

## APPENDIX F

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### TRAFFIC IMPACT ASSESSMENT

# **1400 BRISTOL STREET NORTH RESIDENCES TRAFFIC IMPACT ANALYSIS**

City of Newport Beach

June 28, 2023



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

# 1400 BRISTOL STREET NORTH RESIDENCES TRAFFIC IMPACT ANALYSIS

City of Newport Beach

June 28, 2023

*prepared by*

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Project No. 19604

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## EXECUTIVE SUMMARY

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

This study was prepared in consultation with City of Newport Beach staff and in accordance with the procedures and methodologies for assessing transportation impacts established by the City of Newport Beach. To assess the project's conformance with local operational standards, this study evaluates the project's effect on traffic operations in accordance with the City's Traffic Phasing Ordinance (TPO) and, if necessary, identifies recommended improvements or corrective measures to alleviate operational deficiencies substantially caused or worsened by the proposed project. In addition to existing (2022) conditions, this report analyzes forecast traffic conditions for year 2027 (one year after project opening).

For CEQA purposes, this study also evaluates the significance of project-related transportation impacts using cumulative methodology as well as vehicle miles traveled (VMT) analysis relative to criteria established by the City of Newport Beach as the lead agency and, if necessary, identifies any feasible mitigation measures to mitigate any significant impacts. Additionally, analysis was also prepared for Year 2027 cumulative and Post 2030 General Plan Buildout conditions in support of the project's proposed addendum to the 2006 General Plan Environmental Impact Report (EIR).

### *Project Description*

The 2.38-acre project site is addressed at 1400 and 1420 Bristol Street North, located at the northwest corner of Bristol Street North and Spruce Street, in the City of Newport Beach, California. The project site is currently developed with existing office buildings totaling 38,764 square feet.

The proposed project involves demolition of the existing office buildings and construction of a new six-story podium apartment building comprised of 230 residential dwelling units (207 market rate and 23 affordable units), podium level amenity space, a business center/leasing office, and 422 parking spaces in an on-grade parking garage with two subterranean levels. Vehicular access is proposed to be maintained at Spruce Street with the existing project driveway on Bristol Street North relocated approximately 65 feet to the northwest. The proposed project is anticipated to be fully operational by year 2026.

### *Existing Conditions*

The study intersections currently operate at Levels of Service D or better during the peak hours for Existing (2022) conditions.

### *Project Trip Generation*

The existing project site land use is estimated to generate approximately 420 daily trips, including 59 trips during the AM peak hour and 56 trips during the PM peak hour. The proposed project site land use is forecast to generate approximately 1,044 daily trips, including 85 trips during the AM peak hour and 90 trips during the PM peak hour. Therefore, the proposed project is forecast to result in a net increase of approximately 624 net new daily trips, including 26 net new trips during the AM peak hour and 34 net new trips during the PM peak hour.

### *TPO Impact Analysis*

The addition of project-generated trips is not forecast to cause any study intersection to operate deficiently (Level of Service E or F) or worsen a deficient intersection operation by more than one percent of capacity; therefore, the proposed project is forecast to result in no Level of Service impacts at the study intersections for TPO Year 2027 With Project conditions and no improvements are required.

### *CEQA Impact Analysis*

The addition of project-generated trips is not forecast to cause any study intersection to operate deficiently (Level of Service E or F) or worsen a deficient intersection operation by more than one percent of capacity; therefore, the proposed project is forecast to result in no significant Level of Service impacts at the study intersections for CEQA Year 2027 With Project conditions and no new mitigation measures are required.

### *CEQA General Plan Comparison Impact Analysis*

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

### *VMT Screening*

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

### *Congestion Management Program (CMP)*

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

### *Site Access and Circulation*

Vehicular access is proposed to be maintained at Spruce Street with the existing project driveway on Bristol Street North relocated approximately 65 feet to the northwest. Since Bristol Street North is a one-way street, the relocated project driveway at Bristol Street North will continue to provide right turn in/out only access. The project driveway at Spruce Street will continue to provide full access. Based on review of the adjacent development and lane configurations along Bristol Street North and Spruce Street, the existing lane configurations are anticipated to provide adequate circulation. The final parking and circulation will be reviewed and approved by the City of Newport Beach.



# 1. INTRODUCTION

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

## PROJECT DESCRIPTION

The 2.38-acre project site is addressed at 1400 and 1420 Bristol Street North, located at the northwest corner of Bristol Street North and Spruce Street, in the City of Newport Beach, California. The project site is currently developed with existing office buildings totaling 38,764 square feet. Figure 1 shows the project location map.

The proposed project involves demolition of the existing office buildings and construction of a new six-story podium apartment building comprised of 230 residential dwelling units (207 market rate and 23 affordable units), podium level amenity space, a business center/leasing office, and 422 parking spaces in an on-grade parking garage with two subterranean levels. Vehicular access is proposed to be maintained at Spruce Street with the existing project driveway on Bristol Street North relocated approximately 65 feet to the northwest. The proposed project is anticipated to be fully operational by year 2026. Figure 2 illustrates the project site plan.

## STUDY AREA

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

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

## ANALYSIS SCENARIOS

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

- a) Existing (2022) Conditions;
- b) TPO Year 2027 Without Project; and
- c) TPO Year 2027 With Project

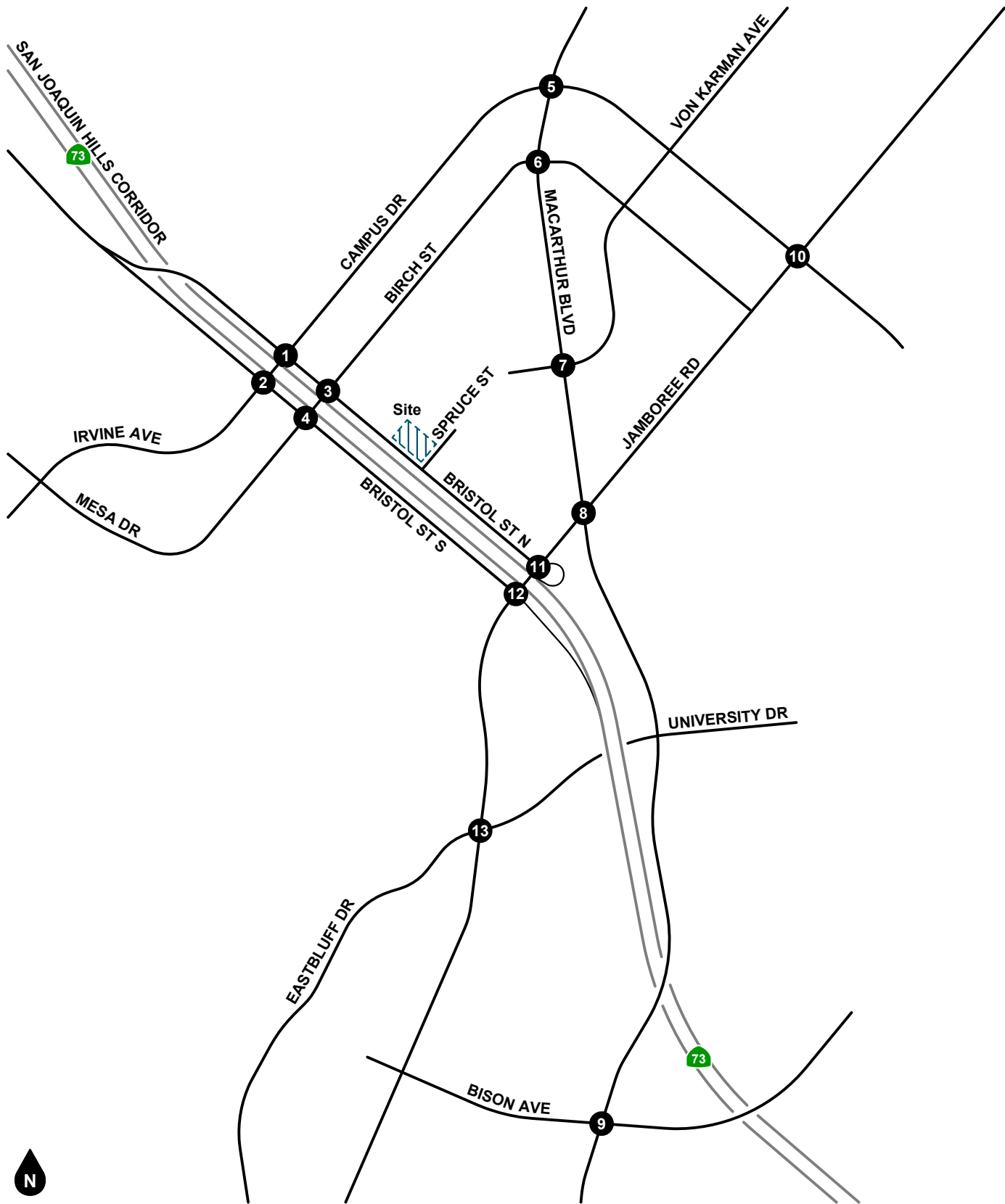
<sup>1</sup> (NS) = North-South roadway; (EW) = East-West roadway

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

- d) CEQA Year 2027 Without Project;
- e) CEQA Year 2027 With Project;

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

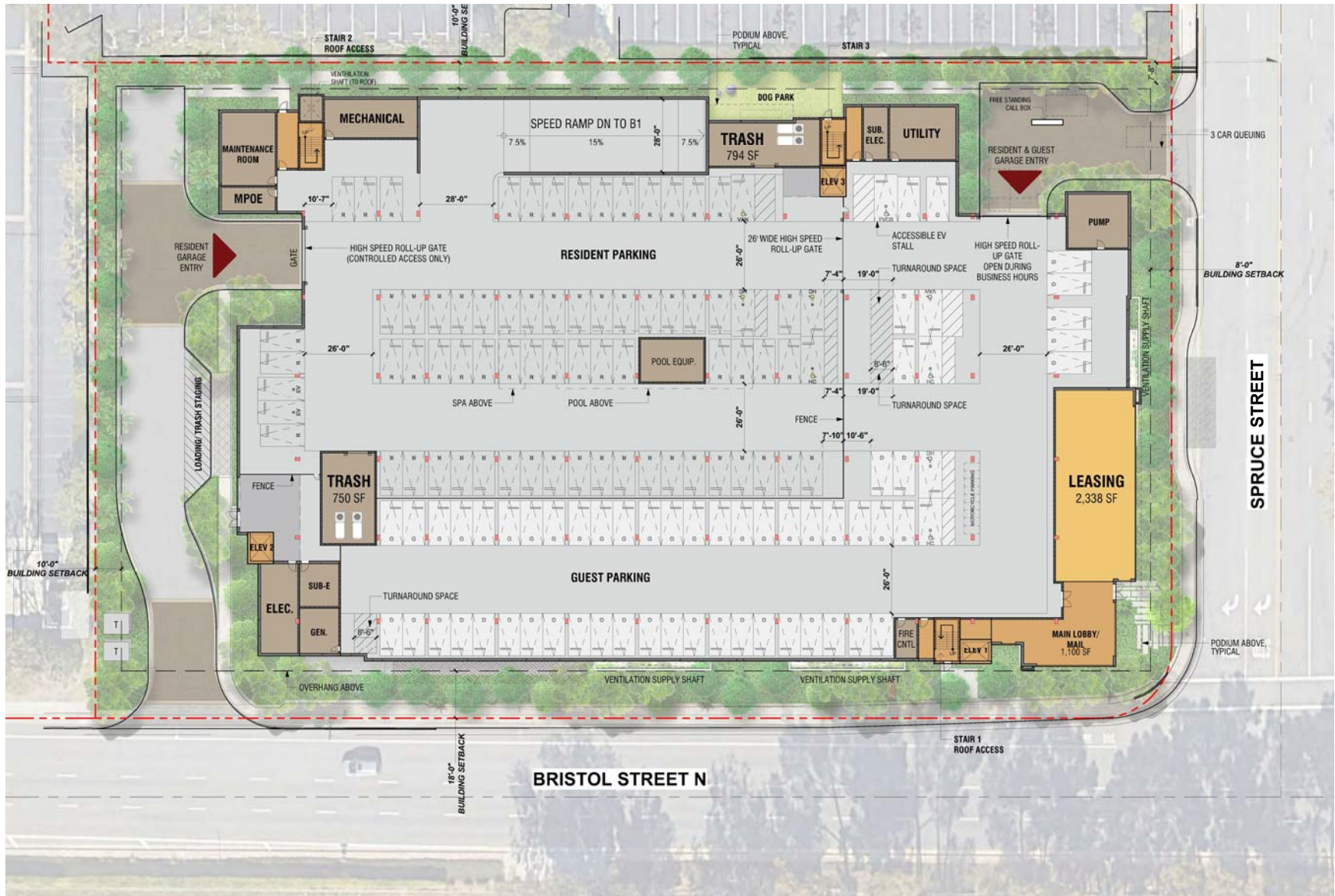
- f) General Plan Comparison: Post 2030 General Plan Buildout Without Project; and
- g) General Plan Comparison: Post 2030 General Plan Buildout With Project.



Legend

# Study Intersection

**Figure 1**  
**Project Location Map**



**Figure 2**  
**Site Plan**

## 2. METHODOLOGY

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

### **TRAFFIC PHASING ORDINANCE ANALYTICAL METHODOLOGY (NON-CEQA)**

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

### **Intersection Capacity Utilization Methodology**

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

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

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

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

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

### **Performance Standards**

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

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

### **Substantial Operational Deficiency Criteria**

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

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

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

### **CUMULATIVE AND GENERAL PLAN ANALYTICAL METHODOLOGY (CEQA)**

Although Level of Service impacts no longer constitute a significant environmental impact based on current CEQA provisions, a Level of Service analysis and significant impact evaluation were also prepared for Year 2027 cumulative and Post 2030 General Plan Buildout conditions, which did include evaluation of Level of Service impacts based on relevant thresholds of significance at the time of preparation. The purpose of the General Plan Comparison analysis is to document whether any new traffic-related impacts would occur compared to the 2006 General Plan EIR based on the proposed project.

### **Thresholds of Significance for General Plan EIR Addendum**

Year 2027 cumulative and Post 2030 General Plan Buildout conditions are analyzed based on the same ICU methodology used for the TPO analysis. Based on the 2006 General Plan EIR, the following criteria are used to determine if the proposed project would result in a significant Level of Service impact requiring new mitigation measures.

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

### **VEHICLE MILES TRAVELED ANALYTICAL METHODOLOGY (CEQA)**

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

### 3. EXISTING CONDITIONS

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

#### EXISTING ROADWAY SYSTEM

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

#### PEDESTRIAN FACILITIES

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

#### BICYCLE ROUTES

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

#### TRANSIT FACILITIES

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

#### GENERAL PLAN CONTEXT

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

#### EXISTING TRAFFIC VOLUMES

Existing peak hour intersection volumes were developed from intersection turning movement counts collected in March/April 2022 during typical weekday AM and PM peak periods of commuter traffic. The AM peak period was counted between 7:00 AM and 9:00 AM and the PM peak period was counted between 4:30 PM and 6:30 PM. The actual peak hour within the peak period is the four consecutive 15-minute periods with the highest total volume of all approaches. Thus, the PM peak hour at one intersection may occur at 4:45 PM to 5:45 PM if those four consecutive 15-minute periods have the highest combined volume. Count worksheets are provided in Appendix B.

Based on the project's application date, existing volume and Level of Service conditions were established for year 2022.

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

### **EXISTING INTERSECTION LEVEL OF SERVICE**

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

As shown in Table 1, the study intersections currently operate at Levels of Service D or better during the peak hours for Existing (2022) conditions.

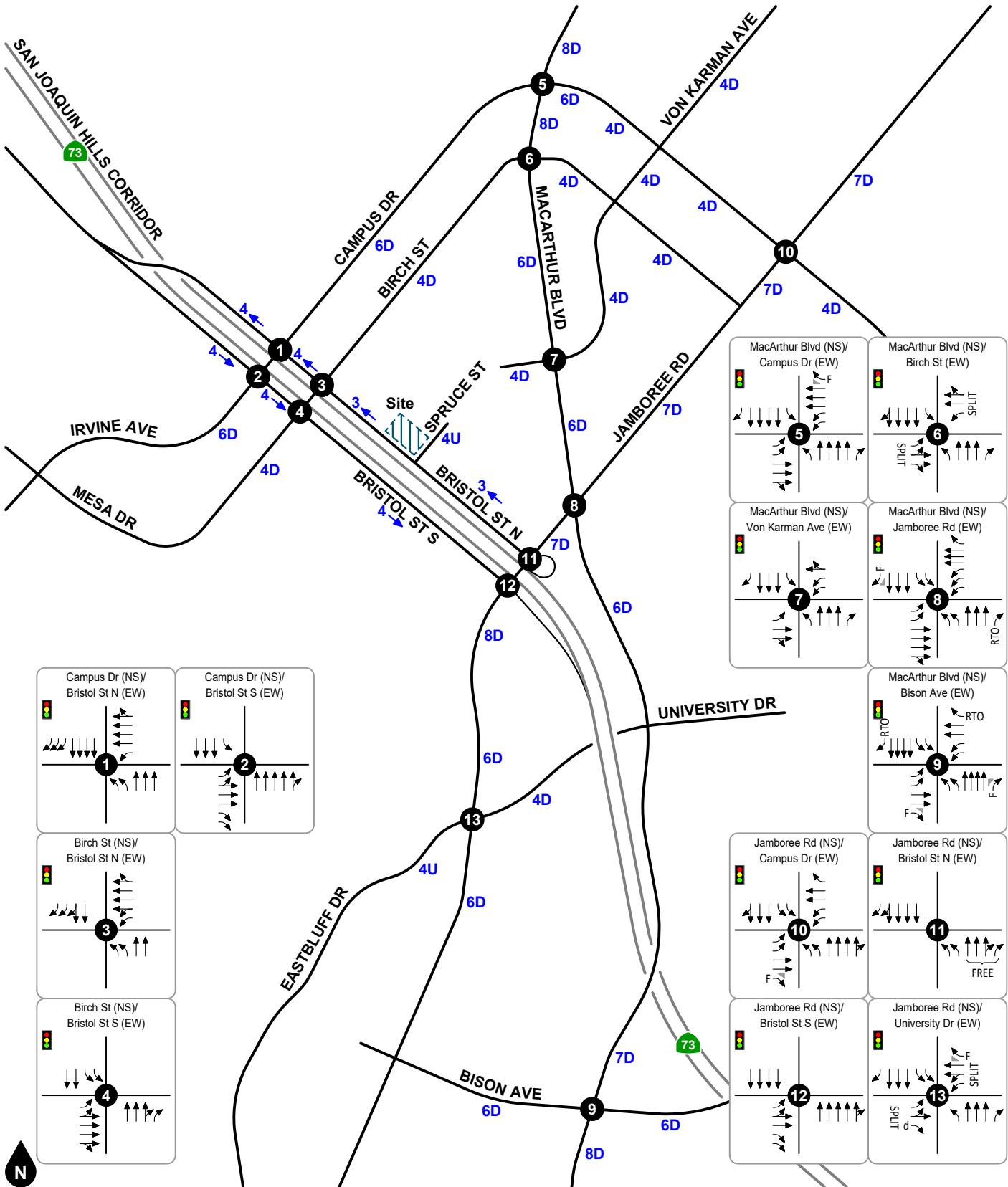


**Table 1  
Existing (2022) Intersection Levels of Service**

ID	Study Intersection	Traffic Control <sup>1</sup>	AM Peak Hour		PM Peak Hour	
			V/C <sup>2</sup>	LOS <sup>3</sup>	V/C <sup>2</sup>	LOS <sup>3</sup>
1.	Campus Dr (NS) at Bristol St North (EW)	TS	0.36	A	0.61	B
2.	Irvine Ave/Campus Dr (NS) at Bristol St South (EW)	TS	0.49	A	0.44	A
3.	Birch St (NS) at Bristol St North (EW)	TS	0.47	A	0.51	A
4.	Birch St (NS) at Bristol St South (EW)	TS	0.34	A	0.35	A
5.	MacArthur Blvd (NS) at Campus Dr (EW) <sup>4</sup>	TS	0.33	A	0.53	A
6.	MacArthur Blvd (NS) at Birch St (EW)	TS	0.28	A	0.37	A
7.	MacArthur Blvd (NS) at Newport Pl Dr/Von Karman Ave (EW)	TS	0.31	A	0.35	A
8.	MacArthur Blvd (NS) at Jamboree Rd (EW) <sup>4</sup>	TS	0.37	A	0.45	A
9.	MacArthur Blvd (NS) at Bison Ave (EW)	TS	0.38	A	0.41	A
10.	Jamboree Rd (NS) at Campus Dr (EW) <sup>4</sup>	TS	0.48	A	0.49	A
11.	Jamboree Rd (NS) at Bristol St North (EW)	TS	0.34	A	0.35	A
12.	Jamboree Rd (NS) at Bristol St South (EW)	TS	0.58	A	0.60	A
13.	Jamboree Rd (NS) at Eastbluff Dr/University Dr (EW)	TS	0.54	A	0.57	A

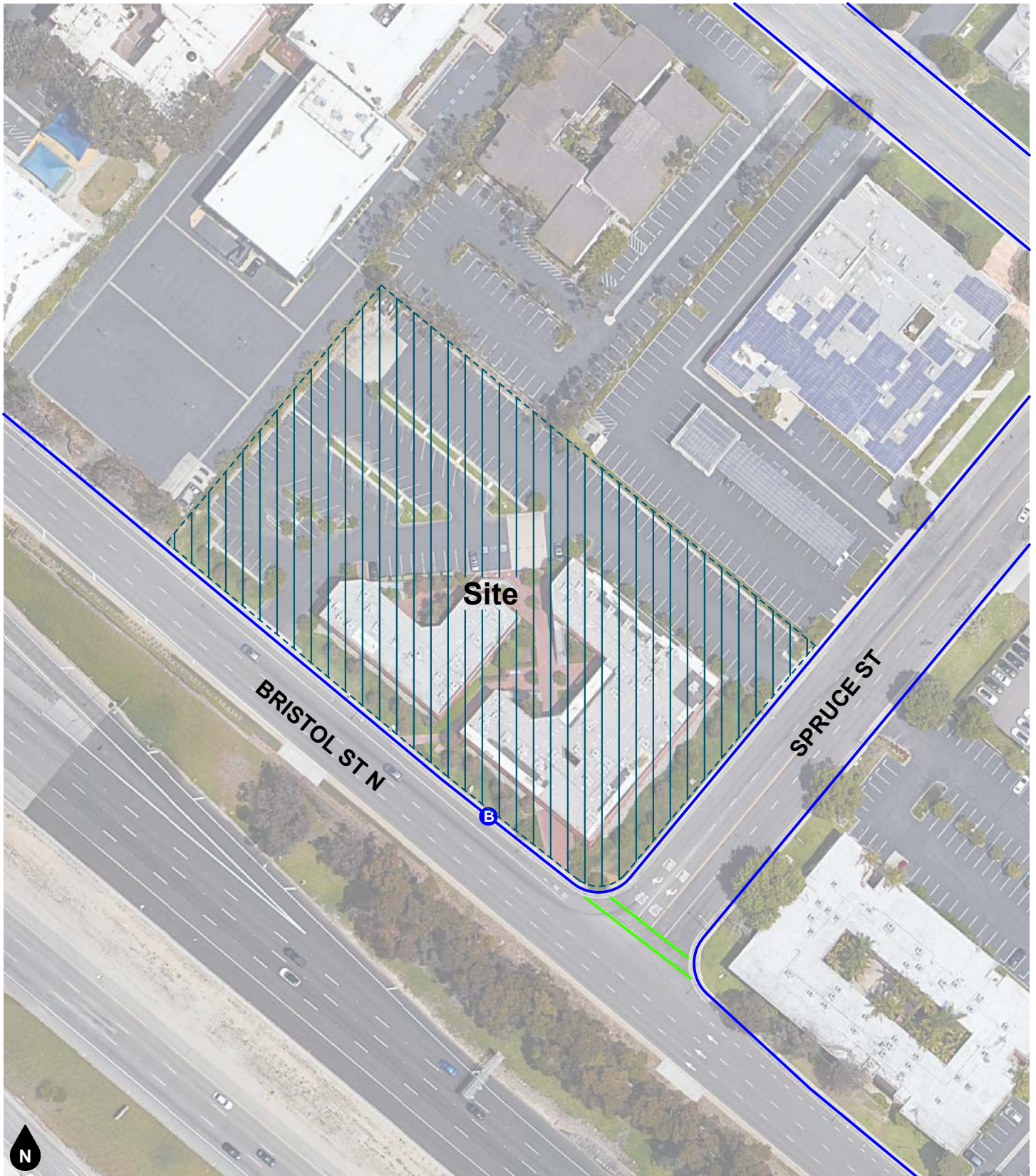
Notes:

- (1) TS = Traffic Signal
- (2) V/C = Volume/Capacity
- (3) LOS = Level of Service
- (4) Level of Service E is acceptable; shared jurisdiction with City of Irvine.



- Legend**
- Traffic Signal
  - #D #Lane Divided Roadway
  - #U #Lane Undivided Roadway
  - # Lanes (One-Way)
  - Existing Lane
  - RTO Right Turn Overlap
  - F Free Right Turn Lane
  - SPLIT Split Signal Phasing
  - d De Facto Turn Lane

**Figure 3**  
Existing Lane Geometry and Intersection Traffic Controls



Legend

- Sidewalk
- Cross Walk
- B Bus Stop

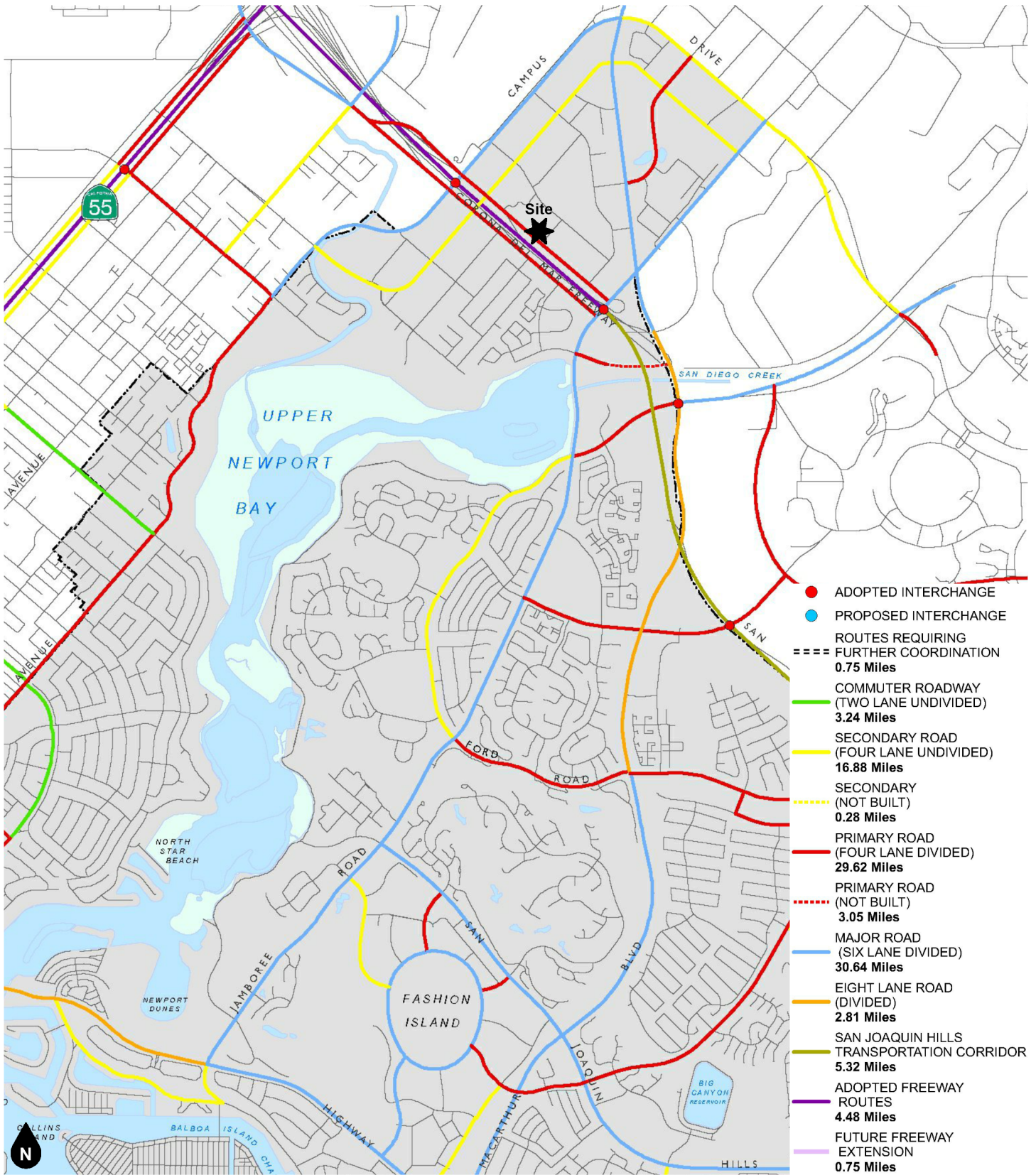
**Figure 4**  
**Existing Pedestrian Facilities**



**Figure 5**  
**Orange County Transportation Authority System Map**

Source: Orange County Transportation Authority





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

Source: City of Newport Beach



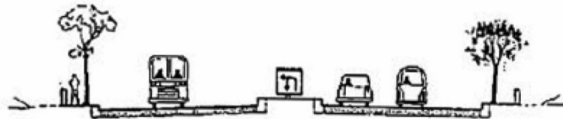
**PRINCIPAL - 144'**  
**(8 LANES DIVIDED)**



**MAJOR - 128'**  
**(6 LANES DIVIDED)**



**PRIMARY - 104'**  
**(4 LANES DIVIDED)**



**SECONDARY - 84'**  
**(4 LANES UNDIVIDED)**

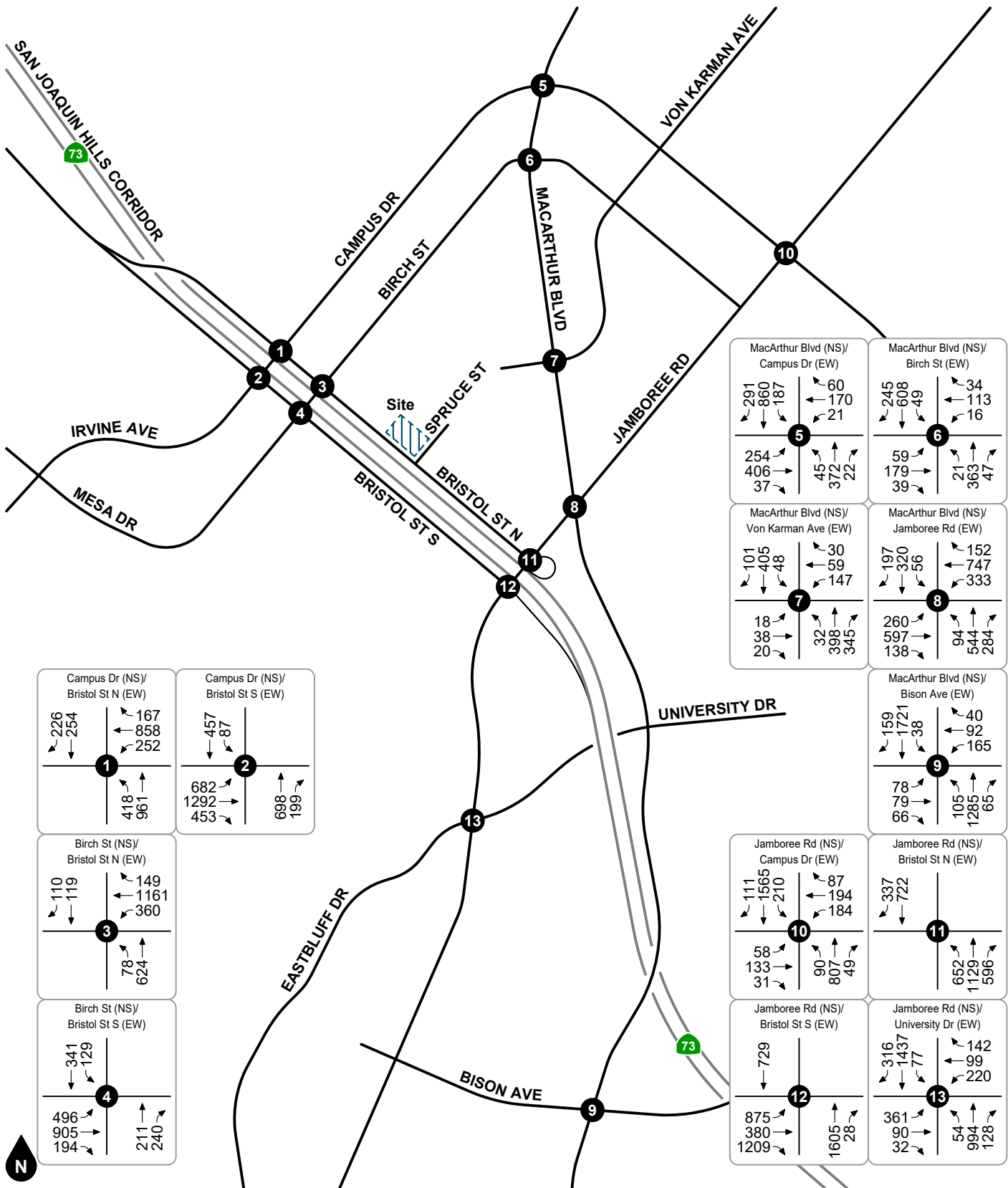


**COMMUTER - 56'**  
**(2 LANES UNDIVIDED)**

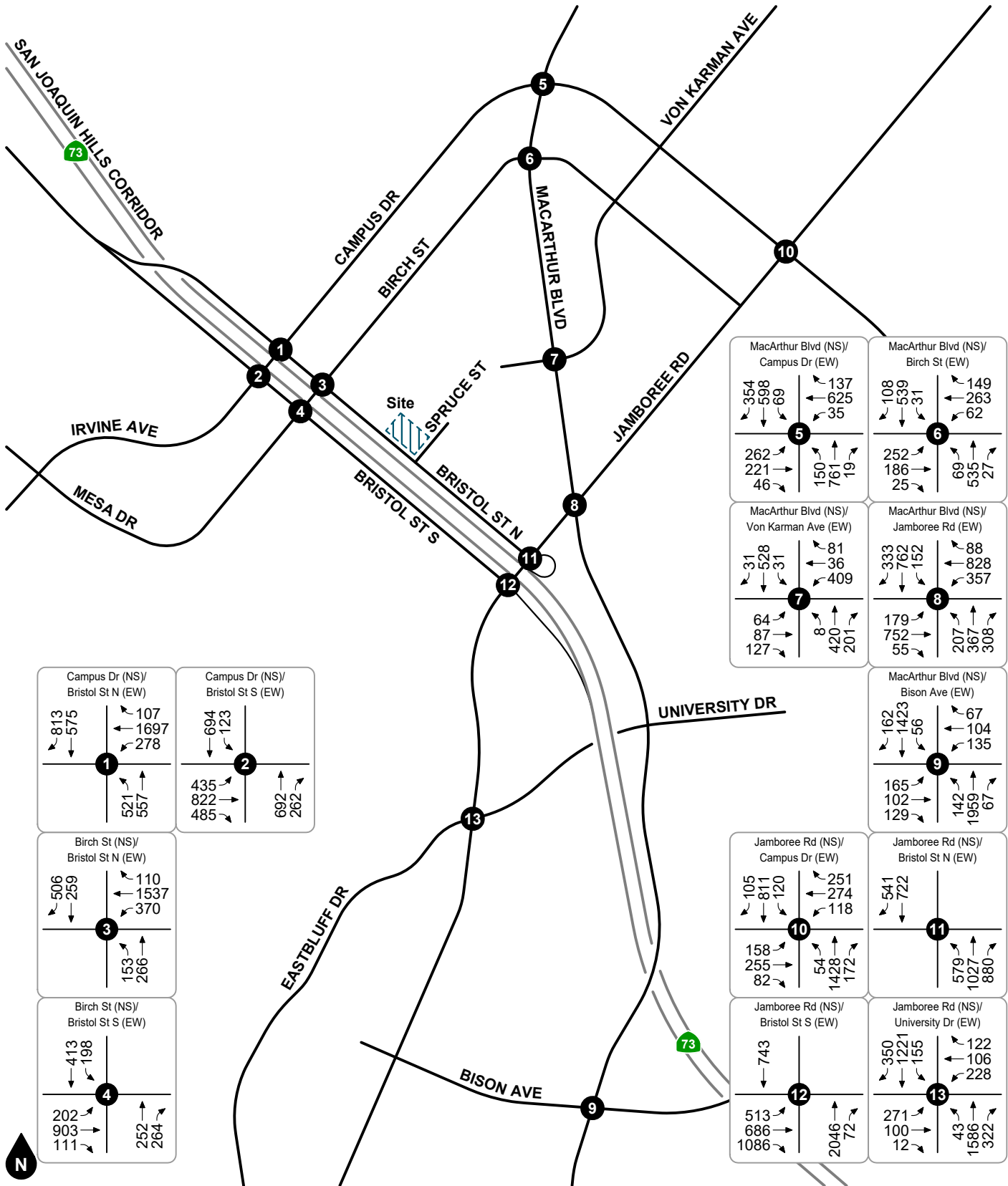


**Figure 7**

**City of Newport Beach General Plan Roadway Cross-Sections**



**Figure 8**  
Existing AM Peak Hour Intersection Turning Movement Volumes



Legend  
 # Study Intersection

**Figure 9**  
 Existing PM Peak Hour Intersection Turning Movement Volumes



## 4. PROJECT FORECASTS

---

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

### PROJECT TRIP GENERATION

Table 2 shows the project trip generation based upon trip generation rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11<sup>th</sup> Edition, 2021). Based on review of the ITE land use description, trip generation rates for general office building (Land Use Code 710) and multifamily housing (mid-rise) not close to transit (Land Use Code 221) were determined to adequately represent the existing and proposed land uses and were selected for use in this analysis. The project trip generation forecast is determined by multiplying the trip generation rates by the land use quantities.

As shown in Table 2, the existing project site land use is estimated to generate approximately 420 daily trips, including 59 trips during the AM peak hour and 56 trips during the PM peak hour. The proposed project site land use is forecast to generate approximately 1,044 daily trips, including 85 trips during the AM peak hour and 90 trips during the PM peak hour. Therefore, the proposed project is forecast to result in a net increase of approximately 624 net new daily trips, including 26 net new trips during the AM peak hour and 34 net new trips during the PM peak hour.

### PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

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

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

**Table 2  
Project Trip Generation**

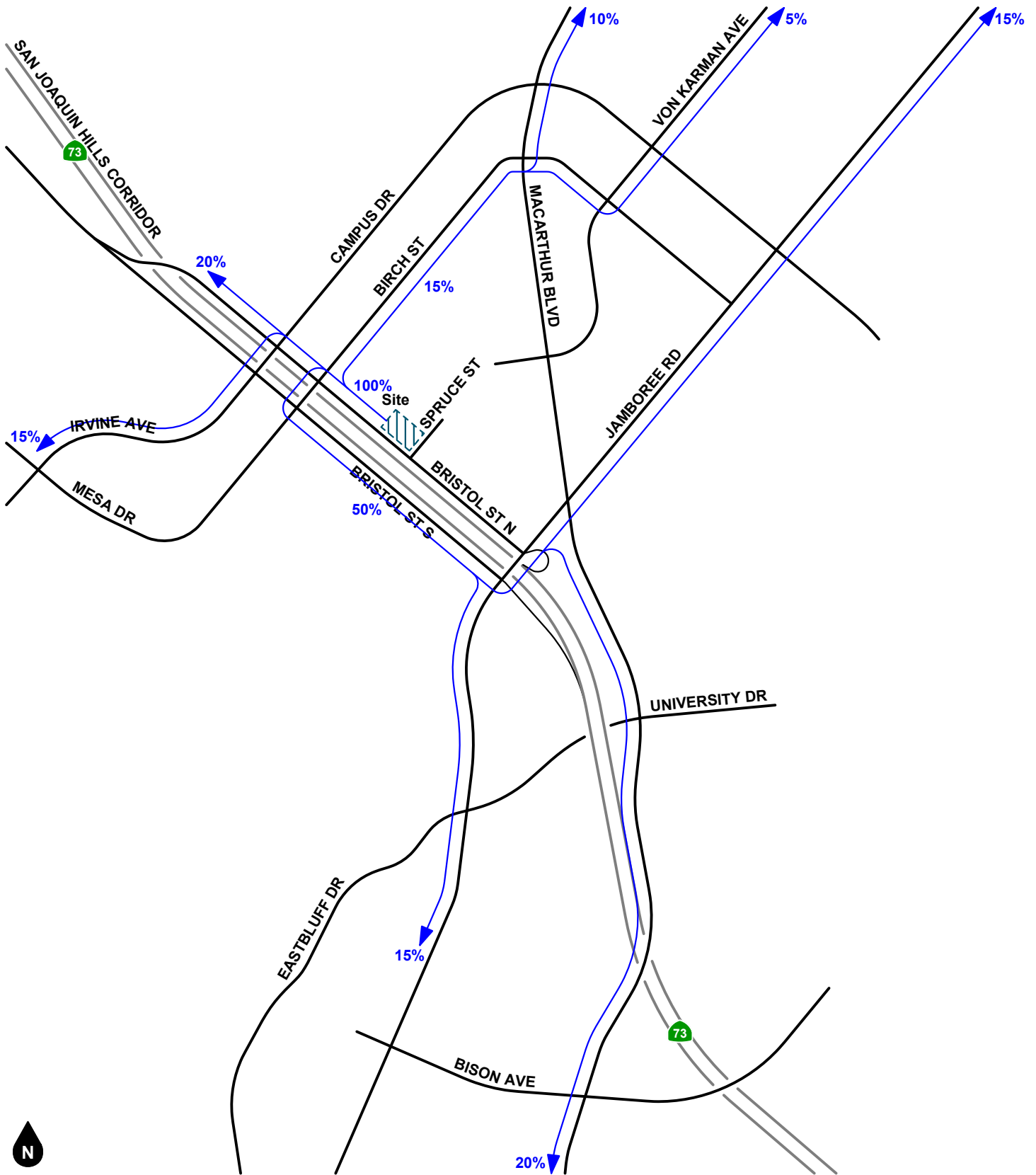
Trip Generation Rates									
Land Use	Source <sup>1</sup>	Unit <sup>2</sup>	AM Peak Hour			PM Peak Hour			Daily
			% In	% Out	Rate	% In	% Out	Rate	
General Office Building	ITE 710	TSF	88%	12%	1.52	17%	83%	1.44	10.84
Multifamily Housing (Mid-Rise)	ITE 221	DU	23%	77%	0.37	61%	39%	0.39	4.54

Trips Generated									
Land Use	Quantity	Unit <sup>2</sup>	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
<u>Existing</u>									
General Office Building	38,764	TSF	52	7	59	9	47	56	420
<u>Proposed</u>									
Multifamily Housing (Mid-Rise)	230	DU	21	64	85	55	35	90	1,044
<b>NET PROJECT TRIPS GENERATED</b>			<b>-31</b>	<b>+57</b>	<b>+26</b>	<b>+46</b>	<b>-12</b>	<b>+34</b>	<b>+624</b>

Notes:

(1) ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = Land Use Code

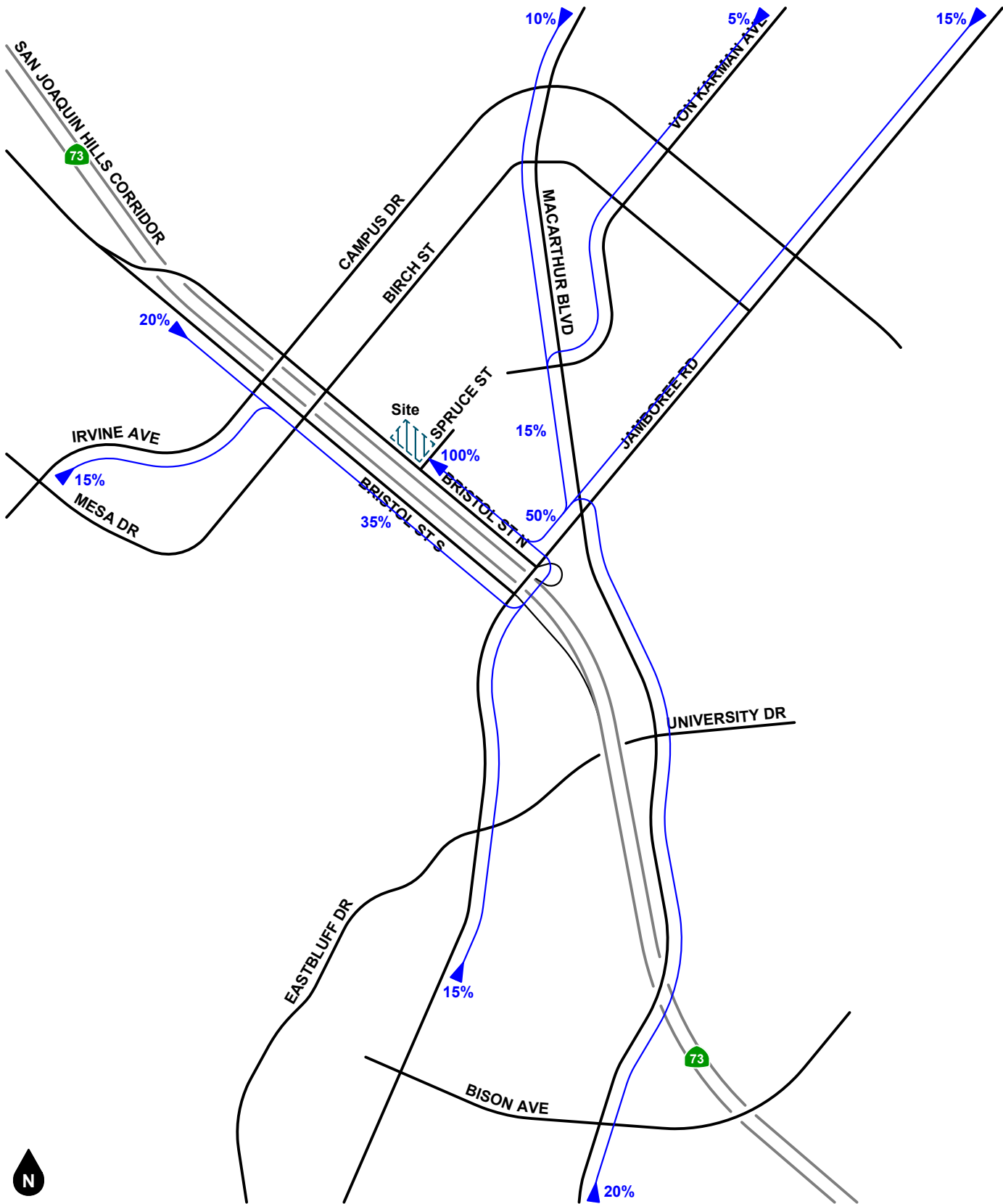
(2) TSF = Thousand Square Feet (Gross Floor Area); DU = Dwelling Units



