound	115	0	0	15	130	1	0
Eastbound	428	0	20	19	467	5	49
Westbound	1032	0	26	91	1149	11	4

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	567	0	67	42	676	7	59
Southbound	98	0	0	12	110	1	0
Eastbound	729	0	26	47	802	8	10
Westbound	580	0	64	69	713	7	14

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 24. San Miguel & San Joaquin Hills
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	322	0	0	0	322	3	0
Southbound	485	0	0	0	485	5	9
Eastbound	729	0	2	63	794	8	0
Westbound	936	0	4	191	1131	11	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	720	0	28	0	748	7	6
Southbound	423	0	15	0	438	4	0
Eastbound	959	0	0	216	1175	12	0
Westbound	1115	0	16	137	1268	13	0

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 25. Avocado & San Miguel
Existing Traffic Volumes Based on Average Winter/Spring 2003

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	392	0	0	0	392	4	49
Southbound	118	0	0	0	118	1	8
Eastbound	208	0	0	12	220	2	10
Westbound	1089	0	0	37	1126	11	9

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	891	0	0	0	891	9	10
Southbound	372	0	0	0	372	4	58
Eastbound	724	0	22	37	783	8	1
Westbound	742	0	16	22	780	8	0

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 26. Balboa/Superior & Coast Hwy
Existing Traffic Volumes Based on Average Winter/Spring 2006

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	618	0	31	14	663	7	0
Southbound	479	0	26	52	557	6	0
Eastbound	3468	139	168	102	3877	39	11
Westbound	849	34	28	231	1142	11	18

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	535	0	10	15	560	6	0
Southbound	1138	0	162	221	1521	15	0
Eastbound	1649	66	73	219	2007	20	8
Westbound	2446	98	62	142	2748	27	15

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 27. Newport & Coast Hwy
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	0	0	0	0	0	0	0
Southbound	653	20	49	17	739	7	10
Eastbound	2562	77	7	67	2713	27	11
Westbound	1098	33	27	235	1393	14	18

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	0	0	0	0	0	0	0
Southbound	1087	33	118	85	1323	13	4
Eastbound	1534	46	77	238	1895	19	8
Westbound	2411	72	14	145	2642	26	15

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 28. Riverside & Coast Hwy
Existing Traffic Volumes Based on Average Winter/Spring 2006

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	8	0	0	0	8	0	0
Southbound	401	0	2	5	408	4	0
Eastbound	2392	96	94	89	2671	27	22
Westbound	1309	52	130	281	1772	18	26

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	47	0	0	0	47	0	0
Southbound	524	0	2	4	530	5	0
Eastbound	1817	73	181	327	2398	24	13
Westbound	2523	101	134	195	2953	30	27

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 29. Tustin & Coast Hwy
Existing Traffic Volumes Based on Average Winter/Spring 2006

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	0	0	0	0	0	0	0
Southbound	52	0	0	0	52	1	0
Eastbound	2268	91	86	94	2539	25	22
Westbound	1276	51	55	280	1662	17	26

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	7	0	0	0	7	0	0
Southbound	85	0	0	0	85	1	0
Eastbound	1587	63	91	332	2073	21	13
Westbound	2509	100	103	197	2909	29	27

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 30. Dover/Bayshore & Coast Hwy
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	74	0	0	0	74	1	0
Southbound	976	0	24	28	1028	10	9
Eastbound	2421	73	81	94	2669	27	22
Westbound	1720	52	61	360	2193	22	32

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	119	0	0	0	119	1	0
Southbound	1310	0	41	83	1434	14	1
Eastbound	1630	49	118	332	2129	21	13
Westbound	3341	100	92	248	3781	38	37

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 31. Bayside & Coast Hwy
Existing Traffic Volumes Based on Average Winter/Spring 2006

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	446	0	4	0	450	5	0
Southbound	46	0	62	5	113	1	0
Eastbound	3170	127	71	116	3484	35	31
Westbound	1483	59	39	351	1932	19	32

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	523	0	5	0	528	5	0
Southbound	68	0	100	4	172	2	0
Eastbound	2419	97	91	385	2992	30	13
Westbound	3129	125	56	238	3548	35	37

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 32. Newport Center & Coast Hwy
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	0	0	0	0	0	0	0
Southbound	128	0	9	0	137	1	9
Eastbound	1905	57	10	156	2128	21	29
Westbound	1447	43	16	469	1975	20	1

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	0	0	0	0	0	0	0
Southbound	680	0	34	0	714	7	0
Eastbound	1874	56	26	513	2469	25	7
Westbound	2041	61	13	317	2432	24	17

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 33. Avocado & Coast Hwy
Existing Traffic Volumes Based on Average Winter/Spring 2006

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	305	0	0	0	305	3	0
Southbound	143	0	0	0	143	1	7
Eastbound	1480	59	6	156	1701	17	28
Westbound	1398	56	15	469	1938	19	18

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	362	0	0	0	362	4	0
Southbound	705	0	1	0	706	7	48
Eastbound	1684	67	11	513	2275	23	2
Westbound	1603	64	7	317	1991	20	0

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 34. Goldenrod & Coast Hwy
Existing Traffic Volumes Based on Average Winter/Spring 2006

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	133	0	0	0	133	1	0
Southbound	59	0	1	0	60	1	0
Eastbound	1187	47	6	159	1399	14	14
Westbound	1990	80	10	502	2582	26	19

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	135	0	0	0	135	1	0
Southbound	75	0	0	0	75	1	0
Eastbound	1782	71	8	527	2388	24	18
Westbound	1742	70	7	317	2136	21	2

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 35. Marguerite & Coast Hwy
Existing Traffic Volumes Based on Average Winter/Spring 2006

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	249	0	0	0	249	2	0
Southbound	243	0	0	3	246	2	0
Eastbound	1233	49	5	159	1446	14	14
Westbound	1821	73	10	515	2419	24	19

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	241	0	0	0	241	2	0
Southbound	254	0	0	13	267	3	0
Eastbound	1799	72	7	527	2405	24	18
Westbound	1460	58	7	324	1849	18	2

==> Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 36. Newport Center & Santa Barbara
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	223	0	0	0	223	2	0
Southbound	126	0	0	0	126	1	0
Eastbound	227	0	0	0	227	2	2
Westbound	13	0	0	0	13	0	1

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	291	0	0	0	291	3	0
Southbound	289	0	0	0	289	3	0
Eastbound	267	0	0	0	267	3	9
Westbound	91	0	0	0	91	1	9

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 37. Santa Cruz & Newport Center
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	69	0	0	0	69	1	1
Southbound	166	0	0	0	166	2	2
Eastbound	117	0	0	0	117	1	0
Westbound	181	0	0	0	181	2	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	274	0	0	0	274	3	9
Southbound	255	0	0	0	255	3	9
Eastbound	235	0	0	0	235	2	0
Westbound	299	0	0	0	299	3	0

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 38. Newport Center & Santa Rosa
Existing Traffic Volumes Based on Average Winter/Spring 2003

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	122	0	0	0	122	1	6
Southbound	313	0	0	0	313	3	30
Eastbound	85	0	0	0	85	1	0
Westbound	274	0	0	0	274	3	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	278	0	0	0	278	3	26
Southbound	392	0	0	0	392	4	15
Eastbound	214	0	0	0	214	2	0
Westbound	298	0	0	0	298	3	0

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 39. Newport Center & San Miguel
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	322	0	0	0	322	3	3
Southbound	130	0	0	0	130	1	17
Eastbound	69	0	0	0	69	1	2
Westbound	377	0	0	0	377	4	0

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	376	0	0	0	376	4	10
Southbound	388	0	0	0	388	4	0
Eastbound	390	0	0	0	390	4	16
Westbound	685	0	0	0	685	7	0

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1% Traffic Volume Analysis

Intersection: 40. Newport Center/Fashion Island & Newport Center
Existing Traffic Volumes Based on Average Winter/Spring 2007

Approach Direction	Existing Peak 1 Hour Volume	Peak 1 Hour Regional Growth Volume	Approved Projects Peak 1 Hour Volume	Cumulative Projects Peak 1 Hour Volume	Projected Peak 1 Hour Volume	1% of Projected Peak 1 Hour Volume	Project Peak 1 Hour Volume
AM PEAK PERIOD							
Northbound	501	0	0	0	501	5	0
Southbound	15	0	0	0	15	0	1
Eastbound	229	0	0	0	229	2	0
Westbound	121	0	0	0	121	1	10

Project AM Traffic is estimated to be less than 1% of Projected AM Peak 1 Hour Traffic Volume.

==> Project AM Traffic is estimated to be 1% or greater of Projected AM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PM PEAK PERIOD							
Northbound	431	0	0	0	431	4	1
Southbound	156	0	0	0	156	2	9
Eastbound	342	0	0	0	342	3	0
Westbound	511	0	0	0	511	5	0

Project PM Traffic is estimated to be less than 1% of Projected PM Peak 1 Hour Traffic Volume.

==> Project PM Traffic is estimated to be 1% or greater of Projected PM Peak 1 Hour Traffic Volume.
Intersection Capacity Utilization (ICU) Analysis is required.

PROJECT: North Newport Center TPO FULL OCCUPANCY YEAR: 2010

1. MacArthur & Campus

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	53	.033	155	.097*
NBT	4	6400	897	.140*	1171	.183
NBR	1	1600	50	.031	35	.022
SBL	1	1600	261	.163*	131	.082
SBT	4	6400	918	.143	1108	.173*
SBR	1	1600	299	.187	666	.416
EBL	2	3200	458	.143	336	.105*
EBT	3	4800	778	.180*	455	.137
EBR	0	0	87		202	
WBL	2	3200	43	.013*	132	.041
WBT	3	4800	225	.047	1080	.225*
WBR	f		100		155	
Right Turn Adjustment					SBR	.164*
TOTAL CAPACITY UTILIZATION				**.496**		**.764**

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	55	.034	157	.098*
NBT	4	6400	947	.148*	1244	.194
NBR	1	1600	50	.031	37	.023
SBL	1	1600	261	.163*	131	.082
SBT	4	6400	978	.153	1175	.184*
SBR	1	1600	301	.188	669	.418
EBL	2	3200	461	.144	338	.106*
EBT	3	4800	782	.181*	475	.141
EBR	0	0	89		204	
WBL	2	3200	44	.014*	135	.042
WBT	3	4800	227	.047	1082	.225*
WBR	f		100		156	
Right Turn Adjustment					SBR	.154*
TOTAL CAPACITY UTILIZATION				**.506**		**.767**

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	55	.034	157	.098*
NBT	4	6400	955	.149*	1265	.198
NBR	1	1600	50	.031	37	.023
SBL	1	1600	261	.163*	131	.082
SBT	4	6400	998	.156	1181	.185*
SBR	1	1600	301	.188	669	.418
EBL	2	3200	461	.144	338	.106*
EBT	3	4800	782	.181*	475	.141
EBR	0	0	89		204	
WBL	2	3200	44	.014*	135	.042
WBT	3	4800	227	.047	1082	.225*
WBR	f		100		156	
Right Turn Adjustment					SBR	.153*
TOTAL CAPACITY UTILIZATION				**.507**		**.767**

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	55	.034	157	.098*
NBT	4	6400	1097	.171*	1345	.210
NBR	1	1600	50	.031	37	.023
SBL	1	1600	261	.163*	131	.082
SBT	4	6400	1036	.162	1330	.208*
SBR	1	1600	301	.188	669	.418
EBL	2	3200	461	.144	338	.106*
EBT	3	4800	782	.181*	475	.141
EBR	0	0	89		204	
WBL	2	3200	44	.014*	135	.042
WBT	3	4800	227	.047	1082	.225*
WBR	f		100		156	
Right Turn Adjustment					SBR	.130*
TOTAL CAPACITY UTILIZATION				**.529**		**.767**

1. MacArthur & Campus

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	55	.034	157	.098*
NBT	4	6400	1105	.173*	1366	.213
NBR	1	1600	50	.031	37	.023
SBL	1	1600	261	.163*	131	.082
SBT	4	6400	1056	.165	1336	.209*
SBR	1	1600	301	.188	669	.418
EBL	2	3200	461	.144	338	.106*
EBT	3	4800	782	.181*	475	.141
EBR	0	0	89		204	
WBL	2	3200	44	.014*	135	.042
WBT	3	4800	227	.047	1082	.225*
WBR	f		100		156	
Right Turn Adjustment					SBR	.129*
TOTAL CAPACITY UTILIZATION				**.531**		**.767**

2. MacArthur & Birch

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	47	.029	113	.071*
NBT	3	4800	1741	.363*	1183	.246
NBR	f		104		22	
SBL	1	1600	146	.091*	69	.043
SBT	4	6400	771	.148	2067	.350*
SBR	0	0	177		170	
EBL	0	0	123		294	
EBT	3	4800	372	.115*	207	.109*
EBR	0	0	59		24	
WBL	1	1600	21	.013	103	.064
WBT	2	3200	164	.051*	694	.217*
WBR	f		47		140	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.620** **.747**

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	48	.030	113	.071*
NBT	3	4800	1803	.376*	1235	.257
NBR	f		104		22	
SBL	1	1600	146	.091*	69	.043
SBT	4	6400	815	.156	2150	.364*
SBR	0	0	182		177	
EBL	0	0	128		306	
EBT	3	4800	372	.117*	208	.113*
EBR	0	0	61		26	
WBL	1	1600	21	.013	103	.064
WBT	2	3200	164	.051*	696	.218*
WBR	f		47		140	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.635** **.766**

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	48	.030	113	.071*
NBT	3	4800	1811	.377*	1256	.262
NBR	f		104		22	
SBL	1	1600	146	.091*	69	.043
SBT	4	6400	835	.159	2156	.365*
SBR	0	0	182		177	
EBL	0	0	128		306	
EBT	3	4800	372	.117*	208	.113*
EBR	0	0	61		26	
WBL	1	1600	21	.013	103	.064
WBT	2	3200	164	.051*	696	.218*
WBR	f		47		140	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.636** **.767**

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	48	.030	113	.071*
NBT	3	4800	1953	.407*	1336	.278
NBR	f		104		22	
SBL	1	1600	146	.091*	69	.043
SBT	4	6400	873	.165	2305	.388*
SBR	0	0	182		177	
EBL	0	0	128		306	
EBT	3	4800	372	.117*	208	.113*
EBR	0	0	61		26	
WBL	1	1600	21	.013	103	.064
WBT	2	3200	164	.051*	696	.218*
WBR	f		47		140	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.666** **.790**

2. MacArthur & Birch

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	48	.030	113	.071*
NBT	3	4800	1961	.409*	1357	.283
NBR	f		104		22	
SBL	1	1600	146	.091*	69	.043
SBT	4	6400	893	.168	2311	.389*
SBR	0	0	182		177	
EBL	0	0	128		306	
EBT	3	4800	372	.117*	208	.113*
EBR	0	0	61		26	
WBL	1	1600	21	.013	103	.064
WBT	2	3200	164	.051*	696	.218*
WBR	f		47		140	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.668** **.791**

3. MacArthur & Von Karman

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	129	.081	71	.044*
NBT	3	4800	974	.203*	788	.164
NBR	f		800		155	
SBL	1	1600	36	.023*	34	.021
SBT	3	4800	394	.082	962	.200*
SBR	f		197		101	
EBL	1	1600	35	.022	137	.086
EBT	2	3200	84	.026*	222	.069*
EBR	f		36		281	
WBL	1	1600	102	.064*	682	.426*
WBT	2	3200	184	.058	152	.048
WBR	f		16		65	