Legend

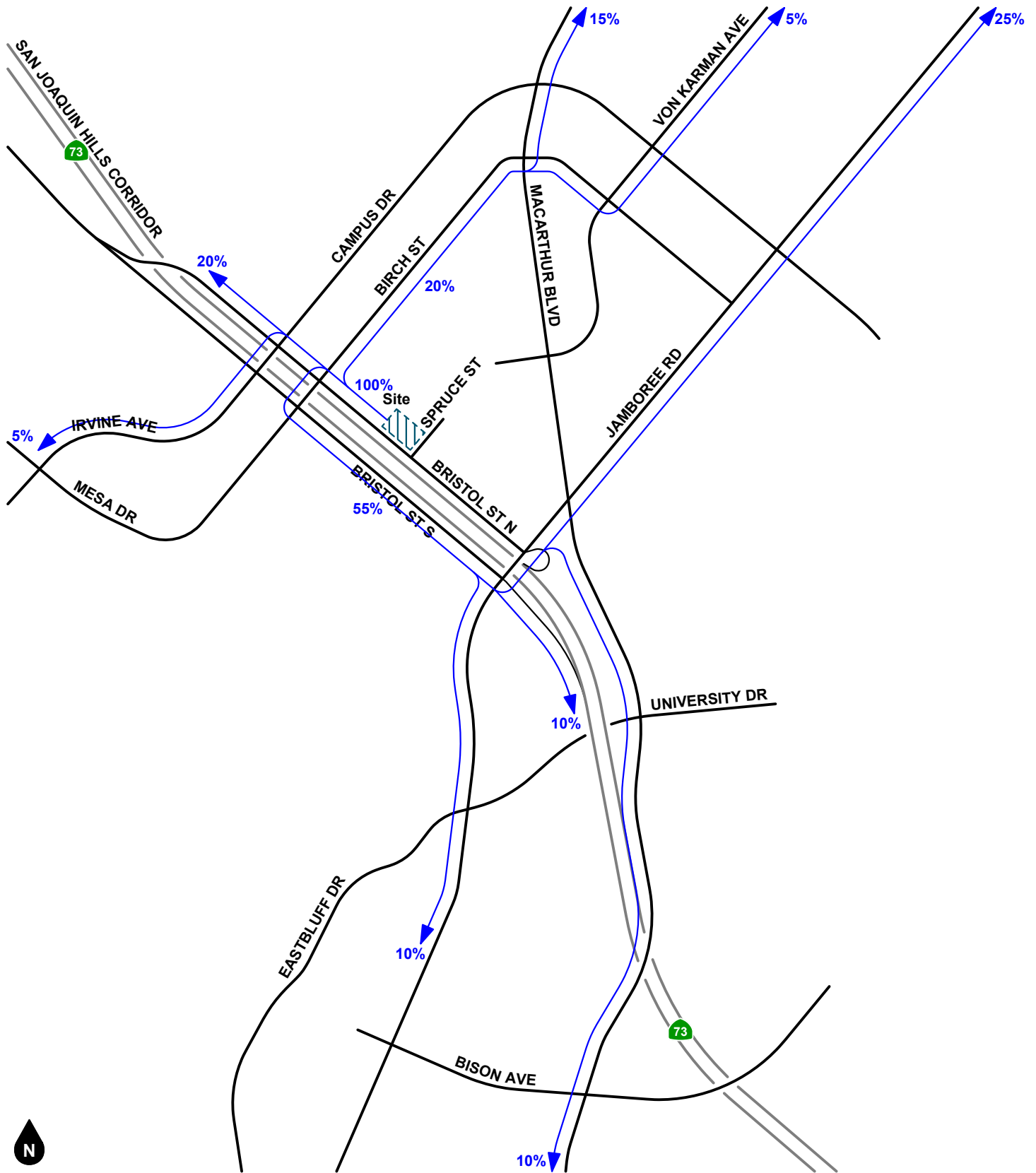
← 10% Percent From Project

**Figure 10**  
**Project Outbound Trip Distribution - Existing General Office Building**



Legend  
 ← 10% Percent To Project

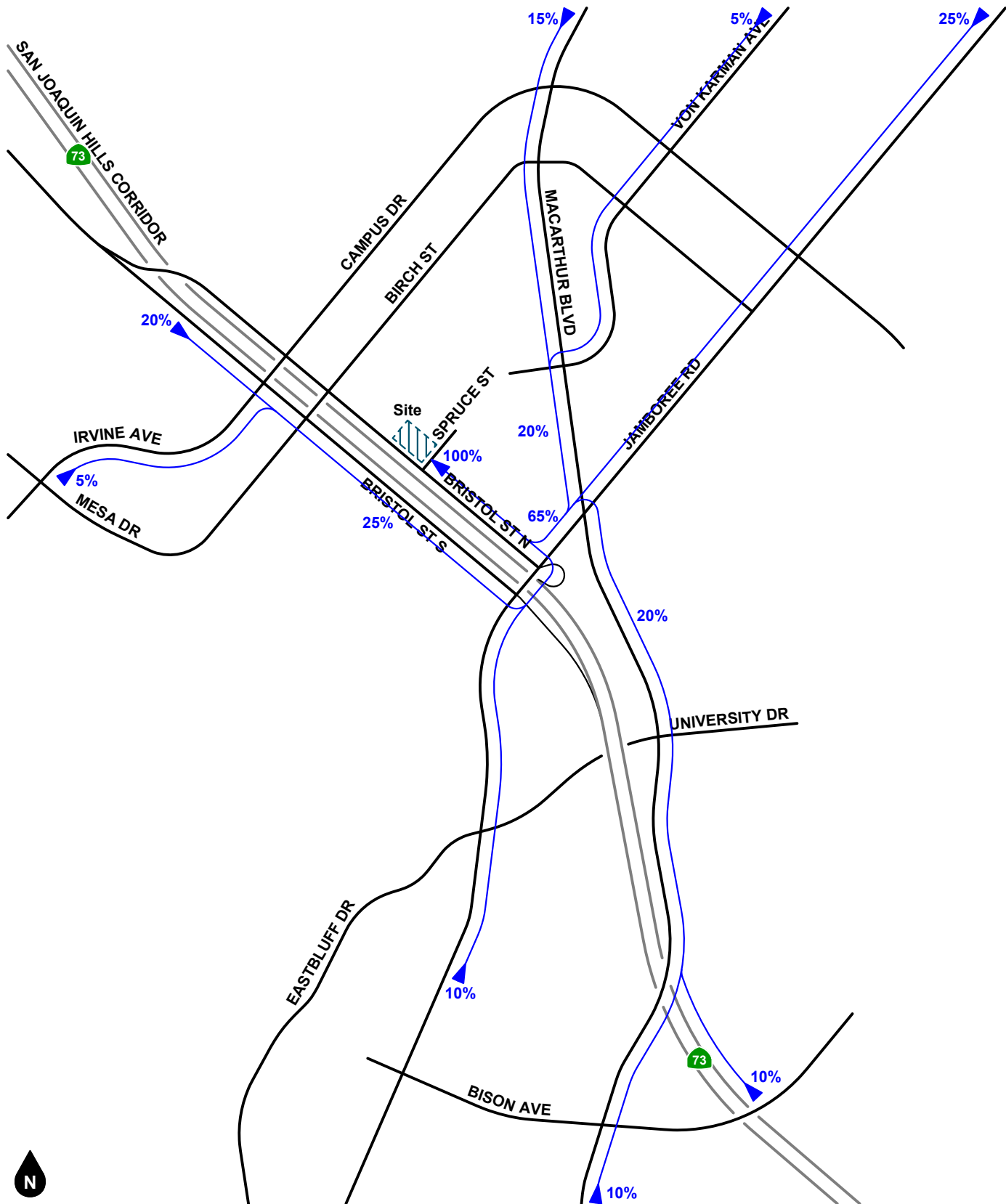
**Figure 11**  
**Project Inbound Trip Distribution - Existing General Office Building**



Legend

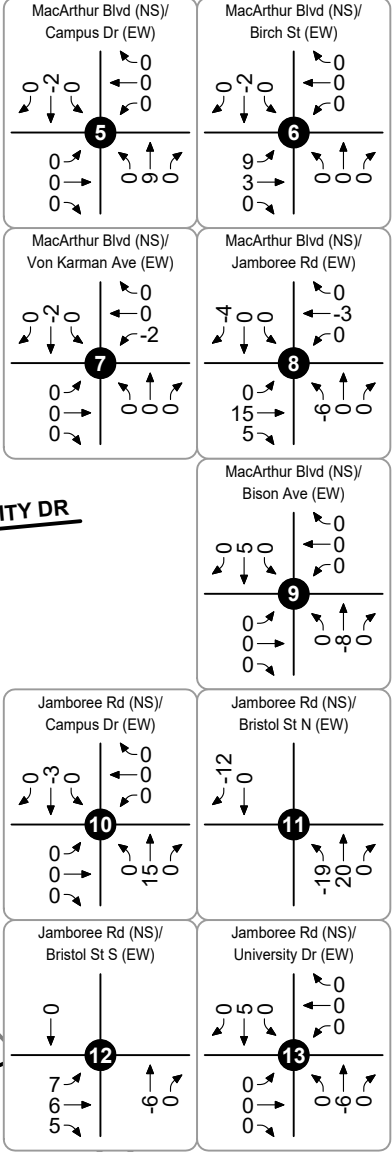
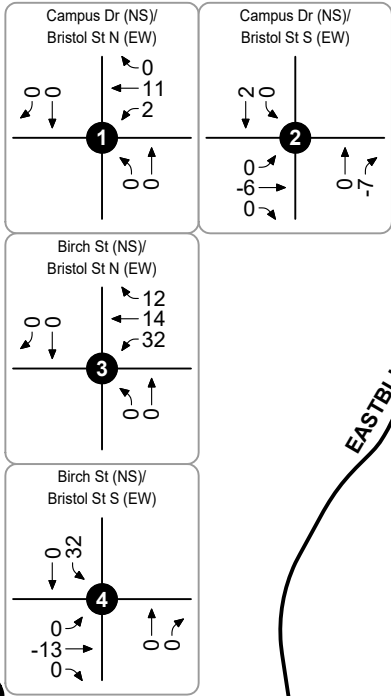
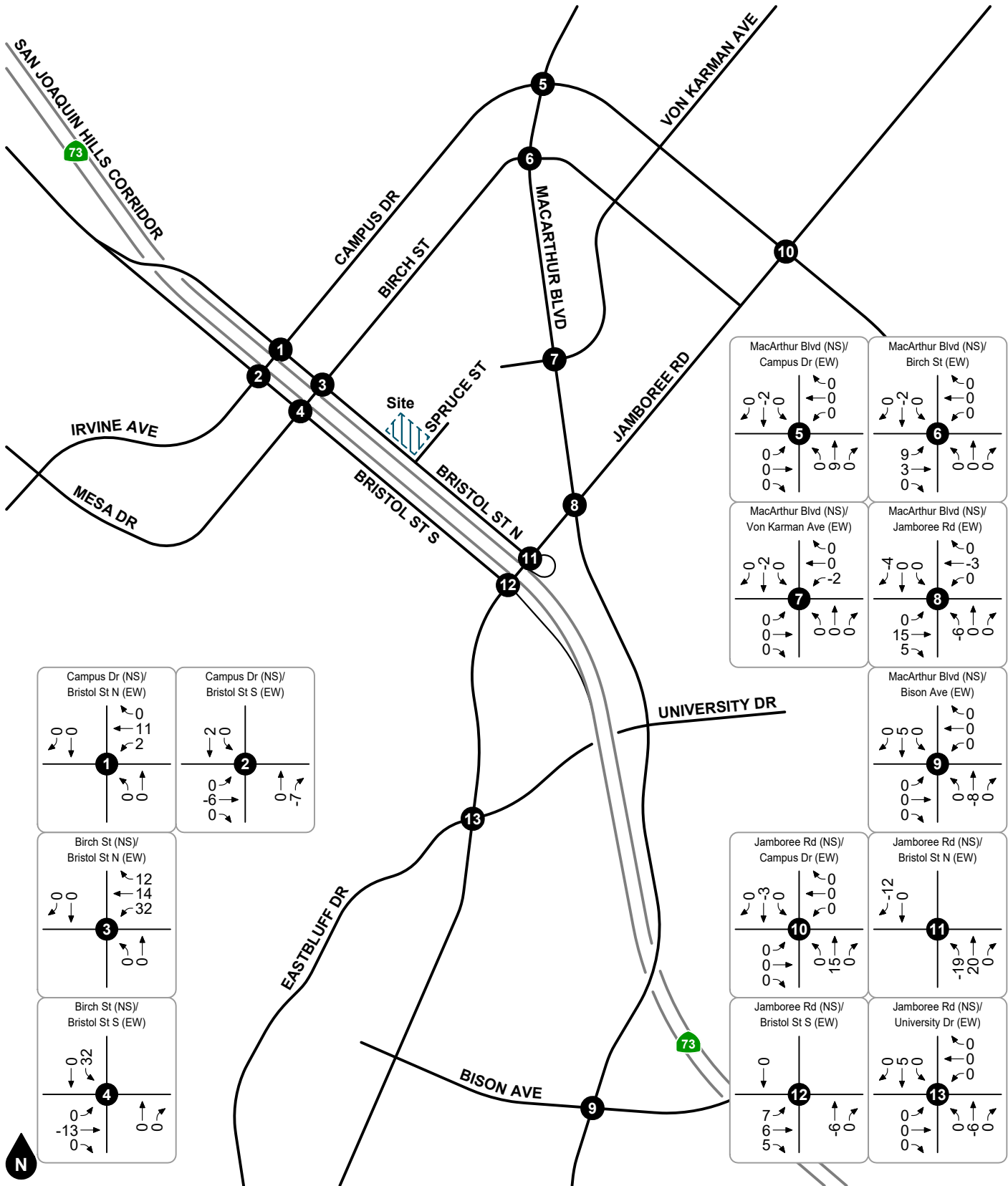
← 10% Percent From Project

**Figure 12**  
**Project Outbound Trip Distribution - Proposed Residential**



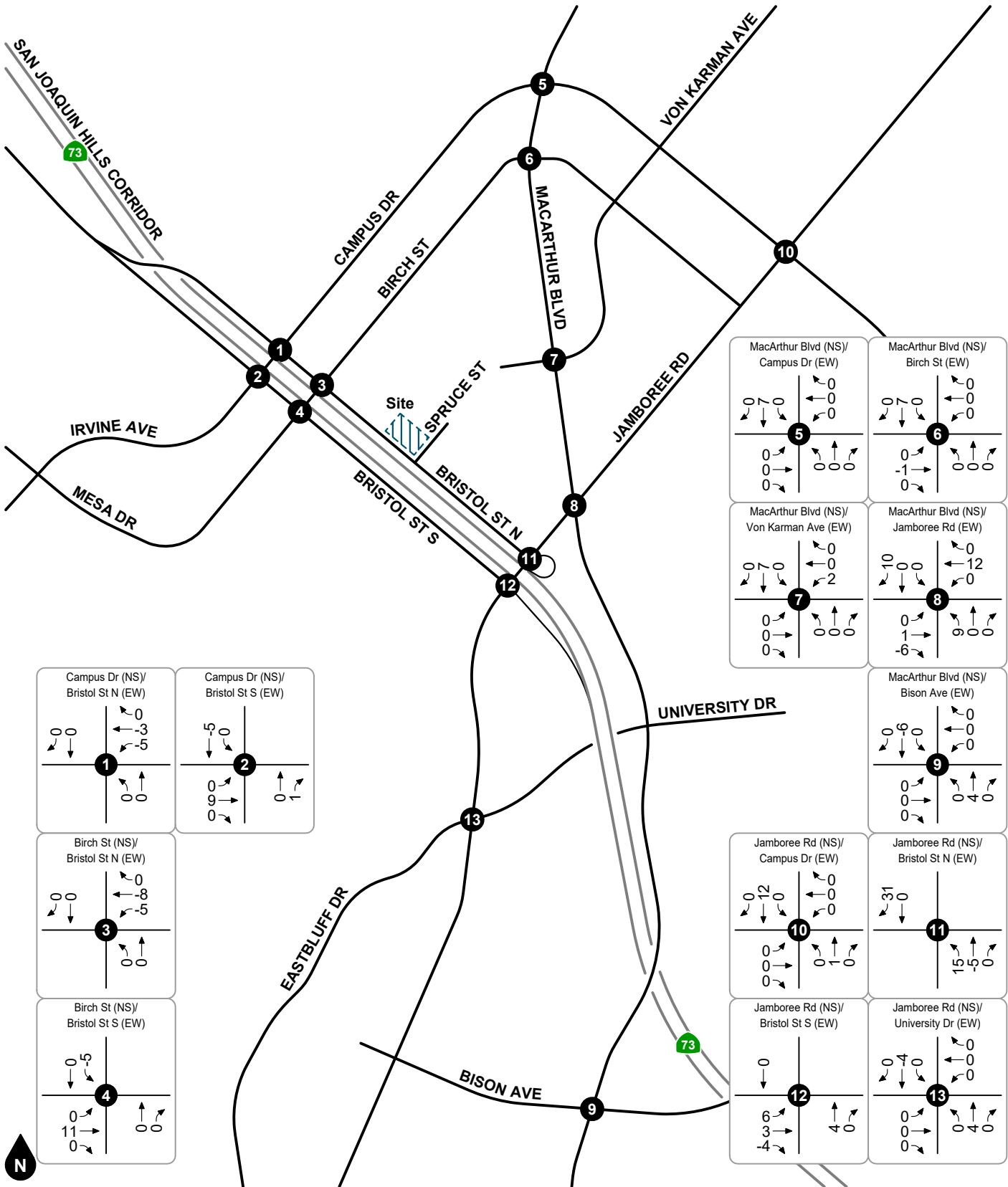
Legend  
 ← 10% Percent To Project

**Figure 13**  
**Project Inbound Trip Distribution - Proposed Residential**



Legend  
 # Study Intersection

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



**Legend**  
 # Study Intersection

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



## 5. FUTURE VOLUME FORECASTS

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

### CITY OF NEWPORT BEACH APPROVED PROJECTS

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

Trips associated with the following 17 projects are included in the TPO analysis:

- Fashion Island Expansion
- Temple Bat Yahm Expansion
- Hoag Hospital Phase III
- St. Mark Presbyterian Church
- 2300 Newport Blvd (Vue)
- Hoag Health Center 500-540 Superior
- North Newport Center
- 328 Old Newport Medical Office GPA
- Mariner's Pointe 23,105 SQ FT Commercial Center
- Back Bay Landing 300 ECH
- Balboa Marina West
- Newport Crossings
- Museum House – Vivante Senior Center
- Uptown Newport: Phase 1 – Trans Devel Rights (TDR)
- Uptown Newport: Phase 2 only
- Residences at 4400 VK
- Picerne Residential (1300 Bristol St N)

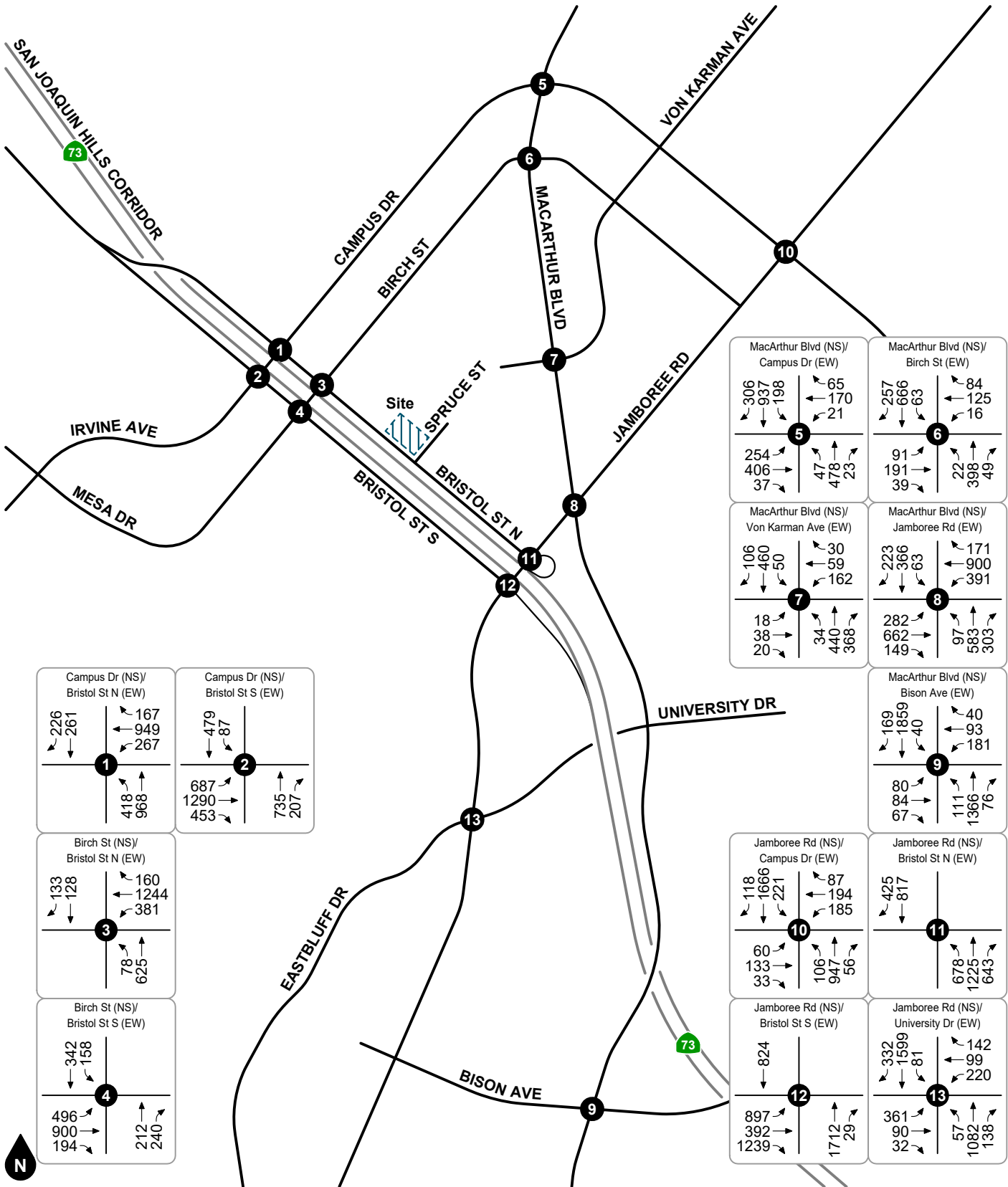
### AMBIENT GROWTH

To account for ambient growth on roadways, existing volumes were increased by a growth rate of one percent (1.0%) per year through year 2027 along applicable arterial highways (Irvine Avenue, Jamboree Road, and MacArthur Boulevard) in accordance with the City of Newport Beach Regional Traffic Annual Growth Rate. This equates to a growth factor of 1.05 along arterials with counts conducted in 2022.

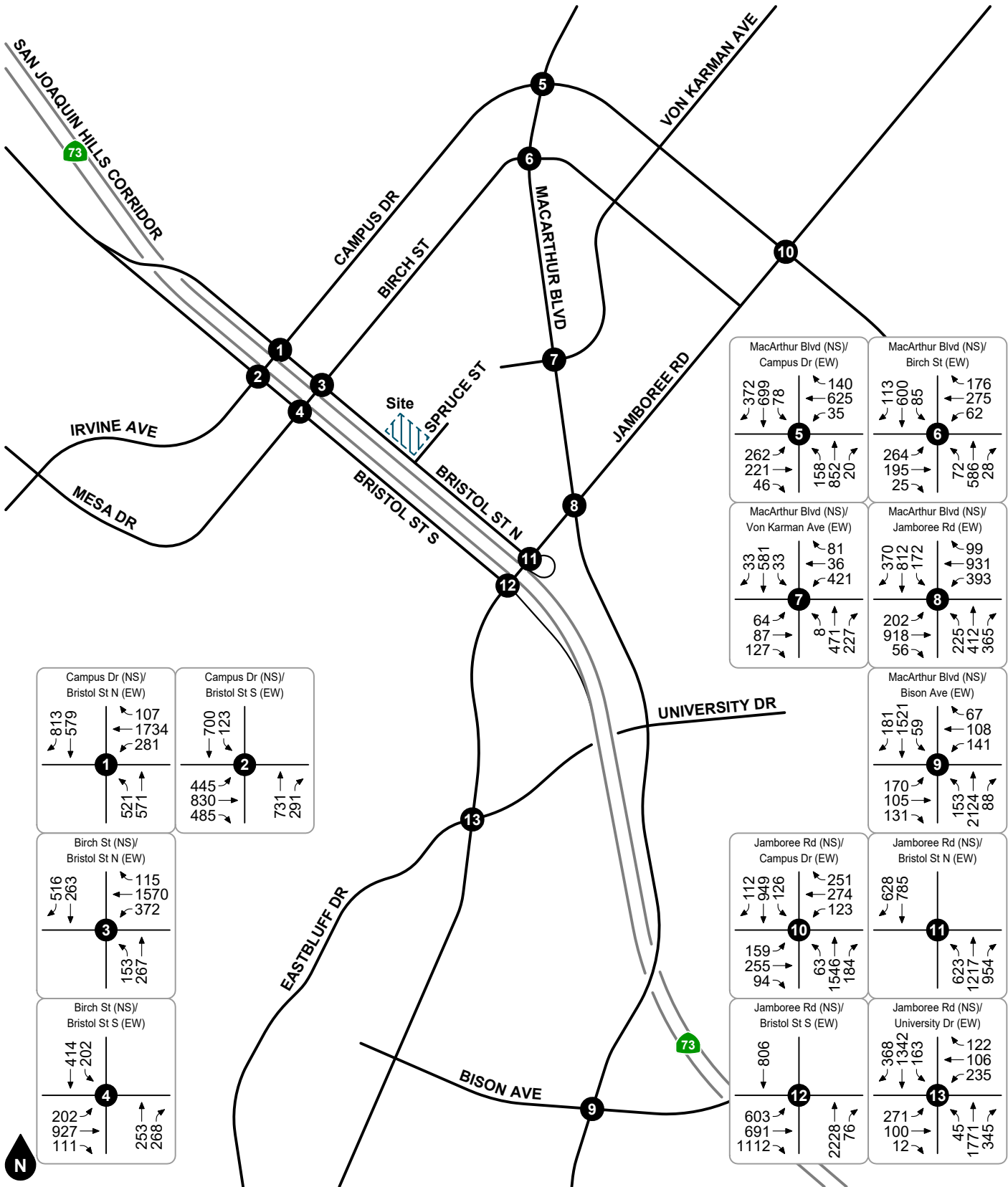
### TPO YEAR 2027 VOLUME FORECASTS

TPO Year 2027 Without Project volume forecasts were developed by adding ambient growth and approved projects trips to existing volumes. TPO Year 2027 Without Project AM and PM peak hour intersection turning movement volumes are shown on Figure 16 and Figure 17.

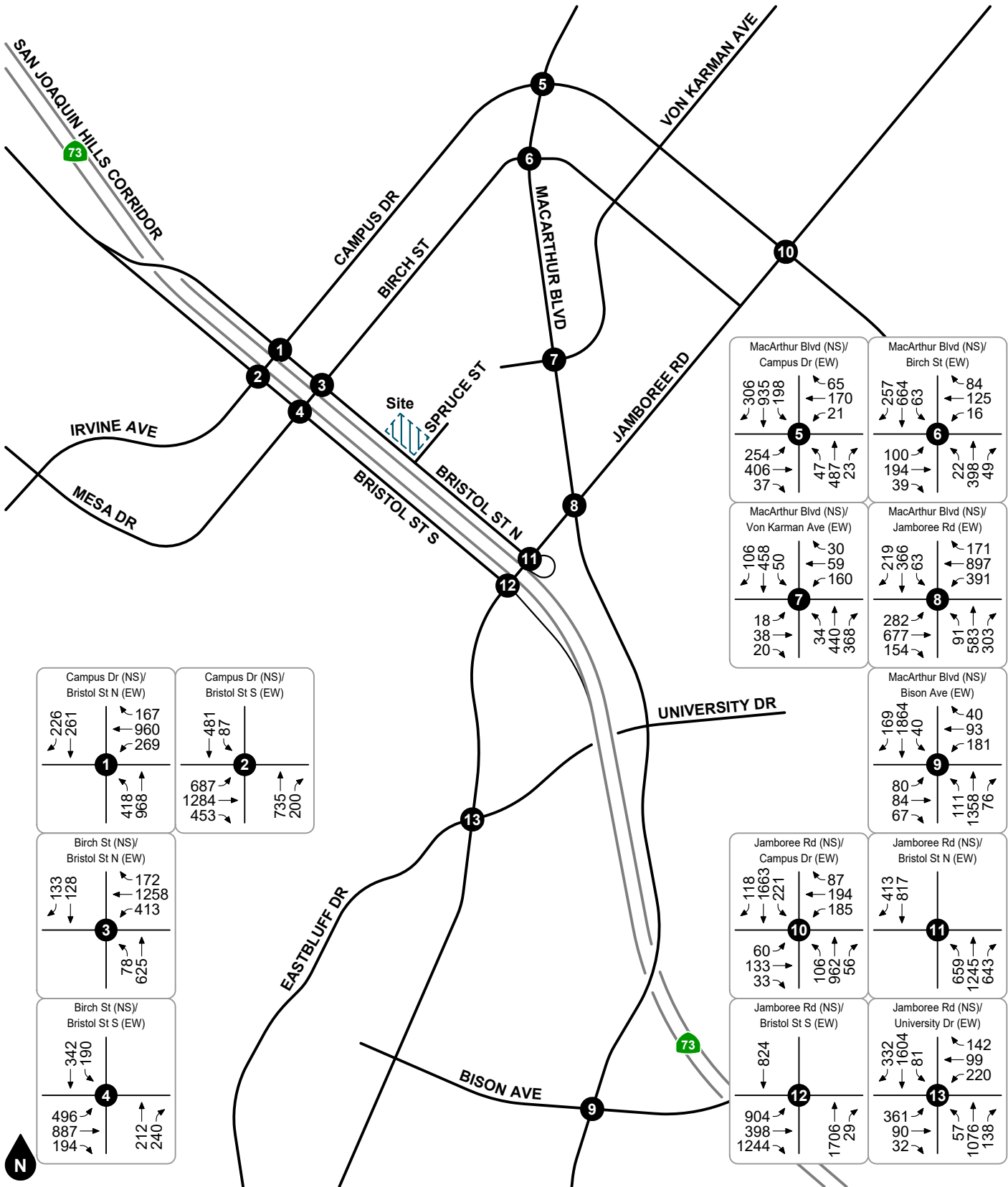
TPO Year 2027 With Project volume forecasts were developed by adding project-generated trips to TPO Year 2027 Without Project volumes. TPO Year 2027 With Project AM and PM peak hour intersection turning movement volumes are shown on Figure 18 and Figure 19.



**Figure 16**  
**TPO Year 2027 Without Project**  
**AM Peak Hour Intersection Turning Movement Volumes**

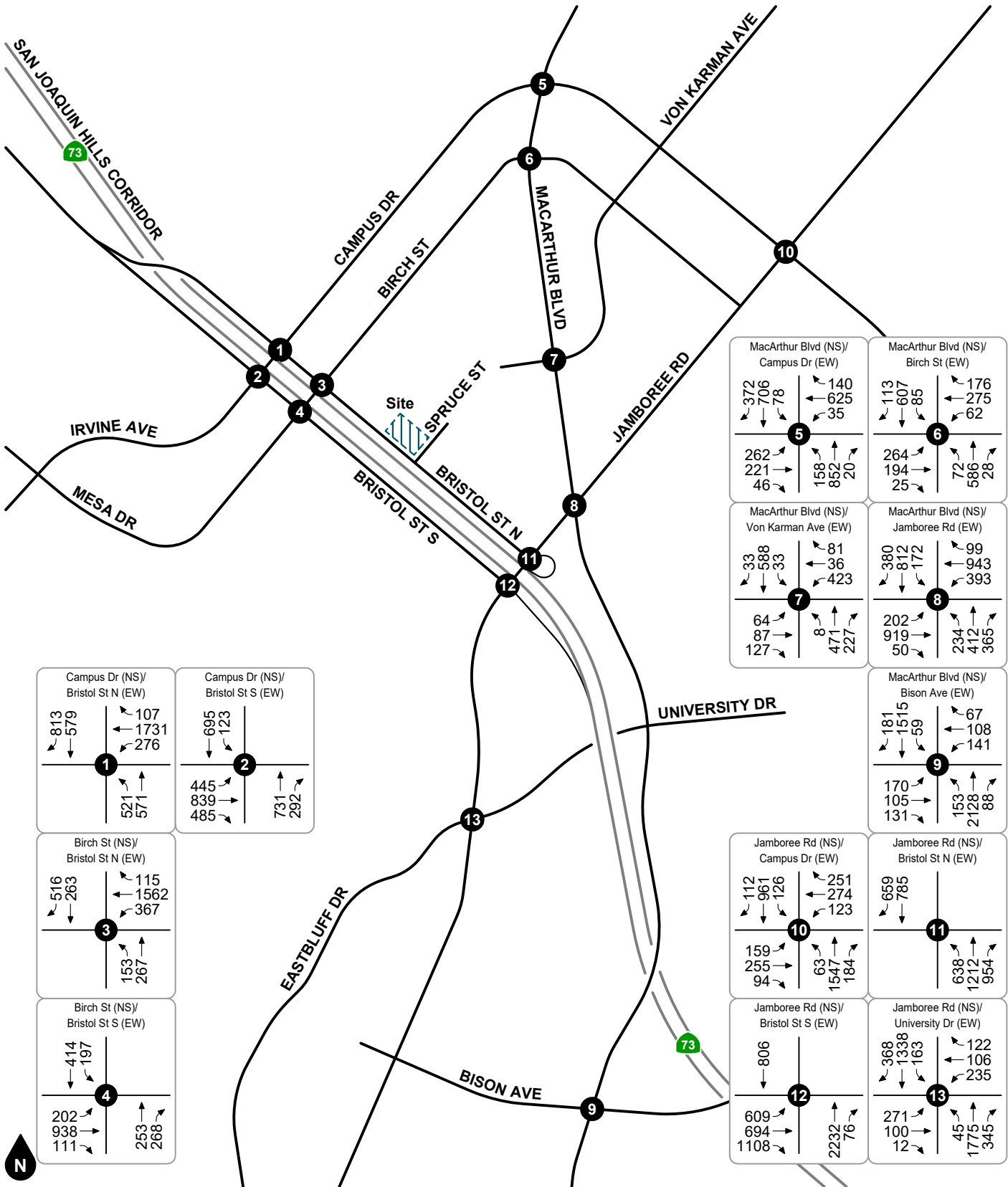


**Figure 17**  
**TPO Year 2027 Without Project**  
**PM Peak Hour Intersection Turning Movement Volumes**



**Legend**  
 # Study Intersection

**Figure 18**  
**TPO Year 2027 With Project**  
**AM Peak Hour Intersection Turning Movement Volumes**



Legend  
 # Study Intersection

**Figure 19**  
**TPO Year 2027 With Project**  
**PM Peak Hour Intersection Turning Movement Volumes**

## 6. TPO ANALYSIS

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

### TPO YEAR 2027 ONE-PERCENT THRESHOLD ANALYSIS

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

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

3. Birch Street (NS) at Bristol Street North (EW)
4. Birch Street (NS) at Bristol Street South (EW)
5. MacArthur Boulevard (NS) at Campus Drive (EW)
6. MacArthur Boulevard (NS) at Birch Street (EW)
7. MacArthur Boulevard (NS) at Newport Place Drive/Von Karman Avenue (EW)
8. MacArthur Boulevard (NS) at Jamboree Road (EW)
10. Jamboree Road (NS) at Campus Drive (EW)
11. Jamboree Road (NS) at Bristol Street North (EW)

### TPO IMPACT ASSESSMENT

ICU and Levels of Service at the applicable study intersections for TPO Year 2027 Without and With Project conditions are shown in Table 4. As shown in Table 4, the study intersections are forecast to operate at Levels of Service D or better during the peak hours for TPO Year 2027 Without and With Project conditions.

Table 4 also calculates the net change in ICU at the applicable study intersections for TPO Year 2027 With Project conditions. As shown in Table 4, the addition of project-generated trips is not forecast to cause any study intersection to operate deficiently (Level of Service E or F) or worsen a deficient intersection operation by more than one percent of capacity; therefore, the proposed project is forecast to result in no Level of Service impacts at the study intersections for TPO Year 2027 With Project conditions and no improvements are required.

**Table 3  
TPO One-Percent Threshold Analysis Summary**

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

Notes:

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

**Table 4  
TPO Year 2027 Intersection Levels of Service and Impact Assessment**

ID	Study Intersection	Traffic Control <sup>1</sup>	TPO Without Project				TPO With Project				V/C Increase		Significant Impact?
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM	
			V/C <sup>2</sup>	LOS <sup>3</sup>	V/C <sup>2</sup>	LOS <sup>3</sup>	V/C <sup>2</sup>	LOS <sup>3</sup>	V/C <sup>2</sup>	LOS <sup>3</sup>			
3.	Birch St (NS) at Bristol St North (EW)	TS	0.49	A	0.52	A	0.49	A	0.52	A	0.00	0.00	No
4.	Birch St (NS) at Bristol St South (EW)	TS	0.35	A	0.36	A	0.36	A	0.36	A	+0.01	0.00	No
5.	MacArthur Blvd (NS) at Campus Dr (EW) <sup>4</sup>	TS	0.34	A	0.54	A	0.34	A	0.54	A	0.00	0.00	No
6.	MacArthur Blvd (NS) at Birch St (EW)	TS	0.31	A	0.42	A	0.31	A	0.42	A	0.00	0.00	No
7.	MacArthur Blvd (NS) at Newport Pl Dr/Von Karman Ave (EW)	TS	0.33	A	0.37	A	0.33	A	0.37	A	0.00	0.00	No
8.	MacArthur Blvd (NS) at Jamboree Rd (EW) <sup>4</sup>	TS	0.42	A	0.50	A	0.42	A	0.50	A	0.00	0.00	No
10.	Jamboree Rd (NS) at Campus Dr (EW) <sup>4</sup>	TS	0.50	A	0.52	A	0.50	A	0.52	A	0.00	0.00	No
11.	Jamboree Rd (NS) at Bristol St North (EW)	TS	0.37	A	0.39	A	0.36	A	0.41	A	-0.01	+0.02	No

Notes:

(1) TS = Traffic Signal

(2) V/C = Volume/Capacity

(3) LOS = Level of Service

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



## 7. CEQA ANALYSIS

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This section presents analysis of Year 2027 cumulative conditions. Detailed intersection Level of Service calculation worksheets for each of the following analysis scenarios are provided in Appendix C.

### CUMULATIVE PROJECTS

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

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

### CEQA YEAR 2027 WITHOUT PROJECT VOLUME FORECASTS

CEQA Year 2027 Without Project volume forecasts were developed by adding cumulative projects trips to TPO Year 2027 Without Project volumes. CEQA Year 2027 Without Project AM and PM peak hour intersection turning movement volumes are shown on Figure 23 and Figure 24.

### CEQA YEAR 2027 WITH PROJECT VOLUME FORECASTS

CEQA Year 2027 With Project volume forecasts were developed by adding project trips to CEQA Year 2027 Without Project volumes. CEQA Year 2027 With Project AM and PM peak hour intersection turning movement volumes are shown on Figure 25 and Figure 26.

### CEQA YEAR 2027 IMPACT ASSESSMENT

ICU and Levels of Service at the applicable study intersections for CEQA Year 2027 Without and With Project conditions are shown in Table 6. As shown in Table 6, the study intersections are forecast to operate at Levels of Service D or better during the peak hours for CEQA Year 2027 Without and With Project conditions.

Table 6 also calculates the net change in ICU at the applicable study intersections for CEQA Year 2027 With Project conditions. As shown in Table 6, the addition of project-generated trips is not forecast to cause any study intersection to operate deficiently (Level of Service E or F) or worsen a deficient intersection operation by more than one percent of capacity; therefore, the proposed project is forecast to result in no significant Level of Service impacts at the study intersections for CEQA Year 2027 With Project conditions and no new mitigation measures are required.

**Table 5 (1 of 2)**  
**Cumulative Projects Trip Generation**

Project ID	Project Name	Land Use	Quantity <sup>1</sup>	Net Trips Generated						
				AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	
<b>City of Newport Beach</b>										
NB1	1600 Dove Street Residences	<u>Existing Use</u>	60.675 TSF	-59	59	0	45	-36	9	472
		<u>Proposed Use</u>								
		Multifamily Housing (Mid-Rise)	249 DU							
NB2	Sage Hill School Expansion	Private School (K-8)	150 ST	86	66	152	18	21	39	617
NB3	Mother's Market	<u>Existing Use</u>	4.487 TSF	11	17	28	29	24	53	690
		<u>Proposed Uses</u>								
		Multifamily Housing								
		Supermarket	5.096 TSF							
NB4	Newport Beach Porsche	Auto Dealership	143.494 TSF	195	72	267	139	208	347	3,995
NB5	The Garden Restaurant	Quality Restaurant	10.240 TSF	6	2	8	55	29	84	971
		Commercial Retail	0.747 TSF							
NB6	Newport Village	<u>Existing Uses</u>		108	55	163	77	105	182	2,238
		John Siple/Johnson Yacht Sales	0.500 TSF							
		Sun Country Marine	1.000 TSF							
		Powerhouse Vehicle Sales	17.000 TSF							
		WCH-Duffield Marine	2.000 TSF							
		General Office Building	7.185 TSF							
		WCH-A'Maree's	8.100 TSF							
		Marina	68 Berths							
		<u>Proposed Uses</u>								
		Multifamily Housing (Mid-Rise)	108 DU							
General Office	55.280 TSF									
Car Show Room	7.900 TSF									
Single-Family Detached Residential	14 DU									
General Office	36.620 TSF									
Duffield Marine Sales/Office	2.000 TSF									
Boat Show Room	10 EMP									
High-Turnover Sit-Down Restaurant	3.815 TSF									
Quality Restaurant	9.100 TSF									
Marina	63 Berths									
NB7	Newport Coast	Multifamily Housing	564 DU	413	932	1,345	926	557	1,483	14,778
		Single-Family Detached Residential	954 DU							

**Table 5 (2 of 2)  
Cumulative Projects Trip Generation**

Project ID	Project Name	Land Use	Quantity <sup>1</sup>	Net Trips Generated						
				AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	
<b>University of California, Irvine</b>										
UCI	UCI North Campus Hospital Project	Hospital	144 Beds	526	163	689	202	520	722	8,550
		Ambulatory Care	225.000 TSF							
	UCI North Campus Child Health/Medical Office	Medical Office Building	168.000 TSF	331	79	410	162	414	576	
<b>City of Irvine</b>										
IR1	Volar Apartments	Multifamily Housing (Mid-Rise)	930 DU	79	265	344	221	141	362	4,222
IR2	Futures Academy	Private School	5.621 TSF	8	1	9	1	7	8	61
IR3	Elements Phase 3	Multifamily Housing (Mid-Rise)	593 DU	50	169	219	141	90	231	2,692
		General Office Building	2.730 TSF	4	0	4	1	3	4	30
		Strip Retail Plaza (<40k)	5.000 TSF	7	5	12	16	16	32	272
		Coffee Donut Shop w/o Drive-Thru Window	2.730 TSF	130	125	255	44	44	88	1,393
		Health Fitness Club	6.900 TSF	5	4	9	14	10	24	205
IR4	Landmark	Hotel	386 RM	138	78	216	116	112	228	3,084
		General Office	448.000 TSF	599	82	681	110	535	645	4,856
IR5	Milani Apartments	Multifamily Housing (Mid-Rise)	287 DU	24	82	106	68	44	112	1,303
IR6	Elements	Multifamily Housing (Mid-Rise)	700 DU	60	199	259	167	106	273	3,178
IR7	Von Karman Quartz Office	General Office	16.538 TSF	22	3	25	4	20	24	179
<b>Total</b>				<b>2,743</b>	<b>2,458</b>	<b>5,201</b>	<b>2,556</b>	<b>2,970</b>	<b>5,526</b>	<b>59,317</b>

Sources:

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

ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = Land Use Code

Notes:

(1) TSF = Thousand Square Feet; DU = Dwelling Units; ST = Students; EMP = Employees; RM = Rooms

**Table 6  
CEQA Year 2027 Intersection Levels of Service and Impact Assessment**

ID	Study Intersection	Traffic Control <sup>1</sup>	CEQA Without Project				CEQA With Project				V/C Increase		Significant Impact?
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM	
			V/C <sup>2</sup>	LOS <sup>3</sup>	V/C <sup>2</sup>	LOS <sup>3</sup>	V/C <sup>2</sup>	LOS <sup>3</sup>	V/C <sup>2</sup>	LOS <sup>3</sup>			
1.	Campus Dr (NS) at Bristol St North (EW)	TS	0.458	A	0.677	B	0.459	A	0.676	B	+0.001	-0.001	No
2.	Irvine Ave/Campus Dr (NS) at Bristol St South (EW)	TS	0.543	A	0.492	A	0.541	A	0.494	A	-0.002	+0.002	No
3.	Birch St (NS) at Bristol St North (EW)	TS	0.498	A	0.535	A	0.504	A	0.533	A	+0.006	-0.002	No
4.	Birch St (NS) at Bristol St South (EW)	TS	0.361	A	0.364	A	0.361	A	0.365	A	0.000	+0.001	No
5.	MacArthur Blvd (NS) at Campus Dr (EW) <sup>4</sup>	TS	0.441	A	0.669	B	0.441	A	0.669	B	0.000	0.000	No
6.	MacArthur Blvd (NS) at Birch St (EW)	TS	0.355	A	0.479	A	0.355	A	0.479	A	0.000	0.000	No
7.	MacArthur Blvd (NS) at Newport Pl Dr/Von Karman Ave (EW)	TS	0.404	A	0.423	A	0.403	A	0.425	A	-0.001	+0.002	No
8.	MacArthur Blvd (NS) at Jamboree Rd (EW) <sup>4</sup>	TS	0.557	A	0.620	B	0.556	A	0.625	B	-0.001	+0.005	No
9.	MacArthur Blvd (NS) at Bison Ave (EW)	TS	0.450	A	0.476	A	0.451	A	0.477	A	+0.001	+0.001	No
10.	Jamboree Rd (NS) at Campus Dr (EW) <sup>4</sup>	TS	0.574	A	0.622	B	0.574	A	0.622	B	0.000	0.000	No
11.	Jamboree Rd (NS) at Bristol St North (EW)	TS	0.394	A	0.423	A	0.386	A	0.431	A	-0.008	+0.008	No
12.	Jamboree Rd (NS) at Bristol St South (EW)	TS	0.651	B	0.664	B	0.652	B	0.593	A	+0.001	-0.071	No
13.	Jamboree Rd (NS) at Eastbluff Dr/University Dr (EW)	TS	0.636	B	0.678	B	0.637	B	0.679	B	+0.001	+0.001	No

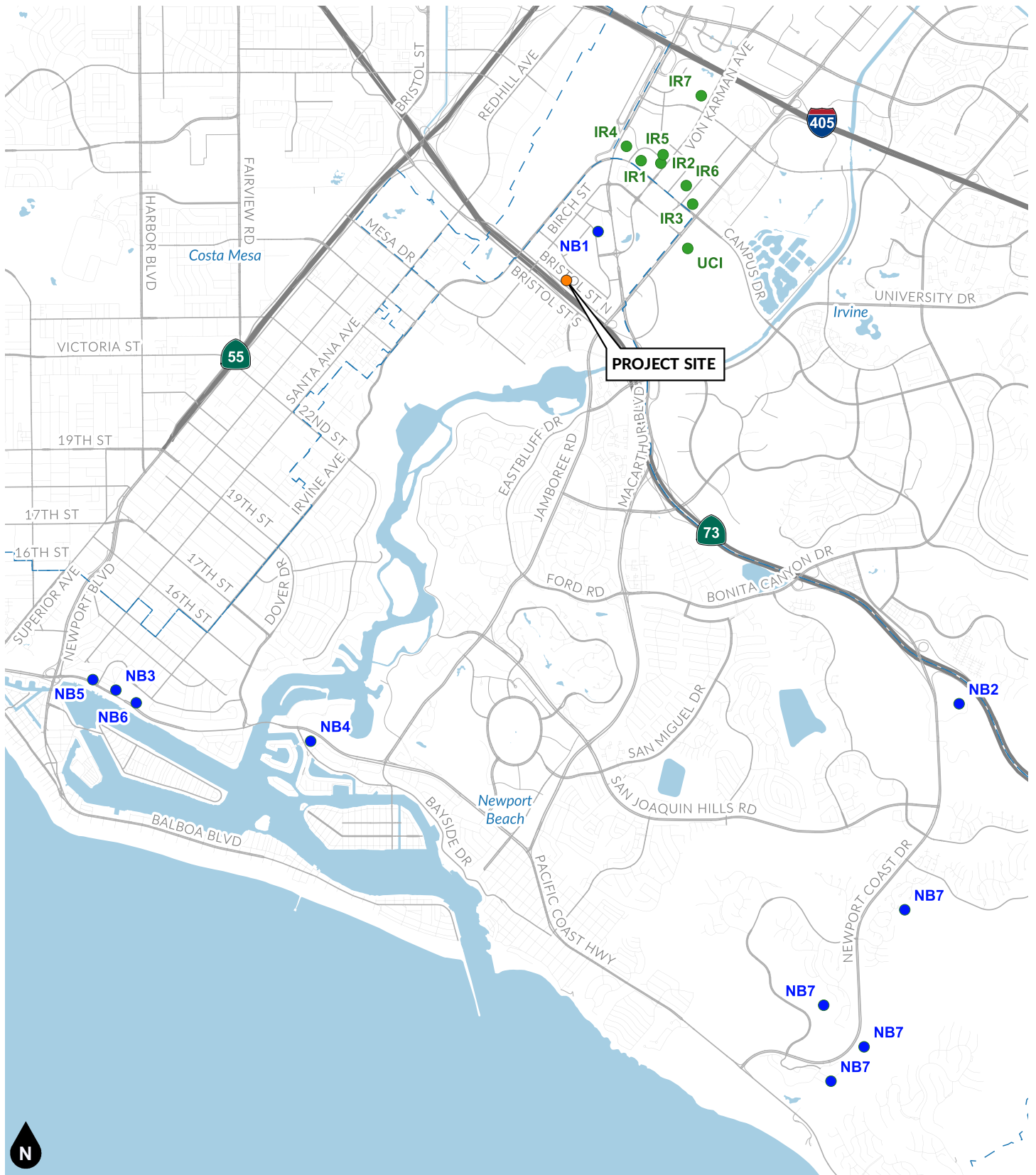
Notes:

(1) TS = Traffic Signal

(2) V/C = Volume/Capacity

(3) LOS = Level of Service

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

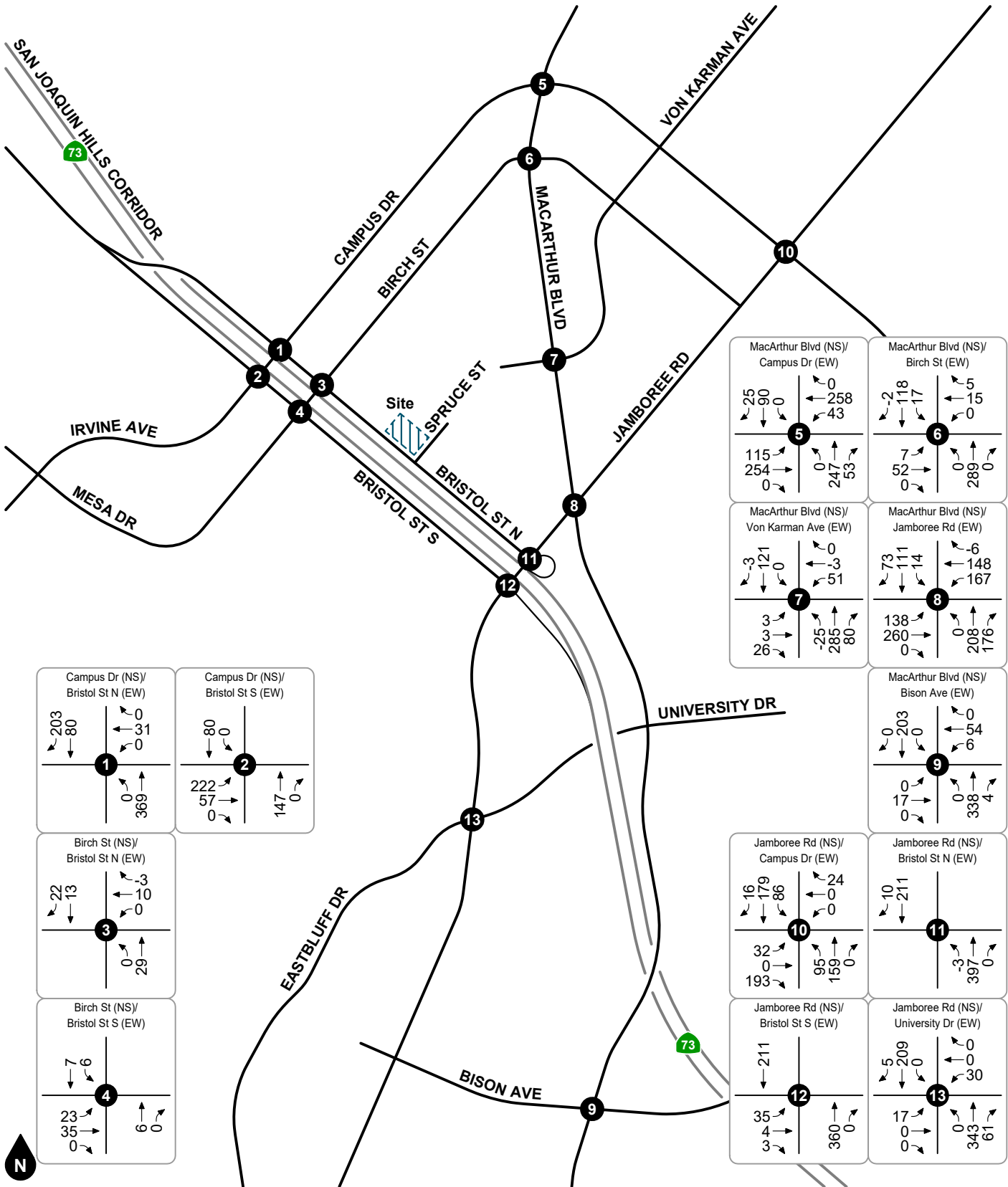


**Legend**

Other Development (see Table 5):

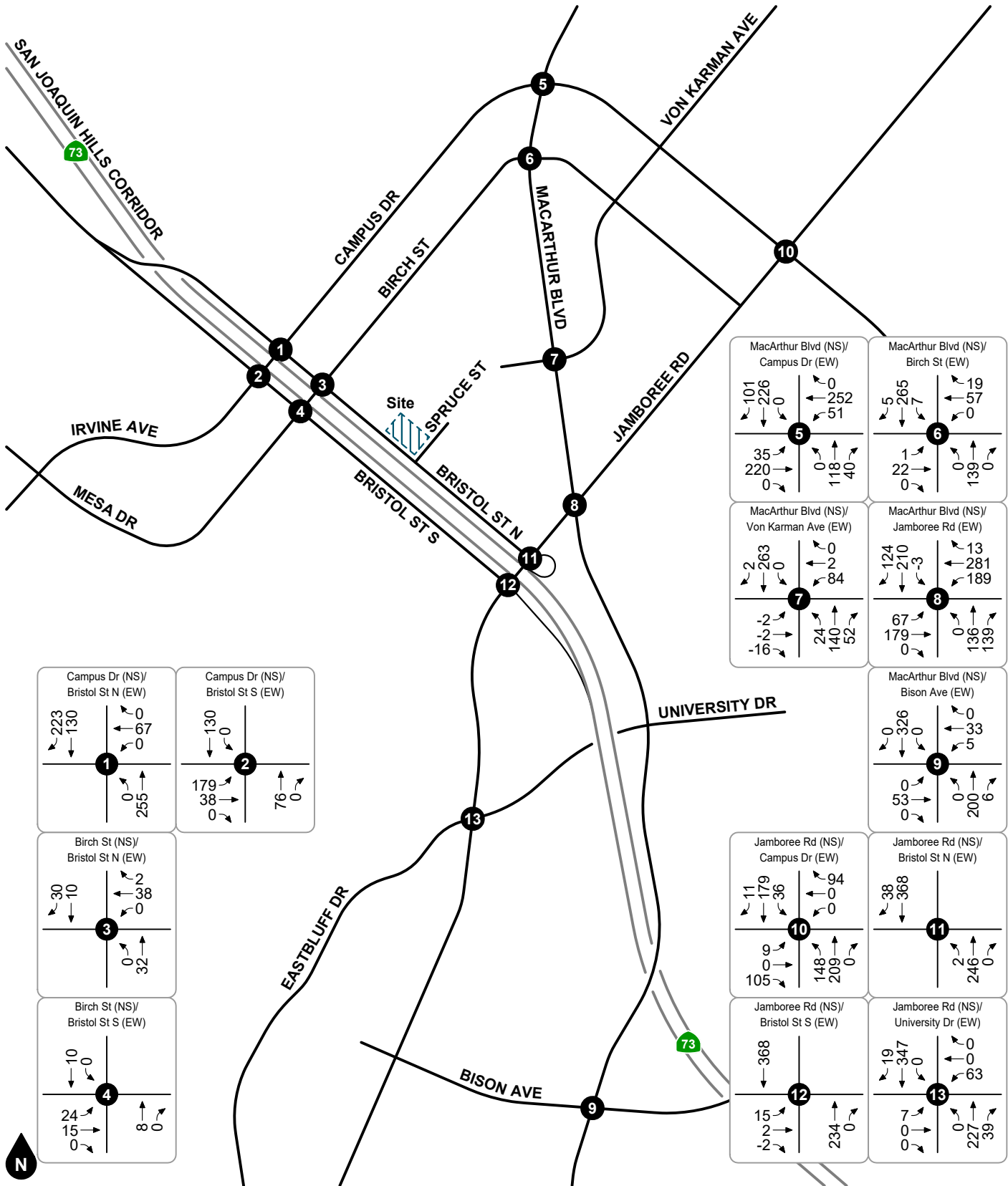
- City of Irvine
- City of Newport Beach

**Figure 20**  
**Cumulative Projects Location Map**



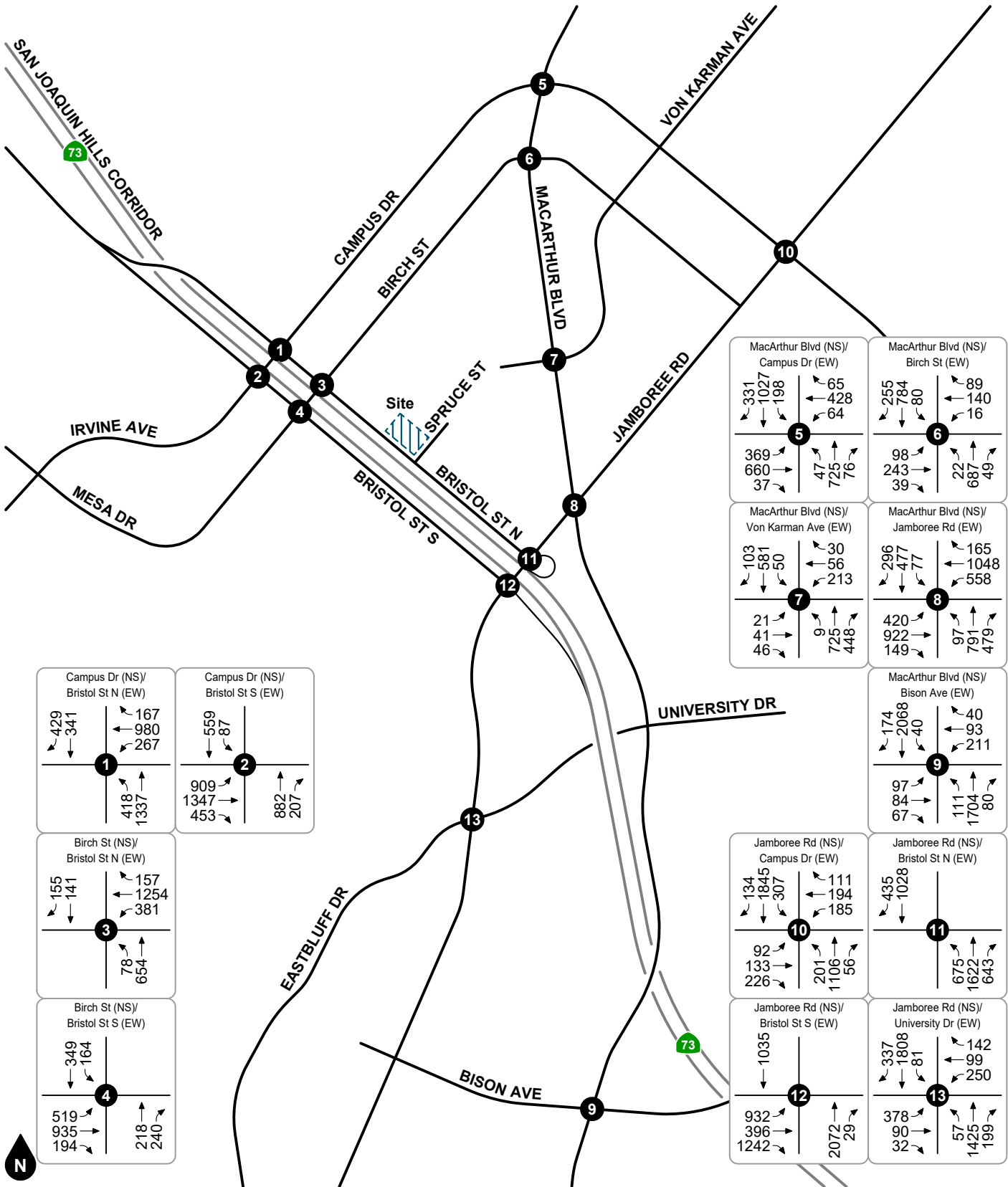
**Legend**  
 # Study Intersection

**Figure 21**  
**Cumulative Projects**  
**AM Peak Hour Intersection Turning Movement Volumes**



Legend  
 # Study Intersection

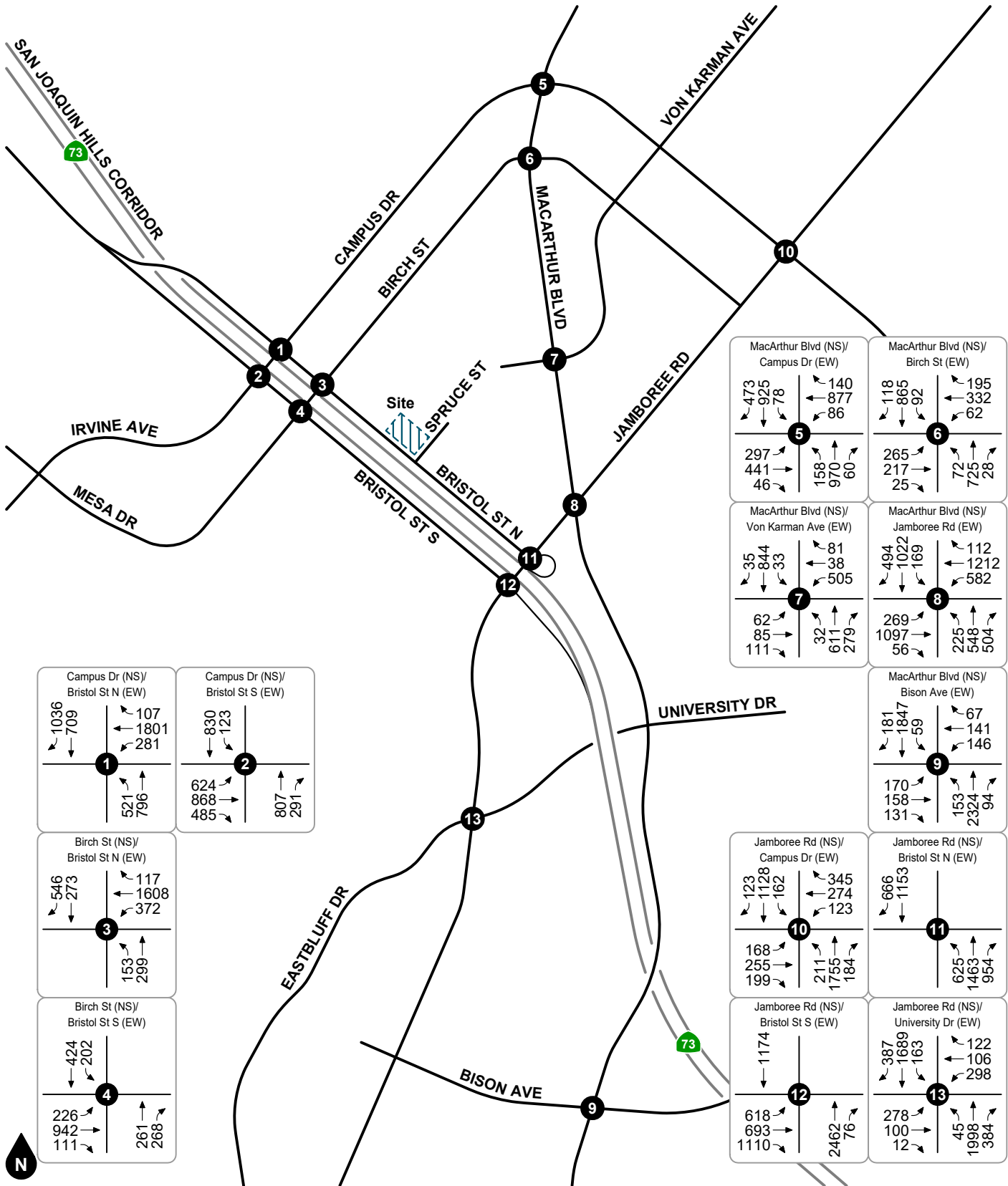
**Figure 22**  
**Cumulative Projects**  
**PM Peak Hour Intersection Turning Movement Volumes**



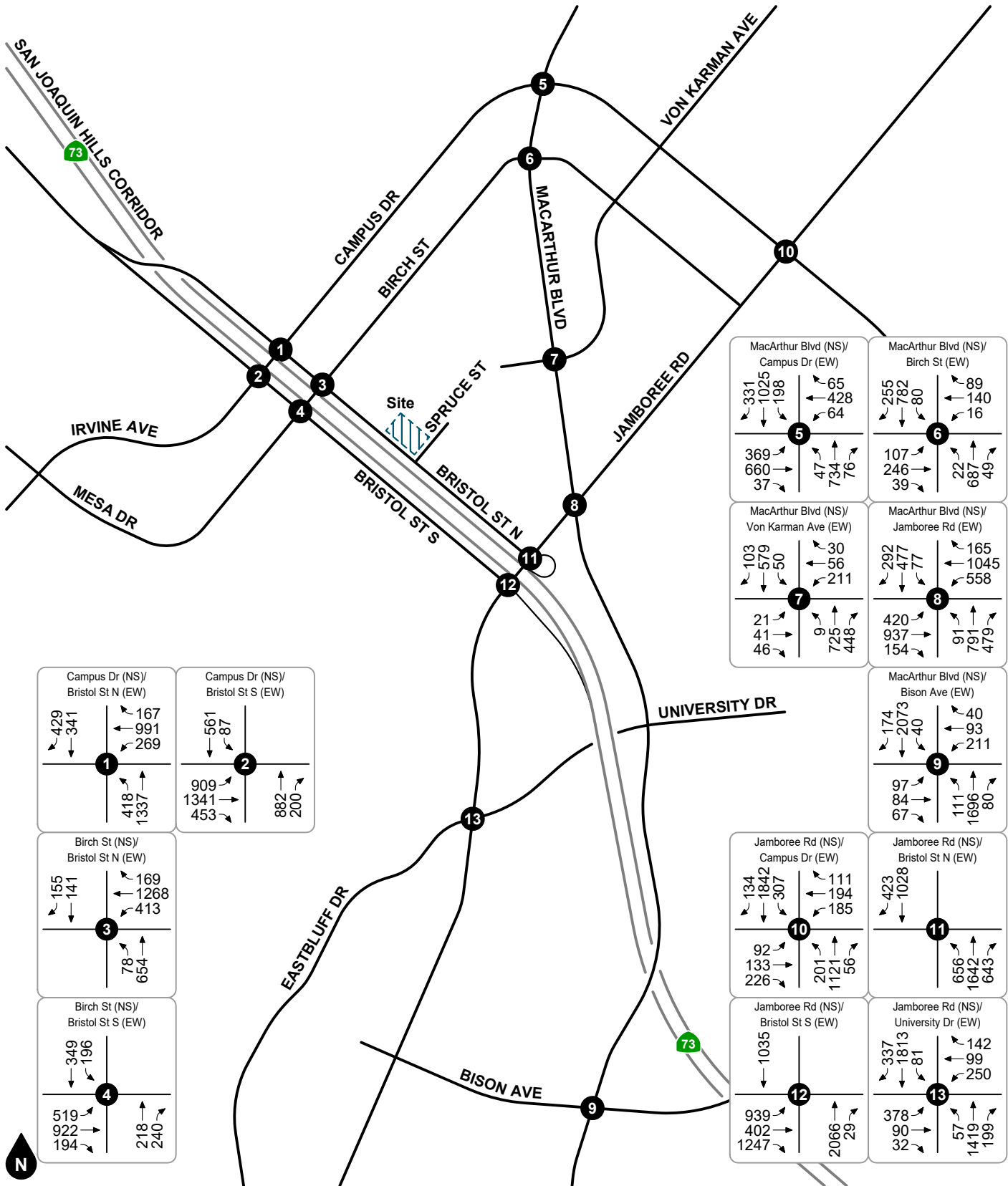
**Legend**  
 # Study Intersection

**Figure 23**  
**CEQA Year 2027 Without Project**  
**AM Peak Hour Intersection Turning Movement Volumes**



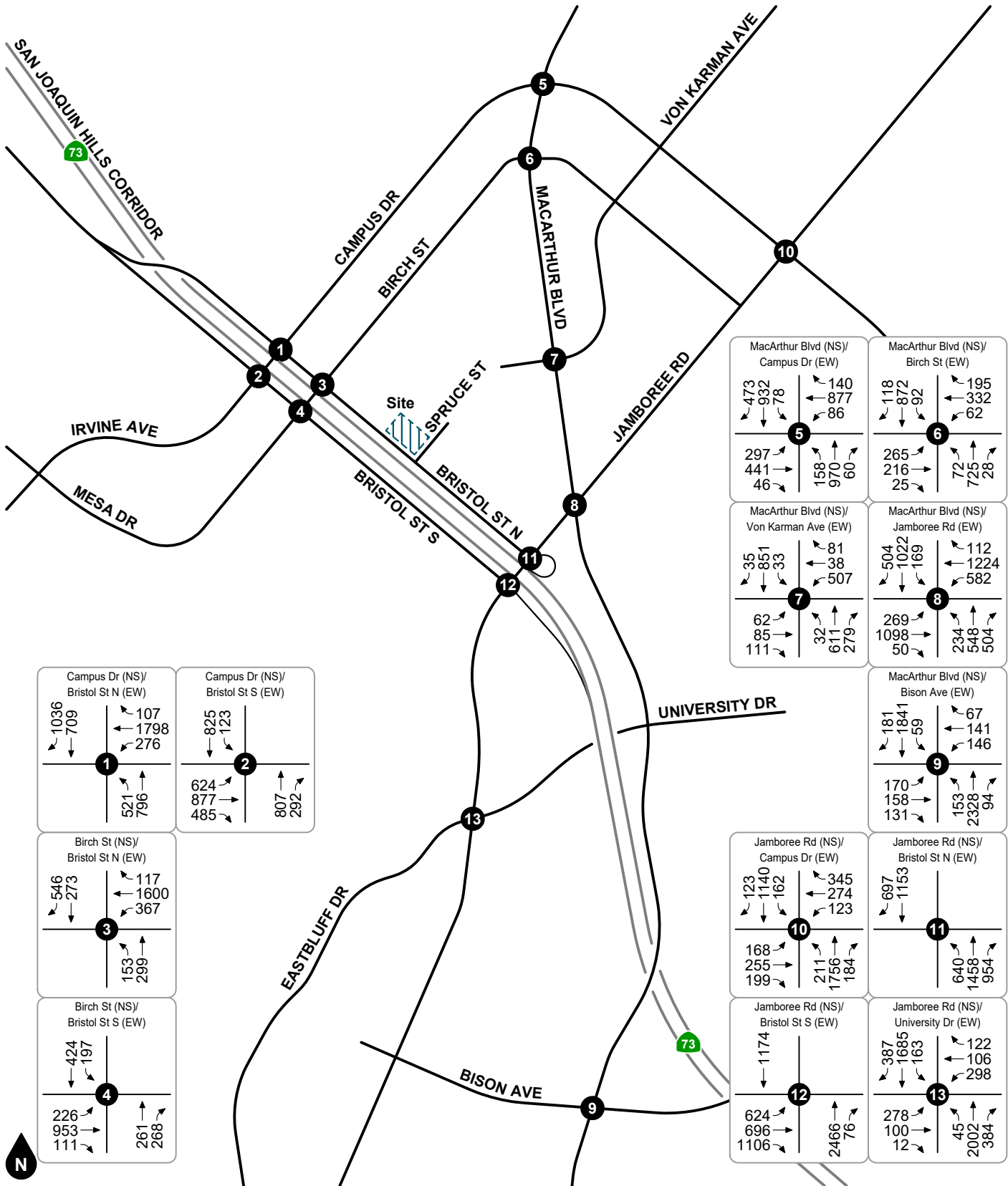


**Figure 24**  
**CEQA Year 2027 Without Project**  
**PM Peak Hour Intersection Turning Movement Volumes**



Legend  
 # Study Intersection

**Figure 25**  
**CEQA Year 2027 With Project**  
**AM Peak Hour Intersection Turning Movement Volumes**



**Figure 26**  
**CEQA Year 2027 With Project**  
**PM Peak Hour Intersection Turning Movement Volumes**

## 8. GENERAL PLAN COMPARISON ANALYSIS

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

### GENERAL PLAN COMPARISON METHODOLOGY

This analysis compares the traffic analysis zone (TAZ) as analyzed in the Post 2030 General Plan Buildout traffic analysis with the proposed project. The Newport Beach Traffic Model (NBTM) TAZ 1390 was analyzed with 87 dwelling units of multifamily housing and 99,970 square feet of general office in the 2006 General Plan EIR. Since the project is constructing 230 multifamily housing dwelling units, the project is proposing 143 additional dwelling units compared to the 2006 General Plan EIR analysis. Therefore, Post 2030 General Plan Buildout With Project conditions were determined by adding the net increase in dwelling units proposed within TAZ 1390 to the Post 2030 General Plan Buildout forecasts originally evaluated in the 2006 General Plan EIR. The general office square footage stayed unchanged in this analysis.

### GENERAL PLAN COMPARISON TRIP GENERATION AND TRIP DISTRIBUTION

Table 7 shows the project trip generation based upon trip generation rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021). Based on review of the ITE land use description, trip generation rates for multifamily housing (mid-rise) not close to transit (Land Use Code 221) were determined to adequately represent the proposed land use and was selected for use in this analysis. The project trip generation forecast is determined by multiplying the trip generation rates by the land use quantity.

As shown in Table 7, the proposed increase in General Plan buildout units is estimated to generate approximately 649 additional daily trips, including 53 additional trips during the AM peak hour and 55 additional trips during the PM peak hour.

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

### POST 2030 GENERAL PLAN BUILDOUT WITHOUT PROJECT VOLUME FORECASTS

Post 2030 General Plan Buildout Without Project volume forecasts were provided by the City of Newport Beach based on the 2006 General Plan EIR. Post 2030 General Plan Buildout Without Project AM and PM peak hour intersection turning movement volumes are shown on Figure 27 and Figure 28.

### POST 2030 GENERAL PLAN BUILDOUT WITH PROJECT VOLUME FORECASTS

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

### GENERAL PLAN COMPARISON IMPACT ASSESSMENT

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

- |   |                         |
|---|-------------------------|
| 1. Campus Drive (NS) at Bristol Street North (EW)   | (Both AM/PM Peak Hours) |
| 3. Birch Street (NS) at Bristol Street North (EW)   | (AM Peak Hour)          |
| 5. MacArthur Boulevard (NS) at Campus Drive (EW)    | (PM Peak Hour)          |
| 6. MacArthur Boulevard (NS) at Birch Street (EW)    | (PM Peak Hour)          |
| 10. Jamboree Road (NS) at Campus Drive (EW)         | (PM Peak Hour)          |
| 12. Jamboree Road (NS) at Bristol Street South (EW) | (AM Peak Hour)          |

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

**Table 7  
General Plan Comparison Trip Generation**

Trip Generation Rates									
Land Use	Source <sup>1</sup>	Unit <sup>2</sup>	AM Peak Hour			PM Peak Hour			Daily
			% In	% Out	Rate	% In	% Out	Rate	
Multifamily Housing (Mid-Rise)	ITE 221	DU	23%	77%	0.37	61%	39%	0.39	4.54

Trips Generated									
Land Use	Quantity	Unit <sup>2</sup>	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Multifamily Housing (Mid-Rise) <sup>3</sup>	143	DU	13	40	53	34	21	55	649

Notes:

(1) ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = Land Use Code

(2) DU = Dwelling Units

(3) The General Plan comparison analysis evaluates an additional 143 DU to NBTM TAZ 1390. Project (230 DU) - TAZ 1390 (87 DU) = 143 DU.

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

ID	Study Intersection	Traffic Control <sup>1</sup>	General Plan Buildout Without Project				General Plan Buildout With Project				V/C Increase		Significant Impact?
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM	
			V/C <sup>2</sup>	LOS <sup>3</sup>	V/C <sup>2</sup>	LOS <sup>3</sup>	V/C <sup>2</sup>	LOS <sup>3</sup>	V/C <sup>2</sup>	LOS <sup>3</sup>			
1.	Campus Dr (NS) at Bristol St North (EW)	TS	<b>1.024</b>	<b>F</b>	<b>0.948</b>	<b>E</b>	<b>1.025</b>	<b>F</b>	<b>0.949</b>	<b>E</b>	+0.001	+0.001	No
2.	Irvine Ave/Campus Dr (NS) at Bristol St South (EW)	TS	0.893	D	0.774	C	0.893	D	0.775	C	0.000	+0.001	No
3.	Birch St (NS) at Bristol St North (EW)	TS	<b>0.916</b>	<b>E</b>	0.811	D	<b>0.919</b>	<b>E</b>	0.813	D	+0.003	+0.002	No
4.	Birch St (NS) at Bristol St South (EW)	TS	0.547	A	0.625	B	0.554	A	0.627	B	+0.007	+0.002	No
5.	MacArthur Blvd (NS) at Campus Dr (EW) <sup>4</sup>	TS	0.809	D	<b>1.241</b>	<b>F</b>	0.809	D	<b>1.241</b>	<b>F</b>	0.000	0.000	No
6.	MacArthur Blvd (NS) at Birch St (EW)	TS	0.796	C	<b>1.016</b>	<b>F</b>	0.797	C	<b>1.018</b>	<b>F</b>	+0.001	+0.002	No
7.	MacArthur Blvd (NS) at Newport Pl Dr/Von Karman Ave (EW)	TS	0.562	A	0.682	B	0.562	A	0.684	B	0.000	+0.002	No
8.	MacArthur Blvd (NS) at Jamboree Rd (EW) <sup>4</sup>	TS	0.877	D	0.858	D	0.878	D	0.861	D	+0.001	+0.003	No
9.	MacArthur Blvd (NS) at Bison Ave (EW)	TS	0.775	C	0.792	C	0.775	C	0.793	C	0.000	+0.001	No
10.	Jamboree Rd (NS) at Campus Dr (EW) <sup>4</sup>	TS	0.930	E	<b>1.180</b>	<b>F</b>	0.931	E	<b>1.182</b>	<b>F</b>	+0.001	+0.002	No
11.	Jamboree Rd (NS) at Bristol St North (EW)	TS	0.681	B	0.606	B	0.684	B	0.617	B	+0.003	+0.011	No
12.	Jamboree Rd (NS) at Bristol St South (EW)	TS	<b>0.942</b>	<b>E</b>	0.867	D	<b>0.947</b>	<b>E</b>	0.871	D	+0.005	+0.004	No
13.	Jamboree Rd (NS) at Eastbluff Dr/University Dr (EW)	TS	0.681	B	0.667	B	0.681	B	0.667	B	0.000	0.000	No

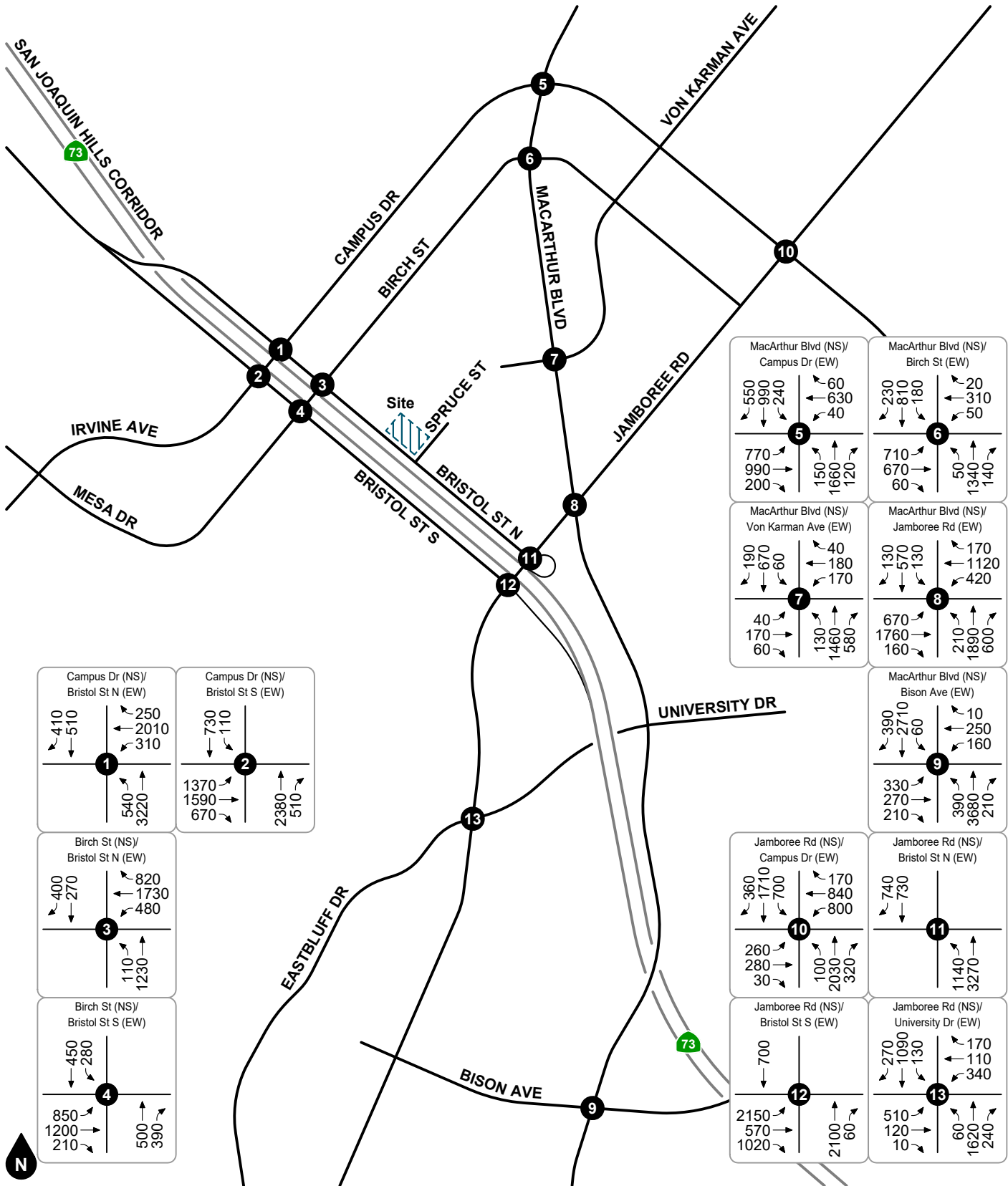
Notes:

(1) TS = Traffic Signal

(2) V/C = Volume/Capacity

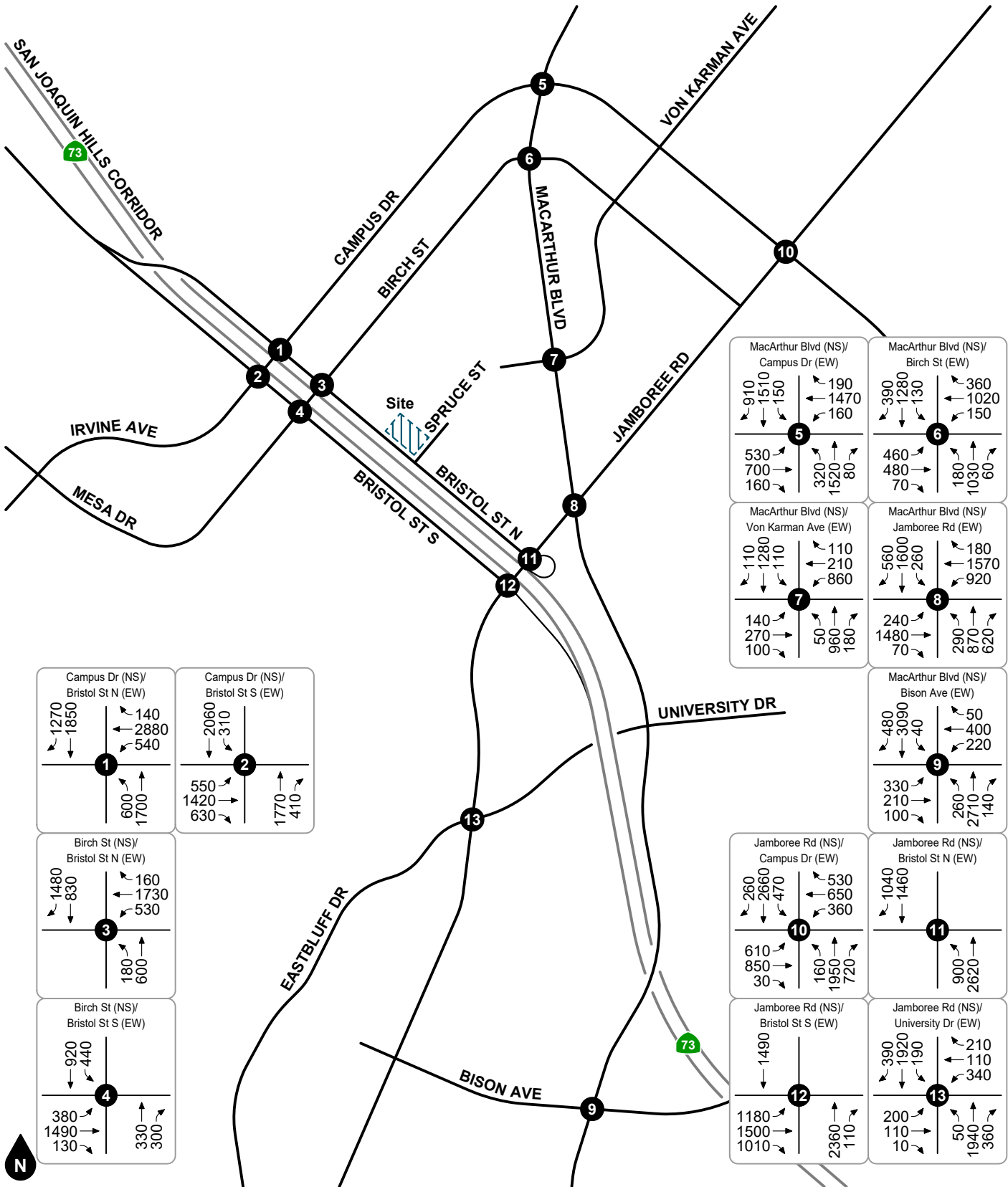
(3) LOS = Level of Service

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



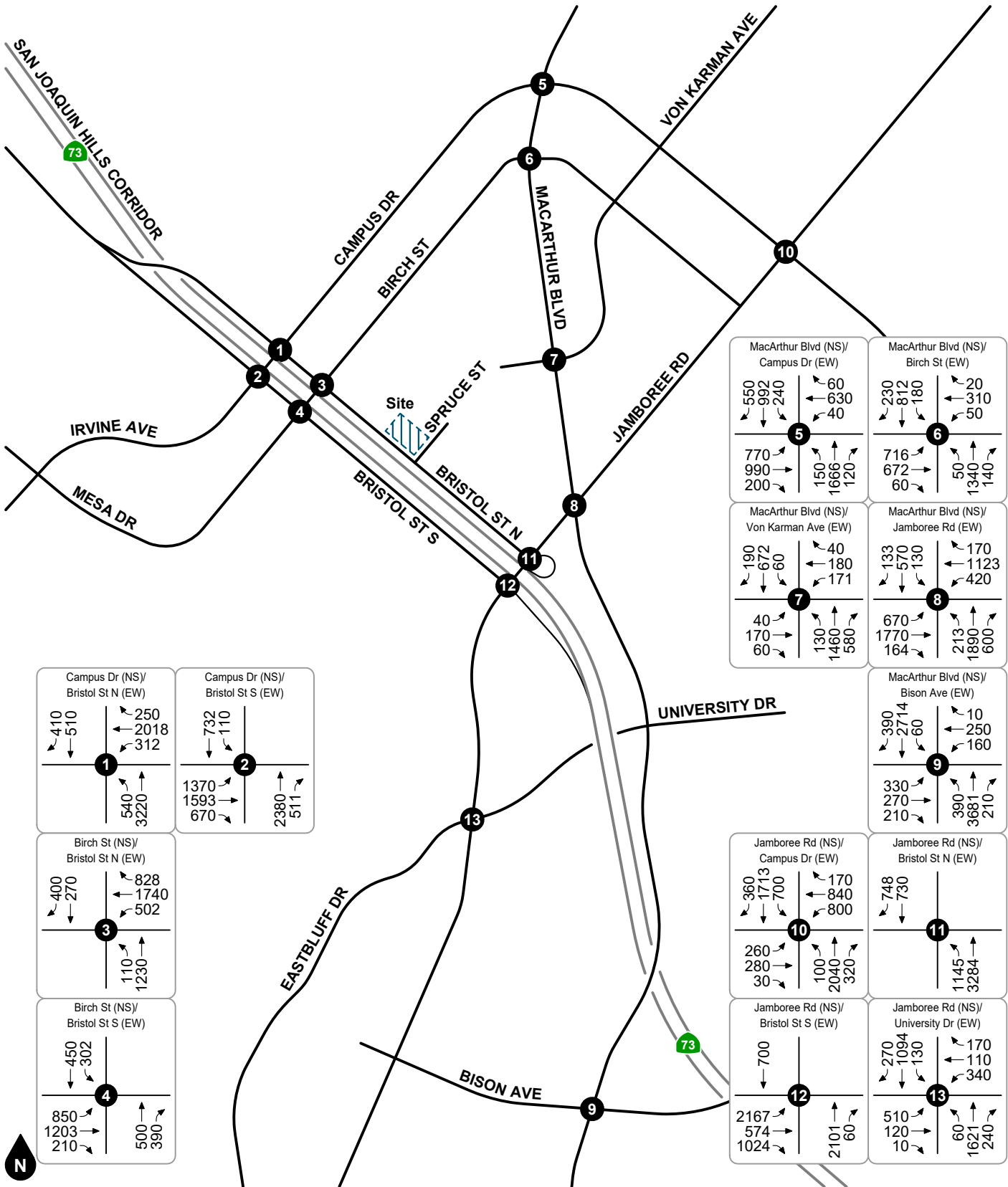
**Figure 27**  
 Post 2030 General Plan Buildout Without Project  
 AM Peak Hour Intersection Turning Movement Volumes





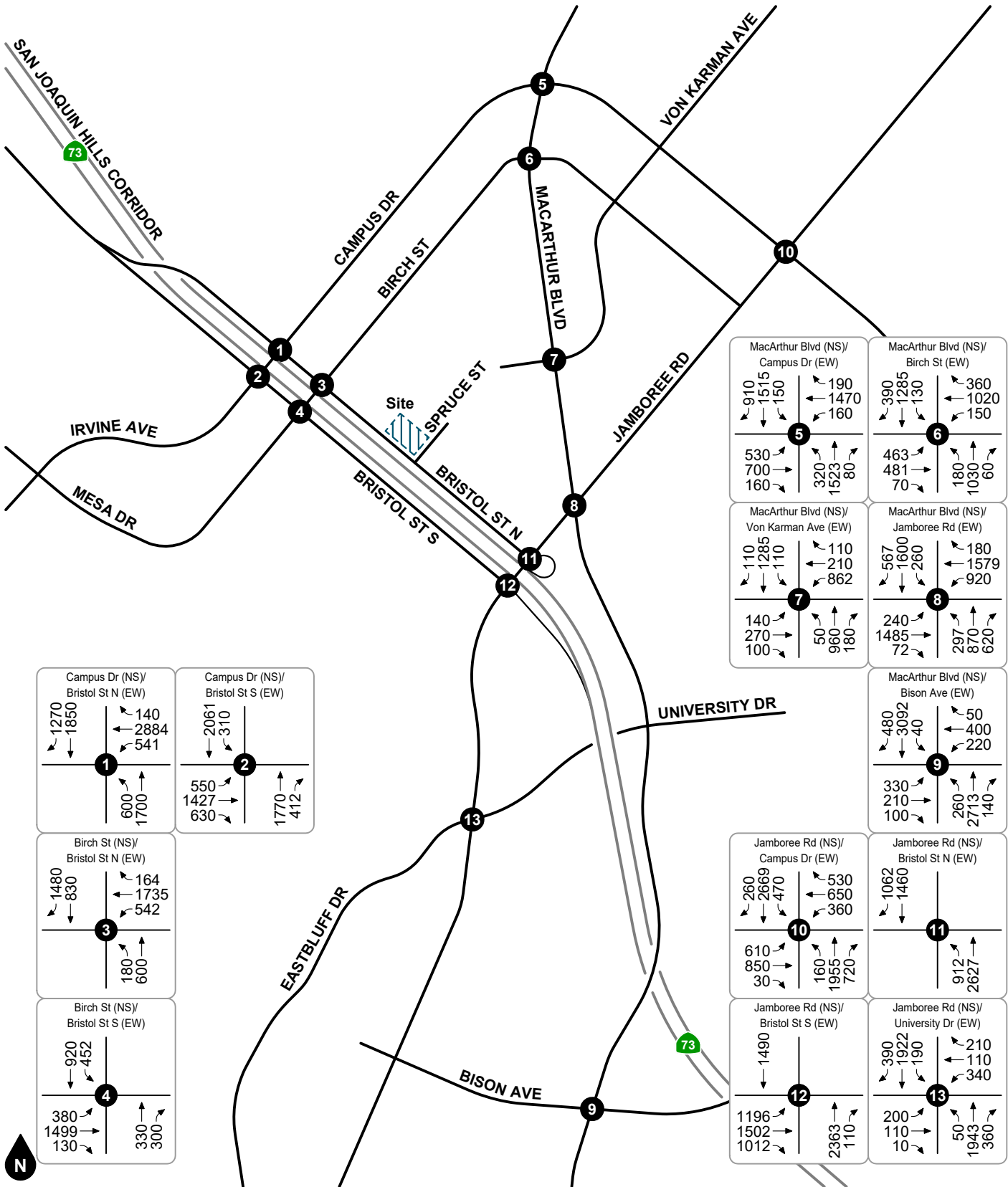
Legend  
 # Study Intersection

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



Legend  
 # Study Intersection

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



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

## 9. CONGESTION MANAGEMENT PROGRAM

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

### BACKGROUND

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

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

### CMP-MONITORED INTERSECTIONS

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

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

### REQUIREMENTS FOR IMPROVEMENTS

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

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

### CRITERIA FOR PREPARATION OF CMP IMPACT ANALYSIS

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

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

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

## 10. SITE ACCESS AND CIRCULATION

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

### SITE ACCESS

Vehicular access is proposed to be maintained at Spruce Street with the existing project driveway on Bristol Street North relocated approximately 65 feet to the northwest. Since Bristol Street North is a one-way street, the relocated project driveway at Bristol Street North will continue to provide right turn in/out only access. The project driveway at Spruce Street will continue to provide full access. Based on review of the adjacent development and lane configurations along Bristol Street North and Spruce Street, the existing lane configurations are anticipated to provide adequate circulation.

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

### ON-SITE CIRCULATION

The proposed project site plan indicates on-site subterranean drive aisles will be a typical minimum of 26 feet along the drive aisles with perpendicular parking spaces, which is generally adequate for two-way circulation and provides sufficient space for most vehicles to back out and conveniently exit the parking stall. The project site plan proposes drive aisles from Bristol Street North and Spruce Street that terminate at parking garage entrances/exits with perpendicular parking and drive aisles within the parking garage. The final parking layout and circulation will be reviewed and approved by the City of Newport Beach.

In accordance with the City of Newport Beach Municipal Code development standards for parking areas (Section 20.40.070.A.1c), both project driveways provide a minimum set back of five (5) feet between the property line and the first parking space accessed from a public street (within the parking garage). Additionally, the two basement level parking layouts proposed allow for full circulation with no dead-end drive aisles. The only dead-end drive aisle located on the proposed ground floor parking layout includes a turnaround parking space.

# 11. VEHICLE MILES TRAVELED (VMT)

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## BACKGROUND

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

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

## VMT ASSESSMENT AND SCREENING

The project VMT impact has been assessed in accordance with guidance provided by the City of Newport Beach *SB743 Implementation* (April 6, 2020) [“the City VMT Guidelines”] and City Council Policy K-3. The transportation guidelines provide a framework for “screening thresholds” for certain projects that are expected to cause a less than significant impact without conducting a detailed VMT study. The proposed project is considered a residential land use.

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

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

## 12. CONCLUSIONS

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

### PROJECT TRIP GENERATION

The existing project site land use is estimated per Table 2 to generate approximately 420 daily trips, including 59 trips during the AM peak hour and 56 trips during the PM peak hour. The proposed project site land use is forecast to generate approximately 1,044 daily trips, including 85 trips during the AM peak hour and 90 trips during the PM peak hour. Therefore, the proposed project is forecast to result in a net increase of approximately 624 net new daily trips, including 26 net new trips during the AM peak hour and 34 net new trips during the PM peak hour.

### TPO IMPACT ANALYSIS

The addition of project-generated trips is not forecast to cause any study intersection to operate deficiently (Level of Service E or F) or worsen a deficient intersection operation by more than one percent of capacity; therefore, the proposed project is forecast to result in no Level of Service impacts at the study intersections for TPO Year 2027 With Project conditions and no improvements are required.

### CEQA YEAR 2027 IMPACT ANALYSIS

The addition of project-generated trips is not forecast to cause any study intersection to operate deficiently (Level of Service E or F) or worsen a deficient intersection operation by more than one percent of capacity; therefore, the proposed project is forecast to result in no significant Level of Service impacts at the study intersections for CEQA Year 2027 With Project conditions and no new mitigation measures are required.

### CEQA GENERAL PLAN COMPARISON IMPACT ANALYSIS

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

### VMT SCREENING

The proposed project is located in an area with VMT per capita lower than the Orange County regional average for residential use. Per the City VMT Guidelines, the project is therefore presumed to have a less than significant impact on VMT.

### CONGESTION MANAGEMENT PROGRAM

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

### SITE ACCESS AND CIRCULATION

Vehicular access is proposed to be maintained at Spruce Street with the existing project driveway on Bristol Street North relocated approximately 65 feet to the northwest. Since Bristol Street North is a one-way street, the relocated project driveway at Bristol Street North will continue to provide right turn in/out only access.

The project driveway at Spruce Street will continue to provide full access. Based on review of the adjacent development and lane configurations along Bristol Street North and Spruce Street, the existing lane configurations are anticipated to provide adequate circulation.



## APPENDICES

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

## **APPENDIX A**

### **GLOSSARY**

## ACRONYMS

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

## TERMS

**ACTUATED SIGNAL CONTROL:** A type of traffic signal control in which display of each phase depends on whether the corresponding phase detector has registered a service call or the phase is on recall.

**ACTUATION:** Detection of a roadway user that is forwarded to the signal controller.

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

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

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

**CALL:** An indication within a signal controller that a particular phase is waiting for service, either through actuation from a roadway user or phase recall.

**CAPACITY:** The maximum number of vehicles that can be reasonably expected to pass through a roadway facility during a specified period.

**CHANNELIZATION:** The separation of conflicting traffic movements by use of pavement markings, raised curbs, or other suitable means to facilitate free flow movement.

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

**COORDINATED SIGNAL CONTROL:** A type of traffic signal control in which non-coordinated phases associated with minor movements are constrained such that the coordinated phases are served at a specific time during the signal cycle, thus maintaining the efficient progression of traffic flow along the major roadway.

**CONTROL DELAY:** The portion of delay attributed to the intersection traffic control (such as a traffic signal or stop sign). It includes initial deceleration, queue move-up time, stopped delay, and final acceleration delay.

**CORDON:** An imaginary boundary line around or across a study area across which vehicles, persons, or other information can be collected for survey and analytical purposes.

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

**CYCLE:** A complete sequence of signal indications for all phases.

**CYCLE LENGTH:** The total time for a traffic signal to complete one full cycle.

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

**DELAY:** The total additional travel time experienced by a roadway user (driver, passenger, bicyclist, or pedestrian) beyond that required to travel at a desired speed.

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

**DETECTOR:** A device used to count or determine the presence of a roadway user.

**DESIGN SPEED:** A speed used for purposes of designing horizontal and vertical alignments of a highway.

**DIRECTIONAL SPLIT:** The percent of two-way traffic traveling in a specified direction.

**DIVERSION:** The rerouting of traffic from a normal path of travel between two points, such as to avoid congestion or perform a secondary trip.

**FREE FLOW:** Traffic flow that is unaffected by a traffic control and/or or upstream or downstream conditions.

**GAP:** Time or distance between two vehicles measured from rear bumper of the front vehicle to front bumper of the second vehicle.

**GAP ACCEPTANCE:** The method by which a driver accepts an available gap in traffic to enter or cross the road.

**HEADWAY:** Time or distance between two successive vehicles measured from same point on both vehicles (i.e., front bumper to front bumper).

**LEVEL OF SERVICE:** A grading scale of quantitative performance measures representing the quality of service of a transportation facility or service from an average traveler's perspective.

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

**MULTI-MODAL:** More than one mode, such as automobile, transit, bicycle, and pedestrian.

**OFFSET:** The time interval between the beginning of a traffic signal cycle at one intersection and the beginning of signal cycle an adjacent intersection.

**PLATOON:** A set of vehicles traveling at similar speed and moving as a general group with clear separation between other vehicles ahead and behind.

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

**PEDESTRIAN CLEARANCE INTERVAL:** Also known as the “Flashing Don’t Walk” interval, it signals the end of pedestrian entry into the crosswalk following the “Walk” indication and provides time for pedestrians who have already entered the crosswalk to finishing crossing.

**PEAK HOUR:** The hour within a day in which the maximum volume occurs.

**PEAK HOUR FACTOR:** The peak hour volume divided by the four times the peak 15-minute flow rate. This

**PHASE:** In traffic signals, the green, yellow, and red clearance intervals assigned to a specified traffic movement.

**PRETIMED SIGNAL:** A traffic signal operation in which the cycle length, phasing sequence, and phasing times are predetermined and fixed, regardless of actual demand for any given traffic movement. Also known as a fixed time signal.

**PROGRESSION:** The coordinated movement of vehicles through signalized intersections along a corridor.

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

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

**RECALL:** A signal phasing operation in which a specified phase places a call to the signal controller each time a conflicting phase is served, thus ensuring the specified phase will be serviced again.