TOTAL CAPACITY UTILIZATION **.316** **.739**

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	130	.081	75	.047*
NBT	3	4800	1021	.213*	832	.173
NBR	f		801		155	
SBL	1	1600	36	.023*	34	.021
SBT	3	4800	421	.088	1014	.211*
SBR	f		199		105	
EBL	1	1600	38	.024	144	.090
EBT	2	3200	86	.027*	228	.071*
EBR	f		36		283	
WBL	1	1600	104	.065*	686	.429*
WBT	2	3200	185	.058	156	.049
WBR	f		16		65	

TOTAL CAPACITY UTILIZATION **.328** **.758**

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	130	.081	75	.047*
NBT	3	4800	1029	.214*	853	.178
NBR	f		801		155	
SBL	1	1600	36	.023*	34	.021
SBT	3	4800	441	.092	1020	.213*
SBR	f		199		105	
EBL	1	1600	38	.024	144	.090
EBT	2	3200	86	.027*	228	.071*
EBR	f		36		283	
WBL	1	1600	104	.065*	686	.429*
WBT	2	3200	185	.058	156	.049
WBR	f		16		65	

TOTAL CAPACITY UTILIZATION **.329** **.760**

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	130	.081	75	.047*
NBT	3	4800	1171	.244*	933	.194
NBR	f		819		179	
SBL	1	1600	36	.023*	34	.021
SBT	3	4800	479	.100	1169	.244*
SBR	f		199		105	
EBL	1	1600	38	.024	144	.090
EBT	2	3200	86	.027*	228	.071*
EBR	f		36		283	
WBL	1	1600	129	.081*	707	.442*
WBT	2	3200	185	.058	156	.049
WBR	f		16		65	

TOTAL CAPACITY UTILIZATION **.375** **.804**

3. MacArthur & Von Karman

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	130	.081	75	.047*
NBT	3	4800	1179	.246*	954	.199
NBR	f		819		179	
SBL	1	1600	36	.023*	34	.021
SBT	3	4800	499	.104	1175	.245*
SBR	f		199		105	
EBL	1	1600	38	.024	144	.090
EBT	2	3200	86	.027*	228	.071*
EBR	f		36		283	
WBL	1	1600	129	.081*	707	.442*
WBT	2	3200	185	.058	156	.049
WBR	f		16		65	

TOTAL CAPACITY UTILIZATION **.377** **.805**

5. Jamboree & Birch

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	275	.172*	216	.135*
NBT	3	4800	1372	.286	1625	.339
NBR	0	0	1		3	
SBL	1	1600	4	.003	6	.004
SBT	3	4800	1589	.331*	1857	.387*
SBR	f		458		483	
EBL	0	0	148		349	
EBT	2	3200	5	.048*	6	.111*
EBR	f		41		154	
WBL	0	0	1		0	
WBT	1	1600	2	.004*	14	.009*
WBR	0	0	4		0	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .555 .642

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	275	.172*	216	.135*
NBT	3	4800	1455	.303	1742	.364
NBR	0	0	1		3	
SBL	1	1600	4	.003	6	.004
SBT	3	4800	1709	.356*	1976	.412*
SBR	f		459		483	
EBL	0	0	148		349	
EBT	2	3200	5	.048*	6	.111*
EBR	f		41		155	
WBL	0	0	1		0	
WBT	1	1600	2	.004*	14	.009*
WBR	0	0	4		0	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .580 .667

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	275	.172*	216	.135*
NBT	3	4800	1463	.305	1763	.368
NBR	0	0	1		3	
SBL	1	1600	4	.003	6	.004
SBT	3	4800	1729	.360*	1982	.413*
SBR	f		459		483	
EBL	0	0	148		349	
EBT	2	3200	5	.048*	6	.111*
EBR	f		41		155	
WBL	0	0	1		0	
WBT	1	1600	2	.004*	14	.009*
WBR	0	0	4		0	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .584 .668

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	275	.172*	216	.135*
NBT	3	4800	1628	.339	1861	.388
NBR	0	0	1		3	
SBL	1	1600	4	.003	6	.004
SBT	3	4800	1780	.371*	2155	.449*
SBR	f		459		483	
EBL	0	0	148		349	
EBT	2	3200	5	.048*	6	.111*
EBR	f		41		155	
WBL	0	0	1		0	
WBT	1	1600	2	.004*	14	.009*
WBR	0	0	4		0	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .595 .704

5. Jamboree & Birch

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	275	.172*	216	.135*
NBT	3	4800	1636	.341	1882	.393
NBR	0	0	1		3	
SBL	1	1600	4	.003	6	.004
SBT	3	4800	1800	.375*	2161	.450*
SBR	f		459		483	
EBL	0	0	148		349	
EBT	2	3200	5	.048*	6	.111*
EBR	f		41		155	
WBL	0	0	1		0	
WBT	1	1600	2	.004*	14	.009*
WBR	0	0	4		0	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION	**.599**	**.705**

6. MacArthur & Jamboree

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	214	.067	250	.078*
NBT	3	4800	1689	.352*	539	.112
NBR	1	1600	482	.301	333	.208
SBL	2	3200	85	.027*	208	.065
SBT	3	4800	304	.063	1479	.308*
SBR	f		97		256	
EBL	2	3200	432	.135	199	.062
EBT	3	4800	989	.206*	864	.180*
EBR	f		215		51	
WBL	2	3200	313	.098*	612	.191*
WBT	3	4800	632	.132	1026	.214
WBR	f		183		103	

TOTAL CAPACITY UTILIZATION .683 .757

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	222	.069	262	.082*
NBT	3	4800	1759	.366*	579	.121
NBR	1	1600	483	.302	333	.208
SBL	2	3200	93	.029*	230	.072
SBT	3	4800	334	.070	1557	.324*
SBR	f		110		276	
EBL	2	3200	446	.139	216	.068
EBT	3	4800	1039	.216*	920	.192*
EBR	f		215		51	
WBL	2	3200	313	.098*	613	.192*
WBT	3	4800	693	.144	1092	.228
WBR	f		197		113	

TOTAL CAPACITY UTILIZATION .709 .790

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	222	.069	262	.082*
NBT	3	4800	1767	.368*	600	.125
NBR	1	1600	483	.302	333	.208
SBL	2	3200	93	.029*	230	.072
SBT	3	4800	354	.074	1563	.326*
SBR	f		110		276	
EBL	2	3200	446	.139	216	.068
EBT	3	4800	1047	.218*	941	.196*
EBR	f		215		51	
WBL	2	3200	313	.098*	613	.192*
WBT	3	4800	713	.149	1098	.229
WBR	f		197		113	

TOTAL CAPACITY UTILIZATION .713 .796

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	222	.069	262	.082*
NBT	3	4800	1907	.397*	693	.144
NBR	1	1600	501	.313	357	.223
SBL	2	3200	93	.029*	230	.072
SBT	3	4800	410	.085	1715	.357*
SBR	f		116		294	
EBL	2	3200	465	.145	227	.071
EBT	3	4800	1194	.249*	1015	.211*
EBR	f		215		51	
WBL	2	3200	338	.106*	634	.198*
WBT	3	4800	739	.154	1250	.260
WBR	f		197		113	

TOTAL CAPACITY UTILIZATION .781 .848

6. MacArthur & Jamboree

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	222	.069	262	.082*
NBT	3	4800	1915	.399*	714	.149
NBR	1	1600	501	.313	357	.223
SBL	2	3200	93	.029*	230	.072
SBT	3	4800	430	.090	1721	.359*
SBR	f		116		294	
EBL	2	3200	465	.145	227	.071
EBT	3	4800	1202	.250*	1036	.216*
EBR	f		215		51	
WBL	2	3200	338	.106*	634	.198*
WBT	3	4800	759	.158	1256	.262
WBR	f		197		113	
TOTAL CAPACITY UTILIZATION				**.784**		**.855**

7. Bayview & Bristol South (EB)

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	2	3200	480	.150	641	.200
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	4	6400	2709	.423*	2913	.455*
EBR	1	1600	398	.249	144	.090
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.150*	NBR	.200*
TOTAL CAPACITY UTILIZATION				**.573**		**.655**

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	2	3200	480	.150	641	.200
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	4	6400	2787	.435*	2994	.468*
EBR	1	1600	398	.249	144	.090
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.150*	NBR	.200*
TOTAL CAPACITY UTILIZATION				**.585**		**.668**

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	2	3200	480	.150	641	.200
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	4	6400	2819	.440*	3012	.471*
EBR	1	1600	398	.249	144	.090
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.150*	NBR	.200*
TOTAL CAPACITY UTILIZATION				**.590**		**.671**

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	2	3200	480	.150	641	.200
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	4	6400	2787	.435*	2994	.468*
EBR	1	1600	398	.249	144	.090
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.150*	NBR	.200*
TOTAL CAPACITY UTILIZATION				**.585**		**.668**

7. Bayview & Bristol South (EB)

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	2	3200	480	.150	641	.200
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	4	6400	2819	.440*	3012	.471*
EBR	1	1600	398	.249	144	.090
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.150*	NBR	.200*
TOTAL CAPACITY UTILIZATION				**.590**		**.671**

8. Jamboree & Bristol North (WB)

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	1287	.402*	723	.226*
NBT	2	3200	1391	.435	1293	.404
NBR	f		692		833	
SBL	0	0	0		0	
SBT	2.5	6400	645	.164*	1216	.308*
SBR	1.5		405		755	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .566 .534

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	1304	.408*	745	.233*
NBT	2	3200	1483	.463	1393	.435
NBR	f		692		833	
SBL	0	0	0		0	
SBT	2.5	6400	721	.176*	1317	.324*
SBR	1.5		406		757	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .584 .557

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	1304	.408*	745	.233*
NBT	2	3200	1491	.466	1414	.442
NBR	f		713		870	
SBL	0	0	0		0	
SBT	2.5	6400	741	.179*	1323	.325*
SBR	1.5		406		757	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .587 .558

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	1304	.408*	745	.233*
NBT	2	3200	1656	.518	1500	.469
NBR	f		692		833	
SBL	0	0	0		0	
SBT	2.5	6400	772	.184*	1494	.352*
SBR	1.5		406		757	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .592 .585

8. Jamboree & Bristol North (WB)

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	1304	.408*	745	.233*
NBT	2	3200	1664	.520	1521	.475
NBR	f		713		870	
SBL	0	0	0		0	
SBT	2.5	6400	792	.187*	1500	.353*
SBR	1.5		406		757	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.595** **.586**

9. Jamboree & Bristol South (EB)

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	5	8000	2127	.273*	1843	.245
NBR	0	0	60		115	
SBL	0	0	0		0	
SBT	3	4800	675	.141	1241	.259*
SBR	0	0	0		0	
EBL	1.5		1229	.384*	973	{.414}*
EBT	1.5	4800	434	.271	1015	.414
EBR	2	3200	1168	.365	1285	.402
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION **.657** **.673**

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	5	8000	2287	.293*	2035	.269
NBR	0	0	60		115	
SBL	0	0	0		0	
SBT	3	4800	753	.157	1343	.280*
SBR	0	0	0		0	
EBL	1.5		1232	.385*	981	
EBT	1.5	4800	444	.278	1023	.418*
EBR	2	3200	1233	.385	1350	.422
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.004*

TOTAL CAPACITY UTILIZATION **.678** **.702**

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	5	8000	2313	.297*	2063	.272
NBR	0	0	60		115	
SBL	0	0	0		0	
SBT	3	4800	773	.161	1349	.281*
SBR	0	0	0		0	
EBL	1.5		1232	.385*	981	{.417}*
EBT	1.5	4800	443	.277	1020	.417
EBR	2	3200	1265	.395	1368	.428
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.011*

TOTAL CAPACITY UTILIZATION **.682** **.709**

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	5	8000	2460	.315*	2142	.282
NBR	0	0	60		115	
SBL	0	0	0		0	
SBT	3	4800	804	.168	1520	.317*
SBR	0	0	0		0	
EBL	1.5		1232	.385*	981	
EBT	1.5	4800	444	.278	1023	.418*
EBR	2	3200	1233	.385	1350	.422
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.004*

TOTAL CAPACITY UTILIZATION **.700** **.739**

9. Jamboree & Bristol South (EB)

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	5	8000	2486	.318*	2170	.286
NBR	0	0	60		115	
SBL	0	0	0		0	
SBT	3	4800	824	.172	1526	.318*
SBR	0	0	0		0	
EBL	1.5		1232	.385*	981	{.417}*
EBT	1.5	4800	443	.277	1020	.417
EBR	2	3200	1265	.395	1368	.428
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment					EBR	.011*
TOTAL CAPACITY UTILIZATION			**.703**			**.746**

10. Jamboree & Bayview

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	119	.074	57	.036
NBT	4	6400	1760	.284*	1650	.266*
NBR	0	0	56		51	
SBL	1	1600	79	.049*	191	.119*
SBT	4	6400	1658	.259	2111	.330
SBR	1	1600	269	.168	81	.051
EBL	2	3200	34	.011	162	.051*
EBT	1	1600	12	.008*	11	.007
EBR	1	1600	42	.026	226	.141
WBL	1	1600	17	.011*	37	.023
WBT	1	1600	4	.003	3	.002*
WBR	1	1600	79	.049	130	.081
Right Turn Adjustment			WBR	.004*	EBR	.070*
TOTAL CAPACITY UTILIZATION				**.356**		**.508**

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	119	.074*	57	.036
NBT	4	6400	1888	.304	1818	.292*
NBR	0	0	56		51	
SBL	1	1600	79	.049	191	.119*
SBT	4	6400	1824	.285*	2291	.358
SBR	1	1600	269	.168	81	.051
EBL	2	3200	34	.011	162	.051*
EBT	1	1600	12	.008*	11	.007
EBR	1	1600	42	.026	226	.141
WBL	1	1600	17	.011*	37	.023
WBT	1	1600	4	.003	3	.002*
WBR	1	1600	79	.049	130	.081
Right Turn Adjustment					EBR	.071*
TOTAL CAPACITY UTILIZATION				**.378**		**.535**

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	119	.074*	57	.036
NBT	4	6400	1918	.308	1875	.301*
NBR	0	0	56		51	
SBL	1	1600	79	.049	191	.119*
SBT	4	6400	1876	.293*	2316	.362
SBR	1	1600	269	.168	81	.051
EBL	2	3200	34	.011	162	.051*
EBT	1	1600	12	.008*	11	.007
EBR	1	1600	42	.026	226	.141
WBL	1	1600	17	.011*	37	.023
WBT	1	1600	4	.003	3	.002*
WBR	1	1600	79	.049	130	.081
Right Turn Adjustment					EBR	.067*
TOTAL CAPACITY UTILIZATION				**.386**		**.540**

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	119	.074	57	.036
NBT	4	6400	2061	.331*	1925	.309*
NBR	0	0	56		51	
SBL	1	1600	79	.049*	191	.119*
SBT	4	6400	1875	.293	2468	.386
SBR	1	1600	269	.168	81	.051
EBL	2	3200	34	.011	162	.051*
EBT	1	1600	12	.008*	11	.007
EBR	1	1600	42	.026	226	.141
WBL	1	1600	17	.011*	37	.023
WBT	1	1600	4	.003	3	.002*
WBR	1	1600	79	.049	130	.081
Right Turn Adjustment			WBR	.004*	EBR	.079*
TOTAL CAPACITY UTILIZATION				**.403**		**.560**