**SEMI-ACTUATED CONTROL:** A type of traffic signal control in which only the minor movements are provided detection.

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

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

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

**TRIP OR TRIP END:** The one-directional movement of a person or vehicle. Every trip has an origin and a destination at its respective ends (i.e., trip ends). In terms of site trip generation, the same vehicle entering and exiting a site generates two trips: one inbound trip and one outbound trip.

**TRIP GENERATION RATE:** The rate at which a land use generates trips per the specified land use variable, such per dwelling unit or per thousand square feet.

**TRUCK:** A heavy motor vehicle generally used for transporting goods.

**VEHICLE MILES TRAVELED:** A measure of the amount and distance of automobile travel essentially calculated as the sum of each trip times the trip length.

**APPENDIX B**  
**VOLUME COUNT WORKSHEETS**

City : Newport Beach  
 N-S Direction : Campus Dr  
 E-W Direction: Bristol St N

File Name : BR 4172  
 Site Code : 00000000  
 Start Date : 3/30/2022  
 Page No : 1

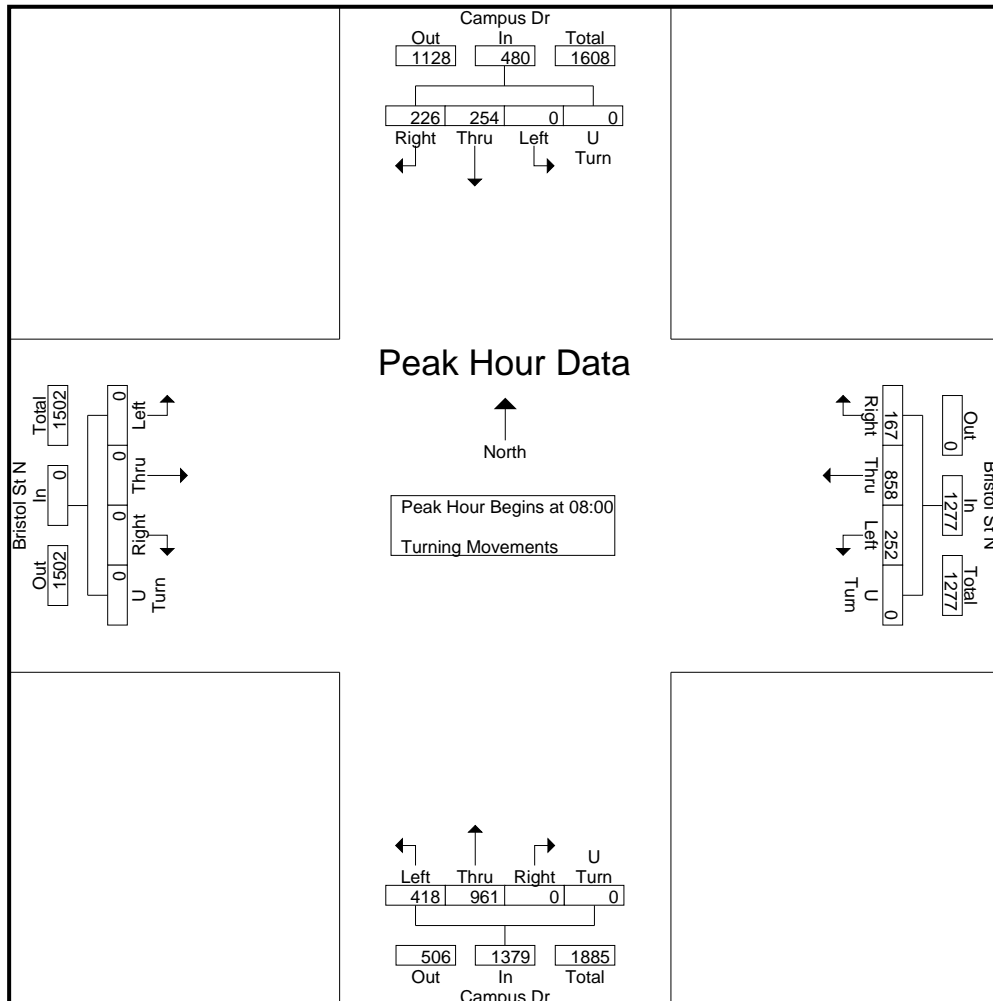
Groups Printed- Turning Movements

Start Time	Campus Dr Southbound				Bristol St N Westbound				Campus Dr Northbound				Bristol St N Eastbound				Int. Total
	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	
07:00	32	40	0	0	20	117	33	0	0	102	76	0	0	0	0	0	420
07:15	38	49	0	0	23	116	18	0	0	120	76	0	0	0	0	0	440
07:30	48	53	0	0	25	122	33	0	0	161	84	0	0	0	0	0	526
07:45	52	82	0	0	41	190	53	0	0	206	102	0	0	0	0	0	726
Total	170	224	0	0	109	545	137	0	0	589	338	0	0	0	0	0	2112
08:00	43	72	0	0	34	167	66	0	0	250	89	0	0	0	0	0	721
08:15	59	65	0	0	38	201	55	0	0	244	107	0	0	0	0	0	769
08:30	65	57	0	0	39	248	61	0	0	225	112	0	0	0	0	0	807
08:45	59	60	0	0	56	242	70	0	0	242	110	0	0	0	0	0	839
Total	226	254	0	0	167	858	252	0	0	961	418	0	0	0	0	0	3136
16:30	149	116	0	0	15	380	78	0	0	141	140	0	0	0	0	0	1019
16:45	138	111	0	0	38	417	80	0	0	132	140	0	0	0	0	0	1056
Total	287	227	0	0	53	797	158	0	0	273	280	0	0	0	0	0	2075
17:00	248	178	0	0	21	463	40	0	0	160	165	0	0	0	0	0	1275
17:15	233	148	0	0	30	404	81	0	0	144	100	0	0	0	0	0	1140
17:30	194	138	0	0	18	413	77	0	0	121	116	0	0	0	0	0	1077
17:45	179	135	0	0	17	369	84	0	0	118	106	0	0	0	0	0	1008
Total	854	599	0	0	86	1649	282	0	0	543	487	0	0	0	0	0	4500
18:00	124	110	0	0	22	334	57	0	0	96	99	0	0	0	0	0	842
18:15	109	74	0	0	16	251	49	0	0	101	110	0	0	0	0	0	710
Grand Total	1770	1488	0	0	453	4434	935	0	0	2563	1732	0	0	0	0	0	13375
Apprch %	54.3	45.7	0	0	7.8	76.2	16.1	0	0	59.7	40.3	0	0	0	0	0	
Total %	13.2	11.1	0	0	3.4	33.2	7	0	0	19.2	12.9	0	0	0	0	0	

City : Newport Beach  
 N-S Direction : Campus Dr  
 E-W Direction: Bristol St N

File Name : BR 4172  
 Site Code : 00000000  
 Start Date : 3/30/2022  
 Page No : 2

Start Time	Campus Dr Southbound					Bristol St N Westbound					Campus Dr Northbound					Bristol St N Eastbound					Int. Total
	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	43	72	0	0	115	34	167	66	0	267	0	250	89	0	339	0	0	0	0	0	721
08:15	59	65	0	0	124	38	201	55	0	294	0	244	107	0	351	0	0	0	0	0	769
08:30	65	65	0	0	130	48	248	61	0	348	0	225	112	0	337	0	0	0	0	0	839
<b>08:45</b>	<b>59</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>119</b>	<b>56</b>	<b>242</b>	<b>70</b>	<b>0</b>	<b>368</b>	<b>0</b>	<b>242</b>	<b>110</b>	<b>0</b>	<b>352</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>839</b>
Total Volume	226	254	0	0	480	167	858	252	0	1277	0	961	418	0	1379	0	0	0	0	0	3136
% App. Total	47.1	52.9	0	0		13.1	67.2	19.7	0		0	69.7	30.3	0		0	0	0	0		
PHF	.869	.882	.000	.000	.968	.746	.865	.900	.000	.868	.000	.961	.933	.000	.979	.000	.000	.000	.000	.000	.934

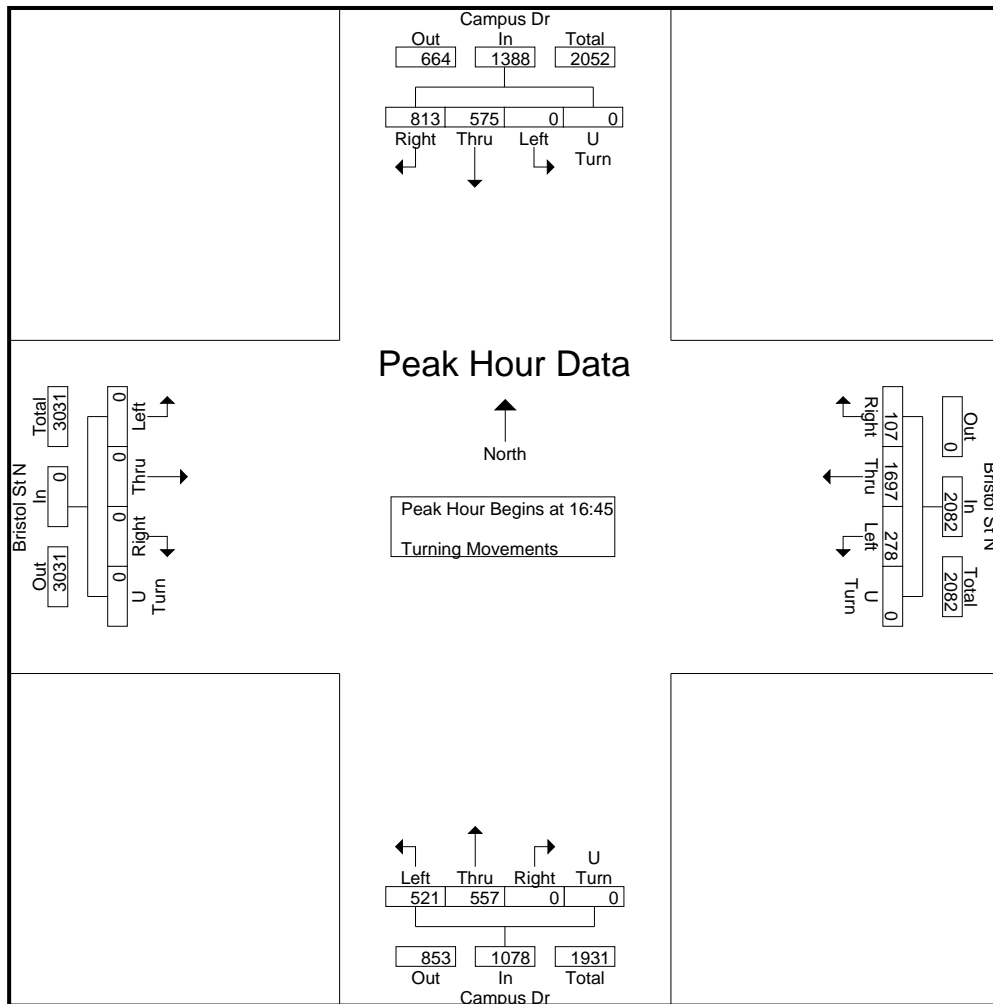




City : Newport Beach  
 N-S Direction : Campus Dr  
 E-W Direction: Bristol St N

File Name : BR 4172  
 Site Code : 00000000  
 Start Date : 3/30/2022  
 Page No : 3

Start Time	Campus Dr Southbound					Bristol St N Westbound					Campus Dr Northbound					Bristol St N Eastbound					Int. Total	
	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total		
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 16:45																						
16:45	138	111	0	0	249	<b>38</b>	21	<b>463</b>	40	0	524	0	132	140	0	272	0	0	0	0	0	1056
17:00	<b>248</b>	<b>178</b>	0	0	<b>426</b>							0	<b>160</b>	<b>165</b>		<b>325</b>	0	0	0	0	0	<b>1275</b>
17:15	233	148	0	0	381		30	404	<b>81</b>													
<b>17:30</b>	<b>194</b>	<b>138</b>	<b>0</b>	<b>0</b>	<b>332</b>	<b>18</b>	<b>413</b>	<b>77</b>	<b>0</b>	<b>508</b>	<b>0</b>	<b>121</b>	<b>116</b>	<b>0</b>	<b>237</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1077</b>
Total Volume	813	575	0	0	1388	107	1697	278	0	2082	0	557	521	0	1078	0	0	0	0	0	0	4548
% App. Total	58.6	41.4	0	0		5.1	81.5	13.4	0		0	51.7	48.3	0		0	0	0	0	0		
PHF	.820	.808	.000	.000	.815	.704	.916	.858	.000	.973	.000	.870	.789	.000	.829	.000	.000	.000	.000	.000	.000	.892



City : Newport Beach  
 N-S Direction : Campus Dr, Irvine Ave  
 E-W Direction: Bristol St S

File Name : BR 4155  
 Site Code : 00000000  
 Start Date : 3/30/2022  
 Page No : 1

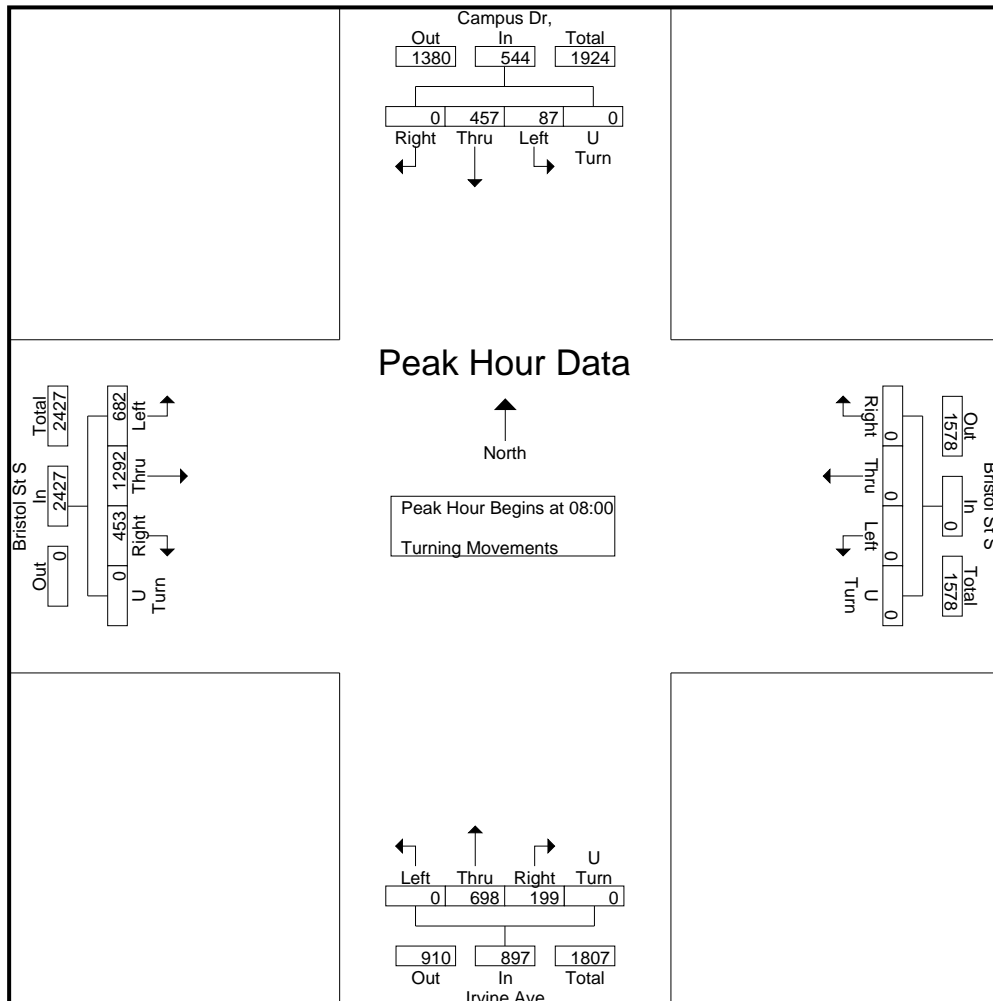
Groups Printed- Turning Movements

Start Time	Campus Dr, Southbound				Bristol St S Westbound				Irvine Ave Northbound				Bristol St S Eastbound				Int. Total
	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	
07:00	0	65	13	0	0	0	0	0	33	80	0	0	83	211	94	0	579
07:15	0	61	12	0	0	0	0	0	30	103	0	0	83	226	103	0	618
07:30	0	89	8	0	0	0	0	0	52	122	0	0	87	279	124	0	761
07:45	0	89	14	0	0	0	0	0	57	139	0	0	102	339	156	0	896
Total	0	304	47	0	0	0	0	0	172	444	0	0	355	1055	477	0	2854
08:00	0	137	28	0	0	0	0	0	44	176	0	0	103	284	163	0	935
08:15	0	104	18	0	0	0	0	0	50	187	0	0	127	288	180	0	954
08:30	0	112	19	0	0	0	0	0	55	168	0	0	107	342	169	0	972
08:45	0	104	22	0	0	0	0	0	50	167	0	0	116	378	170	0	1007
Total	0	457	87	0	0	0	0	0	199	698	0	0	453	1292	682	0	3868
16:30	0	166	27	0	0	0	0	0	64	161	0	0	113	210	104	0	845
16:45	0	162	27	0	0	0	0	0	61	155	0	0	125	190	127	0	847
Total	0	328	54	0	0	0	0	0	125	316	0	0	238	400	231	0	1692
17:00	0	171	32	0	0	0	0	0	78	218	0	0	111	219	112	0	941
17:15	0	195	37	0	0	0	0	0	59	158	0	0	136	203	92	0	880
17:30	0	184	37	0	0	0	0	0	65	165	0	0	106	217	71	0	845
17:45	0	195	24	1	0	0	0	0	55	131	0	0	99	204	83	0	792
Total	0	745	130	1	0	0	0	0	257	672	0	0	452	843	358	0	3458
18:00	0	152	22	0	0	0	0	0	51	140	0	0	111	167	79	0	722
18:15	0	102	23	0	0	0	0	0	58	131	0	0	114	161	65	0	654
Grand Total	0	2088	363	1	0	0	0	0	862	2401	0	0	1723	3918	1892	0	13248
Apprch %	0	85.2	14.8	0	0	0	0	0	26.4	73.6	0	0	22.9	52	25.1	0	
Total %	0	15.8	2.7	0	0	0	0	0	6.5	18.1	0	0	13	29.6	14.3	0	

City : Newport Beach  
 N-S Direction : Campus Dr, Irvine Ave  
 E-W Direction: Bristol St S

File Name : BR 4155  
 Site Code : 00000000  
 Start Date : 3/30/2022  
 Page No : 2

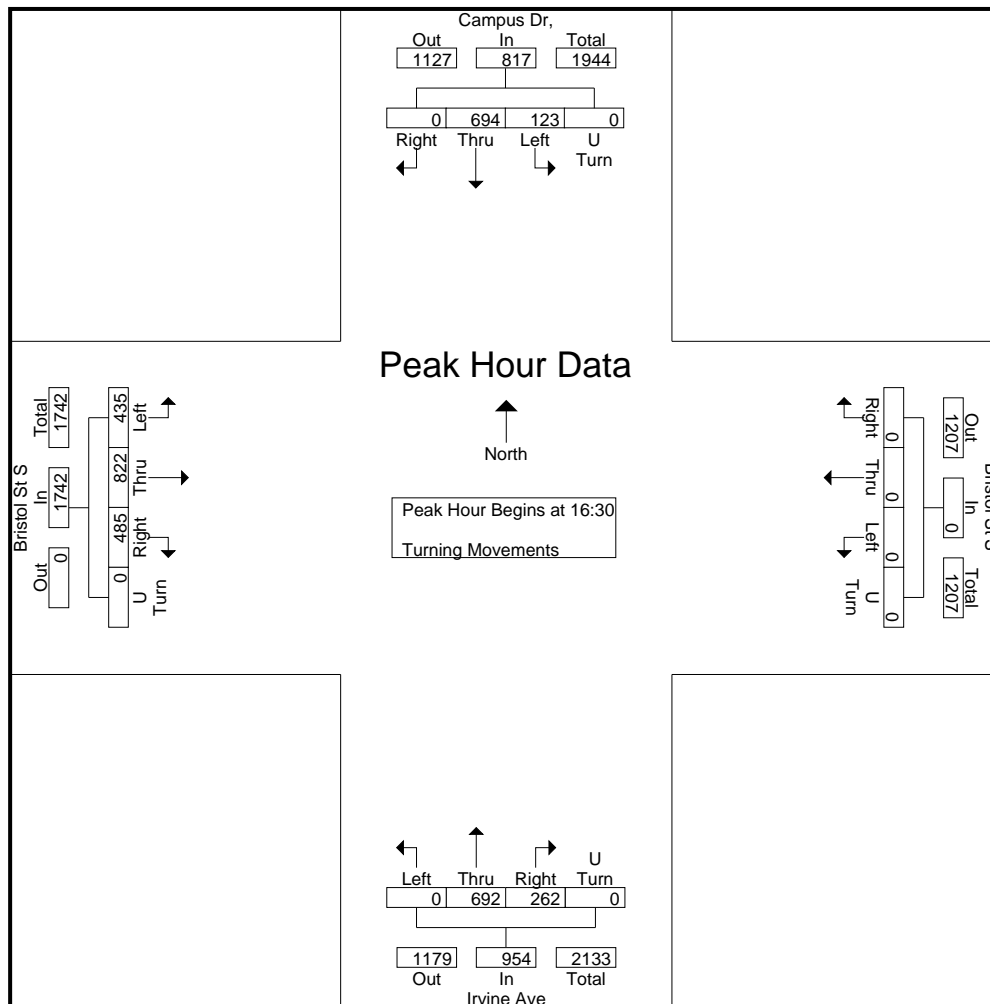
Start Time	Campus Dr, Southbound					Bristol St S Westbound					Irvine Ave Northbound					Bristol St S Eastbound					Int. Total
	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	137	28	0	165	0	0	0	0	0	44	176	0	0	220	103	284	163	0	550	935
08:15	0	104	18	0	122	0	0	0	0	0	50	187	0	0	237	127	342	180	0	649	972
08:30	0	112	19	0	131	0	0	0	0	0	55	168	0	0	223	107	342	169	0	618	972
08:45	0	104	22	0	126	0	0	0	0	0	50	167	0	0	217	116	378	170	0	664	1007
Total Volume	0	457	87	0	544	0	0	0	0	0	199	698	0	0	897	453	1292	682	0	2427	3868
% App. Total	0	84	16	0		0	0	0	0		22.2	77.8	0	0		18.7	53.2	28.1	0		
PHF	.000	.834	.777	.000	.824	.000	.000	.000	.000	.000	.905	.933	.000	.000	.946	.892	.854	.947	.000	.914	.960



City : Newport Beach  
 N-S Direction : Campus Dr, Irvine Ave  
 E-W Direction: Bristol St S

File Name : BR 4155  
 Site Code : 00000000  
 Start Date : 3/30/2022  
 Page No : 3

Start Time	Campus Dr, Southbound					Bristol St S Westbound					Irvine Ave Northbound					Bristol St S Eastbound					Int. Total
	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	166	27	0	193	0	0	0	0	0	64	161	0	0	225	113	210	104	0	427	845
16:45	0	162	27	0	189	0	0	0	0	0	61	155	0	0	216	125	190	127	0	442	847
17:00	0	171	32	0	203	0	0	0	0	0	78	218	0	0	296	111	219	112	0	442	941
17:15	0	195	37		232	0	0	0	0	0	59	158	0	0	217	136					
Total Volume	0	694	123	0	817	0	0	0	0	0	262	692	0	0	954	485	822	435	0	1742	3513
% App. Total	0	84.9	15.1	0		0	0	0	0	0	27.5	72.5	0	0		27.8	47.2	25	0		
PHF	.000	.890	.831	.000	.880	.000	.000	.000	.000	.000	.840	.794	.000	.000	.806	.892	.938	.856	.000	.985	.933



City : Newport Beach  
 N-S Direction : Birch St  
 E-W Direction: Bristol St N

File Name : BR 4175  
 Site Code : 00000000  
 Start Date : 3/30/2022  
 Page No : 1

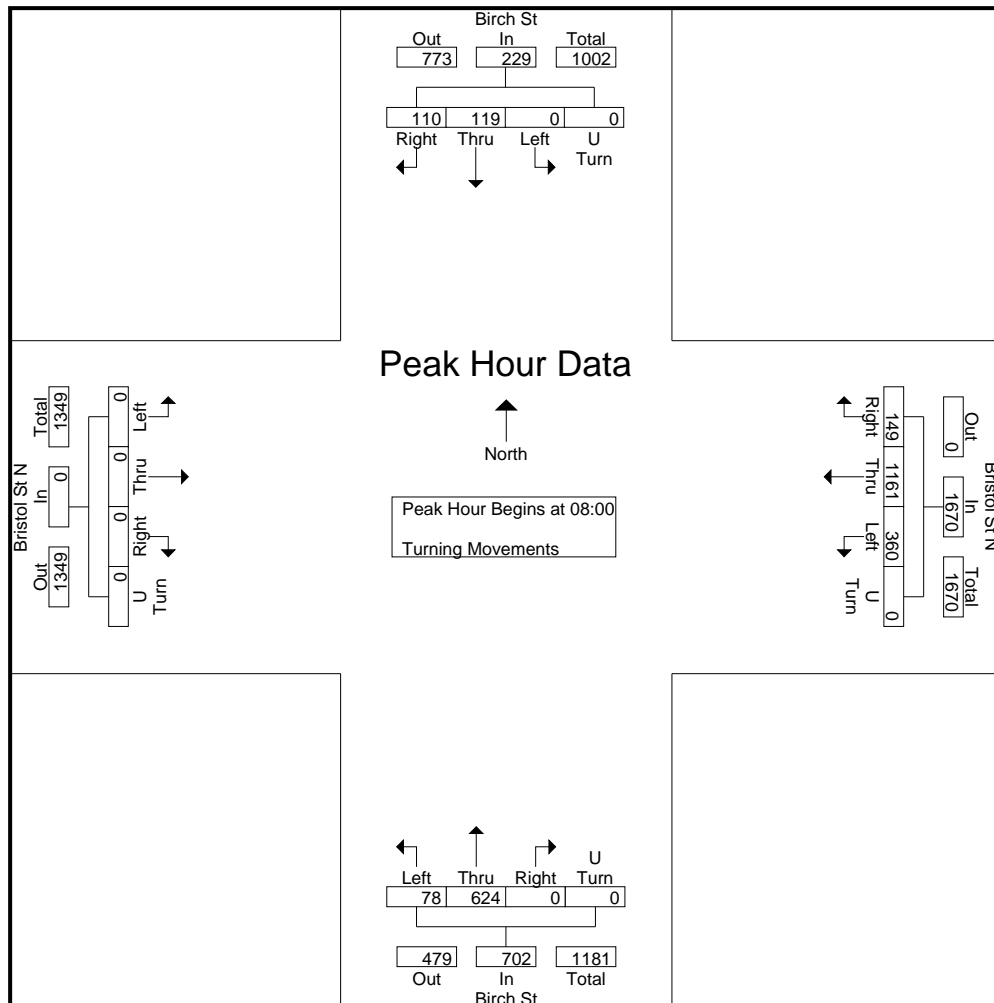
Groups Printed- Turning Movements

Start Time	Birch St Southbound				Bristol St N Westbound				Birch St Northbound				Bristol St N Eastbound				Int. Total
	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	
07:00	27	10	0	0	18	142	27	0	0	66	12	0	0	0	0	0	302
07:15	17	24	0	0	11	132	36	0	0	99	11	0	0	0	0	0	330
07:30	19	16	0	0	15	163	41	0	0	102	17	0	0	0	0	0	373
07:45	15	25	0	0	25	266	67	0	0	134	19	0	0	0	0	0	551
Total	78	75	0	0	69	703	171	0	0	401	59	0	0	0	0	0	1556
08:00	22	27	0	0	40	239	76	0	0	140	22	0	0	0	0	0	566
08:15	25	24	0	0	30	267	81	0	0	161	11	0	0	0	0	0	599
08:30	32	33	0	0	32	322	88	0	0	167	23	0	0	0	0	0	697
08:45	31	35	0	0	47	333	115	0	0	156	22	0	0	0	0	0	739
Total	110	119	0	0	149	1161	360	0	0	624	78	0	0	0	0	0	2601
16:30	121	54	0	0	33	371	86	0	0	66	34	0	0	0	0	0	765
16:45	134	64	0	0	27	369	94	0	0	78	50	0	0	0	0	0	816
Total	255	118	0	0	60	740	180	0	0	144	84	0	0	0	0	0	1581
17:00	164	79	0	0	26	373	93	0	0	75	42	0	0	0	0	0	852
17:15	94	54	0	0	32	390	102	0	0	58	35	0	0	0	0	0	765
17:30	114	62	0	0	25	405	81	0	0	55	26	0	0	0	0	0	768
17:45	110	58	0	0	16	343	61	0	0	51	16	0	0	0	0	0	655
Total	482	253	0	0	99	1511	337	0	0	239	119	0	0	0	0	0	3040
18:00	92	51	0	0	16	290	59	0	0	40	32	0	0	0	0	0	580
18:15	83	29	0	0	18	222	55	0	0	48	20	0	0	0	0	0	475
Grand Total	1100	645	0	0	411	4627	1162	0	0	1496	392	0	0	0	0	0	9833
Apprch %	63	37	0	0	6.6	74.6	18.7	0	0	79.2	20.8	0	0	0	0	0	0
Total %	11.2	6.6	0	0	4.2	47.1	11.8	0	0	15.2	4	0	0	0	0	0	0

City : Newport Beach  
 N-S Direction : Birch St  
 E-W Direction: Bristol St N

File Name : BR 4175  
 Site Code : 00000000  
 Start Date : 3/30/2022  
 Page No : 2

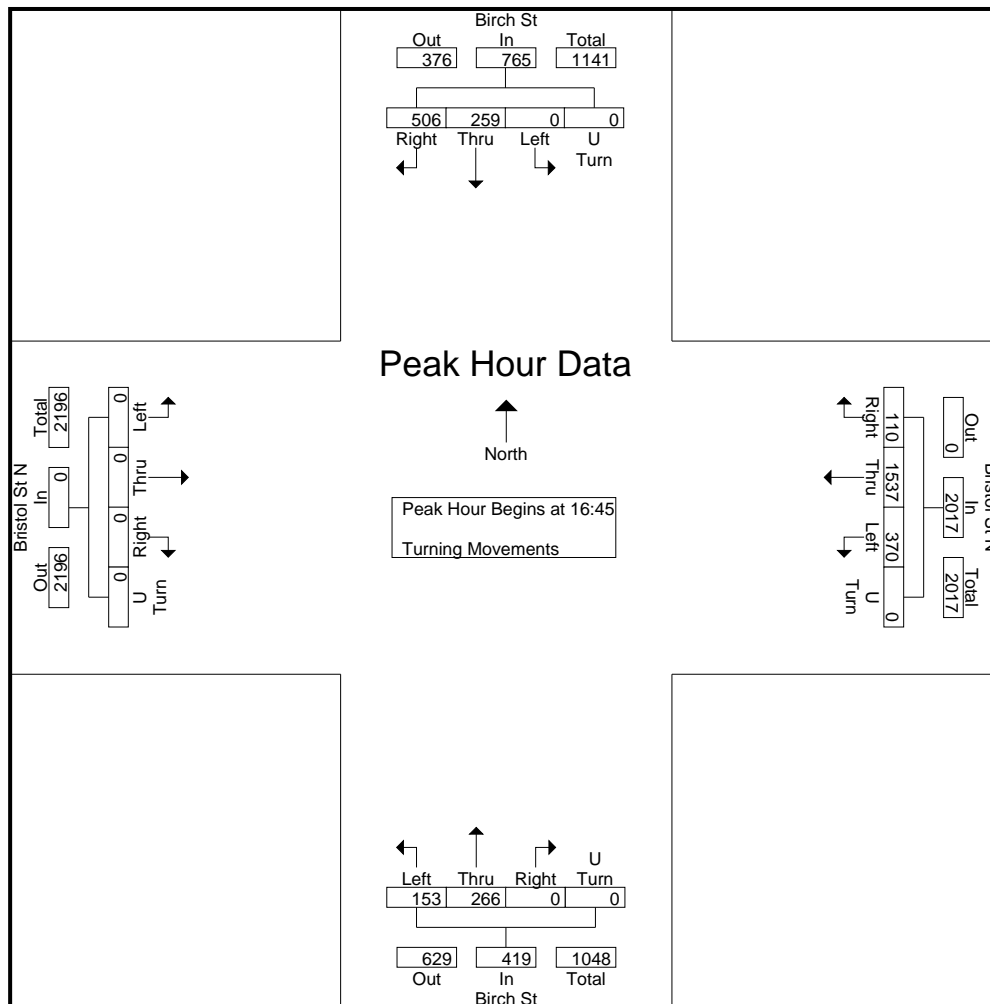
Start Time	Birch St Southbound					Bristol St N Westbound					Birch St Northbound					Bristol St N Eastbound					Int. Total
	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	22	27	0	0	49	40	239	76	0	355	0	140	22	0	162	0	0	0	0	0	566
08:15	25	24	0	0	49	30	267	81	0	378	0	161	11	0	172	0	0	0	0	0	599
08:30	<b>32</b>											<b>167</b>	<b>23</b>		<b>190</b>						697
08:45	31	<b>35</b>	0	0	<b>66</b>	<b>47</b>	<b>333</b>	<b>115</b>		<b>495</b>	0	156	22	0	178	0	0	0	0	0	<b>739</b>
Total Volume	110	119	0	0	229	149	1161	360	0	1670	0	624	78	0	702	0	0	0	0	0	2601
% App. Total	48	52	0	0		8.9	69.5	21.6	0		0	88.9	11.1	0		0	0	0	0		
PHF	.859	.850	.000	.000	.867	.793	.872	.783	.000	.843	.000	.934	.848	.000	.924	.000	.000	.000	.000	.000	.880



City : Newport Beach  
 N-S Direction : Birch St  
 E-W Direction: Bristol St N

File Name : BR 4175  
 Site Code : 00000000  
 Start Date : 3/30/2022  
 Page No : 3

Start Time	Birch St Southbound					Bristol St N Westbound					Birch St Northbound					Bristol St N Eastbound					Int. Total
	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	134	64	0	0	198	27	369	94	0	490	0	78	50	0	128	0	0	0	0	0	816
17:00	164	79	0	0	243	26	373	93	0	492	0	75	42	0	117	0	0	0	0	0	852
17:15	94	54	0	0	148	32	32	102	0	524	0	58	35	0	93	0	0	0	0	0	765
17:30	114	62	0	0	176	25	405	81	0	511	0	55	26	0	81	0	0	0	0	0	768
Total Volume	506	259	0	0	765	110	1537	370	0	2017	0	266	153	0	419	0	0	0	0	0	3201
% App. Total	66.1	33.9	0	0		5.5	76.2	18.3	0		0	63.5	36.5	0		0	0	0	0	0	
PHF	.771	.820	.000	.000	.787	.859	.949	.907	.000	.962	.000	.853	.765	.000	.818	.000	.000	.000	.000	.000	.939



City : Newport Beach  
 N-S Direction : Birch St  
 E-W Direction: Bristol St S

File Name : BR 4160  
 Site Code : 00000000  
 Start Date : 3/30/2022  
 Page No : 1

Groups Printed- Turning Movements

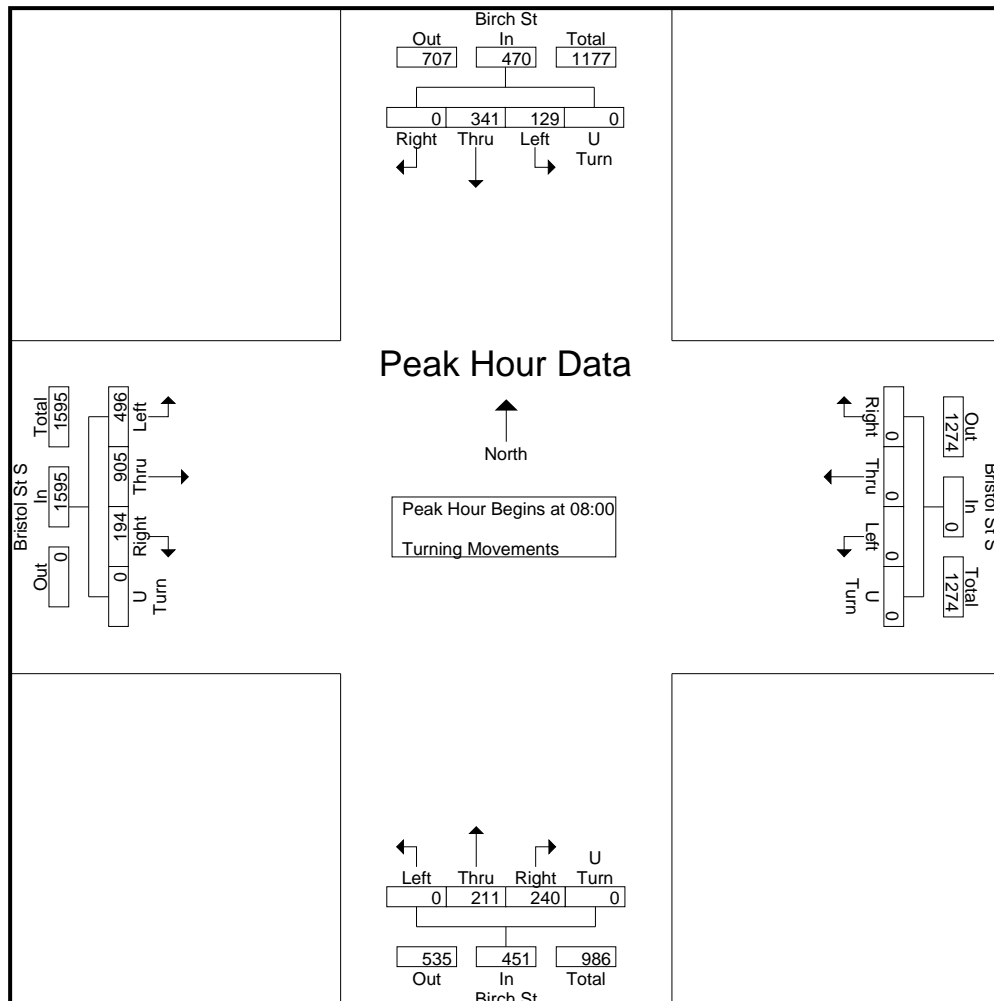
Start Time	Birch St Southbound				Bristol St S Westbound				Birch St Northbound				Bristol St S Eastbound				Int. Total
	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	
07:00	0	25	13	0	0	0	0	0	25	12	0	0	25	166	71	0	337
07:15	0	30	15	0	0	0	0	0	30	16	0	0	20	184	76	0	371
07:30	0	34	27	0	0	0	0	0	45	41	0	0	28	222	84	0	481
07:45	0	58	25	0	0	0	0	0	57	45	0	0	40	242	111	0	578
Total	0	147	80	0	0	0	0	0	157	114	0	0	113	814	342	0	1767
08:00	0	73	26	0	0	0	0	0	49	55	0	0	45	219	99	0	566
08:15	0	73	26	0	0	0	0	0	53	52	0	0	40	224	115	0	583
08:30	0	86	37	0	0	0	0	0	67	48	0	0	57	218	153	0	666
08:45	0	109	40	0	0	0	0	0	71	56	0	0	52	244	129	0	701
Total	0	341	129	0	0	0	0	0	240	211	0	0	194	905	496	0	2516
16:30	0	67	53	0	0	0	0	0	73	60	0	0	38	211	49	0	551
16:45	0	109	50	0	0	0	0	0	64	63	0	0	22	209	62	0	579
Total	0	176	103	0	0	0	0	0	137	123	0	0	60	420	111	0	1130
17:00	0	110	55	0	0	0	0	0	80	81	0	0	28	246	45	0	645
17:15	0	127	40	0	0	0	0	0	47	48	0	0	23	237	46	0	568
17:30	0	96	38	0	0	0	0	0	59	42	0	0	30	241	39	0	545
17:45	0	87	39	0	0	0	0	0	60	28	0	0	28	240	41	0	523
Total	0	420	172	0	0	0	0	0	246	199	0	0	109	964	171	0	2281
18:00	0	57	41	0	0	0	0	0	32	38	0	0	21	199	26	0	414
18:15	0	59	38	0	0	0	0	0	46	38	0	0	20	195	39	0	435
Grand Total	0	1200	563	0	0	0	0	0	858	723	0	0	517	3497	1185	0	8543
Apprch %	0	68.1	31.9	0	0	0	0	0	54.3	45.7	0	0	9.9	67.3	22.8	0	
Total %	0	14	6.6	0	0	0	0	0	10	8.5	0	0	6.1	40.9	13.9	0	



City : Newport Beach  
 N-S Direction : Birch St  
 E-W Direction: Bristol St S

File Name : BR 4160  
 Site Code : 00000000  
 Start Date : 3/30/2022  
 Page No : 2

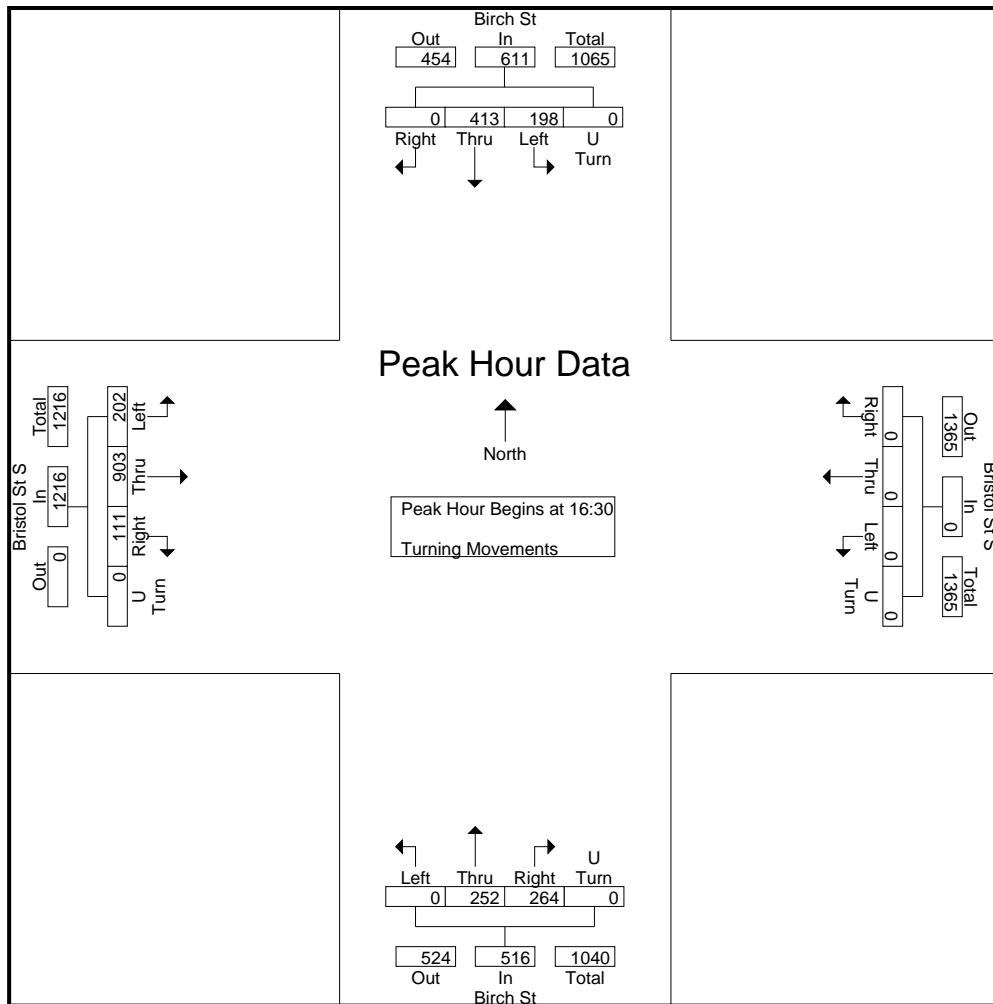
Start Time	Birch St Southbound					Bristol St S Westbound					Birch St Northbound					Bristol St S Eastbound					Int. Total
	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	73	26	0	99	0	0	0	0	0	49	55	0	0	104	45	219	99	0	363	566
08:15	0	73	26	0	99	0	0	0	0	0	53	52	0	0	105	40	224	115	0	379	583
08:30	0	86	37	0	123	0	0	0	0	0	67	48	0	0	115	57		153	0	428	666
08:45	0	109	40	0	149	0	0	0	0	0	71	56	0	0	127	52	244	129	0	425	701
Total Volume	0	341	129	0	470	0	0	0	0	0	240	211	0	0	451	194	905	496	0	1595	2516
% App. Total	0	72.6	27.4	0		0	0	0	0	0	53.2	46.8	0	0		12.2	56.7	31.1	0		
PHF	.000	.782	.806	.000	.789	.000	.000	.000	.000	.000	.845	.942	.000	.000	.888	.851	.927	.810	.000	.932	.897



City : Newport Beach  
 N-S Direction : Birch St  
 E-W Direction: Bristol St S

File Name : BR 4160  
 Site Code : 00000000  
 Start Date : 3/30/2022  
 Page No : 3

Start Time	Birch St Southbound					Bristol St S Westbound					Birch St Northbound					Bristol St S Eastbound					Int. Total	
	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total		
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 16:30																						
16:30	0	67	53	0	120	0	0	0	0	0	73	60	0	0	133	38	22	209	62	0	293	579
16:45	0	109	50	0	159	0	0	0	0	0	64	63	0	0	127	22	209	62	0	293	579	
17:00	0	110	55	0	165	0	0	0	0	0	80	81	0	0	161	28	246	45	0	319	645	
17:15	0	127	40	0	167	0	0	0	0	0	47	48	0	0	95	23	237	46	0	306	568	
Total Volume	0	413	198	0	611	0	0	0	0	0	264	252	0	0	516	111	903	202	0	1216	2343	
% App. Total	0	67.6	32.4	0		0	0	0	0	0	51.2	48.8	0	0		9.1	74.3	16.6	0			
PHF	.000	.813	.900	.000	.915	.000	.000	.000	.000	.000	.825	.778	.000	.000	.801	.730	.918	.815	.000	.953	.908	



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

File Name : MA 4300  
 Site Code : 00000000  
 Start Date : 4/6/2022  
 Page No : 1

Groups Printed- Turning Movements

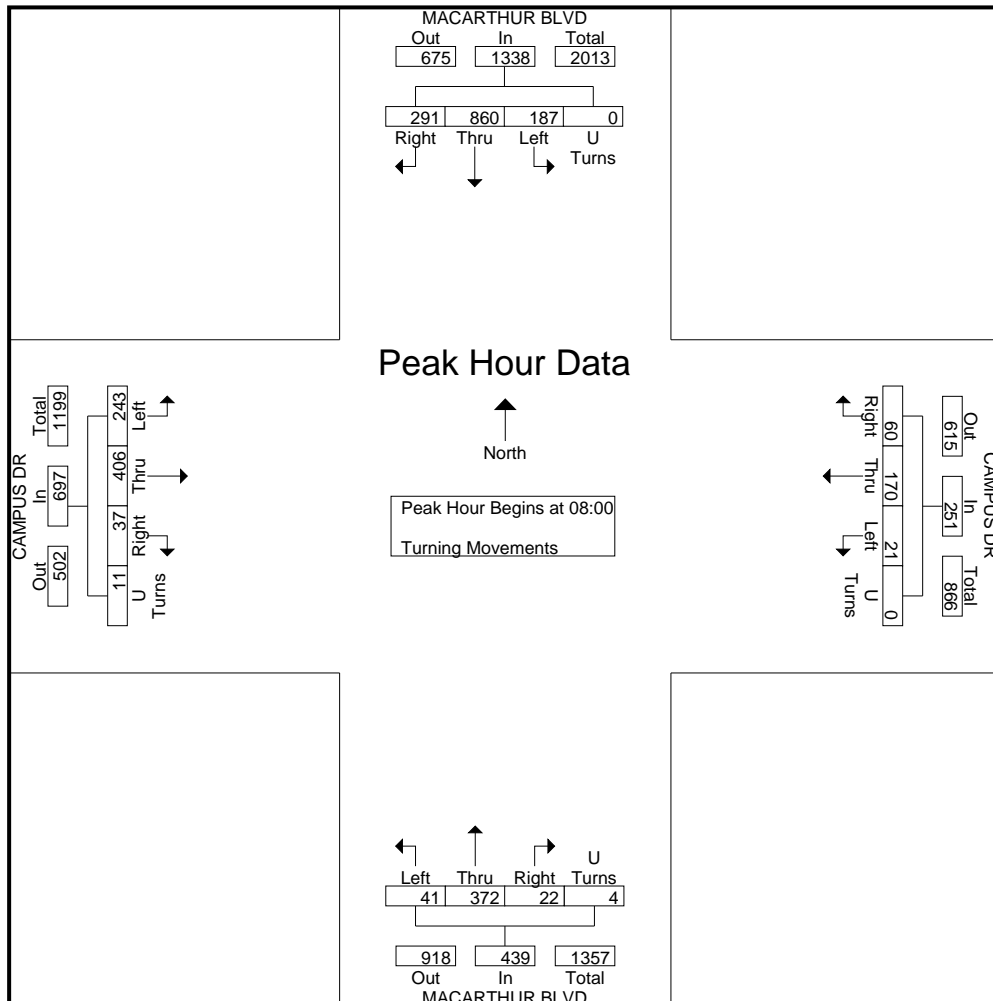
Start Time	MACARTHUR BLVD Southbound				CAMPUS DR Westbound				MACARTHUR BLVD Northbound				CAMPUS DR Eastbound				Int. Total
	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	
07:00	39	144	39	1	9	19	0	0	2	36	1	0	1	48	15	1	355
07:15	42	179	42	0	6	33	3	0	3	52	5	1	9	45	31	0	451
07:30	50	213	54	0	12	38	5	0	6	67	5	0	6	67	35	1	559
07:45	76	200	51	0	16	43	6	0	8	81	5	1	11	91	61	2	652
Total	207	736	186	1	43	133	14	0	19	236	16	2	27	251	142	4	2017
08:00	77	187	51	0	15	44	7	0	6	81	9	1	12	99	61	2	652
08:15	71	217	39	0	11	56	7	0	7	85	10	1	5	117	77	2	705
08:30	67	221	54	0	14	39	5	0	5	93	15	0	12	96	51	4	676
08:45	76	235	43	0	20	31	2	0	4	113	7	2	8	94	54	3	692
Total	291	860	187	0	60	170	21	0	22	372	41	4	37	406	243	11	2725
16:30	71	107	13	0	27	104	2	0	3	192	27	0	8	63	62	0	679
16:45	61	127	18	0	23	118	8	0	5	165	29	0	12	57	56	2	681
Total	132	234	31	0	50	222	10	0	8	357	56	0	20	120	118	2	1360
17:00	116	142	15	0	36	190	8	0	5	197	44	0	10	55	80	5	903
17:15	99	167	20	0	35	194	8	0	5	193	42	1	12	54	55	7	892
17:30	78	162	16	0	43	123	11	0	4	206	34	0	12	55	54	3	801
17:45	64	105	16	1	22	126	2	0	6	160	26	1	8	47	49	2	635
Total	357	576	67	1	136	633	29	0	20	756	146	2	42	211	238	17	3231
18:00	59	124	19	1	20	57	6	0	5	135	27	0	6	49	45	2	555
18:15	59	100	10	1	24	82	3	0	5	103	18	2	11	50	45	3	516
Grand Total	1105	2630	500	4	333	1297	83	0	79	1959	304	10	143	1087	831	39	10404
Apprch %	26.1	62	11.8	0.1	19.4	75.7	4.8	0	3.4	83.3	12.9	0.4	6.8	51.8	39.6	1.9	
Total %	10.6	25.3	4.8	0	3.2	12.5	0.8	0	0.8	18.8	2.9	0.1	1.4	10.4	8	0.4	

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

File Name : MA 4300  
 Site Code : 00000000  
 Start Date : 4/6/2022  
 Page No : 2

Start Time	MACARTHUR BLVD Southbound					CAMPUS DR Westbound					MACARTHUR BLVD Northbound					CAMPUS DR Eastbound					Int. Total
	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	
08:00	77							7								12					
08:15	71	217	39	0	327	11	56	7	0	74	7	85	10	1	103	5	117	77	2	201	705
08:30	67	221	54										15						4		
08:45	76	235	43	0	354	20	31	2	0	53	4	113	7	2	126	8	94	54	3	159	692
Total Volume	291	860	187	0	1338	60	170	21	0	251	22	372	41	4	439	37	406	243	11	697	2725
% App. Total	21.7	64.3	14	0		23.9	67.7	8.4	0		5	84.7	9.3	0.9		5.3	58.2	34.9	1.6		
PHF	.945	.915	.866	.000	.945	.750	.759	.750	.000	.848	.786	.823	.683	.500	.871	.771	.868	.789	.688	.867	.966

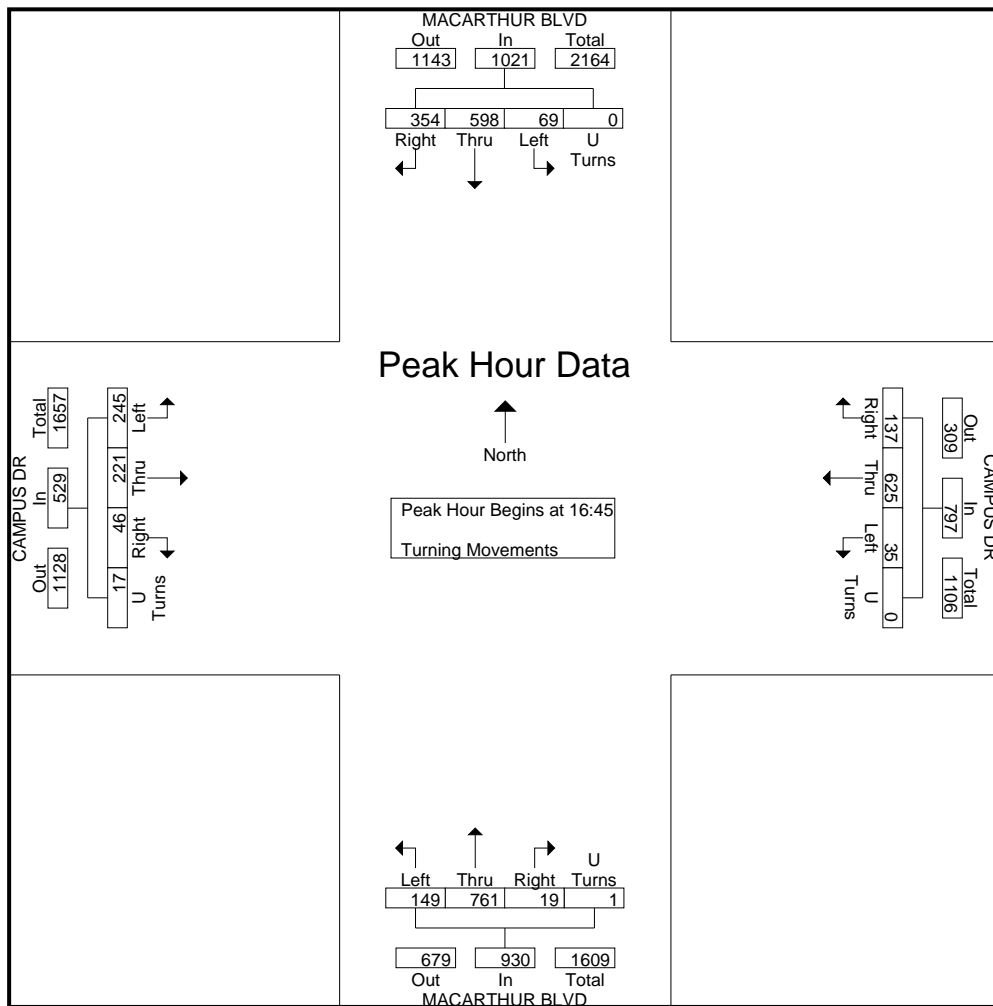
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 08:00



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

File Name : MA 4300  
 Site Code : 00000000  
 Start Date : 4/6/2022  
 Page No : 3

Start Time	MACARTHUR BLVD Southbound					CAMPUS DR Westbound					MACARTHUR BLVD Northbound					CAMPUS DR Eastbound					Int. Total
	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	61	127	18	0	206	23	118	8	0	149	5					12	57	56	2	127	681
17:00	<b>116</b>												<b>44</b>	<b>246</b>		10	55	<b>80</b>		150	<b>903</b>
17:15	99	<b>167</b>	<b>20</b>		<b>286</b>	35	<b>194</b>	8	0	<b>237</b>	5	193	42	<b>1</b>					<b>7</b>		
<b>17:30</b>	<b>78</b>	<b>162</b>	<b>16</b>	<b>0</b>	<b>256</b>	<b>43</b>	<b>123</b>	<b>11</b>	<b>0</b>	<b>177</b>	<b>4</b>	<b>206</b>	34	0	244	12	55	54	3	124	801
Total Volume	354	598	69	0	1021	137	625	35	0	797	19	761	149	1	930	46	221	245	17	529	3277
% App. Total	34.7	58.6	6.8	0		17.2	78.4	4.4	0		2	81.8	16	0.1		8.7	41.8	46.3	3.2		
PHF	.763	.895	.863	.000	.892	.797	.805	.795	.000	.841	.950	.924	.847	.250	.945	.958	.969	.766	.607	.882	.907



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

File Name : MA 4295  
 Site Code : 00000000  
 Start Date : 4/6/2022  
 Page No : 1

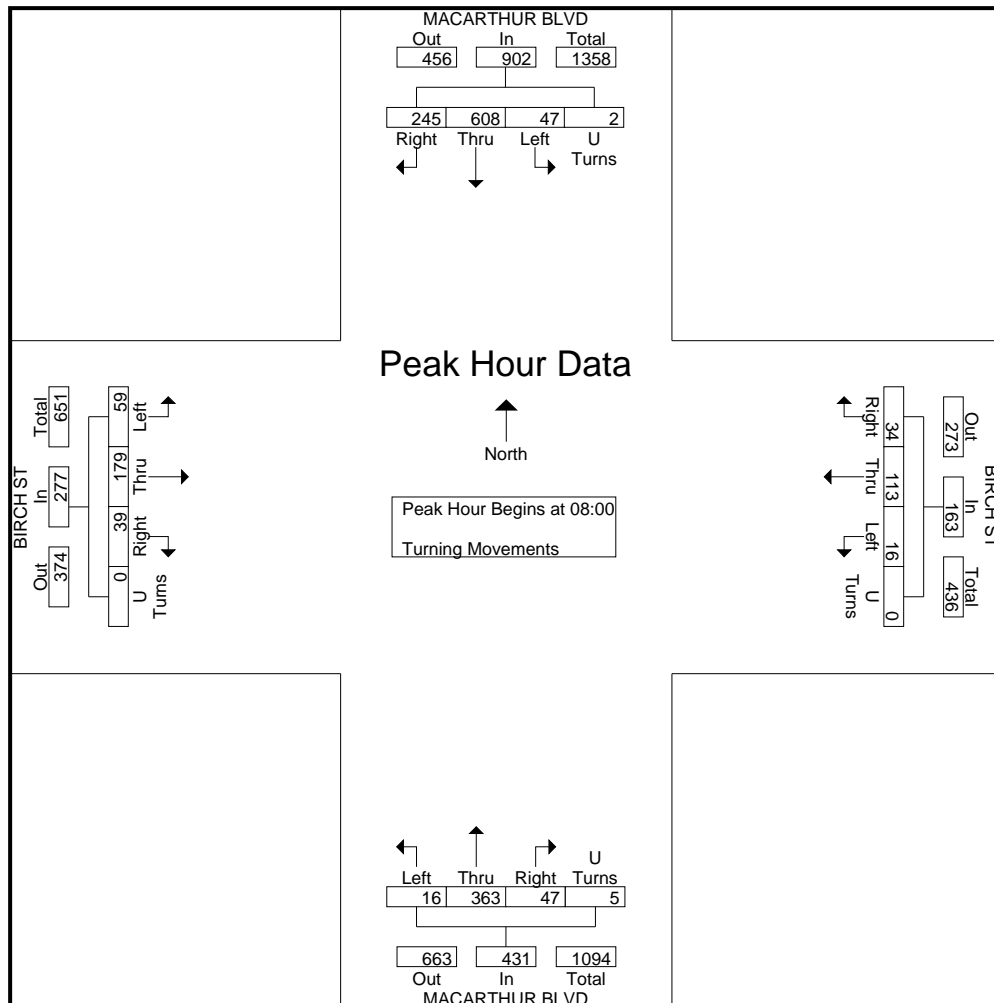
Groups Printed- Turning Movements

Start Time	MACARTHUR BLVD Southbound				BIRCH ST Westbound				MACARTHUR BLVD Northbound				BIRCH ST Eastbound				Int. Total
	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	
07:00	31	100	9	2	2	9	2	0	3	30	4	0	8	12	9	0	221
07:15	41	135	14	0	10	13	3	0	13	42	5	0	5	19	8	0	308
07:30	50	174	10	0	12	19	1	0	13	67	6	0	6	30	12	0	400
07:45	47	145	7	0	6	23	1	0	21	67	5	0	11	34	16	0	383
Total	169	554	40	2	30	64	7	0	50	206	20	0	30	95	45	0	1312
08:00	48	148	6	0	4	24	3	0	18	85	2	0	11	49	10	0	408
08:15	55	153	14	0	5	29	4	0	8	75	3	2	11	46	19	0	424
08:30	74	167	12	0	10	29	4	0	8	97	3	2	11	48	15	0	480
08:45	68	140	15	2	15	31	5	0	13	106	8	1	6	36	15	0	461
Total	245	608	47	2	34	113	16	0	47	363	16	5	39	179	59	0	1773
16:30	16	93	6	0	37	51	7	0	8	109	13	0	3	46	75	0	464
16:45	30	111	10	2	29	62	17	0	9	128	15	2	6	50	50	0	521
Total	46	204	16	2	66	113	24	0	17	237	28	2	9	96	125	0	985
17:00	23	121	10	2	44	90	14	0	9	148	24	1	5	46	71	0	608
17:15	29	163	4	1	36	48	17	0	4	127	13	1	8	54	72	0	577
17:30	26	144	1	1	40	63	14	0	5	132	13	0	6	36	59	0	540
17:45	26	89	6	0	33	65	8	0	8	115	13	1	5	33	40	0	442
Total	104	517	21	4	153	266	53	0	26	522	63	3	24	169	242	0	2167
18:00	14	111	1	1	29	39	9	0	6	90	11	2	4	31	39	0	387
18:15	13	102	2	1	15	32	4	0	5	79	7	1	9	23	32	0	325
Grand Total	591	2096	127	12	327	627	113	0	151	1497	145	13	115	593	542	0	6949
Apprch %	20.9	74.2	4.5	0.4	30.6	58.8	10.6	0	8.4	82.9	8	0.7	9.2	47.4	43.4	0	
Total %	8.5	30.2	1.8	0.2	4.7	9	1.6	0	2.2	21.5	2.1	0.2	1.7	8.5	7.8	0	

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

File Name : MA 4295  
 Site Code : 00000000  
 Start Date : 4/6/2022  
 Page No : 2

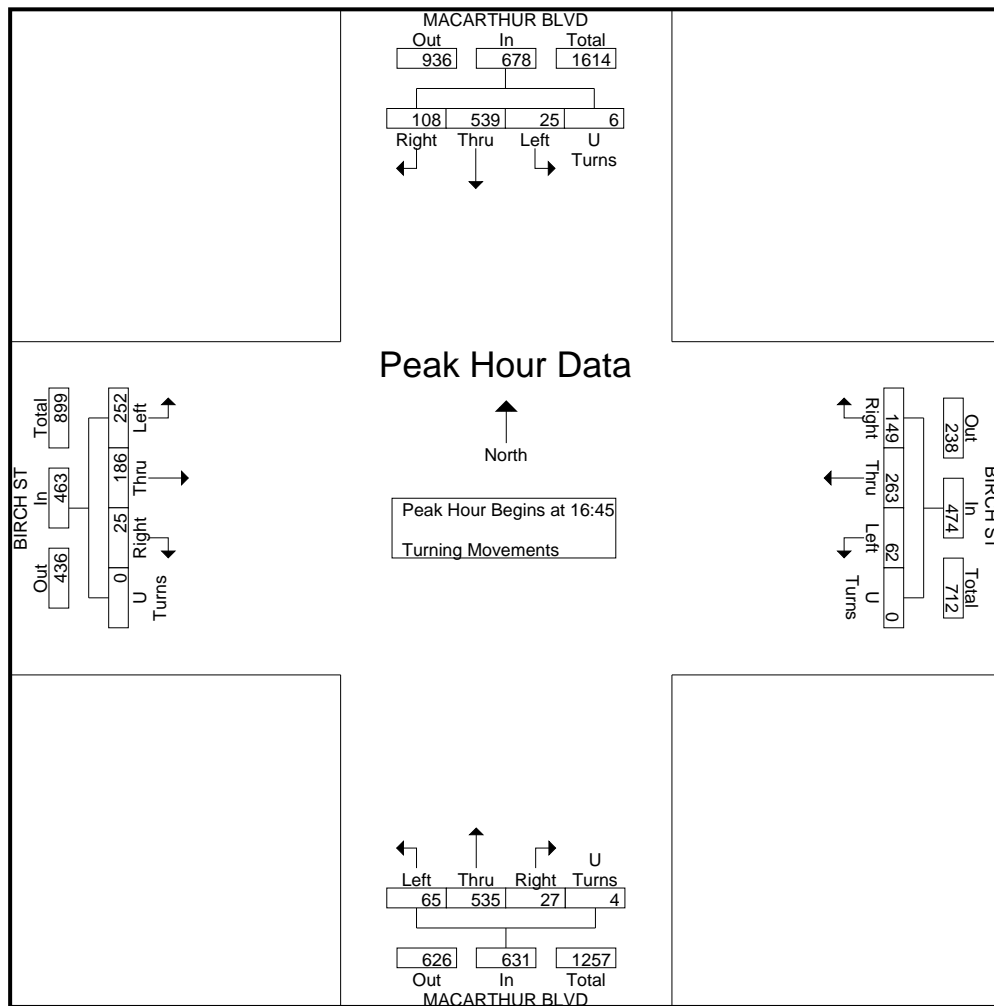
Start Time	MACARTHUR BLVD Southbound					BIRCH ST Westbound					MACARTHUR BLVD Northbound					BIRCH ST Eastbound					Int. Total
	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	48	148	6	0	202	4	24	3	0	31	18	8	75	3	2	11	49	10	0	70	408
08:15	55	153	14	0	222	5	29	4	0	38	8	75	3	2	11	48	15	0	74	424	
08:30	<b>74</b>	<b>167</b>	12	0	<b>253</b>	10	29	4	0	43	8	97	3	2	110	11	48	15	0	74	<b>480</b>
08:45	68	140	<b>15</b>	<b>2</b>		<b>15</b>	<b>31</b>	<b>5</b>		<b>51</b>	13	<b>106</b>	<b>8</b>	<b>128</b>	6	36	15	0	57	461	
Total Volume	245	608	47	2	902	34	113	16	0	163	47	363	16	5	431	39	179	59	0	277	1773
% App. Total	27.2	67.4	5.2	0.2		20.9	69.3	9.8	0		10.9	84.2	3.7	1.2		14.1	64.6	21.3	0		
PHF	.828	.910	.783	.250	.891	.567	.911	.800	.000	.799	.653	.856	.500	.625	.842	.886	.913	.776	.000	.911	.923



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

File Name : MA 4295  
 Site Code : 00000000  
 Start Date : 4/6/2022  
 Page No : 3

Start Time	MACARTHUR BLVD Southbound					BIRCH ST Westbound					MACARTHUR BLVD Northbound					BIRCH ST Eastbound					Int. Total
	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	
16:45	30		10	2				17			9			2							
17:00	23	121	10	2	156	44	90	14	0	148	9	148	24	1	182	5	46	71	0	122	608
17:15	29	163	4	1	197	36	48	17	0	101	4	127	13	1	145	8	54	72	0	134	577
17:30	26	144	1	1	172	40	63	14	0	117	5	132	13	0	150	6	36	59	0	101	540
Total Volume	108	539	25	6	678	149	263	62	0	474	27	535	65	4	631	25	186	252	0	463	2246
% App. Total	15.9	79.5	3.7	0.9		31.4	55.5	13.1	0		4.3	84.8	10.3	0.6		5.4	40.2	54.4	0		
PHF	.900	.827	.625	.750	.860	.847	.731	.912	.000	.801	.750	.904	.677	.500	.867	.781	.861	.875	.000	.864	.924





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

File Name : MA 4285  
 Site Code : 00000000  
 Start Date : 4/6/2022  
 Page No : 1

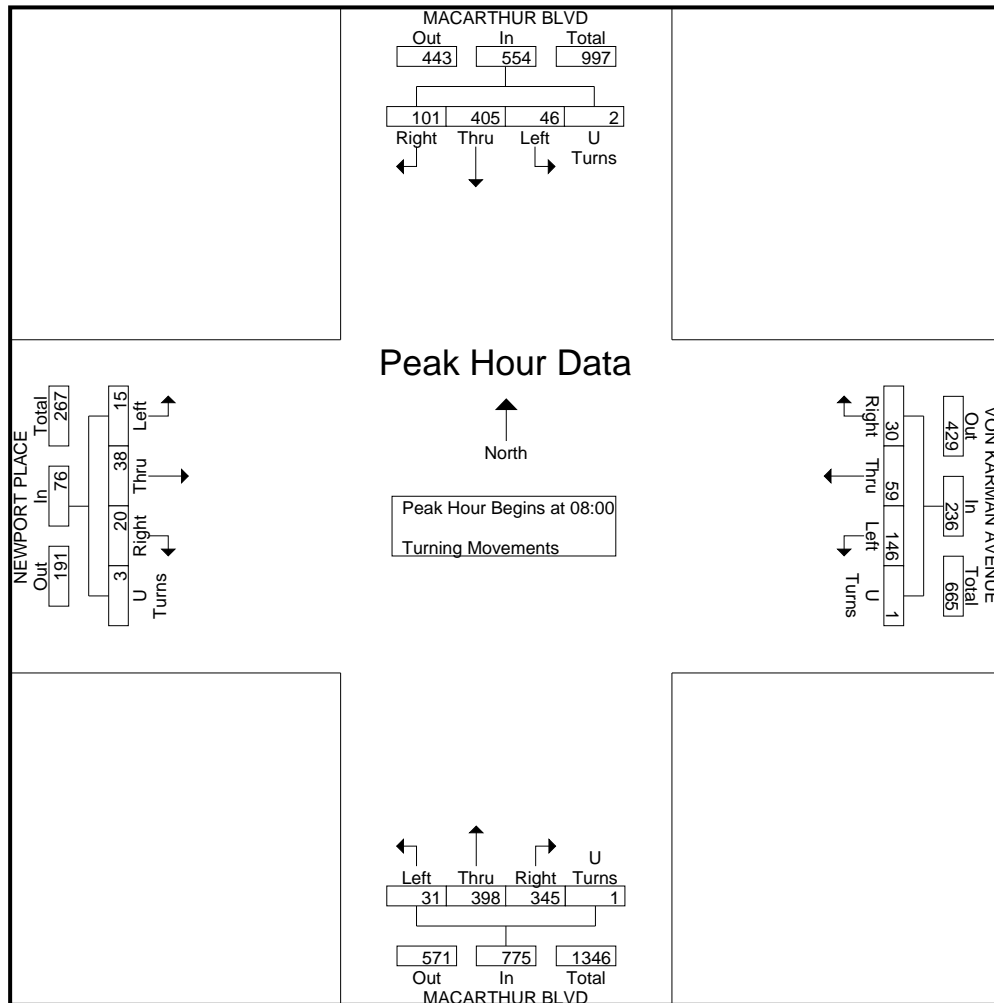
Groups Printed- Turning Movements

Start Time	MACARTHUR BLVD Southbound				VON KARMAN AVENUE Westbound				MACARTHUR BLVD Northbound				NEWPORT PLACE Eastbound				Int. Total
	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	
07:00	18	64	8	1	3	8	15	0	42	36	0	0	2	4	0	0	201
07:15	21	82	11	1	3	11	16	0	54	49	4	0	1	5	0	0	258
07:30	18	95	13	0	2	18	19	0	56	61	7	0	4	4	3	0	300
07:45	26	98	13	0	6	16	42	1	77	104	6	0	4	10	2	0	405
Total	83	339	45	2	14	53	92	1	229	250	17	0	11	23	5	0	1164
08:00	20	105	14	0	7	18	38	0	87	99	5	0	1	9	6	0	409
08:15	29	99	9	1	3	14	38	0	85	85	7	0	4	14	3	2	393
08:30	30	96	11	1	9	15	34	1	80	98	6	1	5	8	2	1	398
08:45	22	105	12	0	11	12	36	0	93	116	13	0	10	7	4	0	441
Total	101	405	46	2	30	59	146	1	345	398	31	1	20	38	15	3	1641
16:30	13	102	5	2	10	8	68	0	52	105	2	0	28	20	18	0	433
16:45	12	109	8	2	7	14	67	0	47	110	5	1	14	15	14	0	425
Total	25	211	13	4	17	22	135	0	99	215	7	1	42	35	32	0	858
17:00	9	117	4	0	32	11	115	0	53	101	0	1	41	24	22	0	530
17:15	7	164	7	1	21	4	92	0	54	104	5	0	33	27	21	0	540
17:30	12	133	7	5	17	9	114	0	53	121	2	0	24	17	10	0	524
17:45	3	114	6	1	11	12	88	0	41	94	0	0	29	19	11	0	429
Total	31	528	24	7	81	36	409	0	201	420	7	1	127	87	64	0	2023
18:00	8	102	6	1	14	5	59	0	61	88	1	0	25	14	8	0	392
18:15	5	94	3	1	6	4	68	0	35	62	1	0	13	14	7	0	313
Grand Total	253	1679	137	17	162	179	909	2	970	1433	64	3	238	211	131	3	6391
Apprch %	12.1	80.5	6.6	0.8	12.9	14.3	72.6	0.2	39.3	58	2.6	0.1	40.8	36.2	22.5	0.5	
Total %	4	26.3	2.1	0.3	2.5	2.8	14.2	0	15.2	22.4	1	0	3.7	3.3	2	0	

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

File Name : MA 4285  
 Site Code : 00000000  
 Start Date : 4/6/2022  
 Page No : 2

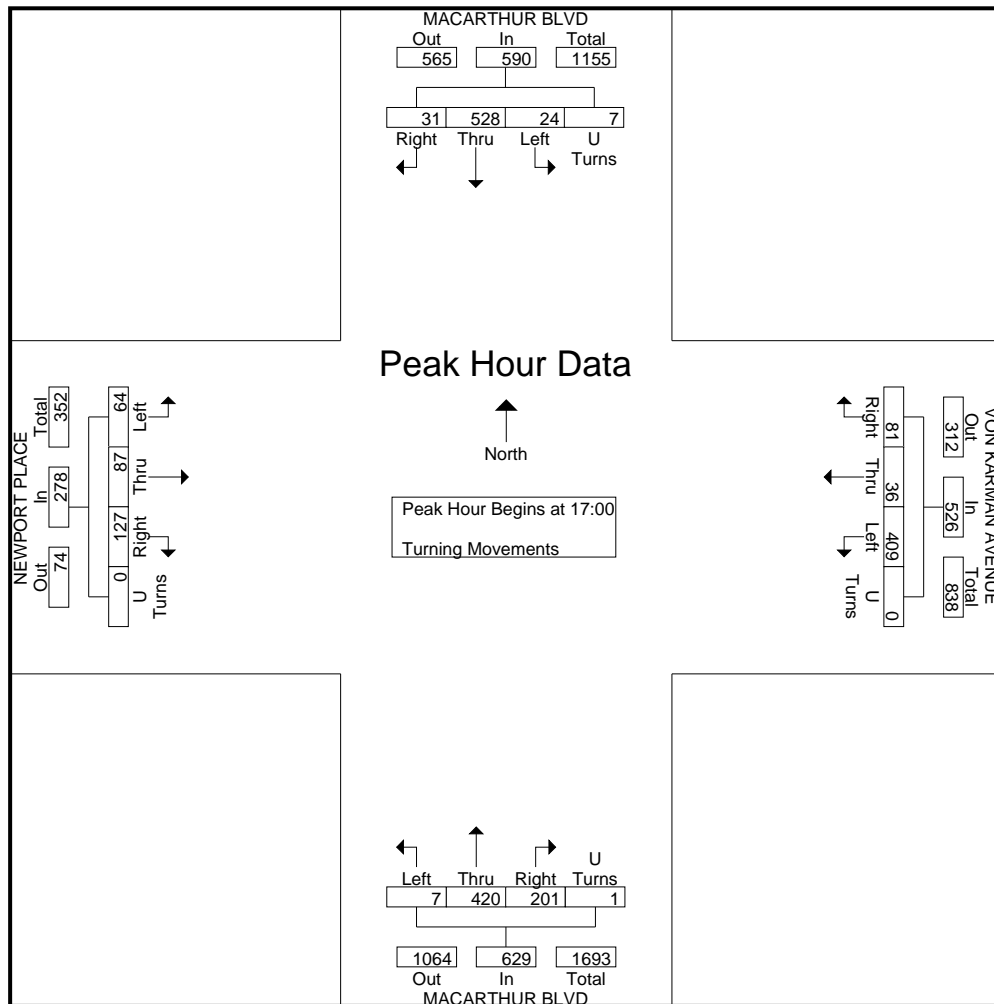
Start Time	MACARTHUR BLVD Southbound					VON KARMAN AVENUE Westbound					MACARTHUR BLVD Northbound					NEWPORT PLACE Eastbound					Int. Total
	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	20	105	14		139	7	18	38		63	87	99	5	0	191	1	9	6			
08:15	29	99	9	1	138	3	14	38	0	55	85	85	7	0	177	4	14	3	2	23	393
08:30	30								1					1							
08:45	22	105	12	0	139	11	12	36	0	59	93	116	13	0	222	10	7	4	0	21	441
Total Volume	101	405	46	2	554	30	59	146	1	236	345	398	31	1	775	20	38	15	3	76	1641
% App. Total	18.2	73.1	8.3	0.4		12.7	25	61.9	0.4		44.5	51.4	4	0.1		26.3	50	19.7	3.9		
PHF	.842	.964	.821	.500	.996	.682	.819	.961	.250	.937	.927	.858	.596	.250	.873	.500	.679	.625	.375	.826	.930



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

File Name : MA 4285  
 Site Code : 00000000  
 Start Date : 4/6/2022  
 Page No : 3

Start Time	MACARTHUR BLVD Southbound					VON KARMAN AVENUE Westbound					MACARTHUR BLVD Northbound					NEWPORT PLACE Eastbound					Int. Total
	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	9	117	4	0	130	32		115		158	53	101	0	1		41		22		87	530
17:15	7	164	7		179	21	4	92	0	117	54		5				27	21	0	81	540
17:30	12			5								121	2	0	176	24	17	10	0	51	524
17:45	3	114	6	1	124	11	12	88	0	111	41	94	0	0	135	29	19	11	0	59	429
Total Volume	31	528	24	7	590	81	36	409	0	526	201	420	7	1	629	127	87	64	0	278	2023
% App. Total	5.3	89.5	4.1	1.2		15.4	6.8	77.8	0		32	66.8	1.1	0.2		45.7	31.3	23	0		
PHF	.646	.805	.857	.350	.824	.633	.750	.889	.000	.832	.931	.868	.350	.250	.893	.774	.806	.727	.000	.799	.937



City: NEWPORT BEACH

~~E-W~~ ~~N-S~~ Direction: JAMBOREE ROAD

~~N-S~~ ~~E-W~~ Direction: MACATHUR BOULEVARD

File Name : JA 4275

Site Code : 00000000

Start Date : 3/31/2022

Page No : 1

Groups Printed- Turning Movements

Start Time	JAMBOREE RD				MACRTHUR BLVD				JAMBOREE RD				MACRTHUR BLVD				Int. Total
	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	
07:00	14	123	37	0	35	50	2	0	15	84	53	1	24	44	4	1	487
07:15	19	149	67	0	38	73	13	0	18	120	29	2	35	61	5	0	629
07:30	32	144	67	0	32	71	16	0	30	109	36	3	41	83	13	0	677
07:45	33	168	80	0	54	110	22	0	49	155	75	1	66	73	12	0	898
Total	98	584	251	0	159	304	53	0	112	468	193	7	166	261	34	1	2691
08:00	41	208	94	0	64	131	23	1	43	153	72	1	41	69	10	0	951
08:15	36	162	70	0	72	143	22	0	32	150	75	2	47	80	22	1	914
08:30	40	204	98	0	82	126	21	1	32	152	38	2	53	93	15	1	958
08:45	35	173	71	0	66	144	24	2	31	142	68	2	56	78	7	0	899
Total	152	747	333	0	284	544	90	4	138	597	253	7	197	320	54	2	3722
16:30	26	131	70	0	70	96	49	3	14	192	46	3	78	140	34	0	952
16:45	20	192	61	0	88	76	35	2	10	195	48	4	79	122	27	0	959
Total	46	323	131	0	158	172	84	5	24	387	94	7	157	262	61	0	1911
17:00	25	200	101	0	63	91	55	7	16	182	34	1	89	199	49	1	1113
17:15	22	222	83	0	73	95	61	4	7	219	50	5	90	205	35	2	1173
17:30	21	202	75	0	101	96	43	4	14	213	34	3	84	185	32	1	1108
17:45	20	204	98	0	71	85	31	2	18	138	49	3	70	173	32	0	994
Total	88	828	357	0	308	367	190	17	55	752	167	12	333	762	148	4	4388
18:00	11	156	70	0	62	67	46	5	16	156	36	4	54	123	28	1	835
18:15	14	161	74	0	58	57	23	1	10	158	27	4	76	119	18	1	801
Grand Total	409	2799	1216	0	1029	1511	486	32	355	2518	770	41	983	1847	343	9	14348
Apprch %	9.2	63.3	27.5	0	33.6	49.4	15.9	1	9.6	68.3	20.9	1.1	30.9	58	10.8	0.3	
Total %	2.9	19.5	8.5	0	7.2	10.5	3.4	0.2	2.5	17.5	5.4	0.3	6.9	12.9	2.4	0.1	

City: NEWPORT BEACH

~~N-S~~ Direction: JAMBOREE ROAD

~~N-S~~ ~~E-W~~ Direction: MACATHUR BOULEVARD

File Name : JA 4275

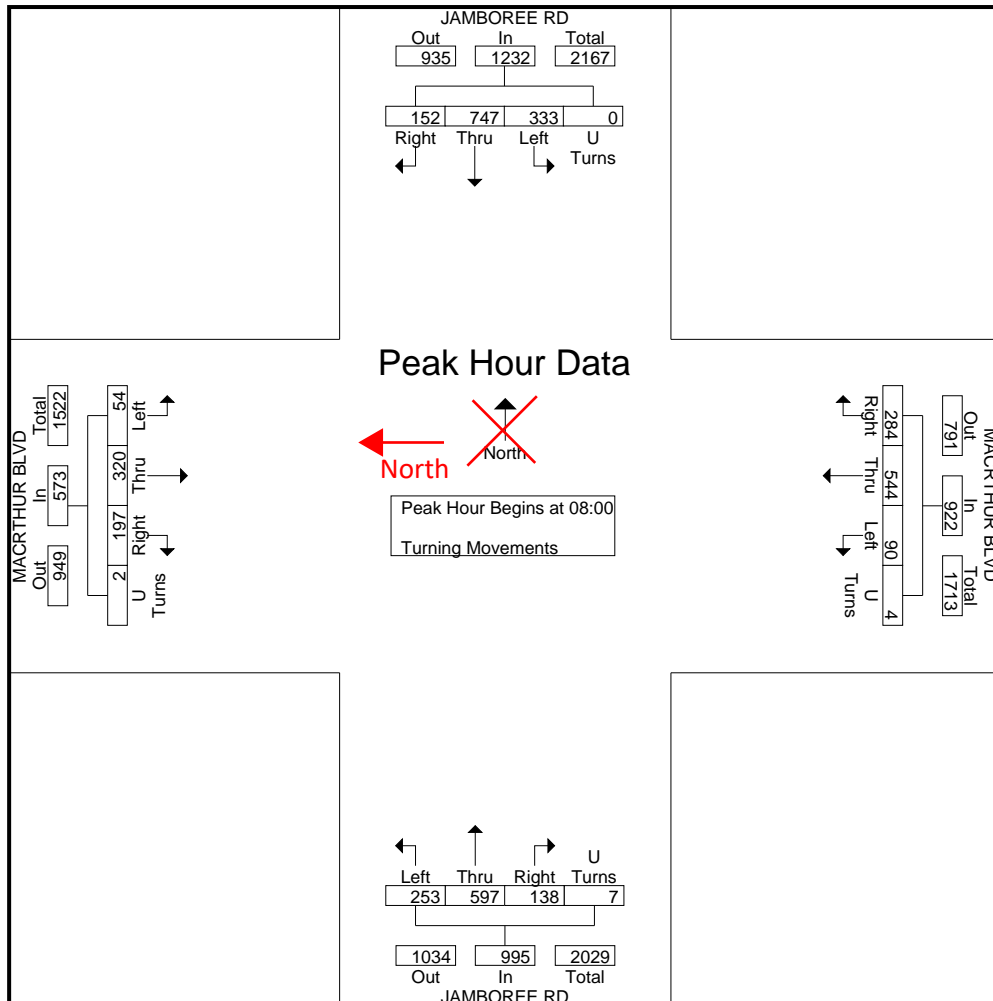
Site Code : 00000000

Start Date : 3/31/2022

Page No : 2

Start Time	JAMBOREE RD					MACRTHUR BLVD					JAMBOREE RD					MACRTHUR BLVD					Int. Total
	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	
08:00	41	208	94	0	343	64	131	23	1	219	43	153	72	1	269	41	69	10	0	120	951
08:15	36	162	70	0	268	72	143	22	0	237	32	150	75	2	224	53	93	22	1	162	958
08:30	40	204	98	0	342	82	126	21	1	230	32	152	38	2	224	53	93	15	1	162	958
08:45	35	173	71	0	279	66	144	24	2	219	32	152	38	2	224	53	93	15	1	162	958
Total Volume	152	747	333	0	1232	284	544	90	4	922	138	597	253	7	995	197	320	54	2	573	3722
% App. Total	12.3	60.6	27	0		30.8	59	9.8	0.4		13.9	60	25.4	0.7		34.4	55.8	9.4	0.3		
PHF	.927	.898	.849	.000	.898	.866	.944	.938	.500	.973	.802	.975	.843	.875	.925	.879	.860	.614	.500	.884	.971

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 08:00



City: NEWPORT BEACH

File Name : JA 4275

~~E-W~~ ~~N-S~~ Direction: JAMBOREE ROAD

Site Code : 00000000

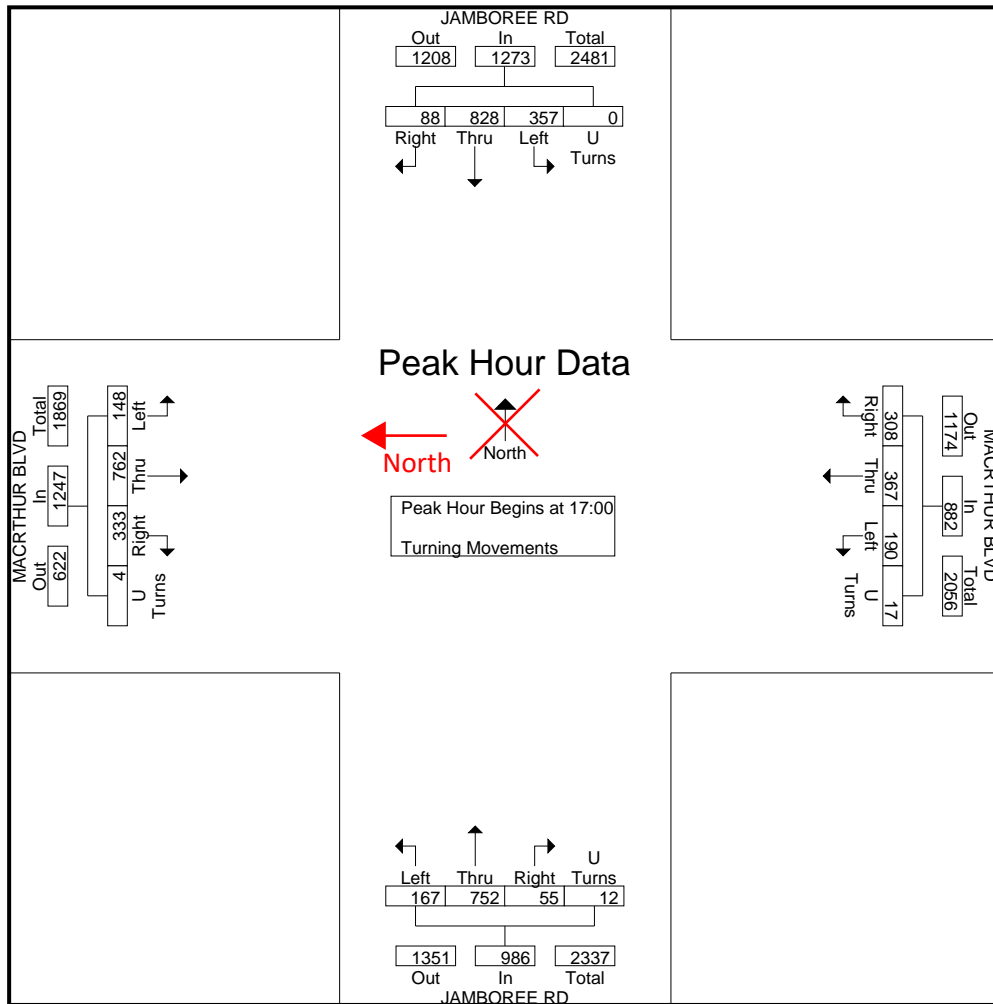
~~N-S~~ ~~E-W~~ Direction: MACATHUR BOULEVARD

Start Date : 3/31/2022

Page No : 3

Start Time	JAMBOREE RD					MACRTHUR BLVD					JAMBOREE RD					MACRTHUR BLVD					Int. Total	
	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total		
17:00	25		101						7											49	338	1113
17:15	22	222	83	0	327	73	95	61				219	50	5	281	90	205	35	2			1173
17:30	21	202	75	0	298	101	96	43	4	244	14	213	34	3	264	84	185	32	1			1108
17:45	20	204	98	0	322	71	85	31	2	189	18											
Total Volume	88	828	357	0	1273	308	367	190	17	882	55	752	167	12	986	333	762	148	4		1247	4388
% App. Total	6.9	65	28	0		34.9	41.6	21.5	1.9		5.6	76.3	16.9	1.2		26.7	61.1	11.9	0.3			
PHF	.880	.932	.884	.000	.973	.762	.956	.779	.607	.904	.764	.858	.835	.600	.877	.925	.929	.755	.500	.922		.935

Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 17:00



City: NEWPORT BEACH  
 N-S Direction: MACARTHUR BLVD  
 E-W Direction: BISON AVE

File Name : MA 4995  
 Site Code : 00000000  
 Start Date : 3/16/2022  
 Page No : 1

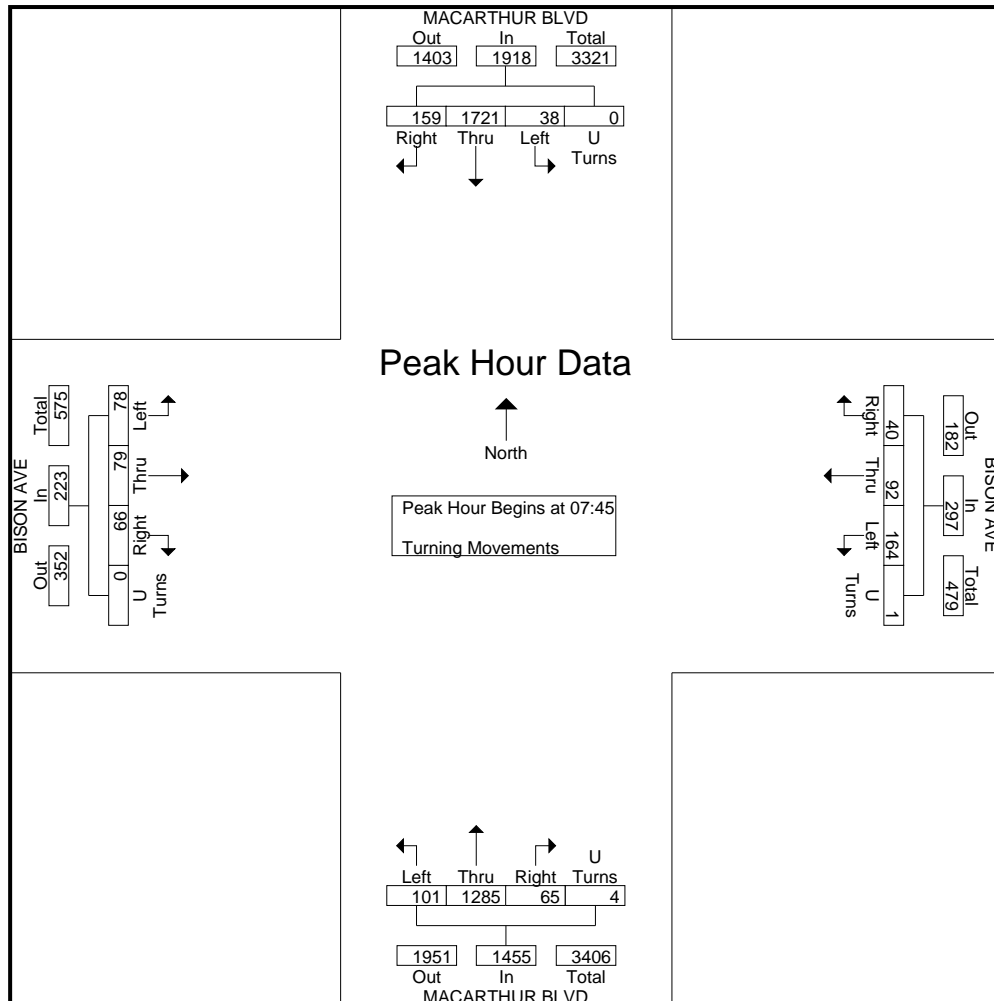
Groups Printed- Turning Movements

Start Time	MACARTHUR BLVD Southbound				BISON AVE Westbound				MACARTHUR BLVD Northbound				BISON AVE Eastbound				Int. Total
	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	
07:00	10	358	4	0	2	21	44	0	7	182	11	1	14	12	17	0	683
07:15	13	377	8	1	5	18	42	0	8	201	10	0	17	9	19	0	728
07:30	19	400	6	0	5	31	73	0	20	302	23	0	16	15	18	0	928
07:45	37	465	4	0	5	33	82	0	19	274	25	1	11	17	20	0	993
Total	79	1600	22	1	17	103	241	0	54	959	69	2	58	53	74	0	3332
08:00	33	399	9	0	8	24	39	0	16	318	25	1	20	23	19	0	934
08:15	44	416	8	0	11	12	15	0	17	362	28	0	16	16	21	0	966
08:30	45	441	17	0	16	23	28	1	13	331	23	2	19	23	18	0	1000
08:45	51	350	13	1	12	15	41	0	18	379	30	0	19	18	23	0	970
Total	173	1606	47	1	47	74	123	1	64	1390	106	3	74	80	81	0	3870
16:30	62	285	14	1	22	21	21	0	24	557	37	0	31	26	32	0	1133
16:45	43	330	21	1	24	40	25	0	22	515	31	0	28	23	39	0	1142
Total	105	615	35	2	46	61	46	0	46	1072	68	0	59	49	71	0	2275
17:00	36	325	14	0	15	24	33	0	18	520	35	0	23	25	42	0	1110
17:15	40	341	10	0	16	19	36	0	12	438	40	0	38	31	32	0	1053
17:30	48	374	14	0	21	35	38	0	18	496	29	0	40	16	37	0	1166
17:45	38	383	17	1	15	26	28	0	19	505	37	1	28	30	54	0	1182
Total	162	1423	55	1	67	104	135	0	67	1959	141	1	129	102	165	0	4511
18:00	40	373	11	0	16	29	37	0	16	454	22	2	37	28	30	0	1095
18:15	30	362	15	0	10	26	41	0	14	383	22	0	15	23	32	0	973
Grand Total	589	5979	185	5	203	397	623	1	261	6217	428	8	372	335	453	0	16056
Apprch %	8.7	88.5	2.7	0.1	16.6	32.4	50.9	0.1	3.8	89.9	6.2	0.1	32.1	28.9	39.1	0	
Total %	3.7	37.2	1.2	0	1.3	2.5	3.9	0	1.6	38.7	2.7	0	2.3	2.1	2.8	0	

City: NEWPORT BEACH  
 N-S Direction: MACARTHUR BLVD  
 E-W Direction: BISON AVE

File Name : MA 4995  
 Site Code : 00000000  
 Start Date : 3/16/2022  
 Page No : 2

Start Time	MACARTHUR BLVD Southbound					BISON AVE Westbound					MACARTHUR BLVD Northbound					BISON AVE Eastbound					Int. Total	
	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total		
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:45																						
07:45	37	465	4	0	506	5	33	82	0	120	19	16	318	25	1	360	20	23	19	0	62	934
08:00	33	399	9	0	441	8	24	39	0	71	16	318	28	1	407	16	16	21	0	62	934	
08:15	44	416	8	0	468	11	12	15	0	38	17	362	28	1	407	16	16	21	0	62	934	
08:30	45	441	17	0	503	16	23	28	1	68	13	331	23	2	369	19	23	18	0	60	1000	
Total Volume	159	1721	38	0	1918	40	92	164	1	297	65	1285	101	4	1455	66	79	78	0	223	3893	
% App. Total	8.3	89.7	2	0		13.5	31	55.2	0.3		4.5	88.3	6.9	0.3		29.6	35.4	35	0			
PHF	.883	.925	.559	.000	.948	.625	.697	.500	.250	.619	.855	.887	.902	.500	.894	.825	.859	.929	.000	.899	.973	