10. Jamboree & Bayview

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	119	.074	57	.036
NBT	4	6400	2091	.335*	1982	.318*
NBR	0	0	56		51	
SBL	1	1600	79	.049*	191	.119*
SBT	4	6400	1927	.301	2493	.390
SBR	1	1600	269	.168	81	.051
EBL	2	3200	34	.011	162	.051*
EBT	1	1600	12	.008*	11	.007
EBR	1	1600	42	.026	226	.141
WBL	1	1600	17	.011*	37	.023
WBT	1	1600	4	.003	3	.002*
WBR	1	1600	79	.049	130	.081
Right Turn Adjustment			WBR	.004*	EBR	.076*
TOTAL CAPACITY UTILIZATION			**.407**		**.566**	

11. Jamboree & University

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	71	.044	38	.024*
NBT	3	4800	1457	.304*	1386	.289
NBR	1	1600	190	.119	254	.159
SBL	2	3200	61	.019*	155	.048
SBT	3	4800	1295	.270	1896	.395*
SBR	1	1600	313	.196	426	.266
EBL	1.5		393		223	
EBT	0.5	3200	108	.157*	102	.102*
EBR	f		33		26	
WBL	1.5		295		216	
WBT	1.5	4800	158	.094*	129	.072*
WBR	f		165		93	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.574** **.593**

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	71	.044	38	.024*
NBT	3	4800	1570	.327*	1544	.322
NBR	1	1600	191	.119	261	.163
SBL	2	3200	61	.019*	157	.049
SBT	3	4800	1447	.301	2060	.429*
SBR	1	1600	313	.196	426	.266
EBL	1.5		393		223	
EBT	0.5	3200	109	.157*	102	.102*
EBR	f		33		26	
WBL	1.5		296		224	
WBT	1.5	4800	159	.095*	129	.074*
WBR	f		169		95	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.598** **.629**

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	71	.044*	38	.024*
NBT	3	4800	1600	.333	1601	.334
NBR	1	1600	196	.123	263	.164
SBL	2	3200	61	.019	157	.049
SBT	3	4800	1499	.312*	2085	.434*
SBR	1	1600	313	.196	426	.266
EBL	1.5		393		223	
EBT	0.5	3200	109	.157*	102	.102*
EBR	f		33		26	
WBL	1.5		296		226	
WBT	1.5	4800	159	.095*	129	.074*
WBR	f		169		95	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.608** **.634**

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	71	.044	38	.024*
NBT	3	4800	1743	.363*	1651	.344
NBR	1	1600	266	.166	309	.193
SBL	2	3200	61	.019*	157	.049
SBT	3	4800	1498	.312	2237	.466*
SBR	1	1600	313	.196	426	.266
EBL	1.5		393		223	
EBT	0.5	3200	109	.157*	102	.102*
EBR	f		33		26	
WBL	1.5		318	.099	304	.095*
WBT	1.5	4800	159	.099*	129	.081
WBR	f		169		95	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.638** **.687**

11. Jamboree & University

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	71	.044	38	.024*
NBT	3	4800	1773	.369*	1708	.356
NBR	1	1600	271	.169	311	.194
SBL	2	3200	61	.019*	157	.049
SBT	3	4800	1550	.323	2262	.471*
SBR	1	1600	313	.196	426	.266
EBL	1.5		393		223	
EBT	0.5	3200	109	.157*	102	.102*
EBR	f		33		26	
WBL	1.5		318	.099	306	.096*
WBT	1.5	4800	159	.099*	129	.081
WBR	f		169		95	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.644** **.693**

12. Jamboree & Bison

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1346	.322*	1669	.376*
NBR	0	0	201		138	
SBL	2	3200	196	.061*	181	.057*
SBT	3	4800	1601	.334	2003	.417
SBR	1	1600	196	.123	118	.074
EBL	1	1600	116	.073*	67	.042
EBT	0	0	0		0	
EBR	f		71		35	
WBL	2	3200	144	.045	273	.085*
WBT	0	0	0		0	
WBR	2	3200	175	.055	191	.060
Right Turn Adjustment			WBR	.009*		
TOTAL CAPACITY UTILIZATION				**.465**		**.518**

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1444	.343*	1824	.409*
NBR	0	0	202		141	
SBL	2	3200	200	.063*	196	.061*
SBT	3	4800	1750	.365	2155	.449
SBR	1	1600	196	.123	118	.074
EBL	1	1600	116	.073*	67	.042
EBT	0	0	0		1	
EBR	f		71		35	
WBL	2	3200	145	.045	276	.086*
WBT	0	0	0		0	
WBR	2	3200	179	.056	194	.061
Right Turn Adjustment			WBR	.009*		
TOTAL CAPACITY UTILIZATION				**.488**		**.556**

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1480	.352*	1883	.422*
NBR	0	0	208		144	
SBL	2	3200	200	.063*	196	.061*
SBT	3	4800	1803	.376	2182	.455
SBR	1	1600	196	.123	118	.074
EBL	1	1600	116	.073*	67	.042
EBT	0	0	0		1	
EBR	f		71		35	
WBL	2	3200	146	.046	281	.088*
WBT	0	0	0		0	
WBR	2	3200	179	.056	194	.061
Right Turn Adjustment			WBR	.009*		
TOTAL CAPACITY UTILIZATION				**.497**		**.571**

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1656	.387*	1956	.437*
NBR	0	0	202		141	
SBL	2	3200	211	.066*	233	.073*
SBT	3	4800	1812	.378	2375	.495
SBR	1	1600	196	.123	118	.074
EBL	1	1600	116	.073*	67	.042
EBT	0	0	0		1	
EBR	f		71		35	
WBL	2	3200	145	.045	276	.086*
WBT	0	0	0		0	
WBR	2	3200	216	.068	217	.068
Right Turn Adjustment			WBR	.018*		
TOTAL CAPACITY UTILIZATION				**.544**		**.596**

12. Jamboree & Bison

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	3	4800	1692	.396*	2015	.450*
NBR	0	0	208		144	
SBL	2	3200	211	.066*	233	.073*
SBT	3	4800	1865	.389	2402	.500
SBR	1	1600	196	.123	118	.074
EBL	1	1600	116	.073*	67	.042
EBT	0	0	0		1	
EBR	f		71		35	
WBL	2	3200	146	.046	281	.088*
WBT	0	0	0		0	
WBR	2	3200	216	.068	217	.068
Right Turn Adjustment			WBR	.018*		
TOTAL CAPACITY UTILIZATION				**.553**		**.611**

13. Jamboree & Ford

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	364	.114*	362	.113*
NBT	3	4800	1300	.291	1785	.415
NBR	0	0	98		208	
SBL	1	1600	61	.038	44	.028
SBT	3	4800	1541	.321*	2132	.444*
SBR	1	1600	167	.104	49	.031
EBL	1.5		232		66	.041
EBT	1.5	4800	239	.098*	212	.066*
EBR	f		271		255	
WBL	1.5		131	.082	181	
WBT	1.5	4800	358	.112*	157	.070*
WBR	1	1600	33	.021	35	.022

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.645** **.693**

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	367	.115*	366	.114*
NBT	3	4800	1405	.313	1955	.452
NBR	0	0	99		213	
SBL	1	1600	61	.038	45	.028
SBT	3	4800	1691	.352*	2289	.477*
SBR	1	1600	168	.105	49	.031
EBL	1.5		233		66	.041
EBT	1.5	4800	244	.099*	212	.066*
EBR	f		274		259	
WBL	1.5		133	.083	185	
WBT	1.5	4800	368	.115*	157	.071*
WBR	1	1600	34	.021	35	.022

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.681** **.728**

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	367	.115*	366	.114*
NBT	3	4800	1447	.322	2017	.465
NBR	0	0	99		213	
SBL	1	1600	61	.038	45	.028
SBT	3	4800	1745	.364*	2321	.484*
SBR	1	1600	168	.105	49	.031
EBL	1.5		233		66	.041
EBT	1.5	4800	244	.099*	212	.066*
EBR	f		274		259	
WBL	1.5		133	.083	185	
WBT	1.5	4800	368	.115*	157	.071*
WBR	1	1600	34	.021	35	.022

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.693** **.735**

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	376	.118*	371	.116*
NBT	3	4800	1595	.356	2074	.486
NBR	0	0	112		257	
SBL	1	1600	67	.042	67	.042
SBT	3	4800	1747	.364*	2487	.518*
SBR	1	1600	168	.105	49	.031
EBL	1.5		233		66	.041
EBT	1.5	4800	259	.103*	266	.083*
EBR	f		277		268	
WBL	1.5		177	.111	210	
WBT	1.5	4800	419	.131*	190	.083*
WBR	1	1600	56	.035	48	.030

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.716** **.800**

13. Jamboree & Ford

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	376	.118*	371	.116*
NBT	3	4800	1637	.364	2136	.499
NBR	0	0	112		257	
SBL	1	1600	67	.042	67	.042
SBT	3	4800	1801	.375*	2519	.525*
SBR	1	1600	168	.105	49	.031
EBL	1.5		233		66	.041
EBT	1.5	4800	259	.103*	266	.083*
EBR	f		277		268	
WBL	1.5		177	.111	210	
WBT	1.5	4800	419	.131*	190	.083*
WBR	1	1600	56	.035	48	.030

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.727** **.807**

14. Jamboree & San Joaquin Hills

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	41	.026	67	.042
NBT	3	4800	1143	.238*	1598	.333*
NBR	f		129		135	
SBL	2	3200	665	.208*	443	.138*
SBT	3	4800	1227	.256	1855	.386
SBR	f		37		117	
EBL	1.5		258	.081*	162	.051*
EBT	1.5	4800	33	.021	34	.021
EBR	f		59		57	
WBL	1.5		128	.040*	189	.059*
WBT	1.5	4800	12	.008	39	.024
WBR	1	1600	42	.026	67	.042

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .567 .581

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	41	.026	68	.043
NBT	3	4800	1253	.261*	1760	.367*
NBR	f		134		145	
SBL	2	3200	670	.209*	472	.148*
SBT	3	4800	1407	.293	2012	.419
SBR	f		37		117	
EBL	1.5		258	.081*	163	.051*
EBT	1.5	4800	33	.021	39	.024
EBR	f		59		57	
WBL	1.5		144	.045*	205	.064*
WBT	1.5	4800	12	.008	39	.024
WBR	1	1600	54	.034	112	.070

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .596 .630

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	41	.026	68	.043
NBT	3	4800	1253	.261*	1760	.367*
NBR	f		134		145	
SBL	2	3200	724	.226*	504	.158*
SBT	3	4800	1407	.293	2012	.419
SBR	f		37		117	
EBL	1.5		258	.081*	163	.051*
EBT	1.5	4800	33	.021	39	.024
EBR	f		59		57	
WBL	1.5		144	.045*	205	.064*
WBT	1.5	4800	12	.008	39	.024
WBR	1	1600	96	.060	174	.109

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .613 .640

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	41	.026	68	.043
NBT	3	4800	1431	.298*	1908	.398*
NBR	f		134		145	
SBL	2	3200	679	.212*	510	.159*
SBT	3	4800	1501	.313	2206	.460
SBR	f		37		117	
EBL	1.5		258	.081*	163	.051*
EBT	1.5	4800	33	.021	39	.024
EBR	f		59		57	
WBL	1.5		144	.045*	205	.064*
WBT	1.5	4800	12	.008	39	.024
WBR	1	1600	88	.055	132	.083

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .636 .672

14. Jamboree & San Joaquin Hills

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	41	.026	68	.043
NBT	3	4800	1431	.298*	1908	.398*
NBR	f		134		145	
SBL	2	3200	733	.229*	542	.169*
SBT	3	4800	1501	.313	2206	.460
SBR	f		37		117	
EBL	1.5		258	.081*	163	.051*
EBT	1.5	4800	33	.021	39	.024
EBR	f		59		57	
WBL	1.5		144	.045*	205	.064*
WBT	1.5	4800	12	.008	39	.024
WBR	1	1600	130	.081	194	.121

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION	**.653**	**.682**

15. Jamboree & Santa Barbara

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	6	.004	9	.006*
NBT	3	4800	1225	.255*	1118	.233
NBR	1	1600	323	.202	119	.074
SBL	2	3200	560	.175*	291	.091
SBT	3	4800	809	.169	1781	.371*
SBR	1	1600	23	.014	28	.018
EBL	1	1600	62	.039*	26	.016*
EBT	1	1600	3	.007	8	.008
EBR	0	0	8		4	
WBL	1.5		51		307	
WBT	0.5	3200	2	.017*	5	.098*
WBR	1	1600	93	.058	662	.414
Right Turn Adjustment					WBR	.208*
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION			**.486**		**.699**	

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	6	.004	9	.006*
NBT	3	4800	1315	.274*	1242	.259
NBR	1	1600	323	.202	120	.075
SBL	2	3200	574	.179*	295	.092
SBT	3	4800	941	.196	1911	.398*
SBR	1	1600	24	.015	34	.021
EBL	1	1600	68	.043*	28	.018*
EBT	1	1600	3	.007	9	.008
EBR	0	0	8		4	
WBL	1.5		52		308	
WBT	0.5	3200	2	.017*	6	.098*
WBR	1	1600	98	.061	669	.418
Right Turn Adjustment					WBR	.211*
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION			**.513**		**.731**	

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	6	.004	9	.006*
NBT	3	4800	1315	.274*	1242	.259
NBR	1	1600	324	.203	126	.079
SBL	2	3200	574	.179*	295	.092
SBT	3	4800	941	.196	1911	.398*
SBR	1	1600	24	.015	34	.021
EBL	1	1600	68	.043*	28	.018*
EBT	1	1600	3	.007	9	.008
EBR	0	0	8		4	
WBL	1.5		69		313	
WBT	0.5	3200	2	.022*	6	.100*
WBR	1	1600	98	.061	669	.418
Right Turn Adjustment					WBR	.209*
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION			**.518**		**.731**	

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	6	.004	9	.006*
NBT	3	4800	1493	.311*	1390	.290
NBR	1	1600	323	.202	120	.075
SBL	2	3200	574	.179*	295	.092
SBT	3	4800	1035	.216	2105	.439*
SBR	1	1600	24	.015	34	.021
EBL	1	1600	68	.043*	28	.018*
EBT	1	1600	3	.007	9	.008
EBR	0	0	8		4	
WBL	1.5		52		308	
WBT	0.5	3200	2	.017*	6	.098*
WBR	1	1600	98	.061	669	.418
Right Turn Adjustment					WBR	.204*
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION			**.550**		**.765**	

15. Jamboree & Santa Barbara

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	6	.004	9	.006*
NBT	3	4800	1493	.311*	1390	.290
NBR	1	1600	324	.203	126	.079
SBL	2	3200	574	.179*	295	.092
SBT	3	4800	1035	.216	2105	.439*
SBR	1	1600	24	.015	34	.021
EBL	1	1600	68	.043*	28	.018*
EBT	1	1600	3	.007	9	.008
EBR	0	0	8		4	
WBL	1.5		69		313	
WBT	0.5	3200	2	.022*	6	.100*
WBR	1	1600	98	.061	669	.418
Right Turn Adjustment					WBR	.202*
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION			**.555**			**.765**

16. Jamboree & Coast Hwy

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.013	37	.023
NBT	2	3200	374	.146*	265	.113*
NBR	0	0	94		96	
SBL	1	1600	137	.086*	176	.110*
SBT	2	3200	206	.064	431	.135
SBR	f		758		1453	
EBL	3	4800	1228	.256*	778	.162*
EBT	4	6400	1808	.285	1635	.259
EBR	0	0	13		25	
WBL	2	3200	94	.029	202	.063
WBT	4	6400	1069	.167*	1952	.305*
WBR	f		89		169	