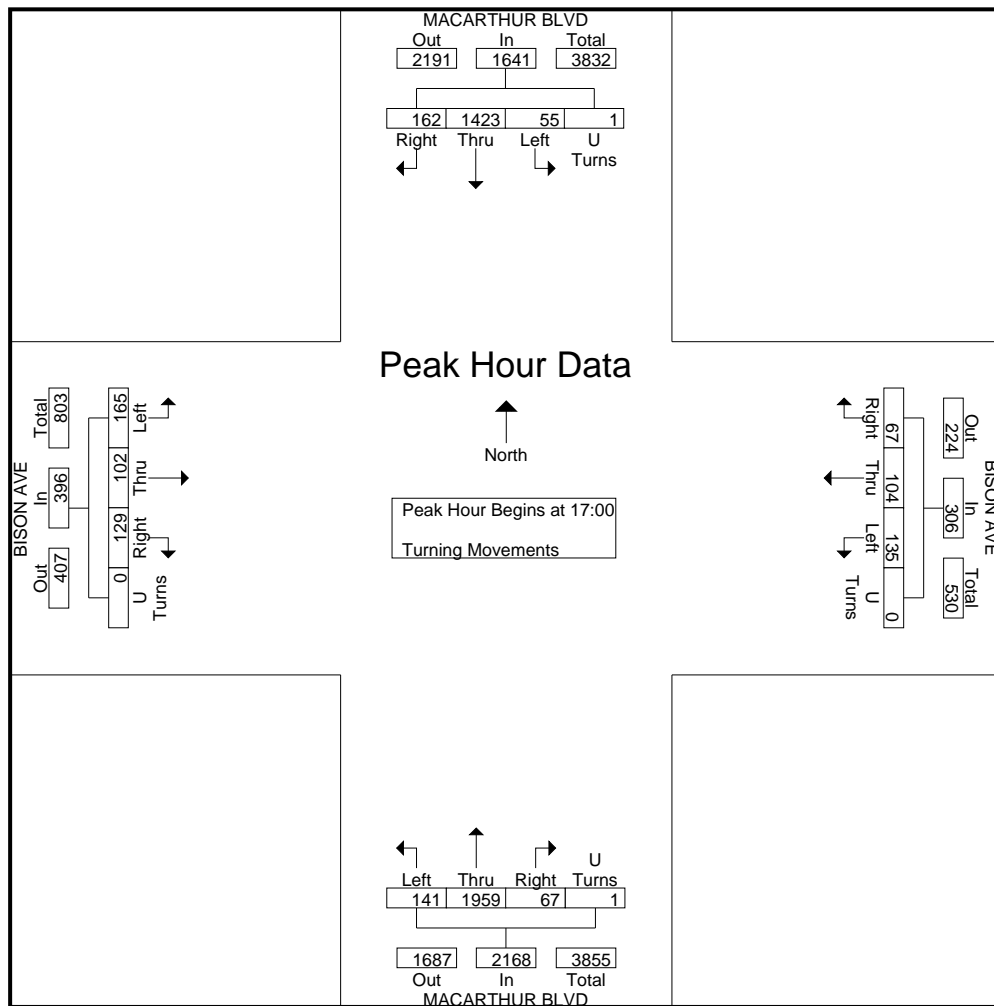




City: NEWPORT BEACH  
 N-S Direction: MACARTHUR BLVD  
 E-W Direction: BISON AVE

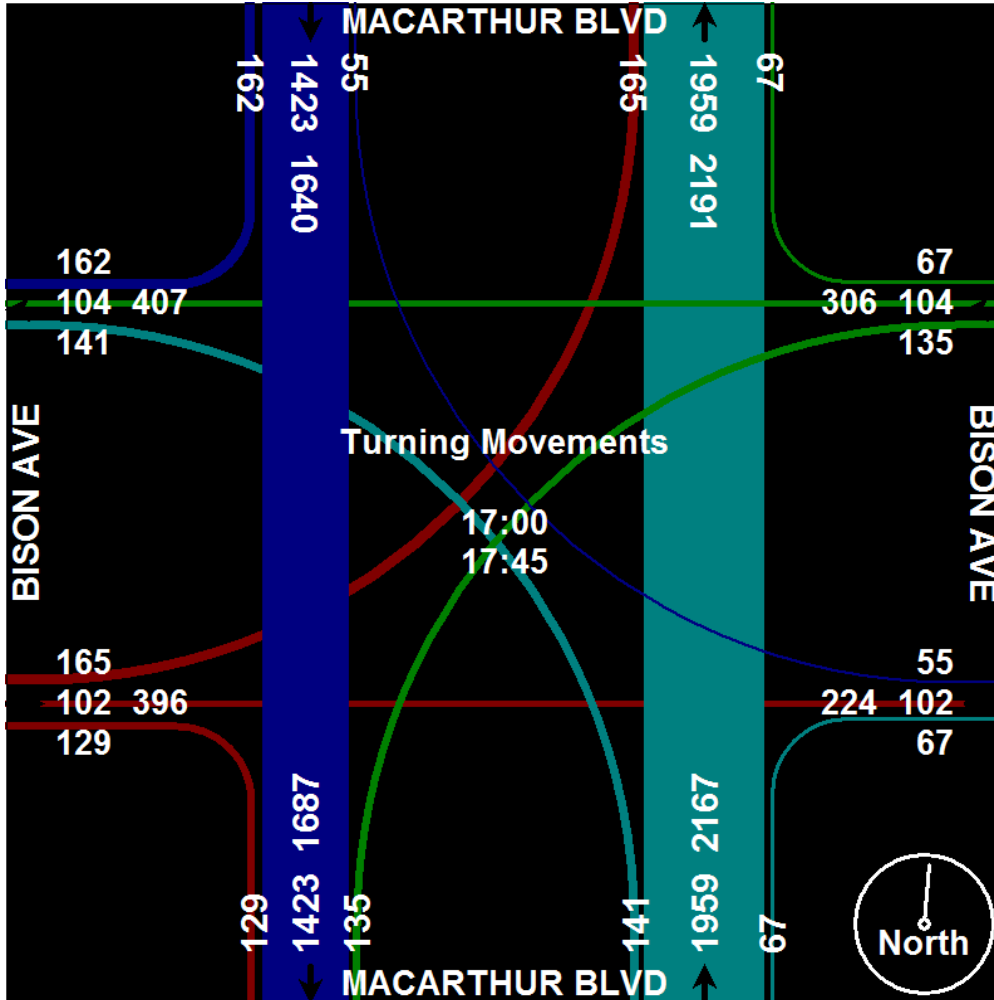
File Name : MA 4995  
 Site Code : 00000000  
 Start Date : 3/16/2022  
 Page No : 3

Start Time	MACARTHUR BLVD Southbound					BISON AVE Westbound					MACARTHUR BLVD Northbound					BISON AVE Eastbound					Int. Total
	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	36	325	14	0	375	15	24	33	0	72	18	520	35	0	573	23	25	42	0	90	1110
17:15	40	341	10	0	391	16	19	36	0	71	12	438	40	0	510	31	32	0	0	101	1053
17:30	48					21	35	38		94	18	496	29	0	543	40					
17:45	38	383	17	1	439	15	26	28	0	69	19	505	37	1	562	28	30	54	0	112	1182
Total Volume	162	1423	55	1	1641	67	104	135	0	306	67	1959	141	1	2168	129	102	165	0	396	4511
% App. Total	9.9	86.7	3.4	0.1		21.9	34	44.1	0		3.1	90.4	6.5	0		32.6	25.8	41.7	0		
PHF	.844	.929	.809	.250	.935	.798	.743	.888	.000	.814	.882	.942	.881	.250	.946	.806	.823	.764	.000	.884	.954



City: NEWPORT BEACH  
N-S Direction: MACARTHUR BLVD  
E-W Direction: BISON AVE

File Name : MA 4995  
Site Code : 00000000  
Start Date : 3/16/2022  
Page No : 4



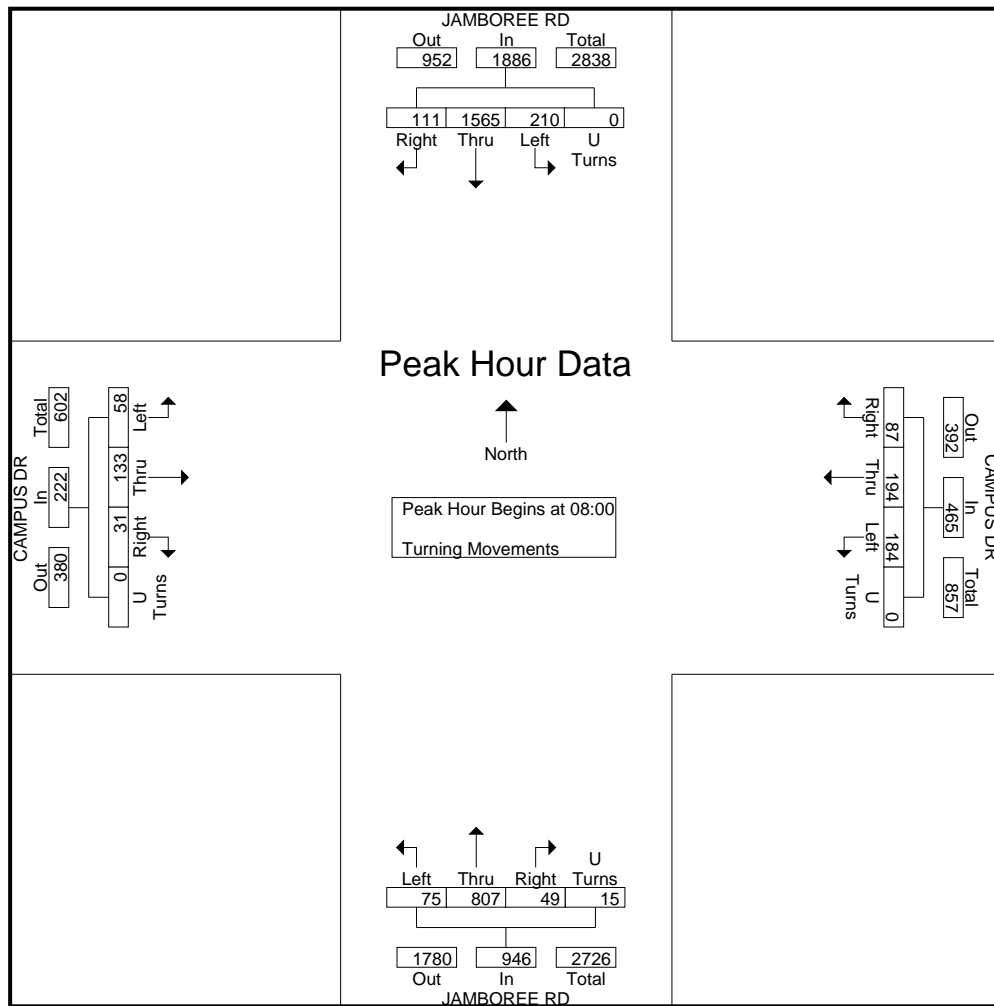
City: NEWPORT BEACH  
 N-S Direction: JAMBOREE ROAD  
 E-W Direction: CAMPUS DRIVE

File Name : JA 4305  
 Site Code : 00000000  
 Start Date : 4/6/2022  
 Page No : 1

Groups Printed- Turning Movements

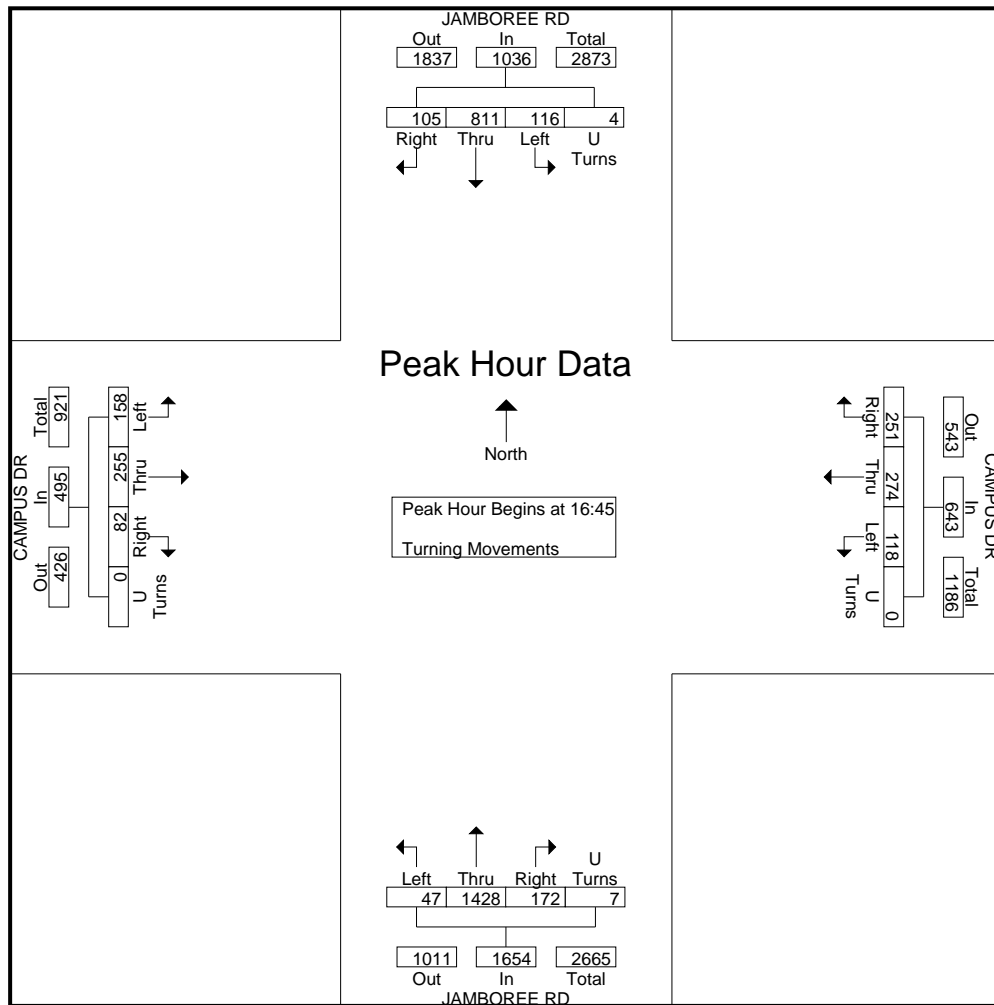
Start Time	JAMBOREE RD Southbound				CAMPUS DR Westbound				JAMBOREE RD Northbound				CAMPUS DR Eastbound				Int. Total
	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	
07:00	22	256	31	0	13	19	7	0	11	115	9	1	3	16	6	0	509
07:15	30	325	30	0	13	15	24	0	15	130	12	1	13	14	9	0	631
07:30	20	400	38	0	22	28	29	0	9	128	11	4	9	27	10	1	736
07:45	21	429	38	0	15	41	62	0	9	156	11	1	5	26	11	0	825
Total	93	1410	137	0	63	103	122	0	44	529	43	7	30	83	36	1	2701
08:00	24	383	57	0	20	54	41	0	7	187	20	3	5	25	10	0	836
08:15	31	407	42	0	27	41	49	0	12	221	13	4	10	20	18	0	895
08:30	24	395	60	0	13	47	40	0	16	198	27	7	11	44	17	0	899
08:45	32	380	51	0	27	52	54	0	14	201	15	1	5	44	13	0	889
Total	111	1565	210	0	87	194	184	0	49	807	75	15	31	133	58	0	3519
16:30	8	162	27	1	46	51	28	0	27	324	8	1	24	71	49	0	827
16:45	13	220	29	2	57	47	26	0	37	355	14	2	17	50	23	0	892
Total	21	382	56	3	103	98	54	0	64	679	22	3	41	121	72	0	1719
17:00	20	196	24	0	79	73	30	0	44	323	8	1	20	79	65	0	962
17:15	35	190	36	2	65	71	32	0	51	414	20	2	26	52	31	0	1027
17:30	37	205	27	0	50	83	30	0	40	336	5	2	19	74	39	0	947
17:45	28	225	38	1	30	43	28	1	47	300	12	1	7	46	24	1	832
Total	120	816	125	3	224	270	120	1	182	1373	45	6	72	251	159	1	3768
18:00	17	175	15	2	46	40	25	0	34	252	11	2	14	58	25	0	716
18:15	20	194	31	0	37	43	21	0	45	232	8	1	14	42	23	1	712
Grand Total	382	4542	574	8	560	748	526	1	418	3872	204	34	202	688	373	3	13135
Apprch %	6.9	82.5	10.4	0.1	30.5	40.8	28.7	0.1	9.2	85.5	4.5	0.8	16	54.3	29.5	0.2	
Total %	2.9	34.6	4.4	0.1	4.3	5.7	4	0	3.2	29.5	1.6	0.3	1.5	5.2	2.8	0	

Start Time	JAMBOREE RD Southbound					CAMPUS DR Westbound					JAMBOREE RD Northbound					CAMPUS DR Eastbound					Int. Total
	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	24	383	57	0	464	20	54	41	0	115	7	187	20	3	217	5	25	10	0	40	836
08:15	31	407	42	0	480	27	47	40	0	100	16	198	27	4	250	10	20	18	0	72	899
08:30	24	395	60	0	479	13	47	40	0	100	16	198	27	7	248	11	44	17	0	72	899
08:45	32							54		133	14	201	15	1	231	5	44	13	0	62	889
Total Volume	111	1565	210	0	1886	87	194	184	0	465	49	807	75	15	946	31	133	58	0	222	3519
% App. Total	5.9	83	11.1	0		18.7	41.7	39.6	0		5.2	85.3	7.9	1.6		14	59.9	26.1	0		
PHF	.867	.961	.875	.000	.982	.806	.898	.852	.000	.874	.766	.913	.694	.536	.946	.705	.756	.806	.000	.771	.979



Start Time	JAMBOREE RD Southbound					CAMPUS DR Westbound					JAMBOREE RD Northbound					CAMPUS DR Eastbound					Int. Total	
	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total		
16:45	13	220	29	2										2								
17:00	20	196	24	0	240	79	73	30	0	182	44	323	8	1	376	20	79	65	0	164	962	
17:15	35	190	36					32			51	414	20		487	26					1027	
17:30	37				269	50	83	30	0	163	40	336	5	2	383	19	74	39	0	132	947	
Total Volume	105	811	116	4	1036	251	274	118	0	643	172	1428	47	7	1654	82	255	158	0	495	3828	
% App. Total	10.1	78.3	11.2	0.4		39	42.6	18.4	0		10.4	86.3	2.8	0.4		16.6	51.5	31.9	0			
PHF	.709	.922	.806	.500	.963	.794	.825	.922	.000	.883	.843	.862	.588	.875	.849	.788	.807	.608	.000	.755	.932	

Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 16:45



City : Newport Beach  
 N-S Direction : Jamboree Rd  
 E-W Direction: Bristol St N

File Name : BR 4190  
 Site Code : 00000000  
 Start Date : 3/30/2022  
 Page No : 1

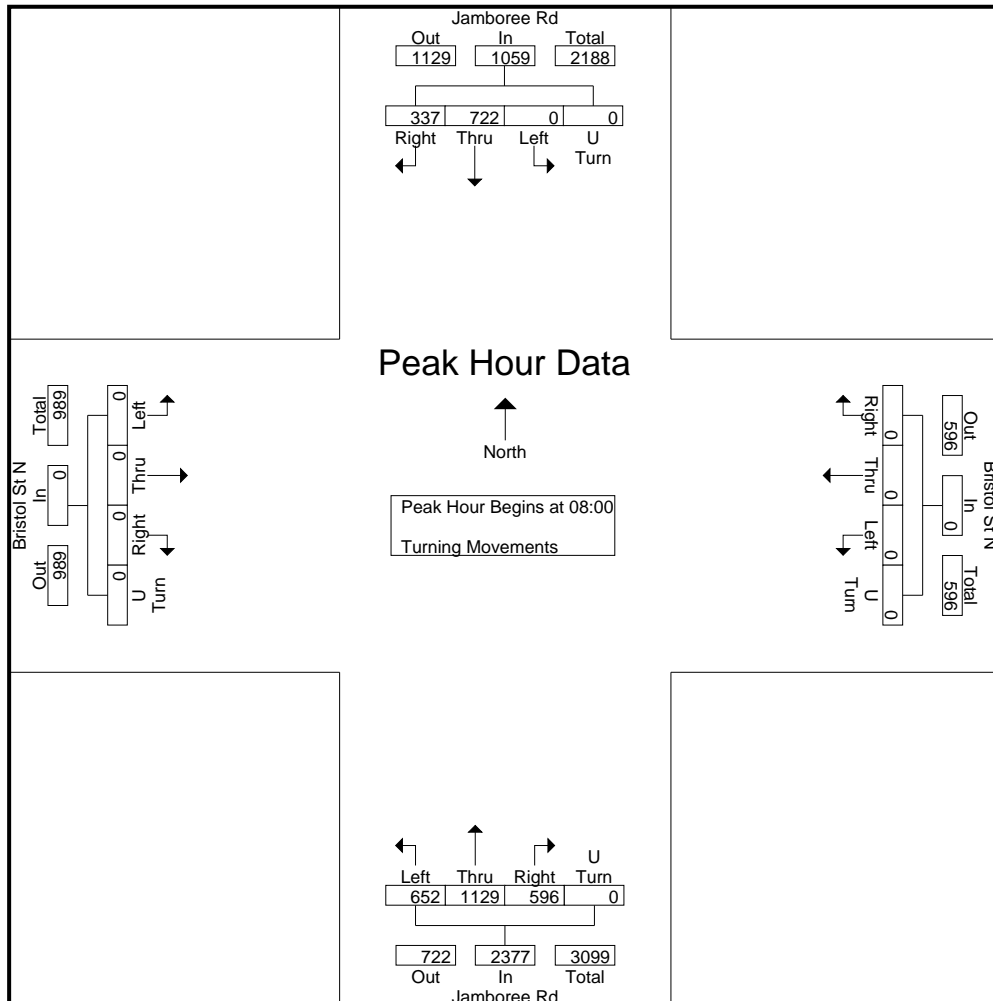
Groups Printed- Turning Movements

Start Time	Jamboree Rd Southbound				Bristol St N Westbound				Jamboree Rd Northbound				Bristol St N Eastbound				Int. Total
	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	
07:00	54	108	0	0	0	0	0	0	101	140	68	0	0	0	0	0	471
07:15	42	113	0	0	0	0	0	0	125	146	81	0	0	0	0	0	507
07:30	67	176	0	0	0	0	0	0	170	228	103	0	0	0	0	0	744
07:45	88	162	0	0	0	0	0	0	165	278	113	0	0	0	0	0	806
Total	251	559	0	0	0	0	0	0	561	792	365	0	0	0	0	0	2528
08:00	84	179	0	0	0	0	0	0	143	287	133	0	0	0	0	0	826
08:15	96	174	0	0	0	0	0	0	145	275	153	0	0	0	0	0	843
08:30	86	188	0	0	0	0	0	0	152	275	175	0	0	0	0	0	876
08:45	71	181	0	0	0	0	0	0	156	292	191	0	0	0	0	0	891
Total	337	722	0	0	0	0	0	0	596	1129	652	0	0	0	0	0	3436
16:30	123	160	0	0	0	0	0	0	232	250	140	0	0	0	0	0	905
16:45	106	149	0	0	0	0	0	0	187	265	164	0	0	0	0	0	871
Total	229	309	0	0	0	0	0	0	419	515	304	0	0	0	0	0	1776
17:00	180	201	0	0	0	0	0	0	246	250	144	0	0	0	0	0	1021
17:15	132	212	0	0	0	0	0	0	215	262	131	0	0	0	0	0	952
17:30	148	160	0	0	0	0	0	0	178	213	151	0	0	0	0	0	850
17:45	142	168	0	0	0	0	0	0	206	257	109	0	0	0	0	0	882
Total	602	741	0	0	0	0	0	0	845	982	535	0	0	0	0	0	3705
18:00	136	144	0	0	0	0	0	0	189	188	93	0	0	0	0	0	750
18:15	82	143	0	0	0	0	0	0	165	167	98	0	0	0	0	0	655
Grand Total	1637	2618	0	0	0	0	0	0	2775	3773	2047	0	0	0	0	0	12850
Apprch %	38.5	61.5	0	0	0	0	0	0	32.3	43.9	23.8	0	0	0	0	0	0
Total %	12.7	20.4	0	0	0	0	0	0	21.6	29.4	15.9	0	0	0	0	0	0

City : Newport Beach  
 N-S Direction : Jamboree Rd  
 E-W Direction: Bristol St N

File Name : BR 4190  
 Site Code : 00000000  
 Start Date : 3/30/2022  
 Page No : 2

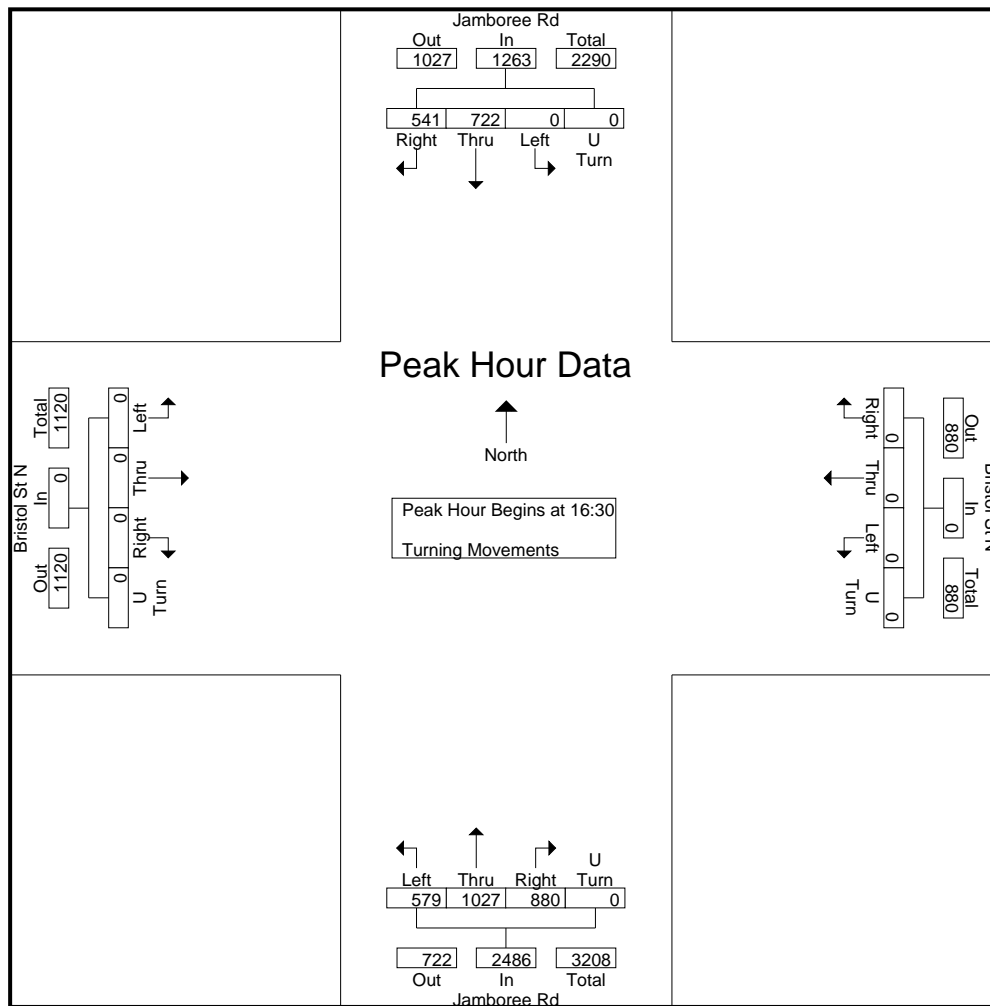
Start Time	Jamboree Rd Southbound					Bristol St N Westbound					Jamboree Rd Northbound					Bristol St N Eastbound					Int. Total
	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	84	179	0	0	263	0	0	0	0	0	143	287	133	0	563	0	0	0	0	0	826
08:15	<b>96</b>																				
08:30	<b>86</b>	<b>188</b>	0	0	<b>274</b>	0	0	0	0	0	152	275	175	0	602	0	0	0	0	0	876
08:45	71	181	0	0	252	0	0	0	0	0	<b>156</b>	<b>292</b>	<b>191</b>		<b>639</b>	0	0	0	0	0	<b>891</b>
Total Volume	337	722	0	0	1059	0	0	0	0	0	596	1129	652	0	2377	0	0	0	0	0	3436
% App. Total	31.8	68.2	0	0		0	0	0	0		25.1	47.5	27.4	0		0	0	0	0		
PHF	.878	.960	.000	.000	.966	.000	.000	.000	.000	.000	.955	.967	.853	.000	.930	.000	.000	.000	.000	.000	.964



City : Newport Beach  
 N-S Direction : Jamboree Rd  
 E-W Direction: Bristol St N

File Name : BR 4190  
 Site Code : 00000000  
 Start Date : 3/30/2022  
 Page No : 3

Start Time	Jamboree Rd Southbound					Bristol St N Westbound					Jamboree Rd Northbound					Bristol St N Eastbound					Int. Total
	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	123	160	0	0	283	0	0	0	0	0	232	250	140	0	622	0	0	0	0	0	905
16:45	106	149	0	0	255	0	0	0	0	0	187	<b>265</b>	<b>164</b>	0	616	0	0	0	0	0	905
<b>17:00</b>	<b>180</b>	<b>201</b>	<b>0</b>	<b>0</b>	<b>381</b>	0	0	0	0	0	<b>246</b>	<b>250</b>	<b>144</b>	<b>0</b>	<b>640</b>	0	0	0	0	0	<b>1021</b>
17:15	132	212	0	0	344	0	0	0	0	0	215	262	131	0	608	0	0	0	0	0	952
Total Volume	541	722	0	0	1263	0	0	0	0	0	880	1027	579	0	2486	0	0	0	0	0	3749
% App. Total	42.8	57.2	0	0		0	0	0	0	0	35.4	41.3	23.3	0		0	0	0	0	0	
PHF	.751	.851	.000	.000	.829	.000	.000	.000	.000	.000	.894	.969	.883	.000	.971	.000	.000	.000	.000	.000	.918





City : Newport Beach  
 N-S Direction : Jamboree Rd  
 E-W Direction: Bristol St S

File Name : BR 4170  
 Site Code : 00000000  
 Start Date : 3/30/2022  
 Page No : 1

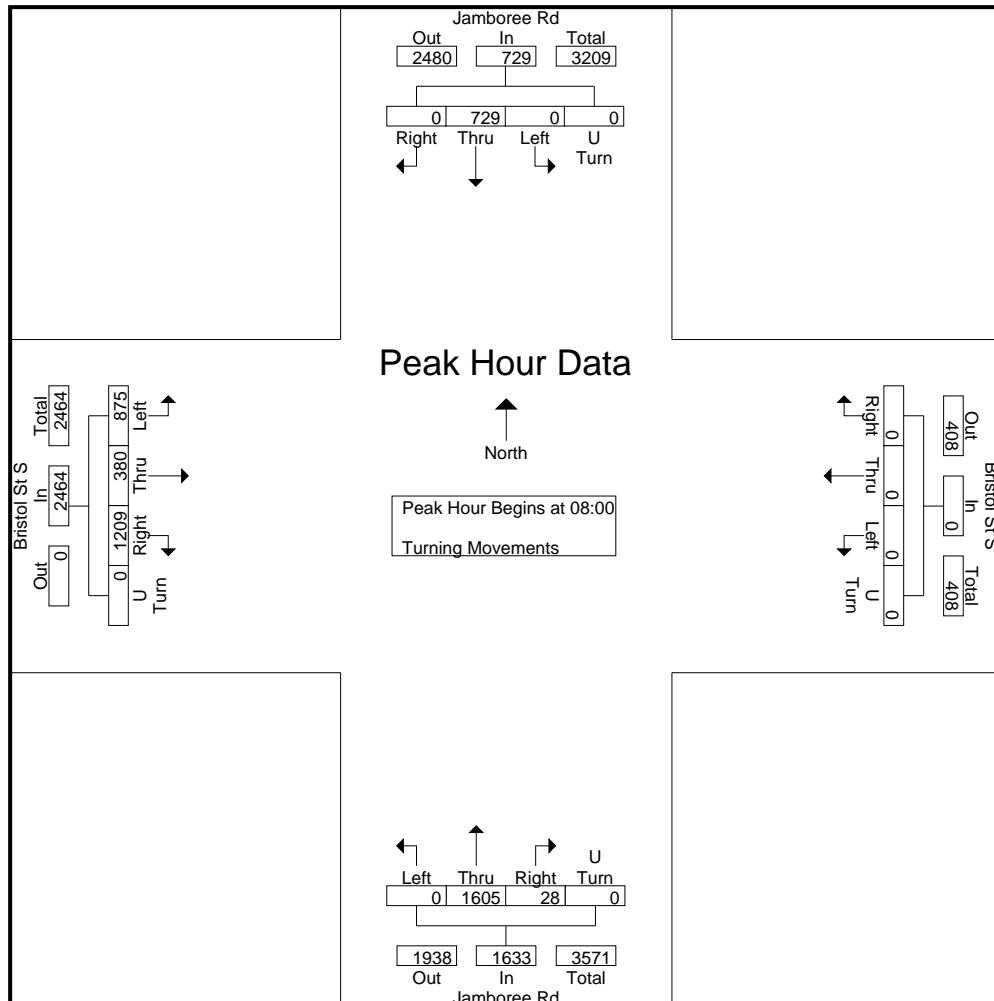
Groups Printed- Turning Movements

Start Time	Jamboree Rd Southbound				Bristol St S Westbound				Jamboree Rd Northbound				Bristol St S Eastbound				Int. Total
	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	
07:00	0	104	0	0	0	0	0	0	5	192	0	0	267	56	91	0	715
07:15	0	152	0	0	0	0	0	0	4	252	0	0	265	68	128	0	869
07:30	0	155	0	0	0	0	0	0	5	325	0	0	325	89	174	0	1073
07:45	0	157	0	0	0	0	0	0	6	364	0	0	307	85	185	0	1104
Total	0	568	0	0	0	0	0	0	20	1133	0	0	1164	298	578	0	3761
08:00	0	200	0	0	0	0	0	0	6	358	0	0	266	81	238	0	1149
08:15	0	159	0	0	0	0	0	0	7	375	0	0	279	83	234	0	1137
08:30	0	210	0	0	0	0	0	0	9	505	0	0	331	98	175	0	1328
08:45	0	160	0	0	0	0	0	0	6	367	0	0	333	118	228	0	1212
Total	0	729	0	0	0	0	0	0	28	1605	0	0	1209	380	875	0	4826
16:30	0	159	0	0	0	0	0	0	18	507	0	0	290	178	143	0	1295
16:45	0	176	0	0	0	0	0	0	14	476	0	0	257	138	129	0	1190
Total	0	335	0	0	0	0	0	0	32	983	0	0	547	316	272	0	2485
17:00	0	181	0	0	0	0	0	0	21	470	0	0	264	188	127	0	1251
17:15	0	227	0	0	0	0	0	0	19	593	0	0	275	182	114	0	1410
17:30	0	158	0	0	0	0	0	0	13	470	0	0	231	160	114	0	1146
17:45	0	162	0	0	0	0	0	0	6	370	0	0	241	140	105	0	1024
Total	0	728	0	0	0	0	0	0	59	1903	0	0	1011	670	460	0	4831
18:00	0	149	0	0	0	0	0	0	14	393	0	0	218	108	125	0	1007
18:15	0	150	0	0	0	0	0	0	13	335	0	0	240	135	129	0	1002
Grand Total	0	2659	0	0	0	0	0	0	166	6352	0	0	4389	1907	2439	0	17912
Apprch %	0	100	0	0	0	0	0	0	2.5	97.5	0	0	50.2	21.8	27.9	0	
Total %	0	14.8	0	0	0	0	0	0	0.9	35.5	0	0	24.5	10.6	13.6	0	

City : Newport Beach  
 N-S Direction : Jamboree Rd  
 E-W Direction: Bristol St S

File Name : BR 4170  
 Site Code : 00000000  
 Start Date : 3/30/2022  
 Page No : 2

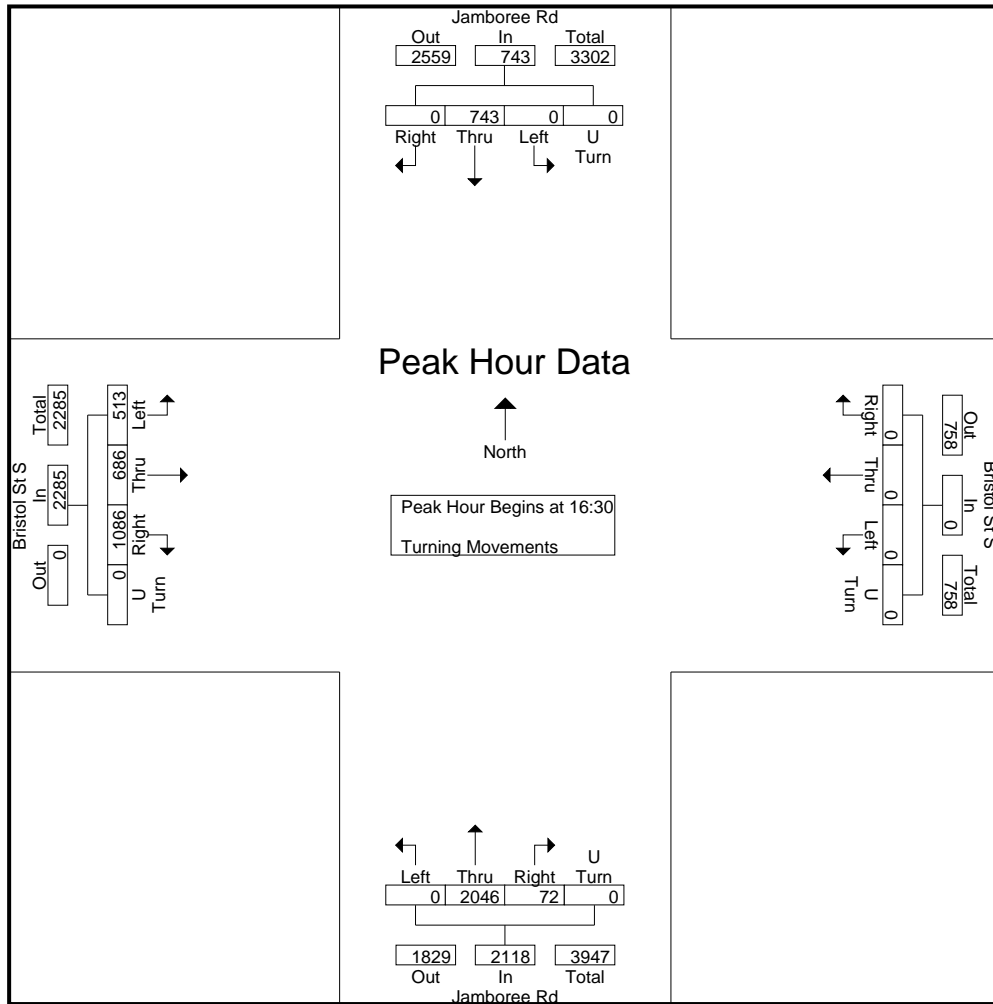
Start Time	Jamboree Rd Southbound					Bristol St S Westbound					Jamboree Rd Northbound					Bristol St S Eastbound					Int. Total
	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	200	0	0	200	0	0	0	0	0	6	358	0	0	364	266	81	238	0	0	0
<b>08:15</b>	<b>0</b>	<b>159</b>	<b>0</b>	<b>0</b>	<b>159</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>375</b>	<b>0</b>	<b>0</b>	<b>382</b>	<b>279</b>	<b>83</b>	<b>234</b>	<b>0</b>	<b>0</b>	<b>596</b>
<b>08:30</b>	<b>0</b>	<b>210</b>	<b>0</b>	<b>0</b>	<b>210</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>505</b>	<b>0</b>	<b>0</b>	<b>514</b>	<b>331</b>	<b>98</b>	<b>175</b>	<b>0</b>	<b>0</b>	<b>604</b>
08:45	0	160	0	0	160	0	0	0	0	0	6	367	0	0	373	333	118	228	0	0	679
Total Volume	0	729	0	0	729	0	0	0	0	0	28	1605	0	0	1633	1209	380	875	0	0	2464
% App. Total												98.3				49.1	15.4	35.5			
PHF	.000	.868	.000	.000	.868	.000	.000	.000	.000	.000	.778	.795	.000	.000	.794	.908	.805	.919	.000	.907	.909



City : Newport Beach  
 N-S Direction : Jamboree Rd  
 E-W Direction: Bristol St S

File Name : BR 4170  
 Site Code : 00000000  
 Start Date : 3/30/2022  
 Page No : 3

Start Time	Jamboree Rd Southbound					Bristol St S Westbound					Jamboree Rd Northbound					Bristol St S Eastbound					Int. Total
	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	159	0	0	159	0	0	0	0	0	18	507	0	0	525	290	138	143	0	611	1295
16:45	0	176	0	0	176	0	0	0	0	0	14	476	0	0	490	257	138	129	0	524	1190
17:00	0	181	0	0	181	0	0	0	0	0	21						188	127	0	579	1251
17:15	0	227	0	0	227	0	0	0	0	0	19	593	0	0	612	275	182	114	0	571	1410
Total Volume	0	743	0	0	743	0	0	0	0	0	72	2046	0	0	2118	1086	686	513	0	2285	5146
% App. Total												96.6				47.5		22.5			
PHF	.000	.818	.000	.000	.818	.000	.000	.000	.000	.000	.857	.863	.000	.000	.865	.936	.912	.897	.000	.935	.912



City : Newport Beach  
 N-S Direction : Jamboree Rd  
 E-W Direction: Eastbluff Dr N, Universit

File Name : JA 4765  
 Site Code : 00000000  
 Start Date : 3/31/2022  
 Page No : 1

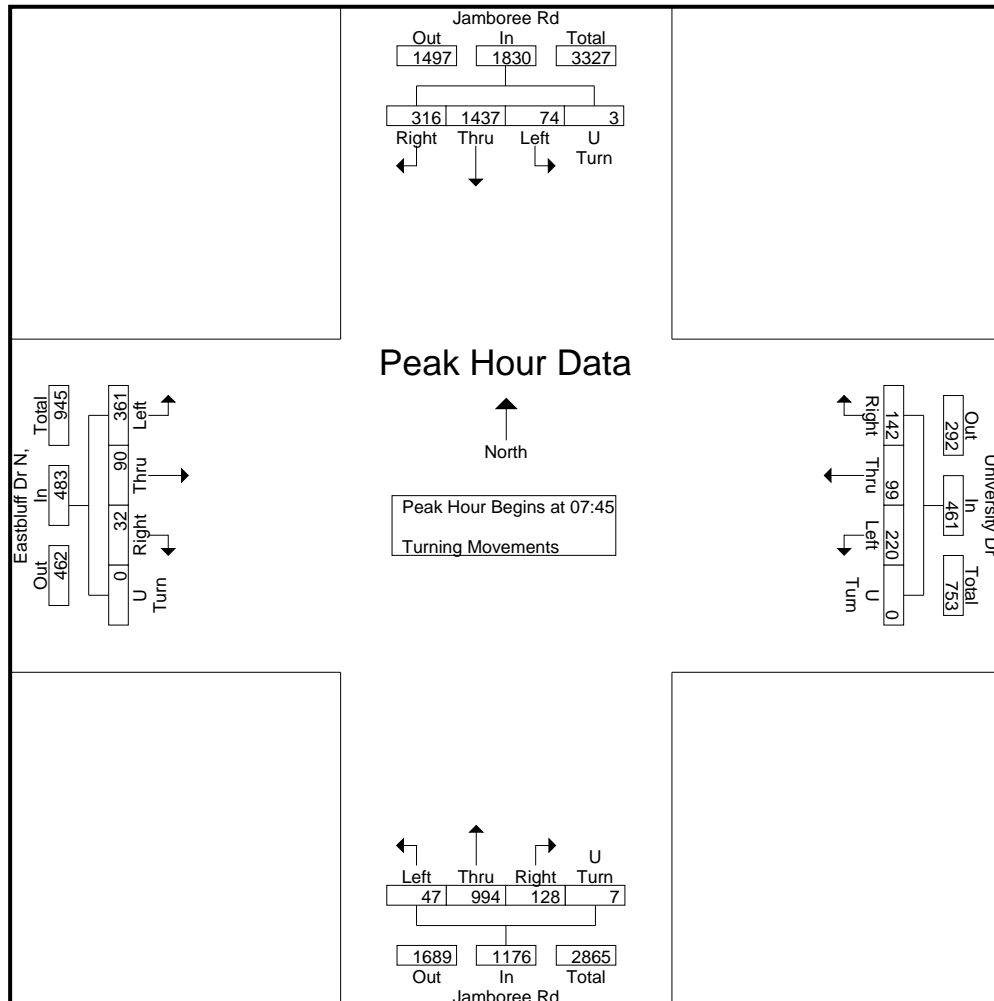
Groups Printed- Turning Movements

Start Time	Jamboree Rd Southbound				University Dr Westbound				Jamboree Rd Northbound				Eastbluff Dr N, Eastbound				Int. Total
	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	
07:00	45	259	7	0	13	10	27	0	18	171	4	0	0	4	39	0	597
07:15	79	271	12	1	33	29	24	0	25	141	4	2	1	17	56	0	695
07:30	139	317	21	1	20	54	39	1	35	228	27	1	5	19	75	0	982
07:45	99	348	16	0	25	35	43	0	35	261	33	3	20	22	101	0	1041
Total	362	1195	56	2	91	128	133	1	113	801	68	6	26	62	271	0	3315
08:00	71	383	19	2	34	22	48	0	44	260	3	2	4	35	90	0	1017
08:15	78	326	25	1	32	21	61	0	20	229	5	1	2	12	88	0	901
08:30	68	380	14	0	51	21	68	0	29	244	6	1	6	21	82	0	991
08:45	44	407	21	0	44	9	76	1	21	238	11	4	6	18	73	0	973
Total	261	1496	79	3	161	73	253	1	114	971	25	8	18	86	333	0	3882
16:30	78	291	24	4	36	22	41	1	84	389	8	3	3	28	66	0	1078
16:45	90	310	35	4	20	26	46	0	77	361	8	2	4	25	54	1	1063
Total	168	601	59	8	56	48	87	1	161	750	16	5	7	53	120	1	2141
17:00	86	335	37	2	35	30	60	0	71	408	11	3	1	20	87	1	1187
17:15	96	285	48	1	31	28	80	0	90	428	7	1	4	27	62	0	1188
17:30	93	320	26	0	40	27	55	0	74	331	10	2	5	22	57	0	1062
17:45	77	302	20	2	19	30	35	1	61	343	9	1	3	19	44	0	966
Total	352	1242	131	5	125	115	230	1	296	1510	37	7	13	88	250	1	4403
18:00	65	270	19	2	37	22	44	0	53	290	9	1	5	23	67	0	907
18:15	79	201	33	0	14	25	37	0	42	261	11	5	4	25	62	0	799
Grand Total	1287	5005	377	20	484	411	784	4	779	4583	166	32	73	337	1103	2	15447
Apprch %	19.2	74.8	5.6	0.3	28.8	24.4	46.6	0.2	14	82.4	3	0.6	4.8	22.2	72.8	0.1	
Total %	8.3	32.4	2.4	0.1	3.1	2.7	5.1	0	5	29.7	1.1	0.2	0.5	2.2	7.1	0	

City : Newport Beach  
 N-S Direction : Jamboree Rd  
 E-W Direction: Eastbluff Dr N, Universit

File Name : JA 4765  
 Site Code : 00000000  
 Start Date : 3/31/2022  
 Page No : 2

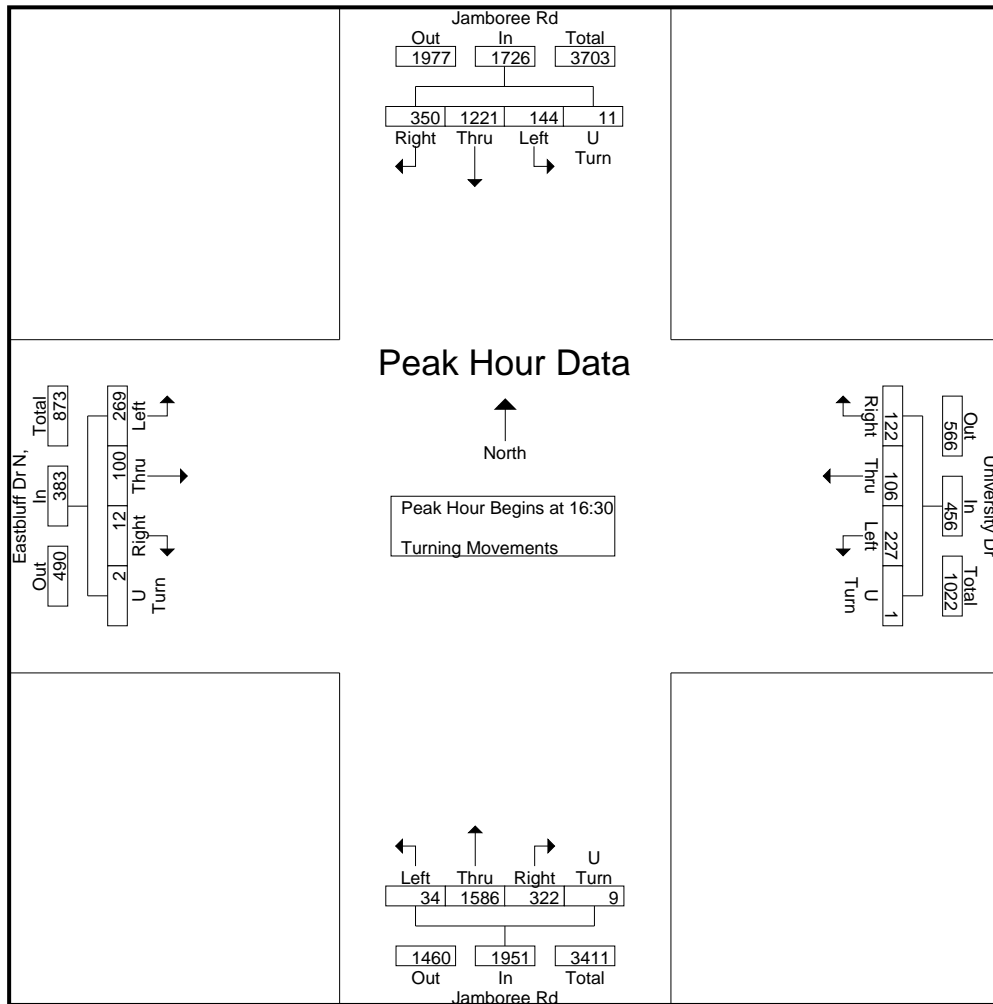
Start Time	Jamboree Rd Southbound					University Dr Westbound					Jamboree Rd Northbound					Eastbluff Dr N, Eastbound					Int. Total
	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	99					35	43	0	103	35	261	33	3	332	20		101		143	1041	
08:00	71	383	19	2	475	34	22	48	0	104	44					35	90	0	129	1017	
08:15	78	326	25																		
08:30	68	380	14	0	462	51	21	68	0	140	29	244	6	1	280	6	21	82	0	109	991
Total Volume	316	1437	74	3	1830	142	99	220	0	461	128	994	47	7	1176	32	90	361	0	483	3950
% App. Total	17.3	78.5	4	0.2		30.8	21.5	47.7	0		10.9	84.5	4	0.6		6.6	18.6	74.7	0		
PHF	.798	.938	.740	.375	.963	.696	.707	.809	.000	.823	.727	.952	.356	.583	.886	.400	.643	.894	.000	.844	.949



City : Newport Beach  
 N-S Direction : Jamboree Rd  
 E-W Direction: Eastbluff Dr N, Universit

File Name : JA 4765  
 Site Code : 00000000  
 Start Date : 3/31/2022  
 Page No : 3

Start Time	Jamboree Rd Southbound					University Dr Westbound					Jamboree Rd Northbound					Eastbluff Dr N, Eastbound					Int. Total
	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	78	291	24	4	439	36	26	46	0	92	77	361	8	2	448	4	28	66	0	97	1078
16:45	90	310	35	4	439	35	30	60	0	125	71	408	11	3	493	1	20	87	1	109	1187
17:00	86	335	37	2	460	35	30	60	0	125	71	408	11	3	493	1	20	87	1	109	1187
17:15	96	335	48	2	460	80	30	60	0	139	90	428	7	1	526	4	27	62	0	93	1188
Total Volume	350	1221	144	11	1726	122	106	227	1	456	322	1586	34	9	1951	12	100	269	2	383	4516
% App. Total	20.3	70.7	8.3	0.6		26.8	23.2	49.8	0.2		16.5	81.3	1.7	0.5		3.1	26.1	70.2	0.5		
PHF	.911	.911	.750	.688	.938	.847	.883	.709	.250	.820	.894	.926	.773	.750	.927	.750	.893	.773	.500	.878	.950



## **APPENDIX C**

### **LEVEL OF SERVICE WORKSHEETS**

**EXISTING**



-----  
 1400 Bristol Street North Residences  
 Existing  
 AM Peak Hour  
 -----

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.358  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

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

Volume Module:

Base Vol:	418	961	0	0	254	226	0	0	0	252	858	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	418	961	0	0	254	226	0	0	0	252	858	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	418	961	0	0	254	226	0	0	0	252	858	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	418	961	0	0	254	226	0	0	0	252	858	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	418	961	0	0	254	226	0	0	0	252	858	167

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	3.00	0.00	0.00	0.00	1.00	3.35	0.65
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	5357	1043

Capacity Analysis Module:

Vol/Sat:	0.13	0.20	0.00	0.00	0.04	0.05	0.00	0.00	0.00	0.16	0.16	0.16
Crit Moves:	****									****		

\*\*\*\*\*

1400 Bristol Street North Residences
Existing
AM Peak Hour

Level Of Service Computation Report

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns for traffic volumes and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 3 rows for Vol/Sat, Crit Moves, and a summary row.