TOTAL CAPACITY UTILIZATION .655 .690

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.013	38	.024
NBT	2	3200	375	.147*	266	.114*
NBR	0	0	94		98	
SBL	1	1600	147	.092*	189	.118*
SBT	2	3200	207	.065	434	.136
SBR	f		880		1571	
EBL	3	4800	1314	.274*	887	.185*
EBT	4	6400	1900	.299	1719	.273
EBR	0	0	14		25	
WBL	2	3200	94	.029	205	.064
WBT	4	6400	1134	.177*	2068	.323*
WBR	f		89		173	

TOTAL CAPACITY UTILIZATION .690 .740

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.013	38	.024
NBT	2	3200	375	.147*	266	.114*
NBR	0	0	94		98	
SBL	1	1600	147	.092*	189	.118*
SBT	2	3200	207	.065	434	.136
SBR	f		897		1576	
EBL	3	4800	1315	.274*	893	.186*
EBT	4	6400	1929	.304	1726	.274
EBR	0	0	14		25	
WBL	2	3200	94	.029	205	.064
WBT	4	6400	1149	.180*	2099	.328*
WBR	f		89		173	

TOTAL CAPACITY UTILIZATION .693 .746

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.013	38	.024
NBT	2	3200	375	.147*	266	.114*
NBR	0	0	94		98	
SBL	1	1600	197	.123*	358	.224*
SBT	2	3200	207	.065	434	.136
SBR	f		924		1596	
EBL	3	4800	1327	.276*	931	.194*
EBT	4	6400	2007	.316	2065	.327
EBR	0	0	14		25	
WBL	2	3200	94	.029	205	.064
WBT	4	6400	1440	.225*	2281	.356*
WBR	f		254		277	

TOTAL CAPACITY UTILIZATION .771 .888

16. Jamboree & Coast Hwy

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.013	38	.024
NBT	2	3200	375	.147*	266	.114*
NBR	0	0	94		98	
SBL	1	1600	197	.123*	358	.224*
SBT	2	3200	207	.065	434	.136
SBR	f		941		1601	
EBL	3	4800	1328	.277*	937	.195*
EBT	4	6400	2036	.320	2072	.328
EBR	0	0	14		25	
WBL	2	3200	94	.029	205	.064
WBT	4	6400	1455	.227*	2312	.361*
WBR	f		254		277	
TOTAL CAPACITY UTILIZATION				**.774**		**.894**

17. MacArthur & Bison

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	197	.062	192	.060*
NBT	4	6400	2466	.385*	2454	.383
NBR	f		154		183	
SBL	2	3200	76	.024*	224	.070
SBT	4	6400	2018	.315	2707	.423*
SBR	1	1600	263	.164	321	.201
EBL	2	3200	224	.070	192	.060
EBT	2	3200	218	.068*	191	.060*
EBR	f		162		214	
WBL	2	3200	383	.120*	363	.113*
WBT	2	3200	217	.068	266	.083
WBR	1	1600	94	.059	141	.088

TOTAL CAPACITY UTILIZATION .597 .656

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	198	.062	196	.061*
NBT	4	6400	2542	.397*	2542	.397
NBR	f		154		184	
SBL	2	3200	76	.024*	224	.070
SBT	4	6400	2081	.325	2802	.438*
SBR	1	1600	266	.166	335	.209
EBL	2	3200	229	.072	198	.062
EBT	2	3200	219	.068*	191	.060*
EBR	f		163		216	
WBL	2	3200	384	.120*	363	.113*
WBT	2	3200	218	.068	267	.083
WBR	1	1600	95	.059	141	.088

TOTAL CAPACITY UTILIZATION .609 .672

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	198	.062	196	.061*
NBT	4	6400	2567	.401*	2605	.407
NBR	f		162		205	
SBL	2	3200	76	.024*	224	.070
SBT	4	6400	2142	.335	2823	.441*
SBR	1	1600	266	.166	335	.209
EBL	2	3200	229	.072	198	.062
EBT	2	3200	225	.070*	194	.061*
EBR	f		163		216	
WBL	2	3200	404	.126*	369	.115*
WBT	2	3200	219	.068	272	.085
WBR	1	1600	95	.059	141	.088

TOTAL CAPACITY UTILIZATION .621 .678

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	198	.062	196	.061*
NBT	4	6400	2693	.421*	2635	.412
NBR	f		154		184	
SBL	2	3200	80	.025*	239	.075
SBT	4	6400	2126	.332	2957	.462*
SBR	1	1600	266	.166	335	.209
EBL	2	3200	229	.072	198	.062
EBT	2	3200	230	.072*	228	.071*
EBR	f		163		216	
WBL	2	3200	384	.120*	363	.113*
WBT	2	3200	255	.080	290	.091
WBR	1	1600	110	.069	150	.094

TOTAL CAPACITY UTILIZATION .638 .707

17. MacArthur & Bison

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	198	.062	196	.061*
NBT	4	6400	2718	.425*	2698	.422
NBR	f		162		205	
SBL	2	3200	80	.025*	239	.075
SBT	4	6400	2187	.342	2978	.465*
SBR	1	1600	266	.166	335	.209
EBL	2	3200	229	.072	198	.062
EBT	2	3200	236	.074*	231	.072*
EBR	f		163		216	
WBL	2	3200	404	.126*	369	.115*
WBT	2	3200	256	.080	295	.092
WBR	1	1600	110	.069	150	.094

TOTAL CAPACITY UTILIZATION **.650** **.713**

18. MacArthur & Ford/Bonita Canyon

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	107	.033	61	.019
NBT	4	6400	1918	.300*	2348	.367*
NBR	f		83		468	
SBL	2	3200	529	.165*	774	.242*
SBT	4	6400	1923	.300	2328	.364
SBR	f		13		49	
EBL	2	3200	39	.012	27	.008
EBT	2	3200	266	.083*	299	.093*
EBR	1	1600	121	.076	61	.038
WBL	2	3200	552	.173*	232	.073*
WBT	2	3200	323	.101	280	.088
WBR	f		900		480	

TOTAL CAPACITY UTILIZATION .721 .775

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	108	.034	63	.020
NBT	4	6400	1979	.309*	2436	.381*
NBR	f		87		481	
SBL	2	3200	529	.165*	775	.242*
SBT	4	6400	1992	.311	2420	.378
SBR	f		13		50	
EBL	2	3200	40	.013	27	.008
EBT	2	3200	267	.083*	300	.094*
EBR	1	1600	123	.077	62	.039
WBL	2	3200	561	.175*	243	.076*
WBT	2	3200	323	.101	281	.088
WBR	f		901		480	

TOTAL CAPACITY UTILIZATION .732 .793

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	108	.034	63	.020
NBT	4	6400	2013	.315*	2520	.394*
NBR	f		92		483	
SBL	2	3200	529	.165*	775	.242*
SBT	4	6400	2072	.324	2448	.383
SBR	f		13		50	
EBL	2	3200	40	.013	27	.008
EBT	2	3200	267	.083*	300	.094*
EBR	1	1600	123	.077	62	.039
WBL	2	3200	561	.175*	245	.077*
WBT	2	3200	323	.101	281	.088
WBR	f		901		480	

TOTAL CAPACITY UTILIZATION .738 .807

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	108	.034	63	.020
NBT	4	6400	2090	.327*	2506	.392*
NBR	f		159		556	
SBL	2	3200	540	.169*	815	.255*
SBT	4	6400	2026	.317	2535	.396
SBR	f		13		50	
EBL	2	3200	40	.013	27	.008
EBT	2	3200	282	.088*	354	.111*
EBR	1	1600	123	.077	62	.039
WBL	2	3200	625	.195*	318	.099*
WBT	2	3200	441	.138	352	.110
WBR	f		941		503	

TOTAL CAPACITY UTILIZATION .779 .857

18. MacArthur & Ford/Bonita Canyon

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	108	.034	63	.020
NBT	4	6400	2124	.332*	2590	.405*
NBR	f		164		558	
SBL	2	3200	540	.169*	815	.255*
SBT	4	6400	2106	.329	2563	.400
SBR	f		13		50	
EBL	2	3200	40	.013	27	.008
EBT	2	3200	282	.088*	354	.111*
EBR	1	1600	123	.077	62	.039
WBL	2	3200	625	.195*	320	.100*
WBT	2	3200	441	.138	352	.110
WBR	f		941		503	
TOTAL CAPACITY UTILIZATION				**.784**		**.871**

19. MacArthur & San Joaquin Hills

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	133	.042*	111	.035
NBT	3	4800	1327	.276	1879	.391*
NBR	1	1600	192	.120	26	.016
SBL	2	3200	272	.085	498	.156*
SBT	3	4800	1761	.367*	1882	.392
SBR	f		487		248	
EBL	2	3200	449	.140*	551	.172*
EBT	3	4800	105	.030	348	.106
EBR	0	0	37		163	
WBL	1	1600	9	.006	47	.029
WBT	2	3200	322	.101*	306	.096*
WBR	f		419		525	

TOTAL CAPACITY UTILIZATION **.650** **.815**

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	143	.045*	122	.038
NBT	3	4800	1376	.287	1965	.409*
NBR	1	1600	192	.120	26	.016
SBL	2	3200	275	.086	503	.157*
SBT	3	4800	1843	.384*	1954	.407
SBR	f		494		263	
EBL	2	3200	453	.142*	579	.181*
EBT	3	4800	108	.030	350	.107
EBR	0	0	37		163	
WBL	1	1600	9	.006	47	.029
WBT	2	3200	329	.103*	313	.098*
WBR	f		419		525	

TOTAL CAPACITY UTILIZATION **.674** **.845**

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	143	.045*	122	.038
NBT	3	4800	1376	.287	1965	.409*
NBR	1	1600	192	.120	26	.016
SBL	2	3200	275	.086	503	.157*
SBT	3	4800	1843	.384*	1954	.407
SBR	f		576		293	
EBL	2	3200	493	.154*	666	.208*
EBT	3	4800	108	.030	350	.107
EBR	0	0	37		163	
WBL	1	1600	9	.006	47	.029
WBT	2	3200	329	.103*	313	.098*
WBR	f		419		525	

TOTAL CAPACITY UTILIZATION **.686** **.872**

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	143	.045*	122	.038
NBT	3	4800	1492	.311	2046	.426*
NBR	1	1600	221	.138	128	.080
SBL	2	3200	291	.091	549	.172*
SBT	3	4800	1897	.395*	2068	.431
SBR	f		523		293	
EBL	2	3200	481	.150*	611	.191*
EBT	3	4800	126	.034	418	.121
EBR	0	0	37		163	
WBL	1	1600	97	.061	115	.072
WBT	2	3200	392	.123*	353	.110*
WBR	f		459		556	

TOTAL CAPACITY UTILIZATION **.713** **.899**

19. MacArthur & San Joaquin Hills

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	143	.045*	122	.038
NBT	3	4800	1492	.311	2046	.426*
NBR	1	1600	221	.138	128	.080
SBL	2	3200	291	.091	549	.172*
SBT	3	4800	1897	.395*	2068	.431
SBR	f		605		323	
EBL	2	3200	521	.163*	698	.218*
EBT	3	4800	126	.034	418	.121
EBR	0	0	37		163	
WBL	1	1600	97	.061	115	.072
WBT	2	3200	392	.123*	353	.110*
WBR	f		459		556	
TOTAL CAPACITY UTILIZATION				**.726**		**.926**

Exist + Growth + Appr + Cumul + Project w/Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	143	.045*	122	.038
NBT	3	4800	1492	.311	2046	.426*
NBR	1	1600	221	.138	128	.080
SBL	2	3200	291	.091	549	.172*
SBT	3	4800	1897	.395*	2068	.431
SBR	f		605		323	
EBL	3	4800	521	.109*	698	.145*
EBT	3	4800	126	.034	418	.121
EBR	0	0	37		163	
WBL	1	1600	97	.061	115	.072
WBT	2	3200	392	.123*	353	.110*
WBR	f		459		556	
TOTAL CAPACITY UTILIZATION				**.672**		**.853**

20. MacArthur & San Miguel

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	87	.027	98	.031*
NBT	3	4800	1514	.315*	1000	.208
NBR	1	1600	282	.176	278	.174
SBL	2	3200	7	.002*	9	.003
SBT	3	4800	1209	.252	1500	.313*
SBR	1	1600	549	.343	508	.318
EBL	2	3200	86	.027	909	.284*
EBT	2	3200	73	.033*	472	.196
EBR	0	0	31		154	
WBL	2	3200	224	.070*	217	.068
WBT	2	3200	164	.063	232	.082*
WBR	0	0	38		29	
Right Turn Adjustment			SBR	.023*		
TOTAL CAPACITY UTILIZATION				**.443**		**.710**

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	87	.027	100	.031*
NBT	3	4800	1567	.326*	1039	.216
NBR	1	1600	282	.176	278	.174
SBL	2	3200	9	.003*	13	.004
SBT	3	4800	1247	.260	1549	.323*
SBR	1	1600	551	.344	511	.319
EBL	2	3200	88	.028	916	.286*
EBT	2	3200	75	.033*	484	.203
EBR	0	0	31		164	
WBL	2	3200	224	.070*	217	.068
WBT	2	3200	165	.063	244	.085*
WBR	0	0	38		29	
Right Turn Adjustment			SBR	.012*		
TOTAL CAPACITY UTILIZATION				**.444**		**.725**

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	88	.028	104	.033*
NBT	3	4800	1567	.326*	1039	.216
NBR	1	1600	282	.176	278	.174
SBL	2	3200	9	.003*	13	.004
SBT	3	4800	1247	.260	1549	.323*
SBR	1	1600	551	.344	511	.319
EBL	2	3200	88	.028	916	.286*
EBT	2	3200	75	.037*	490	.205
EBR	0	0	42		167	
WBL	2	3200	224	.070*	217	.068
WBT	2	3200	172	.066	237	.083*
WBR	0	0	38		29	
Right Turn Adjustment			SBR	.012*		
TOTAL CAPACITY UTILIZATION				**.448**		**.725**

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	124	.039	122	.038*
NBT	3	4800	1712	.357*	1222	.255
NBR	1	1600	282	.176	278	.174
SBL	2	3200	9	.003*	13	.004
SBT	3	4800	1389	.289	1731	.361*
SBR	1	1600	551	.344	511	.319
EBL	2	3200	88	.028	916	.286*
EBT	2	3200	75	.037*	484	.214
EBR	0	0	43		201	
WBL	2	3200	224	.070*	217	.068
WBT	2	3200	165	.063	244	.085*
WBR	0	0	38		29	
TOTAL CAPACITY UTILIZATION				**.467**		**.770**

20. MacArthur & San Miguel

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	125	.039	126	.039*
NBT	3	4800	1712	.357*	1222	.255
NBR	1	1600	282	.176	278	.174
SBL	2	3200	9	.003*	13	.004
SBT	3	4800	1389	.289	1731	.361*
SBR	1	1600	551	.344	511	.319
EBL	2	3200	88	.028	916	.286*
EBT	2	3200	75	.040*	490	.217
EBR	0	0	54		204	
WBL	2	3200	224	.070*	217	.068
WBT	2	3200	172	.066	237	.083*
WBR	0	0	38		29	

TOTAL CAPACITY UTILIZATION .470 .769

21. MacArthur & Coast Hwy

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	571	.178*	829	.259*
SBT	0	0	0		0	
SBR	f		337		1003	
EBL	2	3200	954	.298*	515	.161*
EBT	3	4800	888	.185	1349	.281
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1099	.229*	1058	.220*
WBR	f		887		871	

TOTAL CAPACITY UTILIZATION .705 .640

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	590	.184*	858	.268*
SBT	0	0	0		0	
SBR	f		348		1033	
EBL	2	3200	988	.309*	535	.167*
EBT	3	4800	921	.192	1397	.291
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1141	.238*	1096	.228*
WBR	f		917		900	

TOTAL CAPACITY UTILIZATION .731 .663

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	601	.188*	861	.269*
SBT	0	0	0		0	
SBR	f		348		1033	
EBL	2	3200	988	.309*	535	.167*
EBT	3	4800	923	.192	1412	.294
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1159	.241*	1094	.228*
WBR	f		918		904	

TOTAL CAPACITY UTILIZATION .738 .664

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	640	.200*	992	.310*
SBT	0	0	0		0	
SBR	f		450		1119	
EBL	2	3200	1036	.324*	654	.204*
EBT	3	4800	1029	.214	1791	.373
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1508	.314*	1327	.276*
WBR	f		1052		986	

TOTAL CAPACITY UTILIZATION .838 .790

21. MacArthur & Coast Hwy

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	651	.203*	995	.311*
SBT	0	0	0		0	
SBR	f		450		1119	
EBL	2	3200	1036	.324*	654	.204*
EBT	3	4800	1031	.215	1806	.376
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1526	.318*	1325	.276*
WBR	f		1053		990	

TOTAL CAPACITY UTILIZATION **.845** **.791**

22. Santa Cruz & San Joaquin Hills

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	60	.019*	413	.129*
NBT	1	1600	2	.008	12	.035
NBR	0	0	10		44	
SBL	1	1600	21	.013	22	.014
SBT	2	3200	11	.007*	5	.003*
SBR	0	0	23	.014	45	.028
EBL	1	1600	30	.019	55	.034*
EBT	3	4800	494	.150*	324	.101
EBR	0	0	224		199	.124
WBL	1	1600	181	.113*	54	.034
WBT	3	4800	286	.065	495	.111*
WBR	0	0	28		37	

TOTAL CAPACITY UTILIZATION .289 .277

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	61	.019*	413	.129*
NBT	1	1600	2	.008	12	.035
NBR	0	0	11		44	
SBL	1	1600	21	.013	23	.014
SBT	2	3200	12	.008*	5	.003*
SBR	0	0	23	.014	45	.028
EBL	1	1600	30	.019	55	.034*
EBT	3	4800	495	.150*	324	.101
EBR	0	0	224		200	.125
WBL	1	1600	182	.114*	54	.034
WBT	3	4800	286	.065	496	.111*
WBR	0	0	28		37	

TOTAL CAPACITY UTILIZATION .291 .277

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	96	.030*	427	.133*
NBT	1	1600	2	.008	12	.035
NBR	0	0	11		44	
SBL	1	1600	21	.013	23	.014
SBT	2	3200	12	.008*	5	.003*
SBR	0	0	23	.014	45	.028
EBL	1	1600	30	.019	55	.034*
EBT	3	4800	544	.161*	334	.104
EBR	0	0	229		222	.139
WBL	1	1600	182	.114*	54	.034
WBT	3	4800	293	.067	544	.121*
WBR	0	0	28		37	

TOTAL CAPACITY UTILIZATION .313 .291

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	61	.019*	413	.129*
NBT	1	1600	2	.008	12	.035
NBR	0	0	11		44	
SBL	1	1600	31	.019	32	.020
SBT	2	3200	12	.008*	5	.003*
SBR	0	0	23	.014	45	.028
EBL	1	1600	30	.019	55	.034*
EBT	3	4800	504	.152*	362	.113
EBR	0	0	224		200	.125
WBL	1	1600	182	.114*	54	.034
WBT	3	4800	320	.074	516	.117*
WBR	0	0	35		47	

TOTAL CAPACITY UTILIZATION .293 .283

22. Santa Cruz & San Joaquin Hills

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	96	.030*	427	.133*
NBT	1	1600	2	.008	12	.035
NBR	0	0	11		44	
SBL	1	1600	31	.019	32	.020
SBT	2	3200	12	.008*	5	.003*
SBR	0	0	23	.014	45	.028
EBL	1	1600	30	.019	55	.034*
EBT	3	4800	553	.163*	372	.116
EBR	0	0	229		222	.139
WBL	1	1600	182	.114*	54	.034
WBT	3	4800	327	.075	564	.127*
WBR	0	0	35		47	

TOTAL CAPACITY UTILIZATION **.315** **.297**

23. Santa Rosa & San Joaquin Hills

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	35	.022	167	.104*
NBT	1	1600	6	.004*	28	.018
NBR	1	1600	67	.042	372	.233
SBL	1	1600	66	.041*	67	.042
SBT	1	1600	13	.008	7	.004*
SBR	1	1600	36	.023	24	.015
EBL	1	1600	33	.021	36	.023
EBT	3	4800	253	.079*	597	.144*
EBR	0	0	142	.089	96	
WBL	2	3200	531	.166*	250	.078*
WBT	3	4800	445	.104	244	.069
WBR	0	0	56		86	
Right Turn Adjustment					NBR	.108*
TOTAL CAPACITY UTILIZATION				**.290**		**.438**

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	46	.029	175	.109*
NBT	1	1600	6	.004*	28	.018
NBR	1	1600	70	.044	398	.249
SBL	1	1600	66	.041*	67	.042
SBT	1	1600	13	.008	7	.004*
SBR	1	1600	36	.023	24	.015
EBL	1	1600	34	.021	36	.023
EBT	3	4800	258	.081*	602	.148*
EBR	0	0	149	.093	106	
WBL	2	3200	538	.168*	274	.086*
WBT	3	4800	463	.108	269	.074
WBR	0	0	56		86	
Right Turn Adjustment					NBR	.113*
TOTAL CAPACITY UTILIZATION				**.294**		**.460**

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	53	.033	223	.139*
NBT	1	1600	6	.004*	28	.018
NBR	1	1600	99	.062	409	.256
SBL	1	1600	66	.041*	67	.042
SBT	1	1600	13	.008	7	.004*
SBR	1	1600	36	.023	24	.015
EBL	1	1600	34	.021	36	.023
EBT	3	4800	258	.081*	602	.150*
EBR	0	0	198	.124	116	
WBL	2	3200	542	.169*	288	.090*
WBT	3	4800	463	.108	269	.074
WBR	0	0	56		86	
Right Turn Adjustment			EBR	.015*	NBR	.087*
TOTAL CAPACITY UTILIZATION				**.310**		**.470**

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	46	.029	175	.109*
NBT	1	1600	6	.004*	28	.018
NBR	1	1600	81	.051	440	.275
SBL	1	1600	81	.051*	79	.049
SBT	1	1600	13	.008	7	.004*
SBR	1	1600	36	.023	24	.015
EBL	1	1600	34	.021	36	.023
EBT	3	4800	277	.087*	649	.157*
EBR	0	0	149	.093	106	
WBL	2	3200	577	.180*	299	.093*
WBT	3	4800	504	.119	299	.083
WBR	0	0	67		100	
Right Turn Adjustment					NBR	.141*
TOTAL CAPACITY UTILIZATION				**.322**		**.504**

23. Santa Rosa & San Joaquin Hills

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	53	.033	223	.139*
NBT	1	1600	6	.004*	28	.018
NBR	1	1600	110	.069	451	.282
SBL	1	1600	81	.051*	79	.049
SBT	1	1600	13	.008	7	.004*
SBR	1	1600	36	.023	24	.015
EBL	1	1600	34	.021	36	.023
EBT	3	4800	277	.087*	649	.159*
EBR	0	0	198	.124	116	
WBL	2	3200	581	.182*	313	.098*
WBT	3	4800	504	.119	299	.083
WBR	0	0	67		100	
Right Turn Adjustment			EBR	.002*	NBR	.114*
TOTAL CAPACITY UTILIZATION			**.326**		**.514**	

24. San Miguel & San Joaquin Hills

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	2	.001	11	.007
NBT	2	3200	229	.100*	499	.222*
NBR	0	0	91		210	
SBL	1	1600	67	.042*	85	.053*
SBT	2	3200	316	.131	241	.106
SBR	0	0	102		97	
EBL	2	3200	214	.067	514	.161*
EBT	3	4800	492	.107*	431	.093
EBR	0	0	23		14	
WBL	1	1600	213	.133*	264	.165
WBT	3	4800	663	.151	784	.177*
WBR	0	0	60		67	

TOTAL CAPACITY UTILIZATION .382 .613

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	2	.001	11	.007
NBT	2	3200	229	.100*	505	.226*
NBR	0	0	91		218	
SBL	1	1600	67	.042*	85	.053*
SBT	2	3200	316	.131	249	.108
SBR	0	0	102		97	
EBL	2	3200	214	.067	514	.161*
EBT	3	4800	493	.108*	431	.093
EBR	0	0	23		14	
WBL	1	1600	215	.134*	272	.170
WBT	3	4800	663	.151	784	.177*
WBR	0	0	60		67	

TOTAL CAPACITY UTILIZATION .384 .617

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	2	.001	11	.007
NBT	2	3200	229	.100*	514	.228*
NBR	0	0	90		215	
SBL	1	1600	67	.042*	85	.053*
SBT	2	3200	325	.133	248	.108
SBR	0	0	102		97	
EBL	2	3200	214	.067	514	.161*
EBT	3	4800	493	.108*	431	.093
EBR	0	0	23		14	
WBL	1	1600	213	.133*	266	.166
WBT	3	4800	663	.151	784	.177*
WBR	0	0	60		67	

TOTAL CAPACITY UTILIZATION .383 .619

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	2	.001	11	.007
NBT	2	3200	229	.100*	505	.226*
NBR	0	0	91		218	
SBL	1	1600	67	.042*	85	.053*
SBT	2	3200	316	.131	249	.108
SBR	0	0	102		97	
EBL	2	3200	214	.067*	514	.161*
EBT	3	4800	556	.121	647	.138
EBR	0	0	23		14	
WBL	1	1600	215	.134	272	.170
WBT	3	4800	854	.190*	921	.206*
WBR	0	0	60		67	

TOTAL CAPACITY UTILIZATION .399 .646

24. San Miguel & San Joaquin Hills

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	2	.001	11	.007
NBT	2	3200	229	.100*	514	.228*
NBR	0	0	90		215	
SBL	1	1600	67	.042*	85	.053*
SBT	2	3200	325	.133	248	.108
SBR	0	0	102		97	
EBL	2	3200	214	.067*	514	.161*
EBT	3	4800	556	.121	647	.138
EBR	0	0	23		14	
WBL	1	1600	213	.133	266	.166
WBT	3	4800	854	.190*	921	.206*
WBR	0	0	60		67	
TOTAL CAPACITY UTILIZATION				**.399**		**.648**

25. Avocado & San Miguel

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	123	.077	176	.110*
NBT	1	1600	148	.093*	60	.038
NBR	1	1600	121	.076	655	.409
SBL	1	1600	51	.032*	222	.139
SBT	1	1600	51	.032	129	.081*
SBR	1	1600	16	.010	21	.013
EBL	1	1600	7	.004	182	.114*
EBT	2	3200	148	.063*	444	.169
EBR	0	0	53		98	
WBL	1	1600	467	.292*	174	.109
WBT	2	3200	435	.194	492	.178*
WBR	0	0	187		76	
Right Turn Adjustment					NBR	.265*
TOTAL CAPACITY UTILIZATION			**.480**		**.748**	

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	123	.077	176	.110*
NBT	1	1600	148	.093*	60	.038
NBR	1	1600	121	.076	655	.409
SBL	1	1600	51	.032*	222	.139
SBT	1	1600	51	.032	129	.081*
SBR	1	1600	16	.010	21	.013
EBL	1	1600	7	.004	182	.114*
EBT	2	3200	148	.063*	466	.176
EBR	0	0	53		98	
WBL	1	1600	467	.292*	174	.109
WBT	2	3200	435	.194	508	.183*
WBR	0	0	187		76	
Right Turn Adjustment					NBR	.266*
TOTAL CAPACITY UTILIZATION			**.480**		**.754**	

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	123	.077	176	.110*
NBT	1	1600	197	.123*	70	.044
NBR	1	1600	121	.076	655	.409
SBL	1	1600	52	.033*	232	.145
SBT	1	1600	58	.036	177	.111*
SBR	1	1600	16	.010	21	.013
EBL	1	1600	7	.004	182	.114*
EBT	2	3200	158	.066*	467	.177
EBR	0	0	53		98	
WBL	1	1600	467	.292*	174	.109
WBT	2	3200	434	.197	502	.181*
WBR	0	0	197		78	
Right Turn Adjustment					NBR	.244*
TOTAL CAPACITY UTILIZATION			**.514**		**.760**	

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	123	.077	176	.110*
NBT	1	1600	148	.093*	60	.038
NBR	1	1600	121	.076	655	.409
SBL	1	1600	51	.032*	222	.139
SBT	1	1600	51	.032	129	.081*
SBR	1	1600	16	.010	21	.013
EBL	1	1600	7	.004	182	.114*
EBT	2	3200	160	.067*	503	.188
EBR	0	0	53		98	
WBL	1	1600	467	.292*	174	.109
WBT	2	3200	472	.206	530	.189*
WBR	0	0	187		76	
Right Turn Adjustment					NBR	.271*
TOTAL CAPACITY UTILIZATION			**.484**		**.765**	

25. Avocado & San Miguel

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	123	.077	176	.110*
NBT	1	1600	197	.123*	70	.044
NBR	1	1600	121	.076	655	.409
SBL	1	1600	52	.033*	232	.145
SBT	1	1600	58	.036	177	.111*
SBR	1	1600	16	.010	21	.013
EBL	1	1600	7	.004	182	.114*
EBT	2	3200	170	.070*	504	.188
EBR	0	0	53		98	
WBL	1	1600	467	.292*	174	.109
WBT	2	3200	471	.209	524	.188*
WBR	0	0	197		78	
Right Turn Adjustment					NBR	.247*
TOTAL CAPACITY UTILIZATION			**.518**		**.770**	

26. Superior/Balboa & Coast Hwy

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		202		261	
NBT	1.5	4800	327	.129*	209	.111*
NBR	0		89		65	
SBL	1.5		170		163	
SBT	1.5	4800	122	.061*	237	.083*
SBR	2	3200	187	.058	738	.231
EBL	2	3200	988	.309	255	.080*
EBT	3	4800	2242	.467*	1169	.244
EBR	1	1600	238	.149	225	.141
WBL	1	1600	61	.038*	147	.092
WBT	4	6400	582	.121	2165	.359*
WBR	0	0	206	.129	134	
Right Turn Adjustment					SBR	.088*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.695** **.721**

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		203		261	
NBT	1.5	4800	357	.135*	218	.114*
NBR	0		89		66	
SBL	1.5		170		163	
SBT	1.5	4800	128	.062*	269	.090*
SBR	2	3200	207	.065	868	.271
EBL	2	3200	1111	.347	293	.092*
EBT	3	4800	2377	.495*	1248	.260
EBR	1	1600	238	.149	228	.143
WBL	1	1600	61	.038*	147	.092
WBT	4	6400	633	.131	2314	.383*
WBR	0	0	206		134	
Right Turn Adjustment					SBR	.112*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.730** **.791**