1400 Bristol Street North Residences
Existing
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.468
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
Existing
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.344
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
Existing
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.325
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns for traffic volumes and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 3 rows for Vol/Sat, Crit Moves, and other metrics.

\*\*\*\*\*

1400 Bristol Street North Residences
Existing
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.283
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
Existing
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.310
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns for traffic volumes and 12 columns for adjustment factors (Base Vol, Growth Adj, etc.).

Saturation Flow Module: Table with 12 columns for saturation flow values and 12 columns for adjustment factors (Sat/Lane, Adjustment, etc.).

Capacity Analysis Module: Table with 12 columns for capacity analysis values (Vol/Sat, Crit Moves).

\*\*\*\*\*

1400 Bristol Street North Residences
Existing
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.368
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns for volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module: Table with 12 columns for saturation flow and adjustment factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis. Rows include Vol/Sat, OvlAdjV/S, and Crit Moves.

\*\*\*\*\*



1400 Bristol Street North Residences
Existing
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns for volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Saturation Flow Module: Table with 12 columns for saturation flow. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis. Rows include Vol/Sat, OvlAdjV/S, and Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
Existing
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.476
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing traffic volumes and adjustment factors for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with 12 columns representing saturation flow values and adjustment factors for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis values for Vol/Sat and Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
Existing
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.336
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
Existing
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
Existing
AM Peak Hour

Level Of Service Computation Report

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

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

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

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns for different traffic volumes and adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow values and adjustment factors.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics like Vol/Sat and Crit Moves.

1400 Bristol Street North Residences
Existing
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns for saturation flow related metrics like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics like Vol/Sat, Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
Existing
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.437

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

Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns for different traffic volumes and adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow values and adjustment factors.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics like Vol/Sat and Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
Existing
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

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

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

\*\*\*\*\*



1400 Bristol Street North Residences
Existing
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.352
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
Existing
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.527
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume metrics and 13 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module:

Table with 13 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics and 2 rows for Vol/Sat and Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
Existing
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.370
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns for volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for saturation flow. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis. Rows include Vol/Sat and Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
Existing
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.352
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns for volume and adjustment factors across four directions.

Saturation Flow Module: Table with 12 columns for saturation flow and adjustment factors.

Capacity Analysis Module: Table with 12 columns for capacity and critical moves.

\*\*\*\*\*

1400 Bristol Street North Residences
Existing
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.452
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, OvlAdjVol.

Saturation Flow Module table with 13 columns and 5 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 13 columns and 4 rows including Vol/Sat, OvlAdjV/S, Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
Existing
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.408
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic flows and 10 rows of volume and adjustment factors.

Saturation Flow Module table with 12 columns and 5 rows showing saturation flow rates and adjustments.

Capacity Analysis Module table with 12 columns and 4 rows showing capacity analysis metrics.

\*\*\*\*\*

1400 Bristol Street North Residences
Existing
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.494
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
Existing
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.350
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing traffic volumes and adjustment factors for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table with 12 columns representing saturation flow values for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis values for Vol/Sat and Crit Moves.

\*\*\*\*\*



1400 Bristol Street North Residences
Existing
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.604
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns for traffic volumes and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 3 rows for Vol/Sat, Crit Moves, and other metrics.

\*\*\*\*\*

1400 Bristol Street North Residences
Existing
PM Peak Hour

Level Of Service Computation Report

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

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

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

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 12 rows of adjustment factors.

Saturation Flow Module: Table with 12 columns representing saturation flow values and 4 rows of adjustment factors.

Capacity Analysis Module: Table with 12 columns representing capacity analysis values and 3 rows of critical moves.

**TPO YEAR 2027 WITHOUT PROJECT**

1400 Bristol Street North Residences
TPO 2027 Without Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.369
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 2 rows including Vol/Sat and Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
TPO 2027 Without Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.493
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Lanes.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves.

\*\*\*\*\*

-----  
 1400 Bristol Street North Residences  
 TPO 2027 Without Project  
 AM Peak Hour  
 -----

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.488  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

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

Volume Module:

Base Vol:	78	624	0	0	119	110	0	0	0	360	1161	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	624	0	0	119	110	0	0	0	360	1161	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	1	0	0	9	23	0	0	0	21	83	11
Initial Fut:	78	625	0	0	128	133	0	0	0	381	1244	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	625	0	0	128	133	0	0	0	381	1244	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	625	0	0	128	133	0	0	0	381	1244	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	625	0	0	128	133	0	0	0	381	1244	160

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.96	2.04	0.00	0.00	0.00	1.00	3.66	0.34
Final Sat.:	3200	3200	0	0	3139	3261	0	0	0	1600	5853	547

Capacity Analysis Module:

Vol/Sat:	0.02	0.20	0.00	0.00	0.04	0.04	0.00	0.00	0.00	0.24	0.21	0.29
Crit Moves:	****			****								

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 1400 Bristol Street North Residences  
 TPO 2027 Without Project  
 AM Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.352  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: A  
 \*\*\*\*\*

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

Volume Module:

Base Vol:	0	211	240	129	341	0	496	905	194	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	211	240	129	341	0	496	905	194	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	1	0	29	1	0	0	-5	0	0	0	0
Initial Fut:	0	212	240	158	342	0	496	900	194	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	212	240	158	342	0	496	900	194	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	212	240	158	342	0	496	900	194	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	212	240	158	342	0	496	900	194	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	1.42	3.05	0.53	0.00	0.00	0.00
Final Sat.:	0	3200	3200	3200	3200	0	2274	4875	851	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.07	0.08	0.05	0.11	0.00	0.22	0.18	0.23	0.00	0.00	0.00
Crit Moves:		****	****						****			

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1400 Bristol Street North Residences
TPO 2027 Without Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.335
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 2 rows including Vol/Sat and Crit Moves.

\*\*\*\*\*



1400 Bristol Street North Residences
TPO 2027 Without Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.313
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows including Vol/Sat, Crit Moves, and a row of asterisks.

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 1400 Bristol Street North Residences  
 TPO 2027 Without Project  
 AM Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.330  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

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

Volume Module:

Base Vol:	32	398	345	48	405	101	18	38	20	147	59	30
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	418	362	50	425	106	18	38	20	147	59	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	22	6	0	35	0	0	0	0	15	0	0
Initial Fut:	34	440	368	50	460	106	18	38	20	162	59	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	440	368	50	460	106	18	38	20	162	59	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	440	368	50	460	106	18	38	20	162	59	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	440	368	50	460	106	18	38	20	162	59	30

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.31	0.69	2.00	0.66	0.34
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	2097	1103	3200	1061	539

Capacity Analysis Module:

Vol/Sat:	0.02	0.09	0.23	0.03	0.10	0.07	0.01	0.02	0.02	0.05	0.06	0.06
Crit Moves:		****	****					****		****		

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1400 Bristol Street North Residences
TPO 2027 Without Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.417
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics and 3 rows for Vol/Sat, OvlAdjV/S, and Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
TPO 2027 Without Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.408
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics and 3 rows for Vol/Sat, OvlAdjV/S, and Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
TPO 2027 Without Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for various volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume) and rows for each.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat., and rows for each.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves, and rows for each.

\*\*\*\*\*

1400 Bristol Street North Residences
TPO 2027 Without Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.367
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows of data.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 2 rows of data.

\*\*\*\*\*

1400 Bristol Street North Residences
TPO 2027 Without Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 12 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows including Vol/Sat and Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
TPO 2027 Without Project
AM Peak Hour

Level Of Service Computation Report

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns for traffic volumes and 12 rows for various volume metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 2 rows for Vol/Sat and Crit Moves.



1400 Bristol Street North Residences
TPO 2027 Without Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.620
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics and 2 rows for Vol/Sat and Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
TPO 2027 Without Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.458
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 12 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows including Vol/Sat, Crit Moves, and \*\*\*\*.

\*\*\*\*\*

1400 Bristol Street North Residences
TPO 2027 Without Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.521
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 12 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows including Vol/Sat, Crit Moves, and a separator line.

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 1400 Bristol Street North Residences  
 TPO 2027 Without Project  
 PM Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.358  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	252	264	198	413	0	202	903	111	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	252	264	198	413	0	202	903	111	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	1	4	4	1	0	0	24	0	0	0	0
Initial Fut:	0	253	268	202	414	0	202	927	111	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	253	268	202	414	0	202	927	111	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	253	268	202	414	0	202	927	111	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	253	268	202	414	0	202	927	111	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	1.00	3.68	0.32	0.00	0.00	0.00
Final Sat.:	0	3200	3200	3200	3200	0	1600	5887	513	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.08	0.08	0.06	0.13	0.00	0.13	0.16	0.22	0.00	0.00	0.00
Crit Moves:	****			****			****					

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1400 Bristol Street North Residences
TPO 2027 Without Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

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

\*\*\*\*\*

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Lanes.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves.

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 1400 Bristol Street North Residences  
 TPO 2027 Without Project  
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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.417  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: A  
 \*\*\*\*\*

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

Volume Module:

Base Vol:	69	535	27	31	539	108	252	186	25	62	263	149
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	562	28	33	566	113	252	186	25	62	263	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	24	0	52	34	0	12	9	0	0	12	27
Initial Fut:	72	586	28	85	600	113	264	195	25	62	275	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	586	28	85	600	113	264	195	25	62	275	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	586	28	85	600	113	264	195	25	62	275	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	586	28	85	600	113	264	195	25	62	275	176

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.36	0.64	1.64	1.21	0.15	1.00	1.22	0.78
Final Sat.:	1600	4800	1600	1600	5383	1017	2620	1933	248	1600	1951	1249

Capacity Analysis Module:

Vol/Sat:	0.05	0.12	0.02	0.05	0.11	0.11	0.10	0.10	0.10	0.04	0.14	0.14
Crit Moves:	****			****					****		****	

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 1400 Bristol Street North Residences  
 TPO 2027 Without Project  
 PM Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.373  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	8	420	201	31	528	31	64	87	127	409	36	81
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	441	211	33	554	33	64	87	127	409	36	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	30	16	0	27	0	0	0	0	12	0	0
Initial Fut:	8	471	227	33	581	33	64	87	127	421	36	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	471	227	33	581	33	64	87	127	421	36	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	471	227	33	581	33	64	87	127	421	36	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	471	227	33	581	33	64	87	127	421	36	81

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.31	0.69
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1600	1600	3200	492	1108

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.10	0.14	0.02	0.12	0.02	0.04	0.05	0.08	0.13	0.07	0.07
Crit Moves:	****			****			****			****		

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1400 Bristol Street North Residences
TPO 2027 Without Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume metrics and 13 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics and 3 rows for Vol/Sat, OvlAdjV/S, and Crit Moves.

\*\*\*\*\*



1400 Bristol Street North Residences
TPO 2027 Without Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.437
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume, and OvlAdjVol.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows including Vol/Sat, OvlAdjV/S, and Crit Moves.

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 1400 Bristol Street North Residences  
 TPO 2027 Without Project  
 PM Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.516  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

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

-----

Volume Module:

Base Vol:	54	1428	172	120	811	105	158	255	82	118	274	251
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1499	181	126	852	110	158	255	82	118	274	251
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	6	47	3	0	97	2	1	0	12	5	0	0
Initial Fut:	63	1546	184	126	949	112	159	255	94	123	274	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	63	1546	184	126	949	112	159	255	0	123	274	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1546	184	126	949	112	159	255	0	123	274	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	63	1546	184	126	949	112	159	255	0	123	274	251

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.58	0.42	2.00	2.68	0.32	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5721	679	3200	4292	508	3200	3200	1600	3200	3200	1600

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Capacity Analysis Module:

Vol/Sat:	0.02	0.27	0.27	0.04	0.22	0.22	0.05	0.08	0.00	0.04	0.09	0.16
Crit Moves:	****			****			****			****		

\*\*\*\*\*

1400 Bristol Street North Residences
TPO 2027 Without Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.391
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows of data.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 2 rows of data.

\*\*\*\*\*

1400 Bristol Street North Residences
TPO 2027 Without Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B
\*\*\*\*\*

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Lanes.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
TPO 2027 Without Project
PM Peak Hour

Level Of Service Computation Report

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns for traffic volume and adjustment factors across four directions.

Saturation Flow Module: Table with 12 columns for saturation flow, adjustment, lanes, and final saturation.

Capacity Analysis Module: Table with 12 columns for volume/saturation, critical moves, and other capacity metrics.

\*\*\*\*\*

**TPO YEAR 2027 WITH PROJECT**

1400 Bristol Street North Residences
TPO 2027 With Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing traffic volumes and adjustment factors for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module:

Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat. values.

Capacity Analysis Module:

Table with 12 columns for Vol/Sat and Crit Moves values.

\*\*\*\*\*

1400 Bristol Street North Residences
TPO 2027 With Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 2 rows including Vol/Sat and Crit Moves.

\*\*\*\*\*



1400 Bristol Street North Residences
TPO 2027 With Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.493
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 2 rows of data including Vol/Sat and Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
TPO 2027 With Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.360
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 13 columns and 2 rows including Vol/Sat, Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
TPO 2027 With Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.335
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for various volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume) and values for four approaches.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. values for four approaches.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves values for four approaches.

\*\*\*\*\*

1400 Bristol Street North Residences
TPO 2027 With Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.313
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 2 rows of data including Vol/Sat and Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
TPO 2027 With Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.330
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume metrics and 13 rows of data.

Saturation Flow Module:

Table with 13 columns representing saturation flow metrics and 4 rows of data.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis metrics and 2 rows of data.

\*\*\*\*\*

1400 Bristol Street North Residences
TPO 2027 With Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.416
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 4 columns for the four directions.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 columns for the four directions.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 4 columns for the four directions.

\*\*\*\*\*

1400 Bristol Street North Residences
TPO 2027 With Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.409
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns representing capacity analysis and 4 rows of data including Vol/Sat, OvlAdjV/S, and Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
TPO 2027 With Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.503
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing traffic volumes and adjustment factors for various vehicle types and conditions.

Saturation Flow Module:

Table with 12 columns representing saturation flow rates and adjustment factors for different lane configurations.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics such as Vol/Sat and Crit Moves.

\*\*\*\*\*



1400 Bristol Street North Residences
TPO 2027 With Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.360
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 4 columns for North, South, East, and West bounds.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 columns for North, South, East, and West bounds.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 4 columns for North, South, East, and West bounds.

\*\*\*\*\*

1400 Bristol Street North Residences
TPO 2027 With Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with 12 columns and 5 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows including Vol/Sat, Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
TPO 2027 With Project
AM Peak Hour

Level Of Service Computation Report

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.579
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
TPO 2027 With Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.619
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

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 1400 Bristol Street North Residences  
 TPO 2027 With Project  
 PM Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.460  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: A  
 \*\*\*\*\*

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

Volume Module:

Base Vol:	0	692	262	123	694	0	435	822	485	0	0	0
Growth Adj:	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	727	275	123	694	0	435	822	485	0	0	0
Added Vol:	0	0	1	0	-5	0	0	9	0	0	0	0
PasserByVol:	0	4	16	0	6	0	10	8	0	0	0	0
Initial Fut:	0	731	292	123	695	0	445	839	485	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	731	292	123	695	0	445	839	485	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	731	292	123	695	0	445	839	485	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	731	292	123	695	0	445	839	485	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	3.00	0.00	1.39	2.61	2.00	0.00	0.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	2218	4182	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.11	0.18	0.08	0.14	0.00	0.20	0.20	0.15	0.00	0.00	0.00
Crit Moves:		****	****				****					

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1400 Bristol Street North Residences
TPO 2027 With Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.519
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
TPO 2027 With Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.359
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Lanes.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
TPO 2027 With Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

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

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 13 columns and 2 rows including Vol/Sat, Crit Moves.

\*\*\*\*\*



1400 Bristol Street North Residences
TPO 2027 With Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.417
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
TPO 2027 With Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.374
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 2 rows including Vol/Sat and Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
TPO 2027 With Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume metrics and 13 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics and 3 rows for Vol/Sat, OvlAdjV/S, and Crit Moves.

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 1400 Bristol Street North Residences  
 TPO 2027 With Project  
 PM Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.438  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: A  
 \*\*\*\*\*

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

Volume Module:

Base Vol:	142	1959	67	56	1423	162	165	102	129	135	104	67	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	149	2057	70	59	1494	170	165	102	129	135	104	67	
Added Vol:	0	4	0	0	-6	0	0	0	0	0	0	0	
PasserByVol:	4	67	18	0	27	11	5	3	2	6	4	0	
Initial Fut:	153	2128	88	59	1515	181	170	105	131	141	108	67	
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	
PHF Volume:	153	2128	0	59	1515	181	170	105	0	141	108	67	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	153	2128	0	59	1515	181	170	105	0	141	108	67	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	
FinalVolume:	153	2128	0	59	1515	181	170	105	0	141	108	67	
OvlAdjVol:							96						

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.05	0.33	0.00	0.02	0.24	0.11	0.05	0.03	0.00	0.04	0.03	0.04	
OvlAdjV/S:							0.06						
Crit Moves:	****			****			****			****			

\*\*\*\*\*

1400 Bristol Street North Residences
TPO 2027 With Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.516
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 2 rows of data including Vol/Sat and Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
TPO 2027 With Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.405
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement, Control, Rights. Includes lane counts and control types like Protected, Permitted, and Ignored.

Volume Module:

Table with 12 columns representing different volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume) and 12 rows representing different approaches.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.) and 12 rows representing different approaches.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics (Vol/Sat, Crit Moves) and 12 rows representing different approaches.

\*\*\*\*\*

1400 Bristol Street North Residences
TPO 2027 With Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 12 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 2 rows including Vol/Sat and Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
TPO 2027 With Project
PM Peak Hour

Level Of Service Computation Report

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.610
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns and 5 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and 3 rows of data including Vol/Sat, Crit Moves, and a row of asterisks.



**CEQA YEAR 2027 WITHOUT PROJECT**

1400 Bristol Street North Residences
CEQA 2027 Without Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.458
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing traffic volumes and adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module:

Table with 12 columns representing saturation flow and adjustments. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis. Rows include Vol/Sat and Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
CEQA 2027 Without Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

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

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 2 rows including Vol/Sat and Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
CEQA 2027 Without Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.498
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 12 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows including Vol/Sat, Crit Moves, and a separator line.

1400 Bristol Street North Residences
CEQA 2027 Without Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.361
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
CEQA 2027 Without Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.441
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for various volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume) and rows for each bound.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. for each bound.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves for each bound.

\*\*\*\*\*

1400 Bristol Street North Residences
CEQA 2027 Without Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.355
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for various volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume) and rows for each bound.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. for each bound.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves for each bound.

\*\*\*\*\*

1400 Bristol Street North Residences
CEQA 2027 Without Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.404
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume metrics and 13 rows of data.

Saturation Flow Module:

Table with 13 columns representing saturation flow metrics and 4 rows of data.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis metrics and 2 rows of data.

\*\*\*\*\*



1400 Bristol Street North Residences
CEQA 2027 Without Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.557
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different traffic metrics and 12 rows for various volume and adjustment factors.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 3 rows for Vol/Sat, OvlAdjV/S, and Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
CEQA 2027 Without Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Table with 12 columns representing different traffic volumes and adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume, and OvlAdjVol.

Table with 12 columns representing saturation flow and adjustments. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns representing capacity analysis. Rows include Vol/Sat, OvlAdjV/S, and Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
CEQA 2027 Without Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.574
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing traffic volumes and adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics. Rows include Vol/Sat and Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
CEQA 2027 Without Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.394
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows of data.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 2 rows of data.

\*\*\*\*\*

1400 Bristol Street North Residences
CEQA 2027 Without Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.651
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
CEQA 2027 Without Project
AM Peak Hour

Level Of Service Computation Report

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

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

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

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for various volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume) and rows for each bound.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. for each bound.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves for each bound.

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 1400 Bristol Street North Residences  
 CEQA 2027 Without Project  
 PM Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

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

\*\*\*\*\*

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

Volume Module:

Base Vol:	521	557	0	0	575	813	0	0	0	278	1697	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	521	557	0	0	575	813	0	0	0	278	1697	107
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	239	0	0	134	223	0	0	0	3	104	0
Initial Fut:	521	796	0	0	709	1036	0	0	0	281	1801	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	521	796	0	0	709	1036	0	0	0	281	1801	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	521	796	0	0	709	1036	0	0	0	281	1801	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	521	796	0	0	709	1036	0	0	0	281	1801	107

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	3.00	0.00	0.00	0.00	1.00	3.78	0.22
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	6041	359

Capacity Analysis Module:

Vol/Sat:	0.16	0.17	0.00	0.00	0.11	0.22	0.00	0.00	0.00	0.18	0.30	0.30
Crit Moves:	****					****				****		

\*\*\*\*\*

1400 Bristol Street North Residences
CEQA 2027 Without Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows including Vol/Sat, Crit Moves, and a row of asterisks.

\*\*\*\*\*



1400 Bristol Street North Residences
CEQA 2027 Without Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 12 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows including Vol/Sat, Crit Moves, and asterisks.

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 1400 Bristol Street North Residences  
 CEQA 2027 Without Project  
 PM Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.364  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	252	264	198	413	0	202	903	111	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	252	264	198	413	0	202	903	111	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	9	4	4	11	0	24	39	0	0	0	0
Initial Fut:	0	261	268	202	424	0	226	942	111	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	261	268	202	424	0	226	942	111	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	261	268	202	424	0	226	942	111	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	261	268	202	424	0	226	942	111	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	1.00	3.68	0.32	0.00	0.00	0.00
Final Sat.:	0	3200	3200	3200	3200	0	1600	5894	506	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.08	0.08	0.06	0.13	0.00	0.14	0.16	0.22	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

\*\*\*\*\*

1400 Bristol Street North Residences
CEQA 2027 Without Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.669
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 13 rows showing various volume and adjustment factors.

Saturation Flow Module table with 13 columns and 4 rows showing saturation flow and adjustment factors.

Capacity Analysis Module table with 13 columns and 2 rows showing capacity analysis metrics.

\*\*\*\*\*

1400 Bristol Street North Residences
CEQA 2027 Without Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

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

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 2 rows including Vol/Sat and Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
CEQA 2027 Without Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.423
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 12 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows including Vol/Sat, Crit Moves, and a row of asterisks.

\*\*\*\*\*

1400 Bristol Street North Residences
CEQA 2027 Without Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.620
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different traffic metrics and 13 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis metrics and 3 rows of data including Vol/Sat, OvlAdjV/S, and Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
CEQA 2027 Without Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.476
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic flows and 11 rows of volume and adjustment factors.

Saturation Flow Module table with 12 columns and 4 rows showing saturation flow rates and adjustments.

Capacity Analysis Module table with 12 columns and 4 rows showing capacity analysis metrics.

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 1400 Bristol Street North Residences  
 CEQA 2027 Without Project  
 PM Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.622  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: B  
 \*\*\*\*\*

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

Volume Module:

Base Vol:	54	1428	172	120	811	105	158	255	82	118	274	251
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1499	181	126	852	110	158	255	82	118	274	251
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	154	256	3	36	276	13	10	0	117	5	0	94
Initial Fut:	211	1755	184	162	1128	123	168	255	199	123	274	345
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	211	1755	184	162	1128	123	168	255	0	123	274	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	1755	184	162	1128	123	168	255	0	123	274	345
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	211	1755	184	162	1128	123	168	255	0	123	274	345

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.62	0.38	2.00	2.70	0.30	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5794	606	3200	4327	473	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.07	0.30	0.30	0.05	0.26	0.26	0.05	0.08	0.00	0.04	0.09	0.22
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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 1400 Bristol Street North Residences  
 CEQA 2027 Without Project  
 PM Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.423  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: A  
 \*\*\*\*\*

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

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Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	579	1027	880	0	722	541	0	0	0	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	608	1078	924	0	758	568	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	17	385	30	0	395	98	0	0	0	0	0	0
Initial Fut:	625	1463	954	0	1153	666	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	625	1463	0	0	1153	666	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	625	1463	0	0	1153	666	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	625	1463	0	0	1153	666	0	0	0	0	0	0

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.17	1.83	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	4800	1600	0	5071	2929	0	0	0	0	0	0

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Capacity Analysis Module:

Vol/Sat:	0.20	0.30	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

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1400 Bristol Street North Residences
CEQA 2027 Without Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics and 2 rows for Vol/Sat and Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
CEQA 2027 Without Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 12 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows including Vol/Sat, Crit Moves, and a row of asterisks.

**CEQA YEAR 2027 WITH PROJECT**

1400 Bristol Street North Residences
CEQA 2027 With Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.459
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics and 2 rows for Vol/Sat and Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
CEQA 2027 With Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.541
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows including Vol/Sat, Crit Moves, and a row of asterisks.

\*\*\*\*\*

1400 Bristol Street North Residences
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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics and 2 rows for Vol/Sat and Crit Moves.

\*\*\*\*\*

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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.361
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows including Vol/Sat, Crit Moves.

\*\*\*\*\*



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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.441
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for various volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume) and rows for each bound.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. for each bound.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves for each bound.

\*\*\*\*\*

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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.355
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows including Vol/Sat, Crit Moves, and a row of asterisks.

\*\*\*\*\*

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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.403
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume metrics and 13 rows of data.

Saturation Flow Module:

Table with 13 columns representing saturation flow metrics and 4 rows of data.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis metrics and 2 rows of data.

\*\*\*\*\*

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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.556
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics and 3 rows for Vol/Sat, OvlAdjV/S, and Crit Moves.

\*\*\*\*\*

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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.451
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic volumes and adjustment factors.

Saturation Flow Module table with 12 columns representing saturation flow rates and adjustments.

Capacity Analysis Module table with 12 columns representing capacity analysis metrics.

\*\*\*\*\*

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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.574
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing traffic volumes and adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module:

Table with 12 columns representing saturation flow and adjustments. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis. Rows include Vol/Sat and Crit Moves.

\*\*\*\*\*

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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.386
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows of data.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 5 rows of data.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 2 rows of data.

\*\*\*\*\*

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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

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

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 4 columns for North, South, East, and West bounds.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 columns for North, South, East, and West bounds.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 4 columns for North, South, East, and West bounds.

\*\*\*\*\*



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Level Of Service Computation Report

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B
\*\*\*\*\*

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for various volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume) and values for four approaches.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. values for four approaches.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves values for four approaches.

\*\*\*\*\*

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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

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

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing traffic volumes and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module:

Table with 12 columns representing saturation flow and adjustment factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics. Rows include Vol/Sat and Crit Moves.

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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.494  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: A  
 \*\*\*\*\*

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

-----

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	692	262	123	694	0	435	822	485	0	0	0
Growth Adj:	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	727	275	123	694	0	435	822	485	0	0	0
Added Vol:	0	0	1	0	-5	0	0	9	0	0	0	0
PasserByVol:	0	80	16	0	136	0	189	46	0	0	0	0
Initial Fut:	0	807	292	123	825	0	624	877	485	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	807	292	123	825	0	624	877	485	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	807	292	123	825	0	624	877	485	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	807	292	123	825	0	624	877	485	0	0	0

-----

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	3.00	0.00	1.66	2.34	2.00	0.00	0.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	2661	3739	3200	0	0	0

-----

Capacity Analysis Module:

Vol/Sat:	0.00	0.13	0.18	0.08	0.17	0.00	0.23	0.23	0.15	0.00	0.00	0.00
Crit Moves:		****	****				****					

\*\*\*\*\*

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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

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

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics and 2 rows for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.365  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	252	264	198	413	0	202	903	111	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	252	264	198	413	0	202	903	111	0	0	0
Added Vol:	0	0	0	-5	0	0	0	11	0	0	0	0
PasserByVol:	0	9	4	4	11	0	24	39	0	0	0	0
Initial Fut:	0	261	268	197	424	0	226	953	111	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	261	268	197	424	0	226	953	111	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	261	268	197	424	0	226	953	111	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	261	268	197	424	0	226	953	111	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	1.00	3.69	0.31	0.00	0.00	0.00
Final Sat.:	0	3200	3200	3200	3200	0	1600	5899	501	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.08	0.08	0.06	0.13	0.00	0.14	0.16	0.22	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.669
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 13 rows showing various volume and adjustment factors.

Saturation Flow Module table with 13 columns and 4 rows showing saturation flow and adjustment factors.

Capacity Analysis Module table with 13 columns and 2 rows showing capacity analysis metrics.

\*\*\*\*\*

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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

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

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves.

\*\*\*\*\*

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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.425
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics and 2 rows for Vol/Sat and Crit Moves.

\*\*\*\*\*



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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume metrics and 13 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics and 3 rows for Vol/Sat, OvlAdjV/S, and Crit Moves.

\*\*\*\*\*

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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.477
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume, and OvlAdjVol.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows including Vol/Sat, OvlAdjV/S, and Crit Moves.

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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.622  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: B  
 \*\*\*\*\*

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

Volume Module:

Base Vol:	54	1428	172	120	811	105	158	255	82	118	274	251
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1499	181	126	852	110	158	255	82	118	274	251
Added Vol:	0	1	0	0	12	0	0	0	0	0	0	0
PasserByVol:	154	256	3	36	276	13	10	0	117	5	0	94
Initial Fut:	211	1756	184	162	1140	123	168	255	199	123	274	345
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	211	1756	184	162	1140	123	168	255	0	123	274	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	1756	184	162	1140	123	168	255	0	123	274	345
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	211	1756	184	162	1140	123	168	255	0	123	274	345

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.62	0.38	2.00	2.71	0.29	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5794	606	3200	4332	468	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.07	0.30	0.30	0.05	0.26	0.26	0.05	0.08	0.00	0.04	0.09	0.22
Crit Moves:	****			****			****					****

\*\*\*\*\*

1400 Bristol Street North Residences
CEQA 2027 With Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.431
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics and 2 rows for Vol/Sat and Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
CEQA 2027 With Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics and 5 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics and 2 rows for Vol/Sat and Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
CEQA 2027 With Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.679
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns for traffic volumes and 12 rows for various adjustment factors like Growth Adj, Initial Bse, PHF Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 2 rows for Vol/Sat and Crit Moves.

\*\*\*\*\*

**POST 2030 GENERAL PLAN BUILDOUT WITHOUT PROJECT**

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 1400 Bristol Street North Residences  
 General Plan Without Project  
 AM Peak Hour  
 -----

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.024  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: F  
 \*\*\*\*\*

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

Volume Module:

Base Vol:	540	3220	0	0	510	410	0	0	0	310	2010	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	3220	0	0	510	410	0	0	0	310	2010	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	540	3220	0	0	510	410	0	0	0	310	2010	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	3220	0	0	510	410	0	0	0	310	2010	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	540	3220	0	0	510	410	0	0	0	310	2010	250

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	3.00	0.00	0.00	0.00	1.00	3.56	0.44
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	5692	708

Capacity Analysis Module:

Vol/Sat:	0.17	0.67	0.00	0.00	0.08	0.09	0.00	0.00	0.00	0.19	0.35	0.35
Crit Moves:	****									****		

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 1400 Bristol Street North Residences  
 General Plan Without Project  
 AM Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.893  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: D

\*\*\*\*\*

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

Volume Module:

Base Vol:	0	2380	510	110	730	0	1370	1590	670	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2380	510	110	730	0	1370	1590	670	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2380	510	110	730	0	1370	1590	670	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2380	510	110	730	0	1370	1590	670	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2380	510	110	730	0	1370	1590	670	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.12	0.88	1.00	3.00	0.00	1.85	2.15	2.00	0.00	0.00	0.00
Final Sat.:	0	6588	1412	1600	4800	0	2962	3438	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.36	0.36	0.07	0.15	0.00	0.46	0.46	0.21	0.00	0.00	0.00
Crit Moves:	****			****			****					

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 1400 Bristol Street North Residences  
 General Plan Without Project  
 AM Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.916  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: E

\*\*\*\*\*

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

Volume Module:

Base Vol:	110	1230	0	0	270	400	0	0	0	480	1730	820
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1230	0	0	270	400	0	0	0	480	1730	820
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1230	0	0	270	400	0	0	0	480	1730	820
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1230	0	0	270	400	0	0	0	480	1730	820
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1230	0	0	270	400	0	0	0	480	1730	820

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.61	2.39	0.00	0.00	0.00	1.00	3.04	0.96
Final Sat.:	3200	3200	0	0	2579	3821	0	0	0	1600	4856	1544

Capacity Analysis Module:

Vol/Sat:	0.03	0.38	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.30	0.36	0.53
Crit Moves:	****									****		

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1400 Bristol Street North Residences
General Plan Without Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

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 1400 Bristol Street North Residences  
 General Plan Without Project  
 AM Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.809  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: D

\*\*\*\*\*

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

Volume Module:

Base Vol:	150	1660	120	240	990	550	770	990	200	40	630	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	1660	120	240	990	550	770	990	200	40	630	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	150	1660	120	240	990	550	770	990	200	40	630	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1660	120	240	990	550	770	990	200	40	630	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	150	1660	120	240	990	550	770	990	200	40	630	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.50	0.50	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	3993	807	3200	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.09	0.26	0.08	0.15	0.15	0.34	0.24	0.25	0.25	0.01	0.13	0.00
Crit Moves:	****					****	****				****	

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 1400 Bristol Street North Residences  
 General Plan Without Project  
 AM Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.796  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: C

\*\*\*\*\*

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

Volume Module:

Base Vol:	50	1340	140	180	810	230	710	670	60	50	310	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1340	140	180	810	230	710	670	60	50	310	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1340	140	180	810	230	710	670	60	50	310	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1340	140	180	810	230	710	670	60	50	310	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1340	140	180	810	230	710	670	60	50	310	20

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.12	0.88	1.49	1.39	0.12	1.00	1.88	0.12
Final Sat.:	1600	4800	1600	1600	4985	1415	2372	2229	199	1600	3006	194

Capacity Analysis Module:

Vol/Sat:	0.03	0.28	0.09	0.11	0.16	0.16	0.30	0.30	0.30	0.03	0.10	0.10
Crit Moves:	****			****			****			****		

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 1400 Bristol Street North Residences  
 General Plan Without Project  
 AM Peak Hour  
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Level Of Service Computation Report

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

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.562  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: A  
 \*\*\*\*\*

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

Volume Module:

Base Vol:	130	1460	580	60	670	190	40	170	60	170	180	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1460	580	60	670	190	40	170	60	170	180	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1460	580	60	670	190	40	170	60	170	180	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1460	580	60	670	190	40	170	60	170	180	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1460	580	60	670	190	40	170	60	170	180	40

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.48	0.52	2.00	0.82	0.18
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	2365	835	3200	1309	291

Capacity Analysis Module:

Vol/Sat:	0.08	0.30	0.36	0.04	0.14	0.12	0.03	0.07	0.07	0.05	0.14	0.14
Crit Moves:			****	****			****			****		

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1400 Bristol Street North Residences
General Plan Without Project
AM Peak Hour

Level Of Service Computation Report

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

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.877
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, OvlAdjV/S, Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
General Plan Without Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic flows and 10 rows of adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 4 rows showing Vol/Sat, OvlAdjV/S, and Crit Moves.

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 1400 Bristol Street North Residences  
 General Plan Without Project  
 AM Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.930  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: E

\*\*\*\*\*

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

Volume Module:

Base Vol:	100	2030	320	700	1710	360	260	280	30	800	840	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	2030	320	700	1710	360	260	280	30	800	840	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	100	2030	320	700	1710	360	260	280	0	800	840	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	2030	320	700	1710	360	260	280	0	800	840	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	100	2030	320	700	1710	360	260	280	0	800	840	170

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.46	0.54	2.00	2.48	0.52	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5529	871	3200	3965	835	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.37	0.37	0.22	0.43	0.43	0.08	0.09	0.00	0.25	0.26	0.11
Crit Moves:	****			****			****			****		

\*\*\*\*\*

1400 Bristol Street North Residences
General Plan Without Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 13 columns for capacity analysis factors like Vol/Sat, Crit Moves.

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 1400 Bristol Street North Residences  
 General Plan Without Project  
 AM Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.942  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: E

\*\*\*\*\*

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

Volume Module:

Base Vol:	0	2100	60	0	700	0	2150	570	1020	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2100	60	0	700	0	2150	570	1020	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2100	60	0	700	0	2150	570	1020	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2100	60	0	700	0	2150	570	1020	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2100	60	0	700	0	2150	570	1020	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.86	0.14	0.00	4.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7778	222	0	6400	0	3200	1600	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.27	0.27	0.00	0.11	0.00	0.67	0.36	0.32	0.00	0.00	0.00
Crit Moves:	****			****			****					

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 1400 Bristol Street North Residences  
 General Plan Without Project  
 AM Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.681  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: B  
 \*\*\*\*\*

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

Volume Module:

Base Vol:	60	1620	240	130	1090	270	510	120	10	340	110	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1620	240	130	1090	270	510	120	10	340	110	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	60	1620	240	130	1090	270	510	120	10	340	110	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1620	240	130	1090	270	510	120	10	340	110	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	60	1620	240	130	1090	270	510	120	10	340	110	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.62	0.38	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2590	610	1600	3200	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.04	0.34	0.15	0.04	0.23	0.17	0.20	0.20	0.01	0.11	0.07	0.00
Crit Moves:	****			****			****			****		

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 1400 Bristol Street North Residences  
 General Plan Without Project  
 PM Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.948  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: E

\*\*\*\*\*

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

Volume Module:

Base Vol:	600	1700	0	0	1850	1270	0	0	0	540	2880	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	600	1700	0	0	1850	1270	0	0	0	540	2880	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	600	1700	0	0	1850	1270	0	0	0	540	2880	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	1700	0	0	1850	1270	0	0	0	540	2880	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	600	1700	0	0	1850	1270	0	0	0	540	2880	140

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	3.00	0.00	0.00	0.00	1.00	3.81	0.19
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	6103	297

Capacity Analysis Module:

Vol/Sat:	0.19	0.35	0.00	0.00	0.29	0.26	0.00	0.00	0.00	0.34	0.47	0.47
Crit Moves:	****				****						****	

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 1400 Bristol Street North Residences  
 General Plan Without Project  
 PM Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.774  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: C

\*\*\*\*\*

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

Volume Module:

Base Vol:	0	1770	410	310	2060	0	550	1420	630	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1770	410	310	2060	0	550	1420	630	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1770	410	310	2060	0	550	1420	630	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1770	410	310	2060	0	550	1420	630	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1770	410	310	2060	0	550	1420	630	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.06	0.94	1.00	3.00	0.00	1.12	2.88	2.00	0.00	0.00	0.00
Final Sat.:	0	6495	1505	1600	4800	0	1787	4613	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.27	0.27	0.19	0.43	0.00	0.31	0.31	0.20	0.00	0.00	0.00
Crit Moves:	****			****			****					

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 1400 Bristol Street North Residences  
 General Plan Without Project  
 PM Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

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

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

Volume Module:

Base Vol:	180	600	0	0	830	1480	0	0	0	530	1730	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	600	0	0	830	1480	0	0	0	530	1730	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	600	0	0	830	1480	0	0	0	530	1730	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	600	0	0	830	1480	0	0	0	530	1730	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	600	0	0	830	1480	0	0	0	530	1730	160

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.44	2.56	0.00	0.00	0.00	1.00	3.75	0.25
Final Sat.:	3200	3200	0	0	2300	4100	0	0	0	1600	5994	406

Capacity Analysis Module:

Vol/Sat:	0.06	0.19	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.33	0.29	0.39
Crit Moves:	****				****							****

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 1400 Bristol Street North Residences  
 General Plan Without Project  
 PM Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: B  
 \*\*\*\*\*

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

Volume Module:

Base Vol:	0	330	300	440	920	0	380	1490	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	330	300	440	920	0	380	1490	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	330	300	440	920	0	380	1490	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	330	300	440	920	0	380	1490	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	330	300	440	920	0	380	1490	130	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.10	1.90	2.00	2.00	0.00	1.00	3.76	0.24	0.00	0.00	0.00
Final Sat.:	0	3352	3048	3200	3200	0	1600	6015	385	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.10	0.10	0.14	0.29	0.00	0.24	0.25	0.34	0.00	0.00	0.00
Crit Moves:				****					****			

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 1400 Bristol Street North Residences  
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Level Of Service Computation Report

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

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.241  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: F  
 \*\*\*\*\*

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

Volume Module:

Base Vol:	320	1520	80	150	1510	910	530	700	160	160	1470	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	1520	80	150	1510	910	530	700	160	160	1470	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	320	1520	80	150	1510	910	530	700	160	160	1470	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	1520	80	150	1510	910	530	700	160	160	1470	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	320	1520	80	150	1510	910	530	700	160	160	1470	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	2.44	0.56	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	3907	893	3200	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.20	0.24	0.05	0.09	0.24	0.57	0.17	0.18	0.18	0.05	0.31	0.00
Crit Moves:	****					****	****				****	

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 1400 Bristol Street North Residences  
 General Plan Without Project  
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Level Of Service Computation Report

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

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.016  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: F  
 \*\*\*\*\*

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

Volume Module:

Base Vol:	180	1030	60	130	1280	390	460	480	70	150	1020	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1030	60	130	1280	390	460	480	70	150	1020	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1030	60	130	1280	390	460	480	70	150	1020	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1030	60	130	1280	390	460	480	70	150	1020	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1030	60	130	1280	390	460	480	70	150	1020	360

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.07	0.93	1.37	1.42	0.21	1.00	1.48	0.52
Final Sat.:	1600	4800	1600	1600	4905	1495	2193	2276	331	1600	2365	835

Capacity Analysis Module:

Vol/Sat:	0.11	0.21	0.04	0.08	0.26	0.26	0.21	0.21	0.21	0.09	0.43	0.43
Crit Moves:	****				****			****			****	

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 1400 Bristol Street North Residences  
 General Plan Without Project  
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Level Of Service Computation Report

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

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.682  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: B  
 \*\*\*\*\*

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

Volume Module:

Base Vol:	50	960	180	110	1280	110	140	270	100	860	210	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	960	180	110	1280	110	140	270	100	860	210	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	960	180	110	1280	110	140	270	100	860	210	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	960	180	110	1280	110	140	270	100	860	210	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	960	180	110	1280	110	140	270	100	860	210	110

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.46	0.54	2.00	0.66	0.34
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	2335	865	3200	1050	550

Capacity Analysis Module:

Vol/Sat:	0.03	0.20	0.11	0.07	0.27	0.07	0.09	0.12	0.12	0.27	0.20	0.20
Crit Moves:	****			****			****			****		

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 1400 Bristol Street North Residences  
 General Plan Without Project  
 PM Peak Hour  
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Level Of Service Computation Report

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

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.858  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: D  
 \*\*\*\*\*

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

Volume Module:

Base Vol:	290	870	620	260	1600	560	240	1480	70	920	1570	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	870	620	260	1600	560	240	1480	70	920	1570	180
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	870	620	260	1600	0	240	1480	70	920	1570	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	870	620	260	1600	0	240	1480	70	920	1570	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	290	870	620	260	1600	0	240	1480	70	920	1570	180
OvlAdjVol:	313											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.82	0.18	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	6111	289	4800	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.09	0.18	0.39	0.08	0.33	0.00	0.08	0.24	0.24	0.19	0.33	0.11
OvlAdjV/S:	0.20											
Crit Moves:	****				****				****			

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 1400 Bristol Street North Residences  
 General Plan Without Project  
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Level Of Service Computation Report

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

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.792  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: C  
 \*\*\*\*\*

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

Volume Module:

Base Vol:	260	2710	140	40	3090	480	330	210	100	220	400	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	2710	140	40	3090	480	330	210	100	220	400	50
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	260	2710	0	40	3090	480	330	210	0	220	400	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	2710	0	40	3090	480	330	210	0	220	400	50
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	260	2710	0	40	3090	480	330	210	0	220	400	50
OvlAdjVol:							315			30		

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.08	0.42	0.00	0.01	0.48	0.30	0.10	0.07	0.00	0.07	0.13	0.03
OvlAdjV/S:							0.20			0.02		
Crit Moves:	****			****			****			****		

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 1400 Bristol Street North Residences  
 General Plan Without Project  
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Level Of Service Computation Report

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

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.180  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: F  
 \*\*\*\*\*

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

Volume Module:

Base Vol:	160	1950	720	470	2660	260	610	850	30	360	650	530
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1950	720	470	2660	260	610	850	30	360	650	530
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	160	1950	720	470	2660	260	610	850	0	360	650	530
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1950	720	470	2660	260	610	850	0	360	650	530
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	160	1950	720	470	2660	260	610	850	0	360	650	530

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.73	0.27	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4373	427	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.05	0.41	0.45	0.15	0.61	0.61	0.19	0.27	0.00	0.11	0.20	0.33
Crit Moves:	****			****			****			****		

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 1400 Bristol Street North Residences  
 General Plan Without Project  
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Level Of Service Computation Report

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

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: B  
 \*\*\*\*\*

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

Volume Module:

Base Vol:	900	2620	0	0	1460	1040	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	900	2620	0	0	1460	1040	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	900	2620	0	0	1460	1040	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	900	2620	0	0	1460	1040	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	900	2620	0	0	1460	1040	0	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	4800	1600	0	4800	3200	0	0	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.28	0.55	0.00	0.00	0.30	0.33	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

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 1400 Bristol Street North Residences  
 General Plan Without Project  
 PM Peak Hour  
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Level Of Service Computation Report

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

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.867  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: D  
 \*\*\*\*\*

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

Volume Module:

Base Vol:	0	2360	110	0	1490	0	1180	1500	1010	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2360	110	0	1490	0	1180	1500	1010	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2360	110	0	1490	0	1180	1500	1010	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2360	110	0	1490	0	1180	1500	1010	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2360	110	0	1490	0	1180	1500	1010	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.78	0.22	0.00	4.00	0.00	1.32	1.68	2.00	0.00	0.00	0.00
Final Sat.:	0	7644	356	0	6400	0	2113	2687	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.31	0.31	0.00	0.23	0.00	0.56	0.56	0.32	0.00	0.00	0.00
Crit Moves:	****			****			****					

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 1400 Bristol Street North Residences  
 General Plan Without Project  
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Level Of Service Computation Report

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

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

\*\*\*\*\*

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

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

Volume Module:

Base Vol:	50	1940	360	190	1920	390	200	110	10	340	110	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1940	360	190	1920	390	200	110	10	340	110	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	1940	360	190	1920	390	200	110	10	340	110	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1940	360	190	1920	390	200	110	10	340	110	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	1940	360	190	1920	390	200	110	10	340	110	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.29	0.71	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2065	1135	1600	3200	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.40	0.23	0.06	0.40	0.24	0.10	0.10	0.01	0.11	0.07	0.00
Crit Moves:	****			****			****			****		

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**POST 2030 GENERAL PLAN BUILDOUT WITH PROJECT**

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 1400 Bristol Street North Residences  
 General Plan With Project  
 AM Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.025  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: F

\*\*\*\*\*

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

Volume Module:

Base Vol:	540	3220	0	0	510	410	0	0	0	310	2010	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	3220	0	0	510	410	0	0	0	310	2010	250
Added Vol:	0	0	0	0	0	0	0	0	0	2	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	540	3220	0	0	510	410	0	0	0	312	2018	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	540	3220	0	0	510	410	0	0	0	312	2018	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	3220	0	0	510	410	0	0	0	312	2018	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	540	3220	0	0	510	410	0	0	0	312	2018	250

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	3.00	0.00	0.00	0.00	1.00	3.56	0.44
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	5695	705

Capacity Analysis Module:

Vol/Sat:	0.17	0.67	0.00	0.00	0.08	0.09	0.00	0.00	0.00	0.20	0.35	0.35
Crit Moves:	****									****		

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1400 Bristol Street North Residences
General Plan With Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.893
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with 12 columns and 5 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows including Vol/Sat, Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
General Plan With Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.919
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing traffic volumes and adjustment factors for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module:

Table with 12 columns representing saturation flow and adjustment factors for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics for Vol/Sat and Crit Moves.

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 1400 Bristol Street North Residences  
 General Plan With Project  
 AM Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.554  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	500	390	280	450	0	850	1200	210	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	500	390	280	450	0	850	1200	210	0	0	0
Added Vol:	0	0	0	22	0	0	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	500	390	302	450	0	850	1203	210	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	500	390	302	450	0	850	1203	210	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	500	390	302	450	0	850	1203	210	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	500	390	302	450	0	850	1203	210	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.25	1.75	2.00	2.00	0.00	1.66	2.90	0.44	0.00	0.00	0.00
Final Sat.:	0	3596	2804	3200	3200	0	2650	4637	713	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.14	0.14	0.09	0.14	0.00	0.32	0.26	0.29	0.00	0.00	0.00
Crit Moves:	****			****			****					

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1400 Bristol Street North Residences
General Plan With Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D
\*\*\*\*\*

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
General Plan With Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.797
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C
\*\*\*\*\*

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for various volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume) and values for four approaches.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. values for four approaches.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves values for four approaches.

\*\*\*\*\*



1400 Bristol Street North Residences
General Plan With Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.562
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
General Plan With Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.878
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics and 3 rows for Vol/Sat, OvlAdjV/S, and Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
General Plan With Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Table with 12 columns representing different traffic volumes. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume, and OvlAdjVol.

Table with 12 columns representing saturation flow. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns representing capacity analysis. Rows include Vol/Sat, OvlAdjV/S, and Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
General Plan With Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.931
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics and 2 rows for Vol/Sat and Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
General Plan With Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

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 1400 Bristol Street North Residences  
 General Plan With Project  
 AM Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.947  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: E

\*\*\*\*\*

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	2100	60	0	700	0	2150	570	1020	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2100	60	0	700	0	2150	570	1020	0	0	0
Added Vol:	0	1	0	0	0	0	17	4	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2101	60	0	700	0	2167	574	1024	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2101	60	0	700	0	2167	574	1024	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2101	60	0	700	0	2167	574	1024	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2101	60	0	700	0	2167	574	1024	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.86	0.14	0.00	4.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7778	222	0	6400	0	3200	1600	3200	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.27	0.27	0.00	0.11	0.00	0.68	0.36	0.32	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

1400 Bristol Street North Residences
General Plan With Project
AM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns for traffic volumes and 12 rows for various volume adjustments like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for capacity analysis and 3 rows for Vol/Sat, Crit Moves, and a summary row.