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		203		261	
NBT	1.5	4800	357	.135*	218	.114*
NBR	0		89		66	
SBL	1.5		170		163	
SBT	1.5	4800	128	.062*	269	.090*
SBR	2	3200	207	.065	868	.271
EBL	2	3200	1111	.347	293	.092*
EBT	3	4800	2388	.498*	1256	.262
EBR	1	1600	238	.149	228	.143
WBL	1	1600	61	.038*	147	.092
WBT	4	6400	651	.134	2329	.385*
WBR	0	0	206		134	
Right Turn Adjustment					SBR	.112*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.733** **.793**

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		203		261	
NBT	1.5	4800	371	.138*	233	.117*
NBR	0		89		66	
SBL	1.5		193		242	
SBT	1.5	4800	134	.068*	297	.112*
SBR	2	3200	230	.072	982	.307
EBL	2	3200	1167	.365	354	.111*
EBT	3	4800	2423	.505*	1406	.293
EBR	1	1600	238	.149	228	.143
WBL	1	1600	61	.038*	147	.092
WBT	4	6400	788	.164	2409	.405*
WBR	0	0	282	.176	181	
Right Turn Adjustment					SBR	.112*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.749** **.857**

26. Superior/Balboa & Coast Hwy

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		203		261	
NBT	1.5	4800	371	.138*	233	.117*
NBR	0		89		66	
SBL	1.5		193		242	
SBT	1.5	4800	134	.068*	297	.112*
SBR	2	3200	230	.072	982	.307
EBL	2	3200	1167	.365	354	.111*
EBT	3	4800	2434	.507*	1414	.295
EBR	1	1600	238	.149	228	.143
WBL	1	1600	61	.038*	147	.092
WBT	4	6400	806	.168	2424	.407*
WBR	0	0	282	.176	181	
Right Turn Adjustment					SBR	.112*
Note: Assumes N/S Split Phasing						
TOTAL CAPACITY UTILIZATION			**.751**		**.859**	

27. Newport & Coast Hwy

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	384	.120*	617	.193*
SBT	0	0	0		0	
SBR	1	1600	269	.168	470	.294
EBL	0	0	0		0	
EBT	2	3200	2075	.648*	1267	.396*
EBR	f		487		267	
WBL	0	0	0		0	
WBT	3	4800	979	.204	1848	.385
WBR	f		370		563	
Right Turn Adjustment					SBR	.093*
TOTAL CAPACITY UTILIZATION				**.768**		**.682**

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	409	.128*	728	.228*
SBT	0	0	0		0	
SBR	1	1600	313	.196	510	.319
EBL	0	0	0		0	
EBT	2	3200	2140	.669*	1375	.430*
EBR	f		506		282	
WBL	0	0	0		0	
WBT	3	4800	1035	.216	1917	.399
WBR	f		381		580	
Right Turn Adjustment					SBR	.068*
TOTAL CAPACITY UTILIZATION				**.797**		**.726**

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	419	.131*	732	.229*
SBT	0	0	0		0	
SBR	1	1600	313	.196	510	.319
EBL	0	0	0		0	
EBT	2	3200	2151	.672*	1383	.432*
EBR	f		506		282	
WBL	0	0	0		0	
WBT	3	4800	1053	.219	1932	.403
WBR	f		381		580	
Right Turn Adjustment					SBR	.068*
TOTAL CAPACITY UTILIZATION				**.803**		**.729**

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	426	.133*	813	.254*
SBT	0	0	0		0	
SBR	1	1600	313	.196	510	.319
EBL	0	0	0		0	
EBT	2	3200	2207	.690*	1613	.504*
EBR	f		506		282	
WBL	0	0	0		0	
WBT	3	4800	1266	.264	2058	.429
WBR	f		385		584	
Right Turn Adjustment					SBR	.009*
TOTAL CAPACITY UTILIZATION				**.823**		**.767**

27. Newport & Coast Hwy

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	436	.136*	817	.255*
SBT	0	0	0		0	
SBR	1	1600	313	.196	510	.319
EBL	0	0	0		0	
EBT	2	3200	2218	.693*	1621	.507*
EBR	f		506		282	
WBL	0	0	0		0	
WBT	3	4800	1284	.268	2073	.432
WBR	f		385		584	
Right Turn Adjustment					SBR	.008*
TOTAL CAPACITY UTILIZATION			**.829**			**.770**

28. Riverside & Coast Hwy

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	2	{.001}*	26	
NBT	1	1600	6	.005	7	.029*
NBR	0	0	0		14	
SBL	0	0	85		84	{.052}*
SBT	1	1600	15	.063*	7	.057
SBR	1	1600	301	.188	433	.271
EBL	1	1600	280	.175	268	.168*
EBT	2	3200	2094	.660*	1528	.484
EBR	0	0	18		21	
WBL	1	1600	9	.006*	28	.018
WBT	3	4800	1232	.257	2430	.506*
WBR	1	1600	68	.043	65	.041
Right Turn Adjustment					SBR	.038*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.730** **.793**

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	2	{.001}*	26	
NBT	1	1600	6	.005	7	.029*
NBR	0	0	0		14	
SBL	0	0	87		86	{.054}*
SBT	1	1600	15	.064*	7	.058
SBR	1	1600	301	.188	433	.271
EBL	1	1600	280	.175	268	.168*
EBT	2	3200	2272	.716*	1770	.560
EBR	0	0	18		21	
WBL	1	1600	9	.006*	28	.018
WBT	3	4800	1410	.294	2658	.554*
WBR	1	1600	69	.043	68	.043
Right Turn Adjustment					SBR	.036*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.787** **.841**

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	2	{.001}*	26	
NBT	1	1600	6	.005	7	.029*
NBR	0	0	0		14	
SBL	0	0	87		86	{.054}*
SBT	1	1600	15	.064*	7	.058
SBR	1	1600	301	.188	433	.271
EBL	1	1600	280	.175	268	.168*
EBT	2	3200	2294	.723*	1783	.564
EBR	0	0	18		21	
WBL	1	1600	9	.006*	28	.018
WBT	3	4800	1436	.299	2685	.559*
WBR	1	1600	69	.043	68	.043
Right Turn Adjustment					SBR	.036*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.794** **.846**

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	2	{.001}*	26	
NBT	1	1600	6	.005	7	.029*
NBR	0	0	0		14	
SBL	0	0	92		90	{.056}*
SBT	1	1600	15	.067*	7	.061
SBR	1	1600	301	.188	433	.271
EBL	1	1600	280	.175	268	.168*
EBT	2	3200	2361	.743*	2097	.662
EBR	0	0	18		21	
WBL	1	1600	9	.006*	28	.018
WBT	3	4800	1687	.351	2849	.594*
WBR	1	1600	73	.046	72	.045
Right Turn Adjustment					SBR	.034*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION **.817** **.881**

28. Riverside & Coast Hwy

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	2	{.001}*	26	
NBT	1	1600	6	.005	7	.029*
NBR	0	0	0		14	
SBL	0	0	92		90	{.056}*
SBT	1	1600	15	.067*	7	.061
SBR	1	1600	301	.188	433	.271
EBL	1	1600	280	.175	268	.168*
EBT	2	3200	2383	.750*	2110	.666
EBR	0	0	18		21	
WBL	1	1600	9	.006*	28	.018
WBT	3	4800	1713	.357	2876	.599*
WBR	1	1600	73	.046	72	.045
Right Turn Adjustment					SBR	.034*
Note: Assumes Right-Turn Overlap for SBR						
TOTAL CAPACITY UTILIZATION			**.824**			**.886**

29. Tustin & Coast Hwy

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		1	{.001}*
NBT	1	1600	0	.000	0	.004
NBR	0	0	0		6	
SBL	0	0	36		45	
SBT	1	1600	0	.033*	0	.053*
SBR	0	0	16		40	
EBL	1	1600	27	.017	32	.020*
EBT	2	3200	2241	.700*	1548	.486
EBR	0	0	0		7	
WBL	1	1600	1	.001*	0	.000
WBT	3	4800	1236	.258	2462	.513*
WBR	1	1600	39	.024	47	.029

TOTAL CAPACITY UTILIZATION .734 .587

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		1	{.001}*
NBT	1	1600	0	.000	0	.004
NBR	0	0	0		6	
SBL	0	0	36		45	
SBT	1	1600	0	.033*	0	.053*
SBR	0	0	16		40	
EBL	1	1600	27	.017	32	.020*
EBT	2	3200	2417	.755*	1701	.534
EBR	0	0	0		7	
WBL	1	1600	1	.001*	0	.000
WBT	3	4800	1340	.279	2663	.555*
WBR	1	1600	39	.024	47	.029

TOTAL CAPACITY UTILIZATION .789 .629

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		1	{.001}*
NBT	1	1600	0	.000	0	.004
NBR	0	0	0		6	
SBL	0	0	36		45	
SBT	1	1600	0	.033*	0	.053*
SBR	0	0	16		40	
EBL	1	1600	27	.017	32	.020*
EBT	2	3200	2439	.762*	1714	.538
EBR	0	0	0		7	
WBL	1	1600	1	.001*	0	.000
WBT	3	4800	1366	.285	2690	.560*
WBR	1	1600	39	.024	47	.029

TOTAL CAPACITY UTILIZATION .796 .634

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		1	{.001}*
NBT	1	1600	0	.000	0	.004
NBR	0	0	0		6	
SBL	0	0	36		45	
SBT	1	1600	0	.033*	0	.053*
SBR	0	0	16		40	
EBL	1	1600	27	.017	32	.020
EBT	2	3200	2511	.785*	2033	.638*
EBR	0	0	0		7	
WBL	1	1600	1	.001*	0	.000
WBT	3	4800	1620	.338	2860	.596
WBR	1	1600	39	.024	47	.029

TOTAL CAPACITY UTILIZATION .819 .692

29. Tustin & Coast Hwy

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		1	{.001}*
NBT	1	1600	0	.000	0	.004
NBR	0	0	0		6	
SBL	0	0	36		45	
SBT	1	1600	0	.033*	0	.053*
SBR	0	0	16		40	
EBL	1	1600	27	.017	32	.020
EBT	2	3200	2533	.792*	2046	.642*
EBR	0	0	0		7	
WBL	1	1600	1	.001*	0	.000
WBT	3	4800	1646	.343	2887	.601
WBR	1	1600	39	.024	47	.029

TOTAL CAPACITY UTILIZATION **.826** **.696**

30. Dover & Coast Hwy

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	15	.009	36	.023
NBT	2	3200	38	.018*	49	.026*
NBR	0	0	21		34	
SBL	3	4800	821	.171*	1058	.220*
SBT	1	1600	31	.019	77	.048
SBR	1	1600	124	.078	175	.109
EBL	2	3200	143	.045	133	.042*
EBT	3	4800	2251	.475*	1457	.312
EBR	0	0	27		40	
WBL	1	1600	16	.010*	55	.034
WBT	3	4800	1207	.251	2178	.454*
WBR	f		497		1108	

TOTAL CAPACITY UTILIZATION .674 .742

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	15	.009	36	.023
NBT	2	3200	38	.018*	49	.026*
NBR	0	0	21		34	
SBL	3	4800	826	.172*	1071	.223*
SBT	1	1600	31	.019	77	.048
SBR	1	1600	142	.089	203	.127
EBL	2	3200	157	.049	170	.053*
EBT	3	4800	2386	.503*	1582	.338
EBR	0	0	27		40	
WBL	1	1600	16	.010*	55	.034
WBT	3	4800	1295	.270	2325	.484*
WBR	f		506		1118	

TOTAL CAPACITY UTILIZATION .703 .786

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	15	.009	36	.023
NBT	2	3200	38	.018*	49	.026*
NBR	0	0	21		34	
SBL	3	4800	835	.174*	1072	.223*
SBT	1	1600	31	.019	77	.048
SBR	1	1600	142	.089	203	.127
EBL	2	3200	157	.049	170	.053*
EBT	3	4800	2408	.507*	1595	.341
EBR	0	0	27		40	
WBL	1	1600	16	.010*	55	.034
WBT	3	4800	1321	.275	2352	.490*
WBR	f		512		1128	

TOTAL CAPACITY UTILIZATION .709 .792

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	15	.009	36	.023
NBT	2	3200	38	.018*	49	.026*
NBR	0	0	21		34	
SBL	3	4800	854	.178*	1154	.240*
SBT	1	1600	31	.019	77	.048
SBR	1	1600	142	.089	203	.127
EBL	2	3200	157	.049	170	.053*
EBT	3	4800	2480	.522*	1914	.407
EBR	0	0	27		40	
WBL	1	1600	16	.010*	55	.034
WBT	3	4800	1575	.328	2522	.525*
WBR	f		586		1169	

TOTAL CAPACITY UTILIZATION .728 .844

30. Dover & Coast Hwy

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	15	.009	36	.023
NBT	2	3200	38	.018*	49	.026*
NBR	0	0	21		34	
SBL	3	4800	863	.180*	1155	.241*
SBT	1	1600	31	.019	77	.048
SBR	1	1600	142	.089	203	.127
EBL	2	3200	157	.049	170	.053*
EBT	3	4800	2502	.527*	1927	.410
EBR	0	0	27		40	
WBL	1	1600	16	.010*	55	.034
WBT	3	4800	1601	.334	2549	.531*
WBR	f		592		1179	

TOTAL CAPACITY UTILIZATION **.735** **.851**

31. Bayside & Coast Hwy

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2.5		394		477	
NBT	0.5	4800	17	.093*	17	.109*
NBR	0		35		29	
SBL	1	1600	19	.012	27	.017
SBT	1	1600	9	.017*	11	.026*
SBR	0	0	18		30	
EBL	1	1600	26	.016	48	.030*
EBT	3	4800	2800	.583*	1947	.406
EBR	1	1600	344	.215	424	.265
WBL	1	1600	62	.039*	74	.046
WBT	4	6400	1407	.222	3026	.477*
WBR	0	0	14		29	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.732** **.642**

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2.5		397		482	
NBT	0.5	4800	17	.094*	17	.110*
NBR	0		36		29	
SBL	1	1600	63	.039*	98	.061*
SBT	1	1600	9	.028	11	.044
SBR	0	0	36		59	
EBL	1	1600	61	.038	74	.046*
EBT	3	4800	2946	.614*	2083	.434
EBR	1	1600	346	.216	431	.269
WBL	1	1600	62	.039*	74	.046
WBT	4	6400	1502	.237	3203	.505*
WBR	0	0	14		29	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.786** **.722**

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2.5		397		482	
NBT	0.5	4800	17	.094*	17	.110*
NBR	0		36		29	
SBL	1	1600	63	.039*	98	.061*
SBT	1	1600	9	.028	11	.044
SBR	0	0	36		59	
EBL	1	1600	61	.038	74	.046*
EBT	3	4800	2977	.620*	2096	.437
EBR	1	1600	346	.216	431	.269
WBL	1	1600	62	.039*	74	.046
WBT	4	6400	1534	.242	3240	.511*
WBR	0	0	14		29	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.792** **.728**

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2.5		397		482	
NBT	0.5	4800	17	.094*	17	.110*
NBR	0		36		29	
SBL	1	1600	68	.043*	102	.064*
SBT	1	1600	9	.028	11	.044
SBR	0	0	36		59	
EBL	1	1600	61	.038	74	.046*
EBT	3	4800	3062	.638*	2468	.514
EBR	1	1600	346	.216	431	.269
WBL	1	1600	62	.039*	74	.046
WBT	4	6400	1849	.292	3437	.542*
WBR	0	0	18		33	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.814** **.762**