1400 Bristol Street North Residences
General Plan Without Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.949
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic flows and 12 rows of volume and adjustment factors.

Saturation Flow Module table with 12 columns and 5 rows showing saturation flow rates and adjustments.

Capacity Analysis Module table with 12 columns and 3 rows showing capacity analysis metrics.

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 1400 Bristol Street North Residences  
 General Plan Without Project  
 PM Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: C

\*\*\*\*\*

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

Volume Module:

Base Vol:	0	1770	410	310	2060	0	550	1420	630	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1770	410	310	2060	0	550	1420	630	0	0	0
Added Vol:	0	0	2	0	1	0	0	7	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1770	412	310	2061	0	550	1427	630	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1770	412	310	2061	0	550	1427	630	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1770	412	310	2061	0	550	1427	630	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1770	412	310	2061	0	550	1427	630	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.06	0.94	1.00	3.00	0.00	1.11	2.89	2.00	0.00	0.00	0.00
Final Sat.:	0	6489	1511	1600	4800	0	1780	4620	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.27	0.27	0.19	0.43	0.00	0.31	0.31	0.20	0.00	0.00	0.00
Crit Moves:	****			****			****					

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 1400 Bristol Street North Residences  
 General Plan Without Project  
 PM Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.813  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: D

\*\*\*\*\*

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	180	600	0	0	830	1480	0	0	0	530	1730	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	600	0	0	830	1480	0	0	0	530	1730	160
Added Vol:	0	0	0	0	0	0	0	0	0	12	5	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	600	0	0	830	1480	0	0	0	542	1735	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	600	0	0	830	1480	0	0	0	542	1735	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	600	0	0	830	1480	0	0	0	542	1735	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	600	0	0	830	1480	0	0	0	542	1735	164

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.44	2.56	0.00	0.00	0.00	1.00	3.74	0.26
Final Sat.:	3200	3200	0	0	2300	4100	0	0	0	1600	5985	415

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.06	0.19	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.34	0.29	0.40
Crit Moves:	****				****							****

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1400 Bristol Street North Residences
General Plan Without Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 12 columns and 2 rows including Vol/Sat, Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
General Plan Without Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.241
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different volume categories and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 2 rows of data including Vol/Sat and Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
General Plan Without Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.018
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 12 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows including Vol/Sat, Crit Moves, and \*\*\*\*\*

1400 Bristol Street North Residences
General Plan Without Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 2 rows including Vol/Sat and Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
General Plan Without Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.861
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing traffic volumes and adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume, and OvlAdjVol.

Saturation Flow Module:

Table with 12 columns representing saturation flow and adjustments. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis. Rows include Vol/Sat, OvlAdjV/S, and Crit Moves.

\*\*\*\*\*

1400 Bristol Street North Residences
General Plan Without Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 4 rows of data including Vol/Sat, OvlAdjV/S, and Crit Moves.

\*\*\*\*\*



1400 Bristol Street North Residences
General Plan Without Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 1.182
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 13 rows showing various volume and adjustment factors.

Saturation Flow Module table with 13 columns and 5 rows showing saturation flow and adjustment factors.

Capacity Analysis Module table with 13 columns and 3 rows showing capacity analysis metrics.

\*\*\*\*\*

1400 Bristol Street North Residences
General Plan Without Project
PM Peak Hour

Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 12 rows showing various volume and adjustment factors.

Saturation Flow Module table with 12 columns and 4 rows showing saturation flow and adjustment factors.

Capacity Analysis Module table with 12 columns and 2 rows showing capacity analysis metrics.

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 1400 Bristol Street North Residences  
 General Plan Without Project  
 PM Peak Hour  
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Level Of Service Computation Report

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

\*\*\*\*\*

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

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.871  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: D  
 \*\*\*\*\*

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

Volume Module:

Base Vol:	0	2360	110	0	1490	0	1180	1500	1010	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2360	110	0	1490	0	1180	1500	1010	0	0	0
Added Vol:	0	3	0	0	0	0	16	2	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2363	110	0	1490	0	1196	1502	1012	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2363	110	0	1490	0	1196	1502	1012	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2363	110	0	1490	0	1196	1502	1012	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2363	110	0	1490	0	1196	1502	1012	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.78	0.22	0.00	4.00	0.00	1.33	1.67	2.00	0.00	0.00	0.00
Final Sat.:	0	7644	356	0	6400	0	2128	2672	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.31	0.31	0.00	0.23	0.00	0.56	0.56	0.32	0.00	0.00	0.00
Crit Moves:	****			****			****					

\*\*\*\*\*

1400 Bristol Street North Residences
General Plan Without Project
PM Peak Hour

Level Of Service Computation Report

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

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

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

Table with 4 main columns: North Bound, South Bound, East Bound, West Bound. Sub-columns: L, T, R. Rows: Approach, Movement, Control, Rights, Min. Green, Lanes.

Volume Module: Table with 12 columns for volume and adjustment factors. Rows: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Table with 12 columns for saturation flow and adjustment factors. Rows: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis. Rows: Vol/Sat, Crit Moves.

## **APPENDIX D**

### **APPROVED PROJECTS LIST AND CUMULATIVE PROJECTS**

## Traffic Phasing Data Projects Less than 100% Complete

Project Number	Project Name	Percent Completed
148	FASHION ISLAND EXPANSION	40
154	TEMPLE BAT YAHM EXPANSION	65
945	HOAG HOSPITAL PHASE III	0
949	ST. MARK PRESBYTERIAN CHURCH	77
955	2300 NEWPORT BLVD (VUE)	30
958	HOAG HEALTH CENTER 500-540 SUPERIOR	95
959	NORTH NEWPORT CENTER	0
962	328 OLD NEWPORT MEDICAL OFFICE GPA	0
965	MARINER'S POINTE 23,015 SQ FT COMMERCIAL CENTER	82
971	BACK BAY LANDING 300 ECH	0
977	BALBOA MARINA WEST	0
979	NEWPORT CROSSINGS	0
980	Museum House - Vivante Senior Center	0
981	Uptown Newport: Phase 1 - Trans Devel Rights (TDR)	53
982	Uptown Newport: Phase 2 Only	0
983	Residences at 4400 VK	0
984	Picerne Residential (1300 Bristol St N)	0

# Approved Projects 80% Volume Summary Intersection Report

Intersection (4155 ::: IRVINE AVE / CAMPUS DR BRISTOL ST)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
<b>AM</b>	0	22	3	0	0	2	-2	0	22	0	5	-2	0	0	0	0
<b>PM</b>	20	6	18	0	0	4	16	0	6	0	10	8	0	0	0	0

Intersection (4160 ::: BRISTOL ST / BIRCH ST )

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
<b>AM</b>	1	30	-5	0	0	1	0	29	1	0	0	-5	0	0	0	0
<b>PM</b>	5	5	24	0	0	1	4	4	1	0	0	24	0	0	0	0

Intersection (4170 ::: JAMBOREE RD / BRISTOL ST )

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
<b>AM</b>	27	59	64	0	0	27	0	0	59	0	22	12	30	0	0	0
<b>PM</b>	80	26	121	0	0	80	0	0	26	0	90	5	26	0	0	0

Intersection (4172 ::: CAMPUS DR / BRISTOL ST N )

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
<b>AM</b>	7	7	0	106	0	7	0	0	7	0	0	0	0	15	91	0
<b>PM</b>	14	4	0	40	0	14	0	0	4	0	0	0	0	3	37	0

# Approved Projects 80% Volume Summary Intersection Report

Intersection (4175 ::: BRISTOL ST N / BIRCH ST )

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
<b>AM</b>	1	32	0	115	0	1	0	0	9	23	0	0	0	21	83	11
<b>PM</b>	1	14	0	40	0	1	0	0	4	10	0	0	0	2	33	5

Intersection (4190 ::: JAMBOREE RD / BRISTOL ST N )

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
<b>AM</b>	50	130	0	0	-7	40	17	0	59	71	0	0	0	0	0	0
<b>PM</b>	184	87	0	0	15	139	30	0	27	60	0	0	0	0	0	0

Intersection (4275 ::: JAMBOREE RD / MACARTHUR BLVD )

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
<b>AM</b>	15	50	48	168	-2	12	5	4	30	16	9	35	4	41	116	11
<b>PM</b>	77	44	140	87	8	27	42	12	12	20	14	128	-2	18	62	7

Intersection (4285 ::: MACARTHUR BLVD / NEWPORT PLACE DR VON KARMAN AVE)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
<b>AM</b>	28	35	0	15	0	22	6	0	35	0	0	0	0	15	0	0
<b>PM</b>	46	27	0	12	0	30	16	0	27	0	0	0	0	12	0	0



# Approved Projects 80% Volume Summary Intersection Report

Intersection (4295 ::: BIRCH ST / MACARTHUR BLVD )

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
<b>AM</b>	17	40	44	62	0	17	0	12	28	0	32	12	0	0	12	50
<b>PM</b>	24	86	21	39	0	24	0	52	34	0	12	9	0	0	12	27

Intersection (4300 ::: CAMPUS DR / MACARTHUR BLVD )

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
<b>AM</b>	87	36	0	5	0	87	0	2	34	0	0	0	0	0	0	5
<b>PM</b>	53	77	0	3	0	53	0	6	71	0	0	0	0	0	0	3

Intersection (4305 ::: JAMBOREE RD / CAMPUS DR )

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
<b>AM</b>	116	24	4	1	11	100	5	0	23	1	2	0	2	1	0	0
<b>PM</b>	56	99	13	5	6	47	3	0	97	2	1	0	12	5	0	0

Intersection (4765 ::: JAMBOREE RD / EASTBLUFF DR / UNIVERSITY DR)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
<b>AM</b>	42	90	0	0	0	38	4	0	90	0	0	0	0	0	0	0
<b>PM</b>	113	60	0	7	0	106	7	0	60	0	0	0	0	7	0	0

# Approved Projects 80% Volume Summary Intersection Report

Intersection (4995 ::: BISON AVE / MACARTHUR BLVD )

	<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>	<b>NL</b>	<b>NT</b>	<b>NR</b>	<b>SL</b>	<b>ST</b>	<b>SR</b>	<b>EL</b>	<b>ET</b>	<b>ER</b>	<b>WL</b>	<b>WT</b>	<b>WR</b>
<b>AM</b>	26	54	8	17	1	17	8	0	52	2	2	5	1	16	1	0
<b>PM</b>	89	38	10	10	4	67	18	0	27	11	5	3	2	6	4	0

## **Cumulative (Pending) Projects List – February 2023**

Projects of significant size to have a potential cumulative impact

Sage Hill School Expansion	20402 Newport Coast Dr	<b>New:</b> <ul style="list-style-type: none"> <li>• 150 students middle school facility</li> <li>• 38,658-square-foot gymnasium</li> </ul>
Tennis Club at Newport Beach	1602 E. Coast Hwy <i>No traffic phasing ordinance study.</i>	Amendment to 2012 approved Tennis Club at Newport Beach. <ul style="list-style-type: none"> <li>• Convert 7 tennis courts to 14 pickleball courts and 4 tennis courts</li> <li>• Increase hotel rooms from 27 to 41</li> <li>• Convert 5 SFR to 3 attached condominium units and 2 detached SFR</li> </ul>
Residences at Newport Center	150 Newport Center Dr <i>No traffic phasing ordinance study.</i>	<b>New:</b> 28 residential (condominiums) DU <b>Existing:</b> Car wash
1400 Bristol St Residences	1400 Bristol St North	<b>New:</b> 229 apartments DU <b>Existing:</b> 38,764 SF general office
1600 Dove St Residences	1600 Dove St	<b>New:</b> 249 apartments DU <b>Existing:</b> 60,675 SF general office
Mother's Market	2510 W. Coast Hwy	<b>New:</b> <ul style="list-style-type: none"> <li>• 5,096 SF supermarket</li> <li>• 36 residential DU</li> </ul> <b>Existing:</b> 4,487 SF boat sales office
Newport Beach Porsche (Autonation)	445 E. Coast Hwy	<b>New:</b> <ul style="list-style-type: none"> <li>• Two-level 143,494 SF dealership with 37 service bays</li> </ul> <b>Existing:</b> <ul style="list-style-type: none"> <li>• Single story auto dealership</li> </ul>
The Garden Restaurant	2902 W. Coast Hwy	<b>New:</b> <ul style="list-style-type: none"> <li>• 7,705 SF quality restaurant with 2,535 SF rooftop dining</li> <li>• 747 SF commercial</li> </ul>
Newport Village	2000/2200/2244 West Coast Hwy and 2001-2241 West Coast Hwy	<b>New:</b> <ul style="list-style-type: none"> <li>• 198 residential DU</li> <li>• 20,690 SF retail</li> <li>• 22,285 SF food and beverage (restaurants)</li> <li>• 20,310 SF office</li> <li>• 7,900 SF vehicle showroom</li> <li>• Marina reconfiguration</li> </ul> <b>Existing:</b> <ul style="list-style-type: none"> <li>• Variety of retail, office, shipyard sales and marina</li> </ul>
UCI North Campus Hospital Project (City of Irvine)	UCI North Campus, West of Jamboree Rd and Birch St	<b>New:</b> 350,000 SF hospital, includes emergency services, a 200,000 sq. ft. ambulatory care center, a central plant, and parking structure.
*UCI North Campus Child Health/Medical Office (City of Irvine)	UCI North Campus, West of Jamboree Rd and Birch St	Replace buildings near the intersection of Jamboree Rd and Birch St with 168,000 SF, 5-story Center for Child Health/Medical Office building and 800-space parking garage.
Newport Coast		<b>See Staff for update.</b>

Last Update: 2/22/23

# CURRENT DISCRETIONARY PROJECTS UNDER REVIEW

Submittal Date	File #	PA	Project Description	Schedule	Decision Maker	Planner
<b>16715 Von Karman Ave</b>						
2/9/2023	00896752-PPA	36	Pre-App review of access study and site plan for warehouse at Von Karman Corporate Center	TBD	Staff	Hernan DeSantos
<b>18301 Von Karman</b>						
2/2/2023	00895726-PCLE	36	Environmental review deposit for Von Karman & Quartz office building	TBD	PC	Sherman Jones
<b>2055 Main Street</b>						
1/31/2023	00895933-PSS	36	Sign Program for New IBC Apartment "Aurum" located at 2055 Main Street	TBD	ZA	Eric Martin
<b>Volar</b>						
1/25/2023	008954621-PCLE	36	PCLE application for environmental review for modification to Volar project	TBD	PC	Calvin Mingione
<b>9800 Muirlands</b>						
1/17/2023	00894298-PCPM	35	CUP for Oceans Church	tbd	ZA	Stacy Tran
<b>PA51 D2 &amp; D3</b>						
12/22/2022	00893185-PPA	51	Pre-Application review for the traffic study for portions of D2 and D3 in Planning Area 51	TBC	Staff	Hernan DeSantos
<b>1780 Main Street</b>						
12/21/2022	00890575-PPA	36	Pre-Application to determine land use, entitlement process, and city support for a proposed EV charging facility	TBD	Staff	Ann Wuu
<b>18831 Von Karman</b>						

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Projects Submitted within last 30 days.

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PA - Planning Area CC - City Council ZA - Zoning Administrator SC - Subdivision Committee  
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Submittal Date	File #	PA	Project Description	Schedule	Decision Maker	Planner
12/16/2022	00891072-PSS	36	Sign Program for Quinn Apartments	TBD	ZA	Alkemi
<b>9740 Irvine Blvd</b>						
12/16/2022	00892629-PMPC	36	Modification to add mezzanine space	TBD	Staff	Victor Mendez
<b>15014.5 Culver Drive</b>						
12/15/2022	00892193-PCPM	11	Minor Modification to expand the lease area for an existing wireless facility	TBD	Staff	Juliet Mukasa
<b>16200 Sand Canyon</b>						
12/15/2022	00892524-PSS	13	Modification to approved sign program for Hoag Hospital	TBD	ZA	Hernan Desantos
<b>18850 Von Karman Avenue</b>						
12/13/2022	00892346-PSS	36	Sign Program for Hensel Phelps	TBD	ZA	Juliet Mukasa
<b>Camden Apts</b>						
12/13/2022	00887257-PSS	36	Sign Program for Camden Apts at Main & Jamboree	TBD	ZA	Sherman Jones
<b>San Joaquin Golf Course</b>						
12/13/2022	00890887-PSS	19	Sign Program with AR for Rancho San Joaquin Golf Course	TBD	ZA	Hernan DeSantos
<b>20 &amp; 40 Pacifica</b>						
12/12/2022	00892179-PSS	33	Sign Program Modification with AR for the 20 & 40 Pacifica Sign Program	TBD	ZA	Eric Martin
<b>Alton Marketplace</b>						

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Submittal Date	File #	PA	Project Description	Schedule	Decision Maker	Planner
12/12/2022	00891926-PSS	32	Sign Program Modification with AR for Alton Marketplace to add signage for Bass Pro Shop	03/16/2023	PC	Ann Wuu
<b>18301 Von Karman</b>						
12/5/2022	00891064-PMPC	36	New 16,538 SF office building	TBD	PC	Sherman Jones
<b>Volar</b>						
12/5/2022	00891063-PCPU	36	Major Modification to add 54 dwelling units	TBD	PC	Alkemi
12/5/2022	00891238-PPK	36	Major Modification to update park requirements for the addition of 54 dwelling units	TBD	PC	Alkemi
<b>17892 Sky Park Circle</b>						
12/2/2022	00891467-PCPM	36	Expand tenant space and make interior improvements for health clinic	TBD	ZA	Juliet Mukasa
<b>Innovation Park</b>						
12/2/2022	00890105-PTP	12	VTPM 2020-182 for Innovation Park, Phases 3 and 4	TBD	SC	Hernan DeSantos
<b>18100 Derian</b>						
11/28/2022	00891071-PSS	36	Sign Program for Decorative Construction Fence	TBD	Staff	Alkemi
<b>1900 Main Street</b>						
11/22/2022	00890873-PSS	36	Sign Program Modification with AR for Irvine Concourse	02/16/2023	PC	Juliet Mukasa
<b>3500 Barranca Parkway</b>						

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Submittal Date	File #	PA	Project Description	Schedule	Decision Maker	Planner
11/22/2022	00890458-PAR	14	Administrative Relief from parking and landscaping standards to support conversion to medical office use	TBD	ZA	Alkemi
<b>17900 Jamboree Road</b>						
11/18/2022	00890166-PCPM	36	Modification to update parking rate and implement valet parking	TBD	Staff	Sherman Jones
<b>Woodbury Walk Apartments</b>						
11/18/2022	00890137-PPA	9	Pre-Application for Housing Department Review of the Transfer LP interests from BFIM to BHVI for Woodbury Walk Apartments	TBD	Staff	Stacy Tran
<b>16752 Armstrong</b>						
11/17/2022	00890098-PPA	36	Pre-application for question related to potential warehouse use	TBD	Staff	Hernan Desantos
<b>2710 Alton Parkway</b>						
11/10/2022	00889488-PCPM	36	Upgrade existing ABC License from Type 41 (Beer & Wine) to Type 47 (Full Alcohol) at a karaoke lounge	03/02/2023	PC	Eric Martin
<b>2941 Alton Parkway</b>						
11/1/2022	00888298-PCPM	36	CUP for new childcare facility associated with Westcliff University	TBD	PC	Juliet Mukasa
<b>2712 Kelvin</b>						
10/26/2022	00887710-PPA	36	Pre-application review of playground and exercise equipment with canopies over existing tennis court	TBD	Staff	Eric Martin
<b>14111 Jeffrey Road</b>						
10/25/2022	00887532-PCPM	8	Modify CUP to demolish existing gas station car wash and rebuild with a longer tunnel	TBD	ZA	Eric Martin
<b>2151 Michelson Drive</b>						

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Submittal Date	File #	PA	Project Description	Schedule	Decision Maker	Planner
10/19/2022	00887028-PSS	36	Master Sign Program for 2151 Michelson	TBD	ZA	Eric Martin
<b>17241 Murphy Avenue</b>						
10/17/2022	00886804-PCPM	36	CUP for a baseball training facility (i.e., commercial school)	TBD	ZA	Eric Martin
<b>Volar</b>						
10/17/2022	00886814-PPA	36	Traffic Study SOW for Volar Apartments	TBD	Staff	Calvin Mingione
<b>Districts 2, 3, &amp; 6 of GPN</b>						
9/30/2022	00885184-PMP	51	Community Design Features & Checklist of Sustainable Design Features	02/16/2023	PC	Hernan DeSantos
<b>D2 of GPN</b>						
9/29/2022	00884898-PTP	51	VTPM 2022-163 located in Development District 2 of Great Park Neighborhoods	TBD	SC	Hernan DeSantos
<b>D2 of GPN</b>						
9/28/2022	00884907-PTP	51	VTPM 2021-204 located in Development District 2 of Great Park Neighborhoods	TBD	SC	Hernan DeSantos
9/28/2022	00884906-PTP	51	VTPM 2021-201 located in District 2 of Great Park Neighborhoods	TBD	SC	Hernan DeSantos
<b>PA 4</b>						
9/28/2022	00884832-PTP	4	Parcel Map to create four lots, three for residential use and one for commercial/retail	TBD	SC	Ann Wu

**2700 Alton**

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Submittal Date	File #	PA	Project Description	Schedule	Decision Maker	Planner
9/22/2022	00884328-PCPM	36	conditional use permit for massage	TBD	ZA	Ann Wuu
<b>2030 Main Street</b>						
9/21/2022	00884154-PSSM	36	Sign Program Modificaiton for Irvine Concourse	TBD	Staff	Eric Martin
<b>20 Gramercy</b>						
9/20/2022	00884102-PMPC	36	Minor Modification to Central Park West Trash Enclosure	TBD	Staff	Eric Martin
<b>4 Wrigley</b>						
9/19/2022	00883947-PCPM	35	CUP to all placement of 6 storage containers in the parking lot	TBD	ZA	Eric Martin
<b>2941 Alton Parkway</b>						
9/15/2022	00883655-PPA	36	New childcare facility	TBD	Staff	Juliet Mukasa
<b>18881 Von Karman</b>						
9/14/2022	00883573-PSS	36	Sign Program Modification with AR for Waterfield Tower	TBD	ZA	Eric Martin
<b>PA 4</b>						
9/9/2022	00882754-PMP	4	Master Plan for the development of a new 1,2661 unit, 3-building apartment complex at The Marketplace	TBD	PC	Ann Wuu
<b>D5/D6</b>						
9/8/2022	00883008-PPA	51	Review address plan and meter plan for Tract 19130 in D5 and D6 of PA 51	TBD	Staff	Hernan DeSantos
<b>14010 Remington</b>						

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Submittal Date	File #	PA	Project Description	Schedule	Decision Maker	Planner
8/29/2022	00882130-PCPM	8	Add two 320 SF sheds for occupancy by parishioners.	TBD	ZA	Eric Martin
<b>Orchard Hills</b>						
8/19/2022	00881341-PSS	1	Sign Program Modification with AR for Orchard Hills	TBD	ZA	Juliet Mukasa
<b>18182 Culver Drive</b>						
8/18/2022	00877174-PPA	20	Pre-application to address site design and process questions/concerns	TBD	Staff	Sherman Jones
<b>PA 33 Lots 103 and 106</b>						
8/18/2022	00881205-PMP	33	New residential master plan for the development of 244 apartment homes in PA 33	TBD	PC	Victor Mendez
8/18/2022	00881196-PMP	33	New residential master plan for the development of 645 apartment homes in PA 33	TBD	PC	Victor Mendez
<b>4918 Irvine Center Drive</b>						
8/17/2022	00880581-PCPU	11	New Wireless Facility designed as a faux tree	TBD	PC	Sherman Jones
<b>PA 1 N 4</b>						
8/15/2022	00877600-PCPU	1	CUP for two multi-carrier wireless facilities designed as broadleaf trees	TBD	PC	Juliet Mukasa
<b>Northwood Park</b>						
8/10/2022	00880297-PCPU	8	New Class 10 ATT Wireless Facility	TBD	PC	Eric Martin
<b>16221 Construction Circle East</b>						

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Submittal Date	File #	PA	Project Description	Schedule	Decision Maker	Planner
8/2/2022	00879628-PCPM	36	Manufactured Structure for office use longer than 2 years	TBD	ZA	Victor Mendez
<b>2572 White Road</b>						
7/26/2022	00879053-PSS	36	Sign Program Modification with AR	TBD	ZA	Victor Mendez
<b>1 Technology</b>						
7/23/2022	00878800-PCPM	32	Minor Modification to add outdoor stairwells and outdoor walkway to access 2nd floor	TBD	Staff	Juliet Mukasa
<b>17821 N Sky Park Cir Suite J&amp;K</b>						
7/22/2022	00875730-PCPM	36	Conditional Use Permit to change use of site from office and manufacturing to alternative health care provider	TBD	ZA	Hernan DeSantos
<b>19510 Jamboree Road</b>						
7/15/2022	00877891-PCPM	36	Modification to existing CUP for ped bridge connecting 2 buildings on 4th floor for internal circulation	TBD	Staff	Bill Rodrigues
<b>PA 39</b>						
6/29/2022	00876485-PPA	39	Pre-Application for Housing Division to review Los Olivos Apartments (Lot 4) documentation	TBD	Staff	Stacy Tran
<b>Jamboree &amp; Campus</b>						
6/13/2022	00874834-PCPU	36	Entitlement for Elements Phase 3	TBD	PC	Stacy Tran
<b>PA 33 Lots 103 and 106</b>						
6/10/2022	00874758-PCLE	33	Environmental Review for proposed GPA & ZC in PA 33 to add residential intensity	TBD	CC, PC	Victor Mendez
<b>PA 4</b>						

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Projects Submitted within last 30 days.

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Submittal Date	File #	PA	Project Description	Schedule	Decision Maker	Planner
6/10/2022	00874747-PCLE	4	Environmental Review for proposed GPA & ZC in PA 4 to add residential intensity	TBD	CC, PC	Ann Wuu
<b>18542 MacArthur</b>						
6/7/2022	00873667-PMPC	36	New Chick-Fil-A restaurant without drive-thru to replace IHOP	TBD	Staff	Victor Mendez
<b>PA 1 Neighborhood 4</b>						
6/7/2022	00874542-PMP	1	Residential master plan and address plan	TBD	PC	Juliet Mukasa
6/7/2022	00874541-PMP	1	Residential master plan and address plan	TBD	PC	Juliet Mukasa
<b>9780 Irvine Center Drive</b>						
6/6/2022	00873237-PCPU	34	Conditional Use Permit to operate an equipment rental business from 9780 Research	TBD	ZA	Hernan DeSantos
<b>PA 1 Neighborhood 4</b>						
6/6/2022	00873726-PMP	1	Residential Master Plan for 135 SFD	TBD	PC	Juliet Mukasa
<b>Sand Canyon and Great Park Boulevard</b>						
6/6/2022	00873435-PCLE	40	Environmental review for GPA/ZC/and development applications	TBD	PC, CC	Stacy Tran
<b>PA 1 Neighborhood 4</b>						
6/2/2022	00873724-PMP	1	Residential Master Plan for 137 SFR	TBD	PC	Juliet Mukasa
<b>19712 MacArthur Blvd</b>						

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Submittal Date	File #	PA	Project Description	Schedule	Decision Maker	Planner
5/16/2022	00872407-PSSM	36	Modification to approved Sign Program to add one non-illuminated wrap-around wall sign at Bldg 6	TBD	ZA	Juliet Mukasa
<b>14200 Culver Drive</b>						
5/11/2022	00871899-PCPM	11	CUP to operate an employee staffed mobile trailer donation site	03/16/2023	PC	Sherman Jones
<b>8000 Great Park Blvd</b>						
5/6/2022	00870830-PPA	51	PreApplication review of traffic study scope of work and trip budget assessment for GP Master Plan 2.0	TBD	Staff	Hernan DeSantos
<b>17422 Pullman Street</b>						
5/4/2022	00871435-PCPM	36	CUP for outdoor storage at Aquatec	TBD	ZA	Sherman Jones
<b>PA 33 Lots 103 and 106</b>						
4/28/2022	00870344-PPA	33	Preliminary review of proposed site plans for PA 33 residential	TBD	Staff	Victor Mendez
4/28/2022	00870341-PZC	33	Zone Change related to GPA to add 1,100 residential units	TBD	PC, CC	Victor Mendez
<b>PA 4</b>						
4/28/2022	00870377-PPA	4	Preliminary review of proposed site plan for PA 4 residential	TBD	Staff	Ann Wu
4/28/2022	00870374-PZC	4	Zone Change related to GPA to add 1,400 residential units	TBD	PC, CC	Ann Wu
<b>16200 Sand Canyon</b>						

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Submittal Date	File #	PA	Project Description	Schedule	Decision Maker	Planner
4/19/2022	00870057-PCPM	13	Modification to Hoag Hospital Irvine	TBD	Staff	Hernan DeSantos
<b>Great Park</b>						
4/6/2022	00868722-PPA	51	Pre-Application review of traffic study scope of work for Pretend City in Cultural Terrace of Great Park	TBD	Staff	Sherman Jones
<b>Sand Canyon and Great Park Boulevard</b>						
3/31/2022	00868287-PMP	40	Modification to Master Landscape and Trails Plan for PA 40	TBD	CSC PC	Stacy Tran
3/31/2022	00868384-PPP	40	Park Plan for VTTM 19223 for 140 residential condos	TBD	CSC PC	Stacy Tran
<b>17941 Von Karman</b>						
3/21/2022	00864772-PCPM	36	Minor Mod to CUP to remove and restripe parking lot to correct unpermitted work resulting in a basketball court	TBD	Staff	Hernan DeSantos
<b>1900 Main Street</b>						
3/21/2022	00867292-PSS	36	Sign Program Modification to Irvine Concourse	TBD	ZA	Juliet Mukasa
<b>Playground Plan for D4 Orchard Hills</b>						
3/21/2022	00866003-PPA	1	Playground Plan review for new park (Park 1) in Orchard Hills Neighborhood 4	TBD	Staff	Juliet Mukasa
<b>1824 Kaiser Avenue</b>						
3/3/2022	00865578-PCPM	36	CUP to operate Boden Autohaus	TBD	ZA	Sherman Jones
<b>2152 Dupont</b>						

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Submittal Date	File #	PA	Project Description	Schedule	Decision Maker	Planner
2/8/2022	00862239-PCPM	36	Conditional Use Permit for alternative health care provider	TBD	ZA	Victor Mendez
<b>PA 33 Lots 103 and 106</b>						
2/7/2022	00863251-PGA	33	General Plan Amendment to add 1,100 dwelling units within Regional Commercial district of PA 33	TBD	PC, CC	Victor Mendez
<b>PA 4</b>						
2/7/2022	00863325-PGA	4	General Plan Amendment to add up to 1,400 dwelling units within the Regional Commercial Land Use category of PA 4	TBD	PC, CC	Ann Wuu
<b>County 100 acres</b>						
2/1/2022	00862977-PPA	51	Pre-Application Review of Be Well Irvine campus	TBD	Staff	Bill Rodrigues
<b>17300 Red Hill Avenue</b>						
1/25/2022	00862465-PPA	36	Pre-application review to demolish existing 162,000 sf office building and construct 160,000 sf industrial warehouse	TBD	Staff	Sherman Jones
<b>17731 Cowan</b>						
1/24/2022	00860930-PPA	36	Pre-Application Review of prospective 56,500 sf warehouse development on 2.785 acres	TBD	Staff	Juliet Mukasa
<b>Sand Canyon and Great Park Boulevard</b>						
1/24/2022	00862242-PMP	40	Master Plan for Tract 19223 for 140 residential condo units	TBD	PC	Stacy Tran
<b>Sand Canyon and Great Park Boulevard</b>						
1/20/2022	00862078-PTT	40	Vesting Tentative Tract Map 19223 for 140 residential condo units and park	TBD	SC, CSC, P	Stacy Tran
<b>3301 Michelson</b>						

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Submittal Date	File #	PA	Project Description	Schedule	Decision Maker	Planner
1/18/2022	00861648-PPA	36	Pre-Application review of acquisition and conversion of The Royce Apartments for City's Middle Income Housing Program	TBD	Staff	Lisa Varon
<b>18700 Harvard</b>						
12/29/2021	00860098-PCPM	23	K-12 private school at Bethel Korean Church	03/02/2023	PC	Victor Mendez
<b>Ada Ave &amp; RR Tracks</b>						
12/14/2021	00859433-PPA	32	Review and comment on proposed grade separation of Ada Avenue between Barranca and Maring way	TBD	Staff	Bill Rodrigues
<b>15800 Laguna Canyon Road</b>						
12/8/2021	00858043-PPA	31	Review to convert security gate to controlled access gate	TBD	Staff	Ann Wu
<b>17241 Murphy Avenue</b>						
12/2/2021	00856934-PCPM	36	CUP for Mankind Physical Therapy	TBD	ZA	Eric Martin
<b>1340 Reynolds</b>						
10/28/2021	00855935-PCPU	36	CUP for BrainyActz Escape Room	TBD	PC	Juliet Mukasa
<b>1 Fire Authority Road</b>						
8/23/2021	00850215-PPA	4	Pre-Application for expansion of OCFA Training Grounds	TBD	Staff	Sherman Jones
<b>Orange County Metrolink Facility</b>						
7/8/2021	00846471-PCPU	51	CUP for Orange County Metrolink Maintenance Facility	TBD	PC	Victor Mendez

**Ridge Valley and Marine Way, NWC**

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Submittal Date	File #	PA	Project Description	Schedule	Decision Maker	Planner
6/22/2021	00844668-PCLE	40	Peer review of environmental document	TBD	PC / CC	Stacy Tran
<b>6894 Marine Way</b>						
5/24/2021	00842193-PCPM	40	Conditional Use Permit Extension for 00510068-PCPM to allow Metrolink's utility building to remain for two years in PA 40.	TBA	Staff	Victor Mendez
<b>184 Technology Drive</b>						
4/28/2021	00841098-PPA	32	Pre-Application to review AT&T right-of-way wireless installation at 184 Technology Drive in PA 32.	TBA	Staff	Victor Mendez
<b>17875 Von Karman</b>						
4/5/2021	00839442-PCPM	36	Conditional Use Permit for a restaurant with TDR at the Intersect Campus Office Complex, 17875 Von Karman in Planning Area 36.	TBD	ZA	Stacy Tran
<b>3900 Michelson</b>						
3/4/2021	00837149-PCPM	19	Conditional Use Permit to allow permanent tent structure on the Congregation Beth Jacobs facility in Planning Area 19	TBA	ZA	Victor Mendez
<b>Sand Canyon and Great Park Boulevard</b>						
1/20/2021	00834204-PZC	40	Zoning Code Amendment to allow residential uses at the SE corner of Sand Canyon and Great Park Blvd. in PA 40.	TBD	PC, CC	Stacy Tran
1/20/2021	00834207-PGA	40	General Plan Amendment to allow residential uses at the SE corner of Sand Canyon and Great Park Blvd. in PA 40.	TBD	PC, CC	Stacy Tran
<b>18881 Von Karman Ave, Suite 900</b>						
11/23/2020	00830587-PCPM	36	Conditional Use Permit to establish the Futures Academy (private school) in the Waterfield Tower in Planning Area 36.	TBD	ZA	Ann Wu

**Great Park Neighborhoods**

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Submittal Date	File #	PA	Project Description	Schedule	Decision Maker	Planner
11/17/2020	00830360-PSSM	51	Sign Program Modification for Great Park Neighborhoods in PA 51.	TBD	Staff	Sherman Jones
<b>14952 Sand Canyon</b>						
9/8/2020	00825614-PSS	31	Sign Program for Knowlwood's restaurant at 14952 Sand Canyon in Old Town Irvine.	TBD	PC	Sherman Jones
<b>Orchard Hills Dr</b>						
8/28/2020	00824643-PPD	1	Park Design for Park 1 (Lot 522), District 4	06/07/2023	CSC	Hernan DeSantos
<b>Ridge Valley and Marine Way, NWC</b>						
8/13/2020	00823932-PTP	40	Vesting Tentative Parcel Map 2020-137 to subdivide 3 parcels into 5 parcels in PA 40.	TBD	SC	Stacy Tran
<b>16751 Noyes Avenue</b>						
7/23/2020	00821827-PCPM	36	Conditional Use Permit to establish an automotive repair business in a 10,309 sf suite	03/02/2023	PC	Calvin Mingione
<b>2550 Alton Parkway</b>						
3/31/2020	00816420-PPA	36	Pre-application to review Diamond Jamboree Phase 2's mixed use development and parking structure in PA 36.	TBD	Staff	Ann Wu
<b>30 Auto Center Drive</b>						
3/5/2020	00814576-PPA	35	Sign Permit #3 to allow off-site advertising on the Irvine Auto Center Electronic message sign at 30 Auto Center Drive in Planning Area 35.	on-going	Staff	Bill Rodrigues
<b>15955 Alton Parkway</b>						
2/3/2020	00811566-PAR	13	Administrative Relief to reduce required parking for an existing office building at the Canon Headquarters; submitted by JCM, Facilities, Planning and Management.	TBD	ZA	Bill Rodrigues
<b>SCE Easement in PA 17</b>						

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Projects Submitted within last 30 days.

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Submittal Date	File #	PA	Project Description	Schedule	Decision Maker	Planner
11/21/2019	00804797-PCPU	17	Conditional Use Permit for an AT&T wireless facility on SCE tower in Quail Hill (PA 17).	TBD	PC	Calvin Mingione
<b>Novel Park</b>						
11/4/2019	00802982-PSS	51	Modification to Sign Program for Novel Park Signs in PA 51.	TBD	Staff	Sherman Jones
<b>Ridge Valley and Marine Way, NWC</b>						
7/29/2019	00793825-PGA	40	General Plan Amendment to transfer 675,237 square feet of land use intensity from the 3.1H Multi-Use District to the 5.5D Medical and Science District in PA 40.	TBD	PC, CC	Stacy Tran
7/29/2019	00793828-PZC	40	Zoning Code Amendment to transfer land use intensity from the 3.1H Multi-Use District to the 5.5D Medical and Science District in PA 40.	TBD	PC, CC	Stacy Tran
<b>14522 Myford (SW corner of Jamboree and Myford)</b>						
6/19/2019	00789713-PCPM	10	Conditional Use Permit modification to add additional sports-related activities, tutoring and physical therapy to the sports center at 14522 Myford Road in the Jamboree Business Center in Planning Area 10.	TBD	PC	Calvin Mingione
<b>19722 and 19732 MacArthur</b>						
6/19/2019	00789718-PTT	36	Tentative Tract Map 18112 for condominium purposes at 19722 MacArthur in Planning Area 36.	TBD	SC, PC	Juliet Mukasa
<b>14725 Alton Parkway</b>						
4/24/2019	00783724-PSS	35	Sign Program Modification with administrative relief for the Irvine Campus of Chapman University to add 14725 Alton in Planning Area 35.	TBD	PC	Ann Wu
<b>East Bosque South Great Park Blvd</b>						
4/23/2019	00783515-PCPU	51	Conditional Use Permit for Accessory Retail and Dining	TBA	ZA	Victor Mendez
<b>2626 Dupont</b>						

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Submittal Date	File #	PA	Project Description	Schedule	Decision Maker	Planner
1/30/2019	00775207-PAR	36	Administrative Relief for parking requirements at the Jamboree Promenade, 2626, 2636, and 2646 Dupont in PA 36.	TBD	ZA	Juliet Mukasa
<b>9259 Research Drive</b>						
9/28/2018	00763244-PCPM	34	Community Facility to establish live performance space in an industrial office building.	TBD	PC	Sherman Jones
<b>Southeast Chinon and "N" Street</b>						
6/18/2018	00751736-PCPM	51	Conditional Use Permit for Child Care Use	TBD	PC	Hernan DeSantos
<b>2222 and 2272 Michelson Drive</b>						
9/28/2017	00724855-PPA	36	Pre-application to review and implement parking management strategies for the Michelson Marketplace (Trade) at 2222 & 2272 Michelson Drive in Planning Area 36.	TBD	Staff	Ann Wu
<b>17 Pasteur</b>						
9/12/2017	00723112-PSS	13	Sign Program for a mural on the 405 facing frontage of Tilly's at 17 Pasteur in Planning Area 13.	TBD	PC	Ann Wu
<b>17832 and 17840 Gillette</b>						
1/23/2017	00698921-PCLE	36	Environmental Review for a 336 unit apartment project at 17832 and 17840 Gillette in Planning Area 36.	TBD	PC	Ann Wu
1/23/2017	00698920-PPP	36	Park Plan for a 336 unit apartment project at 17832 and 17840 Gillette in Planning Area 36.	TBD	PC, CSC	Ann Wu
<b>17832 and 17840 Gillette</b>						
12/13/2016	00695550-PZC	36	Zone Change to increase the IBC residential unit cap for a 336 unit apartment project at 17832 and 17840 Gillette in Planning Area 36.	TBD	PC, CC	Ann Wu

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Submittal Date	File #	PA	Project Description	Schedule	Decision Maker	Planner
12/13/2016	00695549-PGA	36	General Plan Amendment to increase the IBC residential unit cap for a 336 unit apartment project at 17832 and 17840 Gillette in Planning Area 36.	TBD	PC, CC	Ann Wuu
<b>17832 and 17840 Gillette</b>						
8/15/2016	00681568-PCPU	36	Conditional Use Permit for a 336 unit apartment project at 17832 and 17840 Gillette in Planning Area 36.	TBD	PC	Ann Wuu
<b>15415 Jeffrey Road</b>						
7/28/2016	00679655-PPA	11	Pre-application to study parking alternatives at the Irvine Village Center, 15415 Jeffrey Road, in Planning Area 11.	TBD	Staff	Ann Wuu
<b>18301 Von Karman</b>						
	00885646-PPA	36	Preapplication review of Von Karman & Quartz Traffic Study SOW	TBD	Staff	Sherman Jones

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## **APPENDIX E**

### **TPO ONE-PERCENT THRESHOLD ANALYSIS**

**Traffic Phasing Ordinance (TPO) One-Percent Threshold Calculations**

ID	Study Intersection	AM Peak Hour Approach Totals				1% of TPO Volume				AM Peak Hour Project Volume				Threshold Met?			
		TPO Year 2027 Without Project															
		NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
1.	Campus Dr (NS) at Bristol St North (EW)	1386	487	0	1383	14	5	0	14	0	0	0	13	No	No	No	No
2.	Irvine Ave/Campus Dr (NS) at Bristol St South (EW)	942	566	2430	0	10	6	25	0	-7	2	-6	0	No	No	No	No
3.	Birch St (NS) at Bristol St North (EW)	703	261	0	1785	8	3	0	19	0	0	0	58	No	No	No	Yes
4.	Birch St (NS) at Bristol St South (EW)	452	500	1590	0	5	6	16	0	0	32	-13	0	No	Yes	No	No
5.	MacArthur Blvd (NS) at Campus Dr (EW)	548	1441	697	256	6	15	7	3	9	-2	0	0	Yes	No	No	No
6.	MacArthur Blvd (NS) at Birch St (EW)	469	986	321	225	5	10	4	3	0	-2	12	0	No	No	Yes	No
7.	MacArthur Blvd (NS) at Newport Pl Dr/Von Karman Ave (EW)	842	616	76	251	9	7	1	3	0	-2	0	-2	No	No	No	No
8.	MacArthur Blvd (NS) at Jamboree Rd (EW)	983	652	1093	1462	10	7	12	15	-6	-4	20	-3	No	No	Yes	No
9.	MacArthur Blvd (NS) at Bison Ave (EW)	1553	2068	231	314	16	21	3	4	-8	5	0	0	No	No	No	No
10.	Jamboree Rd (NS) at Campus Dr (EW)	1109	2005	226	466	12	21	3	5	15	-3	0	0	Yes	No	No	No
11.	Jamboree Rd (NS) at Bristol St North (EW)	2546	1242	0	0	26	13	0	0	1	-12	0	0	No	No	No	No
12.	Jamboree Rd (NS) at Bristol St South (EW)	1741	824	2528	0	18	9	26	0	-6	0	18	0	No	No	No	No
13.	Jamboree Rd (NS) at Eastbluff Dr/University Dr (EW)	1277	2012	483	461	13	21	5	5	-6	5	0	0	No	No	No	No

ID	Study Intersection	PM Peak Hour Approach Totals				1% of TPO Volume				PM Peak Hour Project Volume				Threshold Met?			
		TPO Year 2027 Without Project															
		NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
1.	Campus Dr (NS) at Bristol St North (EW)	1092	1392	0	2122	11	14	0	22	0	0	0	-8	No	No	No	No
2.	Irvine Ave/Campus Dr (NS) at Bristol St South (EW)	1022	823	1760	0	11	9	18	0	1	-5	9	0	No	No	No	No
3.	Birch St (NS) at Bristol St North (EW)	420	779	0	2057	5	8	0	21	0	0	0	-13	No	No	No	No
4.	Birch St (NS) at Bristol St South (EW)	521	616	1240	0	6	7	13	0	0	-5	11	0	No	No	No	No
5.	MacArthur Blvd (NS) at Campus Dr (EW)	1030	1149	529	800	11	12	6	8	0	7	0	0	No	No	No	No
6.	MacArthur Blvd (NS) at Birch St (EW)	686	798	484	513	7	9	5	6	0	7	-1	0	No	No	No	No
7.	MacArthur Blvd (NS) at Newport Pl Dr/Von Karman Ave (EW)	706	647	278	538	8	7	3	6	0	7	0	2	No	Yes	No	No
8.	MacArthur Blvd (NS) at Jamboree Rd (EW)	1002	1354	1176	1423	11	14	12	15	9	10	-5	12	No	No	No	No
9.	MacArthur Blvd (NS) at Bison Ave (EW)	2365	1761	406	316	24	18	5	4	4	-6	0	0	No	No	No	No
10.	Jamboree Rd (NS) at Campus Dr (EW)	1793	1187	508	648	18	12	6	7	1	12	0	0	No	Yes	No	No
11.	Jamboree Rd (NS) at Bristol St North (EW)	2794	1413	0	0	29	15	0	0	10	31	0	0	No	Yes	No	No
12.	Jamboree Rd (NS) at Bristol St South (EW)	2304	806	2406	0	24	9	25	0	4	0	5	0	No	No	No	No
13.	Jamboree Rd (NS) at Eastbluff Dr/University Dr (EW)	2161	1873	383	463	22	19	4	5	4	-4	0	0	No	No	No	No

## **APPENDIX F**

### **EXISTING VMT PER POPULATION MAP**



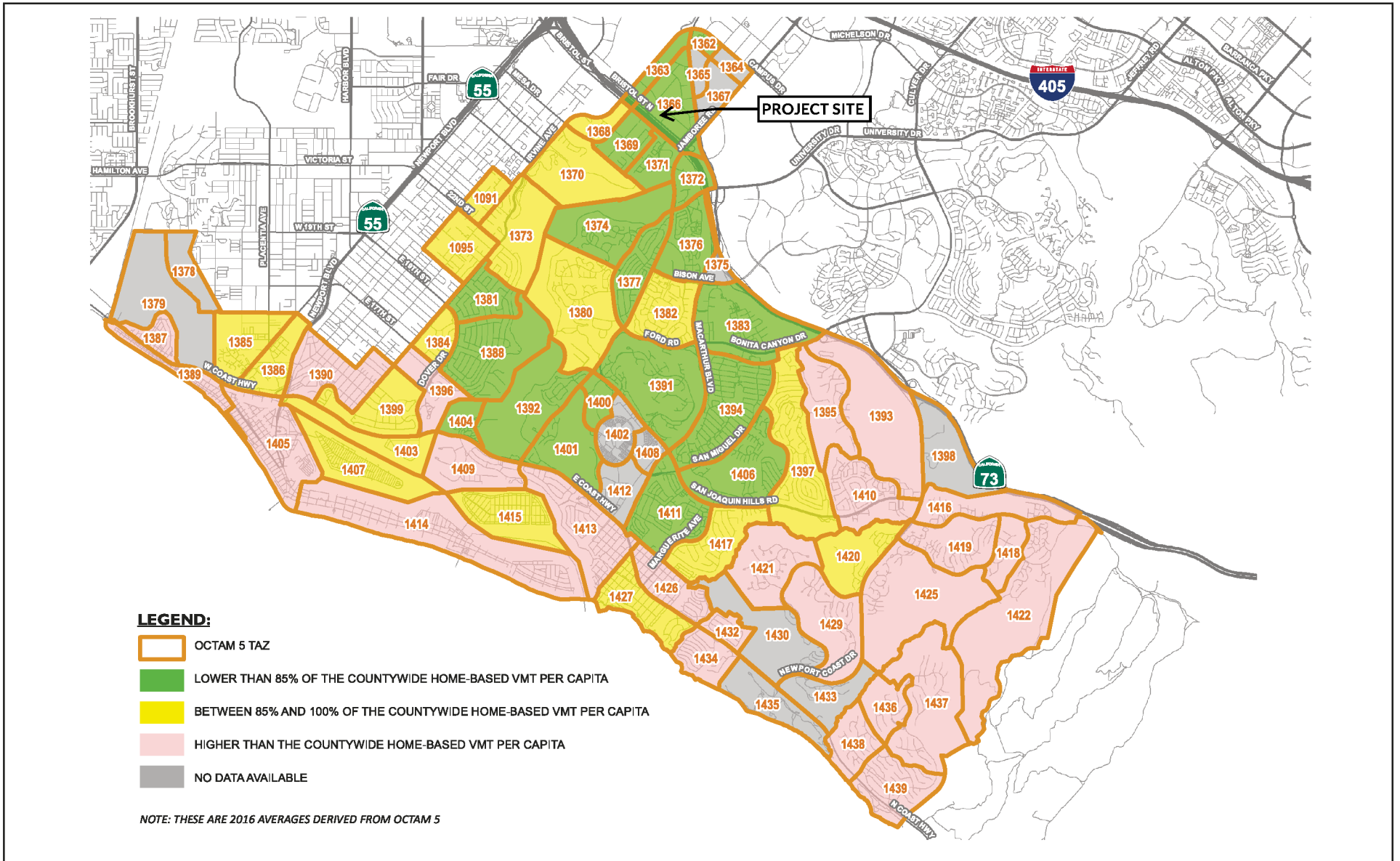


FIGURE 2

LSA





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