31. Bayside & Coast Hwy

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2.5		397		482	
NBT	0.5	4800	17	.094*	17	.110*
NBR	0		36		29	
SBL	1	1600	68	.043*	102	.064*
SBT	1	1600	9	.028	11	.044
SBR	0	0	36		59	
EBL	1	1600	61	.038	74	.046*
EBT	3	4800	3093	.644*	2481	.517
EBR	1	1600	346	.216	431	.269
WBL	1	1600	62	.039*	74	.046
WBT	4	6400	1881	.297	3474	.548*
WBR	0	0	18		33	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION	**.820**	**.768**

32. Newport Center & Coast Hwy

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	46	.014*	141	.044*
SBT	0	0	0		0	
SBR	f		82		539	
EBL	2	3200	263	.082	307	.096*
EBT	3	4800	1642	.342*	1567	.326
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1222	.255	1881	.392*
WBR	f		225		160	

TOTAL CAPACITY UTILIZATION .356 .532

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	46	.014*	144	.045*
SBT	0	0	0		0	
SBR	f		91		570	
EBL	2	3200	268	.084	320	.100*
EBT	3	4800	1697	.354*	1627	.339
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1274	.265	1944	.405*
WBR	f		226		166	

TOTAL CAPACITY UTILIZATION .368 .550

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	44	.014*	135	.042*
SBT	0	0	0		0	
SBR	f		102		572	
EBL	2	3200	268	.084	321	.100*
EBT	3	4800	1726	.360*	1633	.340
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1278	.266	1973	.411*
WBR	f		223		154	

TOTAL CAPACITY UTILIZATION .374 .553

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	46	.014*	144	.045*
SBT	0	0	0		0	
SBR	f		91		570	
EBL	2	3200	268	.084*	320	.100*
EBT	3	4800	1853	.386	2140	.446
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1743	.363*	2261	.471*
WBR	f		226		166	

TOTAL CAPACITY UTILIZATION .461 .616

32. Newport Center & Coast Hwy

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	44	.014*	135	.042*
SBT	0	0	0		0	
SBR	f		102		572	
EBL	2	3200	268	.084*	321	.100*
EBT	3	4800	1882	.392	2146	.447
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1747	.364*	2290	.477*
WBR	f		223		154	

TOTAL CAPACITY UTILIZATION **.462** **.619**

33. Avocado & Coast Hwy

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	78	.049	109	.068*
NBT	1	1600	106	.066*	90	.056
NBR	1	1600	121	.076	163	.102
SBL	1.5		50		300	
SBT	0.5	3200	43	.029*	130	.134*
SBR	f		50		275	
EBL	1	1600	199	.124*	120	.075
EBT	3	4800	1233	.267	1494	.326*
EBR	0	0	48		70	
WBL	1	1600	95	.059	119	.074*
WBT	3	4800	1126	.271*	1365	.309
WBR	0	0	177		119	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.490** **.602**

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	78	.049	109	.068*
NBT	1	1600	106	.066*	90	.056
NBR	1	1600	121	.076	163	.102
SBL	1.5		50		300	
SBT	0.5	3200	43	.029*	130	.134*
SBR	f		50		276	
EBL	1	1600	199	.124*	120	.075
EBT	3	4800	1288	.278	1564	.341*
EBR	0	0	48		71	
WBL	1	1600	95	.059	119	.074*
WBT	3	4800	1186	.284*	1427	.322
WBR	0	0	177		119	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.503** **.617**

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	78	.049	109	.068*
NBT	1	1600	106	.066*	90	.056
NBR	1	1600	121	.076	163	.102
SBL	1.5		53		319	
SBT	0.5	3200	43	.030*	130	.140*
SBR	f		54		305	
EBL	1	1600	228	.143*	126	.079
EBT	3	4800	1287	.278	1560	.340*
EBR	0	0	48		71	
WBL	1	1600	95	.059	119	.074*
WBT	3	4800	1184	.288*	1421	.322
WBR	0	0	197		123	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.527** **.622**

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	78	.049	109	.068*
NBT	1	1600	106	.066*	90	.056
NBR	1	1600	121	.076	163	.102
SBL	1.5		50		300	
SBT	0.5	3200	43	.029*	130	.134*
SBR	f		50		276	
EBL	1	1600	199	.124*	120	.075
EBT	3	4800	1444	.311	2077	.448*
EBR	0	0	48		71	
WBL	1	1600	95	.059	119	.074*
WBT	3	4800	1655	.382*	1744	.388
WBR	0	0	177		119	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.601** **.724**

33. Avocado & Coast Hwy

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	78	.049	109	.068*
NBT	1	1600	106	.066*	90	.056
NBR	1	1600	121	.076	163	.102
SBL	1.5		53		319	
SBT	0.5	3200	43	.030*	130	.140*
SBR	f		54		305	
EBL	1	1600	228	.143*	126	.079
EBT	3	4800	1443	.311	2073	.447*
EBR	0	0	48		71	
WBL	1	1600	95	.059	119	.074*
WBT	3	4800	1653	.385*	1738	.388
WBR	0	0	197		123	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION **.624** **.729**

34. Goldenrod & Coast Hwy

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	106		110	{.069}*
NBT	1	1600	0	.083*	0	.084
NBR	0	0	27		25	
SBL	0	0	40	{.025}*	47	
SBT	1	1600	5	.037	5	.047*
SBR	0	0	14		23	
EBL	1	1600	16	.010*	39	.024
EBT	2	3200	1132	.366	1717	.545*
EBR	0	0	39		26	
WBL	1	1600	44	.028	26	.016*
WBT	2	3200	1935	.608*	1703	.536
WBR	0	0	11		13	

TOTAL CAPACITY UTILIZATION .726 .677

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	106		110	{.069}*
NBT	1	1600	0	.083*	0	.084
NBR	0	0	27		25	
SBL	0	0	41	{.026}*	47	
SBT	1	1600	5	.038	5	.047*
SBR	0	0	14		23	
EBL	1	1600	16	.010*	39	.024
EBT	2	3200	1183	.382	1794	.569*
EBR	0	0	39		26	
WBL	1	1600	44	.028	26	.016*
WBT	2	3200	2022	.635*	1778	.560
WBR	0	0	11		13	

TOTAL CAPACITY UTILIZATION .754 .701

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	106		110	{.069}*
NBT	1	1600	0	.083*	0	.084
NBR	0	0	27		25	
SBL	0	0	41	{.026}*	47	
SBT	1	1600	5	.038	5	.047*
SBR	0	0	14		23	
EBL	1	1600	16	.010*	39	.024
EBT	2	3200	1197	.386	1812	.574*
EBR	0	0	39		26	
WBL	1	1600	44	.028	26	.016*
WBT	2	3200	2041	.641*	1780	.560
WBR	0	0	11		13	

TOTAL CAPACITY UTILIZATION .760 .706

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	106		110	{.069}*
NBT	1	1600	0	.083*	0	.084
NBR	0	0	27		25	
SBL	0	0	41	{.026}*	47	
SBT	1	1600	5	.038	5	.047*
SBR	0	0	14		23	
EBL	1	1600	16	.010*	39	.024
EBT	2	3200	1342	.432	2321	.733*
EBR	0	0	39		26	
WBL	1	1600	44	.028	26	.016*
WBT	2	3200	2524	.792*	2095	.659
WBR	0	0	11		13	

TOTAL CAPACITY UTILIZATION .911 .865

34. Goldenrod & Coast Hwy

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	106		110	{.069}*
NBT	1	1600	0	.083*	0	.084
NBR	0	0	27		25	
SBL	0	0	41	{.026}*	47	
SBT	1	1600	5	.038	5	.047*
SBR	0	0	14		23	
EBL	1	1600	16	.010*	39	.024
EBT	2	3200	1356	.436	2339	.739*
EBR	0	0	39		26	
WBL	1	1600	44	.028	26	.016*
WBT	2	3200	2543	.798*	2097	.659
WBR	0	0	11		13	

TOTAL CAPACITY UTILIZATION **.917** **.871**

35. Marguerite & Coast Hwy

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	120	.075*	94	.059*
NBT	1	1600	73	.081	71	.092
NBR	0	0	56		76	
SBL	1	1600	49	.031	92	.058
SBT	1	1600	67	.121*	84	.101*
SBR	0	0	127		78	
EBL	1	1600	48	.030*	55	.034
EBT	2	3200	1104	.345	1687	.527*
EBR	1	1600	81	.051	57	.036
WBL	1	1600	24	.015	63	.039*
WBT	2	3200	1764	.562*	1366	.437
WBR	0	0	33		31	

TOTAL CAPACITY UTILIZATION .788 .726

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	120	.075*	94	.059*
NBT	1	1600	73	.081	71	.092
NBR	0	0	56		76	
SBL	1	1600	49	.031	92	.058
SBT	1	1600	67	.121*	84	.101*
SBR	0	0	127		78	
EBL	1	1600	48	.030*	55	.034
EBT	2	3200	1153	.360	1761	.550*
EBR	1	1600	81	.051	57	.036
WBL	1	1600	24	.015	63	.039*
WBT	2	3200	1845	.587*	1428	.456
WBR	0	0	33		31	

TOTAL CAPACITY UTILIZATION .813 .749

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	120	.075*	94	.059*
NBT	1	1600	73	.081	71	.092
NBR	0	0	56		76	
SBL	1	1600	49	.031	92	.058
SBT	1	1600	67	.121*	84	.101*
SBR	0	0	127		78	
EBL	1	1600	48	.030*	55	.034
EBT	2	3200	1167	.365	1779	.556*
EBR	1	1600	81	.051	57	.036
WBL	1	1600	24	.015	63	.039*
WBT	2	3200	1864	.593*	1430	.457
WBR	0	0	33		31	

TOTAL CAPACITY UTILIZATION .819 .755

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	120	.075*	94	.059*
NBT	1	1600	73	.081	71	.092
NBR	0	0	56		76	
SBL	1	1600	52	.033	105	.066
SBT	1	1600	67	.121*	84	.101*
SBR	0	0	127		78	
EBL	1	1600	48	.030*	55	.034
EBT	2	3200	1312	.410	2288	.715*
EBR	1	1600	81	.051	57	.036
WBL	1	1600	24	.015	63	.039*
WBT	2	3200	2347	.748*	1745	.557
WBR	0	0	46		38	

TOTAL CAPACITY UTILIZATION .974 .914

35. Marguerite & Coast Hwy

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	120	.075*	94	.059*
NBT	1	1600	73	.081	71	.092
NBR	0	0	56		76	
SBL	1	1600	52	.033	105	.066
SBT	1	1600	67	.121*	84	.101*
SBR	0	0	127		78	
EBL	1	1600	48	.030*	55	.034
EBT	2	3200	1326	.414	2306	.721*
EBR	1	1600	81	.051	57	.036
WBL	1	1600	24	.015	63	.039*
WBT	2	3200	2366	.754*	1747	.558
WBR	0	0	46		38	
TOTAL CAPACITY UTILIZATION				**.980**		**.920**

36. Newport Center & Santa Barbara

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	75	.047*	155	.097*
NBT	2	3200	134	.042	102	.032
NBR	1	1600	14	.009	34	.021
SBL	1	1600	11	.007	42	.026
SBT	2	3200	76	.024*	180	.056*
SBR	1	1600	39	.024	67	.042
EBL	1	1600	34	.021*	38	.024
EBT	2	3200	28	.018	97	.061*
EBR	0	0	165	.103	132	.083
WBL	0	0	2		23	{.014}*
WBT	2	3200	5	.004*	44	.028
WBR	0	0	6	.004	24	
Right Turn Adjustment			EBR	.044*		

TOTAL CAPACITY UTILIZATION .140 .228

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	75	.047*	155	.097*
NBT	2	3200	134	.042	102	.032
NBR	1	1600	14	.009	34	.021
SBL	1	1600	11	.007	42	.026
SBT	2	3200	76	.024*	180	.056*
SBR	1	1600	39	.024	67	.042
EBL	1	1600	34	.021*	38	.024
EBT	2	3200	28	.018	97	.061*
EBR	0	0	165	.103	132	.083
WBL	0	0	2		23	{.014}*
WBT	2	3200	5	.004*	44	.028
WBR	0	0	6	.004	24	
Right Turn Adjustment			EBR	.044*		

TOTAL CAPACITY UTILIZATION .140 .228

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	75	.047*	155	.097*
NBT	2	3200	134	.042	102	.032
NBR	1	1600	14	.009	34	.021
SBL	1	1600	11	.007	42	.026
SBT	2	3200	76	.024*	180	.056*
SBR	1	1600	39	.024	67	.042
EBL	1	1600	34	.021*	38	.024
EBT	2	3200	30	.019	106	.066*
EBR	0	0	165	.103	132	.083
WBL	0	0	2		23	{.014}*
WBT	2	3200	6	.004*	53	.031
WBR	0	0	6		24	
Right Turn Adjustment			EBR	.044*		

TOTAL CAPACITY UTILIZATION .140 .233

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	75	.047*	155	.097*
NBT	2	3200	134	.042	102	.032
NBR	1	1600	14	.009	34	.021
SBL	1	1600	11	.007	42	.026
SBT	2	3200	76	.024*	180	.056*
SBR	1	1600	39	.024	67	.042
EBL	1	1600	34	.021*	38	.024
EBT	2	3200	28	.018	97	.061*
EBR	0	0	165	.103	132	.083
WBL	0	0	2		23	{.014}*
WBT	2	3200	5	.004*	44	.028
WBR	0	0	6	.004	24	
Right Turn Adjustment			EBR	.044*		

TOTAL CAPACITY UTILIZATION .140 .228

36. Newport Center & Santa Barbara

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	75	.047*	155	.097*
NBT	2	3200	134	.042	102	.032
NBR	1	1600	14	.009	34	.021
SBL	1	1600	11	.007	42	.026
SBT	2	3200	76	.024*	180	.056*
SBR	1	1600	39	.024	67	.042
EBL	1	1600	34	.021*	38	.024
EBT	2	3200	30	.019	106	.066*
EBR	0	0	165	.103	132	.083
WBL	0	0	2		23	{.014}*
WBT	2	3200	6	.004*	53	.031
WBR	0	0	6		24	
Right Turn Adjustment			EBR	.044*		
TOTAL CAPACITY UTILIZATION				**.140**		**.233**

37. Santa Cruz & Newport Center

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.006}*	50	{.031}*
NBT	2	3200	32	.022	144	.086
NBR	0	0	27		80	
SBL	1	1600	25	.016	32	.020
SBT	1	1600	85	.053*	120	.075*
SBR	1	1600	56	.035	103	.064
EBL	1	1600	35	.022	91	.057
EBT	2	3200	60	.019*	102	.032*
EBR	1	1600	22	.014	42	.026
WBL	1	1600	63	.039*	116	.073*
WBT	2	3200	84	.026	102	.032
WBR	1	1600	34	.021	81	.051

TOTAL CAPACITY UTILIZATION .117 .211

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.006}*	50	{.031}*
NBT	2	3200	32	.022	144	.086
NBR	0	0	27		80	
SBL	1	1600	25	.016	32	.020
SBT	1	1600	85	.053*	120	.075*
SBR	1	1600	56	.035	103	.064
EBL	1	1600	35	.022	91	.057
EBT	2	3200	60	.019*	102	.032*
EBR	1	1600	22	.014	42	.026
WBL	1	1600	63	.039*	116	.073*
WBT	2	3200	84	.026	102	.032
WBR	1	1600	34	.021	81	.051

TOTAL CAPACITY UTILIZATION .117 .211

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.006}*	50	{.031}*
NBT	2	3200	33	.022	153	.088
NBR	0	0	27		80	
SBL	1	1600	25	.016	32	.020
SBT	1	1600	87	.054*	129	.081*
SBR	1	1600	56	.035	103	.064
EBL	1	1600	35	.022	91	.057
EBT	2	3200	60	.019*	102	.032*
EBR	1	1600	22	.014	42	.026
WBL	1	1600	63	.039*	116	.073*
WBT	2	3200	84	.026	102	.032
WBR	1	1600	34	.021	81	.051

TOTAL CAPACITY UTILIZATION .118 .217

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.006}*	50	{.031}*
NBT	2	3200	32	.022	144	.086
NBR	0	0	27		80	
SBL	1	1600	25	.016	32	.020
SBT	1	1600	85	.053*	120	.075*
SBR	1	1600	56	.035	103	.064
EBL	1	1600	35	.022	91	.057
EBT	2	3200	60	.019*	102	.032*
EBR	1	1600	22	.014	42	.026
WBL	1	1600	63	.039*	116	.073*
WBT	2	3200	84	.026	102	.032
WBR	1	1600	34	.021	81	.051

TOTAL CAPACITY UTILIZATION .117 .211

37. Santa Cruz & Newport Center

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.006}*	50	{.031}*
NBT	2	3200	33	.022	153	.088
NBR	0	0	27		80	
SBL	1	1600	25	.016	32	.020
SBT	1	1600	87	.054*	129	.081*
SBR	1	1600	56	.035	103	.064
EBL	1	1600	35	.022	91	.057
EBT	2	3200	60	.019*	102	.032*
EBR	1	1600	22	.014	42	.026
WBL	1	1600	63	.039*	116	.073*
WBT	2	3200	84	.026	102	.032
WBR	1	1600	34	.021	81	.051

TOTAL CAPACITY UTILIZATION **.118** **.217**

38. Newport Center & Santa Rosa

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	31	.019	38	.024
NBT	2	3200	69	.022*	204	.064*
NBR	1	1600	22	.014	36	.023
SBL	1	1600	87	.054*	80	.050*
SBT	2	3200	183	.057	228	.071
SBR	1	1600	43	.027	84	.053
EBL	0	0	20		84	
EBT	2	3200	39	.027*	67	.067*
EBR	0	0	26		63	
WBL	0.5		42		33	
WBT	2	4000	87	.032*	102	.034*
WBR	1	1600	145	.091	163	.102
Right Turn Adjustment			WBR	.018*	WBR	.030*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.153** **.245**

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	31	.019	38	.024
NBT	2	3200	69	.022*	204	.064*
NBR	1	1600	22	.014	36	.023
SBL	1	1600	87	.054*	80	.050*
SBT	2	3200	183	.057	228	.071
SBR	1	1600	43	.027	84	.053
EBL	0	0	20		84	
EBT	2	3200	39	.027*	67	.067*
EBR	0	0	26		63	
WBL	0.5		42		33	
WBT	2	4000	87	.032*	102	.034*
WBR	1	1600	145	.091	163	.102
Right Turn Adjustment			WBR	.018*	WBR	.030*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.153** **.245**

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	31	.019*	38	.024
NBT	2	3200	75	.023	230	.072*
NBR	1	1600	22	.014	36	.023
SBL	1	1600	87	.054	80	.050*
SBT	2	3200	213	.067*	243	.076
SBR	1	1600	43	.027	84	.053
EBL	0	0	20		84	
EBT	2	3200	34	.025*	42	.053*
EBR	0	0	26		63	.039
WBL	0.5		42		33	
WBT	2	4000	76	.030*	60	.023*
WBR	1	1600	145	.091	163	.102
Right Turn Adjustment			WBR	.014*	WBR	.041*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.155** **.239**

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	31	.019	38	.024
NBT	2	3200	69	.022*	204	.064*
NBR	1	1600	22	.014	36	.023
SBL	1	1600	87	.054*	80	.050*
SBT	2	3200	183	.057	228	.071
SBR	1	1600	43	.027	84	.053
EBL	0	0	20		84	
EBT	2	3200	50	.030*	109	.080*
EBR	0	0	26		63	
WBL	0.5		42		33	
WBT	2	4000	126	.042*	127	.040*
WBR	1	1600	145	.091	163	.102
Right Turn Adjustment			WBR	.008*	WBR	.024*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.156** **.258**

38. Newport Center & Santa Rosa

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	31	.019*	38	.024
NBT	2	3200	75	.023	230	.072*
NBR	1	1600	22	.014	36	.023
SBL	1	1600	87	.054	80	.050*
SBT	2	3200	213	.067*	243	.076
SBR	1	1600	43	.027	84	.053
EBL	0	0	20		84	
EBT	2	3200	45	.028*	84	.072*
EBR	0	0	26		63	
WBL	0.5		42		33	
WBT	2	4000	115	.039*	85	.030*
WBR	1	1600	145	.091	163	.102
Right Turn Adjustment			WBR	.005*	WBR	.034*

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION **.158** **.258**

39. Newport Center & San Miguel

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	48	.030	98	.061*
NBT	2	3200	147	.086*	98	.061
NBR	0	0	127		180	.113
SBL	0	0	55	{.034}*	104	
SBT	2	3200	54	.041	174	.121*
SBR	0	0	21		110	
EBL	1	1600	13	.008	42	.026
EBT	2	3200	39	.012*	248	.078*
EBR	1	1600	17	.011	100	.063
WBL	1	1600	132	.083*	243	.152*
WBT	2	3200	138	.043	282	.088
WBR	1	1600	107	.067	160	.100

TOTAL CAPACITY UTILIZATION .215 .412

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	48	.030	98	.061*
NBT	2	3200	147	.086*	98	.061
NBR	0	0	127		180	.113
SBL	0	0	55	{.034}*	104	
SBT	2	3200	54	.041	174	.121*
SBR	0	0	21		110	
EBL	1	1600	13	.008	42	.026
EBT	2	3200	39	.012*	248	.078*
EBR	1	1600	17	.011	100	.063
WBL	1	1600	132	.083*	243	.152*
WBT	2	3200	138	.043	282	.088
WBR	1	1600	107	.067	160	.100

TOTAL CAPACITY UTILIZATION .215 .412

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	48	.030	98	.061*
NBT	2	3200	150	.087*	108	.068
NBR	0	0	127		180	.113
SBL	0	0	62	{.039}*	84	
SBT	2	3200	64	.046	167	.113*
SBR	0	0	21		110	
EBL	1	1600	13	.008	42	.026
EBT	2	3200	41	.013*	264	.083*
EBR	1	1600	17	.011	100	.063
WBL	1	1600	132	.083*	243	.152*
WBT	2	3200	142	.044	296	.093
WBR	1	1600	101	.063	134	.084

TOTAL CAPACITY UTILIZATION .222 .409

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	48	.030	98	.061*
NBT	2	3200	147	.086*	98	.061
NBR	0	0	127		180	.113
SBL	0	0	55	{.034}*	104	
SBT	2	3200	54	.041	174	.121*
SBR	0	0	21		110	
EBL	1	1600	13	.008	42	.026
EBT	2	3200	51	.016*	285	.089*
EBR	1	1600	17	.011	100	.063
WBL	1	1600	132	.083*	243	.152*
WBT	2	3200	175	.055	304	.095
WBR	1	1600	107	.067	160	.100

TOTAL CAPACITY UTILIZATION .219 .423

39. Newport Center & San Miguel

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	48	.030	98	.061*
NBT	2	3200	150	.087*	108	.068
NBR	0	0	127		180	.113
SBL	0	0	62	{.039}*	84	
SBT	2	3200	64	.046	167	.113*
SBR	0	0	21		110	
EBL	1	1600	13	.008	42	.026
EBT	2	3200	53	.017*	301	.094*
EBR	1	1600	17	.011	100	.063
WBL	1	1600	132	.083*	243	.152*
WBT	2	3200	179	.056	318	.099
WBR	1	1600	101	.063	134	.084

TOTAL CAPACITY UTILIZATION **.226** **.420**

40. Newport Center/Fashion Island & Newport Center

Existing

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	167	.104*	143	.089*
NBT	2	3200	58	.018	169	.053
NBR	1	1600	276	.173	119	.074
SBL	1	1600	4	.003	41	.026
SBT	2	3200	10	.003*	112	.036*
SBR	0	0	1		3	
EBL	1	1600	6	.004	22	.014
EBT	2	3200	98	.031*	105	.033*
EBR	1	1600	125	.078	215	.134
WBL	1	1600	68	.043*	376	.235*
WBT	2	3200	41	.013	83	.026
WBR	1	1600	12	.008	52	.033
Right Turn Adjustment			NBR	.037*	EBR	.034*

TOTAL CAPACITY UTILIZATION **.218** **.427**

Existing + Regional Growth + Approved

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	167	.104*	143	.089*
NBT	2	3200	58	.018	169	.053
NBR	1	1600	276	.173	119	.074
SBL	1	1600	4	.003	41	.026
SBT	2	3200	10	.003*	112	.036*
SBR	0	0	1		3	
EBL	1	1600	6	.004	22	.014
EBT	2	3200	98	.031*	105	.033*
EBR	1	1600	125	.078	215	.134
WBL	1	1600	68	.043*	376	.235*
WBT	2	3200	41	.013	83	.026
WBR	1	1600	12	.008	52	.033
Right Turn Adjustment			NBR	.037*	EBR	.034*

TOTAL CAPACITY UTILIZATION **.218** **.427**

Existing + Growth + Approved + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	167	.104*	143	.089*
NBT	2	3200	60	.019	178	.056
NBR	1	1600	274	.171	111	.069
SBL	1	1600	4	.003	41	.026
SBT	2	3200	11	.004*	121	.039*
SBR	0	0	1		3	
EBL	1	1600	6	.004	22	.014
EBT	2	3200	98	.031*	105	.033*
EBR	1	1600	125	.078	215	.134
WBL	1	1600	78	.049*	369	.231*
WBT	2	3200	41	.013	83	.026
WBR	1	1600	12	.008	52	.033
Right Turn Adjustment			NBR	.029*	EBR	.034*

TOTAL CAPACITY UTILIZATION **.217** **.426**

Existing + Growth + Approved + Cumulative

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	167	.104*	143	.089*
NBT	2	3200	58	.018	169	.053
NBR	1	1600	276	.173	119	.074
SBL	1	1600	4	.003	41	.026
SBT	2	3200	10	.003*	112	.036*
SBR	0	0	1		3	
EBL	1	1600	6	.004	22	.014
EBT	2	3200	98	.031*	105	.033*
EBR	1	1600	125	.078	215	.134
WBL	1	1600	68	.043*	376	.235*
WBT	2	3200	41	.013	83	.026
WBR	1	1600	12	.008	52	.033
Right Turn Adjustment			NBR	.037*	EBR	.034*

TOTAL CAPACITY UTILIZATION **.218** **.427**

40. Newport Center/Fashion Island & Newport Center

Existing + Growth + Approved + Cumulative + Project

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	167	.104*	143	.089*
NBT	2	3200	60	.019	178	.056
NBR	1	1600	274	.171	111	.069
SBL	1	1600	4	.003	41	.026
SBT	2	3200	11	.004*	121	.039*
SBR	0	0	1		3	
EBL	1	1600	6	.004	22	.014
EBT	2	3200	98	.031*	105	.033*
EBR	1	1600	125	.078	215	.134
WBL	1	1600	78	.049*	369	.231*
WBT	2	3200	41	.013	83	.026
WBR	1	1600	12	.008	52	.033
Right Turn Adjustment			NBR	.029*	EBR	.034*
TOTAL CAPACITY UTILIZATION				**.217**		**.426**

FINAL

City of Newport Beach

NEWPORT CENTER TRIP TRANSFER TRAFFIC STUDY

Prepared by:

Austin-Foust Associates, Inc.
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November 7, 2007

City of Newport Beach
NEWPORT CENTER TRIP TRANSFER
TRAFFIC STUDY

As part of the proposed North Newport Center Project, The Irvine Company is proposing to remove some existing and entitled uses in Block 600 and replace them with office uses in Block 500. As part of the proposed transfer of uses, The Irvine Company and the City wish to reserve 72,000 square feet of the converted uses for a new City Hall building in Block 500. The transfer of development rights within Newport Center is allowed in accordance with the City of Newport Beach General Plan Policy LU 6.14.3 provided the transfer will not result in any adverse traffic impacts. Austin-Foust Associates, Inc. (AFA) examined the conversion and transfer of the entitled uses into equivalent office uses on the basis of a PM peak hour trip generation equivalency basis.

ANALYSIS

The transfer involves existing uses including a health club, restaurant, and office as well as remaining, but as yet unused entitlement for hotel uses in Block 600, which will be replaced by office use in Block 500. The existing uses in Block 600 amount to 42,036 square feet (sf) of office, restaurant and health club uses. The unused entitlement in Block 600 is 195 hotel rooms. These entitled uses in Block 600 are to be replaced in Block 500 with office use, 72,000 sf of which may be used for a new City Hall.

The analysis is based upon use of the worst case PM peak hour trip rates. Rates for the analysis were taken from ITE's *7th Edition Trip Generation* publication. The trips generated by the uses proposed to be eliminated are calculated in Table 1. As indicated, the uses included as the basis of the proposed transfer are projected to generate 339 PM peak hour trips.

A potential new City Hall of 72,000 sf would generate 108 peak hour trips (based on a rate of 1.5 trips per thousand square feet) leaving 231 trips, which can be allocated toward other uses. These 231 PM peak hour trips equate to 206,000± sf of office use based on a trip rate of 1.12 trips/TSF. The proposed project consists of 205,161 sf of office space in Block 500. Therefore, the total PM peak hour trip generation associated with the converted uses proposed for Block 500 would be 338 trips.

Table 1

CONVERTED USES

Use (Entitled in Block 600)	PM Peak Hour Rate	PM Peak Trips
Hotel (195 Rooms) – Unbuilt Entitlement	0.70 (ITE 310)[1]	136
Family Fitness (17,300* sf) – Existing	4.05 (ITE 492)[2]	70
Palm Gardens (16,447* sf) – Existing	7.49 (ITE 931)[3]	123
Eliminated Office (6,789* sf) – Existing	1.12 (ITE 710)[4]	8
Eliminated Office (1,500 sf) – Existing	1.12 (ITE 710)[4]	2
TOTAL		**339**
Use (Proposed in Block 500)		
Office (205,161 sf)	1.12 (ITE 710)[4]	230
City Hall (72,000 sf)	1.50 (ITE 750)[4]	108
TOTAL		**338**

* Per building permit information.

[1] Hotel (rates applied for each occupied room)

[2] Health Club (rates per TSF)

[3] Quality Restaurant (rates per TSF)

[4] Trip rate per TSF determined from applying the ITE office regression equation to the existing (408 TSF) and proposed future (614 TSF) office use, and calculating the rate based on the square footage increment (206 TSF)

[5] Closest ITE rate (in both function and magnitude) to match the GP assumption for City Hall trip generation.

CONCLUSION

In summary, it is concluded that the currently entitled uses in Block 600 Newport Center (i.e., 195 hotel rooms and 42,036 sf of health club, retail, and office uses) proposed for transfer to Block 500 equate to 339 PM peak hour trips. These 339 trips would match the amount of PM peak hour trips projected to be generated by a new 72,000 sf City Hall plus another 205,161 sf of office use. Therefore, the proposed transfer of development rights will not result in any adverse traffic impacts.